



MANAGER'S MEMORANDUM

Prepared for: **Naperville City Council**

By: City Manager's office

9/10/2026

A. MANAGER'S MEMORANDUM

Source:

1. Jennifer Loudon,
Director of TED
Andrew Hynes,
Deputy Director of
TED/City Engineer

Subject:

Downtown Parking and
Nichols Library Parking Deck
Background

Action:

FYI

**CITY OF NAPERVILLE
MEMORANDUM**

DATE: September 10, 2026

TO: Doug Krieger, City Manager

FROM: Jennifer Louden, Director of TED
Andrew Hynes, Deputy Director of TED/City Engineer

SUBJECT: Downtown Parking and Nichols Library Parking Deck Background

PURPOSE:

The purpose of this memorandum is to provide the Mayor and City Council with background information regarding downtown parking and the Nichols Library Parking Deck project.

BACKGROUND:

Various downtown stakeholders have expressed interest in resuming the design and construction of a parking deck at Nichols Library. A deck at Nichols Library is one component of an overall strategy for downtown parking that was developed through careful long-term planning. This memorandum provides details on the past planning practices and the Nichols Library Parking Deck project.

As there are many different aspects to downtown parking, the information in this memorandum has been divided into the following major topic areas:

1. Downtown Parking Supply and Management
2. Downtown Parking Principles
3. Downtown Parking Planning
4. Downtown Parking Supply Expansion & Nichols Library Parking Deck

DISCUSSION:

1. Downtown Parking Supply and Management

Downtown Naperville currently offers a total of 3,910 parking spaces including all public and private spaces. The following table summarizes the current supply:

Parking Type	Spaces
Total	3,910
Public	3,125
Private	785
Off-Street	3,498
On-Street	412

A map showing the location of parking locations and types is included as Attachment 1.

The City of Naperville maintains and manages the public parking supply. City Council establishes policy related to downtown parking, with the Downtown Advisory Committee providing input and recommendations related to the strategic, long-term, ongoing development of Downtown Naperville and the Transportation Advisory Board providing input and recommendations related to parking management. Input from the Downtown Naperville Alliance (DNA) is sought in all matters related to downtown parking. The Transportation, Engineering and Development (TED) Business Group provides oversight of downtown parking in coordination with the Finance Department, the Department of Public Works and the Police Department.

A combination of parking types and regulations are required for the available parking supply to meet the varying needs of the downtown's users. On-street parking is intended to serve short-term trips for retail and business visitors. Most on-street spaces are two-hour parking, with some designated as shorter-term loading zones with various time limits. The parking lots and decks are intended to accommodate longer visits to the downtown. Most off-street spaces are three-hour parking, with all-day parking available within the upper level of the decks. Downtown employees may park without time restrictions in designated areas of the parking decks by obtaining and displaying a Central Business District (CBD) employee hang tag.

2. Downtown Parking Principles

As first documented in the 2000 Downtown Plan, adequate and appropriately located parking is critical to the success of downtown Naperville. This key principle was carried forward to the *Naperville Downtown2030* Plan into the vision that expresses the desired parking environment for downtown Naperville:

Adequate and conveniently located on- and off-street parking is available throughout the downtown, to enhance visitor convenience. The downtown parking experience has improved as a result of enhancements made to both on- and off-street parking. Naperville's commitment to parking satisfaction is systematically measured and evaluated in order to plan for future parking needs. A well planned and efficiently managed parking supply is a critical element to the conditions needed to promote healthy development.

In 2017, a Downtown Parking Summit was held to evaluate methods to maximize utilization of parking spaces. The Summit consisted of three meetings and a public open house with representatives from City staff, the former Downtown Advisory Commission, Downtown Naperville Alliance and the Naperville Development Partnership. As part of this effort, the following principles were established to guide decisions related to parking:

1. Downtown parking is free to patrons.
2. Convenient patron parking is the top priority.

3. Efficient management of the downtown parking supply requires a strong public and private partnership.
4. Downtown parking is shared to maximize the use of the land and create an inviting downtown atmosphere.
5. Parking should be captured on the perimeter of the downtown to the extent possible.
6. A combination of parking types and regulations are needed for patron convenience.
7. The Continuous Improvement Model for Downtown Parking is the City's tool for managing the parking supply.
8. Parking enforcement is an important tool for managing and maximizing the downtown parking supply.

