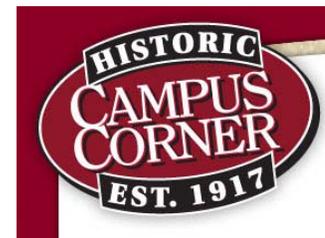


City of Norman Parking Study

Community Forum Presentation



Thursday, October 29, 2015
7:00 pm to 8:00 pm



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Presentation Overview

1. Welcome/Introductions
2. Project Approach
3. Existing Conditions
4. 2025 Parking Demand
5. Concepts for Parking Improvements
6. Parking Management
7. Summaries from Community Forum
8. Questions & Answers

1. Welcome / Introductions – Project Steering Committee

- Shawn O’Leary Director of Public Works, Norman
 - Angelo Lombardo Transportation Engineer, Norman
 - Susan Connors Director of Planning, Norman
 - Darry Stacy Cleveland County Commissioner
 - Chuck Thompson Norman Econ. Dev. Advisory Board (EDAB) Chair
 - Rainey Powell Campus Corner Merchant Association
 - Jim Adair Downtowners Association
-

Consultant Team:

- Barry Burks Project Manager, Jacobs
- Michael McAnelly Senior Planner, Co-PLAN
- Derick Millican Transportation/Traffic Engineer, Jacobs

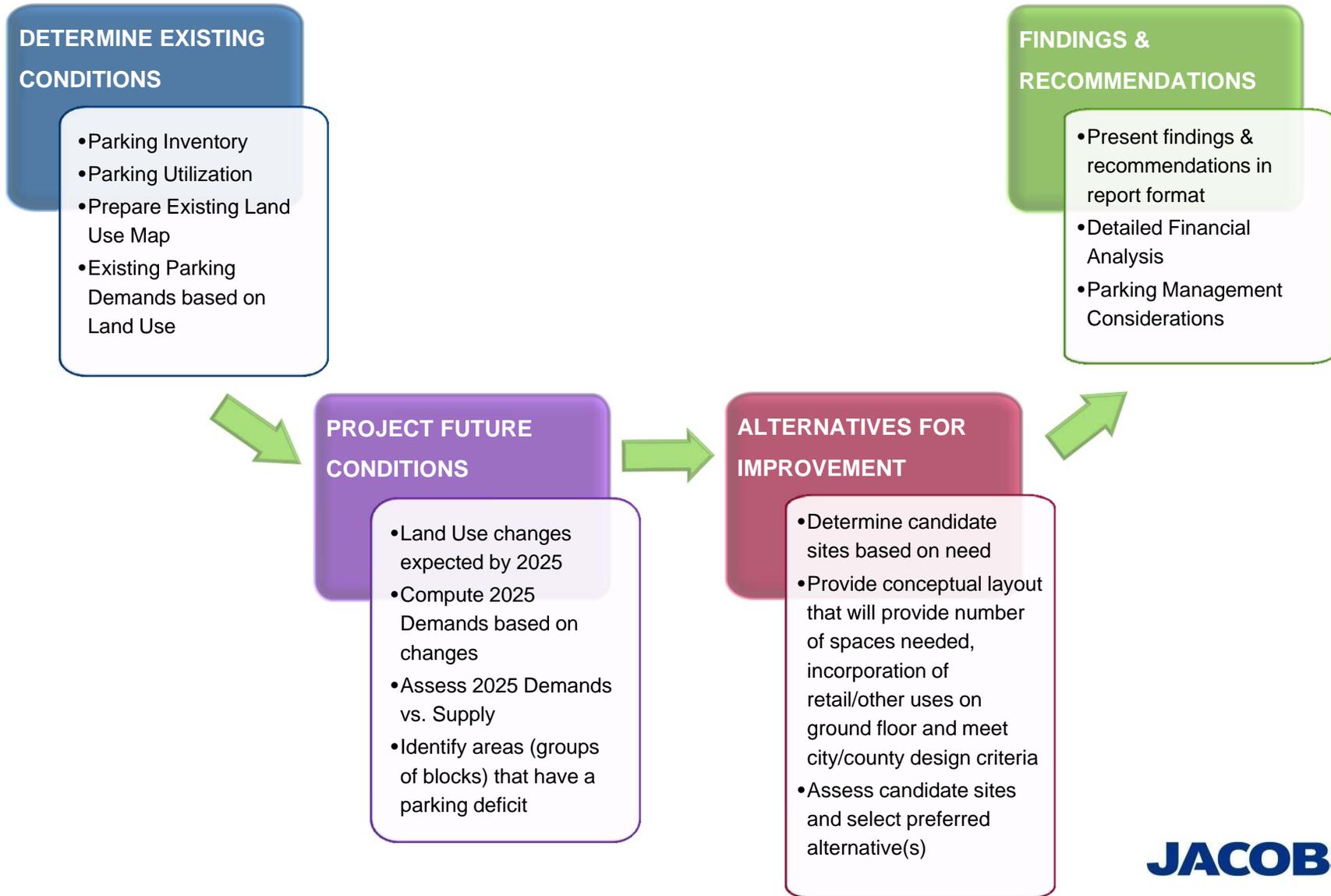
2. Project Approach

- Purpose: Study Current and Future Parking Needs in Downtown Norman and Campus Corner. Provide recommendations for improvements.
- Inventory: How many spaces are available and of what types (on-street free, on-street metered, off-street public/private, etc.)?
- Current Utilization & Demand: How many existing parking spaces are utilized at different blocks on a peak day, and how does utilization vary throughout the day? What do industry standards indicate the anticipated demand for a given land use will be versus what was observed in the field? Evaluate Demand versus Supply.
- Future Demand: Adjust current parking generation/inventory model to account for changes in future conditions expected within the next ten years (2025 Planning Horizon).
- Parking Improvements: Based on projected deficiencies and property availability/costs, identify potential locations for parking system investments.

2. Project Approach – Incorporating Input

- Three Public Meetings:
 - CBD Stakeholder Meeting September 10, 2015
 - Campus Corner Stakeholder Meeting September 10, 2015
 - Community Forum Meeting October 29, 2015
- Steering Committee Meetings throughout project
- Incorporation of other planning efforts and anticipated development
 - Commuter Rail Station and TOD potential
 - Norman Center City Vision
 - Norman Comprehensive Transportation Plan
 - Cleveland County Plans for Development
 - Adopted Parking Management Business Plans
 - Consideration of Main & Gray Two-Way Conversion

