



WALKER
CONSULTANTS

Hudson CBD Parking Study

Final Presentation

April 03, 2018



BUILDING ENVELOPE



CONSULTING

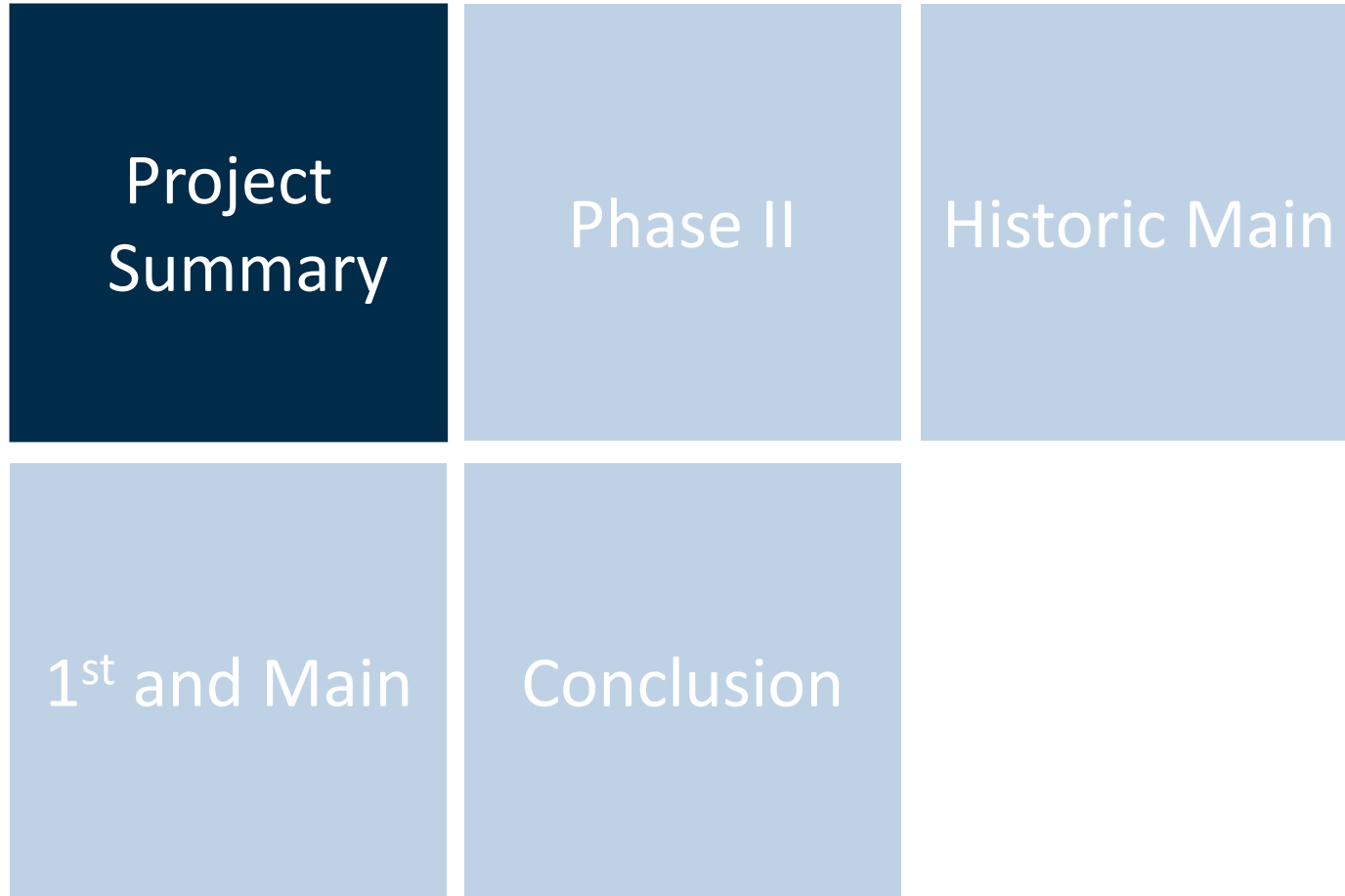
FORENSIC RESTORATION

PARKING DESIGN

PLANNING



Agenda

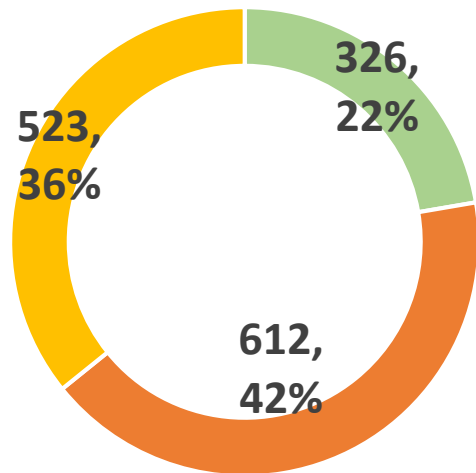


Project Summary

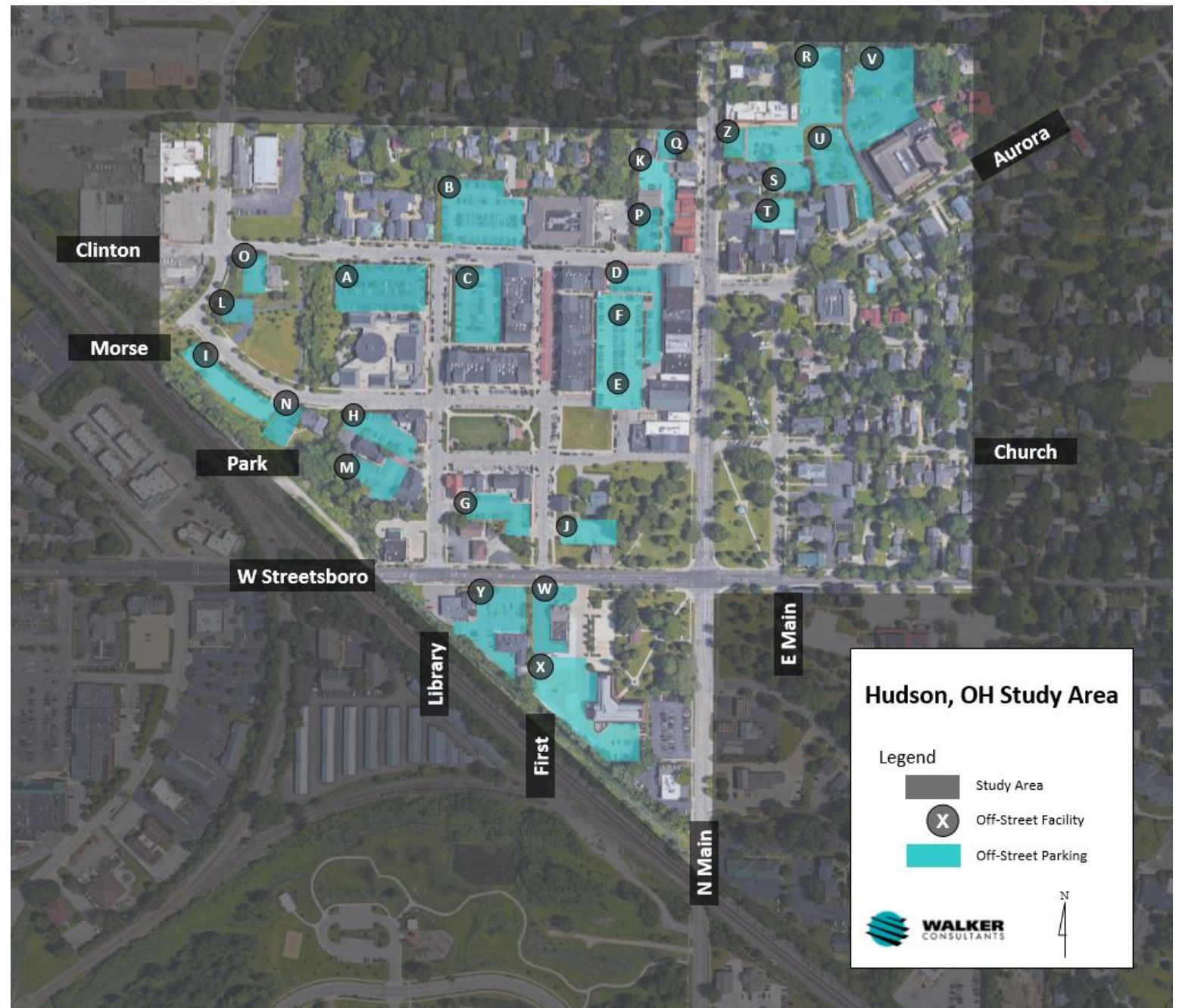
- Our study found significant vacancy across peak hours of the day, indicating public space availability
- “Hot-spots” exist and the City should manage public on-street spaces by more robust enforcement and short-term signage to encourage greater turnover and space availability
