

Summary Report
**DOWNTOWN BOISE
PARKING STUDY**

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Capital City Development Corporation

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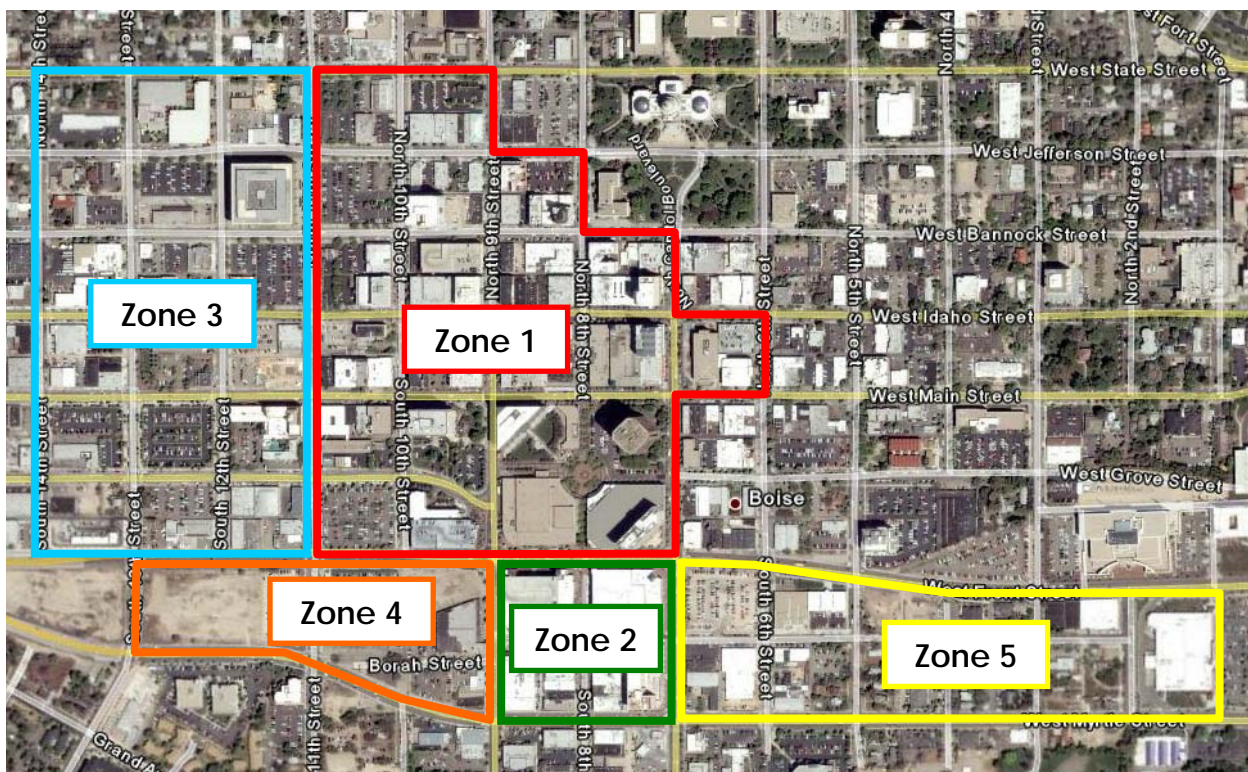
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EXECUTIVE SUMMARY

The Capital City Development Corporation (CCDC) and the downtown “Parking Consortium” commissioned **Carl Walker** to complete this Downtown Parking Study in late 2007. The primary purposes of this parking study were to review current and future downtown parking adequacies and to determine potential parking facility financing strategies.

The study area for this project is roughly bounded by West State Street to the north, Myrtle Street to the south, 1st Street to the east, and 14th Street to the west. The designated study area was divided into five study zones. The following figure illustrates the study area boundary, as well as the five study zones.



Current Parking Supply

The downtown study area has a total parking supply of 10,227 parking spaces. Of these, 8,844 parking spaces (86%) are in off-street parking areas and 1,383 spaces (14%) are located on-street. The study area has a publicly-controlled parking supply of 2,053 off-street spaces (CCDC-owned facilities) and 1,383 on-street spaces (total of 3,436 spaces or approximately 33.6% of the total parking supply). The private parking supply in this area is 6,791 spaces (66.4% of the total parking supply).

Current Parking Demand

The overall peak period of parking occupancy for the entire study area occurred at 10:00 a.m. on Tuesday, March 4. A total of 6,515 parking spaces were occupied in both off-street and on-street parking areas during this period (63.7% of the total parking supply). Approximately 56.3% of the on-street parking supply and 64.9% of the off-street parking supply was occupied at peak. During the observed period of peak parking occupancy, approximately 52% of the publicly-controlled supply and 70% of the private supply was occupied.

Current Parking Adequacy

Based on the effective parking supply of the study area, there is currently an overall parking surplus of approximately 2,572 spaces or approximately 28.0% of the effective supply. Parking adequacy is based solely on observed parking demand as land-use data by block was not available for this report. While each zone has an estimated parking surplus, some zones have greater surpluses than others. Surpluses by zone are:

- Zone 1 – Surplus of 925 spaces or 20.4% of the effective supply
- Zone 2 – Surplus of 540 spaces or 60.9% of the effective supply
- Zone 3 – Surplus of 590 spaces or 28.8% of the effective supply
- Zone 4 – Surplus of 209 spaces or 34.4% of the effective supply
- Zone 5 – Surplus of 309 spaces or 34.8% of the effective supply

While the available parking supply is relatively well utilized, there is a significant surplus of parking available in downtown Boise. However, it is important to note that while a significant parking surplus exists in most areas a substantial portion of the parking is private and use is restricted.

Anticipated Future Development Projects

Information concerning future development projects was provided by the CCDC and project stakeholders. These projects include residential, retail, restaurant, office, and convention center projects. Twenty-one possible projects were identified, although only nine projects currently have defined land-uses and quantifiable parking demands.

Projected Future Parking Adequacy

Based on the information provided by the CCDC and project stakeholders concerning future projects, it appears that some developments will be providing sufficient parking to meet estimated demands. However, some projects could result in parking deficits or do not yet have defined parking components. Based on known and quantifiable information, the following parking adequacies by zone have been estimated:

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- Zone 1 – Deficit of 772 spaces
- Zone 2 – Surplus of 466 spaces
- Zone 3 – Surplus of 1,102 spaces
- Zone 4 – Deficit of 632 spaces
- Zone 5 – Surplus of 64 spaces

Taken in total, the projects with known land uses and parking impacts could result in a parking surplus of approximately 228 spaces for the entire study area. A parking surplus of 228 in the future would be approximately 2,344 spaces less than current conditions. As many of the future development projects are unclear, future parking adequacies could be more or less than what has been estimated in this report.

Possible Parking/Demand Alternatives

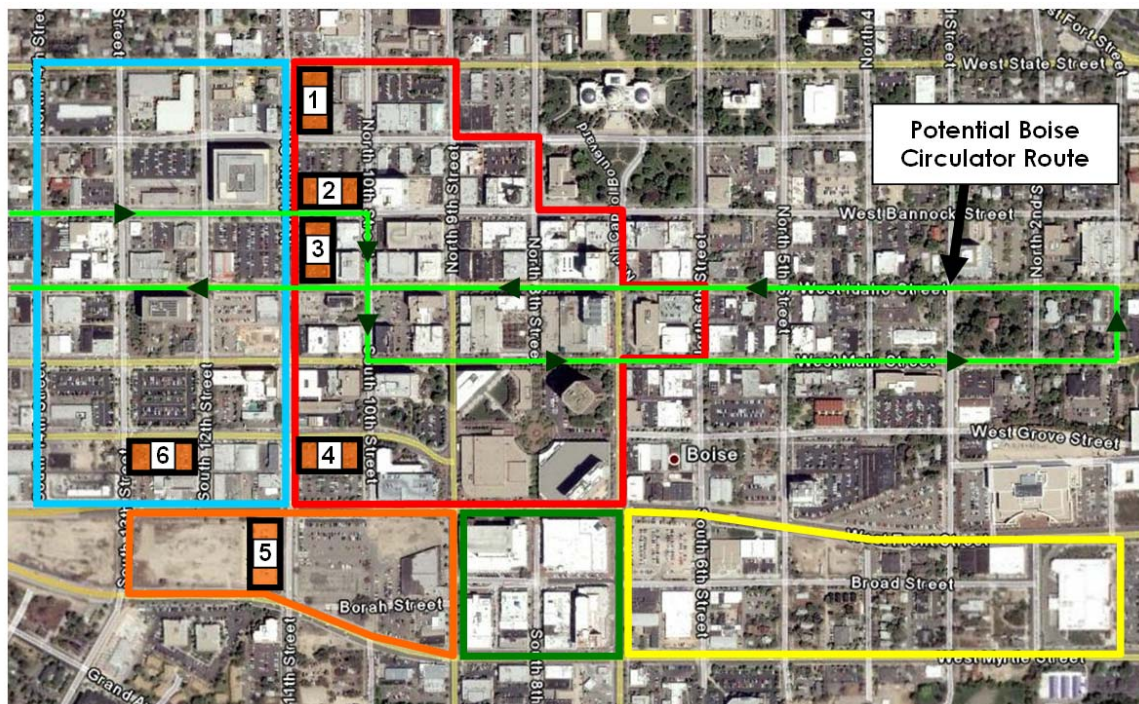
To meet anticipated future parking demands, several parking supply alternatives are typically available to municipalities:

- The utilization of existing parking supplies could be improved.
- Additional parking spaces could be created in existing unimproved areas (either on-street or off-street) to provide additional parking.
- The downtown community could require new downtown developments to provide sufficient parking.
- The downtown community could work to reduce parking needs in the study area through the implementation of various transportation demand management and parking supply management strategies.
- The downtown community could utilize a combination of alternatives.

The recommended strategy would involve the downtown community using a combination of parking alternatives. First, the community would work with private parking lot owners to better utilize existing parking surpluses before adding additional parking supplies. If sufficient parking could not be secured using this approach, then the downtown community could consider improving existing parking supplies and/or adding new supplies as appropriate. If new parking spaces were added, either through additional on-street spaces or parking structures, the downtown community could look to developers to help defray a portion of the costs. Finally, the downtown community would continue encouraging the use of alternative modes of transportation, as well as other parking demand management strategies, to reduce overall parking demands.

Parking Alternatives – Sites and Preliminary Concepts

While the majority of future development projects are not currently well-defined, it is clear that additional parking facilities will likely be needed to meet anticipated future parking demands. As many of the development projects noted in this report are relatively unclear, and project construction and occupancy timetables are uncertain, the best location for future parking facilities may change. Therefore, the community should designate several possible sites for additional structured parking. The following graphic illustrates possible locations for future parking structures (shown as orange boxes).



Site 4 was selected as the primary future parking facility site after reviewing potential parking supply losses, overlaying known parking demand increases, and incorporating stakeholder input. The remaining sites should be designated as secondary sites and should be included in planning efforts related to the development projects adjacent to the sites. However, the actual location and timeline of future parking development in the study area should be based on the location and timing of downtown development projects.

In addition to selecting potential parking facility sites, four parking facility “prototypes” were developed in order to provide basic parking facility dimensions and determine the scale of a potential parking garage on one of the sites. The main differences

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between the options are facility lengths and the inclusion of commercial space. The parking facility described under Option 4 was selected for further analysis.

Preliminary Financial Analysis – Future Parking Facility

A parking structure (Option 4) on Site 4 could generate approximately \$1,283,595 in revenue during the first full year of operation – including both parking-related revenues and lease income. Parking facility expenses for a parking facility on Site 4 are estimated at \$684,320. Therefore, the total net operating income for the proposed on-site parking facilities is estimated at \$599,275 (first full year). However, this income would be off-set by approximately \$1,330,357 in total debt service. Additional revenues/funds will likely be needed to support the construction and operation of a new downtown parking facility.

Potential Financing Strategies

There are several financing strategies available to the community to fund the construction of additional downtown parking resources. These could include:

- Designation of Additional Revenue Streams
- Continued Use of Tax Increment, Tax Exempt and Revenue Bonds
- Tax Exempt / Taxable Bond Blended Approach
- Creation of a “Parking Consortium”
- CCDC as Finance Facilitator
- Contribution of Land
- Developer/Property Owner Joint Ventures
- Zoning, Regulatory Review/Changes
- Vertical Condominium Approach
- Use of Enterprise Funds

The CCDC has requested funding recommendations pertaining to new parking structures in the downtown area that would utilize either private sector resources or alternative revenue streams as a primary financing tool. As funding strategies for privately financed projects are highly sensitive to individual project characteristics (location, purpose, size, cost, etc.), recommendations to the CCDC are necessarily general in nature as no definite parking garage project has been identified.

With the objective of achieving private financing for 80% of the project (\$14.6 million – 526 spaces) and incorporation of the conceptual development assumption that the garage will serve several projects, the following plan is suggested:

- The CCDC would/could act as a facilitator in forming a parking consortium or partnership in which it may, or may not, ultimately have a legal and/or financial interest. The purpose would be to attract a master developer or general partner

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to the framework of an LLC or other entity, which in turn becomes the vehicle for the private finance element of the project.

- The LLC sells working capital shares in the garage based on pro rata price per space basis. It would be a type of condominium approach to financing; although, the operations and management plan could pool and/or allocate spaces in a variety of ways to address overall demand needs.
- Assuming the CCDC financed 20% of the Site 4 parking facility (for 30 years at 6.0% interest), the annual debt service would be approximately \$266,071. The public portion of the facility could generate a negative cash flow of \$146,032 in the first year. Additional revenue sources will be needed to fully support the public portion of the project.

Ongoing operational expenses of the facility will need to be covered by some method. These could include, but not be limited to, pro rata charges per space owned, and management or association fees (CAM charges) levied and administered by the partnership or the CCDC.

Next Steps

Future developments in downtown Boise could lead to significant parking supply deficits in some areas. Therefore, future downtown development will likely necessitate the construction of additional parking resources. With this in mind, **Carl Walker** recommends the following next steps:

- With respect to current parking demands and future developments, attempt to better utilize existing parking supplies prior to designing and constructing new parking facilities.
- Continue to encourage the use of alternative modes of transportation to reduce parking demand in the downtown.
- Designate potential future parking facility sites. The location and timing of future parking facilities in the study area should be based on the location and timing of future downtown development projects.
- Develop additional parking supplies when needed. The facilities should be placed and sized appropriately, using the parking supply and demand analysis methodology detailed in this parking study (Section 3.04).
- The development of future parking facilities will likely require a combination of public and private financing. The alternatives outlined in this report (Section

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6.01) should be used as a starting point for addressing future parking-related funding needs.

- Future downtown parking facilities should incorporate the Parking Structure Design Guidelines developed as part of this study process (separate document).
- In order to more proactively plan for parking, conduct an update of the parking inventory and occupancy surveys contained in this report. These counts should be updated as necessary (e.g., when new developments occur and/or when parking lots/facilities are lost to construction), and updates should be conducted annually (at a minimum).

1.0 INTRODUCTION

1.01. Study Purpose and Approach

The primary purposes of this parking study were to review current and future downtown parking adequacies and to determine potential parking facility financing strategies. The parking study initially evaluated existing conditions, determined primarily through reviews of background materials, detailed parking inventory and occupancy surveys, and stakeholder input meetings. The examination of existing conditions provided the baseline data from which future development, with its impact on parking supply and demand, could be evaluated. Finally, parking alternatives were considered to address future needs. Future parking alternatives included potential parking supply changes, as well as potential financing options/strategies.



1.02. Scope of Services

The Capital City Development Corporation and the downtown "Parking Consortium" commissioned **Carl Walker** to complete this Downtown Parking Study in late 2007. The study was divided into six primary phases. The first phase included a review of available background data, the parking inventory and occupancy surveys, and an assessment of future conditions. The second phase consisted of an analysis of parking alternatives, including site evaluations and the development of preliminary concept designs. The development of detailed parking design criteria guidelines constituted the third phase of the project (provided separately from this report). The fourth and fifth phases of the project included a review of potential revenues and expenses for a single parking facility concept, as well as a review of potential financing strategies. The final phase of the project included the compilation of the final study report. The scope of services for this study can be summarized as follows:

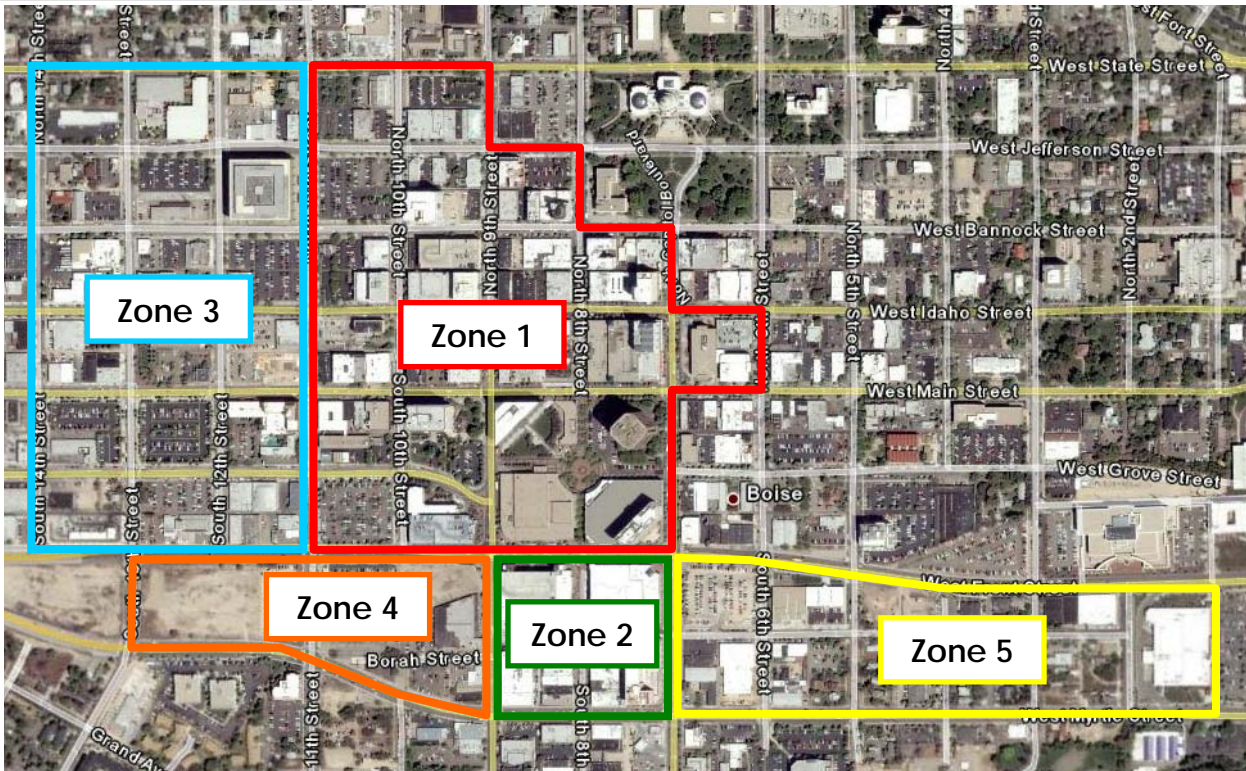
- Phase One
 - Review available background materials and previous planning efforts.
 - Conduct a field review of existing conditions.
 - Determine the existing parking inventory.
 - Determine current levels of parking occupancy.
 - Conduct parking turnover surveys in selected on-street parking areas.
 - Determine future parking demand in the study area.