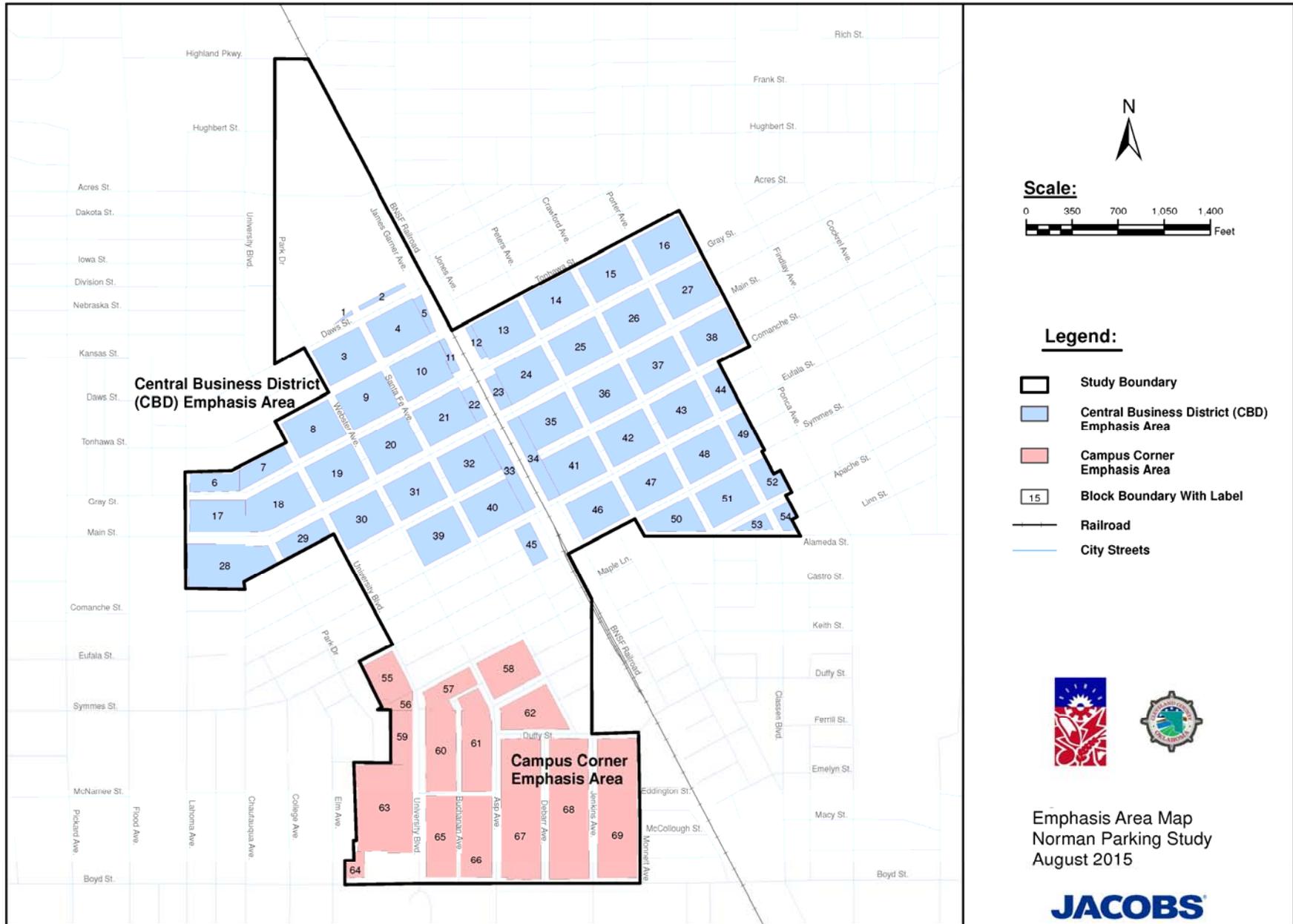
2. Project Approach – Project Work Plan



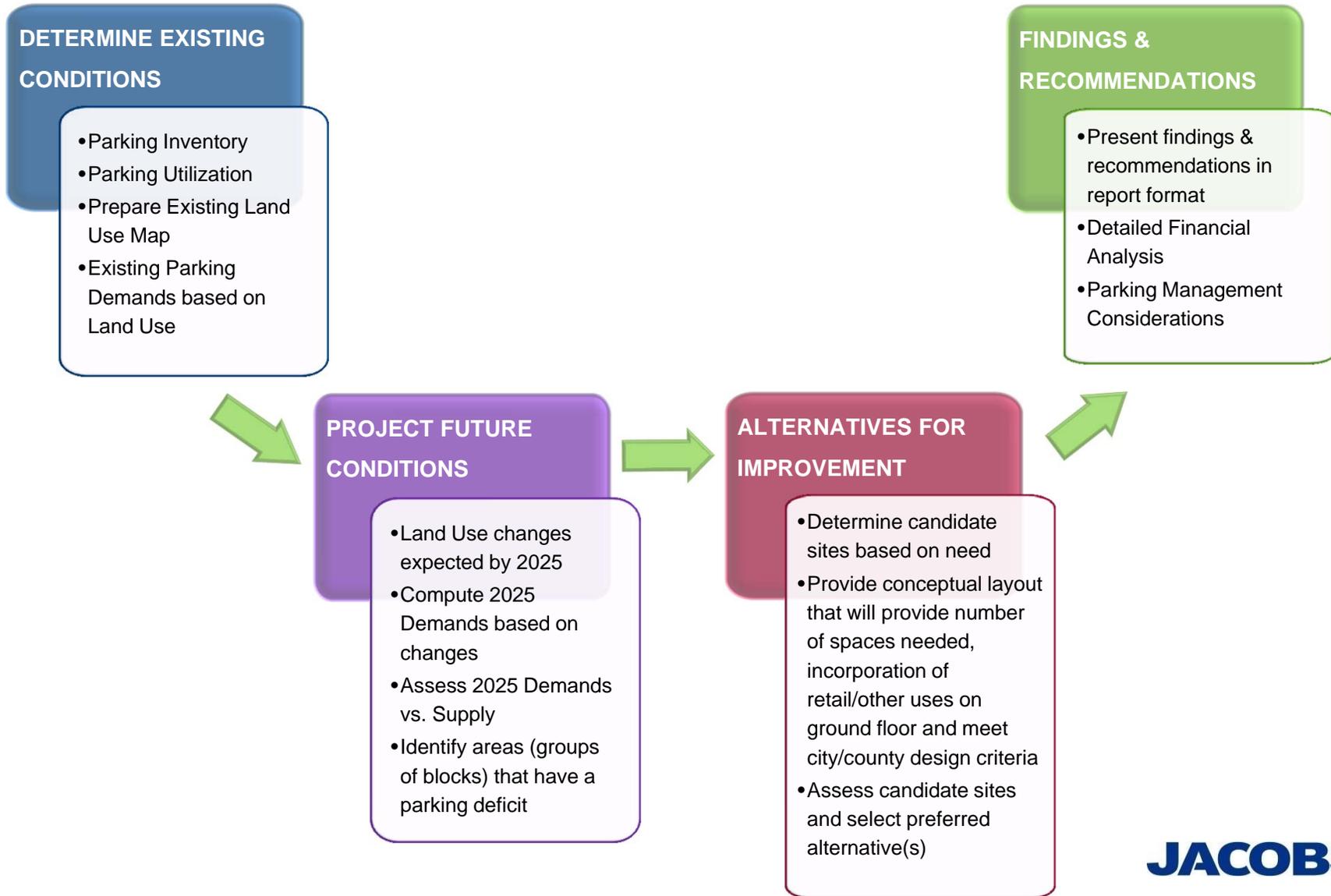
2. Project Approach – Schedule

- Begin Work (NTP received on 6/29) June 29, 2015 ✓
- Complete Data Collection & Processing July 29, 2015 ✓
- Public Stakeholder Meetings September 10, 2015 ✓
- **Community Forum Meeting** **October 29, 2015**
- Present Concepts and Cost Estimates to Steering Committee November 19, 2015
- Submit Draft Study to Steering Comm. December 11, 2015
- Submit Final Study to City / County **30 days after
Comments Received*

2. Parking Approach – Emphasis Areas



3. Existing Conditions – Project Approach



3. Existing Conditions – 2015 Parking Demand

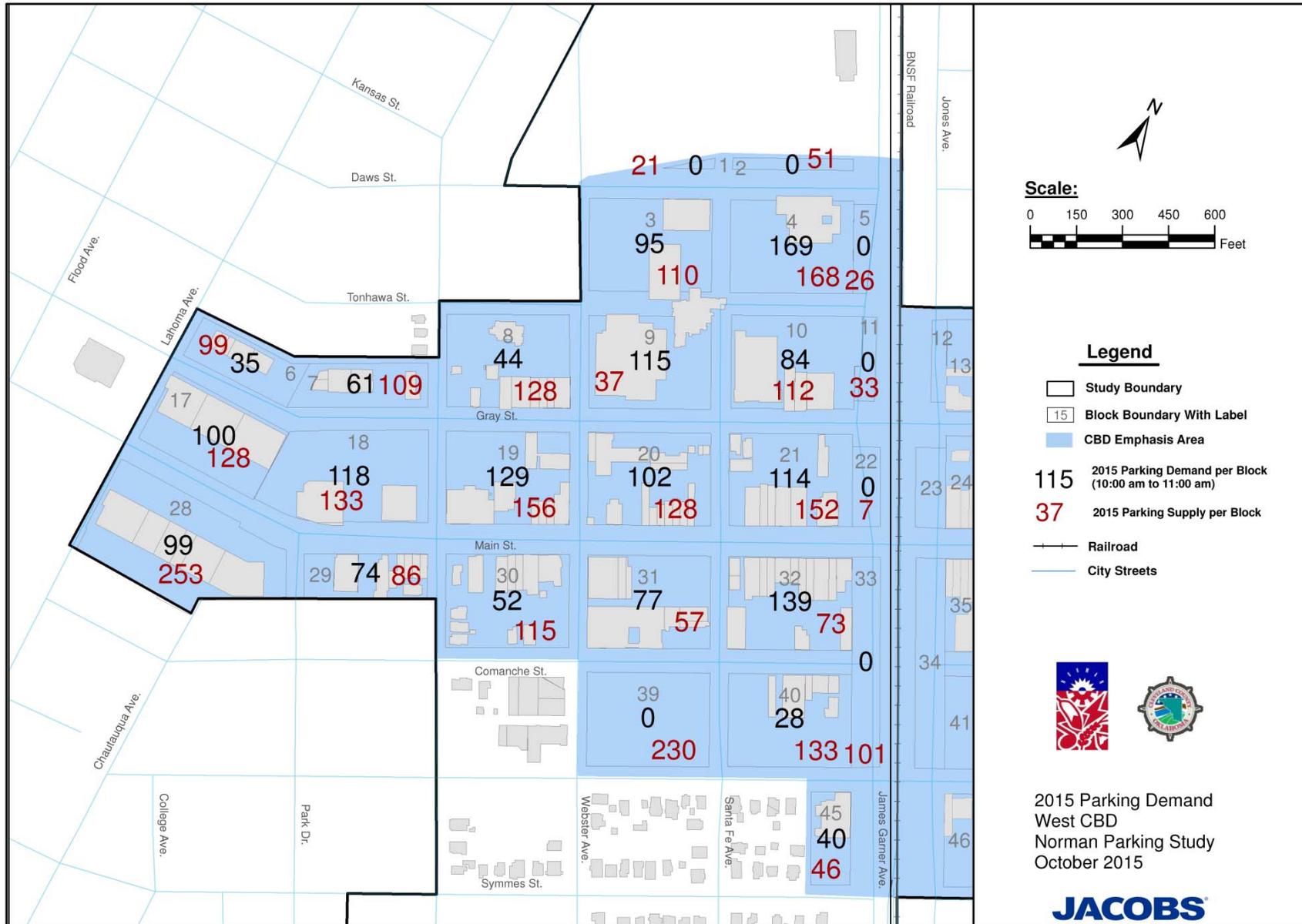
DETERMINE EXISTING CONDITIONS

- Parking Inventory
- Parking Utilization
- Prepare Existing Land Use Map
- **Existing Parking Demands based on Land Use**

