



HAPPENINGS

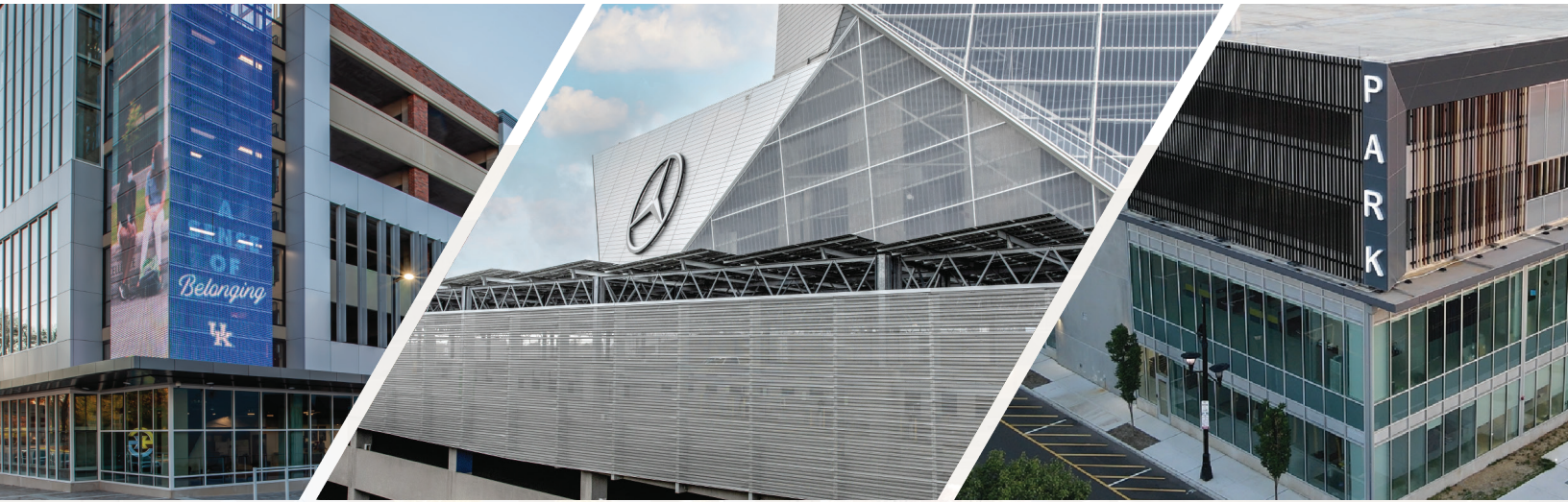
MAY 2022





THA IS GROWING!

THA is excited to share news of our firm's growth. Over the past year, we've welcomed new colleagues and expanded our leadership team. THA is thankful for the hard work and dedication of all our employees. We look forward to working with you in 2022 and beyond.



ADVANCEMENTS



Kevin Carrigan, PE, SE
Vice President

Kevin has played a pivotal role in expanding THA's structural engineering and restoration services during his 20 years with the firm. As Vice President, Kevin will expand his efforts in the firm's delivery of high quality structural engineering services. In addition, he will increase his role in quality assurance, business development, and client management. Kevin earned his Master of Science from Penn State University.



Pete Sadowski, Associate
Director of Quality Assurance

Pete has provided THA with excellent Quality Assurance services for over 17 years. His attention to detail and technical expertise provides him with a thorough understanding of project design, documentation, and construction administration. In his role as Director, Pete will lead THA's commitment to superior standards for THA technical documents and projects. Pete earned his Master of Architecture from the University of Wisconsin.



Javier Sanchez, AIA
Director of Operations

Javier has been a valuable part of the THA team for 8 years. Javier utilizes his extensive parking and mixed-use design expertise to manage innovative projects for our clients. He serves as THA's Director of Operations in Miami, where he manages the project development from design through construction. Javier earned his Master's of Architecture from the University of Puerto Rico.



Jordan Rappin, PE
Director of Engineering

Jordan began his career with THA in 2014 and has demonstrated exemplary leadership, structural engineering expertise, and outstanding client service. As Director of Engineering, Jordan will supervise the strategic development of the engineering department and the continued delivery of first-class technical, project management, and restoration services. Jordan earned his Bachelor of Science from Lehigh University.

MESSAGE FROM LEADERSHIP

DEAR FRIENDS,

The THA leadership team would like to express our sincerest appreciation to our clients for the opportunity to work with you and your great organizations. At THA, delivering on project needs and contributing to our client's success is paramount.

