

ADA TOWNSHIP, MI VILLAGE PARKING STUDY

PRELIMINARY REPORT & RECOMMENDATIONS

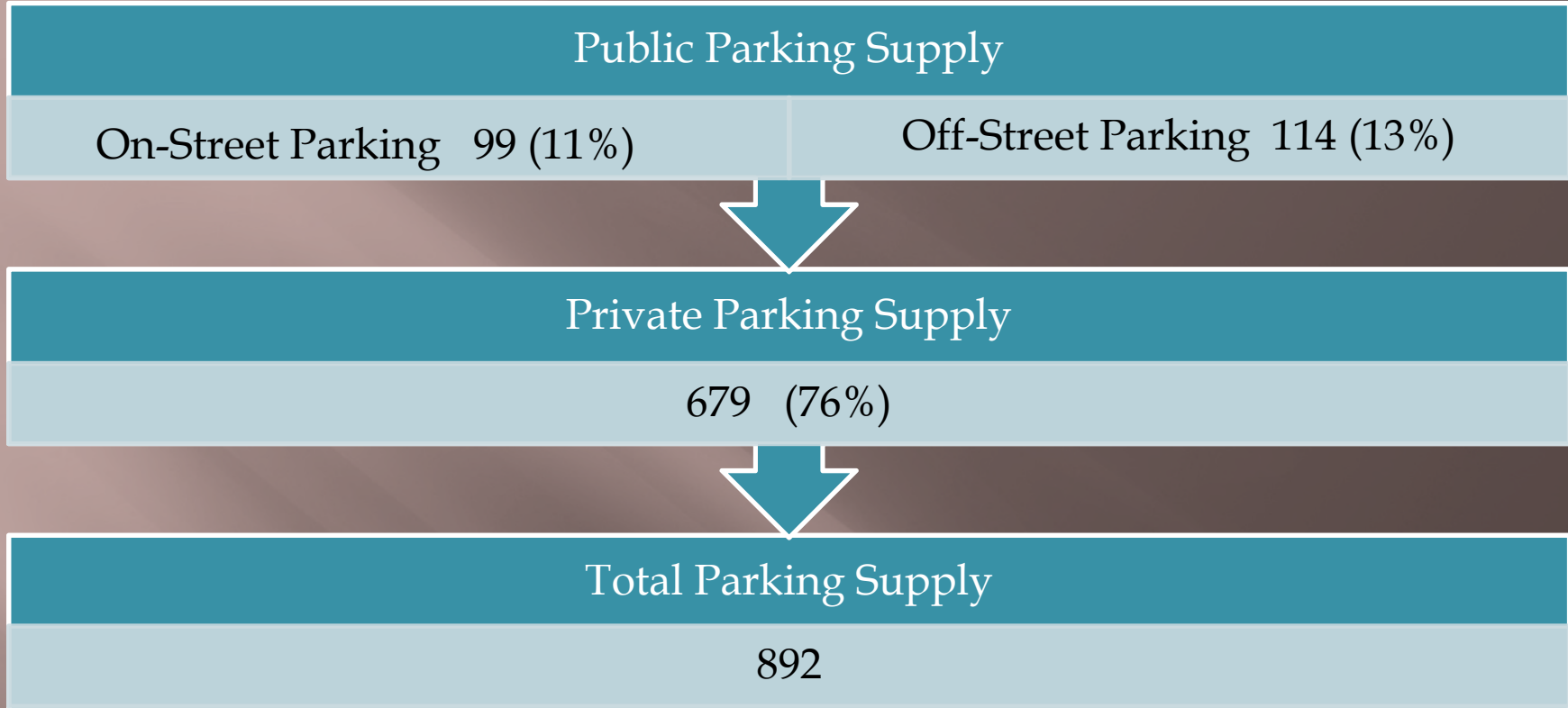


Rich & Associates, Inc.
Parking Consultants - Architects - Engineers
www.richassoc.com



<p>ADA VILLAGE AREA PARKING STUDY</p> <p>ADA, MICHIGAN</p>	<p>RICH & ASSOCIATES</p>	<p>LEGEND:</p> <p>— STUDY AREA</p> <p>BLOCK FACE KEY PLAN:</p>	<p>Sheet Title:</p> <p>STUDY AREA</p>	<p>MAP Number:</p> <p>MAP 1</p> <p>Pg. 2</p>
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STUDY AREA



Ada controls 24% of the parking in the study area. A general rule of thumb is that a municipality control 50% or more of the parking supply in a downtown. This allows for allocation and duration changes when adding new development in a downtown.