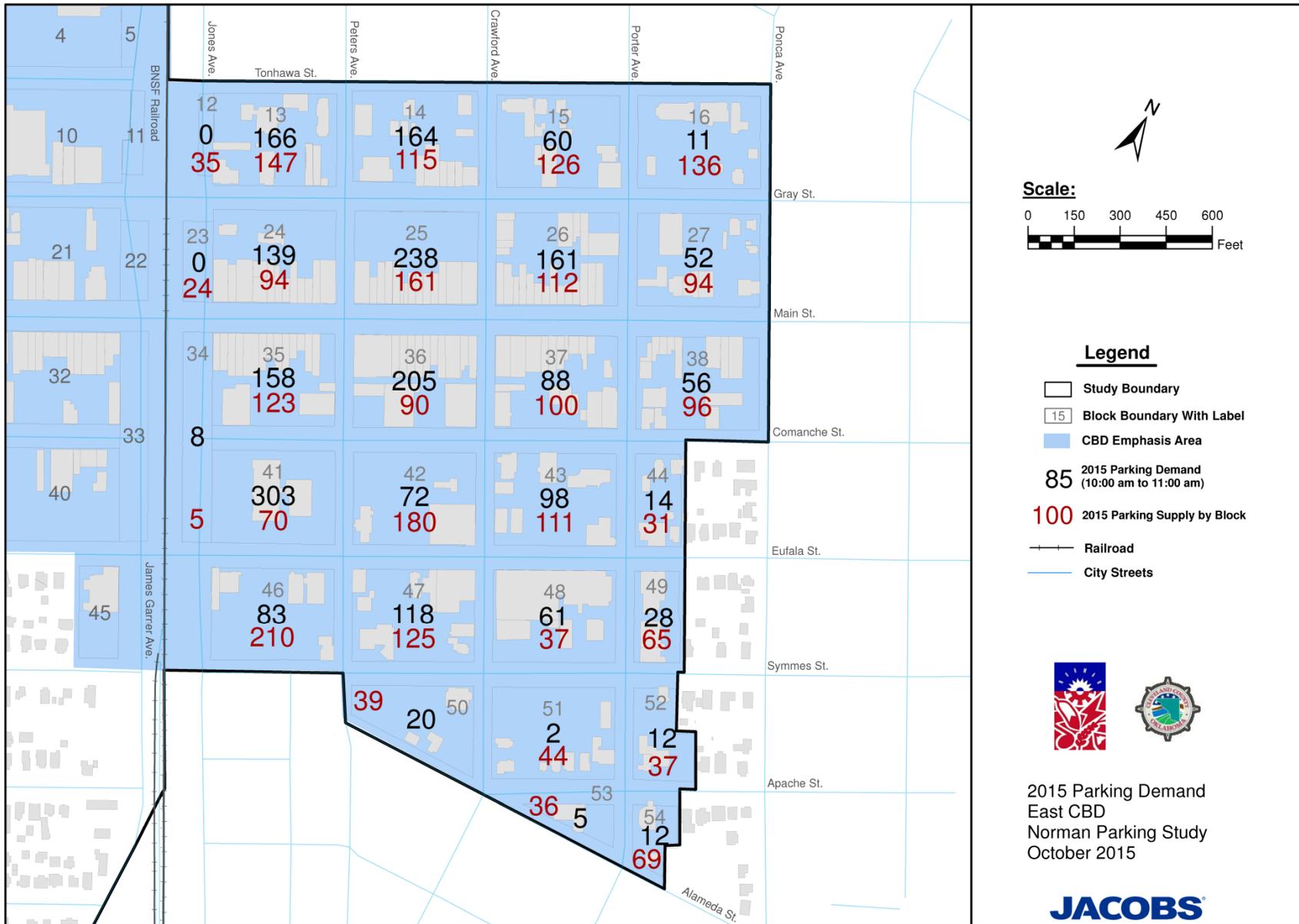
3. Existing Conditions – 2015 Parking Demand (continued)

1. Apply weighted average parking generation rates based on land use type and gross floor area for each block.
2. Adjust raw parking generation rates based on time-of-day, modal adjustments, building occupancy differences, and captive market factor.
3. Compute total adjusted parking demand per block.
4. Compare parking demand versus effective parking supply.

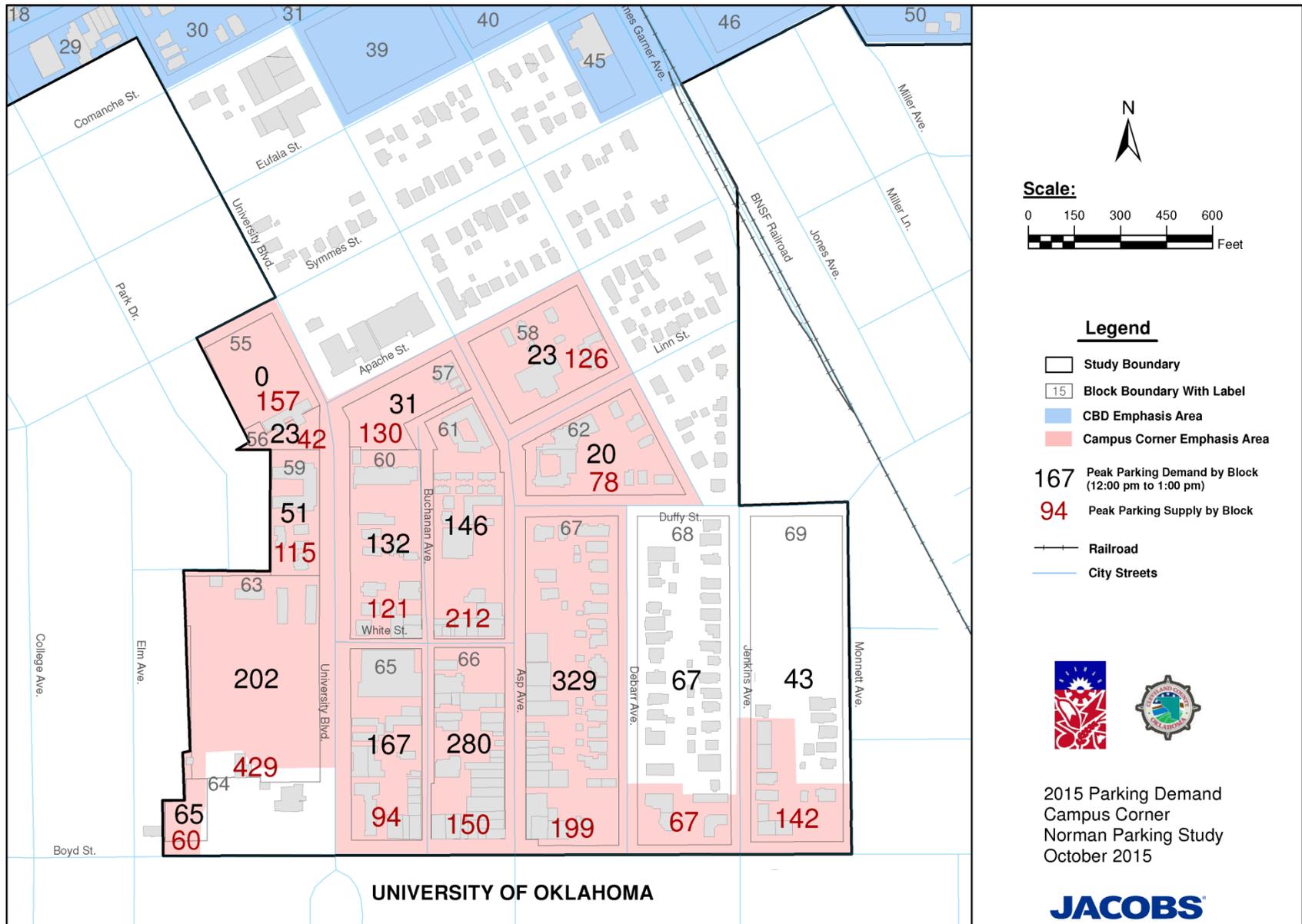
3. Existing Conditions – 2015 Parking Demand (continued)



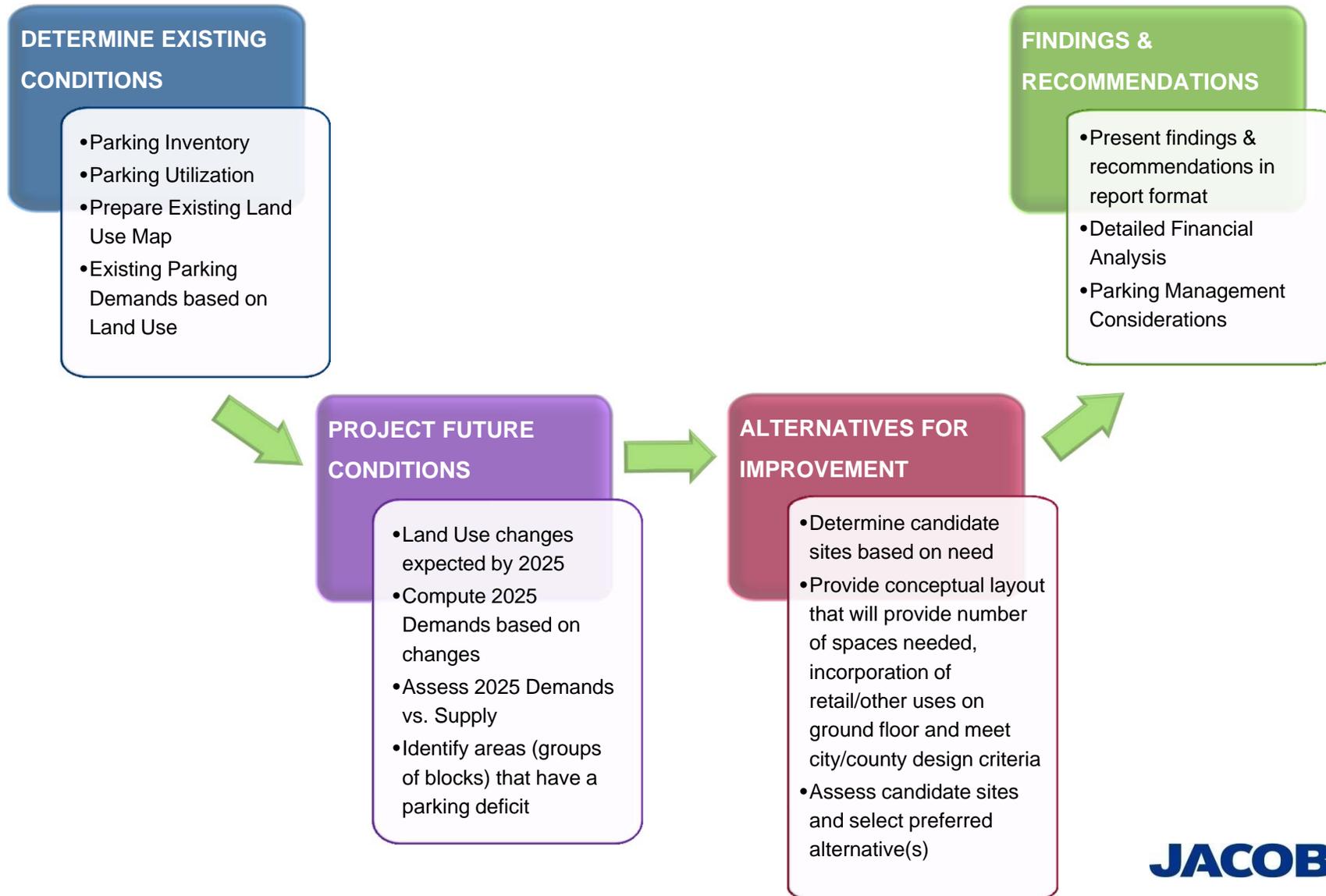
3. Existing Conditions – 2015 Parking Demand (continued)



