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Northern Kentucky University Medical & Law School Parking Study

TO:	Northern Kentucky Port Authority
FROM:	Mike Yeager, PE, Kentucky Office Leader
SUBJECT:	NKU Medical & Law School Parking Study
DATE:	April 29, 2026

Purpose of Memorandum

This parking study has been prepared for the proposed Commonwealth Center for Biomedical Excellence, a joint academic facility housing Northern Kentucky University's Chase College of Law and the University of Kentucky College of Medicine's Northern Kentucky campus. The purpose of the study is to assess parking demand and establish the appropriate maximum number of off-street parking spaces permitted for the proposed medical and law school development, which is located within the Downtown Riverfront (DTR) Character District.

As outlined in Neighborhood Development Code (NDC) Section 04.11.1, the minimum and maximum parking ratios provided in Table 04.11.3 apply only to the RR, SR, AUC, SO, SI, and GI Character Districts. Because the DTR Character District is not included in this applicability section, no minimum parking requirement applies; only a parking maximum must be determined. In accordance with the NDC, colleges, universities, and vocational schools within the DTR are required to submit a Special Study to establish the applicable parking maximum.

Project Location

The new school building will be located on Covington's downtown riverfront at 11 East Rivercenter Boulevard, within the Downtown Riverfront Character District. The selected site encompasses approximately 1.89 acres and is currently used as a 180-space surface parking lot. The property was chosen following an extensive evaluation of multiple downtown Covington sites and offers direct access to the nearby 1,437-space Kenton County Parking Garage.