- Phase Two
 - Conduct an assessment of potential parking sites.
 - Select preferred parking sites and development preliminary schematic layouts.
 - Develop preliminary construction cost estimates.
- Phase Three (provided separately)
 - Develop a set of Parking Garage Design Guidelines to ensure future public parking developments meet desired levels of user comfort, parking geometrics, and overall parking efficiency.
- Phase Four
 - Conduct a preliminary analysis of basic parking facility financial feasibility issues including operating methods, potential parking revenues, estimated operating costs, and debt service needs.
- Phase Five
 - Develop parking facility financing strategies that incorporate public and private alternatives.
- Phase Six
 - Compile the final downtown parking study report.
 - Provide a final report presentation.

1.03. Study Area

The study area for this project is roughly bounded by West State Street to the north, Myrtle Street to the south, 1st Street to the east, and 14th Street to the west. The designated study area was divided into five study zones. Figure 1 (next page) illustrates the study area boundary, as well as the five study zones.

Figure 1. Study Area



2.0 ASSESSMENT OF CURRENT PARKING CONDITIONS

2.01. Current Parking Supply

On March 3, 2008 *Carl Walker* and *Traffic Research and Analysis (TRA)* conducted an inventory of parking spaces located within the downtown Boise study area. The parking spaces were classified into two primary categories, on-street and off-street. For this study, on-street spaces generally refer to spaces located on a roadway, adjacent to a block, oriented parallel or angled to the curb. Off-street spaces refer to spaces located within a block and within the curb face. Generally, all on-street parking spaces were available for public parking while the majority of off-street spaces were reserved for a particular group (e.g., specific customers, reserved parking). In this report, off-street public parking will refer to Capital City Development Corporation (CCDC) facilities and privately owned/managed parking facilities that are available to all user groups. Private parking will refer to parking owned privately and/or designated for a specific business or user group.



The downtown study area has a total parking supply of 10,208 parking spaces. Of these, 8,825 parking spaces (86%) are in off-street parking areas and 1,383 spaces (14%) are located on-street. The on-street parking inventory includes both marked parking spaces and locations where on-street parking is possible but not currently marked. The amount of on-street parking was estimated by *Carl Walker* and *TRA* staff based on block face lengths and street widths.

Some parking areas could not be accurately inventoried, as they lacked parking stripes or existing stripes were not visible. In these situations, inventories were estimated based on the size of the parking area. Most residential parking areas and private driveways were not counted in the parking inventory as they would not contribute to any shared parking opportunities.

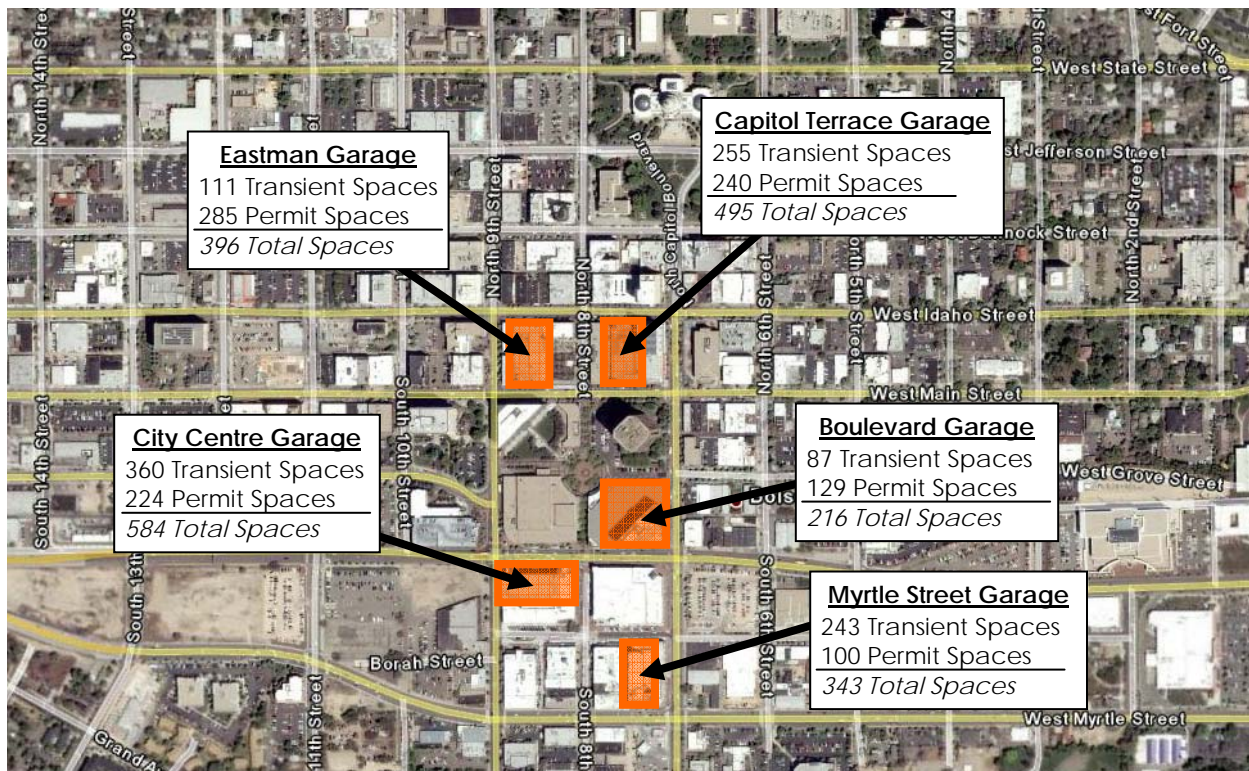
The following graphic (Figure 2) illustrates the total parking supply located in each designated block. The totals include the number of spaces located in off-street parking lots located within each block, as well as the number of on-street parking spaces on each block face.

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Figure 4. CCDC-owned Parking Facilities

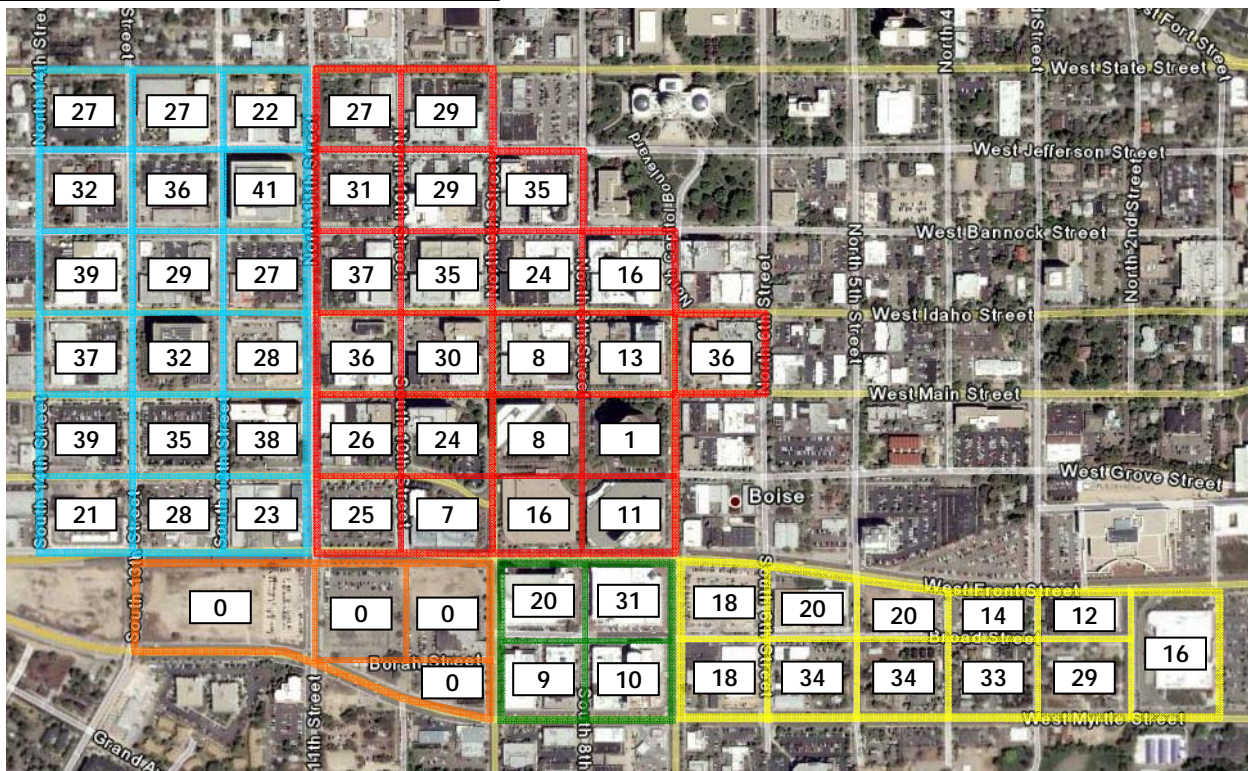


2.01.2. On-Street Parking Supply

The study area contains approximately 1,383 public on-street spaces, all of which are controlled by the city. The on-street parking is available to the public on a first-come-first-serve basis, and the majority of spaces are currently time restricted and/or metered. The on-street parking located on some edges of the study area (e.g., on 14th Street) is not time limited.

The following graphic (Figure 5) illustrates the on-street parking supply located on each block (sum of all on-street parking spaces on each block face).

Figure 5. On-Street Parking Supply



2.02. Current Parking Demand

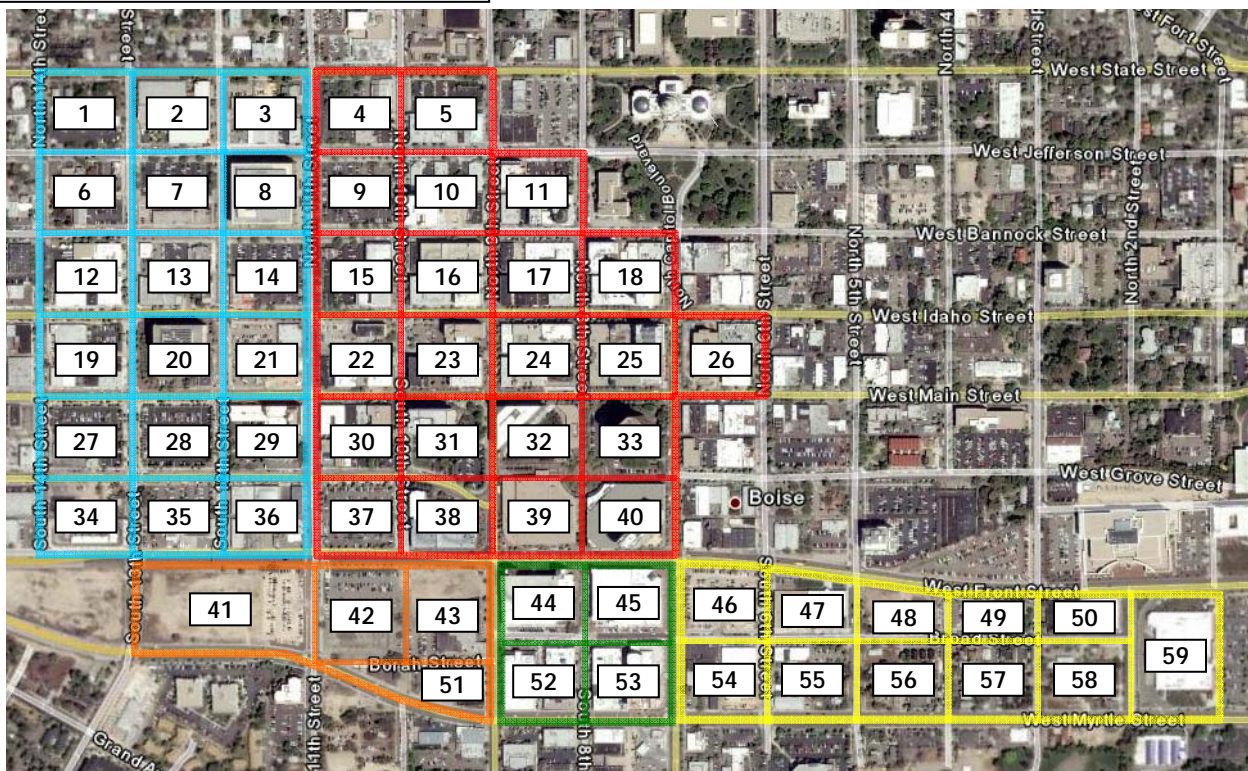
After the parking inventory was completed, **Carl Walker** conducted several occupancy surveys to determine how many parking spaces were utilized during a typical peak parking period. The completed survey essentially provided a “snapshot” of parking occupancy, and did not attempt to determine the absolute peak parking period. Based on other similar municipal parking occupancy studies conducted by **Carl Walker**, it was determined that the surveys would be conducted every two hours between 8:00 a.m. and 4:00 p.m. on two weekdays, one set of counts for the entire study area and a second set of counts in Zones 1 and 3. The occupancy surveys were conducted on Tuesday, March 4 and Wednesday, March 5.

The parking occupancy surveys focused on the two primary categories of parking in the study area, on-street and off-street. Each off-street parking area was counted individually, and counts were separated between private and publicly-controlled parking facilities. The intent of the survey was to determine the overall level of parking utilization in the study area both by block and by zone. The results of the occupancy surveys will serve as a baseline for determining future parking expansion needs and possible parking management alternatives.

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Prior to conducting the parking inventory and occupancy surveys, block numbers were assigned to the various blocks located in the study area. A total of 59 blocks were designated. The following graphic (Figure 6) illustrates the block numbering sequence used in this report. The block numbers shown in Figure 6 will identify each block throughout the remainder of this study. Parking inventory and occupancy data for individual blocks can be found in Appendix A.

Figure 6. Block Number Sequence



The overall peak period of parking occupancy for the entire study area occurred at 10:00 a.m. on Tuesday, March 4. During this period, a total of 6,515 parking spaces were occupied in both off-street and on-street parking areas. This level of occupancy translated into 63.8% of the total parking supply. Observed parking occupancies at the 10:00 a.m. peak were very similar to those at the 2:00 p.m. (6,515 parked vehicles vs. 6,419 vehicles respectively). The following table (Table 1) illustrates the total observed occupancy levels for all blocks in the study area during the peak period of observed parking occupancy.

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Table 1. Overall Occupancy Results

Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
Off-Street Public	3,626	1,597	2,211	2,138	2,161	1,906
Off-Street Private	5,199	2,859	3,526	3,279	3,427	2,879
Total Off-Street	8,825	4,456	5,737	5,417	5,588	4,785
Total On-Street	1,383	630	778	881	831	701
Total Parking	10,208	5,086	6,515	6,298	6,419	5,486
Off-Street Public Parking Occupancy %		44.0%	61.0%	59.0%	59.6%	52.6%
Off-Street Private Parking Occupancy %		55.0%	67.8%	63.1%	65.9%	55.4%
Total Off-Street Parking Occupancy %		50.5%	65.0%	61.4%	63.3%	54.2%
Total On-Street Parking Occupancy %		45.6%	56.3%	63.7%	60.1%	50.7%
Total Parking Occupancy %		49.8%	63.8%	61.7%	62.9%	53.7%

During the peak period of parking occupancy approximately 56.3% of the on-street parking supply and 65.0% of the off-street parking supply was occupied. Peak parking occupancies for on-street parking spaces occurred later on the peak survey day at 12:00 p.m. Of the available off-street public parking supplies located in the downtown study area, approximately 61.0% of the spaces were occupied during the overall peak period of parking. Of the total public parking supply in the study area (5,009 spaces - both off-street and on-street), approximately 59.7% of the spaces (2,989 spaces) were occupied during the overall observed peak period of parking.

Figure 7 provides a summary of overall off-street and on-street parking occupancies during the observed peak period of parking demand. Blocks with observed parking occupancies greater than 90% at 10:00 a.m. on the survey day are highlighted in yellow. The highest percentages of parking occupancy occurred in Blocks 12, 16, 28, and 51.

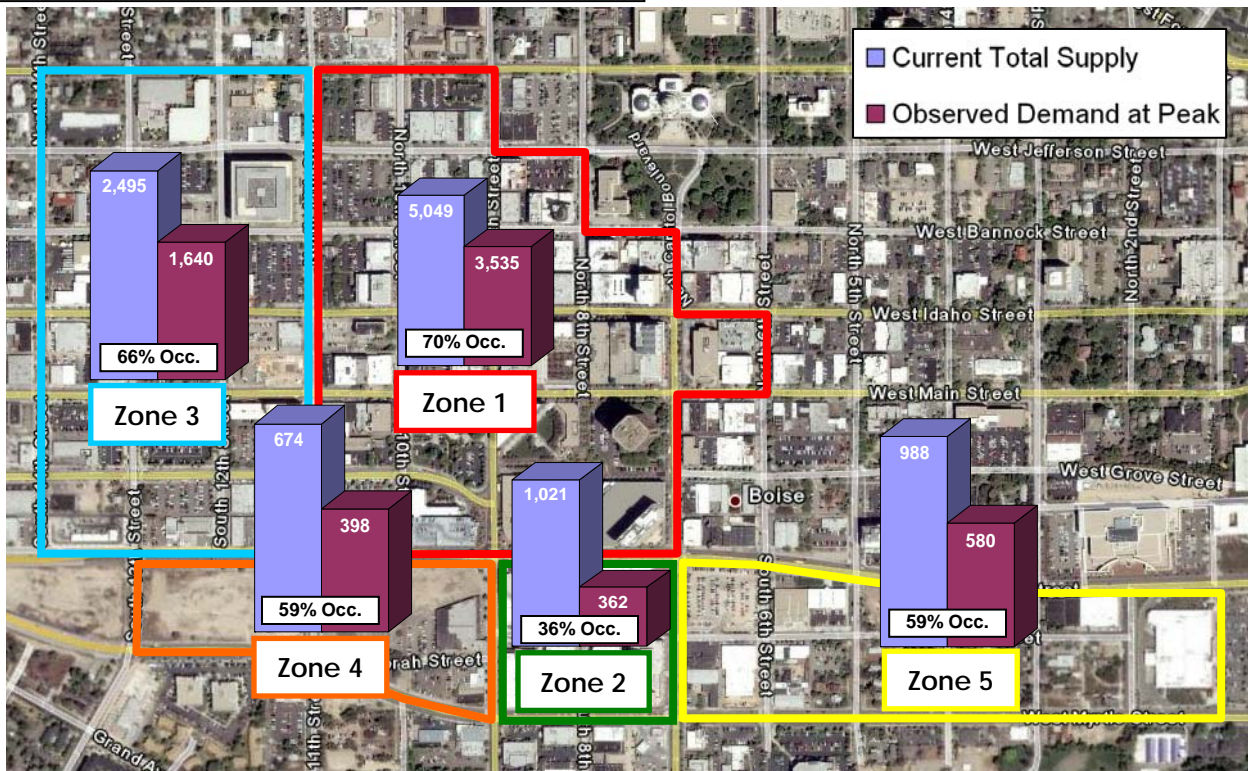


Map of Boise, Idaho, showing census tracts and their corresponding percentages. The map is color-coded by percentage ranges: blue for 10-20%, red for 21-30%, green for 31-40%, and yellow for 41-50%.