- City needs to improve parking wayfinding and directional signage to communicate to users what is available for public use
- City needs to broker shared parking agreements with private lot holders to grow the public space inventory
- Walker found a need for 1,200 spaces for the Phase II Development
- A more detailed study shall be performed for all proposed changes prior to implementing

Study Area

- 25 off-street facilities (Legend A to Z)
- 1,459 ± total spaces
- 962 spaces available for public use



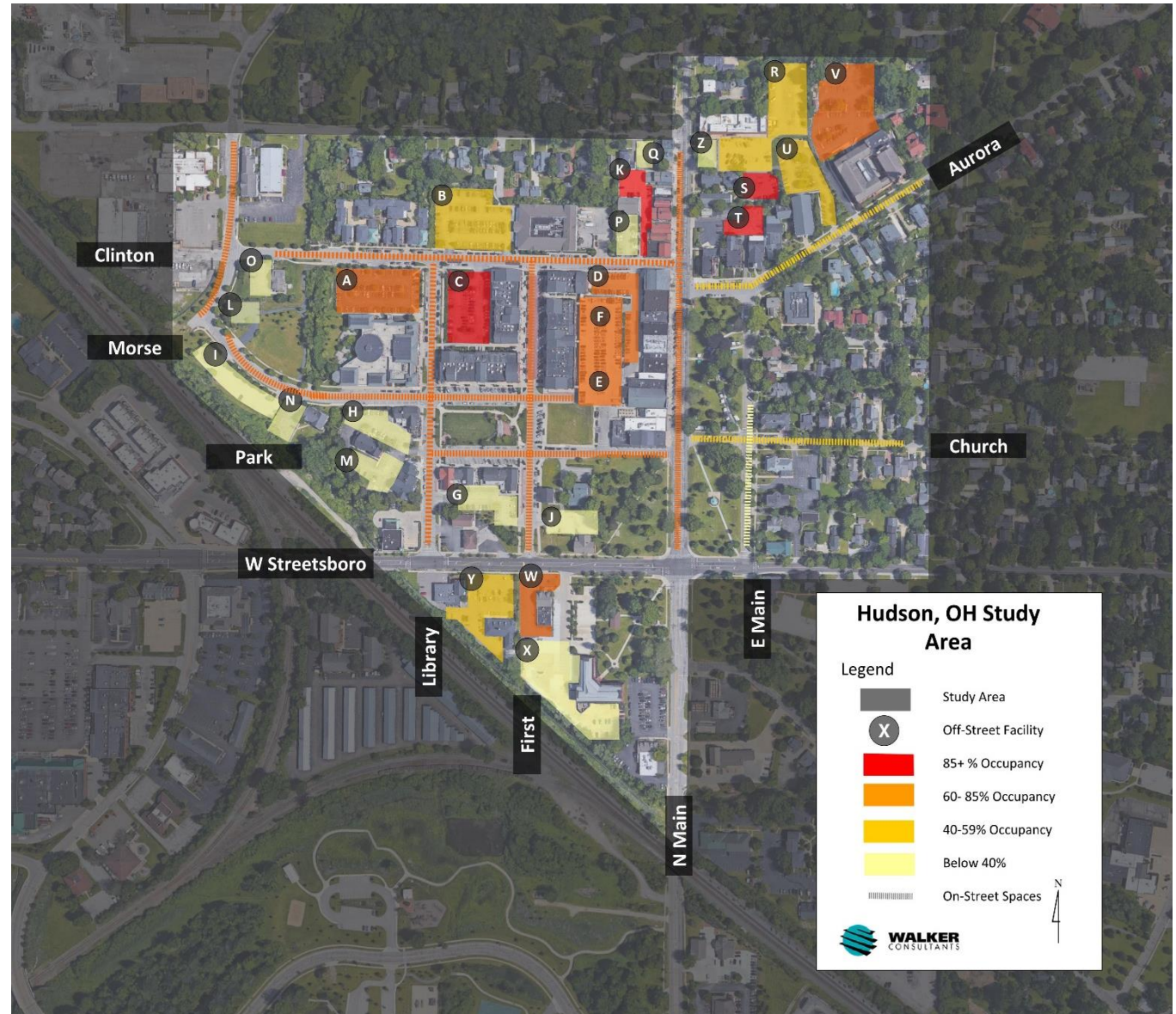
■ On-street ■ Public Facilities ■ Private Lots