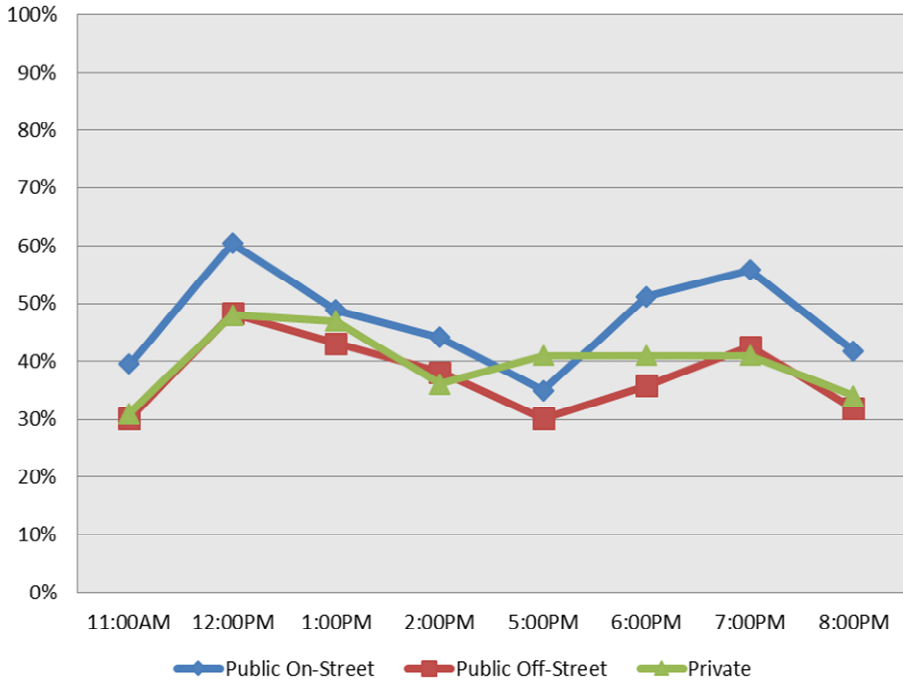
PARKING SUPPLY



<p>ADA VILLAGE AREA PARKING STUDY</p> <p>ADA, MICHIGAN</p>	<p>RICH ASSOCIATES</p> <p>Park Consultants Architects Engineers Planners</p> <p>10000 Park Drive, Suite 100 Livonia, MI 48150 Tel: 734.946.5500 Fax: 734.946.5501 www.richassociates.com</p>	<p>LEGEND:</p> <p>STUDY AREA</p> <p>ON STREET PARKING</p> <p>UNRESTRICTED</p> <p>BARRIER FREE</p>	<p>OFF STREET PARKING</p> <p>PRIVATE</p> <p>PUBLIC</p> <p>PRIVATELY OWNED FOR PUBLIC USE</p> <p>BARRIER FREE</p>	<p>BLOCK FACE KEY PLAN:</p>	<p>Sheet Title:</p> <h1>PARKING SUPPLY</h1>	<p>MAP Number:</p> <h2>MAP 2</h2> <p>Pg. 6</p>
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PARKING SUPPLY

Ada Occupancy Counts Wednesday June 10, 2015



PEAK OCCUPANCY

DAYTIME PEAK OCCUPANCY
 WEDNESDAY, JUNE 10, 2015
 OVERALL 48% OCCUPIED



<p>ADA VILLAGE AREA PARKING STUDY</p> <p>ADA, MICHIGAN</p>	<p>RICH ASSOCIATES a division of DAVIS ASSOCIATES</p>	<p>LEGEND</p> <p>STUDY AREA</p> <p>PARKING OCCUPANCY</p> <ul style="list-style-type: none"> 85% through 100% 75% through 84% 50% through 74% 0 through 49% 	<p>BLOCK FACE KEY PLAN</p>	<p>Sheet Title</p> <p>DAYTIME PEAK OCCUPANCY 12:00pm - 1:00pm</p>	<p>MAP Number</p> <p>MAP 3</p> <p>Pg. 10</p>
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PEAK OCCUPANCY