Tract	Percentage	Tract	Percentage	Tract	Percentage	Tract	Percentage	Tract	Percentage
1001	31%	1002	61%	1003	59%	1004	75%	1005	62%
1006	69%	1007	74%	1008	59%	1009	84%	1010	58%
1011	103%	1012	47%	1013	81%	1014	55%	1015	94%
1016	76%	1017	56%	1018	62%	1019	54%	1020	75%
1021	78%	1022	99%	1023	47%	1024	39%	1025	61%
1026	46%	1027	56%	1028	48%	1029	76%	1030	70%
1031	77%	1032	39%	1033	76%	1034	38%	1035	58%
1036	91%	1037	79%	1038	30%	1039	82%	1040	52%
1041	60%	1042	51%	1043	38%	1044	60%	1045	67%
1046	54%	1047	37%	1048	38%	1049	67%	1050	38%

Although the overall parking supply appears adequate for the study area, the available parking in certain blocks/zones was more utilized than others. The following graphic (Figure 8) illustrates the parking supply and observed occupancy for each zone in the study area. Parking occupancies for individual blocks can be found in Appendix A.

Figure 8. Parking Occupied at Peak by Zone



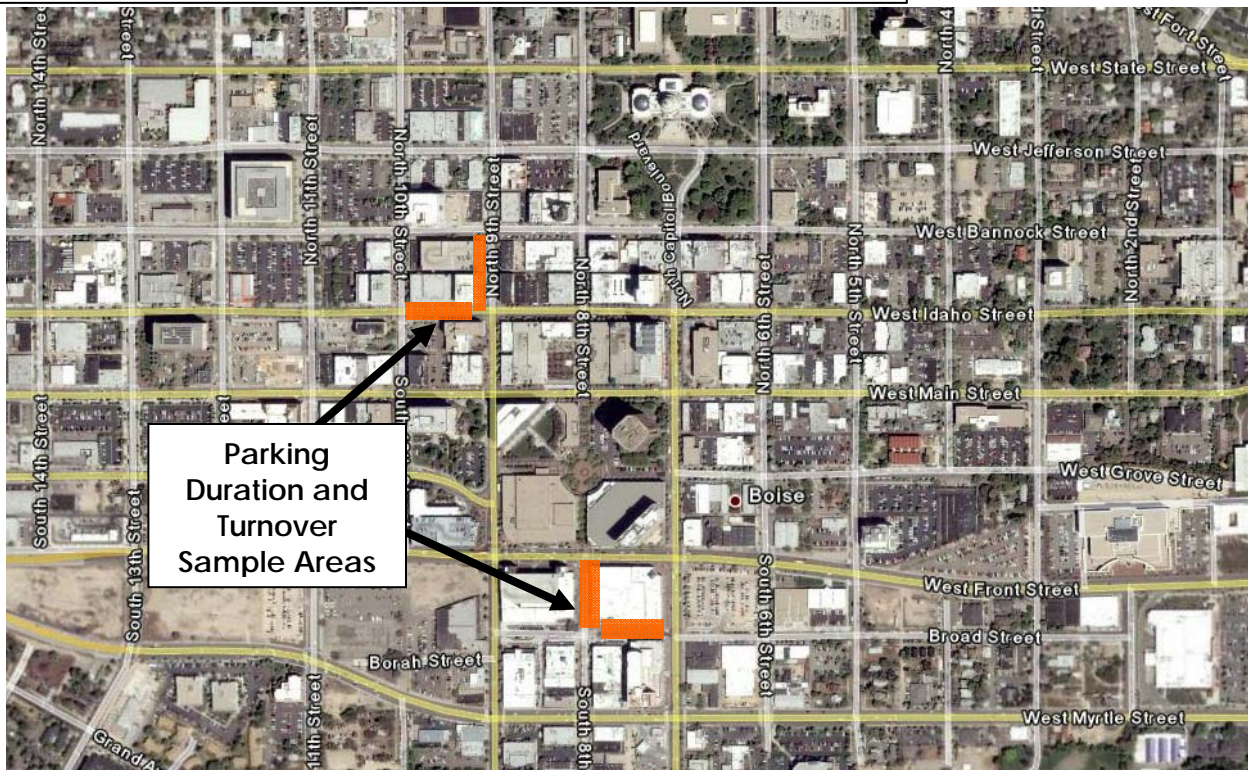
In addition to the parking inventory and occupancy counts, a parking turnover and duration survey was conducted in two sample on-street parking areas. Parking turnover and duration surveys were conducted on 9th Street (between Bannock Street and Idaho Street), Idaho Street (between 9th Street and 10th Street), 8th Street (between Front Street and Broad Street), and Broad Street (between Capitol Boulevard and 8th Street). The last three digits of parked vehicle license plates were recorded every half-hour during each survey period. The parking duration and turnover surveys were conducted from 8:00 a.m. to 4:00 p.m. on March 5, 2008. Figure 9 (next page) illustrates the locations where the sample parking turnover and duration surveys were completed (areas highlighted in orange).

Observed parking durations in the sample areas ranged from .50 hours to 5.00 hours. The overall average amount of time vehicles were parked in the survey areas was approximately .65 hours. This was less than the posted meter time limit of one hour. Average vehicle turnover was 6.41 vehicles per space.

Approximately 391 vehicles were observed parking in the 61 spaces included in the survey area. Of these, only 12 were observed parking longer than the posted time limit (3.1% of parked vehicles). Only four vehicles parked longer than the posted time limit in

the Broad Street – 8th Street area, and only eight vehicles exceeded the time limit in the Idaho Street – 9th Street area.

Figure 9. Parking Areas Included in Turnover/Duration Surveys



It is important to note that the average duration of vehicles parking in the study area may be slightly higher than what was recorded during the duration survey. This is due to vehicles that were parked before the survey was started, and vehicles that were still parked at the conclusion of the survey each day.

2.03. Current Parking Adequacy

In determining the current parking adequacy for the study area, it is important to define two terms typically used in analyzing parking adequacy: Effective Supply and Design Day Conditions. When a parking area's occupancy reaches 85-90% of the total capacity, depending on the user group, the area becomes effectively full. When parking lot occupancy exceeds effective capacity, users become frustrated as it becomes increasingly difficult to find an available parking space. Users will begin to either park illegally in the lot or leave the lot altogether and search for parking elsewhere. When visitors are faced with significant parking difficulties, they could choose to avoid the downtown altogether and shop in the suburbs. The accepted

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effective fill percentage for parking in the downtown study area is estimated at 90%. This 10% "cushion" of spaces is used to accommodate spaces lost temporarily due to construction, improper or illegal parking, and special events, as well as provide for shorter searches for available parking.

Design day parking conditions attempt to represent typical peak activity that may be exceeded only occasionally during the year. Due to the limited nature of the occupancy study for this project, as well as the time of the year the surveys were completed, design day adjustments will not be factored into the adequacy model. The occupancy survey that was conducted provided an adequate "snapshot" of parking conditions during a typical parking period.

Prior to calculating the overall parking adequacy for the study area, known building vacancies must be included. Based on discussions with project stakeholders, existing building vacancies appear to be relatively low. Based on information received from parking study stakeholders, the following adjustments were made to the parking inventory and occupancy data collected in March 2008 (based on Urban Land Institute parking ratios):

- Block 18: Approximately 4,000 square feet of office space and 2,000 square feet of residential space were vacant during the occupancy surveys. Assuming a demand for 3.8 parking spaces per 1,000 square feet for office and 1.65 parking spaces per residential unit (assuming two units), a demand for up to 19 spaces will be added to Block 18.
- Block 22: Approximately 10,000 square feet of office space and 6,000 square feet of retail space were vacant during the surveys. Assuming a demand for 3.8 parking spaces per 1,000 square feet for office and 3.6 parking spaces per 1,000 square feet for retail, a demand for up to 60 spaces will be added to Block 22.
- Block 23: Approximately 2,500 square feet of residential space was vacant during the surveys. Assuming a demand for 1.65 parking spaces per residential unit (three units), a demand for up to 5 spaces will be added to Block 23.
- Block 29: Approximately 4,000 square feet of office space was vacant during the occupancy surveys. Assuming a demand for 3.8 parking spaces per 1,000 square feet for office, a demand for up to 16 spaces will be added to Block 29.

The following table (Table 2) illustrates the total estimated parking adequacy for each block and the entire study area. Current parking adequacy is based on the observed parking occupancy at the peak parking period (Tuesday at 10:00 a.m.) **While the available parking supply is relatively well utilized, there is a significant surplus of parking available in downtown Boise.**

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Table 2. Overall Observed Parking Adequacy (3/4/08 at 10:00 a.m.)

Block Number	Current Total Supply	Effective Supply ¹	Adjusted Observed Demand at Peak	Estimated Parking Surplus/Deficit	% of Effective Supply Occupied ²
1	128	115	40	75	34.7%
2	290	261	176	85	67.4%
3	138	124	81	43	65.2%
4	206	185	154	31	83.1%
5	142	128	88	40	68.9%
6	128	115	88	27	76.4%
7	174	157	129	28	82.4%
8	41	37	24	13	65.0%
9	231	208	193	15	92.8%
10	110	99	64	35	64.6%
11	128	115	85	30	73.8%
12	39	35	40	-5	114.0%
13	105	95	49	46	51.9%
14	220	198	178	20	89.9%
15	139	125	76	49	60.8%
16	634	571	594	-23	104.1%
17	49	44	24	20	54.4%
18	239	215	155	60	72.1%
19	125	113	95	18	84.4%
20	75	68	42	26	62.2%
21	167	150	103	47	68.5%
22	137	123	134	-11	108.7%
23	95	86	76	10	88.9%
24	404	364	290	74	79.8%
25	508	457	292	165	63.9%
26	230	207	170	37	82.1%
27	175	158	137	21	87.0%
28	223	201	221	-20	110.1%
29	110	99	68	31	68.7%
30	104	94	41	53	43.8%
31	87	78	53	25	67.7%
32	212	191	172	19	90.1%
33	354	319	266	53	83.5%
34	81	73	37	36	50.8%
35	207	186	115	71	61.7%
36	69	62	33	29	53.1%
37	247	222	187	35	84.1%
38	550	495	386	109	78.0%
39	16	14	9	5	62.5%
40	227	204	110	94	53.8%
41	180	162	138	24	85.2%
42	340	306	134	172	43.8%
43	97	87	74	13	84.8%
44	604	544	227	317	41.8%
45	31	28	18	10	64.5%
46	243	219	199	20	91.0%
47	54	49	28	21	57.6%
48	97	87	58	29	66.4%
49	51	46	34	12	74.1%
50	12	11	8	3	74.1%
51	57	51	52	-1	101.4%
52	14	13	11	2	87.3%
53	353	318	106	212	33.4%
54	88	79	53	26	66.9%
55	95	86	48	38	56.1%
56	105	95	40	55	42.3%
57	127	114	69	45	60.4%
58	100	90	37	53	41.1%
59	16	14	6	8	41.7%
Overall	10,208	9,187	6,615	2,572	72.0%

Notes:

1 - Effective supply is 90% of the current supply.

2 - Percentage of effective supply occupied equals observed demand divided by effective supply.

Blocks highlighted in green have effective occupancies greater than 80%.

Blocks highlighted in yellow have effective occupancies greater than 90%.

Blocks highlighted in red have effective occupancies greater than 100%.

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Based on the effective parking supply of the study area, there is currently a parking surplus of approximately 2,572 spaces or approximately 28.0% of the effective supply. Parking adequacy is based solely on observed parking demand as land-use data by block was not available for this report.

It is important to note however that while a significant parking surplus exists in most areas, a substantial portion of the parking is private and use is restricted. Of the total off-street and on-street parking supply in the study area, approximately 33.5% is publicly-controlled parking (3,417 spaces), with the remaining 66.5% of the parking supply (6,791 spaces) restricted to a specific user groups (e.g., building-specific employees and specific customers only) or available for public parking. At the peak parking period, approximately 66.3% of the total public parking supply was utilized.

On a block-by-block basis, parking adequacies based on the adjusted observed parking demand range from -23 spaces (Block 16) to 317 spaces (Block 44). Currently, there are only five blocks with a calculated overall parking deficit. However, there are fifteen additional blocks with estimated parking adequacies under 20% of the effective parking supply (Blocks 4, 7, 9, 14, 19, 23, 26, 27, 32, 33, 37, 41, 43, 46, and 52).

With respect to public parking supplies (both publicly-controlled and privately-controlled), parking surpluses on a block-by-block basis range from -6 spaces to 317 spaces – not including the adjustments for vacant space. There are currently four blocks with calculated parking deficits (Blocks 12, 27, 28 and 48), and there are twelve additional blocks with estimated parking adequacies under 20% of the calculated effective public parking supply (Blocks 1, 2, 9, 18, 19, 23, 32, 37, 41, 46, 49, and 57). Table 3 (next page) details the public parking adequacy for each block and zone in the study area.

Table 4 (page 18) illustrates overall parking adequacies by block and zone. While each zone has an estimated parking surplus, some zones have greater surpluses than others. Surpluses by zone are as follows:

- Zone 1 – Surplus of 925 spaces or 20.4% of the effective supply
- Zone 2 – Surplus of 540 spaces or 59.9% of the effective supply
- Zone 3 – Surplus of 590 spaces or 28.8% of the effective supply
- Zone 4 – Surplus of 209 spaces or 34.4% of the effective supply
- Zone 5 – Surplus of 309 spaces or 34.8% of the effective supply

It is important to note that not all of the vehicles observed in general public parking areas were parked by downtown visitors. While an occupancy count by user was not available, it is clear that a significant portion of the vehicles using public parking are likely downtown employees.

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Table 3. Public Parking Adequacy by Block and Zone
(3/4/08 at 10:00 a.m.)

Zone Number	Block Number	Current Total Supply	Effective Supply ¹	Observed Demand at Peak	Estimated Parking Surplus/Deficit	% of Effective Supply Occupied ²
1	4	94	85	56	29	66.2%
	5	29	26	9	17	34.5%
	9	231	208	193	15	92.8%
	10	66	59	42	17	70.7%
	11	128	115	85	30	73.8%
	15	37	33	9	24	27.0%
	16	35	32	19	13	60.3%
	17	24	22	15	7	69.4%
	18	16	14	14	0	97.2%
	22	74	67	35	32	52.6%
	23	73	66	53	13	80.7%
	24	404	364	290	74	79.8%
	25	508	457	292	165	63.9%
	26	36	32	25	7	77.2%
	30	26	23	9	14	38.5%
	31	24	22	15	7	69.4%
	32	212	191	172	19	90.1%
	33	99	89	69	20	77.4%
	37	247	222	187	35	84.1%
	38	7	6	2	4	31.7%
	39	16	14	9	5	62.5%
	40	227	204	110	94	53.8%
Zone 1 Totals		2,613	2,352	1,710	642	72.7%
2	44	604	544	227	317	41.8%
	45	31	28	18	10	64.5%
	52	9	8	6	2	74.1%
	53	353	318	106	212	33.4%
Zone 2 Totals		997	897	357	540	39.8%
3	1	27	24	20	4	82.3%
	2	27	24	20	4	82.3%
	3	22	20	5	15	25.3%
	6	32	29	20	9	69.4%
	7	36	32	23	9	71.0%
	8	41	37	24	13	65.0%
	12	39	35	40	-5	114.0%
	13	29	26	16	10	61.3%
	14	27	24	4	20	16.5%
	19	37	33	29	4	87.1%
	20	32	29	18	11	62.5%
	21	28	25	9	16	35.7%
	27	39	35	41	-6	116.8%
	28	35	32	35	-4	111.1%
	29	38	34	9	25	26.3%
	34	21	19	14	5	74.1%
	35	91	82	58	24	70.8%
	36	23	21	15	6	72.5%
Zone 3 Totals		624	562	400	162	71.2%
4	41	180	162	138	24	85.2%
	42	0	0	0	0	0.0%
	43	0	0	0	0	0.0%
	51	0	0	0	0	0.0%
Zone 4 Totals		180	162	138	24	85.2%
5	46	243	219	199	20	91.0%
	47	20	18	7	11	38.9%
	48	20	18	21	-3	116.7%
	49	14	13	11	2	87.3%
	50	12	11	8	3	74.1%
	54	35	32	19	13	60.3%
	55	84	76	42	34	55.6%
	56	89	80	27	53	33.7%
	57	33	30	30	0	101.0%
	58	29	26	14	12	53.6%
	59	16	14	6	8	41.7%
Zone 5 Totals		595	536	384	152	71.7%
Overall		5,009	4,508	2,989	1,519	66.3%

Notes:

1 - Effective supply is 90% of the current supply.

2 - Percentage of effective supply occupied equals observed demand divided by effective supply.

Blocks highlighted in green have effective occupancies greater than 80%.

Blocks highlighted in yellow have effective occupancies greater than 90%.

Blocks highlighted in red have effective occupancies greater than 100%.

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Table 4. Overall Parking Adequacy by Block and Zone
(3/4/08 at 10:00 a.m.)