3. Downtown Parking Planning

Continuous Improvement Model for Downtown Parking

Since 2001 the downtown parking supply has been monitored through the Continuous Improvement Model for Downtown Parking (CIM). Since parking is such a costly asset, the former Downtown Plan Implementation Committee recognized the benefit of building a model to provide a solid basis for policy decisions to address long-term parking needs in the downtown, as well as to determine the impacts of parking management strategies. To achieve those goals, the Continuous Improvement Model for Downtown Parking (CIM) was developed.

The CIM was conducted periodically from 2001 to 2015 and consisted of three components:

- Existing parking supply and occupancy data for downtown parking;
- Customer satisfaction data for downtown parking; and
- Assessment of the parking impacts of future development/redevelopment.

For each study year, data collection was performed on a Friday and Saturday during a non-event summer weekend. Each study provided a projection of future parking demand. Projections were based on targeting a 70% occupancy rate to achieve desired customer satisfaction levels. This target occupancy rate was established because users perceive the downtown parking areas to be full at this level and begin to experience a decline in satisfaction.

Staff conducted a new CIM study in July 2026. Analysis for this year's CIM is expected to be complete in October or November.

Downtown Parking Site Feasibility Study

Through the 2004 Continuous Improvement Model, declining customer satisfaction levels were noted, and staff identified the need to conduct a study of financing options and site feasibilities for a future parking deck in the downtown. As a result, the Downtown Parking Site Feasibility Study was initiated in 2005. At the time, the Central Parking Facility, the Van Buren Parking Facility and the Municipal Center deck were the only parking structures within downtown. The scope of the feasibility study included the conceptual

review of nine sites within the downtown, further study of three sites and a review of financing options. The recommendations from the study were presented to City Council during a Downtown Parking Workshop on November 29, 2005.

During the 2005 workshop City Council endorsed a deck at the Nichols Library and reconstruction of the Central Parking Facility as the first and second parking expansion projects and directed staff to continue to work with the developers on a structure south of the river (future Water Street) to meet the demands of new development in that area.

Downtown Parking Management Study

During 2008 the City of Naperville, in coordination with the DNA, initiated the Downtown Parking Management Study (DPMS). Prepared by a parking consultant, the purpose of the DPMS was to evaluate the management of the downtown parking supply and identify opportunities to improve parking management practices and ensure the most efficient use of the parking supply. The study found that the mix of parking types within the downtown was appropriate and recommended several opportunities relative to marketing, signage and enforcement. Many of the recommendations have since been implemented, such as the installation of the Parking Guidance System at the Van Buren and Central parking facilities.

4. Downtown Parking Supply Expansion & Nichols Library Parking Deck

Since the completion of the Downtown Parking Site Feasibility Study, a 250-space addition to the Van Buren Parking Facility was completed. The Water Street Parking Facility opened in 2016, adding 520 spaces to support the uses in that area.

Development of a parking deck on the two endorsed sites, Nichols Library and the Central Parking Facility, has reached varying stages. The City hired a consultant to develop design plans and construction documents for a 500-plus space deck at the Nichols Library site during 2006. Due to escalating construction cost estimates and resident concerns, the consultant was directed to halt plan preparation during spring 2008 and their contract was closed in 2009. Additional details on this project are provided below.

Based on the recommendations of the 2012 CIM, work began on the reconstruction and expansion of the Central Parking Facility during 2014. Initial land acquisition activities, including surveys and appraisals, were completed; however, no further acquisition efforts were made. Selection of a design consultant was also started, but a contract was not awarded. Significant maintenance work on the Central Parking Facility has been completed to address structural issues as well as improve its overall appearance. While this maintenance should sustain the parking deck for many years, the associated property lease and complete reconstruction in the long term remain as issues for consideration.

Nichols Library Parking Deck

The design process for the Nichols Library Parking Deck that took place between 2006 and 2008 included evaluation of nine initial schematic designs, extensive public involvement, and coordination with Naperville Public Library staff. Renderings of the final

design that was approved by the City Council are included as Attachment 2. Key elements of this design are:

