

Report on Snider Plaza Roundtable Meeting

TO: Robbie Corder, City Manager
City of University Park

FROM: Karen Walz FAICP, Principal
Strategic Community Solutions LLC

DATE: May 4, 2017

RE: Snider Plaza Roundtable Meeting

The City of University Park held a roundtable meeting for Snider Plaza stakeholders on Thursday, April 20, 2017. The objectives of this session were to:

- Share information about the current parking situation and options to address it.
- Engage stakeholders to understand their perspectives about parking issues & solutions.
- Seek agreement and support on direction and next steps to address Snider Plaza parking issues.

Karen Walz FAICP, Principal of Strategic Community Solutions LLC, designed and managed the session. The session was designed to be interactive in order to obtain the most input from participants and to allow stakeholders to work together to identify shared ideas. Teams worked to reach shared conclusions about the best approaches to parking issues. Keypad polling¹ was used to gain insights from all participants in the session.

Invitations to participate in this session were hand-delivered to all businesses in Snider Plaza and mailed to all Snider Plaza property owners. Approximately 25 people participated in all or part of this two-hour evening meeting. Based on feedback obtained through keypad polling, the largest share of participants were Snider Plaza business owners (41%). Property owners and owners of both business and property were equally represented with 24% each of participants. A smaller percentage of participants (6% each) were frequent customers or lived nearby. No one indicated another primary interest.

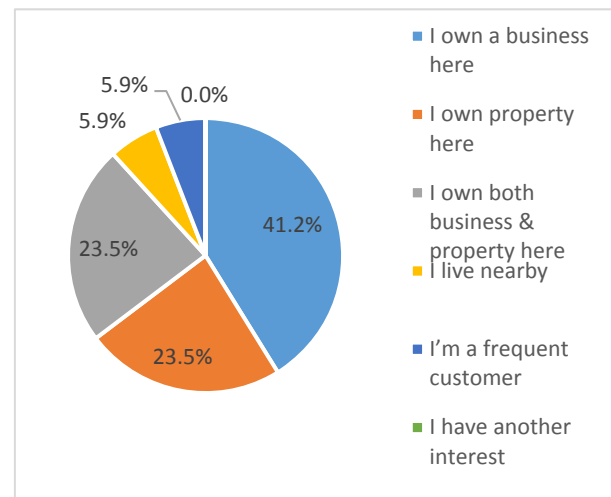


Exhibit 1: My primary interest in Snider Plaza is:

The meeting began with a welcome by University Park Mayor Pro Tempore Dawn Moore. Following the welcome, Ms. Walz reviewed the agenda and obtained agreement from the group on the meeting objectives noted above. Since parking in Snider Plaza is an issue with a long history, background information was provided on past and current discussions. Former Councilmembers Jerry Grable and Bob Clark shared a summary of past studies and their insights into the solutions and agreements reached during those efforts. City Manager Robbie Corder presented background information on these

¹ Keypad polling uses hand-held keypads and wireless technology to poll all participants at once. The polling is immediate and anonymous. The results are projected on the screen so participants can immediately see the results. Since not all participants choose to answer all questions, the results are presented as percentages of those who did respond.

past studies and explained the current situation related to City acquisition of property that could potentially be developed for parking. Mr. Corder's presentation is found in Appendix 1 of this report.

Participant Perspectives

Keypad polling was used to obtain group feedback on a number of issues related to parking issues in Snider Plaza. These responses are presented below.

When is parking a problem?

Respondents had a strong degree of agreement that the biggest problem was parking at lunchtime on weekdays. Exhibit 2 shows that almost ¾ of participants identified this timing for problems. Most other respondents felt it was a problem all the time.

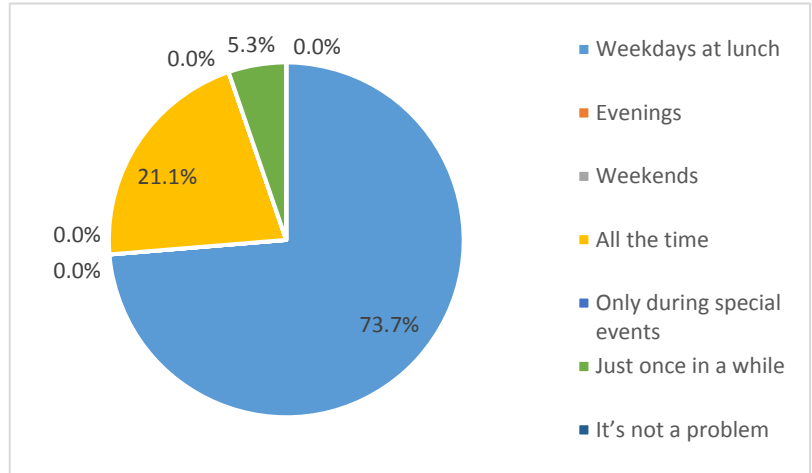


Exhibit 2: When is parking a problem in Snider Plaza?

Participants were somewhat evenly divided about whether changes to parking enforcement would make a difference. Exhibit 3 shows that about 37% felt it would not make a difference, while about 32% felt enforcement should be stricter. No one felt that parking time should be unlimited.

Changes to enforcement won't make a difference to the parking problems	36.8%
We need stricter enforcement of the current rules	31.6%
The parking rules for how long people park need to be changed	15.8%
I'm not sure	10.5%
Enforcement is effective now	5.3%
There should be no limits on how long people park	0.0%

Exhibit 3: Should parking enforcement be changed?