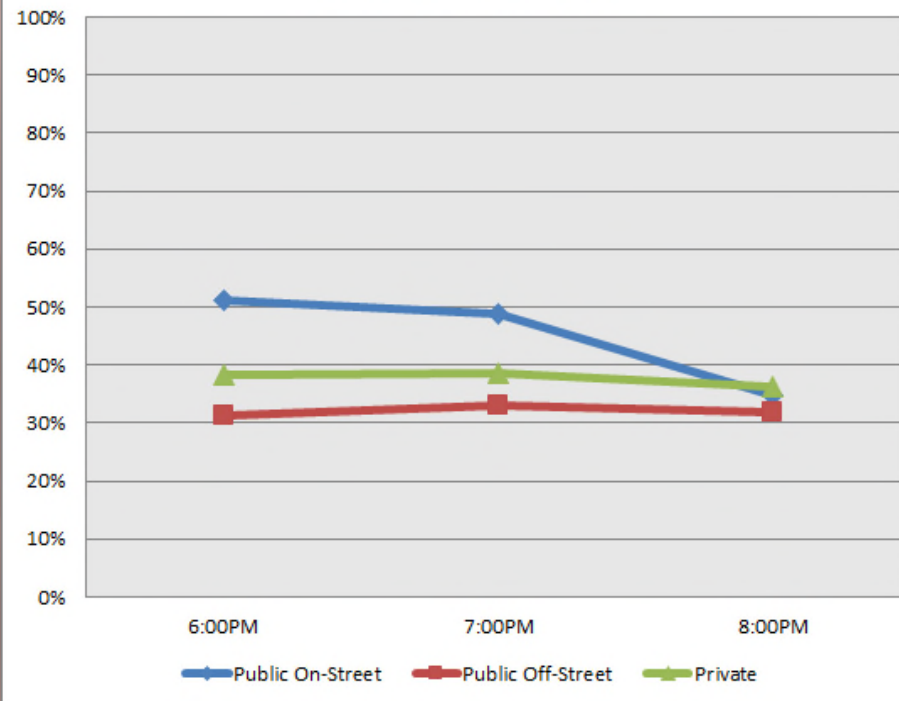
NIGHTTIME PEAK OCCUPANCY
WEDNESDAY, JUNE 10, 2015
 OVERALL 42% OCCUPIED



<p>ADA VILLAGE AREA PARKING STUDY</p> <p>ADA, MICHIGAN</p>	<p>RICH ASSOCIATES A DIVISION OF DAVIS ASSOCIATES</p>	<p>LEGEND</p> <p>STUDY AREA</p> <p>PARKING OCCUPANCY</p> <ul style="list-style-type: none"> 85% through 100% 75% through 84% 50% through 74% 0 through 49% 	<p>BLOCK FACE KEY PLAN</p>	<p>Sheet Title</p> <p>NIGHTTIME PEAK OCCUPANCY 7:00pm - 8:00pm</p>	<p>MAP Number</p> <p>MAP 3.1</p> <p>Pg. 11</p>
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PEAK OCCUPANCY

Ada Occupancy Counts Thursday June 25, 2015



PEAK OCCUPANCY

NIGHTTIME PEAK OCCUPANCY
THURSDAY, JUNE 25, 2015
 OVERALL 38% OCCUPIED



<p>ADA VILLAGE AREA PARKING STUDY</p> <p>ADA, MICHIGAN</p>	<p>RICH ASSOCIATES, Inc. Parking Consultants Architects - Engineers Planners 10000 E. River Road, Suite 200 Detroit, MI 48202-3212 Tel: 313.242.5510 Fax: 313.242.5511 Email: info@richassoc.com www.richassoc.com</p>	<p>LEGEND</p> <p>STUDY AREA</p> <p>PARKING OCCUPANCY</p> <ul style="list-style-type: none"> 85% through 100% 75% through 84% 50% through 74% 0 through 49% 	<p>BLOCK FACE KEY PLAN</p>	<p>Sheet Title</p> <p>NIGHTTIME PEAK OCCUPANCY 7:00pm - 8:00pm</p>	<p>MAP Number</p> <p>MAP 3.2</p> <p>Pg. 14</p>
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PEAK OCCUPANCY

Observations

Wednesday June 10, 2015

- Overall peak observed was 49% at 12:00 PM
- The public on-street had the highest occupancy peaking at 60 percent at 12:00 PM. The on-street and off-street had similar occupancies throughout the day. The occupancy changes coincide with a typical lunch peak.
- The private off-street parking peaked at 48 percent between 12:00 PM and 1:00 PM indicating that much of the private parking is underutilized.
- Areas within the study area were at or near 100 percent occupied during the lunch peak. The shared private lot on block 7 was over 100 percent occupied with several vehicles illegally parked.
- The evening peak occupancy of 42 percent occurred at 7:00 PM, a slightly lower percent occupancy, compared to the 48 percent daytime peak.

Thursday June 25, 2015

- The evening peak observed occupancy was 38 percent with 331 vehicles parked and occurred at 7:00 PM.
- The on-street spaces were at 50 percent occupancy for the first two circuits and then at 8:00 PM the numbers dropped down to 35 percent.
- Wednesday evening occupancies were slightly higher than the Thursday evening occupancies.

PEAK OCCUPANCY

- Turnover was observed in the 16 on-street spaces between the hours of 9:00 AM and 5:00 PM.
- 48 vehicles were observed parking in these spaces.
- The turnover rate for the day was 3.0
 - A given on-street space was turning over approximately three times per day.
 - Without time restrictions it is difficult to achieve better turnover rates.
- Four of these vehicles remained in the same space for four hours.
- Two of these vehicles parked in the same space for six hours.