We also want to take the opportunity to recognize our dedicated staff of designers, engineers, and parking professionals. Our staff and colleagues are vital to the success of our clients and each other.

Be assured that we strive every day to deliver superior client services, make THA a rewarding place to work, and enjoy the ride

with all as we undertake our profession. As we move forward, THA is excited to build upon existing relationships and develop new ones, deliver quality and innovative services to every project, and share our success with colleagues.

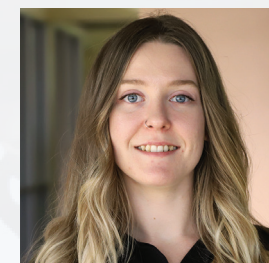
Wishing you all the best and we look forward to your friendship and the opportunity to work with you in the near future.

Sincerely,



Todd J. Helmer, PE, SE
CEO

NEW COLLEAGUES



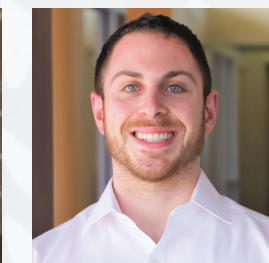
Jennifer Crowley
Business Administration Assistant



Kristen Nadeau
Project Designer



Julio Castillo
Project Designer



Dominic Barbone
Project Engineer



Carl Maandal, PE
Lead Engineer



the back side of the garage to maintain natural ventilation for code compliant openness.

The project included numerous sustainable design and construction elements. Sustainability was an essential component of the project, with the goal of reducing the impact of the facility on the environment during development, and once completed. In addition to the precast structural system, the façade included living wall tray and planter systems to support the local ecosystem. The garage features 10 highly utilized electric vehicle charging stations. Dimmable LED light fixtures with a lighting control system are used throughout the garage to minimize power consumption in daylight hours or when the garage is unoccupied. Top level lighting utilizes low bollard lighting to minimize light spill into the site.

The top level features a 35,000 square foot green roof with extensive landscaped spaces, sidewalks, a pickleball court, picnic areas, and putting green. Not only does this green roof assist in stormwater management on the site, but it also provides significant public gathering space for employees to enjoy, directly accessed from the new office facility.

THA worked closely with the office design team to ensure that this innovative new parking facility meets the needs of the growing Incyte campus, while serving to minimize impact to the surrounding community. Not only did the team consider the complexities of the site to enhance functionality, but they also incorporated numerous elements to create an attractive and inviting space for employees and visitors to the campus for years to come.

INCYTE CORPORATION PARKING GARAGE

Wilmington, DE

Incyte is a global biopharmaceutical company based in Wilmington, DE. The company's main campus supports hundreds of employees including research scientists, chemists, and biologists. THA recently worked with Incyte to develop a new 355-space parking structure to serve the growing parking needs at the site due to the addition of new offices as part of the same development.

As the Engineer of Record, THA provided full scope design services for the precast garage structure. The facility features numerous design elements to create a seamless and pleasant parking experience for campus employees. The top level of parking includes a cantilevered pedestrian walkway, along the southern side, connecting the garage to the adjacent new corporate office

building. The structure also includes strategically positioned vertical transportation to provide a safe and easy transition, through the sloped site, between existing building and new office space along and through the garage. A landscaped walking path with bridges and site stairs guide users through the site along the new garage and office building connections.

The campus is nestled within a residential area in Wilmington. The project required unique design and construction considerations to minimize impacts to the surrounding community. The functional design of the garage utilizes the site's existing slopes, with internal ramping to minimize excavation into rock and resolve height limitations. A hand-laid stone retaining wall provides an areaway on





LG ELECTRONICS HEADQUARTERS PARKING GARAGE

Englewood, NJ

The 540-space, 4-tier precast parking garage was designed for the North American LG Headquarters. The garage includes a solar array/PV system located on the roof level of the parking structure, which generates a significant amount of electricity used at the site. THA designed this parking structure with provisions for a future vertical and horizontal expansion, should parking demand increase.



FORT LEE GUNTZER STREET PARKING STRUCTURE

Fort Lee, NJ

For the Fort Lee Parking Authority, THA designed a new 355-space parking facility to support the city's Hudson Lights district. The garage includes a three-story liner building with space for the United States Postal Service, the Fort Lee Parking Authority, and the Fort Lee Board of Education. Its design features complement the look and feel of the surrounding area. This mixed-use design approach allowed for a multi-faceted solution to address the growing parking needs of the neighborhood.