3. Existing Conditions – 2015 Parking Demand (continued)



4. 2025 Parking Demand – Project Approach



4. 2025 Parking Demand – Land Use Changes

PROJECT FUTURE CONDITIONS

- **Land Use changes expected by 2025**
- Compute 2025 Demands based on changes
- Assess 2025 Demands vs. Supply
- Identify areas (groups of blocks) that have a parking deficit

4. 2025 Parking Demand – Land Use Changes (continued)

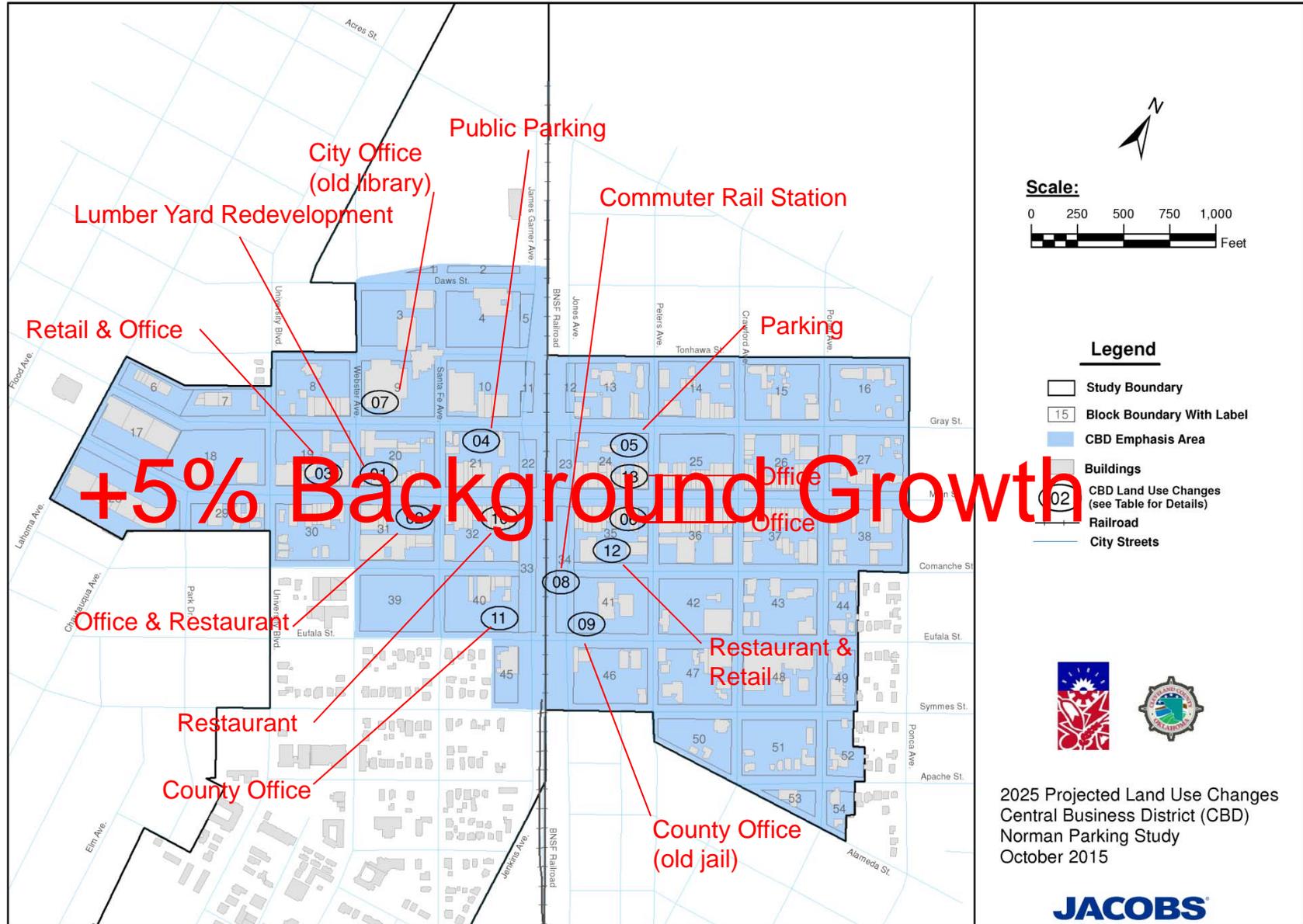
Projected 2025 Land Use Changes in CBD

	LAND USE	DESCRIPTION
01	Retail; Multi-Unit Residential	Redevelopment of old lumber yard with retail on first floor and two additional floors of apartments.
02	Office; Restaurant	+5,000 S.F. GFA Office; +2,500 S.F. GFA Restaurant
03	Retail; Office	+5,000 S.F. GFA Retail; +3,000 S.F. Office
04	Public Parking	+40 Surface Parking Spaces open to the public.
05	Private Parking	+15 Surface Parking Spaces added to bank lot.
06	Office	10-story, +50,000 S.F. GFA Office Development.
07	Government Office; Office	Assume City/Office uses fill in after public library is constructed on James Garner Ave.
08	Commuter Rail (park and ride; TOD)	Commuter Rail Corridor Station added. Could potentially occur by 2025. 150 park & ride spaces needed.
09	Government Office	County Office Growth +20,000 S.F. GFA at old jail site.
10	Restaurant	+6,000 S.F. GFA Restaurant.
11	Government Office	County Office Growth +25,000 S.F. GFA. -87 Parking Spaces.
12	Restaurant/Retail	+10,000 S.F. GFA Restaurants and +14,500 S.F. GFA Retail on ground floor of parking structure. -16,137 S.F. GFA Bank. -16,251 S.F. GFA Government Office. -64 Surface Parking Spaces. +590 Structured Parking Spaces.
13	Office	+15,000 S.F. Office.

Sources: Project Steering Committee, CBD Stakeholder's Meeting.



4. 2025 Parking Demand – Land Use Changes (continued)



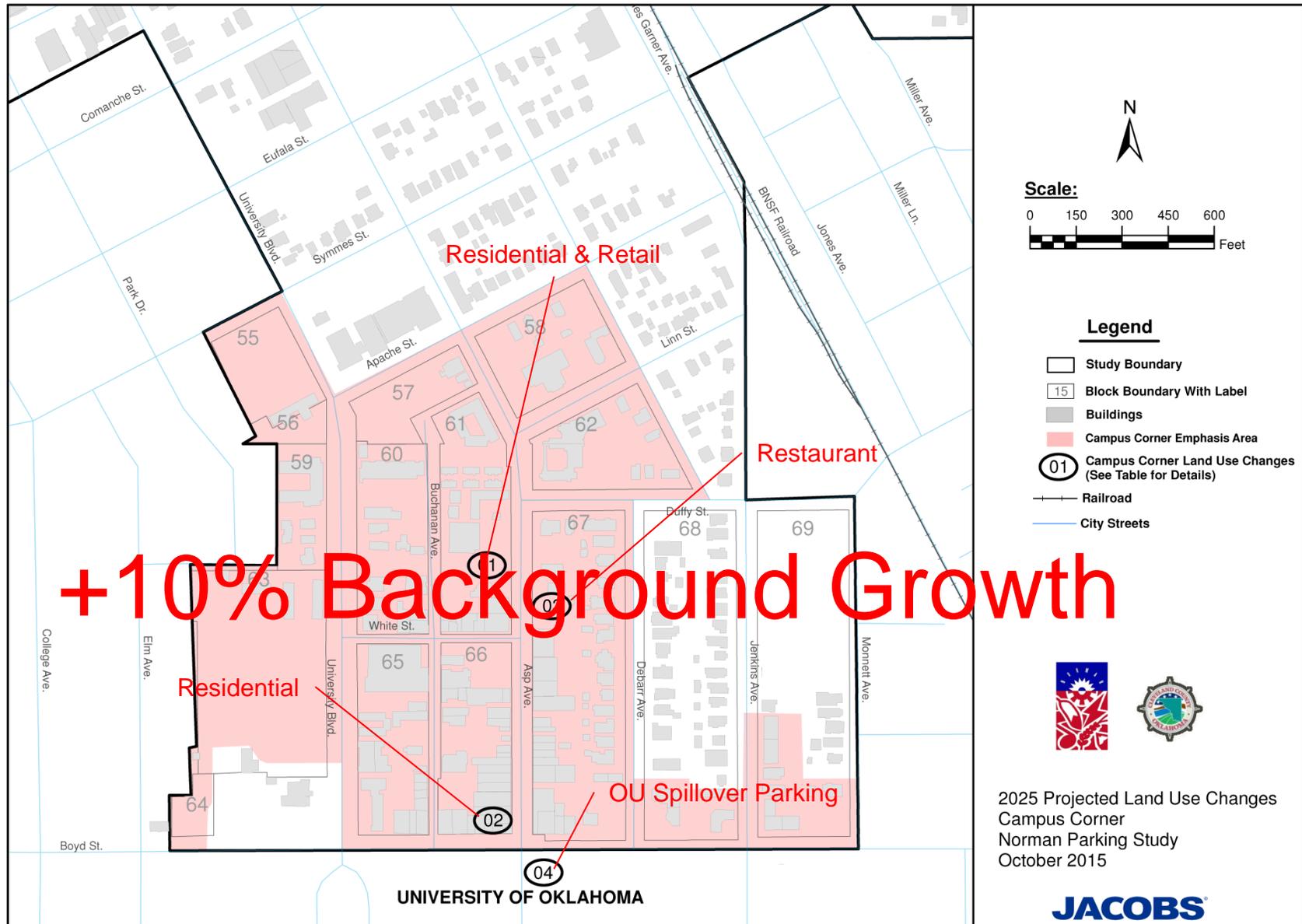
4. 2025 Parking Demand – Land Use Changes (continued)