PARKING TURNOVER

Daytime Parking Demand Matrix

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Block	Office	Medical Office	Government	Retail	Service	Mixed Use	Restaurant/ Bar	Residential (per unit)	Warehouse/ Auto Repair & Sales	Community	Vacant	Demand (current)	Parking Supply	Surplus/ Deficit
Current Parking Generation Ratios	2.00	2.75	2.65	2.25	1.75	2.85	6.25	1.50	0.65	0.50	2.85			(current)
1	26,774	1,986	-	1,100	-	-	-	-	-	-	4,620	61	126	65
2	7,384	-	-	6,019	5,345	-	17,347	-	-	-	-	146	334	188
3	1,394	-	-	2,286	2,232	-	-	-	-	-	4,600	12	74	62
4	-	-	8,400	3,363	800	759	2,220	-	-	-	1,152	47	52	5
5	-	-	-	-	-	-	-	-	-	-	-	0	32	32
6	-	-	-	-	-	-	-	-	-	-	-	0	30	30
7	3,472	-	-	19,998	1,551	-	7,139	-	-	-	-	99	71	-28
8	10,127	-	-	-	538	-	2,798	-	-	-	168	39	72	33
9	8,616	-	-	-	9,800	-	-	-	8,135	-	-	40	101	61
Totals	57,767	1,986	8,400	32,766	20,266	759	29,504	-	8,135	-	10,540	444	892	448
												(stalls)	(stalls)	(stalls)

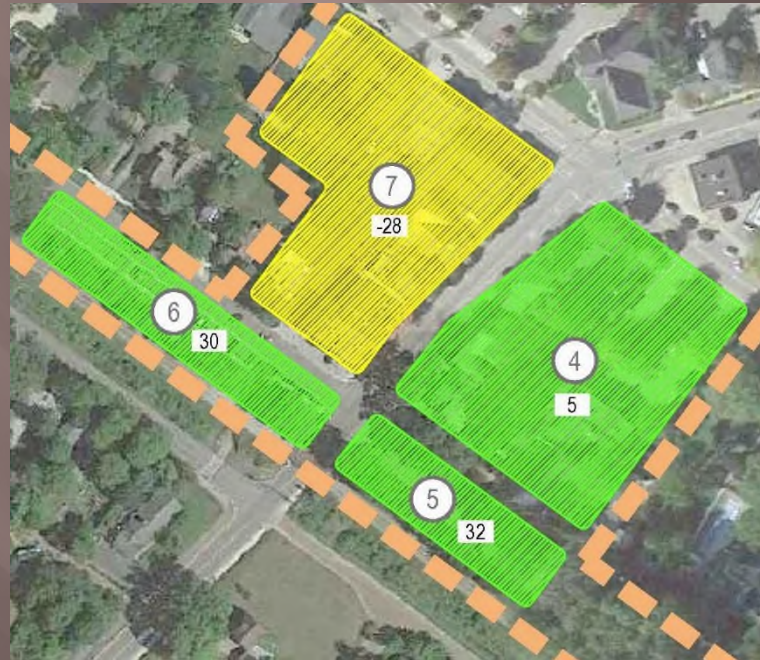
Current Daytime Peak Period Parking Demand Matrix



<p>ADA VILLAGE AREA PARKING STUDY</p> <p>ADA, MICHIGAN</p>	<p>Parking Consultants Architects Engineers Planners</p> <p>10000 RIVERVIEW AVENUE SUITE 100 RICHMOND, MI 48063 TEL: 248.252.5500 FAX: 248.233.2630 WWW.RICHASSOCIATES.COM</p>	<p>LEGEND</p> <p>STUDY AREA</p> <p>SURPLUS OF PARKING</p> <ul style="list-style-type: none"> +100 0 through 99 <p>DEFICIT OF PARKING</p> <ul style="list-style-type: none"> -99 through -1 -100 + 	<p>BLOCK FACE KEY PLAN</p>	<p>Sheet Title</p> <p>PARKING SURPLUS / DEFICIT (CURRENT)</p>	<p>MAP Number</p> <p>MAP 4</p> <p>Pg. 21</p>
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DAYTIME PEAK PARKING DEMAND

Core Village Area										
Daytime Parking Demand Matrix										
A	B	D	E	F	G	H	N	O	P	Q
Block	Office	Government	Retail	Service	Mixed Use	Restaurant /Bar	Vacant	Demand (current)	Parking Supply	Surplus/Deficit (current)
Parking Generation Ratios	2.00	2.65	2.25	1.75	2.85	6.25	2.85			
4	-	8,400	3,363	800	759	2,220	1,152	47	52	5
5	-	-	-	-	-	-	-	0	32	32
6	-	-	-	-	-	-	-	0	30	30
7	3,472	-	19,998	1,551	-	7,139	-	99	71	-28
Totals	3,472	8,400	23,361	2,351	759	9,359	1,152	147	185	38
								(stalls)	(stalls)	(stalls)