UNIVERSITY OF PENNSYLVANIA HEALTH SYSTEM GARAGE

Radnor, PA

For UPHS, THA provided parking planning, design, architectural and engineering services for a new 1,000-space parking garage. The five-level garage includes 10,000 SF of MEP space to support the adjacent outpatient facility. Sustainable design and construction features include preferred parking for low-emitting, fuel efficient vehicles spaces, regional materials; regional labor; and energy efficient light fixtures. THA will continue to observe these sustainable practices and resulting benefits for UPHS and the surrounding community.



GREEN STREET MIXED-USE DEVELOPMENT

Newark, NJ

THA worked with the Newark Parking Authority to design a 515-space, mixed-use parking facility wrapping approximately 45,000 SF of office space. The mixed-use space will include offices for the Newark Parking Authority, Newark Finance Department, Newark Municipal Court, as well as a café. The garage includes numerous sustainable elements including proximity to iconic Newark Penn Station, provisions for the addition of solar panels, and shared-use parking.



UNIVERSITY OF KENTUCKY CORNERTONE PARKING GARAGE

Lexington, KY

THA worked with the University of Kentucky (UK) to expand an existing parking structure, adding approximately 900 parking spaces to serve students, staff, and the community. The P3 project established a connection between the UK and the downtown Lexington area, while adding numerous innovative mixed-use community spaces including gaming spaces, flexible innovation space, and dining options.



VILLAGE OF RIDGEWOOD HUDSON STREET GARAGE

Ridgewood, NJ

Epic Management and THA provided design-build parking planning, design, and construction for a new 252-space parking facility to serve residents, visitors, and commuters in Ridgewood. THA incorporated design features to minimize the facility's presence as a parking garage, as well as incorporated architectural design elements to complement the unique character of the downtown area. The ground level includes increased heights to allow access through the garage to the rear of the retail establishments to the north.

INNOVATION & COLLABORATION

By Mike Martindill and Lance Broeking

A new P3 project at the University of Kentucky creates connections through the campus, the community, and beyond.

CREATIVE FINANCING & LAND USE STRATEGIES

The P3 structure established what is now known as The Cornerstone, a lease back model in which the stakeholders created an LLC to ground-lease the property to Signet, which will lease the parking deck back to the LLC for the next 30 years. When the lease obligation is fulfilled, the parking facility will revert back to the university. The management of the project, however, completely and clearly separates the responsibilities and oversight for each portion of the structure. Signet oversees the leasing, tenant relations, and management of the ground floor retail components, while the university manages the parking facility as well as dedicated community spaces.

The design and development of this unique and innovative project has taken many forms since its inception, not only due to the typically expected changes that occur during the development of such a significant facility but also due to the effects of the COVID-19 crisis in 2020. However, this story begins many years earlier, when the university first set out to establish a comprehensive transportation master plan.

The University of Kentucky understood the need to continue to provide parking assets to support its growing campus, but also the essential component of effectively utilizing limited space for the highest and best uses possible. They also recognized the essential role of incorporating successful economic development master planning strategies to support the financial requirements of such a build, while contributing to the economic vitality of the campus.

The first step was to identify the appropriate development site. One of the major goals of this project was to serve as a connection between the university and downtown Lexington. At the time, the university did not own the identified site – which housed an old fast-food restaurant and a bookstore – but was able to partner with the developer who owned to perform a land swap. Through this swap, the university would take ownership of the area needed to accommodate the new development and provide the developer with a nearby, university-owned piece of property. Not only did this provide the final essential piece to get this project moving, but that developer used its new piece of land from the university to develop a mixed-use housing and retail destination that now supports university activities as well.

DEFINING CAMPUS INNOVATION

One of the most essential objectives of this project was to create vibrant, functional spaces to serve the university as well as downtown Lexington. Initial plans called for 10,000 square feet of mixed-use space, but that program need increased to 23,000 square feet as the project developed. A large portion of that increase was the integration of an esports gaming center on the ground floor. This is part of a strategic effort to leverage technology while maximizing student success and building community. Separately, the university entered into a partnership with the global esports company Gen.G to build the first-of-its-kind gaming and esports program, which will be housed in the new development. The state-of-the-art gamers lounge includes 50 PC-based gaming units and three councils. It is a pay-to-play gamers lounge open to all for classes, competitions, and more. In addition, a 100+ seat multi-purpose esports theater is sized to host a 6v6 esports competition and will serve many other uses for the university as well. In addition to the esports space, the development includes 4,500 square feet of flexible innovation space, with the Cornerstone site serving as a gateway



to an emerging Innovation District aimed at further connecting the university and the city. The project team designed this portion of the facility with the idea of supporting entrepreneurship, fostering collaboration, and providing opportunities for creativity. This flexible space is not owned by any one college or program, but rather is available for use by any department, student club, or local group. Already, it has served as a gathering place for programs and initiatives including a business innovation summit, Leadership Kentucky events, design studio classes, and more.