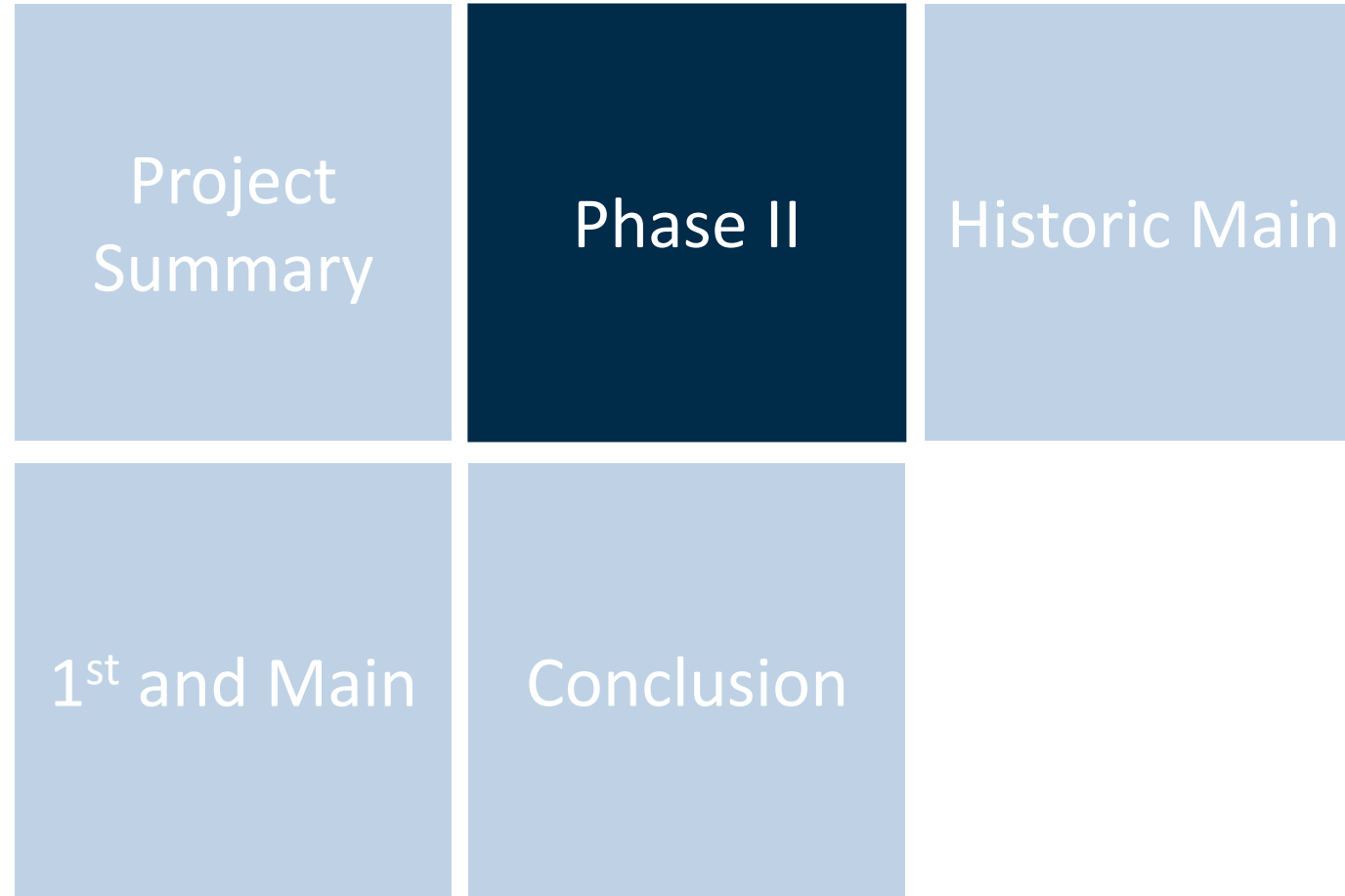


Total Space Occupancy at The Peak Hour – 11 am

Walker analyzed 13 days of survey data and identified typical peak hour utilization patterns:

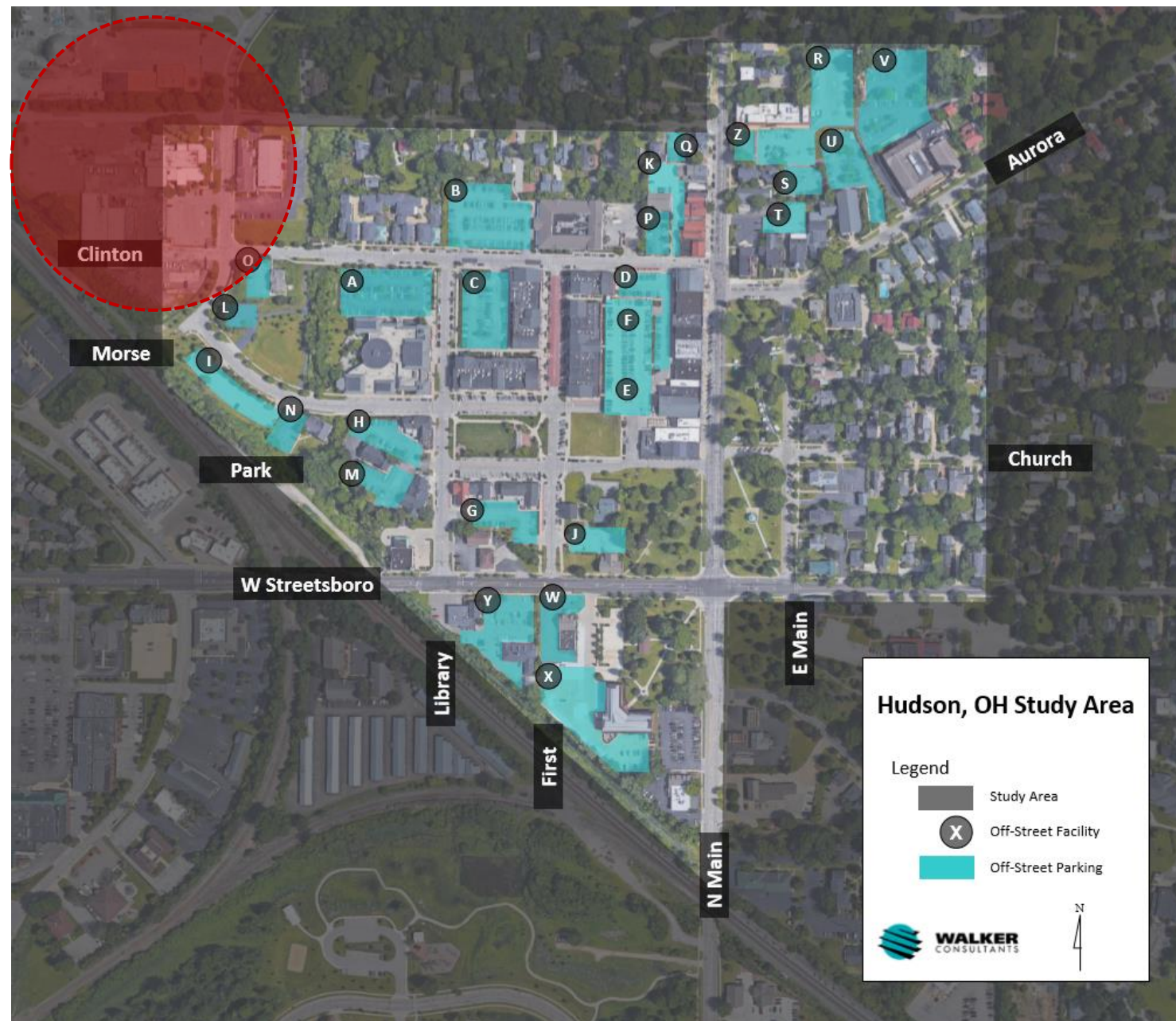
- On-street space utilization between 60-80 percent across much of the CBD streets, indicating healthy daytime use
- Occupancy nearing 70 percent for the Parking Terrace
- High vacancy for off-street facilities along Park Lane (Lots G, J, H, I)