Exhibit 4 shows the participants' perceptions about the groups with the greatest need for additional parking. Employee parking was seen as an even greater need than lunchtime parking, despite the previous strong agreement that parking is only a problem at lunchtime.

Parking Users	Very important	Somewhat important	Somewhat unimportant	Very unimportant	I'm not sure
Employees of businesses in Snider Plaza	89.5%	10.5%	0.0%	0.0%	0.0%
Lunchtime customers	73.7%	21.1%	0.0%	0.0%	5.3%
Customers staying several hours or all day	55.0%	25.0%	5.0%	10.0%	5.0%
Customers staying an hour or less	52.6%	21.1%	21.1%	0.0%	5.3%
Customers with mobility issues	20.0%	50.0%	20.0%	5.0%	5.0%
People attending special events	4.8%	19.0%	33.3%	42.9%	0.0%

Exhibit 4: How important is it to add more parking for these users?

How should the costs of new parking be shared? Exhibit 5 shows the participants' perspectives in terms of the costs to provide parking (land acquisition, construction, etc.) and to operate parking (maintenance, operation, fee collection, etc.). Over 40% of participants (43%) agreed – either strongly or somewhat – that the costs of providing new parking should be shared by property owners, merchants and the City. Almost one quarter of participants needed additional information on this question. A majority (53%) of participants strongly disagreed that the costs to operate new parking should be shared.

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	I need more information
The costs of <u>providing</u> new parking should be shared by Snider Plaza property owners, Snider Plaza merchants and the City.	28.6%	14.3%	0.0%	33.3%	23.8%
The costs of <u>operating</u> new parking should be shared by property owners, merchants, parking users and the City.	10.5%	10.5%	15.8%	52.6%	10.5%

Exhibit 5: How should the costs of parking be shared?

The next set of questions asked how the total costs of parking should be shared among several groups. Exhibit 6 presents these results. Half of the respondents felt that the City should pay the full costs of parking – that all University Park taxpayers should cover these costs in Snider Plaza.

	100%	Between 50% and 100%	50%	Between 0% and 50%	0%	I don't know
The City (i.e. all University Park taxpayers)	50.0%	20.0%	5.0%	10.0%	5.0%	10.0%
Property owners in Snider Plaza	4.8%	14.3%	9.5%	14.3%	42.9%	14.3%
Business owners in Snider Plaza	0.0%	10.0%	5.0%	15.0%	60.0%	10.0%
Users – the people who park in the spaces	0.0%	4.8%	9.5%	23.8%	33.3%	28.6%

Exhibit 6: What share of total parking costs should be paid by each group?

One option under consideration now is the construction of a new parking garage to serve Snider Plaza. If a new garage were built, what would the appropriate cost be to use it? Exhibit 7 shows that most participants believe the cost should be very low or free. One third of participants believe this parking should be free, while 29% believe a \$3/hour rate is appropriate and 19% believe a \$1/hour rate is appropriate.

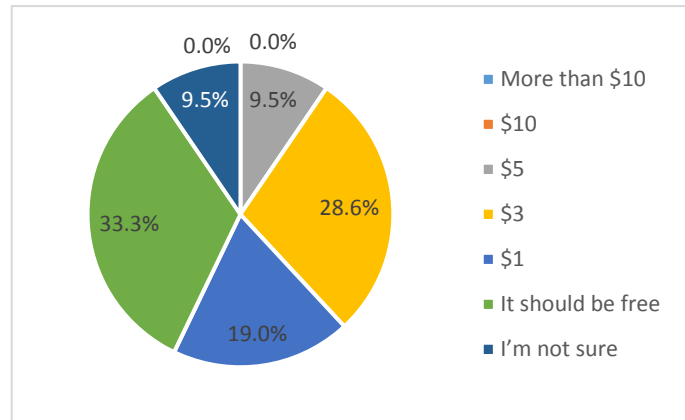


Exhibit 7: What is a reasonable charge to the user for an hour of parking in a new garage?

Team Solutions

After participants shared their perspectives on these particular issues, they worked in teams to answer questions about the best solutions for parking in Snider Plaza. Three teams worked to address the same questions. Team 3 was comprised of Snider Plaza merchants – owners of the businesses in the Plaza. Team 4 included property owners and those who owned both property and businesses. Team 5 also included property owners, as well as the lone University Park resident who attended. Worksheets were used to record team agreement about parking for four different groups of users – Snider Plaza customers, Snider Plaza employees, residents of nearby neighborhoods and visitors to other nearby destinations such as SMU and businesses south of Snider Plaza. The teams were also asked how to allocate new parking spaces and whether other mobility strategies might help address parking needs. The teams were also able to provide additional ideas. These recommendations are presented in Exhibit 8 on the following pages. The actual team worksheets are presented in Appendix 2.