The space is also hosting local Community Innovation Partner events, bringing together middle school students from underrepresented and minority communities to learn about career opportunities, college application processes, and more. The overarching goal of this space is to provide a place where people from the university and the local area can gather formally or informally and create connections, spark creativity, and provide an inviting and comfortable space to learn.

The final component of the Cornerstone's mixed-use space is a large food hall, managed and operated by Signet. Currently this retail component includes a coffee shop, the university's first on-campus bar (a brewery), and numerous eateries. Each of the selected dining options is a local establishment, further advancing the feeling of community for this site, and supporting local food entrepreneurs.

COMBINING CAMPUS & URBAN DESIGN

The functional and vibrant mixed-use components of the Cornerstone are matched step-for-step by the vibrant architectural elements incorporated by the design and construction team, including local architect Sherman Carter Barnhart, general contractor Wilhelm Construction, and parking consultant THA Consulting. The structure includes a five story high PixelFLEX media wall that brings an energetic and exciting element out to the street.

The wall's multicolor LED lighting features can be programmed to match other campus buildings on special occasions, and the university also occasionally partners with the city to promote local initiatives. The university's marketing and branding group manages the media wall, providing opportunities to promote university messages and announce events as well as promote digital art features. Throughout the COVID-19 pandemic, this feature has been vital in providing important safety messages.

The strategic site selection for this project provided the opportunity to integrate design elements with a more edgy or lively character. While the University of Kentucky campus is beautiful, the architectural elements are more of the classic historic brick look. The Cornerstone building helps bridge the gap between the traditional, historic aesthetic of the campus with the more modern elements of the downtown urban atmosphere. It is the perfect element to unite these two important areas.

An important goal for the project team was to activate the streetscape in front of and around the facility. The structure was sited to create a setback from the street and introduce the opportunity to install outdoor seating (a 20-hour a day environment), create a more pedestrian-friendly atmosphere, and widen the streets to incorporate bike lanes. Until recently, this area was difficult to navigate on foot, but now it is a vibrant, attractive placemaking destination that truly offers something for everyone.

INVESTING IN THE ARTS

Another unique component of this project that one rarely sees in a parking project is the commitment to public art. The University of Kentucky Transportation Services department not only seeks to provide much needed parking assets to support the area, but also strives to create spaces and places where people want to gather. For this project, they identified a percentage requirement for public art to be incorporated into the facility.

Not only did this result in numerous art components throughout the facility, but it inspired a campus-wide transformation. The university has since adopted a percent art requirement policy for all new capital projects on the campus: Every new construction project more than \$1 million will be expected to contribute to a campus public art fund. This will not only help to enhance the overall campus experience but is also an innovative program that will help to further connect the community, enhance diversity and inclusion, and support local artists.

CREATIVE FINANCING & REVENUE OPPORTUNITIES

An issue every institution faces when building a new facility is where the money will come from to support it. The Cornerstone project has a myriad of revenue sources that will be valuable to not only financing design and construction, but support the operations of the facility for many years to come.



In addition to the traditional parking user fees, the retail space components are set up based on a revenue share between the university and Signet. Both organizations will benefit from the success of these mixed-use spaces. In addition, the university was able to sell the naming rights to the esports portion of the building, which helps support the space. There are also numerous naming rights opportunities for the various spaces throughout the development.

DEVELOPMENT DURING A PANDEMIC

Just like every other project in 2020, COVID-19 had an effect on the launch of the Cornerstone development. While construction was still able to be completed on time, many of the retail and mixed-use components had to be scaled back or reorganized to accommodate social distancing and safety precautions.

The planned integration of the food hall had to be phased over time to accommodate the needs and impacts to the local restaurant owners. The esports theater and innovation space, which are able to host many people at one time, had to implement hybrid programming and shifting schedules to reduce the number of people utilizing the space at once.