Projected 2025 Land Use Changes in Campus Corner

	LAND USE	DESCRIPTION
01	Retail; Multi-Unit Residential	+40,000 S.F. GFA Apartment Building. +64 Dwelling Units.
02	Multi-Unit Residential	+40,000 S.F. GFA Apartments. +64 Dwelling Units.
03	Restaurants	+10,000 S.F. GFA Restaurants.
04	University of Oklahoma	+140 Additional Parking Demand related to OU campus spillover parking in Campus Corner area.

Sources: Project Steering Committee, Campus Corner Stakeholder's Meeting.

4. 2025 Parking Demand – Land Use Changes (continued)

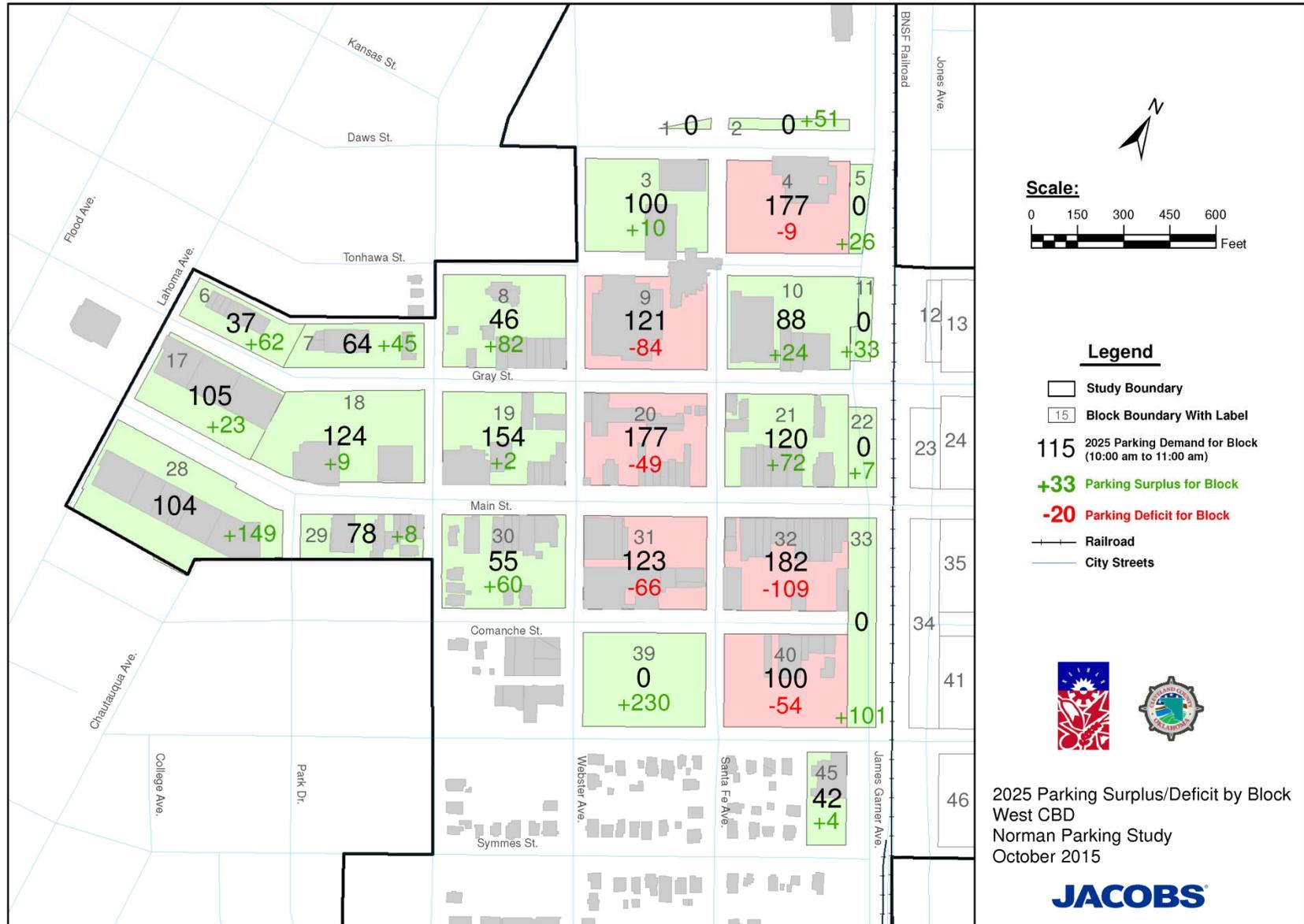


4. 2025 Parking Demand – Deficit / Surplus

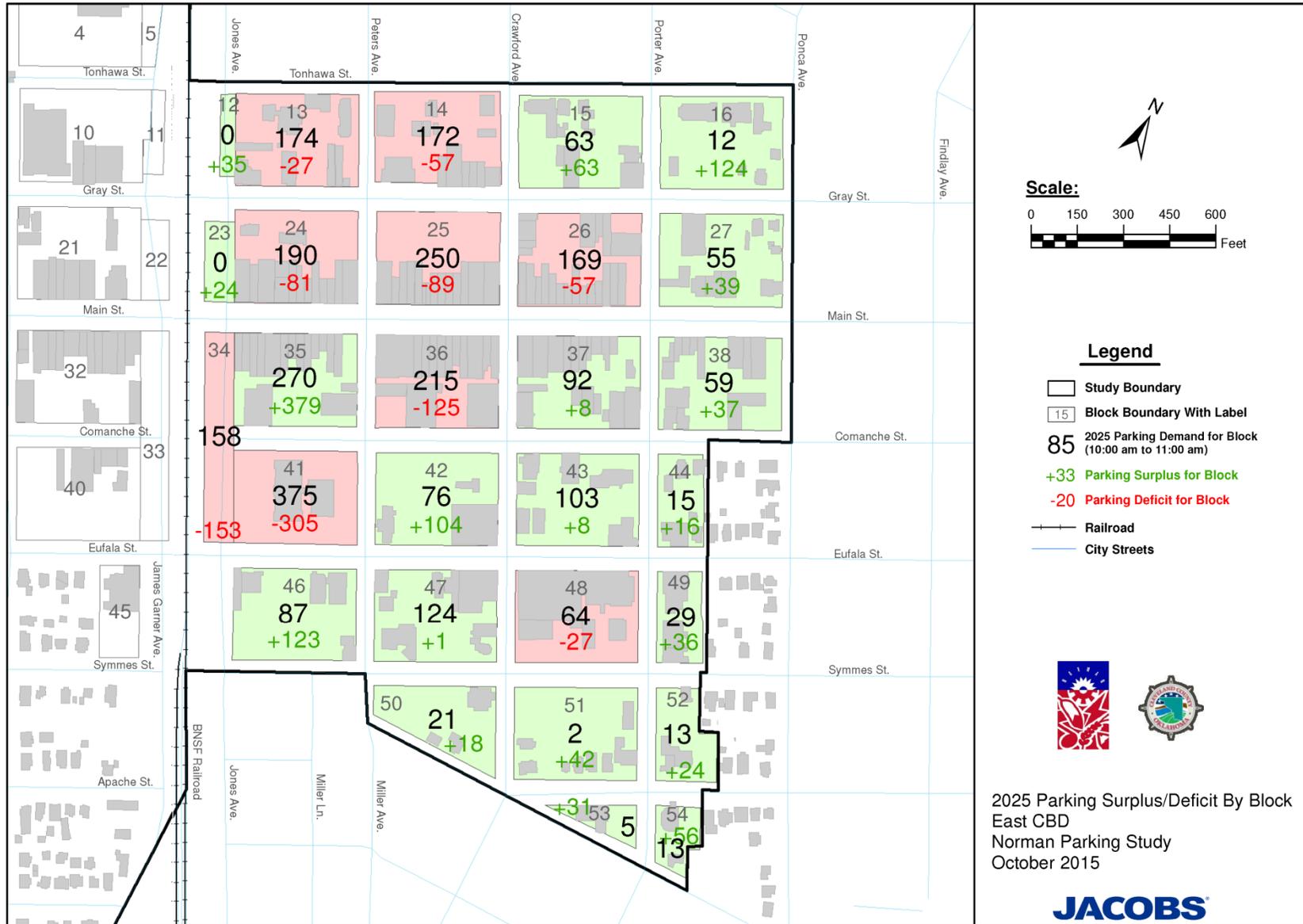
PROJECT FUTURE CONDITIONS

- Land Use changes expected by 2025
- Compute 2025 Demands based on changes
- **Assess 2025 Demands vs. Supply**
- Identify areas (groups of blocks) that have a parking deficit