Zone Number	Block Number	Current Total Supply	Effective Supply ¹	Adjusted Observed Demand at Peak	Estimated Parking Surplus/Deficit	% of Effective Supply Occupied ²
1	4	206	185	154	31	83.1%
	5	142	128	88	40	68.9%
	9	231	208	193	15	92.8%
	10	110	99	64	35	64.6%
	11	128	115	85	30	73.8%
	15	139	125	76	49	60.8%
	16	634	571	594	-23	104.1%
	17	49	44	24	20	54.4%
	18	239	215	155	60	72.1%
	22	137	123	134	-11	108.7%
	23	95	86	76	10	88.9%
	24	404	364	290	74	79.8%
	25	508	457	292	165	63.9%
	26	230	207	170	37	82.1%
	30	104	94	41	53	43.8%
	31	87	78	53	25	67.7%
	32	212	191	172	19	90.1%
	33	354	319	266	53	83.5%
	37	247	222	187	35	84.1%
	38	550	495	386	109	78.0%
	39	16	14	9	5	62.5%
	40	227	204	110	94	53.8%
Zone 1 Totals		5,049	4,544	3,619	925	79.6%
2	44	604	544	227	317	41.8%
	45	31	28	18	10	64.5%
	52	14	13	11	2	87.3%
	53	353	318	106	212	33.4%
Zone 2 Totals		1,002	902	362	540	40.1%
3	1	128	115	40	75	34.7%
	2	290	261	176	85	67.4%
	3	138	124	81	43	65.2%
	6	128	115	88	27	76.4%
	7	174	157	129	28	82.4%
	8	41	37	24	13	65.0%
	12	39	35	40	-5	114.0%
	13	105	95	49	46	51.9%
	14	220	198	178	20	89.9%
	19	125	113	95	18	84.4%
	20	75	68	42	26	62.2%
	21	167	150	103	47	68.5%
	27	175	158	137	21	87.0%
	28	223	201	221	-20	110.1%
	29	110	99	68	31	68.7%
	34	81	73	37	36	50.8%
	35	207	186	115	71	61.7%
	36	69	62	33	29	53.1%
Zone 3 Totals		2,495	2,246	1,656	590	73.7%
4	41	180	162	138	24	85.2%
	42	340	306	134	172	43.8%
	43	97	87	74	13	84.8%
	51	57	51	52	-1	101.4%
Zone 4 Totals		674	607	398	209	65.6%
5	46	243	219	199	20	91.0%
	47	54	49	28	21	57.6%
	48	97	87	58	29	66.4%
	49	51	46	34	12	74.1%
	50	12	11	8	3	74.1%
	54	88	79	53	26	66.9%
	55	95	86	48	38	56.1%
	56	105	95	40	55	42.3%
	57	127	114	69	45	60.4%
	58	100	90	37	53	41.1%
	59	16	14	6	8	41.7%
Zone 5 Totals		988	889	580	309	65.2%
Overall		10,208	9,187	6,615	2,572	72.0%

Notes:

1 - Effective supply is 90% of the current supply.

2 - Percentage of effective supply occupied equals observed demand divided by effective supply.

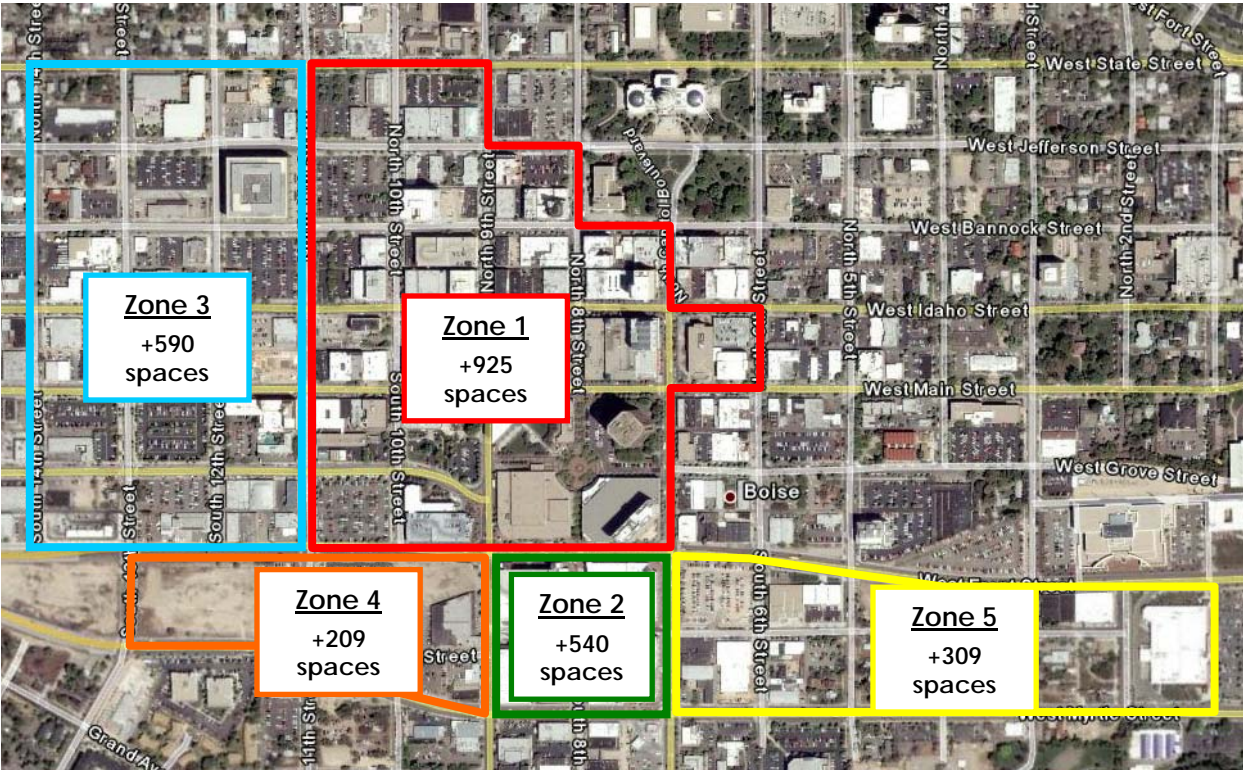
Blocks highlighted in green have effective occupancies greater than 80%.

Blocks highlighted in yellow have effective occupancies greater than 90%.

Blocks highlighted in red have effective occupancies greater than 100%.

The following graphic (Figure 10) illustrates the estimated overall parking adequacy of the study area by zone.

Figure 10. Estimated Overall Current Parking Adequacy by Zone

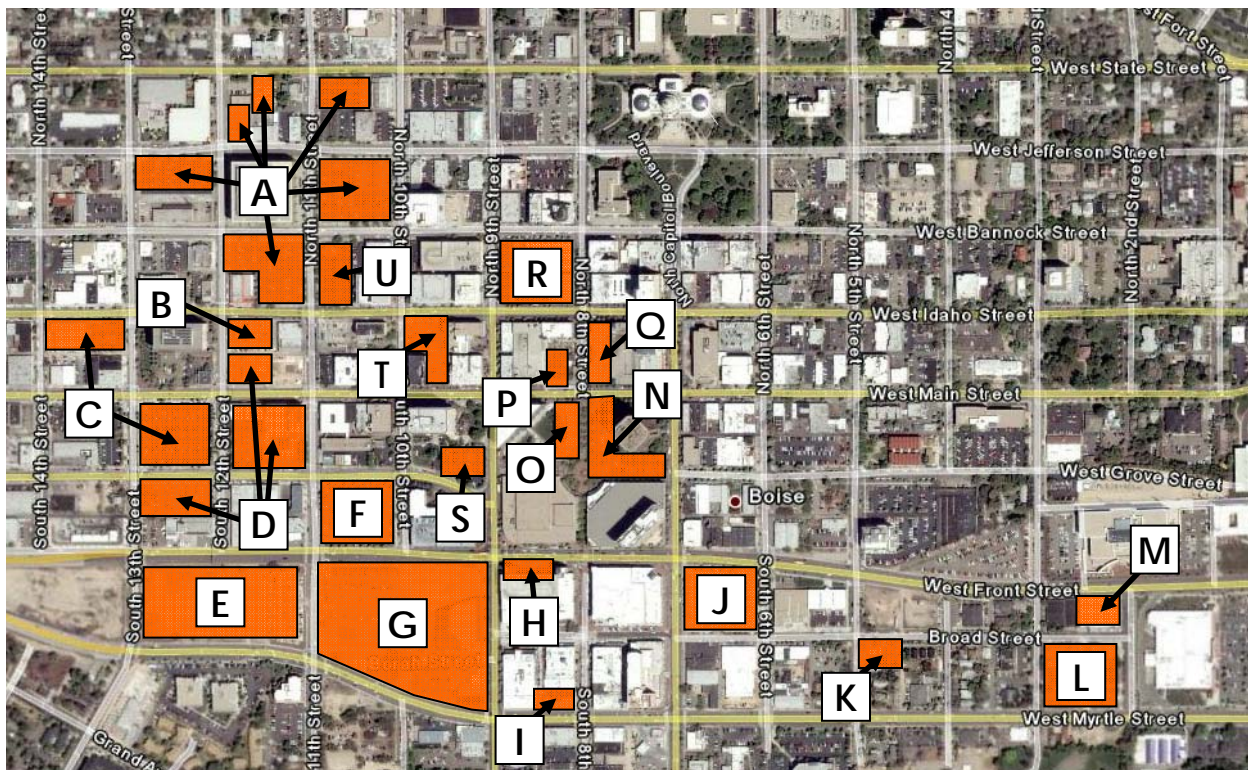


3.0 PROJECTION OF FUTURE PARKING CONDITIONS

3.01. Anticipated Future Development Projects

Based on information from parking study stakeholders, there are several anticipated future development projects in the construction or planning stages that will impact parking in the study area. These projects include residential, retail, restaurant, office and convention space projects. The following graphic (Figure 11) illustrates the locations of potential development projects in the study area.

Figure 11. Future Development Projects in the Study Area



The anticipated potential developments impacting the parking study area are:

- Site "A" (Boise Plaza and Associated Developments)

This development is anticipated to include approximately 70,000 square feet of office space, 150 hotel rooms (with potentially some conference space), and a 940-space parking garage. The office space and hotel would be constructed on Block 9 and the parking garage would be

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constructed on the northern portion of Block 7. The development of Block 9 will include some amount of on-site parking to support the hotel (not yet quantified). The parking garage would primarily serve the Boise Plaza building and future related development projects. Additional phases of the development could impact the large surface parking lot on Block 14, as well as smaller surface parking lots in Blocks 3 and 4. The portions of the development on Blocks 7 and 9 are anticipated to be completed by 2009.



Based on the quantifiable portions of the project (the office space, hotel, and parking garage), the development will result in the loss of up to 643 surface parking spaces on Blocks 3, 4, 7, 9, and 14. The construction of a new 940-space parking structure on Block 7 would result in a net increase in parking spaces of 297 spaces (not including any parking included with the planned hotel) if all of the parcels are developed.

Using the Urban Land Institute (ULI) Shared Parking Model, the development would be projected to need up to approximately 378 parking spaces for hotel and office land uses (Block 9 only – the future land uses for Blocks 3, 4, and 14 have not yet been defined). Therefore, depending on the timeframes parcels are developed, the construction of a 940-space parking structure could provide sufficient parking for the first phases of the development on Blocks 7 and 9. However, additional parking will likely be needed to support future portions of the development.

- Site "B" (Oppenheimer)
 - Currently occupied by a surface parking lot (70 spaces), this development is anticipated to include office land uses. Development square footages and on-site parking supplies are not currently known.
- Site "C" (Idaho Power)
 - The development of Site C could include additional office space for Idaho Power, as well as a new parking structure for Idaho Power employees. The amount of parking to be constructed has not yet been

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determined, and will depend on the amount of office space constructed. Idaho Power is currently in the process of determining office space needs and studying potential office/structure locations. However, if these parcels are developed, approximately 227 surface parking spaces would be lost.

- Site "D" (Owyhee Plaza)
 - The development of Site "D" will include a substantial renovation of the existing Owyhee Plaza Hotel, a new office/residential building with a 500-space parking garage, and additional mixed-use and office space. The exact land uses and square footages are not yet known, so it is not possible to quantify future parking needs. However, the addition of a 500-space parking structure could add approximately 284 net new parking spaces to the area to help support the future development of this site (assuming 216 spaces are lost to development).
- Site "E" (Boise Centre Capital Station)
 - The Boise Centre Capital Station development is anticipated to include 254 hotel rooms, 17,000 square feet of hotel meeting space, and 74,190 square feet of convention space. Previously completed parking demand projections for this development ranged from 450 to 528 parking spaces. As the development is currently projected to provide only 327 parking spaces on-site, additional parking resources will be needed.

It is important to note that a well-used public parking lot on the southwest corner of Front Street and 11th Street will be lost when this site is developed (180 spaces).

Construction of this project is anticipated to begin in 2009.

- Site "F" (Yanke Parking Lot)
 - Currently occupied by a surface parking lot (222 spaces), this development is anticipated to include hotel and/or residential land uses. Development square footages and on-site parking supplies are not currently known.
- Site "G"
 - This development (located on Blocks 42, 43, and 51) is currently anticipated to include multiple land uses with sufficient parking to meet

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demands on-site. While the development is anticipated to include sufficient parking for future land uses, the development would result in the loss of up to 494 surface parking spaces. This would result in the need to relocate vehicles currently parking in the existing surface lots (approximately 210 vehicles – not including the demand associated with land uses that will be removed due to the development).

- Site “H” (The Aspen)
 - This development, currently under construction adjacent to the City Centre Parking Garage, is anticipated to include approximately 70 residential units, 5,000 square feet of office space, and 2,995 square feet of retail space. Using the ULI Shared Parking Model, the development would be projected to need up to approximately 93 parking spaces (assuming 70% of retail visitors drive to the development and residential demand is 1.17 spaces per unit). As the development is anticipated to provide 46 on-site parking spaces, a deficit of approximately 47 spaces could occur. However, the existing surplus parking in the City Centre Parking Garage may be able to offset the possible parking deficit (existing surplus of over 360 spaces).

This project is anticipated to be completed in 2009.

- Site “I” (R. Grey Lofts)
 - While this project is currently on hold, it is anticipated to include 18 residential units and 4 on-site parking spaces. Assuming a potential parking demand of up to approximately 22 spaces (1.17 per residential unit), additional parking may be needed to support this development.
- Site “J” (Rafanelli-Nahas Parking Lot)
 - Currently occupied by a surface parking lot (225 spaces), this development is anticipated to include hotel, office, and/or residential land uses. Development square footages and anticipated on-site parking supplies are not currently known.
- Site “K” (Paradigm)
 - While this project is currently on hold, it is anticipated to include 32 residential units and 48 on-site parking spaces. Approximately 53 existing surface parking spaces would be lost to development. Assuming a potential parking demand of up to approximately 38 spaces (1.17 per

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residential unit), sufficient parking should be available to support demand - excluding any previous parking demand from the existing lot.

- Site "L" (Oppenheimer)
 - This development may include residential and/or office land uses. Existing surface parking spaces would be lost when this block is development, but the existing land uses (and the parking demand associated with them) would also be eliminated. Development square footages and on-site parking supplies are not currently known.
- Site "M" (2nd Street Warehouse)
 - This development may include office land uses. Development square footages and on-site parking supplies are not currently known.
- Site "N" (Unico)
 - This development may include retail, restaurant, and/or office land uses. When this site is developed, 98 well-utilized surface parking spaces will be lost. Development square footages and on-site parking supplies are not currently known.
- Site "O" (Oppenheimer)
 - This site is currently occupied by a one-story building with restaurant and office land uses. The future redevelopment of this site may include retail, residential, and/or office land uses. Development square footages and on-site parking supplies are not currently known.
- Site "P" (Boise Place)
 - The Boise Place development is anticipated to consist of 138 residential units, 98 hotel rooms, and 20,000 s.f. of office space. Using the ULI Shared Parking Model, the development would be projected to need up to approximately 302 parking spaces (assuming 55% of hotel guests drive to the development). As the development is anticipated to provide 309 on-site parking spaces, sufficient parking should be provided.

This project is anticipated to be completed in 2009.

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- Site "Q" (Capitol Terrace Apartments)
 - It is anticipated that this project will include up to 102 residential units and 6 on-site parking spaces. Assuming a potential parking demand of up to approximately 96 spaces (1.17 per residential unit – with 80% of units parking vehicles), additional parking (beyond the 6 spaces provided) will likely be needed to support this development. Some of the parking supply in the Capitol Terrace Garage may be used to support this development, as well as parking available in other areas in Zone 1.

This project is currently on hold.

- Site "R" (Block 44 – Baum Brothers)
 - This site is currently occupied by several buildings. The future redevelopment of this site may include hotel, retail, residential, and/or office land uses. Development square footages and on-site parking supplies are not currently known.
- Site "S" (Capital Center – Tower 2)
 - This site is anticipated to include approximately 150,000 s.f. of office space. Approximately 48 existing parking spaces would be lost when this area is developed. Using the ULI Shared Parking Model, the development would be projected to need up to approximately 500 parking spaces.
- Site "T" (Tomlinson)
 - The future development of this site may include office and/or retail space, as well as a parking structure. Approximately 65 existing parking spaces would be lost when this area is developed. Development square footages and on-site parking supplies are not currently known.
- Site "U" (Tomlinson)
 - The future development of this site has been identified as the location of a planned transit center that would consolidate local and regional transit services into a single facility designed to accommodate transfer between routes and modes while fostering pedestrian access to a significant portion of downtown Boise destinations. Approximately 102 existing parking spaces would be displaced when the multimodal center is developed. The multimodal center is anticipated to allow for and

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accommodate private sector joint use and/or air rights development that could include structured parking.

In addition to the development project previously described, other projects planned in the future could also impact parking in the study area. For example, a streetcar system that will operate in the existing roadway has been identified in the alignments of Idaho and Bannock streets. The location of the alignment was driven in part by the proposed location of the multimodal transit center. Also, future development of sites located outside of the study area may also impact downtown parking (e.g., future residential projects on the perimeter of the study area).

3.02. Review of Projected Future Parking Adequacy

Each of the aforementioned development projects will impact existing parking supplies and demand. To project future parking adequacy, the anticipated parking demands for each quantifiable development project were estimated using ULI parking demand ratios. The estimated parking demands and anticipated parking supply changes were then compared to the available parking in each zone.



Based on the information provided by the CCDC and project stakeholders concerning future projects, it appears that some developments will be providing sufficient parking to meet estimated demands. However, some projects could result in parking deficits or do not yet have defined parking components. Based on known and quantifiable information, the following parking adequacies by zone have been estimated:

- **Zone 1 (Sites A, F, N, O, P, Q, R, S, T, and U):**
 - **Future Effective Parking Supply = 4,084 spaces**
 - Future effective parking supply equals the current parking supply (5,049 spaces) minus spaces lost (820 spaces) plus spaces added (309 spaces) times an effective supply factor of 90%.

- **Future Parking Demand = 4,856 spaces**
 - Future parking demand equals the current parking demand (3,619 spaces) plus estimated future demands (1,237 spaces for Sites A, P, Q and S). The future parking demand estimate does not include Sites F, N, O, R, T, and U as land uses and square footages have not yet been identified. The parking demand for a portion of Site A (Block 9) has been included with Zone 1.
- **Future Parking Adequacy = Deficit of 772 parking spaces (based on available information)**
 - Future parking adequacy equals the future parking supply minus the estimated future parking demand. As not all of the future parking supplies and demands can be estimated, the actual future parking adequacy may be more or less than the estimated deficit of 772 spaces. The development of the sites not included in the noted parking adequacy figure could increase parking deficits in this zone unless sufficient parking is included with each development.
- **Zone 2 (Sites H and I):**
 - **Future Effective Parking Supply = 943 spaces**
 - Future effective parking supply equals the current parking supply (1,002 spaces) minus spaces lost (0 spaces) plus spaces added (46 spaces) times an effective supply factor of 90%.
 - **Future Parking Demand = 477 spaces**
 - Future parking demand equals the current parking demand (362 spaces) plus estimated future demands (115 spaces for Sites H and I).
 - **Future Parking Adequacy = Surplus of 466 parking spaces (based on available information)**
 - Future parking adequacy equals the future parking supply minus the estimated future parking demand.