Issue	Team 3		Team 4		Team 5	
Snider Plaza customers. Where should their parking be located? How should they help cover the costs of their parking?	In the center of the Plaza. They should have no charge for parking.		Near their destinations. They should not have to pay for parking since they are generating sales & beverage taxes that the City already collects.		In Snider Plaza proper, including garage and parking in areas of current parkland. They should pay to park using autopay tickets.	
Snider Plaza employees. Where should their parking be located? How should they help cover the costs of their parking?	In the new garage. We need more than 100 new spaces. They should pay \$20 to \$30 per parking space per month.		Ideally – near their jobs. Realistically – in remote locations. Sales and beverage taxes should cover the costs of their parking.		New garages and parking as noted above. Revenue from a tax increment financing district should cover the cost.	
Residents of nearby neighborhoods. Where should their parking be located? How should they help cover the costs of their parking?	Wherever they want, at no charge.		At their homes, or near the businesses they are using. Sales and beverage taxes should cover the costs of their parking.		They can take their chances.	
Visitors to SMU, stores south of Snider Plaza and other nearby destinations. Where should their parking be located? How should they help cover the costs of their parking?	In SMU garages or in other parking south of Snider Plaza.		Outside of Snider Plaza.		Not in Snider Plaza.	
If there were 100 new parking spaces, how should they be allocated?	Snider Plaza customers	Snider Plaza employees	Nearby Residents		Visitors to Other Places	
		All teams felt that 100% of the spaces should be allocated to employees				

Issue	Team 3	Team 4	Team 5
How can other strategies (walking, biking, DART, valet parking, Uber, etc.) bring people to Snider Plaza without needing to park their cars?	<ul style="list-style-type: none"> • Bike racks are needed • Use special smaller spaces for vespas & motorcycles • Have a valet service for customers • Have a shuttle from the Bush Library to Snider Plaza 	Uber and Lyft could potentially help alleviate parking problems.	
What should happen next to solve Snider Plaza's parking problems?	Build a 200-space garage right away.	Use the City's sales and beverage taxes to fund parking.	Work through it.
Please share any additional ideas here:	<ul style="list-style-type: none"> • Parking ticket revenue should be used to help pay parking costs • The overall idea is that the City should pay the full cost of building the garage, with the maintenance costs paid by the users • Need some more short-term parking in the future • Put in a moratorium on high intensity uses such as gyms • Ask adjacent residents if they would support an above-ground garage as well as below-grade 	<ul style="list-style-type: none"> • We have insufficient data to make significant recommendations • If a garage is built, it should be above-ground as well as below-grade 	There are too many gyms, resulting in too many people (and thus cars) per square foot of building

Exhibit 8: Team Solutions for Snider Plaza Parking

At the end of the meeting, each team presented its ideas to the entire group and keypad polling was used to determine the degree of agreement with the recommendations. Exhibit 9 shows these responses.

Team	Very consistent	Somewhat consistent	Somewhat inconsistent	Very inconsistent	I'm not sure
Team 3	64.7%	23.5%	5.9%	5.9%	0.0%
Team 4	77.8%	22.2%	0.0%	0.0%	0.0%
Team 5	58.8%	41.2%	0.0%	0.0%	0.0%

Exhibit 9: How consistent is this team's solution with my own ideas of how to address parking in Snider Plaza?

Potential Next Steps

The participants in this Roundtable Meeting – Snider Plaza merchants and property owners – play a special role in Snider Plaza and in the character of the University Park community. As a result, their perspectives are important ones to consider. Parking has long been identified as an important issue for Snider Plaza. Based on the results of this Roundtable Meeting, several items can be considered as next steps for action on Snider Plaza parking issues.

1. **Determine current parking demand characteristics.** The Carl Walker study evaluated parking use in 2008. Many determinants of parking may have changed since then – the mix of uses in Snider Plaza, the number of restaurants (with lunchtime demands), the relative appeal of this area compared to other shopping destinations, the number of employees per square foot in Snider Plaza businesses and other factors. Meeting participants identified lunchtime parking as the biggest problem. Yet they felt that the group needing parking the most was business employees, a group which is not generating the lunchtime peak. An updated study, potentially using the latest technology, would provide a clearer basis for determining how current parking demand is being generated.
2. **Evaluate the specific needs for employee parking among properties and businesses in Snider Plaza.** Since there are many diverse types of businesses in Snider Plaza, there is variation in the number of employees these businesses have per square foot of building. Some blocks within the Plaza may have a higher employee density than others. There may be different patterns of employee parking need, with some businesses having a smaller number of employees who need parking all day and others having more employees who need parking only part-time during peak parking hours. Also, some properties provide employee parking on-site while others do not. All these factors suggest that additional employee parking, whether funded by the public or by a public-private partnership, may benefit some business and property owners more than others.

All three teams at this Roundtable Meeting felt that any additional parking in a new garage should be dedicated to employee parking. Participants expressed varying opinions about whether or how employees (or users of the new garage in general) should pay for this parking. Further analysis and discussion with business and property owners is needed to understand which businesses benefit the most from this additional parking and what funding approaches are most equitable.

3. **Conduct more detailed investigations into the costs and revenues of a potential parking garage.** The City Manager's presentation at this meeting included current estimates for costs related to a 100-space below-grade garage. These were \$3.25 million for land acquisition, \$3 to \$3.5 million for construction of 100 spaces, and annual operating costs of \$30,000 to \$50,000. Meeting participants suggested several funding sources – existing sales and beverage tax revenue, TIF, monthly parking space payments, and \$1 to \$3 hourly parking rates paid through an autopay system. Calculation of the revenue potential of these funding sources will allow a comparison with these costs, to determine whether they are adequate to fund the garage.
4. **Explore the potential for other strategies that reduce parking demand.** The Carl Walker study identified a range of parking demand strategies that could be considered in Snider Plaza. Roundtable Meeting participants also identified actions that might make it easier for people to

come to Snider Plaza without needing to park a car. These strategies should be examined and incorporated into any projects to address parking.