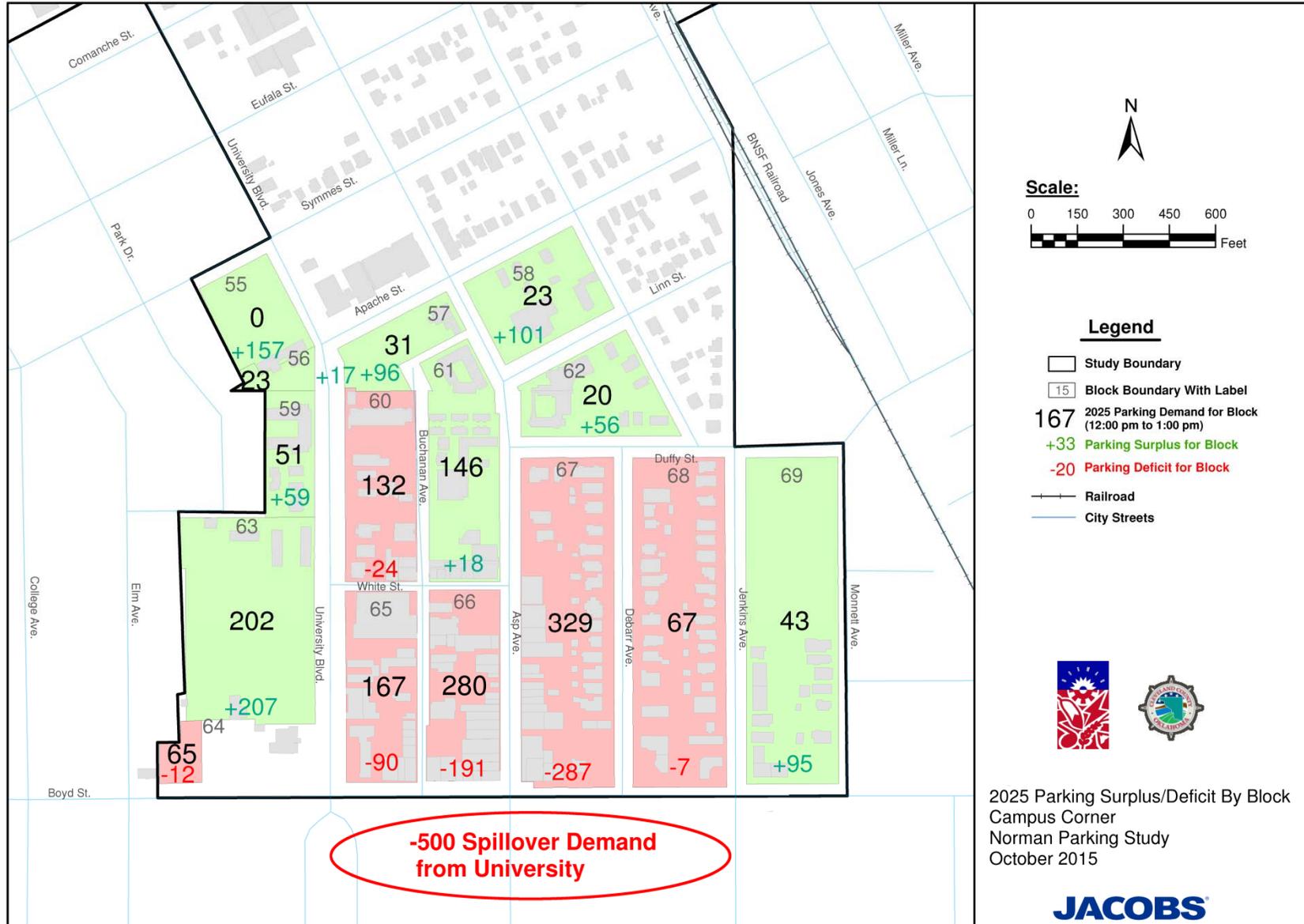
4. 2025 Parking Demand – Deficit / Surplus (continued)



4. 2025 Parking Demand – Deficit / Surplus (continued)



4. 2025 Parking Demand – Deficit / Surplus (continued)

