



Key Findings & Proposed Goals

for CEID Parking Management Plan

NOVEMBER 16, 2010

Key Findings

- Primarily planned and zoned as an industrial sanctuary, a mix of employment and supportive uses are allowed in response to changing market conditions and industrial types.
- Parking is recognized as a Central City issue in industrial areas, and flexibility to address existing uses and growth is available to address current and future needs
- Management of parking supply and demand management is recommended for both on and off-street parking, and protecting existing structures and adjacent neighborhoods is recognized
- Short-term parking, e.g. along the Grand-MLK Jr. corridor, and long-term parking needs, e.g. for employees, are differentiated
- Intermodal needs such as freight movements and multi-modal alternatives to support economic development play a role in managing future parking supply and locations

Proposed Goals: District wide

District-Wide

- Recommended actions should cover different time frames with short-term, cost-effective solutions that can be implemented immediately and longer term efforts requiring additional time to fund and implement to meet future needs
- Keep solutions flexible to address changing district activities as the district evolves
- Consider a range of parking options including on street supply management, demand management, and added off-street spaces
- Balance parking needs with freight mobility, access, and loading/unloading
- A coordinated management plan and implementation strategy is needed for the entire district to monitor changes in demand and supply, provide for a more understandable parking system for users and to support multi-modal goals

Proposed Goals: Issue Focused/ Specific

Issue-Focused

- Solutions should focus on areas or uses where current problems exist or are projected to exist as well as the district as a whole
- Maximize utilization of existing on and off-street parking resources, such as addressing turnover needs where retail uses exist and are anticipated in the future
- Address existing users' needs, such as employee parking, with changes in the district's character and demand
- Focus new supply in areas where growth is anticipated and to address needs of existing buildings without accessory parking

Issue-Specific

- Eliminate the number of spaces used for “park and ride” or “park and walk”
- Support parking strategies that address neighborhood impacts