- **Zone 3 (Sites A, B, C, and D):**
 - **Future Effective Parking Supply = 2,758 spaces**
 - Future effective parking supply equals the current parking supply (2,495 spaces) minus spaces lost (871 spaces) plus spaces added (1,440 spaces) times an effective supply factor of 90%.
 - **Future Parking Demand = 1,656 spaces**
 - Future parking demand equals the current parking demand. The future parking demands for Sites A, B, C, and D are not quantifiable as land uses and square footages have not yet been fully identified. The parking demand for a portion of Site A (Block 9) has been included with Zone 1.
 - **Future Parking Adequacy = Surplus of 1,102 parking spaces (based on available information)**
 - Future parking adequacy equals the future parking supply minus the estimated future parking demand. As not all of the future parking supplies and demands can be estimated, the actual future parking adequacy would likely be less than the estimated surplus of 1,102 spaces. It is assumed that most of the surplus parking in this zone would be used by future development projects, as well as some developments that will be located outside of Zone 3.
- **Zone 4 (Sites E and G):**
 - **Future Effective Parking Supply = 294 spaces**
 - Future effective parking supply equals the current parking supply (674 spaces) minus spaces lost (674 spaces) plus spaces added (327 spaces) times an effective supply factor of 90%. The future supply does not include Site G.
 - **Future Parking Demand = 926 spaces**
 - Future parking demand equals the current parking demand (398 spaces) plus estimated future demands (528 spaces for Site E only). The parking demand for Site G is anticipated to be met on-site.

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- **Future Parking Adequacy = Deficit of 632 parking spaces (based on available information)**
 - Future parking adequacy equals the future parking supply minus the estimated future parking demand. Again, this figure does not include Site G.
- **Zone 5 (Sites J, K, L, and M):**
 - **Future Effective Parking Supply = 682 spaces**
 - Future effective parking supply equals the current parking supply (988 spaces) minus spaces lost (278 spaces) plus spaces added (48 spaces) times an effective supply factor of 90%.
 - **Future Parking Demand = 618 spaces**
 - Future parking demand equals the current parking demand (580 spaces) plus estimated future demands (38 spaces for Site K only). The future parking demands for Sites J, L and M are not quantifiable as land uses and square footages have not yet been fully identified.
 - **Future Parking Adequacy = Surplus of 64 parking spaces (based on available information)**
 - Future parking adequacy equals the future parking supply minus the estimated future parking demand. Again, this figure does not include Sites J, L, and M. The development of the sites not included in the noted parking adequacy figure will likely create parking deficits in this zone unless sufficient parking is included with each development.

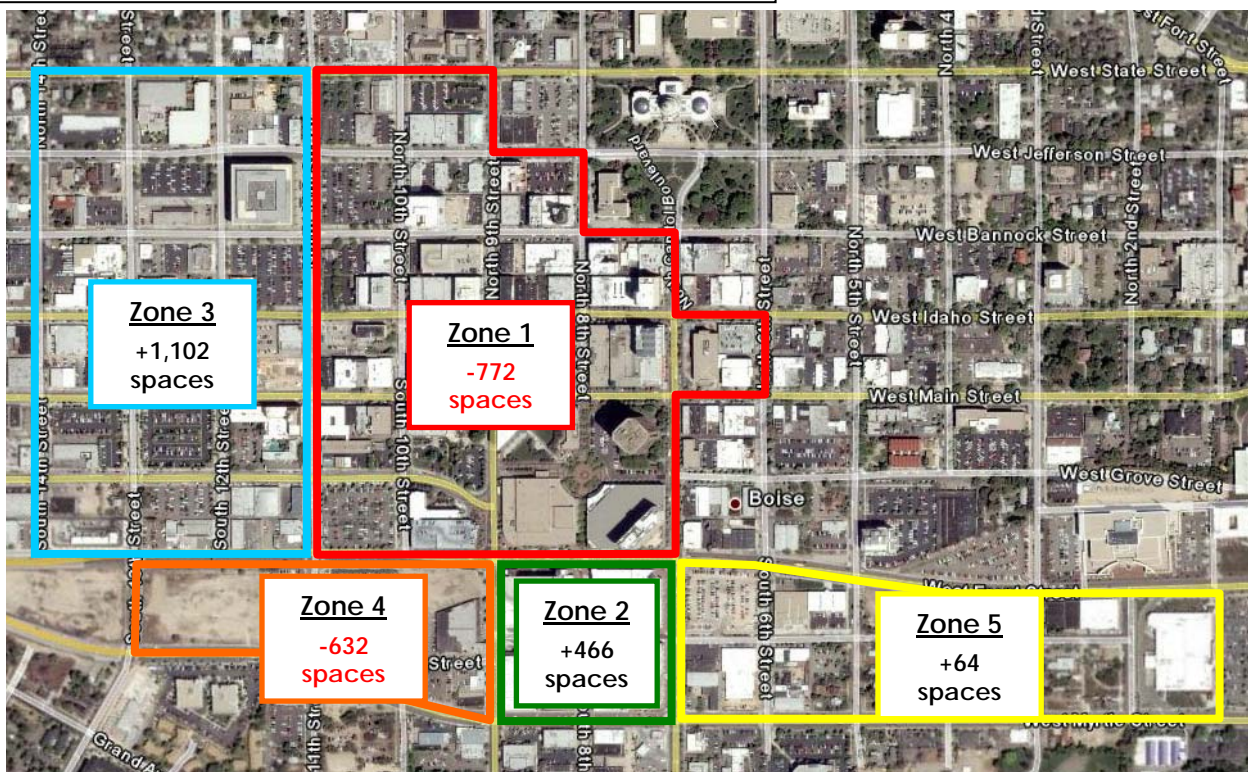
Taken in total, the projects with known land uses and parking impacts could result in a parking surplus of approximately 228 spaces for the entire study area. A parking surplus of 228 in the future would be approximately 2,344 spaces less than current conditions. This is due to a significant loss of existing parking and increased parking demands associated with quantifiable development projects. As the land uses, square footages, time frames, and associated parking



supplies for many of the future development projects are not currently known, future parking adequacies could be more or less than what has been estimated in this report. The estimated parking demands for these projects could be met through the improved utilization of existing parking resources, through the construction of additional parking facilities, through the implementation of travel demand management strategies, or some combination of strategies.

The following figure (Figure 12) illustrates the estimated parking adequacies due to the known future development projects. Estimated parking deficits are shown in red. Actual parking supply and demand conditions will depend on project timetables and development schedules, parking actually provided by future development projects, land uses and square footages, future vacancy rates, etc.

Figure 12. Estimated Future Parking Adequacy by Zone



Overall, if these developments occur as currently planned, there would appear to be a parking need of approximately 1,404 parking spaces in Zones 1 and 4 that will need to be addressed. If currently undetermined development projects do not provide adequate parking, additional parking supplies will be needed. It is assumed that some of the noted parking deficits will be addressed in adjacent zones. For example, at least a portion of the parking spaces lost, and new parking demand created, as a result of

the development of Block 9 (Zone 1) will be addressed by the new parking structure on Block 7 (Zone 3).

It is important to note that this review only included those projects currently anticipated by the CCDC and project stakeholders. There may be other renovation/construction projects proposed in the future that will alter parking demand in the study area. As there are currently no parking requirements in the study area, the CCDC (or City of Boise) must be prepared to address future parking needs with additional public parking supplies and/or improved parking demand management strategies, or require future development projects to provide sufficient parking.

3.03. Parking Supply/Demand Alternatives

To meet anticipated future parking demands, several parking supply alternatives are typically available to municipalities:

- The utilization of existing parking supplies could be improved. This could include working with parking lot owners within impact areas to better utilize private parking supplies. Using the concept of shared parking, existing resources could be maximized to meet anticipated needs.
- Additional parking spaces could be created in existing unimproved areas (either on-street or off-street) to provide additional parking. As most of the available land is currently planned to support buildings, there is insufficient space available to construct any significant surface parking in the downtown. Therefore, structured parking would be the only realistic option to address future parking needs. The cost of providing parking could be covered through parking user fees, TIF funds, fees charged to developers, property owners, and/or downtown businesses (e.g., in-lieu fees, special assessments, development fees).
- The downtown community could require new downtown developments to provide sufficient parking. New developments would provide their own parking for employees and visitors. This could result in higher costs for developers and possibly the overdevelopment of parking supplies. An alternative could be charging in-lieu fees or development fees to require developers to help fund needed public parking resources.



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- The downtown community could work to reduce parking needs in the study area through the implementation of various transportation demand management and parking supply management strategies. These strategies would be geared toward reducing parking demands by encouraging the use of alternative modes of transportation and improving parking resource management.
- The downtown community could utilize a combination of alternatives.

In the **First Alternative**, the downtown community would attempt to better utilize available parking supplies. This would mitigate the need to construct additional parking. As sufficient parking is currently available in some areas where development is planned (based on the parking occupancy study), this alternative may have merit. Better utilization of the available supply would eliminate at least the need for near-term parking supply additions, maintain existing green space or future development space, encourage pedestrian movement through the downtown, and reduce CCDC and/or city parking responsibilities (e.g., maintenance, signage). Ideally, long-term parkers would be directed to available off-street parking facilities and on-street parking would be held for short-term downtown visitors.

The use of some of the underutilized parking areas will require the approval of the various property owners. In order to encourage the shared use of private parking facilities, the CCDC could use one or more of the following techniques/incentives:

- The CCDC could communicate the positives of shared parking to the private parking lot owners. The positives include increased pedestrian traffic near their businesses, continued downtown development, maintaining green spaces and other non-parking land-uses, easier to use parking for downtown visitors, the generation of income related to “selling” parking, etc.
- Shared parking could be limited to daytime, evenings, weekends and/or special event days if land uses permit.
- The CCDC could provide periodic lot maintenance for private parking lot owners that agree to allow shared parking.
- The CCDC could provide periodic trash pick-up for private parking lot owners that agree to allow the use of their lots for other visitors.
- The CCDC could provide improved signage for private parking lots. The signage could denote parking restrictions and periods of open public parking.

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- The CCDC could help care for parking lot landscaping in private parking lots for owners that permit shared parking.
- The CCDC could assist surplus parking space owners with the purchase and installation of parking access and revenue control equipment to help generate revenue and protect reserved parking areas.

However, this approach to dealing with future parking needs may not adequately meet projected parking deficits. First, the number of parking lot owners willing to cooperate may not be sufficient to provide the necessary parking. Second, the location of available parking supplies may not provide “acceptable” parking to future downtown developments. The available parking supplies may not be within an acceptable walking distance, lot conditions could be poor, etc. Third, some of the currently underutilized parking areas may be lost to future development projects. Finally, the available parking supply may be insufficient to meet anticipated parking demands. Therefore, additional measures will be necessary to address future needs.

The **Second Alternative** available to the downtown community is to create additional parking spaces, or improve the capacities of existing lots to provide sufficient parking to meet future demands. Improving parking efficiency would involve an analysis of existing parking lot physical layouts to determine if improvements could be made to increase capacities. Theoretically, both public and private parking supplies could be included in this analysis with the consent of private parking owners. After reviewing existing conditions, few substantial opportunities for improving parking efficiencies appear available – outside of the creation of additional on-street parking spaces. As several of the off-street parking lots will eventually be lost to development, improving efficiencies in these areas may only provide a limited benefit.



As a significant amount of parking would not be created through lot improvements, additional parking supplies could be constructed using available land. Currently, there are several locations within the study area that could support new parking facilities, and some future developments are anticipated to include structured parking components. New parking facility opportunities would only include parking structures, as insufficient land is available for substantial surface parking lots.

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Parking structures can provide several advantages over surface parking. First, a parking structure could provide needed parking closer to the central core (or a specific parking demand generator). This will provide downtown visitors and employees with more reasonable walking distances between the parking supply and their destination. Second, a parking structure could consolidate parking into one location. This could free other nearby surface parking lots for future economic development. Finally, parking structures would provide a stable parking supply. Surface parking will be lost to development over time, whereas it is unlikely that a downtown development would result in the removal of a parking structure.

However, it is important to note the disadvantages to new parking facility construction. The city/CCDC may have to pay for the construction of the new parking facilities, as well as annual maintenance and operating costs. While the current industry average construction cost per space for structured parking is approximately \$14,000 to \$15,000, the cost to construct surface parking is much less – approximately one-tenth that of structured parking. Annual operating and maintenance cost could be between \$250 and \$600 per space, per year – depending on how the facilities are operated and managed.

Another potential challenge is that the anticipated parking demands for some known development projects may not be sufficient to warrant new structured parking supplies if other parking resources could be better utilized. This assumes the CCDC works with private parking lot owners to improve overall utilization, and downtown visitors and employees are willing to walk greater distances. Depending on the development of downtown over time (as well as the increased utilization of existing buildings), additional parking supplies may not be needed immediately.

Ideally, off-street parking facilities would provide long-term parking to area visitors and employees, leaving the on-street parking spaces for short-term visitors. If multiple locations are designated for structured parking, the facilities could be designated for a single user group or provide parking for both visitors and employees.

The **Third Alternative** available would be to require new downtown developments to provide their own parking resources. This would involve setting parking requirements for new developments, based on projected land uses, and enforcing typical parking zoning codes. The main advantage to this alternative is that the city/CCDC would not be required to construct, maintain, and operate new parking supplies in the downtown. While some towns and cities require developments to provide their own



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parking supplies, the majority of downtowns that are encouraging development reduce or eliminate parking requirements. Instead, the city (or designated downtown development organization) works with the development to provide sufficient parking. A variation of this alternative could be requiring developers to pay a fee to cover the construction of new public parking resources. This could be a development fee or an in-lieu fee. Also, special assessments could be levied to area commercial developments to help fund the construction and/or operation of parking supplies.

An in-lieu fee would allow developers to pay for the right to not construct a portion or all of the parking required for the development. The funds raised through parking in-lieu fees would help fund future public parking facilities constructed by the downtown community. This could be a specific development fee or an in-lieu fee.

The use of in-lieu parking fees can have several advantages:

- Offering parking in-lieu fees provide developers with an option to providing expensive on-site parking. The cost of purchasing the necessary land and funding lot construction is typically more expensive than paying in-lieu fees.
- Parking in-lieu fees encourage shared parking. As developers stop constructing small private parking facilities, parking is consolidated into larger public parking supplies. This results in a more efficient use of available land, the creation of fewer parking spaces, and conditions that encourage pedestrian movement.
- The downtown community would have more control over where parking resources are located and how they are operated and managed. This can help create a parking system that is easier to understand and use.
- As less parking is created, and the parking that is created is consolidated, more space is available for other land uses.
- The downtown community would have greater control over downtown parking spaces, providing the opportunity for uniform parking operations and management.

While the use of in-lieu parking fees can provide many benefits to the downtown community, there are also some drawbacks:

- Parking may have to be located less conveniently to primary destinations. As parking is consolidated into fewer locations, some primary destinations will be located further away than if they provided their own parking.

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- As more public parking facilities are constructed, the city/CCDC will have to cover annual operating, maintenance, and management costs.
- As shared parking would be used, fewer parking spaces would be created. This could mean more traffic and frustration during unusually high periods of parking demand, such as during special events.
- The use of these fees could discourage development of the downtown in favor of suburban locations with space for surface parking.
- Depending on how the construction of the facility is financed, the downtown community could be limited in how the facility is used to provide parking for private developments.

The fees charged to developers are typically determined by either the cost of land or the typical construction cost of parking per parking space. Ideally, the construction cost per space would be set at the cost to provide structured parking. For example, the city/CCDC could decide to charge the current typical construction cost of an above-ground structure parking space at \$15,000 per space. A development that would typically be required to provide 50 parking spaces would therefore be charged \$750,000 in lieu of providing the necessary parking. This fee could be converted into an impact fee of "X" dollars per square foot by dividing the total calculated parking in-lieu fee by the gross square footage of the development. Also, this fee could be charged up-front, or payments could be made to the city/CCDC over time. **Carl Walker** would recommend setting development fees or in-lieu fees at a minimum of providing structured parking, or approximately \$15,000 per space to help fund future parking construction (adjusted as needed each year). This fee would not be a requirement, but would be another option that developers could use to provide parking for their projects.

The **Fourth Alternative** involves encouraging the use of alternative modes of transportation and using parking demand management strategies to reduce parking demands. Encouraging the use of alternative modes of transportation could include providing adequate pedestrian and bicycle linkages, providing sufficient mass transit alternatives, encouraging the use of carpools/vanpools, guaranteed ride home programs, telecommuting, parking cash-out programs (in future), etc. Some of these transportation options are already available in Boise. Parking demand management strategies could include any of the following alternatives (but not limited to):



- using shared parking concepts;
- instituting and enforcing parking time limit and user group restrictions;
- providing flexibility in determining development parking needs;
- using parking maximums to limit parking development;
- using car sharing programs to reduce or eliminate the need for some downtown residents to own vehicles;
- improved parking system information and marketing;
- increasing parking fees;
- increasing parking enforcement.

The goal of each of the aforementioned parking demand management strategies is to spread parking demands to appropriate locations, improve the utilization of parking supplies, and/or reduce overall parking demand.

The **Final Alternative** is actually a combination of the previous four alternatives. This alternative would involve the downtown community working with private parking lot owners to better utilize the existing parking surplus before adding additional parking supplies. If sufficient parking could not be secured using this approach, then the downtown community would consider improving existing parking supplies and/or adding new supplies as appropriate. If new parking spaces were added, either through additional on-street spaces or parking structures, the downtown community could look to developers to help defray a portion of the costs. Finally, the downtown community would continue encouraging the use of alternative modes of transportation, as well as other parking demand management strategies, to reduce overall parking demands. *Carl Walker* recommends this alternative, as it provides a reasonable approach to dealing with future demands and should limit future parking expenses. Also, this approach will allow the downtown to show the larger community that all options were explored prior to expending any funds for constructing parking facilities. The goal is to provide the “right” amount of parking; not too much and not too little.

While it appears that there is a significant opportunity to improve the utilization of available parking supplies before adding any parking facilities, it is important to note that the downtown community may not be able to improve the utilization of available private parking facilities. Most, if not all, private parking lot owners may not cooperate with the community. Therefore, the city, CCDC, or future developments will most likely need to construct additional parking facilities in the future if other alternatives are not available (e.g., incorporating public parking into other private developments).

The development of any parking structures will depend on the timing of future development projects. However, the financial planning for a future parking facility should begin as soon as possible.