PHASE II “DISTRICT”

- Walker recommends a total of 1,200 spaces be built for Phase II Development
- In review of Testa’s proposed parking deck, Walker recommends a free-standing, 400-space garage.
- Walker assumed an at-and-above- grade facility measuring approximately 120’ x 300’



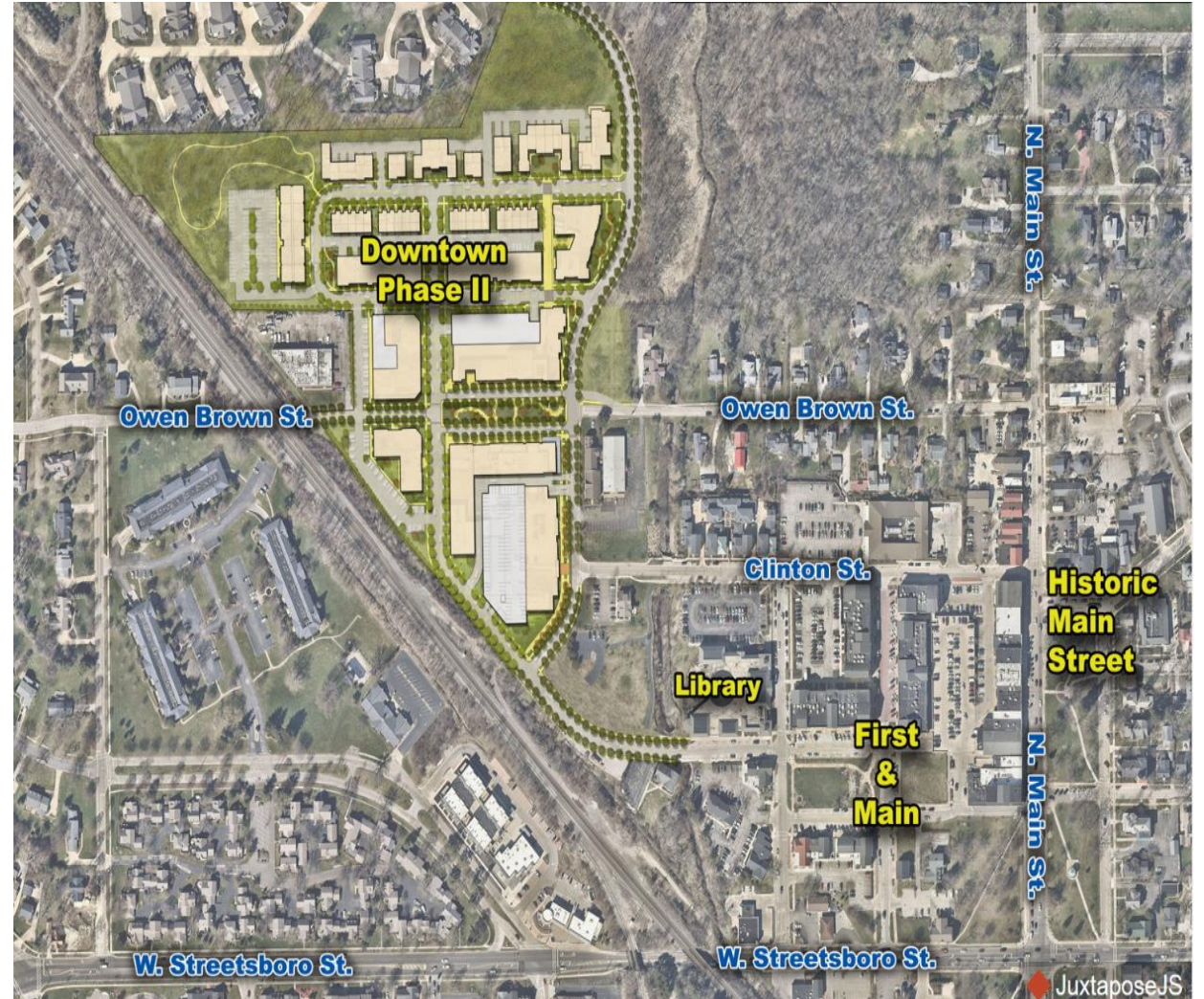
Walker Modeled All Proposed Uses For Phase II And Recommends 1,200 Spaces Be Constructed

- Assumed shared parking for all non-residential uses
- Assumed 2 spaces per residential unit reserved
- 773 shared spaces + 426 reserved residential spaces = 1,200

Land Use	Land Use Units	Base Ratio		Monthly Factor	Hourly Factor	Driving Ratio	Non-Captive Ratio	Weekday 2 PM
Office Employee Visitors	162,754 GLA	3.00	/ksf GLA	100%	100%	93%	100%	454
	162,754 GLA	0.24	/ksf GLA	100%	100%	98%	95%	36
Retail Employee	21,504 GLA	2.90	/ksf GLA	100%	100%	98%	70%	43
	21,504 GLA	0.70	/ksf GLA	100%	100%	93%	100%	14
Fine/Casual Dining Employee	16,381 GLA	15.25	/ksf GLA	100%	65%	98%	70%	111
	16,381 GLA	2.75	/ksf GLA	100%	90%	93%	100%	38
Fast Casual/ Fast Food Employee	5,123 GLA	12.75	/ksf GLA	100%	90%	98%	70%	40
	5,123 GLA	2.25	/ksf GLA	100%	95%	93%	100%	10
Hotel Guest Hotel Employee	60 keys	0.90	Per room	50%	70%	70%	100%	13
	60 keys	0.25	Per room	100%	100%	93%	100%	14
* All decimals > .50 are rounded up to the next whole number.								TOTAL
								773