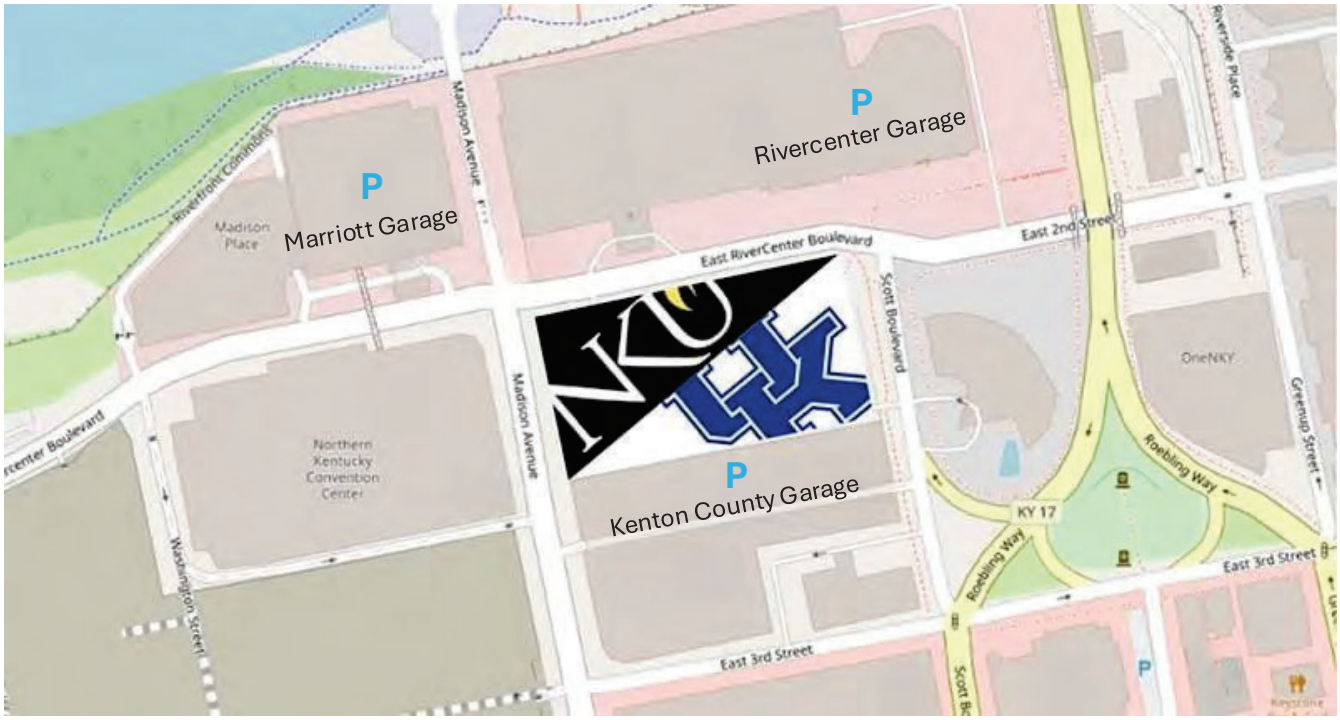

Figure 1. Commonwealth Center for Biomedical Excellence Location

Parking Demand

The Commonwealth Center for Biomedical Excellence anticipates an enrollment of 700 students. Table 1 details the existing and anticipated school populations. While every student may not drive every day, it is anticipated that 100 percent of the student population will have a parking pass for inclement weather days and/or nighttime/weekend visits to the building.

Table 1. Existing and Anticipated School Population

Population	CoL Existing	CoL Proposed	CoM Existing	CoM Proposed
Students	436	500	140	200
Faculty/Staff (FTE)	46	54	16	20

The Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition was utilized to estimate the parking demand of the new school. Table 2 details the Institute of Transportation Engineers (ITE) land use codes evaluated based on the projected student enrollment and faculty/staff population for the proposed school. Multiple land use classifications were analyzed to reflect the unique operational characteristics of the building.

Although the use is classified as a college or university, it is not expected to function like the traditional higher-education campus reflected in the ITE parking studies, which typically assume a significant proportion of students residing on campus or within walking distance. Given that the majority of students and faculty are anticipated to commute, additional ITE land use codes were analyzed by

treating students and faculty/staff as employee equivalents to better estimate commuter-based parking demand. While hospital land use code was reviewed for comparison, this classification also incorporates parking demand generated by patients and visitors, which are not representative of the proposed school. As a result, the General Office Building classification is considered the most comparable to the anticipated parking demand of the proposed medical and law school facility. Using land use code 710 and the anticipated number of 700 students and 74 faculty/staff, ITE estimates a parking demand weighted average of 611, and an 85th percentile of 774.

Table 2. ITE Parking Generation Manual Assessment

ITE Code	Land Use	Independent Variable	Weighted Average	85th Percentile
550	University/College	School Population	232	325
610	Hospital	Employees	573	813
710	General Office Building	Employees	611	774

Based on current parking demand from the NKU College of Law and the UK College of Medicine, the following requirements in Table 3 were proposed by the Commonwealth Center for Biomedical Excellence. This is considered a compared site as it is for the current NKU College of Law and UK College of Medicine campus locations. The projected parking demand factors in the NKU's College of Law daytime and evening program student splits.

Table 3. Projected Parking Demand based on Current School Parking Demand

School	Total Peak Parking Requirement
College of Law	478
College of Medicine	143
Total	621

Available Public Parking Analysis

While the new school building is replacing the current parking lot, there are additional parking garages adjacent to the site. These include the Rivercenter garage, Marriott garage, and Kenton County garage. In preparation for the project site lot to go offline, ABM collected utilization counts in February 2026. The following table summarizes the results of those counts.

Table 4. Current Parking Facility Availability

Facility	Total Public Spaces	Average Available Public Spaces
Rivercenter Garage	830	300 weekdays/300+ weekends
Marriott Garage	390	0
Kenton County Garage	1,437	755
Project Site Lot	180	0

The new school building is proposing to incorporate 170 of the 180 spaces currently available in the parking lot via a first-floor parking garage. 35 of these spaces will be reserved for use of customers of the nearby retail establishments.

The available public parking data indicates an average of approximately 1,045 available parking spaces between the Rivercenter Garage, the Kenton County Parking Garage, and net loss of 10 spaces from the project site lot, for potential use by the Commonwealth Center for Biomedical Excellence.

Conclusion

Based on the parking demand analysis and available public parking inventory, the Commonwealth Center for Biomedical Excellence is well-positioned to meet the parking needs of its students, faculty, and staff by utilizing the existing available parking within the Downtown Riverfront Character District. The projected peak parking demand of 621 spaces, as derived from current school parking utilization, falls within the range of ITE estimates and serves as the most operationally appropriate benchmark for this facility.