CORE VILLAGE PARKING DEMAND

Future Daytime Parking Demand Matrix

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Block	Office	Government	Retail	Service	Grocery	Mixed Use	Restaurant/Bar	Residential Apartment (per unit)	Residential Townhome (per unit)	Residential SFD (per unit)	Warehouse/Auto Repair & Sales	Vacant	Demand (R&A)	Parking Supply (2) future	Surplus/Deficit future
Future Parking Generation Ratios	2.45	2.65	2.75	2.00	5.00	2.85	7.00	1.50	1.75	2.00	0.65	2.85	future	future	future
A	3,000	-	46,350	-	-	-	17,000	90	-	-	-	-	389	410	21
B	-	-	16,250	-	15,000	-	12,300	34	-	-	-	-	257	241	-16
C	33,393	-	23,300	-	-	-	-	14	-	-	-	-	167	164	-3
3 (1)	1,394	-	2,286	-	-	-	-	-	-	-	-	-	11	16	5
4 (1)	-	8,400	3,363	800	-	759	4,420	-	-	-	-	-	69	52	-17
5 (1)	-	-	-	-	-	-	-	-	-	-	-	-	0	32	32
6 (1)	-	-	-	-	-	-	-	-	-	-	-	-	0	30	30
7 (1)	3,472	-	19,998	1,551	-	-	7,139	-	-	-	-	-	122	71	-51
8/9 (1,3)	18,964	-	22,096	1,286	-	-	2,798	26	-	-	1,068	168	169	237	68
Totals	60,223	8,400	133,643	3,637	15,000	759	43,657	164	-	-	1,068	168	1,183	1,253	70
													(stalls)	(stalls)	(stalls)

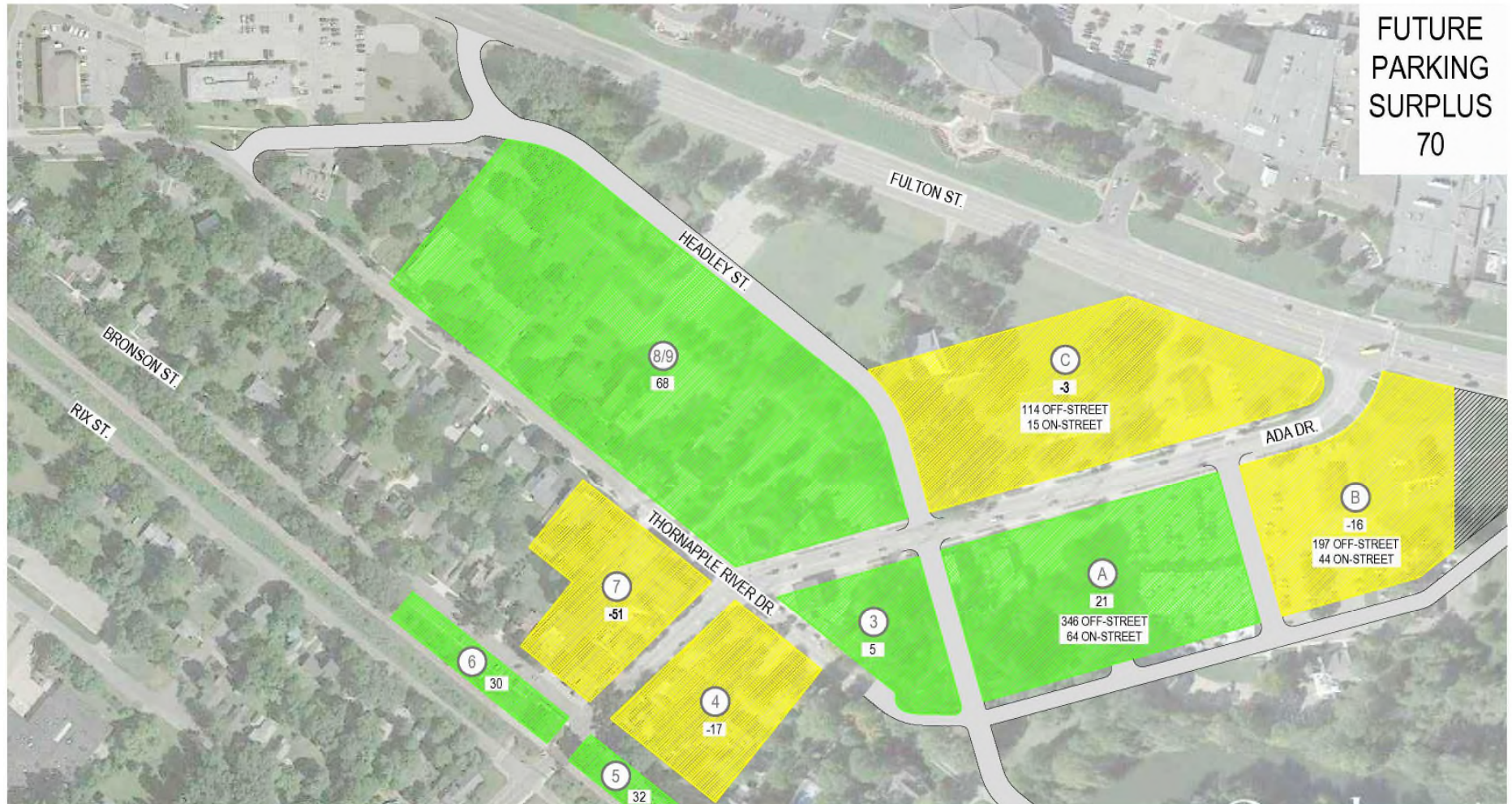
(1) future includes a 5% increase in development (mixed use)