However, people are still encouraged to utilize the space as much as possible, even when events aren't scheduled. There is a genuine feeling of inclusiveness and openness in the building, with the goal of bringing people together to support their individual and community needs.

What started out as a need to simply provide additional parking to a growing campus turned into one of the most groundbreaking and exciting mixed-use developments the region has seen in years. This important development is now an anchor bringing together the university of Kentucky and downtown Lexington through creativity, technology, and economic development. The collaborations, innovations, and opportunities that will be made possible as a result of these combined spaces are endless. Furthermore, the unique connection between the campus and the downtown areas will significantly benefit both the university and the city and have a lasting impact on the surrounding community now and into the future.



Special thank you to project team members and article contributors Melody Flowers, University of Kentucky, and Spencer Hyatt, Signet.



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THE ORIENTATION TOWARD TRANSIT

By Jim Zullo, CAPP, AICP

Has COVID cooled the hot market of parking and transit-oriented development?

FOR MORE THAN 20 YEARS, transit-oriented development (TOD) has been a desired destination for people to live, work, and play. The opportunity to reside in a vibrant locale with convenient access to restaurants, shopping, employment, and alternative mobility options has been a preferred lifestyle for many, especially since the great recession.

The availability of mass transit, and the opportunity to have transportation alternatives to the single-occupancy vehicle to access work, entertainment, and other destinations is critical to TODs' success. TODs encourage a convenient and sustainable lifestyle, enabling many people to give up their vehicles (or downsize to one) and enjoy walkable amenities while maintaining access to transit options to get them where they want to go. TODs have also helped redevelop and enliven downtown areas and properties that were previously blighted, underutilized, and not the highest and best use given their proximity to mass transit assets.

An essential component of TOD is effective parking and mobility planning and facility design. At TODs, structured parking is often required due to limited and costly land availability, the need to achieve higher densities and a mix of land uses, and the desire to achieve a sustainable and urban experience that make TODs desirable. Unfortunately, we know that structured parking is costly, ranging anywhere from \$25,000 to \$35,000 or more per typical space depending on location and a host of other factors. That said, critical to the financial feasibility and success of TOD is incorporating innovative mobility options to reduce the amount of parking necessary for a project and to right size the parking resource to provide adequate parking so TOD projects are financeable and marketable.

For the parking professionals working in the TOD and transit arena, addressing the parking challenge has been and will continue to be a key component of advancing TOD projects and their sustainable, social, and economic benefits post COVID. However, the effects of the pandemic on working, living, and the associated parking planning in downtowns and TODs will require renewed assessments and may offer new opportunities.

PARKING: ESSENTIAL INFRASTRUCTURE

As communities, developers, planners, and architects strategize about what successful TOD will be in the post-COVID world, considering work-from-home policies and associated commuting patterns, one thing that will remain constant is the necessity and integration of parking. As is the case with any real estate development, economics rule the day and as mentioned, the structured parking so often required in a TOD is a significant financial burden of a project. For example, the cost to cover the expense of financing, operating, and maintaining just one structured parking space can be \$200 to \$250 per month. While many developers bemoan the parking requirements imposed on their projects by host communities and the cost of structured parking, ensuring there is adequate parking to enhance the marketability to end users is highly concerning to both developers and their financiers. In addition, parking needs to be provided to offer regional access to the transit system for those who live beyond walking distance to the station. Accordingly, parking is a critical component of the TODs and must be planned and sized in alignment with TOD parking and transit principles.

Parking planners use various strategies to ensure there is adequate parking to support the development, but not too much so that the facility is underutilized and an increased financial burden. Shared parking analyses help determine the extent to which parking, especially in a mixed-use project, can be shared by more than one user group without conflict so parking facilities can be used



Pearl Street Garage at Metuchen Station, Metuchen, N.J.

more efficiently and the amount of parking to be developed can be reduced. Shared parking principles are applied where the facility serves two or multiple user groups who may use the facility at different times. For example, in a TOD project, a facility may support transit commuters or office employees during the weekday and residents and retail patrons on the evenings and weekends. Not only does the sharing of the facility reduce the amount of parking needed, it also maximizes the utilization of the structure, generating more income to financially support the facility and more activity enhancing its user comfort and security.

Other strategies include the creation and implementation of parking demand management plans by developers that encourage and subsidize transportation decisions that are more reliant on transit, ride-sharing, car-sharing, walking, biking, telework, etc. These plans and programs provide information and incentives to promote options that counterbalance incentives to drive, and even if financially subsidized by the developer, can be more cost-effective than building additional structured parking.