Based Upon Our Analysis, The Testa Proposed Site Plan Is Deficient 76 Spaces

- The deficit would need to be addressed by additional parking capacity onsite
- One option is to increase the Testa proposed Parking Deck from 350 to 400 spaces
- Another, less costly option, is to make up spaces elsewhere onsite with adjacent surface lots



Project
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Phase II
- Q&A

Historic Main

1st and Main

Conclusion

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General Recommendations for CBD Parking Program:

1. Increase Enforcement, Walker recommends a minimum of one FTE Enforcement Officer
2. Modify daytime hours of enforcement, Walker recommends 8 a.m. to 4 p.m.; Mon.-Sat.
3. Conduct a public relations campaign explaining the benefits of implementing a more rigorous parking enforcement plan
4. Promote long-term parking areas that can accommodate employee parking
5. Enhance quality and safety of existing facilities
6. Promote Greater Walkability
7. Improve parking directional and wayfinding signage
8. Review distribution of ADA spaces for on-street spaces
9. Market the location and availability of public parking
10. Promote shared parking opportunities with privately-owned parking facilities

Implement Public Parking Wayfinding and Signage



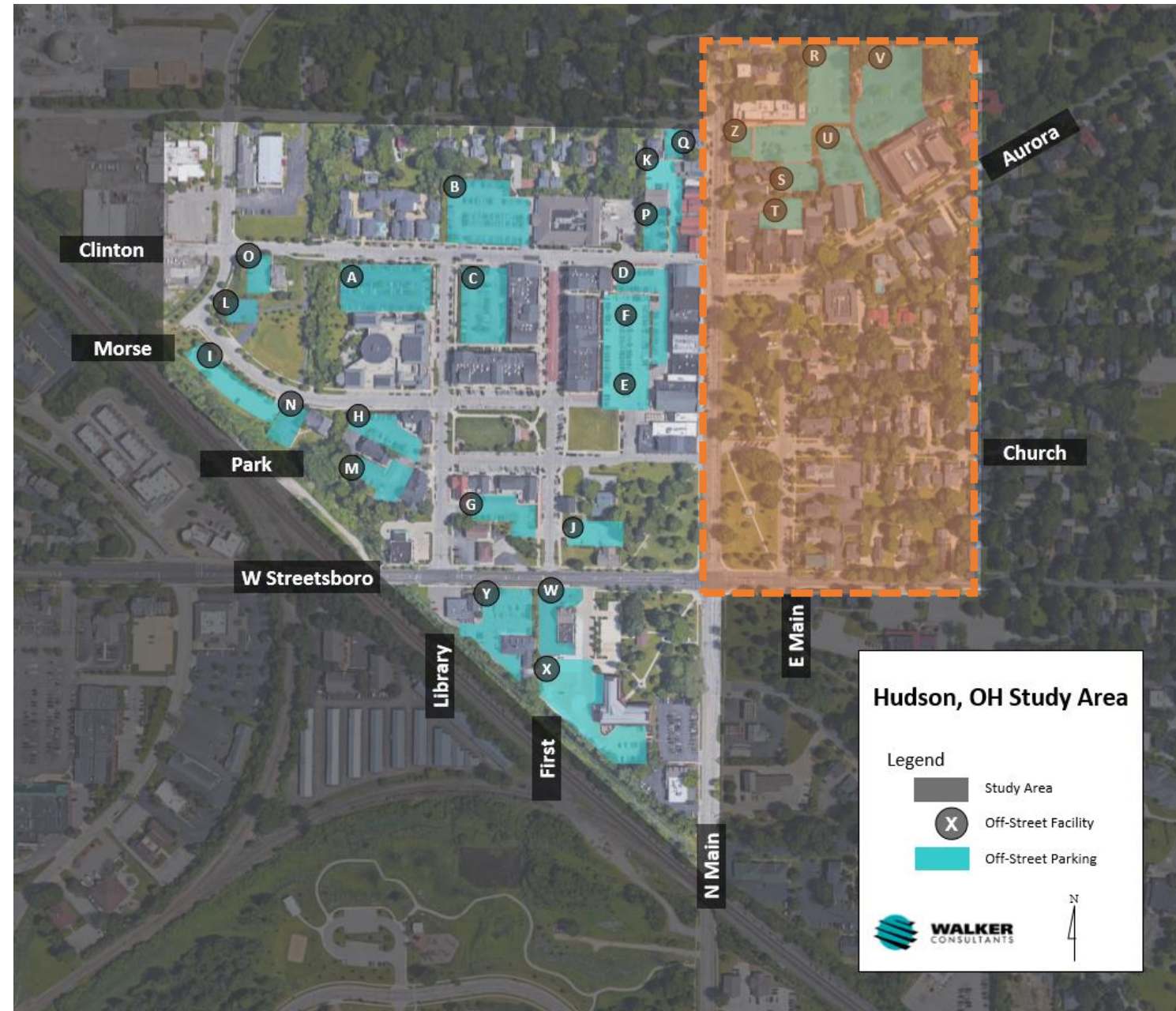
Walker recommends the City sign all public lots as seen above in downtown Marysville, Ohio.



Walker recommends the City install parking wayfinding signage on main arterials as seen above in Carmel, Indiana.

HISTORIC MAIN STREET

- On-street spaces in front of storefronts well utilized
- Implement short-term parking for on-street storefront spaces to encourage visitor parking
- Encourage employees to park in Terrace and outer lots
- Create signage and wayfinding to direct users to additional on-street spaces on E. Main
- Consider shared parking agreement with Windstream for ± 32 spaces for additional Historic Main Parking