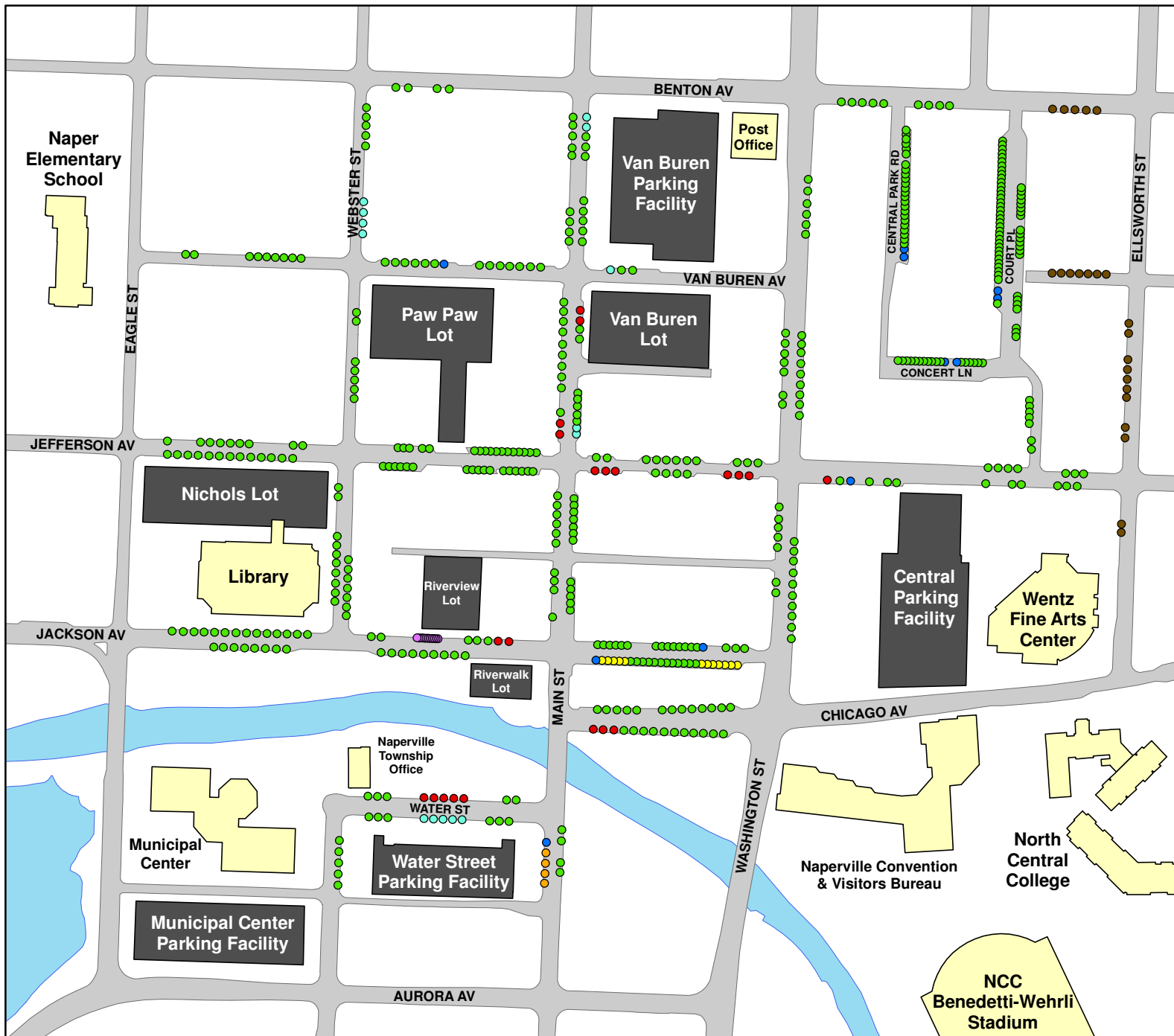
- 500 Parking Spaces (130 parking spaces in existing lot)
- Net gain of approximately 370 parking spaces
- Four levels of parking; Only three levels visible from Jefferson Avenue
- L-shaped design; North and west of library building
- Single helix deck design; One side ramped, one side level
- Driveways on Jackson Avenue, Jefferson Avenue, and Webster Street
- Book drop and exit-only driveway on Eagle Street
- Brick façade with row house style design
- Community plaza on northwest corner of site (southeast corner of Jefferson and Eagle)
- Extensive streetscaping, landscaping and planters along the parking deck frontage
- Bathrooms

Cost and Design Update Considerations

The estimated construction cost for the final design of the parking deck was estimated at \$18.9 million in 2007. In today's dollars, the construction cost for a similar parking deck is estimated at \$30 to \$36 million.