(2) parking supply includes potential on-street parking estimate

(3) block 8/9 includes 29 new residential units, 17,000 sf of new retail, 15 new private parking spaces and 30 garage spaces

Future Daytime Peak Period Parking Demand Matrix

FUTURE
PARKING
SURPLUS
70



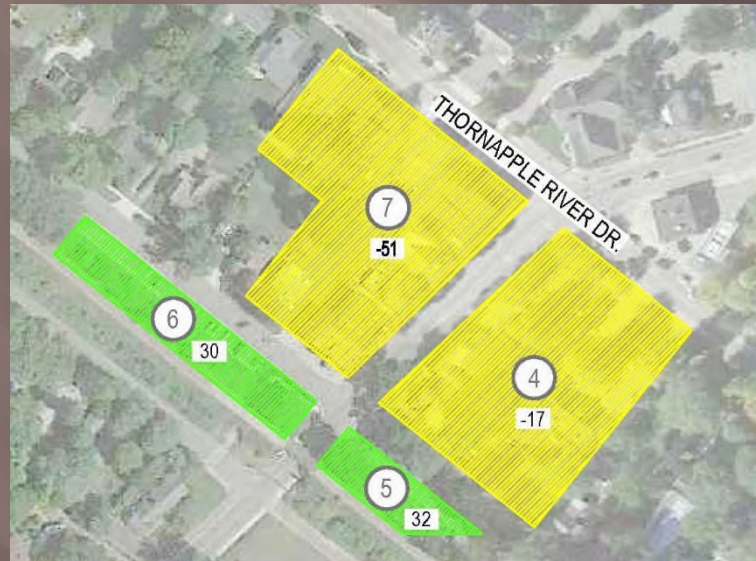
<p>ADA VILLAGE AREA PARKING STUDY</p> <p>ADA, MICHIGAN</p>	 <p>RICH & ASSOCIATES Parking Consultants Architects Engineers Planners 10000 WOODLAND DRIVE, SUITE 100 TROY, MI 48063-2015 TEL: 248.252.5500 FAX: 248.233.2630 WWW.RICH-ASSOCIATES.COM</p>  <p>DAVIS</p>  <p>BLOCK NUMBER</p>	<p>LEGEND</p> <p>SURPLUS OF PARKING</p> <ul style="list-style-type: none"> ■ +100 ■ 0 through 99 <p>DEFICIT OF PARKING</p> <ul style="list-style-type: none"> ■ -99 through -1 ■ -100 + 	<p> FUTURE DEVELOPMENT NOT INCLUDED</p>	<p>BLOCK FACE KEY PLAN</p> 	<p>Sheet Title</p> <p>PARKING SURPLUS / DEFICIT WITH PROPOSED PARKING (FUTURE)</p>	<p>MAP Number</p> <p>MAP 4.1</p> <p>Pg. 26</p>
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FUTURE PROJECTED PARKING DEMAND