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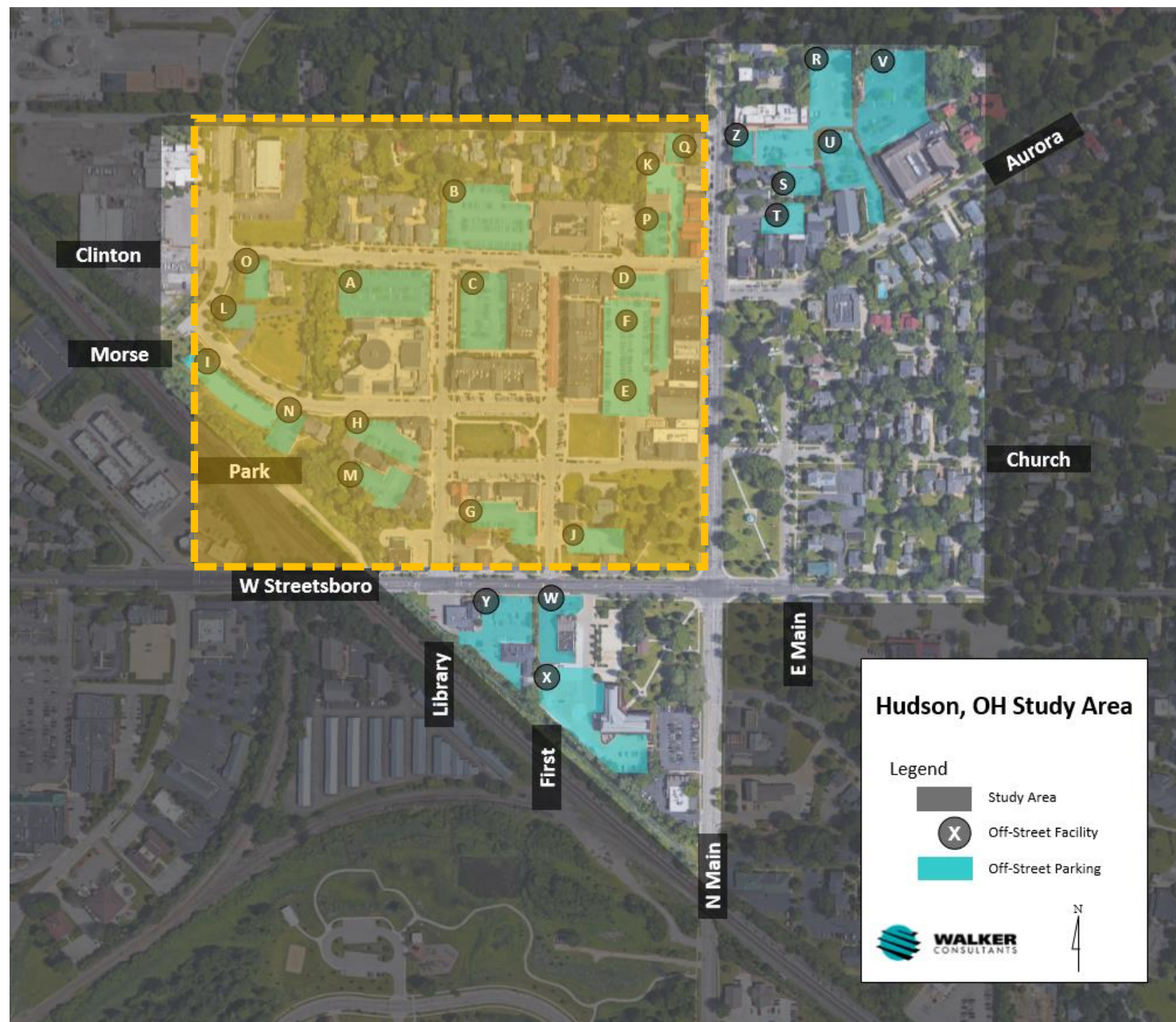
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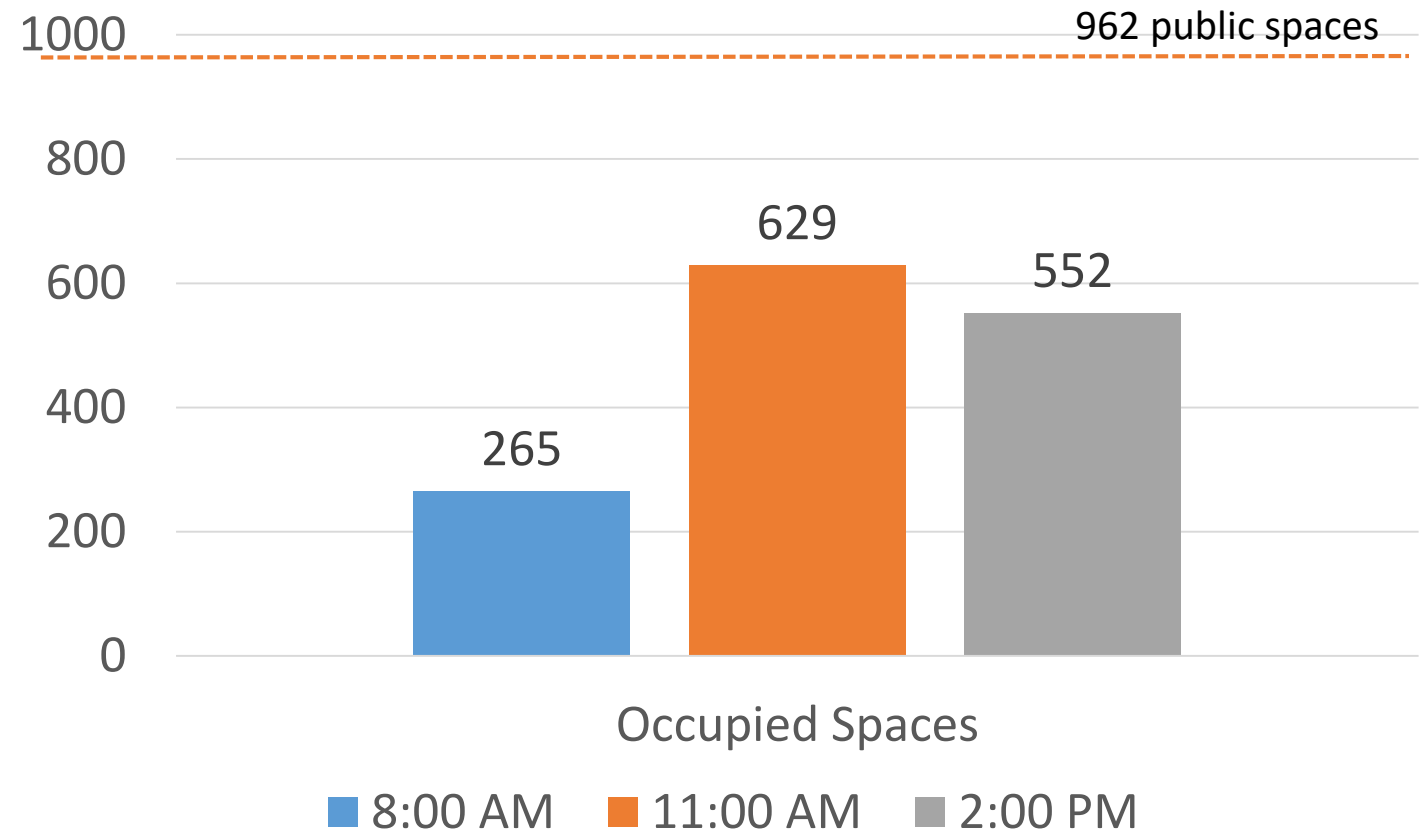
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1ST AND MAIN