Pre-final construction drawings were prepared in 2007. Unfortunately, after reviewing the plans with a parking deck design firm that is familiar with the project, the 2007 drawings provide little value outside of their basic schematic details due to multiple updates of the applicable building codes. Further, the original lead design firm is no longer in business.

To move forward with a new parking deck at the Nichols Library site, the City will need to select a new design team. While the 2007 construction drawings can provide a conceptual design reference, the new design architectural/engineering team will need to create a completely new set of plans and specifications. The cost to prepare plans and bid documents for a project of this magnitude is typically six percent of the construction costs; therefore, staff estimates the cost will be \$1.8 million. This does not include evaluation of additional design concepts or public involvement.



Available On-Street Parking

- 15 Minute Parking
- 30 Minute Parking
- 2 Hour Parking
- 4 Hour Parking
- ADA Parking
- Motorcycle Parking
- Multi-Use Loading Zone
- Truck Loading Zone

* On-street parking spaces on map only represent those located within the CIM area.

Available Off-Street Parking

Public Parking Lots:

Central Park Lot (26 Spaces)
 Court Place/Concert Lane (79 Spaces)
 Nichols Lot (130 Spaces)
 Paw Paw Lot (119 Spaces)
 Riverview Lot (48 Spaces)
 Riverwalk Lot (24 Spaces)
 Van Buren Lot (114 Spaces)

Public Parking Garages:

Central Parking Facility (553 Spaces)
 Municipal Center Facility (357 Spaces)
 Van Buren Parking Facility (792 Spaces)
 Water St. Parking Facility (520 Spaces)



Transportation, Engineering and
 Development Business Group
 Questions Contact (630) 420-6100
www.naperville.il.us
 October 2017

City of Naperville Downtown Naperville Parking

This map should be used for reference only.
 The data is subject to change without notice.
 City of Naperville assumes no liability in the use
 or application of the data. Reproduction or
 redistribution is forbidden without expressed
 written consent from the City of Naperville.

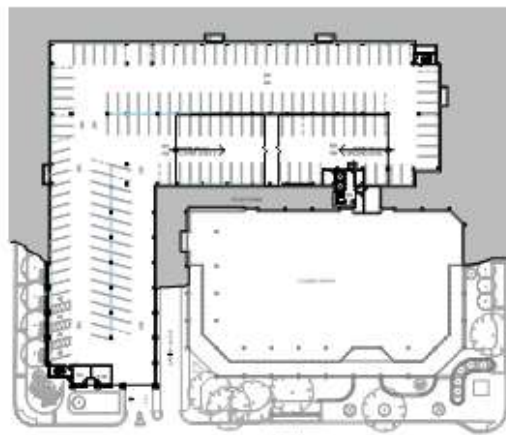




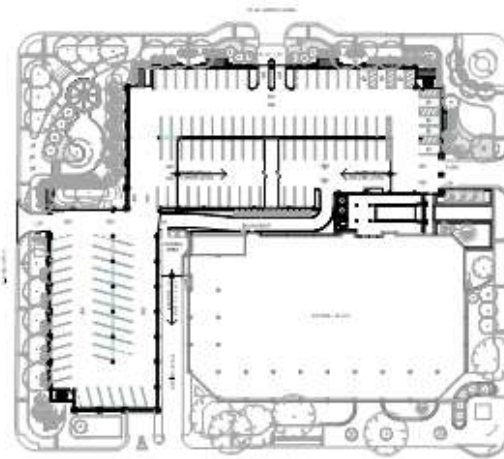
SOUTHWEST VIEW



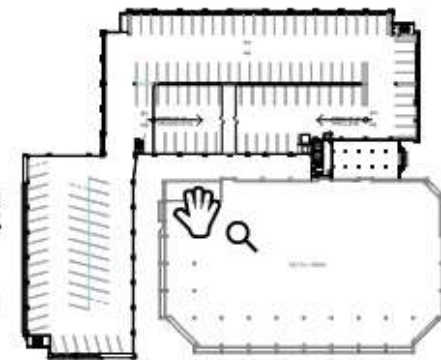
NORTHEAST VIEW



LOWER LEVEL



GROUND LEVEL



SECOND LEVEL

PAVING COUNT 540 SPACES

Scheme 4

02-08-07



Nichols Deck and Expansion

Loeb Schlusserman & Haack
ARCHITECTS • ENGINEERS • PLANNERS



North East View

09-28-07



North West View

09-28-07