Future Daytime Parking Demand Matrix

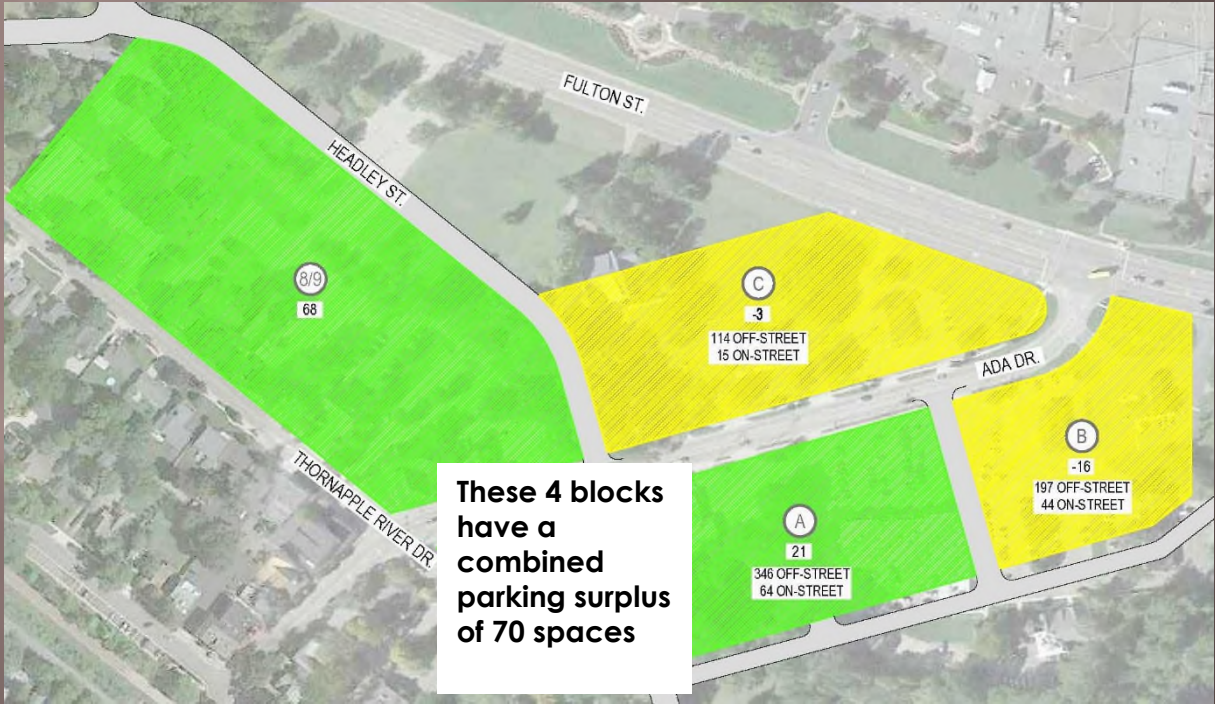
A	B	C	D	E	F	G	H	M	N	O	P
Block	Office	Government	Retail	Service	Grocery	Mixed Use	Restaurant/Bar	Vacant	Demand	Parking Supply	Surplus/Deficit
									(R&A)		Deficit
Future Parking Generation Ratios	2.45	2.65	2.75	2.00	5.00	2.85	7.00	2.85	future	future	future
4 (1)	-	8,400	3,363	800	-	759	4,420	-	69	52	-17
5 (1)	-	-	-	-	-	-	-	-	0	32	32
6 (1)	-	-	-	-	-	-	-	-	0	30	30
7 (1)	3,472	-	19,998	1,551	-	-	7,139	-	122	71	-51
Totals	3,472	8,400	23,361	2,351	-	759	11,559	-	191	185	(6)
									(stalls)	(stalls)	(stalls)

(1) future includes a 5% increase in development (mixed use)



FUTURE CORE PARKING DEMAND

Proposed Development Parking Demand			
Block	Demand	Parking Supply	Surplus/Deficit
A	389	410	21
B	257	241	-16
C	167	164	-3
8/9	169	237	68
Totals	982	1,052	70
	(stalls)	(stalls)	(stalls)



PROPOSED DEVELOPMENT

On-Line Surveys and One-on-one Interviews

Topics that came up during the discussions include:

- ▣ Relative convenience of parking and walking distances
- ▣ Need for additional parking
- ▣ Sufficient parking
- ▣ Village parking is becoming an issue for future development
- ▣ Employees parking on-street

On-Line Parking Survey Results:

- Business Operator: 1 Responded
- Employee: 3 Responded
- Customer: 274 responded

PUBLIC PARTICIPATION

1. Discourage the Development of Any New Private Parking Lots in the Downtown

- The Village currently controls 24% of the available parking in the downtown. It is recommended that this number remain closer to 50% to help facilitate the ability to pro-actively reallocate parking for new developments.
- The Village should continue to work with private parking owners to allow for public shared use of the private parking areas where possible.
- Many communities do not require parking for development in Downtown Business Districts.
 - Encourages development and density
 - Requires the Municipality to provide adequate parking for the business district

RECOMMENDATIONS

2. Barrier Free Parking

- There is currently enough barrier free parking

Block #	Lot	Total Capacity	# of Barrier Free Spaces Required	# of Barrier Free Spaces Provided	Surplus/ Shortfall
4	#1	29	2	2	~
4	#2	8	1	2	(+)1
7	#3	46	2	2	~
9	#4	74	3	3	~
				Total	(+) 1

RECOMMENDATIONS

3. Marketing

- Develop a flyer that can be distributed to businesses explaining parking rules.
 - Marketed toward both customers and employees
- Market and promote bicycle use as an alternative to driving. Along with this, consider aiming to achieve the designation as a “Bicycle Friendly Community”.