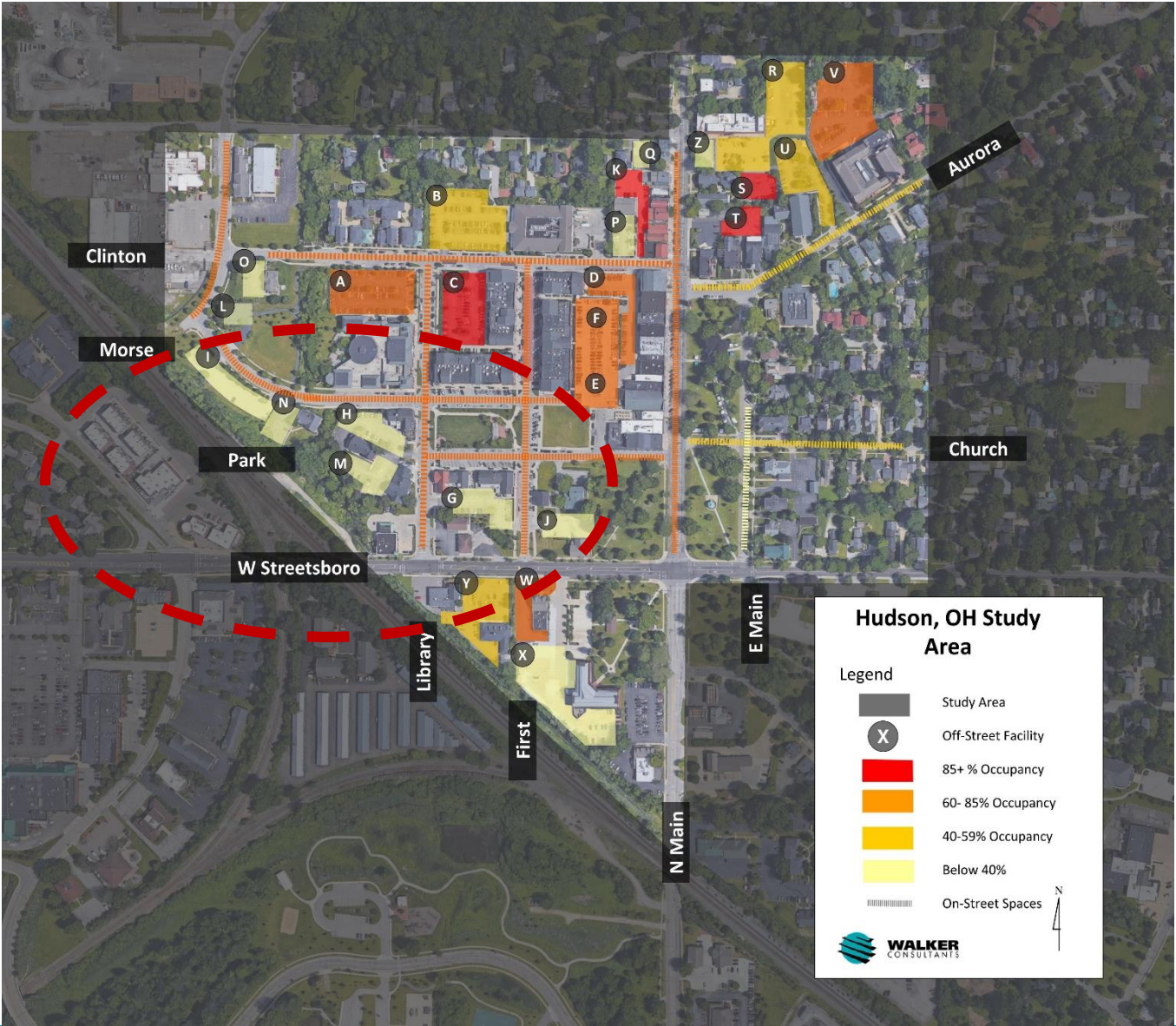
- Promote on-street spaces for short-term customer use
- Promote the Terrace (E and F) as long-term parking
- Sign and enforce Heinen's Lot (Lot B) as short-term public parking
- Promote additional long-term parking at Lot G and H
- Consider shared parking agreement with Lot I
- Keep vacant parcel at Park Lane and 1st Street as parking area contingency beyond 2023