5. **Obtain feedback from University Park residents.** Many of the Roundtable Meeting participants expressed the opinion that some or all of the costs of additional parking should be paid by the public – the City of University Park. Two of the three teams recommended that the garage site should include above-ground parking as well as below-grade, and one team recommended that existing City parks should be converted into parking. University Park residents and residential taxpayers should have a voice in these discussions as each of these ideas will impact the City's residents and homeowners.
6. **Continue to engage Snider Plaza and University Park's business community in discussions about the details that can solve Snider Plaza's parking problems.** The City's Commercial Advisory Committee could be the focal point for continuing discussion about costs, design and management structures for parking garage construction and operation. It could consider the ideas and solutions recommended by the Roundtable Meeting participants as well as the recommendations of past studies.

Appendix 1: City Manager Robbie Corder's Presentation

Roundtable Agenda:

- Presentation by City
 - Overview of City Property & Parking Potential
 - Snider Plaza Strategic Plan (Townscape)
 - Summarize Carl Walker Report
 - Summarize Snider Plaza Master Committee Recommendations
- Opportunity to improve Snider Plaza Parking has arrived. Do we want to act on it?

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Daniel/Haynie Properties

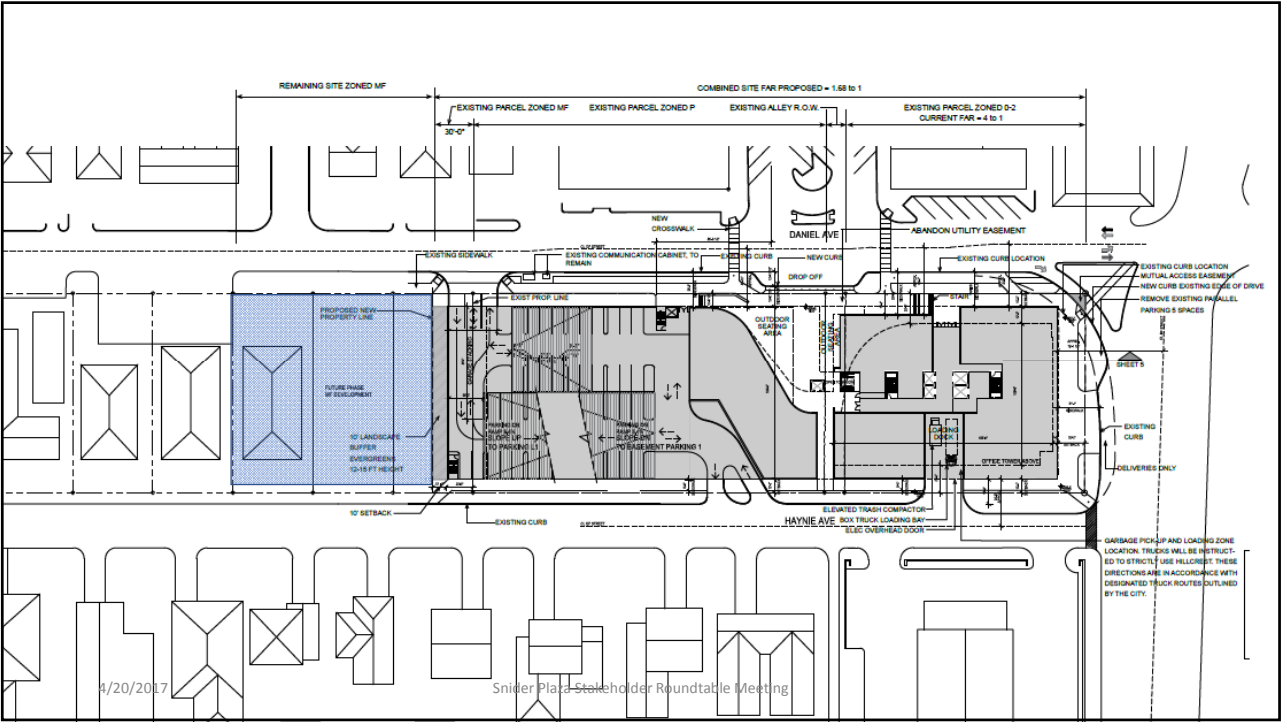
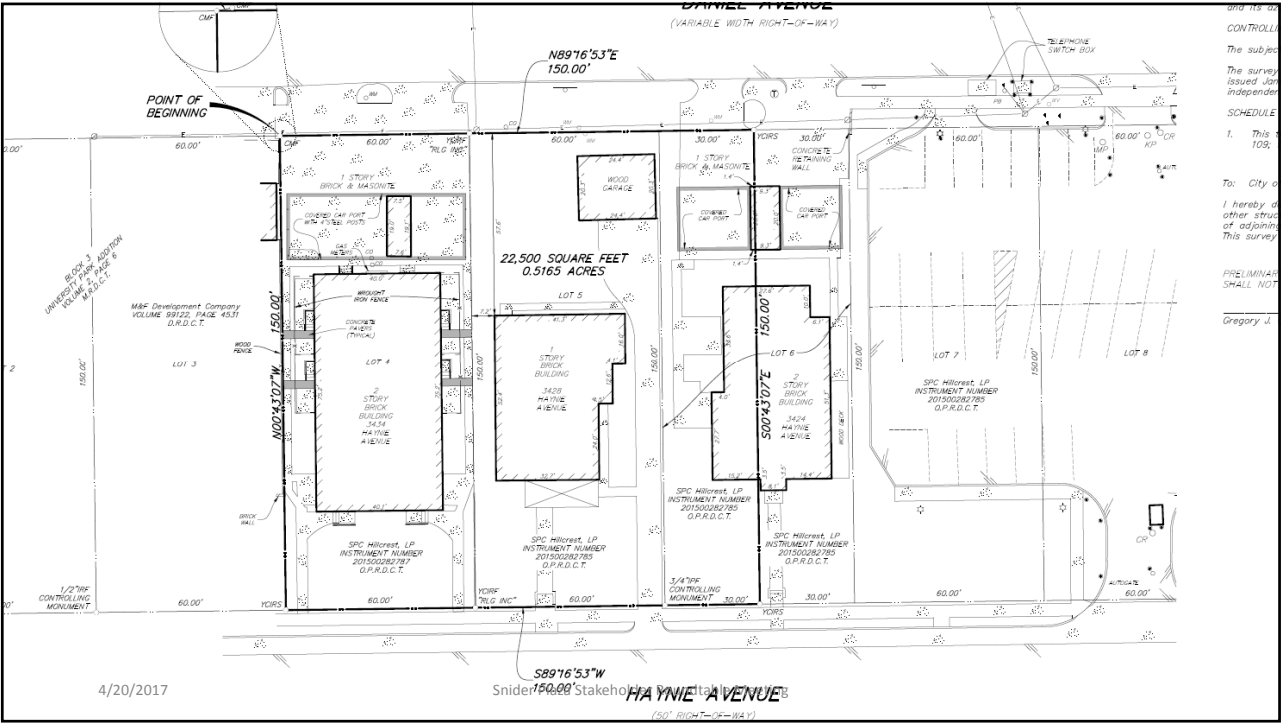
- 3424 Hanie (half lot)
- 3428 Haynie
- 3432 Haynie
- Currently zoned Multi-Family (MF-2)
- \$3.25 million purchase price
- Opportunity to share facilities associated with Park Plaza development
- Positive recommendations from Commercial Retail Advisory Committee and SMU Land Sale Committee