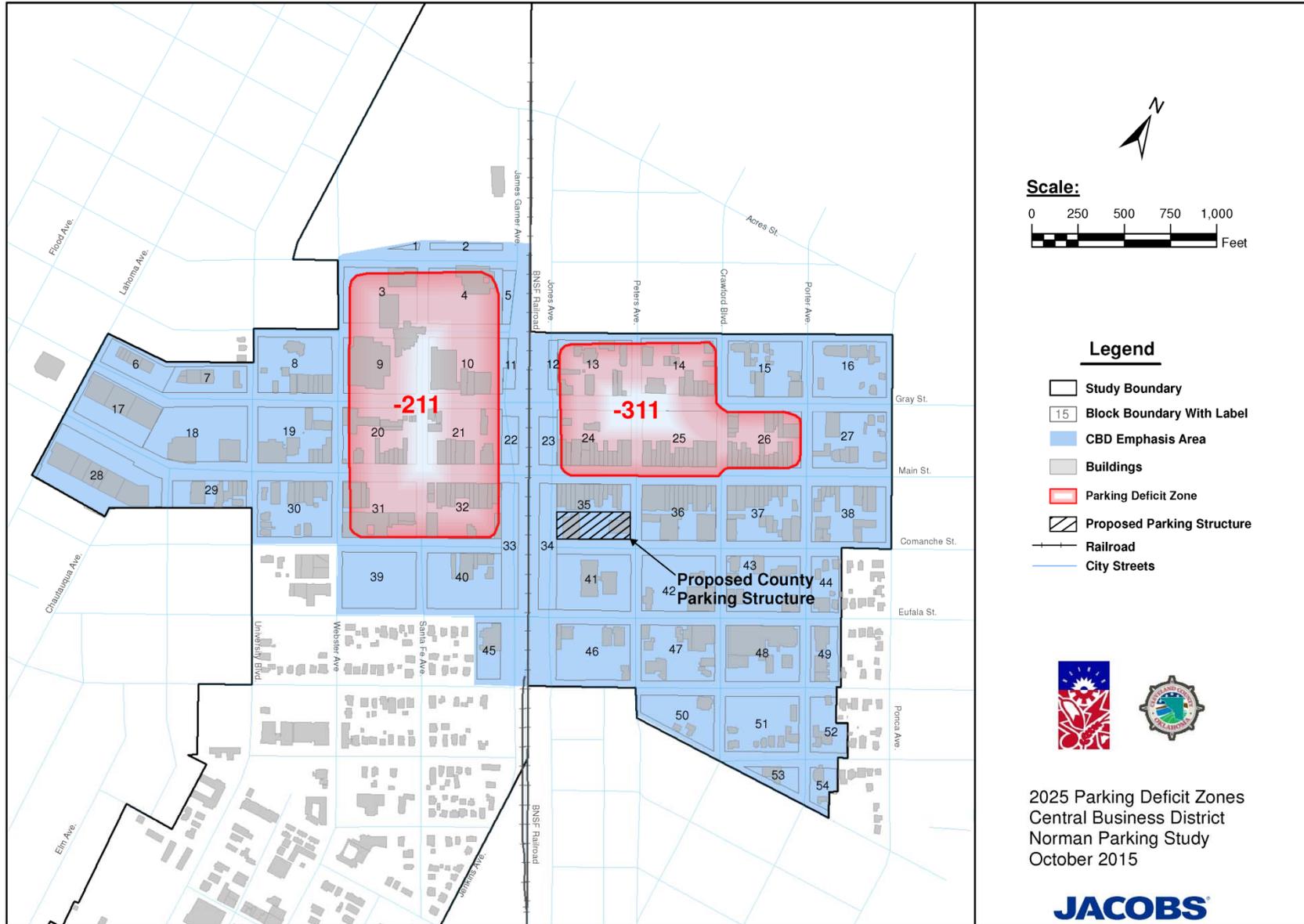


4. 2025 Parking Demand – Parking Deficit Zones

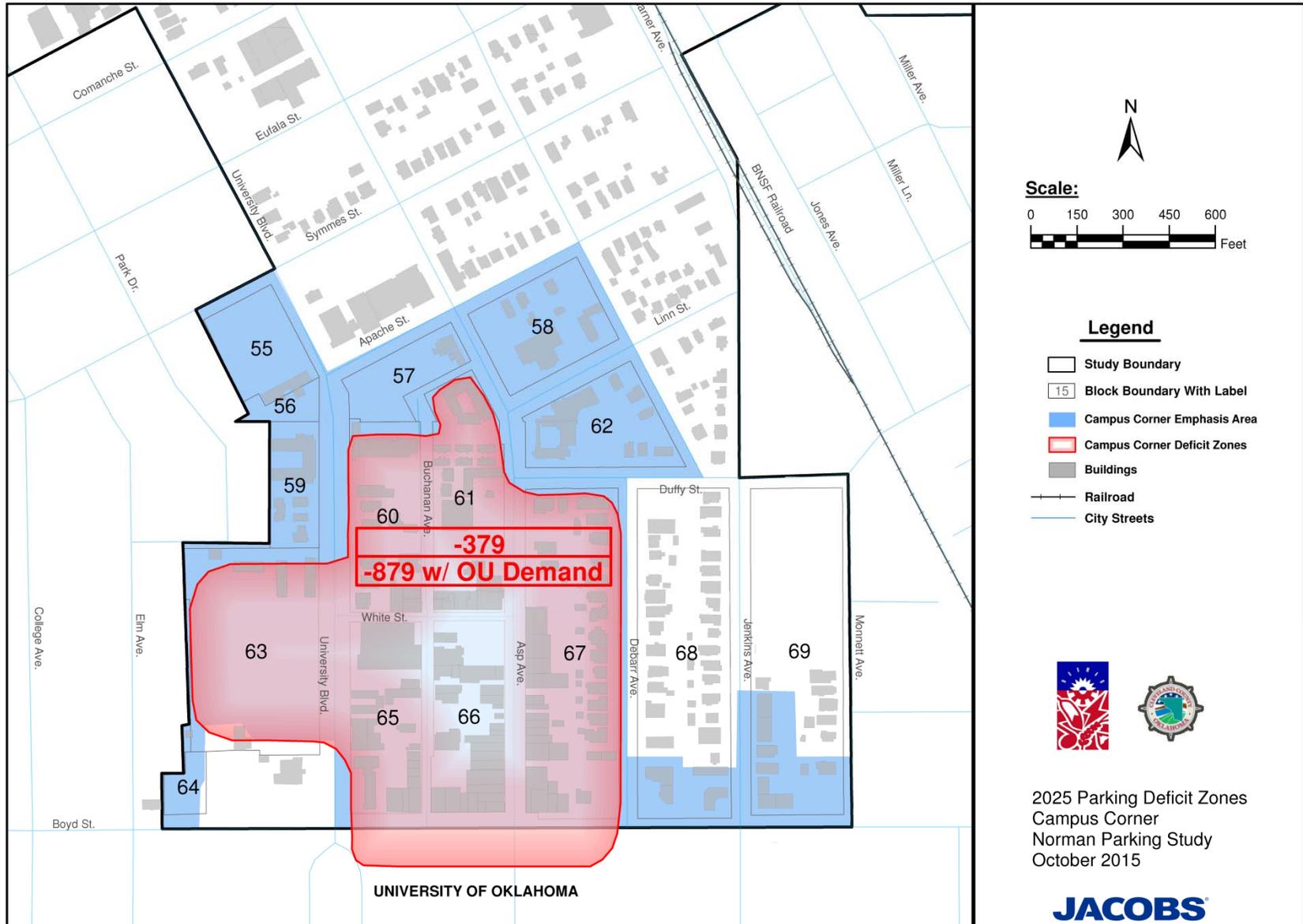
PROJECT FUTURE CONDITIONS

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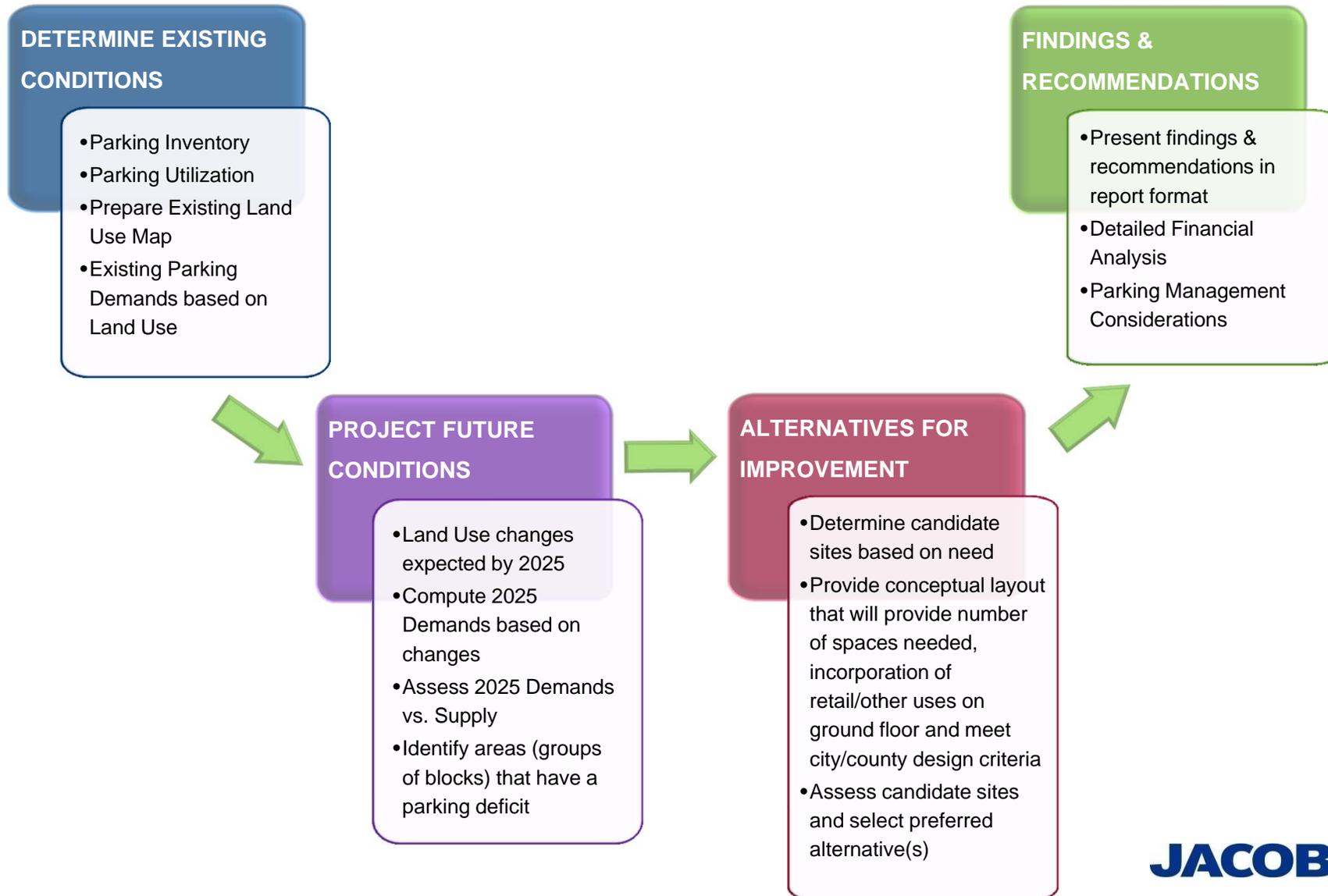
4. 2025 Parking Demand – Parking Deficit Zones (continued)



4. 2025 Parking Demand – Parking Deficit Zones (continued)