Nearly 35 Percent of Publically Available Spaces Were Observed Vacant

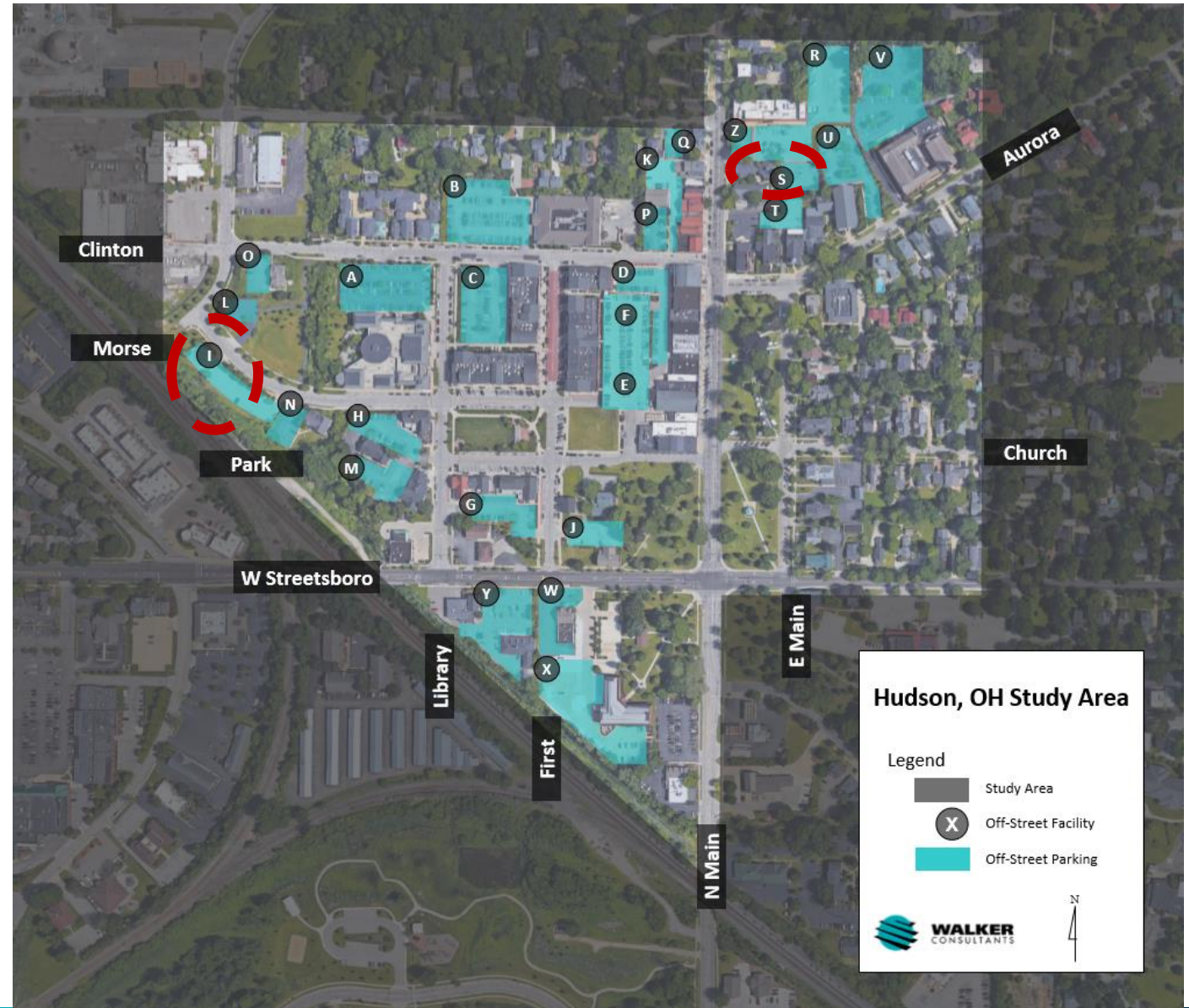


Vacancies Exist Across Existing Surface Lots

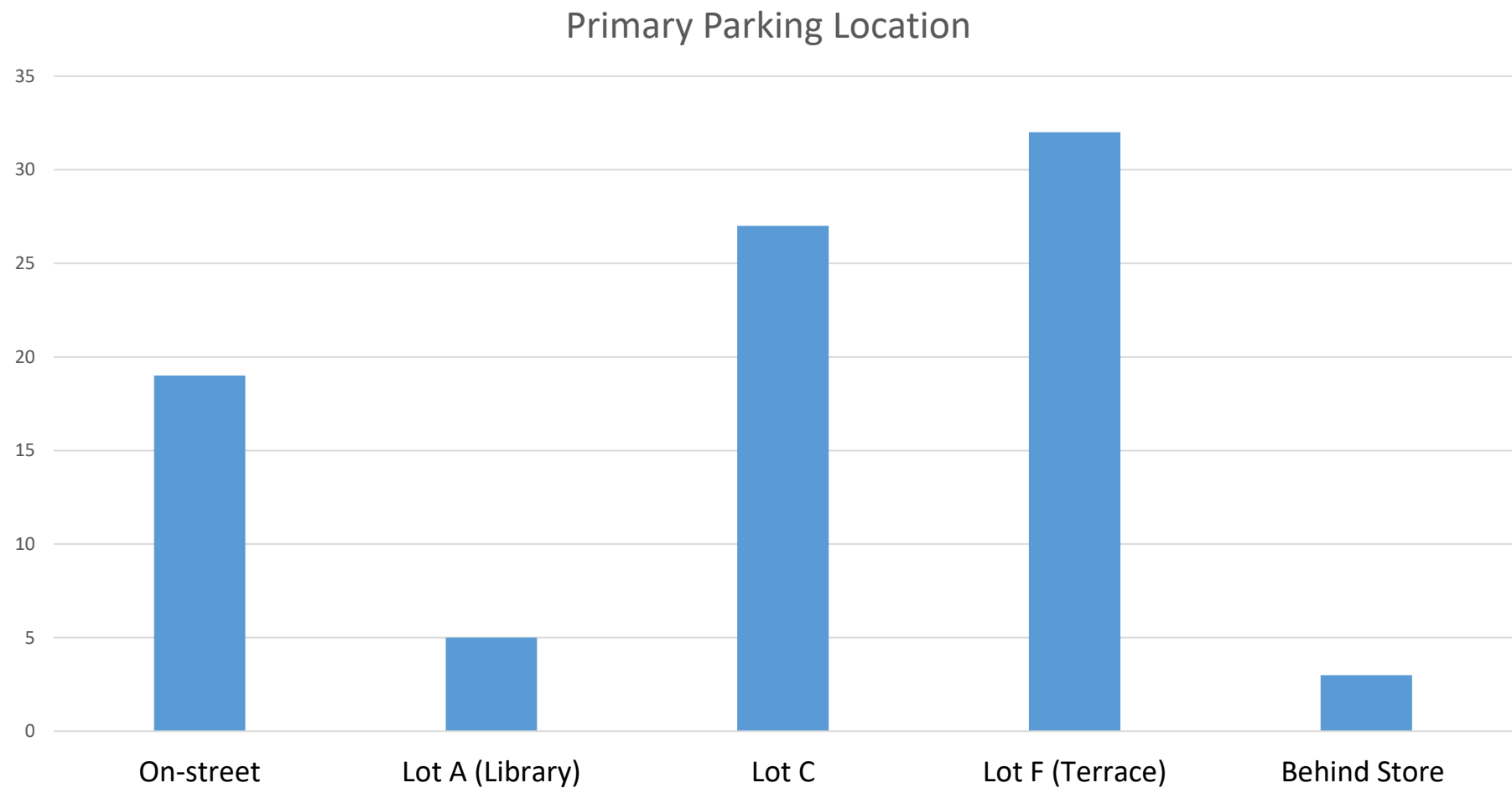


Consider Lot I and Windstream for Shared Parking Agreement

- Windstream site (Lot S) has a potential to add ± 32 spaces to the public inventory
- Lot I, currently underutilized, can contribute ± 34 spaces to the public inventory



Heinen's Employees are Parking at The Terrace, Lot C, and On-street



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Walker Observed Nearly 300 Publically Available Vacant Spaces And Over 400 Vacant Total Spaces, If Private Spaces Are Considered

- Approach private parking owners for shared parking agreement opportunities to expand the publicly available inventory
- Shared parking agreements are common across many CBDs
- Limitation of liability and hours of access and use can be negotiated
- Way of minimizing excessive land use devoted to parking
- Potential candidates include Windstream lot and Lot I which could add an additional ± 66 spaces to public use

CONCLUSION

- Walker has made recommendations regarding City parking policies and practices for the management of public parking in downtown Hudson
- City should study in detail each of the specific recommendations made before implementation is considered