Finally, another factor in the successful development of parking within a transit development is facility design. Rather than simply designing them as "warehouses for cars," they need to incorporate aesthetic, user comfort, and functional enhancements that complement the character of the community they are serving. When possible, these facilities should incorporate ground level mixed-use spaces such as retail and restaurants to activate the streetscape and enhance the walkability of the neighborhood. This idea is often a given now, as many designers and parking owners have been incorporating mixed-use and aesthetic features into structured parking design for years.

TOD AND TRANSIT THROUGH THE YEARS

Traditionally, even during financial downturns, transit and TODs have been a strong investment for developers. During the financial recession of 2008, these developments were ranked as some of the best investments in real estate given demographic trends, rising fuel costs, congestion, and public smart growth policies. People's increasing desire to live, work, shop, and dine in one community (with minimal need for a vehicle) made TOD a good investment, which accelerated as we emerged from the recession and into more prosperous times. Further, the utilization of mass transit and the associated parking resources were in many regions at all-time highs offering people convenient access to job and entertainment centers. Then COVID hit in March of 2020 and the benefits of TOD and transit associated with their success screeched to a halt in a way that no one could have predicted:

- Convenient commuter access to the workplace? Cities implemented work-from-home orders for months, with many temporarily still in place or companies letting employees work from home indefinitely.
- Downtown dining and entertainment destinations? Restaurants were closed or moved to take-out/delivery only, while entertainment destinations are still shut down completely in many areas.
- A convenient alternative to driving? It may take some time before people are comfortable with packing into a train car rather than choosing the comfort and safety of their personal vehicles (especially with parking availability in cities at an unusual high). TODs encourage a convenient and sustainable lifestyle, enabling many people to give up their vehicles



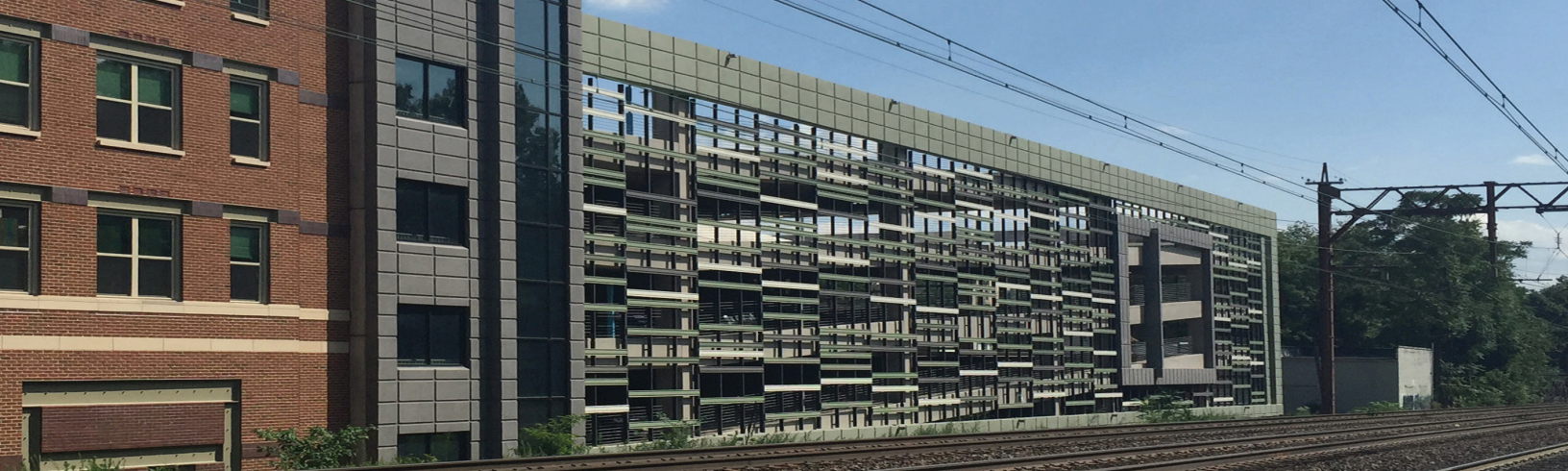
(or downsize to one) and enjoy walkable amenities while maintaining access to transit options to get them to they where they want to go.