5. Concepts for Parking Improvements – Project Approach

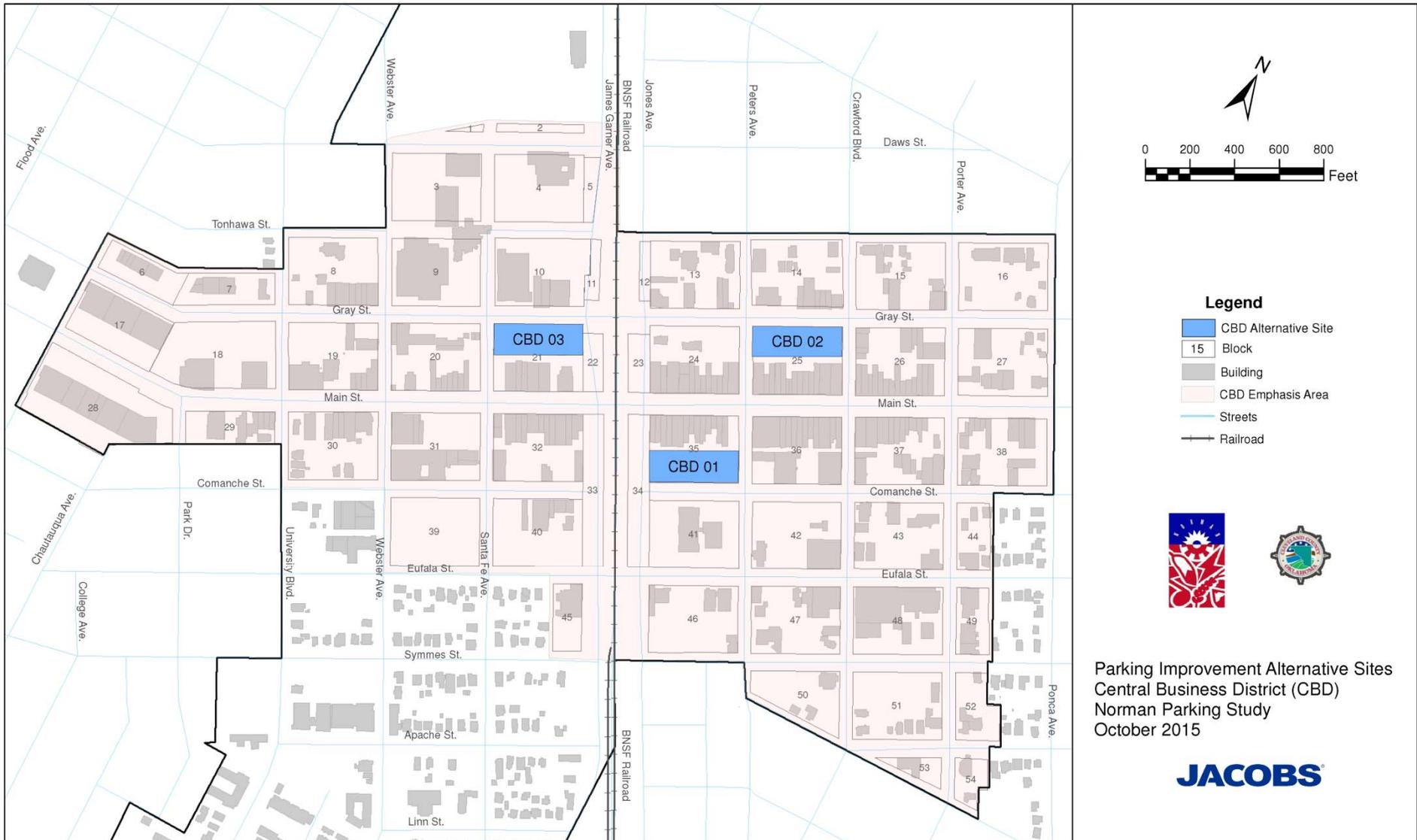


5. Concepts for Parking Improvements – Identify Candidate Sites

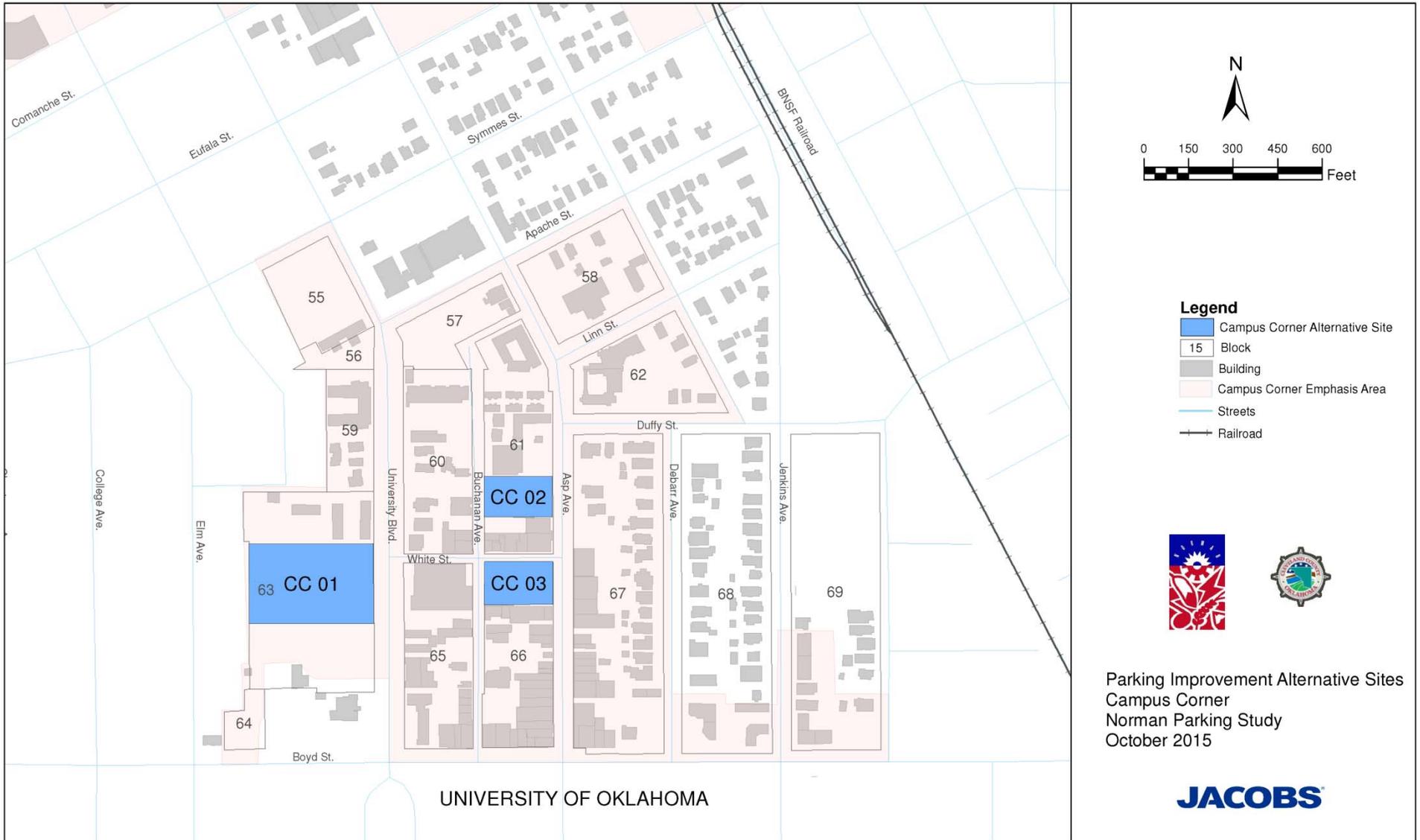
ALTERNATIVES FOR IMPROVEMENT

- **Determine candidate sites based on need**
- Provide conceptual layout that will provide number of spaces needed, incorporation of retail/other uses on ground floor and meet city/county design criteria
- Assess candidate sites and select preferred alternative(s)

5. Concepts for Parking Improvements - Candidate Sites Map (CBD)



5. Concepts for Parking Improvements - Candidate Sites Map (Campus Corner)



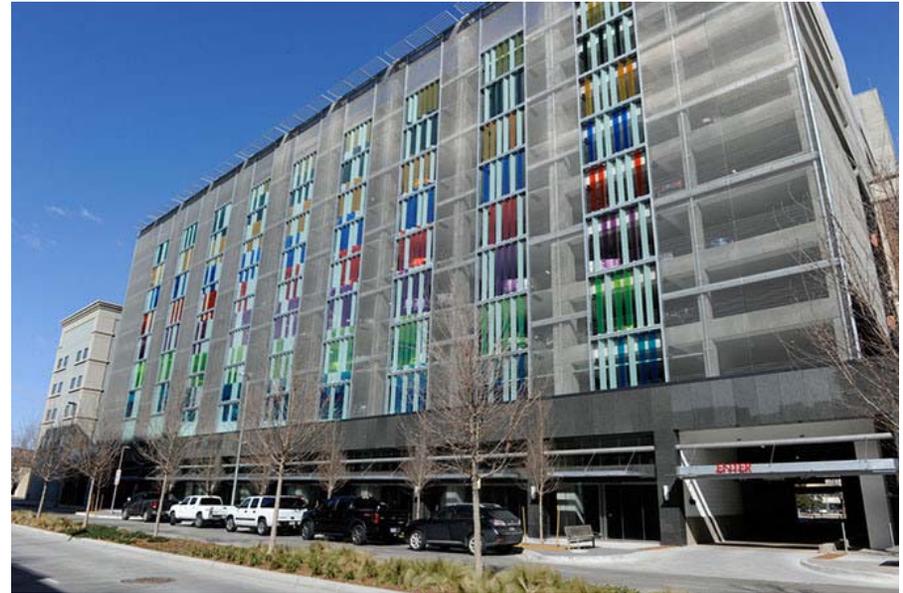
6. Parking Management

- Enforcement
 - Will need additional enforcement as public facilities expand or are constructed as new.
 - Parking system upgrades might aid enforcement time and efficiency required
- Parking Meters
 - May need additional meters for on-street parking if parking structures are built so that structured parking is competitive
 - Additional meters could be installed to finance parking improvements, to help pay for parking facility maintenance, and to encourage turnover of on-street spaces
- Parking Time Limits
 - May be easier to regulate time limits with parking meters. Fee structures could be easily adjusted to increase along with increased parking demands and to have shorter max. time limits
 - Encourage business patron voucher program if owners want to pay for customer meter fees

6. Parking Management (continued)

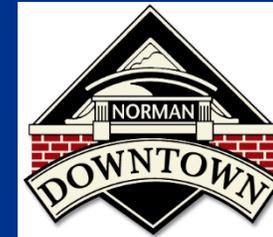
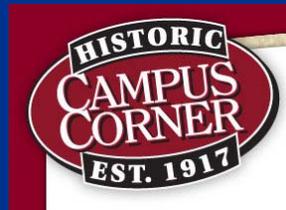
- Employee parking use of on-street spaces
 - Could strengthen tag identification system to identify employees using on-street spaces
 - Assist employers in identification of preferred parking spaces for their use
- Loading Zone issues
 - Loading vehicles are often double-parked in through travel lanes in Campus Corner
 - Loading vehicles do not arrive within preferred 6:00 am to 10:00 am time window due to a long route schedule with multiple stops in addition to Campus Corner
 - More strict regulation of loading zone issues or possibly adoption of simpler ordinance should be considered (24-hour reserved loading zone space)
 - 6:00 am to 10:00 am window is limited
- Maintenance and Management of Publically Owned Parking Infrastructure
 - Formation of an authority to manage existing public parking facilities and program and plan additional parking facilities as needed.
 - Consideration of public-private partnerships to potentially open the door for private development that would not happen without additional investment in parking supply

7. Summaries from Open House



Questions and Comments

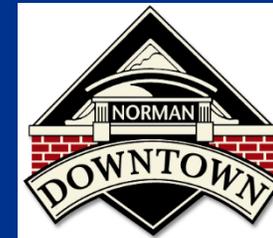
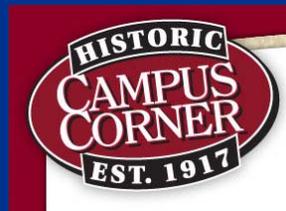
Thank You for Your Participation



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