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Financials: Below-grade parking structure

• Financing:

• \$3.25 million City investment in purchase of land

• \$3 – 3.5 million estimated construction costs for 100 parking spaces

• Annual “debt service” of approximately \$113,000 - 135,000 for 30 years

• Estimated Annual Operating Costs between \$30,000 - \$50,000

• Potential financing scenarios identified through Carl Walker report

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Snider Plaza Strategic Plan Timeline

Townscape

• Hired in 2005 to develop strategic plan to address future of Snider Plaza

• Presented recommendation in Nov. 2006

Carl Walker

• Hired in 2007 after public hearings on Townscape plan

• Presented recommendations in May 2008


Snider Plaza Strategic Plan Committee

• Organized by City Council after public hearings on Townscape plan

• Recommendations approved by City Council in June 2008

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Townscape Parking Recommendations

- Parking deficiency identified (157 spaces)
- Pursue short and mid-term solutions regarding striping and space utilization
- Long-term solutions
 - Parking below-grade in Plaza
 - Below-grade parking as part of block or half-block redevelopment

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Carl Walker

- Parking Inventory
- Parking Authority - actively managed parking within the District
- Funding Strategies

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Snider Plaza Parking Study

City of University Park, TX


- Supply/Demand Analysis & Parking Strategic Plan

Final Report - May 15, 2008



4/20/2017

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Snider Plaza – City of University Park, TX

Supply/Demand Analysis & Parking Strategic Plan

Final Report Summary

Current Parking Adequacy

Snider Plaza

The parking adequacy for the Snider Plaza portion of the study area can be evaluated three different ways. Based on the field observations and car counts there is a deficit of 144 to 161 spaces.

If we evaluate the number of spaces on the zoning requirement of 1 space per 300 square feet of space there should be 1,080 spaces. Current inventory is 919, resulting in a deficit of 161 spaces.

If the new zoning requirement of 1 space per 200 square feet is applied the required parking supply becomes 1615 spaces. Subtracting the current inventory of 919 the deficit increases to 696.



If we apply the third approach of looking at the full on-street inventory at 12 noon and add in the non-resident parkers in the residential area to the west, the deficit is calculated to be 192 spaces to 209 spaces.


Figure 33. Parking Adequacy

Snider Plaza Parking Adequacy	Parking Adequacy
Field Observation and Car Counts	-144 to -161
City of University Parking Zoning Requirements 1/300 square feet	-161
If Parking Zoning Requirements were 1/200 square feet	- 696
Calculation by Parking Ratio of All On-street Full Plus Non-residential	-192 to -209

12.
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Snider Plaza – City of University Park, TX
Supply/Demand Analysis & Parking Strategic Plan
Final Report Summary



Parking Development Sites – Concept A


- The first concept for additional parking is cited on the Chase Bank site owned by Legacy Development.
- This concept shows a 315 space deck option with one level partially or completely below grade and another above grade.
- The two primary entry/exit plazas are located on the west end of the structure.
- The entry/exits are positioned opposite of each other providing ingress and egress to both Daniel Avenue and Haynie Avenue.
- There is a separate exit onto Haynie near the east end of the structure.
- The two bay or module structure has one sloped floor and one level floor on each floor level with parking along each end.

17.

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Snider Plaza – City of University Park, TX
Supply/Demand Analysis & Parking Strategic Plan
Final Report Summary




Parking Development Sites


- It is recommended that the City of University Park lead the development of additional parking. The economic forces are not yet available to make private parking development plausible.
- The study team has identified three sites for potential development of structured parking to provide additional parking resources for Snider Plaza.
 - It is recognized that just identifying these sites will generate a certain amount of excitement and angst for potentially affected property and business owners.
 - It must be recognized that such conceptual models must be explored to facilitate the dialogue to arrive at acceptable long-term solutions.