As an example, the parking occupancy rates at most mass transit facilities serving New Jersey Transit (with the primary destination of New York City) were down as much as 80 percent from pre-COVID levels. This occurrence would have been incomprehensible just 18 months ago when many commuter parking facilities were filled to capacity and had extensive wait lists. A review of parking occupancy data gathered from three NJ Transit Train Stations (Metropark, Hamilton, and Trenton), since February 2020, illustrates a 70 percent reduction of parking occupancy among these three parking facilities from March 2020 through March 2021.

This situation has not only affected transit commuting facilities, but downtown parking systems that have a significant commuter population. According to parking occupancy data from the City of Summit, N.J., Parking Services Agency, the peak parking occupancy of public parking facilities has decreased 55 to 90 percent since the COVID-19 pandemic, depending on the facility's location and user group breakdown. Parking demand at their previously packed commuter parking facilities decreased more than 75 percent. Before the COVID-19 pandemic, the Summit Train Station was one of the most active stations in the New Jersey Transit system, with almost 4,000 riders boarding trains at the station every weekday. To accommodate commuter parking demand, the city implemented a valet program to park more commuters and an innovative ride-sharing program where local residents were provided subsidized Lyft rides to the station. In New Brunswick, N.J., where pre-pandemic levels were more than 7,000 boardings per weekday at the train station, commuter related parking occupancy dropped by more than 80 percent.

As we look ahead to life in a post-COVID world, there will certainly be some level of return to commuting, transit, and parking normalcy. But are the benefits that have traditionally made transit and TODs desirable adversely impacted for the long term? Even before the pandemic, the millennials who loved TODs and the urbane lifestyle were aging, having families, and opting to move to the suburbs to obtain more space and a backyard. The pandemic, low interest rates, and millennials in their prime homebuying years have fast tracked another pursuit of the suburban, car-dependent lifestyle. So what is the prognosis for TOD and the associated parking? As Yogi Berra once said, "It's tough to make predictions, especially about the future." That said, let's give it a shot!





RESOURCE



YOUTUBE

OPPORTUNITIES & IMPACTS FOR THE FUTURE

There are many unknowns that will continue to affect not only TODs, but cities and communities overall. A few questions plaguing real estate developers now regarding future real estate trends: Will companies continue with work-from-home arrangements in the future, and at what level? How will this affect commercial real estate in terms of occupancy and rents? Will people continue to relocate out of more expensive cities to more affordable locales and suburbs given flexible work-from-home policies?

- How eager will people be to get back on mass transit?
- How will the already declining retail market be affected both in urban areas and even suburban communities, especially given the greater boost the online shopping market had during this time?
- Specific to TOD, is there a need to live in proximity to mass transit if people are commuting via transit less or infrequently?

In speaking with several specialists in the TOD area, the general sentiment is that while the pandemic may have a short-term effect on the desirability or marketability of TOD projects, the underlying reasons TODs became so popular will prevail in the long term. According to Steve Goldin, former director of real estate for the Washington Metropolitan Area Transit Authority (WMATA), the reasons are simple: People value time and as a result of the pandemic, people have learned that time is also quality of life. A main reason many people select TODs is because they (or their partner) commute to work via mass transit, or empty nesters select TODs because of the convenient access to entertainment and cultural options. Prevailing thought indicates that up to 80 percent of workers will be in their office less as a result of the work-from-home better quality of life that working from home provides. According to Goldin, "That very same desire will fuel the continued demand for convenience, especially for those who use mass transit. For many, their daily commute, especially to larger urban areas, is a multi-modal, time-consuming process, and living in a TOD eliminates some of the commuting hassle."

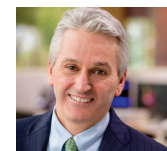
Another lesson from the pandemic is how essential it is for human beings to have the opportunity to interact socially. In this post-pandemic environment, Goldin believes other uses in TODs may take the form of shared office space within the project and offset the need for larger residential units to accommodate workspaces. "Shared workspaces at TODs, great public spaces, coffee shops, and dining options may be a welcome alternative to work-from-home."

So, what effect will the pandemic have on parking requirements for TOD land uses—residential, commercial, retail, etc.? The residential need for parking in TODs may decrease because of the pandemic. While many TOD units have only one car, those that have two vehicles often do so because one of the unit residents drives to work. If 20 percent of these types of TOD occupants becomes fully remote, there may be less need for the second car, especially when coupled with parking demand management and mobility options. There also may be a need for less transit station parking given the work from home phenomenon resulting in less commuting. Should this occur, there may be a great opportunity

to utilize existing TOD and transit parking resources to support future projects, thereby reducing the need or amount of new parking required. Reducing the amount of parking necessary for TODs and taking advantage of existing parking resources would have a meaningful positive financial impact on these projects, leading to more sustainable and affordable development.