The proposed on-site garage will replace 170 of the 180 spaces currently provided by the project site lot, ensuring minimal net loss of parking supply in the immediate area. When combined with the approximately 1,055 average available public parking spaces in the adjacent Rivercenter and Kenton County Garages, total accessible parking capacity substantially exceeds projected peak demand. While the project is dependent on the availability of parking within adjacent garages, it does not create a parking shortage in the Downtown Riverfront district.

Given that no minimum parking requirement applies within the DTR Character District, and in accordance with NDC Special Study provisions, it is recommended that a parking maximum of 180 spaces be established for the Commonwealth Center for Biomedical Excellence. With the adequacy of adjacent parking facilities, it is appropriate to align the maximum with the current parking capacity of the site.

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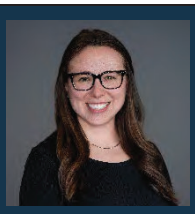

Nora Anderson, PE, PTOE, RSP$_1$
PROJECT MANAGER, SENIOR TRAFFIC ENGINEER

EDUCATION:
Bachelor of Science, Civil Engineering– The Ohio State University

REGISTRATIONS:
Professional Engineer

CERTIFICATIONS:
Professional Traffic Operations Engineer (PTOE)

Roadway Safety Professional Level 1 (RSP$_1$)

AVAILABLE HOURS PER WEEK:
25

Nora is a Senior Traffic Engineer and Project Manager with 12 years of experience in traffic engineering and transportation planning, with a strong focus on parking analysis, access management, and multimodal circulation. Her experience includes developing data-driven parking strategies that balance supply and demand, improve access, and support efficient site and corridor operations. Nora is highly skilled in traffic analysis and modeling, using tools such as HCS, Synchro, and TransModeler to understand how parking influences circulation and capacity. She brings a comprehensive understanding of how parking systems interact with roadway networks, pedestrian movements, and adjacent land uses, helping clients develop practical, cost-effective solutions.

Cedar-Lee-Meadowbrook District Traffic & Parking Analysis (City of Cleveland Heights) – Traffic Engineer for the proposed Cedar-Lee-Meadowbrook Redevelopment project is a mixed-use development in the heart of the Cedar-Lee District, designed to activate vacant and under-utilized City-owned parcels along Cedar, Lee, and Meadowbrook and bring new customers and residents to the neighborhood. The traffic and parking analysis included existing conditions assessment, public engagement, and recommendation development to balance the district's current and future needs. Recommendations incorporating public spaces and connections to support the entire district and link the surrounding neighborhoods.

East Campus Parking Study (University of Cincinnati) – Traffic Engineer responsible for the preparation of a parking study on UC's east campus. Work included parking supply and demand analysis for the Eden Avenue garage, compilation of existing and future parking demand and conditions, and proposed recommendation development.

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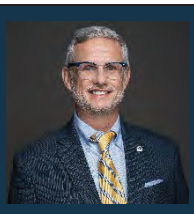

John Gallagher, PE, PTOE
TRAFFIC DEPARTMENT LEAD, SENIOR PROJECT MANAGER

EDUCATION:
Bachelor of Science, Civil Engineering – University of Kentucky

Master of Science, Civil Engineering– The Ohio State University

REGISTRATIONS:
Professional Engineer

CERTIFICATIONS:
Professional Traffic Operations Engineer (PTOE)

AVAILABLE HOURS PER WEEK:
19

John is a project manager and lead engineer for traffic and planning studies with 36 years of experience, specializing in operational improvements, safety initiatives, site optimization, parking strategies and corridor studies. His experience includes corridor studies, area-wide planning, safety, feasibility, impact/access, and IMS/IJS/IOS. He has been involved in over 300 studies including roundabouts, road diets, intersections, road widenings, and signal systems with various lighting configurations from signal mounted to complete corridors. John can quickly produce conceptual layouts to access right-of-way and other impacts.

5811 N High Parking Study (Private) - Project Manager for the analysis of an on-street no-parking zone and produced a design providing for a permitted parking zone and a no-parking zones. John produced all work and consolidated in a report which was submitted to the Village. The design was approved with minor changes and implemented.

Factory 52 - Norwood (PLK Communities) - Project Manager who performed all project management, QA/QC analysis and recording, review/checking, client coordination, and agency coordination on this traffic impact study. Also oversaw a mixed-use parking analysis of this large Cincinnati mixed-use development.

The property owner is the same as the applicant, so a letter is not required.