3.04. Planning for Future Parking Needs

In order to address future parking needs (including those not addressed in this report), **Carl Walker** recommends the following methodology:



- Ensure land use information for the downtown is current. This will provide additional insight into parking demands. The land use data should be updated as new developments occur.
- The first step in planning for future area-specific parking needs is to determine typical parking demands. This is usually achieved by completing an area-specific parking supply and demand survey. This would entail maintaining current parking space inventories and conducting periodic parking occupancy counts. This will provide a baseline of demand data from which to project future parking needs. These surveys will also help determine the correct mix of short-term and long-term parking (based on the utilization of each type of parking). Long-term parking should be provided in off-street parking lots, and on-street parking should be managed to ensure availability for downtown visitors. While parking inventory and occupancy counts were completed for this report, future counts should be completed at least annually to ensure parking adequacy estimates are up-to-date.
- Project the parking needs of each proposed development using a shared parking model. Determine how parking demand for the new development will fluctuate during the day by using the latest Urban Land Institute shared parking model. Determine how parking demand for the proposed development will impact parking supplies during the period of greatest parking demand. Use the concept of shared parking to ensure the efficient use of available parking supplies (especially for mixed-use developments).
- If possible, incorporate appropriate transportation demand management strategies to help reduce potential parking demands and associated traffic issues.
- Once parking demands have been estimated, determine how the development will impact existing conditions. If the development creates a parking deficit within the zone it is located (the zone would typically be a one-block radius surrounding the development), additional parking supplies may be necessary.

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- While the parking demand for many land uses can be spread over greater distances, the creation of residential space in the downtown should include sufficient adjacent parking. Residential developments that lack sufficient parking are rarely marketable, and conflicts could arise should a significant use of public parking spaces be required to support residential projects. Unbundling residential parking could be an option in the future as additional public parking supplies are constructed and maintained.
- Future downtown developments should include sufficient ADA accessible parking on-site. The city/CCDC should require developments to provide a suitable portion of their required parking on-site (or directly adjacent to the site) to ensure enough accessible parking is provided. This parking could be provided in a public parking facility adjacent to the development. Sometimes, parking demand for accessible parking may be larger than minimum requirements. In order to ensure sufficient space is provided, periodic reviews of accessible parking demand should be part of larger parking inventory and occupancy surveys. Through periodic surveys and community input, the downtown community will be in position to ensure sufficient accessible parking is provided.
- Pedestrian paths to/from parking facilities should provide sufficient shade and amenities. This can be accomplished through the use of fast growing, low-water shade trees, benches, visually interesting art, etc. This will help make off-street parking facilities more attractive to downtown parkers, as well as help increase acceptable walking distances.
- It is important to provide adequate timeframes when planning for future parking needs. It can take between 18 and 24 months to design and construct a parking facility. Therefore, it is important to remain “ahead of the curve” when planning for future parking facilities.

4.0 PARKING ALTERNATIVES – SITES AND PRELIMINARY CONCEPTS

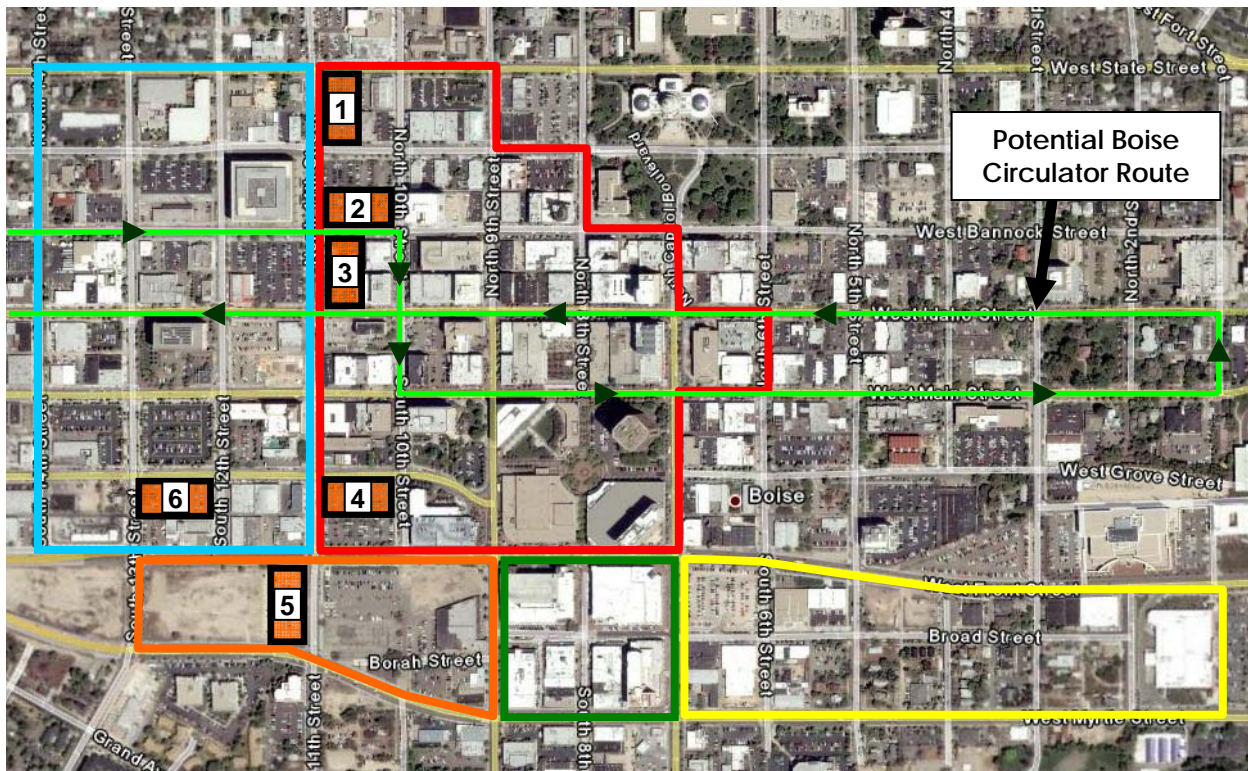
4.01. Potential Future Parking Facility Sites

While the majority of future development projects are not currently well-defined, it is clear that additional parking facilities will likely be needed to meet anticipated future parking demands. Therefore, several potential parking facility sites were selected based on known development projects, currently available sites, and input received from the CCDC and parking study stakeholders.

It is important to note that these sites were selected based on the best information currently available. As many of the development projects noted in Section 3.01 of this report are relatively unclear, and project construction and occupancy timetables are uncertain, the best location for future parking facilities may change. For example, future downtown development could focus on the northern portion of the study area, making the construction of a parking facility more feasible in that area. Conversely, a future parking facility in the southern portion of the study area would make more sense if future development projects warranted. Also, a new parking facility site could be determined based on future development projects not known at the time of this report. Therefore, the planning for any future parking resources should include the methodology detailed in Section 3.04.

The following graphic (Figure 13) illustrates possible locations for future parking structures (shown as orange boxes). The sites shown were selected based on anticipated future development locations and projected parking supply deficits. The evaluation of each location included a review of potential parking impacts within two blocks of the site (including only blocks located within the designated study area). As future development projects are unclear, the community should designate several possible sites for additional structured parking. This will help ensure future parking resources are appropriately located to support anticipated parking demands.

Figure 13. Possible Future Parking Facility Sites



Site 1 could provide parking for up to three future development projects within two blocks (Sites A, R, and U), as well as existing parking demands (e.g. the YMCA located north of West State Street). The blocks surrounding Site 1 (two blocks around the site – within the study area) currently contain an effective supply of 2,346 total parking spaces (both public and private). Approximately 1,915 of those parking spaces were occupied during the observed peak period of parking (approximately 81.6% of the effective supply). While future parking demands are not currently quantifiable, future developments within two blocks may result in the loss of approximately 183 existing parking spaces; thereby reducing the available underutilized effective parking surplus from 431 spaces to 248 spaces.

Site 2 could provide parking for up to six future development projects within two blocks (Sites A, B, D, R, T, and U), as well as existing parking demands related to the existing YMCA building. This site is also located adjacent to the route of the potential Boise Circulator. The blocks surrounding Site 2 (two blocks around the site – within the study area) currently contain an effective supply of 3,137 total parking spaces (both public and private). Approximately 2,495 of those parking spaces were occupied during the observed peak period of parking (approximately 79.5% of the effective supply). While future parking demands are not currently quantifiable, future developments within two

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blocks may result in the loss of approximately 534 existing parking spaces; thereby reducing the available underutilized effective parking surplus from 642 spaces to 108 spaces.

Site 3 could provide parking for up to eight future development projects within two blocks (Sites A, B, D, P, R, S, T, and U). This site is also located adjacent to the route of the potential Boise Circulator. The blocks surrounding Site 3 (two blocks around the site) currently contain an effective supply of 3,799 total parking spaces (both public and private). Approximately 3,034 of those parking spaces were occupied during the observed peak period of parking (approximately 79.9% of the effective supply). While not all of the future parking demands are currently quantifiable, future developments within two blocks may result in the loss of approximately 575 existing parking spaces and a new demand of more than 500 spaces (based on Site S only); thereby changing the available underutilized effective parking surplus from 765 spaces to a deficit of 310 spaces.

Site 4 could provide parking for up to eleven future development projects within two blocks (Sites B, C, D, E, F, H, J, O, P, S, and T). The blocks surrounding Site 4 (two blocks around the site) currently contain an effective supply of 3,596 total parking spaces (both public and private). Approximately 2,485 of those parking spaces were occupied during the observed peak period of parking (approximately 69.1% of the effective supply). While not all of the future parking demands are currently quantifiable, future developments within two blocks may result in the loss of approximately 1,072 existing parking spaces and a new demand of more than 623 spaces (based on Sites E and S only); thereby changing the available underutilized effective parking supply from a surplus of 1,111 spaces to a deficit of 584 spaces.

Site 5 could provide parking for up to five future development projects within two blocks (Sites C, D, E, F, and S). The blocks surrounding Site 5 (two blocks around the site) currently contain an effective supply of 2,274 total parking spaces (both public and private). Approximately 1,660 of those parking spaces were occupied during the observed peak period of parking (approximately 73.0% of the effective supply). While not all of the future parking demands are currently quantifiable, future developments within two blocks may result in the loss of approximately 893 existing parking spaces and a new demand of more than 623 spaces (based on Sites E and S only); thereby changing the available underutilized effective parking supply from a surplus of 614 spaces to a deficit of 902 spaces.

Site 6 could provide parking for up to six future development projects within two blocks (Sites B, C, D, E, F, and G). The blocks surrounding Site 6 (two blocks around the site) currently contain an effective supply of 2,016 total parking spaces (both public and private). Approximately 1,409 of those parking spaces were occupied during the observed peak period of parking (approximately 69.9% of the available supply). While

not all of the future parking demands are not currently quantifiable, future developments within two blocks may result in the loss of approximately 915 existing parking spaces and a new demand of more than 123 spaces (based on Sites E only); thereby changing the available underutilized effective parking supply from a surplus of 607 spaces to a deficit of 431 spaces.

As the majority of known future development projects are not well-defined, the analysis of the six possible parking facility sites did not include most of the possible new parking demands that will be generated. It is likely that some of the future development projects included in this report will provide at least some portion of the parking supply needed to address future parking demands.

4.02. Preferred Parking Site

A primary future parking facility site was determined after reviewing potential parking supply losses, overlaying known parking demand increases, and incorporating stakeholder input. Site 4 was selected as the primary location of a future downtown parking facility. However, the actual location and timeline of future parking development in the study area should be based on the location and timing of downtown development projects. Site 4 was selected as the primary site for the following reasons:

- Site 4 could provide parking for the greatest number of anticipated downtown development projects. This site would appear to provide several opportunities for public/private partnerships.
- The area surrounding Site 4 is projected to have a significant potential parking shortage based on the loss of existing parking spaces to new development projects and known future parking demands. Site 5 has the greatest estimated parking deficit of the six preliminary sites, but stakeholders felt that it was highly unlikely that additional parking could be included on the site.
- Site 4 could address potential parking shortages in Zones 1 and 4.
- Site 4 could provide evening and weekend event parking for the Boise Centre on the Grove, Quest Arena, and the anticipated Boise Centre Capital Station.
- The overall size of Site 4 provides additional land for potential mixed-use facility opportunities.
- Site 4 could provide sufficient space for several different facility configurations. This location could provide opportunities to reduce structure heights, increase flat-floor space, and efficiently provide additional parking spaces.

- Site 4 would minimize the impact of a parking facility on adjacent buildings, and provide the ability to better incorporate the parking facility design with the overall development.

The remaining sites should be designated as secondary sites and should be included in planning efforts related to the development projects adjacent to the sites. As stated previously, many of the development projects noted in this report are relatively unclear and project construction and occupancy timetables are uncertain. Therefore, the best location for future parking facilities may change. The actual location of future parking development in the study area should be based on future downtown development projects.

4.03. Parking Facility Concepts

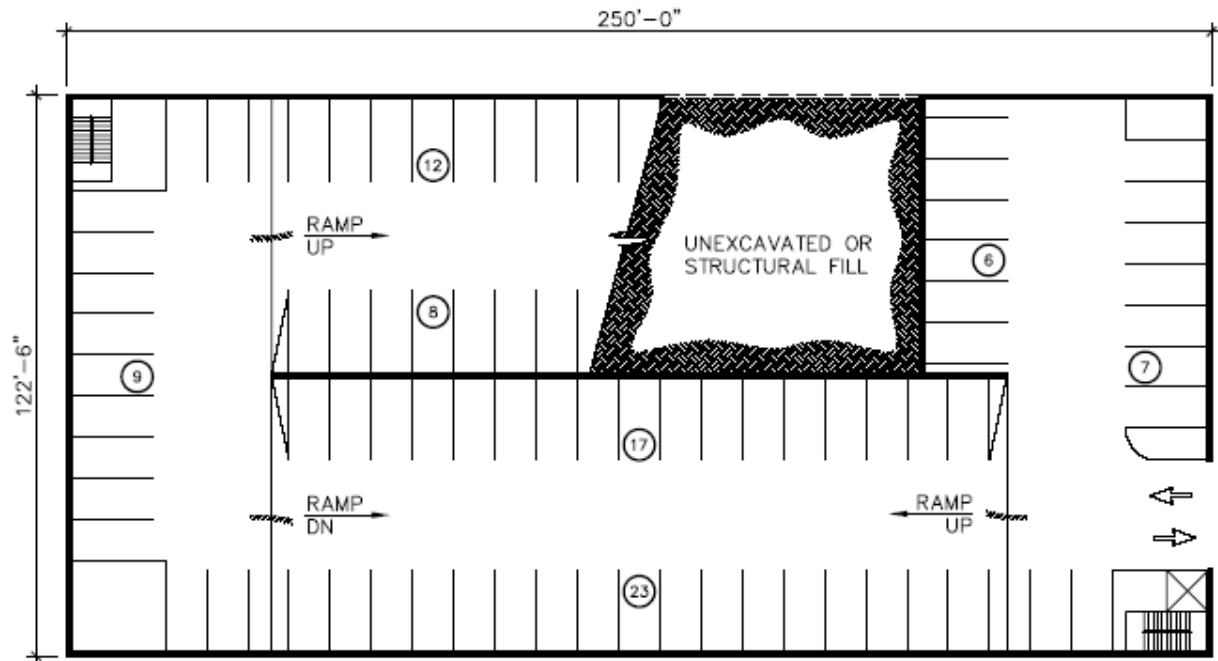
Four parking facility “prototypes” were developed in order to provide basic parking facility dimensions and determine the scale of a potential parking garage on one of the sites. The main differences between the options are facility lengths and the inclusion of commercial space. Each option assumes an above ground structure due to the expense of providing underground parking. Each of the preliminary schematics could be adjusted to accommodate underground parking. The actual configuration of a parking facility on one of the possible parking sites would be defined by the overall design of the associated development. The four parking facility prototypes are as follows:

- **Option 1**
 - Option 1 is a two-bay single-threaded helix with two-way traffic flow and 90-degree parking. The footprint of the parking structure is 122'-6" in width by 250'-0" in length. Parking spaces are 9' x 18' and drive aisles are minimum 24' wide. The end-bay drive aisles are two feet wider for improved turning maneuverability. The parking structure is of sufficient length to provide end-bay parking on both ends, which provides more parking spaces within the footprint of the structure and improves the overall parking efficiency (square feet per parking space). Provided in seven levels (grade plus six supported levels) are 656 parking spaces. Given floor-to-floor heights of 10'-6" (upper levels) and 11'-6" (ground level to second level to accommodate ADA vans), it is necessary to slope both parking bays to maintain reasonable parking ramp slopes. Both ramps would be sloped at 3.3% or 3.6%, or if one ramp is sloped at only 2% for the appearance of a more level façade, the other ramp would be sloped at 4.6% or 5.2%. A minimum of two stairs are required by code and stairs are shown in two “dead” corners. There is a single elevator located next to one of the stairs. The provision of 656 parking spaces in

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the approximate 211,900 square foot structure results in a parking efficiency of 323 square feet per space. The parking structure is estimated to represent a construction cost of \$10,065,250 (\$47.50 per square foot), which equates to an approximate cost per space of \$15,343. The following figure (Figure 14) illustrates the first level of Option 1.