16.

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Snider Plaza – City of University Park, TX
Supply/Demand Analysis & Parking Strategic Plan
Final Report Summary


The key parking program recommendations in this report are to:

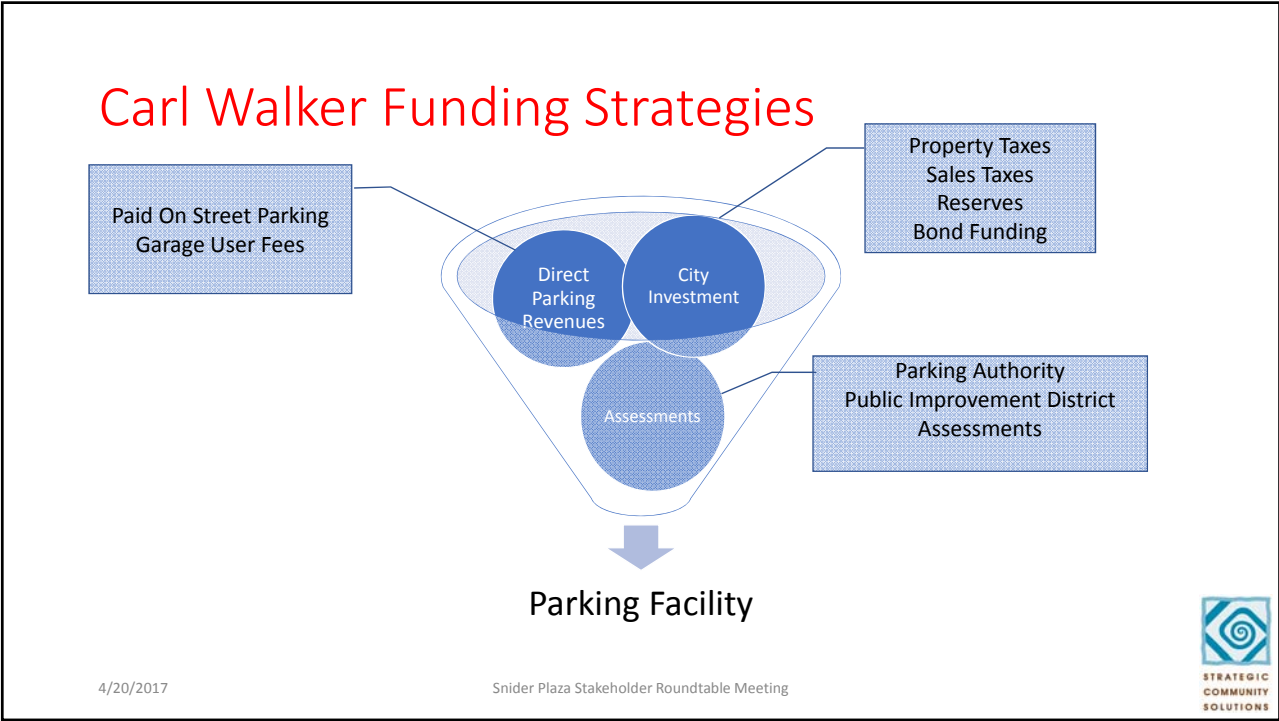
- Increase the off-street parking supply in order to provide long-term parking options for employees and shoppers, as a means to freeing up more on-street parking as short-term parking for Snider Plaza customers.
- Provide an enhanced parking enforcement program.
- Develop a more comprehensive parking management program over time, that is vertically integrated and manages on-street parking, off-street parking, parking enforcement (on-street and residential permits) and parking planning.
- Move toward paid parking, especially for on-street parking.
 - If this is done, it will generate a need for a parking revenue collections/audit function.
- Paid parking from off-street and on-street sources could potentially fund a parking management program; assuming these funds were dedicated to this function.

44.
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More for parking. SOLUTIONS FOR PEOPLE.


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SP Strategic Plan Committee Recommendations:

- Adopted by City Council with Resolution No. 08-25
- Adoption of Resolution included:
 - Streetscape Design elements of Townscape
 - Revised recommendations from Strategic Plan Committee
 - Staff recommendations

RESOLUTION NO. 08-25

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UNIVERSITY PARK, TEXAS, ACCEPTING THE RECOMMENDATIONS OF THE SNIDER PLAZA-HILLCREST STRATEGIC PLAN COMMITTEE AS REQUESTED BY THE CITY COUNCIL; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF UNIVERSITY PARK, TEXAS:

SECTION 1. That the Snider Plaza-Hillcrest Strategic Plan Committee Task Force Recommendations dated June 11, 2008, a true copy of which is attached hereto as Exhibit "A" and made part hereof for all purposes, is accepted and found by the City Council to comply with its appointment of the Committee and its charge that the Committee provide a set of recommendations regarding parking, development standards and financing mechanisms to implement the Snider Plaza/Hillcrest Strategic Plan.

SECTION 2. This resolution shall take effect immediately from and after its passage, and it is accordingly so resolved.

DULY PASSED BY THE CITY COUNCIL OF THE CITY OF UNIVERSITY PARK, TEXAS, on the 21st day of October 2008.