RECOMMENDATIONS

LEGEND

PARKING

<u>ON-STREET</u>	<u>OFF-STREET</u>
NO TIME LIMIT	PUBLIC
2 HR PUBLIC	BARRIER FREE
BARRIER FREE	
BIKE RACKS	

BACK

P

ADA VILLAGE

FRONT

PARKING

P

7330 Thornapple River Dr
 Ada MI 49301
 (616) 676-9191 – info@adamichigan.org

RECOMMENDATIONS

4. Bicycle Parking

Add additional bicycle racks to the downtown and follow the guidelines provided on new racks.



RECOMMENDATIONS

5. Parking Signs

- Name all public lots to aid in marketing and signage.
- Rich & Associates recommends the addition of a family of parking wayfinding signs.
- All of the parking signs (on-street and off-street) should use the same text size and color scheme.

RECOMMENDATIONS

Direction/Location



Introduction



Vehicular Wayfinding



Pedestrian Wayfinding



RECOMMENDATIONS

6. Pedestrian Enhancements/Activity

- Pedestrian movement is an important aspect of parking
 - It is difficult to get people to park beyond the front door of their destination if there is any concern regarding safety or the experience is not pleasant.
 - Lighting
 - Dumpsters
 - Trash
- All walkways should be barrier free and easy to navigate.
- Minimize pedestrian and vehicular interaction.

RECOMMENDATIONS

7. Residential Parking / Overnight Parking

- A residential parking permit program should be developed for existing residential developments and any new residential units developed in the downtown.

RECOMMENDATIONS

8. Parking Duration/Allocation

- Two hour is a best practice for on-street parking
- Off-street parking should be long term (3 hours or more) for customers and visitors who plan on spending longer periods of time in the Village.
 - It is a best practice to provide off-street employee parking at a further distance than customer visitor parking.

RECOMMENDATIONS

9. Parking Enforcement

- Currently parking is not enforced because there are not any time limits.
- Recommendations are provided to deal with parking enforcement if 2 hour time limits are used for on-street parking.

RECOMMENDATIONS

10. Parking Fines

- When enforcement is needed work with the DDA and Township Board to write a policy allowing parking enforcement and determine fine schedule.
- Consider offering courtesy tickets
 - Recommended graduated parking fine schedule for overtime parking tickets:

1st– Courtesy ticket

2nd – \$15.00

3rd –\$20.00

4th–\$25.00

5th– \$40.00

RECOMMENDATIONS

11. Maintenance of Parking Spaces On-street and Off-street

- Develop a cleaning and snow removal policy for streets, on-street parking, sidewalk, and lots and work with business owners to educate.
- Develop a maintenance schedule for the lots to keep up with maintenance needs and help budget yearly costs.

RECOMMENDATIONS

12. Create a Sinking Fund for Maintenance and Upgrades to the Parking System

- Create a sinking fund for maintenance and upgrades to the parking system. We recommend putting aside \$25.00 per parking space per year.

RECOMMENDATIONS

Part A: Determining Floor Area

Total Built Gross Floor Area for Entire Downtown: 1,200,000 sf

(+) Proposed New Gross Floor Area: 45,000 sf

(--) Gross Floor Area to be removed as part of redevelopment: 0 sf

(=) Total Existing and Proposed New Gross Floor Area: 1,245,000

Part B: Determining Parking Need

Total Existing and Proposed New Gross Floor Area: 1,245,000 sf

(X) 3.03 Parking Stalls Per 1,000 Square Feet: 3,773 spaces

(=) Total Parking Stalls Demanded: 3,773 spaces

(-) Existing On-Off-Street Parking: 3,650 spaces

(=) New Parking Demanded: $3,650 - 3,773 =$ -123 spaces

Part C: Decision Guide

New Parking Demanded: 123 spaces

(X) 85%: 105 spaces

(=) Minimum New Parking Needed: 105 spaces

**NEW PARKING THRESHOLD
CALCULATION WORKSHEET**

▣ **In-Lieu-of**

- The in-lieu-of-fees are usually based on a percentage of the cost of providing one parking stall in a new parking structure. The fee among communities that provide an in-lieu-option for parking generally ranges from \$3,500 - \$16,000 per stall. With this scenario, the Municipality then charges an impact fee for parking based on the development and uses the money to fund new parking projects. This approach to funding a parking system has not had great success, however, it has worked in Grand Rapids, Michigan.

▣ **Special Assessment District**

- Many communities use special assessment districts to help pay for parking improvements. This works by charging each business or building owner a fee based on the gross square foot and land use type.

▣ **Tax Increment Finance District (TIF)**

- In regards to parking is usually used to leverage money for large projects within the district.

Funding Options for the Parking system, Operational Improvements and Additional Parking