Figure 14. Option 1 – First Level Schematic

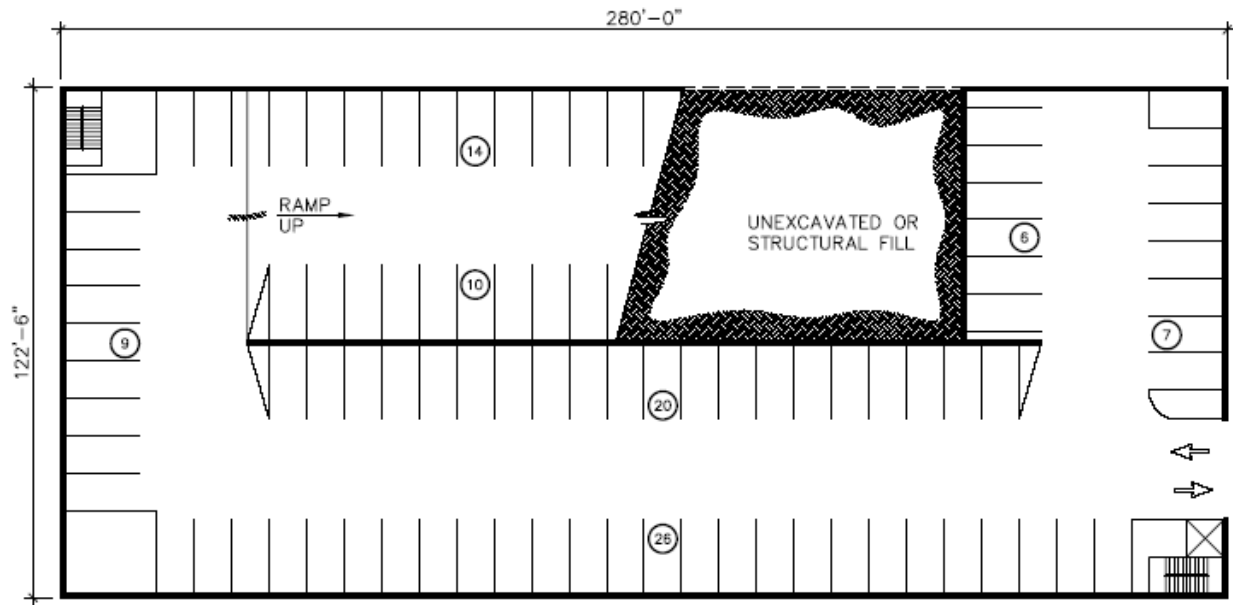


- Option 2
 - Option 2 is a two-bay single-threaded helix with two-way traffic flow and 90-degree parking. The footprint of the parking structure is 122'-6" in width by 290'-0" in length. Parking spaces are 9' x 18' and drive aisles are minimum 24' wide. The end-bay drive aisles are two feet wider for improved turning maneuverability. The parking structure is of sufficient length to provide end-bay parking on both ends, which provides more parking spaces within the footprint of the structure and improves the overall parking efficiency (square feet per parking space). Provided in six levels (grade plus five supported levels) are 624 parking spaces. The parking structure is of sufficient length to slope only one of the parking bays, which allows for a level façade on the other bay. The parking ramp would be sloped at 5.5% or 6.0%. Stairs are shown in two corners and one elevator is located next to one of the stairs. The provision of 624 parking

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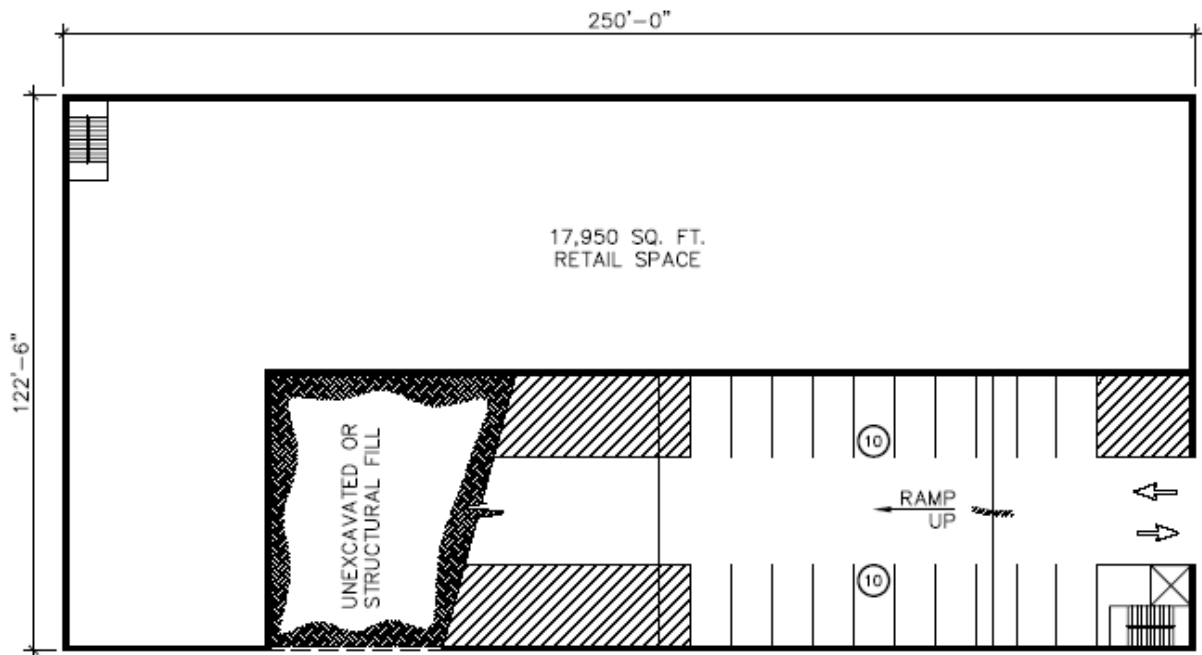
spaces in the approximate 202,406 square foot structure, results in parking efficiency of 324 square feet per space. The parking structure is estimated to represent a construction cost of \$9,614,285 (\$47.50 per square foot), which equates to an approximate cost per space of \$15,408. The following figure (Figure 15) illustrates the first level of Option 2.

Figure 15. Option 2 – First Level Schematic



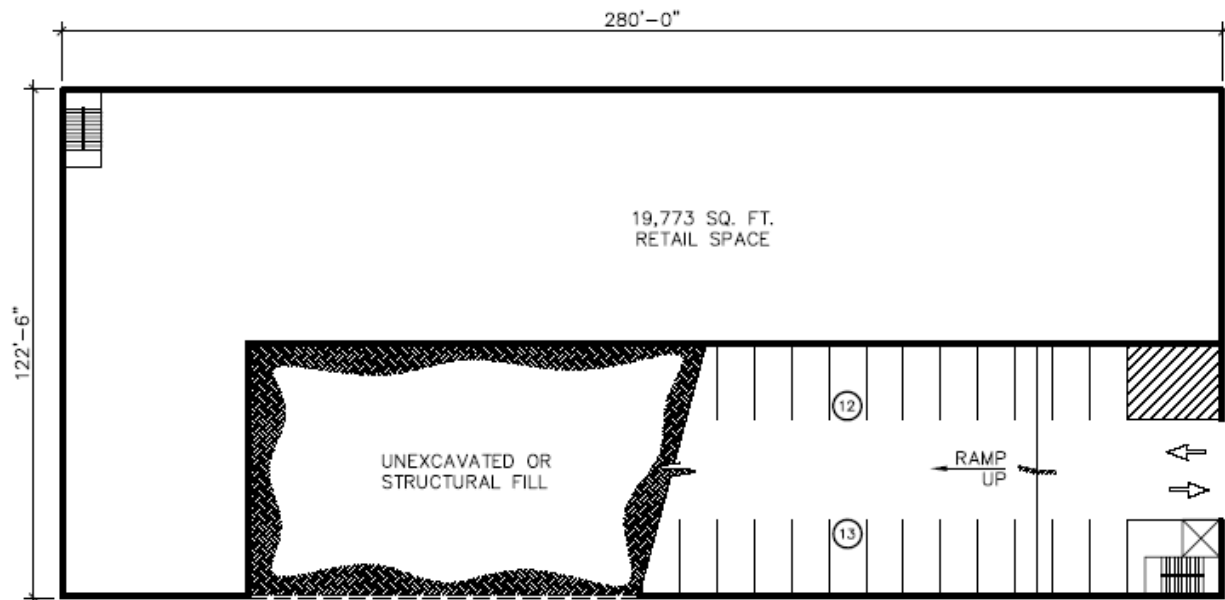
- Option 3
 - Option 3 is the same concept as Option 1 except 17,950 gross square feet of commercial space is provided on the ground level of the parking structure. To accommodate the additional ceiling height required for the commercial space, a partial speed (non-parking) ramp is shown from the ground to the second level. Provided in eight levels (grade plus seven supported levels) are 675 parking spaces. The provision of 675 parking spaces in the approximate 224,575 square foot parking structure (excluding the commercial space) results in a parking efficiency of 333 square feet per space. The parking structure, including the shell commercial space, is estimated to represent a construction cost of \$12,462,312 (\$47.50 per square foot for parking areas and \$100.00 per square foot for the retail space), which equates to an approximate cost per space of \$18,463. The following figure (Figure 16) illustrates the first level of Option 3.

Figure 16. Option 3 – First Level Schematic



- Option 4
 - Option 4 is the same concept as Option 2 except 19,773 gross square feet of commercial space is provided on the ground level of the parking structure. A shorter speed ramp is still required from the ground to the second level to accommodate the higher ceiling height of the commercial space. Provided in seven levels (grade plus six supported levels) are 658 parking spaces. The provision of 658 parking spaces in the approximate 216,933 square foot parking structure (excluding the commercial space) results in a parking efficiency of 330 square feet per space. The parking structure, including the shell commercial space, is estimated to represent a construction cost of \$12,281,570 (\$47.50 per square foot for parking areas and \$100.00 per square foot for the retail space), which equates to an approximate cost per space of \$18,665. The following figure (Figure 17) illustrates the first level of Option 4.

Figure 17. Option 4 – First Level Schematic



The Option 1 and 3 prototypes could fit on any of the possible parking facility sites outlined in Section 4.01. The Option 2 and 4 prototypes would only fit on Sites 2, 4, 5, and 6. Schematic drawings for the first level, typical level, and top level of each option are included in Appendix B.

As Site 4 could accommodate a larger parking facility, Option 4 was selected for further analysis. It was assumed that approximately 584 parking spaces would be needed to meet the preliminary parking deficit in the area surrounding Site 4. In addition to meeting the anticipated parking deficit, approximately 57 spaces would be needed to support the included retail spaces (assuming 4.0 spaces per 1,000 sq. ft. and adjustments of 80% for captive market and 90% for modal split). This option was selected for the following reasons:

- Option 4 can provide the necessary number of parking spaces in a reasonable building height.
- Option 4 includes space for first level mixed-use land uses (e.g., office, retail, and/or restaurant space).
- Option 4 provides greater flexibility in incorporating mixed-use space.
- Option 4 provides more flat-floor space than Options 1 or 3.

5.0 PRELIMINARY FINANCIAL ANALYSIS

5.01. Estimated User Groups and Operating Methods

The anticipated future development projects surrounding Site 4 include office, hotel, retail, and residential land uses. As a significant amount of office and hotel space is anticipated, it is likely that the majority of parking provided on Site 4 would be used by long-term office parkers during weekdays and hotel/event visitors during weekday evenings and weekends. However, determining the exact breakdown of user allocations for a parking structure on Site 4 is not possible as the quantities of each future land use are not known.

Based on the anticipated development projects near Site 4, it is assumed that approximately 80% of the parking provided would be allocated to monthly parking and the remaining 20% would be allocated to short-term visitor parking during weekdays. During evenings and weekends, the entire parking facility could be used by short-term visitors and hotel guests/visitors.

With respect to the method of operation, it is assumed that the Site 4 parking facility would be operated in a similar fashion as the existing CCDC parking facilities. This would involve providing card access for monthly parkers and an exit cashier for short-term parkers. *Carl Walker* reviewed several potential operating strategies for the proposed on-site parking facilities including exit cashing, central cashing, and automated parking equipment solutions. Based on existing market conditions, a traditional exit cashing methodology would be recommended as the primary fee collection methodology at this time. This methodology is the predominate strategy employed in the market, downtown parking customers are familiar with this approach, and it provides a conservative estimate of parking facility expenses. During special events, a pre-pay (pay at entry) and/or parking pass approach would be recommended.

5.02. Preliminary Parking Revenue, Expense, and Development Cost Estimates

Parking revenues for a parking structure on Site 4 were estimated using the average revenue for a CCDC facility with a similar parking user allocation. The Eastman Parking Garage has a current user allocation of 72% monthly and 28% transient parking, with average revenues of \$1,164 per space annually (based on Fiscal Year 2007). As both monthly and hourly rates have recently increased, the amount of revenue generated per space should be significantly greater than 2007. Using the most recent CCDC parking rate model, and including an hourly rate of \$2.50 per hour and a monthly rate of \$100, annually per space parking revenues for the Eastman Garage would be estimated at approximately \$1,476. Therefore, annual per space parking revenues for the Site 4 parking facility are estimated at \$1,500. This should provide a relatively

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conservative estimate of parking revenues as a parking facility on Site 4 should generate more evening and special event parking revenue than the Eastman Garage. Due to its proximity to existing and future hotel and special event land uses, a parking facility on Site 4 should be able to generate a substantial amount of revenue outside of typical daytime peak parking conditions. Assuming 658 spaces are constructed, estimated annual parking revenues of approximately \$987,000 are estimated.

In addition to the revenues generated by parking activities, a parking facility on Site 4 could also generate lease income from any included commercial space. Assuming the amount of commercial space shown in parking facility Option 4 were constructed, and a net lease rate of \$15 per square foot could be obtained, lease revenues of approximately \$296,595 per year could be generated. It is important to note that this estimate uses the total amount of square footage possible. Actual leaseable space would likely be less than the 19,773 square feet shown in Option 4, depending on how the space is developed.

Operating expenses were estimated using the average total annual operating expenses for the parking facilities located in the Central District (Eastman Garage, Capitol Terrace Garage, City Centre Garage, and the Boulevard Garage). Average annual parking operating expenses for the CCDC parking facilities located in the Central District were \$935 per space during the 2007 fiscal year. Assuming a 3% increase in expenses for 2008, annual operating expenses for the Site 4 parking facility could reach approximately \$965 per space. Assuming 658 spaces are constructed, estimated annual parking operating expenses would be approximately \$634,970.

In addition to standard operating expenses, **Carl Walker** recommends setting aside \$75 per parking space annually in a facility maintenance reserve. These funds would be used to fund periodic maintenance needs (e.g., repair/replace facility equipment, maintain sealants and expansion joints, and repair cracks) and ensure sufficient preventive maintenance is provided to improve the service life of the structure. Assuming 658 spaces are constructed, estimated annual maintenance reserve expenses would be approximately \$49,350.

Preliminary parking construction, development, and financing cost estimates for the Site 4 parking structure were estimated as follows:

- Estimated construction and development costs are approximately \$20,905 per parking space. Assuming 658 parking spaces are constructed, total construction and development costs have been estimated at \$13,755,358 (not including land costs).
- Approximately .79 acres to 1.0 acre of land would be needed to construct the parking facility. Based on this area, land costs are estimated at \$1,287,000.

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- Adding estimated financing costs to the aforementioned construction, development, and land costs, a total project cost of \$18,312,137 is estimated. Assuming an interest rate of 6.0% for 30 years, estimated annual debt service for the Site 4 facility would be \$1,330,357. The following table (Table 5) illustrates the estimated debt service calculation:

Table 5. Site 4/Option 4 – Estimated Debt Service

ESTIMATED CONSTRUCTION, DEVELOPMENT AND LAND COSTS		\$	15,042,358
FINANCING COSTS			
Issue and other fees ¹		\$	732,485
Debt service reserves ²		\$	1,664,740
Net interest during construction (less interest earned) ³		\$	872,553
Subtotal		\$	3,269,779
TOTAL PROJECT COST		\$	18,312,137
LOAN CALCULATION			
Principal		\$	18,312,137
Interest rate	6.0%		
Term (years)	30		
Annual Debt Service		\$	1,330,357

Notes:

1. 4% of total project cost.
2. 10% of total project cost (less reserve fund).
3. First year interest (debt service) less interest earned on construction budget during periodic drawdowns (12 mo. Construction period and 5% investment rate).

5.03. Preliminary 10-Year Pro Forma

The following table (Table 6 – next page) summarizes the revenue and expense projections detailed in the previous section of this report. Overall, the proposed development could generate approximately \$1,283,595 in revenue during the first full year of operation – including both parking-related revenues and lease income. Parking facility expenses for the Site 4 parking facility are estimated at \$684,320. Therefore, the total net operating income for the proposed on-site parking facilities is estimated at \$599,275 (first full year). However, this income would be off-set by approximately \$1,330,357 in total debt service.

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Table 6. Site 4/Option 4 – 10-Year Pro Forma

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Estimated Facility Revenues										
Parking Revenues ¹	\$987,000	\$1,016,610	\$1,047,108	\$1,078,522	\$1,110,877	\$1,144,204	\$1,178,530	\$1,213,886	\$1,250,302	\$1,287,811
Retail Lease Revenues ²	\$296,595	\$305,493	\$314,658	\$324,097	\$333,820	\$343,835	\$354,150	\$364,774	\$375,718	\$386,989
Total On-site Revenues	\$1,283,595	\$1,322,103	\$1,361,766	\$1,402,619	\$1,444,697	\$1,488,038	\$1,532,680	\$1,578,660	\$1,626,020	\$1,674,800
Estimated Facility Expenses										
Operating Expenses ³	\$634,970	\$654,019	\$673,640	\$693,849	\$714,664	\$736,104	\$758,187	\$780,933	\$804,361	\$828,492
Maintenance Reserve ⁴	\$49,350	\$50,831	\$52,355	\$53,926	\$55,544	\$57,210	\$58,926	\$60,694	\$62,515	\$64,391
Total On-site Expenses	\$684,320	\$704,850	\$725,995	\$747,775	\$770,208	\$793,314	\$817,114	\$841,627	\$866,876	\$892,882
Estimated Net Operating Income										
Net Operating Income	\$599,275	\$617,253	\$635,771	\$654,844	\$674,489	\$694,724	\$715,566	\$737,033	\$759,144	\$781,918
Estimated Facility Debt Service										
Total Estimated Debt Service ⁵	\$1,330,357	\$1,330,357	\$1,330,357	\$1,330,357	\$1,330,357	\$1,330,357	\$1,330,357	\$1,330,357	\$1,330,357	\$1,330,357
Estimated Facility Cash Flow										
Total Estimated Debt Service	-\$731,082	-\$713,104	-\$694,586	-\$675,513	-\$655,867	-\$635,633	-\$614,791	-\$593,324	-\$571,213	-\$548,439

Notes:

1. Estimated at \$1,500 per space annually, increased 3% in Years 2 through 10.
2. Estimated at a net of \$15 per square foot, increased 3% in Years 2 through 10.
3. Estimated at \$965 per space annually, increased 3% in Years 2 through 10.
4. Estimated \$75 per space annually, increased 3% in Years 2 through 10.
5. Assumes a total project cost of \$18,312,137, an interest rate of 6.0%, and a term of 30 years.

Carl Walker cannot guarantee that the parking revenue and expense projections estimated in this report will be realized, as actual revenues and expenses will be determined by many factors including the final land uses included in associated developments, price and demand fluctuations in the market, development timetables and occupancies, managerial decisions made by the city, the CCDC, and/or project developers, and other political decisions made by local, state, and national government officials. Any future changes in the land uses detailed in this report would materially impact the financial projections contained in this report.

6.0 POTENTIAL FINANCING STRATEGIES

6.01. Possible Financing Alternatives

The Boise downtown community has been proactive in its development of structured parking in the downtown as a catalyst for economic development and revitalization. In the past, the CCDC has been sophisticated in the use of tax increment financing, tax exempt bond financing, revenue bond financing, and other public finance measures. In addition they have creatively teamed with the private sector to develop mixed-use facilities, all of which has served downtown Boise well. As new parking facilities are pursued in the future in conjunction with new development projects, the CCDC wishes to explore new and/or creative approaches to garage financing including, but not limited to, public/private partnerships.



While the CCDC has used public financing tools with great effect, restrictions on the private utilization of public facilities and other constraints have induced the CCDC to explore other options via this parking study. Potential parking facility financing options could include the following:

- **Designation of additional revenue streams** – Additional revenue streams could be created/designated for the parking system including:
 - Additional Parking Revenues: Additional parking revenues could be designated to support the downtown parking system. This could include on-street parking revenues and/or parking enforcement revenues generated within the downtown study area.
 - Advertising Revenue: The parking system may be able to generate additional revenue through advertising local businesses and/or events on parking tickets or in parking facilities.
 - Parking In-Lieu Fees: While there is currently no parking requirement for new downtown development projects, the zoning code could be updated to require either sufficient parking or a parking in-lieu fee. The amount generated using this option will ultimately depend on how often the alternative is used. However, the fee should be set to cover at least the projected construction cost of new parking structures.
 - Special Assessments: The city (or downtown community) could decide to institute special assessments in the downtown study area to generate

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additional funds to pay for parking operations, management, and future construction.