APPROVED:

James H. Holmes, III
JAMES H. HOLMES, III, MAYOR

ATTEST:

Brandy Vogt
BRANDY VOGT, CITY SECRETARY

APPROVED AS TO FORM:

Robert A. Williams
CITY ATTORNEY

SP Strategic Plan Committee Recommendations:

Snider Plaza / Hillcrest Task Force Recommendations
6/11/08

- Snider Plaza Area:
1. Modify the existing Snider Plaza PD and adopt the Standards and Guidelines in accordance with Task Force recommendation for same dated February 7, 2008
 2. Authorize development of a detailed plan to implement the Public Street Zone recommendations described in the Standards and Guidelines document referenced above. These would include, but not be limited to:
 - a. The Improvements shown on the Conceptual Plan titled *Public Street Zone Standards and Guidelines - Snider Plaza Area* on page 5 of the recommendations.
 - b. The various entry features indicated.
 - c. District sign element at Hillcrest and Daniel
 - d. Other public signage
 - e. ADA related items in the Public Zone
 - f. Detailed landscape and irrigation plan to include specific recommendations regarding tree species, tree size, tree spacing and other planting material
 - g. Hardscape and paving (including curb conditions)
 - h. Lighting
 - i. Preserving and achieving safe pedestrian crossing and access
 - j. Phasing Plan and implementation schedule



SP Strategic Plan Committee Recommendations:

3. Implement the recommendations contained in the report from Carl Walker, Inc. (CWI) dated May 15, 2008
 - a. Stabilize existing conditions by:
 - i. Modify Snider Plaza PD to parking ratios on a use-by-use basis that reflect actual parking demand.
 - a. Utilize the use-based Parking Ratios currently in effect throughout the rest of UP.
 - b. Redefine the Restaurant Parking Ratio to be 1 space / 100 sf
 - c. Establish an additional category for Nail / Hair Salons based on 1 space / 100 sf
 - ii. In the event a proposed new use is more parking intensive than the use it is replacing, only permit such new use if it can provide adequate parking to support the additional demand it is imposing.
 - b. Implement AutoView technology to enhance parking enforcement
 - c. Create a better vehicle for collective action by the Snider Plaza businesses by asking the Snider Plaza property owners to form a Parking District, as outlined in the "Parking Organizations System Models" portion of CWI's report. This Parking District would:
 - i. Be formed as a Public Improvement District under the laws of the State of Texas and subject to the organizing requirements for same.
 - ii. Provide a vehicle for Tax Increment Financing to the extent allowed by law
 - iii. Have assessment authority
 - iv. Have parking enforcement authority

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SP Strategic Plan Committee Recommendations:

- d. Upon successful creation of the Parking District described above, formally pursue adding additional parking capacity:
 - i. Add publicly owned and controlled parking via Public / Private partnerships
 - ii. Determine the feasibility of the Rosedale and other site options
 - iii. Fund any new parking base on the joint participation of the City, all benefiting Property Owners and all benefiting merchants.
- e. At such time as additional parking capacity may be added to the Plaza, consider creating and implementing a Residential Parking Permit program for the area bounded by Daniel, the Hursey / Dickens alley, Lovers and the Plaza and the area east of Hillcrest bounded by Hillcrest, Daniel, Airline and Lovers.
- f. The City should create and fund a chief parking coordinator position to coordinate parking issues throughout the City.
- g. Achieve more uniform and consistent time limits for parking zones in the Plaza and along Hillcrest from 8 am to 6 pm based on 1-hour limits along curbs and 2-hour limits in the center Plaza spine. 15-minute limits and handicapped spaces shall remain where they presently exist, or may be approved in the future.

Hillcrest South Area:

1. Accept the recommendations contained in the *Public Street Zone Standards and Guidelines - Hillcrest South* prepared by Townscape, dated February 7, 2008.
2. Authorize development of a detailed plan to implement these Public Street Zone Standards and Guidelines.

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City Staff Recommendations:

STAFF RECOMMENDATIONS

(1) Additional Parking for Snider Plaza

Carl Walker Inc. in their report "Parking / Supply Demand Analysis & Strategic Plan" dated May 15, 2008, reviewed alternative options for providing additional parking resources in Snider Plaza over the long term. The City will work with business and property owners to develop a framework for funding the implementation of structured parking facilities over time. The City will consider participating in 50% of the cost of such projects and business and property owners will pay the other 50%.

(2) Drive-Through Windows

Businesses with drive-through windows generate high volumes of traffic. In view of the size of lots and current traffic issues, it is recommended that drive-through windows and curb cuts providing access to drive-through windows shall be prohibited on any street located within the defined boundaries of the Snider Plaza Planned Development District.

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Appendix 2: Team Worksheets

Worksheet for Team # 3

List participants here:	Marc Hall Julie Broad Christy Mesec Tori Pendergrais Patti Feinstein Terry Washam Max Fiequa			
Some parking basics:	Cost to build 1 garage parking space below grade	Cost to operate 1 garage parking space	Snider Plaza private spaces	Snider Plaza public spaces (on street)
	\$35,000	\$300/year	572 ¹	445 ¹
Snider Plaza customers. Where should their parking be located? How should they help cover the costs of their parking?	center of Plaza - no charge - 100 judgement			
Snider Plaza employees. Where should their parking be located? How should they help cover the costs of their parking?	- Snider Plaza employees should park in new garage - 100 spaces is inadequate \$20 to \$30 per slot per month			
Residents of nearby neighborhoods. Where should their parking be located? How should they help cover the costs of their parking?	They should park where they want to no cost			