Another post-pandemic parking effect is that the demand associated with dining and entertainment increases given both pent-up desire of people taking advantage of TOD and downtown dining and entertainment venues, and the expanded outdoor New Brunswick Performing Arts Center, New Brunswick, N.J. capacity. The expansion of the outdoor dining experience, and the resulting removal of on-street parking and closed streets, has been an urban planning silver lining that will likely remain permanently. Much like the pandemic proved that work from home is possible and even beneficial, the expanded outdoor dining has illustrated to many municipal officials that curb and street spaces can be dedicated to other uses beyond vehicles without detrimental consequences. However, this expanded dining and entertainment capacity, combined with the loss of on-street parking may cause parking crunches at peak times. That said, given the potential availability of TOD and transit resources as outlined above, there may be opportunities to reallocate parking resources available to meet this need.

In closing, will TOD projects regain their previous appeal? As someone who has spent a considerable part of their career in the TOD real estate sector, it is my sincere hope and expectation that TOD projects and their associated benefits continue to thrive and attract people seeking active, sustainable, transit-accessible, and vibrant communities. President Biden's American Job Plan, calling on Congress to invest \$85 billion (doubling federal funding for public transit) to modernize existing transit and help agencies expand their systems, certainly shows a commitment to transit and TOD, and offers optimism. As someone who has spent an even lengthier part of my career in parking, I am certain that smart, innovative parking and mobility planning will be vital to the continued success and viability of TOD.



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PROJECT HIGHLIGHT



ATLANTA FALCONS
MERCEDES BENZ STADIUM



HUDSON STREET
PARKING GARAGE



UNIVERSITY OF KENTUCKY
PARKING GARAGE



CIRA SOUTH
PARKING GARAGE



LG HEADQUARTERS
PARKING GARAGE



GEORGIA STATE CAPITOL
PARKING GARAGE

THA TIPS



PARKING GARAGE
CONDITION APPRAISAL



PARKING GARAGE
SPRING CLEANING



CHECK OUT OUR VIDEOS:

BROCHURES



For more information on our services email us at info@tha-consulting.com

CHRISTMAS PARTY

Our first Christmas Party since the pandemic! After almost two years away from the office, we finally gathered for a festive evening at Taqueria Amor, Manayunk. Food, laughs and good company were in abundance. We had a wonderful evening celebrating the Christmas season with everyone!



AXE THROWING

THA staff took a shot at axe throwing with Bury the Hatchet, King of Prussia during our latest outing. We had a blast throwing against each other in friendly (but fierce) competition. Turns out we've got some great axe throwers on the team!



ELIJAH'S PROMISE

Elijah's Promise works to support those less fortunate in the community. Services they offer include nutritious meals at its large soup kitchen, education and employment through its Promise Culinary School, encouraging neighborhood agriculture at its community garden, and various social services. This year, THA staff partnered with Elijah Promise to pass out gift-wrapped care packages filled with a blanket, pair of gloves and sweet treats.



AMERICAN HEART ASSOCIATION

GO RED FOR WOMEN

THA honors the American Heart Association's (AHA) annual Go Red for Women. AHA's women's initiative is a comprehensive platform designed to increase women's heart health awareness and serve as a catalyst for change to improve the lives of women globally. On this day, our staff gathers donning red shirts to spread awareness of the initiative.



HEART BALL

The AHA Philadelphia Heart Ball, celebrates the continuous advancement in research and science to help improve our health. THA supports and shares the awareness to improve the quality of life in every working day to every heart.



UKRAINE CAMPAIGN

Our hearts go out to the Ukrainian people suffering through the devastation of war. THA matched our staff member's donations to organizations providing much needed relief to Ukrainian citizens in this time of crisis. Donations were made to the United Nations High Commissioner for Refugees, the United Nations International Children's Emergency Fund, and the International Rescue Committee. THA admires the strength of the Ukrainian people and we hope for a swift end to their plight.

UNICEF:
Humanitarian relief to Ukraine.

UNHCR Ukraine:
Emergency supply kits, transit centers and temporary shelter for Ukrainian refugees.

International Rescue Committee:
Cash assistance, medical services, general resources and long-term aid for Ukrainian refugees.





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