¹ Carl Walker Report, 2008

Worksheet for Team # 3

<p>Visitors to SMU, stores south of Snider Plaza and other nearby destinations.</p> <p>Where should their parking be located? How should they help cover the costs of their parking?</p>	<p>SMU - use own garages</p> <p>Stores south of Snider Plaza - depends how many spaces we build</p>			
<p>If there were 100 new parking spaces, how should they be allocated?</p>	<p>Snider Plaza customers</p> <p>8</p>	<p>Snider Plaza employees</p> <p>100%</p>	<p>Nearby Residents</p> <p>2</p>	<p>Visitors to Other Places</p> <p>8</p>
<p>How can other strategies (walking, biking, DART, valet parking, Uber, etc.) bring people to Snider Plaza without needing to park their cars?</p>	<p>- Bike racks</p> <p>- Special spaces for vespas, motorcycles</p> <p>- Valet for customers</p> <p>- Bush Library shuttle to Snider Plaza</p>			
<p>What should happen next to solve Snider Plaza's parking problems?</p>	<p>- Build the garage for 200 spaces right away</p>			
<p>Please share any additional ideas here:</p>	<p>- parking ticket revenue used to help pay costs</p> <p>- Overall idea is that city should pay full cost of garage - maintenance paid by users</p> <p>- Some more short term parking spaces in future</p> <p>- Moratorium on high density users (gym's)</p> <p>- Have you asked residents across from new garage if they would approve above ground parking?</p>			

Worksheet for Team # 4

List participants here:	Suzanne Roberts John Jackson [Signature] JACKSON ALMOX			
Some parking basics:	Cost to build 1 garage parking space below grade	Cost to operate 1 garage parking space	Snider Plaza private spaces	Snider Plaza public spaces (on street)
	\$35,000	\$300/year	572 ¹	445 ¹
Snider Plaza customers. Where should their parking be located? How should they help cover the costs of their parking?	→ IDEALLY AS NEAR THEIR DESTINATION AS POSSIBLE → SALES TAXES ALREADY BEING COLLECTED BEVERAGE TAX			
Snider Plaza employees. Where should their parking be located? How should they help cover the costs of their parking?	→ IDEALLY - NEAR THEIR EMPLOYMENT REALISTICALLY - → REMOTELY → SALES TAXES ALREADY BEING COLLECTED BEVERAGE TAX			
Residents of nearby neighborhoods. Where should their parking be located? How should they help cover the costs of their parking?	→ IN THEIR AREA / PROPERTY / STREET → SALES TAXES ALREADY BEING COLLECTED BEVERAGE TAX			

¹ Carl Walker Report, 2008

Worksheet for Team # 4

Visitors to SMU, stores south of Snider Plaza and other nearby destinations.

Where should their parking be located? How should they help cover the costs of their parking?

→ OUTSIDE SNIDER PLAZA

If there were 100 new parking spaces, how should they be allocated?

Snider Plaza customers

Snider Plaza employees

Nearby Residents

Visitors to Other Places

100

How can other strategies (walking, biking, DART, valet parking, Uber, etc.) bring people to Snider Plaza without needing to park their cars?

↳ 4RS → POTENTIALLY HELP RELIEVE SOME MASSIVE

What should happen next to solve Snider Plaza's parking problems?

→ CITY FUNDING - KY SALES TAXES BEING COLLECTED
REVENUE TAX

Please share any additional ideas here:

INSUFFICIENT DATA TO MAKE SIGNIFICANT
RECOMMENDATIONS
IF BUDGET ALSO ABOVE GRANT AS WELL
AS BELOW

Worksheet for Team # 5

List participants here:	Benton Rutledge Mack Hardaway J. STEVE Dawson Lauren Dawson Feccia Lisa Little Sebastian Ahmadi JOHN WESTON			
Some parking basics:	Cost to build 1 garage parking space below grade	Cost to operate 1 garage parking space	Snider Plaza private spaces	Snider Plaza public spaces (on street)
	\$35,000	\$300/year	572 ¹	445 ¹
Snider Plaza customers. Where should their parking be located? How should they help cover the costs of their parking?	IN SNIDER PLAZA PROPER INCLUDING 1) SURFACE OVER GARAGE (DOUBLE) 2) ADD NW/4 + NE/4 OF HILLCREST & LOVER'S IN AS SURFACE PARKING PAY TO PARK USING AUTOPAY TICKETS			
Snider Plaza employees. Where should their parking be located? How should they help cover the costs of their parking?	1) NEW GARAGE ON DICKENS 2) NW/4 + NE/4 HILLCREST & LOVER'S USE TIF Δ TO PAY			
Residents of nearby neighborhoods. Where should their parking be located? How should they help cover the costs of their parking?	THEY CAN TAKE THEIR CHANCES LIKE EVERY DAY			

¹ Carl Walker Report, 2008

Worksheet for Team # 2

Visitors to SMU, stores south of Snider Plaza and other nearby destinations.

Where should their parking be located? How should they help cover the costs of their parking?

NOT SNIDER PLAZA

If there were 100 new parking spaces, how should they be allocated?

Snider Plaza customers

Snider Plaza employees

Nearby Residents

Visitors to Other Places

100%

How can other strategies (walking, biking, DART, valet parking, Uber, etc.) bring people to Snider Plaza without needing to park their cars?

What should happen next to solve Snider Plaza's parking problems?

WORK THROUGH IT

Please share any additional ideas here:

*TOO MANY GYMS
BAD DENSITY/SQ.FT.*