- **Continued use of tax increment, tax exempt and revenue bonds** – The CCDC may wish to continue the use of public financing tools which have served them well historically. The advantages include the low cost of money which can be brought to a project and a high level of experience and comfort with these debt instruments. Disadvantages include facility use restrictions as noted earlier, and complexities associated with merging private developer interests with facilities funded in this manner.
- **Tax exempt / taxable bond blended approach** – The CDCC may possibly structure financing to include a combination of tax exempt and taxable bonds that would help alleviate restrictions and permit direct participation in the financing plan by the private sector. This approach could be especially appropriate for use by a proposed Parking Consortium.
- **Parking Consortium** – The CCDC and the consulting team have discussed the concept of a parking consortium in which the public sector (CCDC) would team with private developers, lending institutions, operators, etc. to jointly fund, build and operate parking facilities in downtown Boise. The concept has merit at a number of levels including the potential for leveraging new office, hotel, retail and residential development in downtown through the introduction of new, functionally integrated parking supply.
- **CCDC as finance facilitator** – The CCDC Finance Director and others have suggested the concept of the organization acting as a “facilitator” to assist private developers with obtaining bond financing, conventional financing, and other components of individual development projects. This role could coincide with the formation of a Parking Consortium as summarized in the previous bullet point. The CCDC’s experience in finance could be valuable to the private sector, and “sold” in the form of fees for professional services in effect.
- **Contribution of land** – The CCDC working with the City could choose to act as “surrogate developers” and place publicly owned land into the funding and finance mix for a particular project. The equity factor of contributed land would positively influence the financing scenario and be utilized in various ways by the developer as part of a public/private partnership approach.
- **Developer/Property Owner Joint Ventures** – It is not uncommon for a development project to emerge through a partnership between an existing property owner and a developer. The combination of land as equity and

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investment capital would be a basic, straightforward approach to a parking facility that was needed to support private uses.

- **Zoning, Regulatory Review/Changes** – Some projects in some districts may benefit from a review of zoning and other regulatory ordinances with a view toward their effect on financing availability. Parking requirements and other ordinance elements that potentially hinder private financing could be changed if prudent.
- **Vertical Condominium Approach** - Under this scenario, a parking facility or mixed-use project could be developed with the public sector owning certain levels, and the private sector owning other levels of the facility. This approach would have three major advantages: 1) It would spread the debt financing burden between various entities; 2) It would provide a parking supply not subject to the restrictions generated in purely public financed facilities; and 3) It would provide private enterprises with dedicated parking opportunities for tenants. Operational issues could be handled through various approaches including, but not limited to, a function of the proposed Parking Consortium. Vertical condominiums can be formed retroactively (within existing structures) but are probably best considered for use in new facilities being planned from the ground up.
- **Enterprise Funds** – It may be possible for the CCDC to access money for parking garages through intergovernmental agreements pertaining to enterprise funds which may exist, such as waste removal, water and sewer, etc. Theoretically, excess money in such funds could be loaned to the CDCC, a Parking Consortium, etc. and paid back through revenues. The full range of legal and practical considerations for such a financing approach in Boise has not been explored, but the consulting team is familiar with publicly financed projects (hotel and conference center) that have utilized it successfully.

As more definition is provided for future development projects, available financing options may need to be reevaluated.

6.02. Preferred Financing Strategy

The CCDC has requested funding recommendations pertaining to new parking structures in the greater downtown area that would utilize either private sector resources or alternative revenue streams as a primary financing tool. The previous section set forth a range of public / private partnership alternatives that may help the CCDC achieve this goal. As funding strategies for privately financed projects are highly sensitive to individual project characteristics (location, purpose, size, cost, etc.), recommendations to the CCDC have been necessarily general in nature as no definite

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parking garage project has been identified. A conceptual garage project has been defined for this report that would enable the consultant team to suggest a more detailed public/private finance plan for consideration.

The development assumptions for the Site 4 parking structure include the following:

- The site is generally well-located, and could serve as many as 11 new development projects potentially including, but not limited to, office, commercial, retail, residential, hotel, and restaurant land uses.
- The garage would contain approximately 658 spaces, built at a total project cost of approximately \$18.3 million in 2008 dollars (including land costs).
- The land on which the garage would be located (.79 acres – 1 acre) would have a value of approximately \$1.2 million and is assumed to be privately owned.
- Based on known space losses and potential land uses in the area surrounding Site 4, it is anticipated that the public sector could fund approximately 20% of the project (\$3.7 million) based on conceptual plans. The remaining 80% of the facility could be privately funded (\$14.6 million).
- Approximately 20% of the spaces (132) would be transient in nature (fulfilling public use requirements).
- Approximately 80% of the spaces (526) would be monthly in nature (fulfilling office worker and other needs of surrounding development projects).
- During off-peak hours, the entire parking facility could be used for hotel and special event parking.

With the objective of achieving private financing for 80% of the project (\$14.6 million – 526 spaces) and incorporation of the conceptual development assumption that the garage will serve several projects, the following plan is suggested:

- The CCDC would/could act as a facilitator in forming a parking consortium or partnership in which it may or may not, ultimately have a legal and/or financial interest. The purpose would be to attract a master developer or general partner to the framework of an LLC or other entity, which in turn becomes the vehicle for the private finance element of the project.
- The LLC sells working capital shares in the garage based on pro rata price per space basis. Based on the project capital cost of garage development that would be “assigned” to the private sector (\$14.6 million) and the number of

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spaces with which this equates (526) each of these spaces would then have a value of approximately \$27,851. Thus, shares of the garage project could be sold to owners/developers of projects that would utilize the facility predicated on value/cost per space. For example, if a planned office project wished to have 10 spaces reserved for the company's executives, it would invest \$278,510 in the project. It would be a type of condominium approach to financing, although the operational and management plan could pool and/or allocate spaces and their role in achieving overall parking supply goals in a variety of ways.

- Assuming the CCDC financed 20% of the Site 4 parking facility (for 30 years at 6.0% interest), the annual debt service would be approximately \$266,071. The public portion of the facility would generate a negative cash flow of \$146,032 in the first year if parking revenues were \$1,500 per space annually (\$198,000), net revenues from 20% of the retail space were \$59,319, and expenses were \$1,040 per space annually (\$137,280). Even in this scenario, additional revenue sources will be needed to fully support the public portion of the project.

This approach would have several advantages:

- It helps the CCDC achieve the goal of utilizing the private sector to a greater extent in financing downtown parking garages.
- It spreads the cost and risk among several investors.
- It allows for individual financing options and flexibility within the investor pool based on individual business plans, equity / debt position, etc.
- It allows the private sector to utilize a variety of traditional financing techniques (debt/equity) or to participate in a bond issue of some appropriate type. Tranche financing that combines bonds with varying levels of risk, reward, ratings, etc. should be evaluated by the CCDC, both as a possible avenue for the private sector to fund the project, but also for possible participation and the implications on public use restrictions.
- It provides a means for new projects entering the area in proximity to the garage to guarantee monthly spaces for key executives, employees, or visitors.
- It allows for a lease back option wherein an investor that purchases shares / spaces could add unused or underutilized spaces to a management pool which would return revenue.

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- It allows an opportunity for the private property owner to participate in the contribution of land/value to gain an equity position in the project and access to spaces and monthly revenue.
- It would allow individual shareholders the autonomy to charge monthly rates at their discretion and/or contribute spaces as a free amenity to their base.
- Shares could be sold in advance of construction to facilitate the overall funding/finance plan that would be organized and implemented by the master developer/general partner with the guidance of the CCDC.
- The CCDC could negotiate shared parking agreements and other understandings that could contribute additional spaces to the public use in off hours and/or as part of the lease back program that may appeal to certain investors depending on individual business circumstances.
- This model could be replicated in other parking garage projects in Boise.

Ongoing operational expenses of the facility will need to be covered by some method. These could include, but not be limited to, pro rata charges per space owned, and management or association fees (CAM charges) levied and administered by the partnership or the CCDC.

As there is no parking requirement for new development projects in the downtown, the CCDC (or downtown community) could decide to review the policies pertaining to tax abatements or other incentives to induce the private sector to enter into the partnership/investment approach summarized herein. It is likely that the LLC/Partnership would also want to set a minimum for shares/spaces to be purchased by investors. However, this would not necessarily be a requirement.

Whether or not the CCDC or other public entity could be, or should be, part of the partnership needs to be the subject of additional development planning and legal review. A business plan and offering model needs to be prepared that clearly defines the role of the CCDC; factors in investor potential based on actual projects that may be emerging in proximity to the conceptual facility treated herein; and, tests real-time investor interest in the approach.

7.0 NEXT STEPS

Currently, approximately 36% of the available parking supply in the downtown study area is unused during the typical peak parking period. However, future developments in downtown Boise could lead to significant parking supply deficits in some areas. Therefore, future downtown development will likely necessitate the construction of additional parking resources – both on-street and off-street. With this in mind, **Carl Walker** recommends the following next steps:

- With respect to current parking demands and future developments, attempt to better utilize existing parking supplies prior to designing and constructing new parking facilities. Using the data collected for this report and detailed in Appendix A, work to improve the use of existing resources. The community should work with private parking facility owners to better utilize existing supplies, to the benefit of the downtown community, developers, and the private lot owners.
- Continue to encourage the use of alternative modes of transportation to reduce parking demand in the downtown. Reducing parking demand will also help reduce traffic congestion and pollution, as well as mitigate future costs associated with constructing and operating new parking facilities.
- Using the locations described in this report (Section 4.01), designate potential future parking facility sites. The location and timing of future parking facilities in the study area should be based on the location and timing of future downtown development projects.
- Develop additional parking supplies when needed. The facilities should be placed and sized appropriately, using the parking supply and demand analysis methodology detailed in this parking study (Section 3.04). Ideally, the development of a parking garage would coincide with the development(s) it is serving or based on growing parking demands in the downtown. Building a parking garage with the hope of attracting development should only occur if sufficient district development demand warrants.
- The development of future parking facilities will likely require a combination of public and private financing. The alternatives outlined in this report (Section 6.01) should be used as a starting point for addressing future parking-related funding needs.
- Future downtown parking facilities should incorporate the Parking Structure Design Guidelines developed as part of this study process (separate document).

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The guidelines summarize important design elements that will ensure the development of safe, efficient, and user-friendly parking facilities.

- In order to more proactively plan for parking, conduct an update of the parking inventory and occupancy surveys contained in this report. These counts should be updated as necessary (e.g., when new developments occur and/or when parking lots/facilities are lost to construction), and updates should be conducted annually (at a minimum).

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APPENDIX A

Parking Occupancy Count Data – Counts Conducted March 4 and 5, 2008

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Count Data – Tuesday, March 4, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
1	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	101	19	20	31	27	29
	Total Off-Street	101	19	20	31	27	29
	On-Street North	0	0	0	0	0	0
	On-Street South	9	9	11	10	11	5
	On-Street East	9	5	4	5	6	5
	On-Street West	9	3	5	3	5	0
	Total On-Street	27	17	20	18	22	10
	Total Block Parking	128	36	40	49	49	39
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		18.8%	19.8%	30.7%	26.7%	28.7%
	Total Off-Street Parking Occupancy %		18.8%	19.8%	30.7%	26.7%	28.7%
	Total On-Street Parking Occupancy %		63.0%	74.1%	66.7%	81.5%	37.0%
	Total Parking Occupancy %		28.1%	31.3%	38.3%	38.3%	30.5%
2	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	263	146	156	113	156	135
	Total Off-Street	263	146	156	113	156	135
	On-Street North	0	0	0	0	0	0
	On-Street South	10	9	9	9	7	4
	On-Street East	7	7	7	7	7	4
	On-Street West	10	6	4	2	3	5
	Total On-Street	27	22	20	18	17	13
	Total Block Parking	290	168	176	131	173	148
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		55.5%	59.3%	43.0%	59.3%	51.3%
	Total Off-Street Parking Occupancy %		55.5%	59.3%	43.0%	59.3%	51.3%
	Total On-Street Parking Occupancy %		81.5%	74.1%	66.7%	63.0%	48.1%
	Total Parking Occupancy %		57.9%	60.7%	45.2%	59.7%	51.0%
3	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	116	66	76	70	84	72
	Total Off-Street	116	66	76	70	84	72
	On-Street North	0	0	0	0	0	0
	On-Street South	10	1	0	2	0	2
	On-Street East	8	2	2	3	2	0
	On-Street West	4	2	3	0	0	2
	Total On-Street	22	5	5	5	2	4
	Total Block Parking	138	71	81	75	86	76
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		56.9%	65.5%	60.3%	72.4%	62.1%
	Total Off-Street Parking Occupancy %		56.9%	65.5%	60.3%	72.4%	62.1%
	Total On-Street Parking Occupancy %		22.7%	22.7%	22.7%	9.1%	18.2%
	Total Parking Occupancy %		51.4%	58.7%	54.3%	62.3%	55.1%

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Count Data – Tuesday, March 4, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
4	Off-Street Public	67	33	43	39	42	40
	Off-Street Private	112	50	98	78	57	61
	Total Off-Street	179	83	141	117	99	101
	On-Street North	0	0	0	0	0	0
	On-Street South	7	0	0	0	2	0
	On-Street East	10	0	3	2	0	0
	On-Street West	10	10	10	10	9	7
	Total On-Street	27	10	13	12	11	7
	Total Block Parking	206	93	154	129	110	108
	Off-Street Public Parking Occupancy %		49.3%	64.2%	58.2%	62.7%	59.7%
	Off-Street Private Parking Occupancy %		44.6%	87.5%	69.6%	50.9%	54.5%
	Total Off-Street Parking Occupancy %		46.4%	78.8%	65.4%	55.3%	56.4%
	Total On-Street Parking Occupancy %		37.0%	48.1%	44.4%	40.7%	25.9%
	Total Parking Occupancy %		45.1%	74.8%	62.6%	53.4%	52.4%
5	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	113	53	79	76	86	65
	Total Off-Street	113	53	79	76	86	65
	On-Street North	0	0	0	0	0	0
	On-Street South	12	3	4	1	5	3
	On-Street East	7	0	4	4	4	4
	On-Street West	10	0	1	5	0	2
	Total On-Street	29	3	9	10	9	9
	Total Block Parking	142	56	88	86	95	74
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		46.9%	69.9%	67.3%	76.1%	57.5%
	Total Off-Street Parking Occupancy %		46.9%	69.9%	67.3%	76.1%	57.5%
	Total On-Street Parking Occupancy %		10.3%	31.0%	34.5%	31.0%	31.0%
	Total Parking Occupancy %		39.4%	62.0%	60.6%	66.9%	52.1%
6	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	96	42	68	53	67	47
	Total Off-Street	96	42	68	53	67	47
	On-Street North	7	3	5	5	4	6
	On-Street South	11	6	6	7	5	3
	On-Street East	6	4	5	4	4	2
	On-Street West	8	1	4	3	1	2
	Total On-Street	32	14	20	19	14	13
	Total Block Parking	128	56	88	72	81	60
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		43.8%	70.8%	55.2%	69.8%	49.0%
	Total Off-Street Parking Occupancy %		43.8%	70.8%	55.2%	69.8%	49.0%
	Total On-Street Parking Occupancy %		43.8%	62.5%	59.4%	43.8%	40.6%
	Total Parking Occupancy %		43.8%	68.8%	56.3%	63.3%	46.9%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
7	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	138	75	106	93	92	81
	Total Off-Street	138	75	106	93	92	81
	On-Street North	8	8	7	8	7	1
	On-Street South	12	1	2	5	4	4
	On-Street East	8	6	8	8	8	5
	On-Street West	8	6	6	7	7	3
	Total On-Street	36	21	23	28	26	13
	Total Block Parking	174	96	129	121	118	94
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		54.3%	76.8%	67.4%	66.7%	58.7%
	Total Off-Street Parking Occupancy %		54.3%	76.8%	67.4%	66.7%	58.7%
	Total On-Street Parking Occupancy %		58.3%	63.9%	77.8%	72.2%	36.1%
	Total Parking Occupancy %		55.2%	74.1%	69.5%	67.8%	54.0%
8	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	0	0	0	0	0	0
	On-Street North	12	7	5	10	9	5
	On-Street South	9	6	3	6	5	4
	On-Street East	12	8	8	9	9	4
	On-Street West	8	8	8	8	8	6
	Total On-Street	41	29	24	33	31	19
	Total Block Parking	41	29	24	33	31	19
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total On-Street Parking Occupancy %		70.7%	58.5%	80.5%	75.6%	46.3%
	Total Parking Occupancy %		70.7%	58.5%	80.5%	75.6%	46.3%
9	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	200	144	181	153	174	138
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	200	144	181	153	174	138
	On-Street North	9	0	0	2	0	0
	On-Street South	7	4	5	4	3	2
	On-Street East	8	4	7	4	4	3
	On-Street West	7	0	0	0	0	0
	Total On-Street	31	8	12	10	7	5
	Total Block Parking	231	152	193	163	181	143
	Off-Street Public Parking Occupancy %		72.0%	90.5%	76.5%	87.0%	69.0%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		72.0%	90.5%	76.5%	87.0%	69.0%
	Total On-Street Parking Occupancy %		25.8%	38.7%	32.3%	22.6%	16.1%
	Total Parking Occupancy %		65.8%	83.5%	70.6%	78.4%	61.9%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
10	Off-Street Public	37	20	24	28	26	24
	Off-Street Private	44	18	22	18	24	22
	Total Off-Street	81	38	46	46	50	46
	On-Street North	8	2	5	2	3	3
	On-Street South	5	3	4	4	3	3
	On-Street East	8	0	1	8	5	3
	On-Street West	8	4	8	8	7	5
	Total On-Street	29	9	18	22	7	5
	Total Block Parking	110	47	64	68	57	51
	Off-Street Public Parking Occupancy %		54.1%	64.9%	75.7%	70.3%	64.9%
	Off-Street Private Parking Occupancy %		40.9%	50.0%	40.9%	54.5%	50.0%
	Total Off-Street Parking Occupancy %		46.9%	56.8%	56.8%	61.7%	56.8%
	Total On-Street Parking Occupancy %		31.0%	62.1%	75.9%	24.1%	17.2%
	Total Parking Occupancy %		42.7%	58.2%	61.8%	51.8%	46.4%
11	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	93	19	60	72	73	70
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	93	19	60	72	73	70
	On-Street North	8	3	6	8	5	7
	On-Street South	11	5	6	8	6	6
	On-Street East	6	2	6	6	6	3
	On-Street West	10	3	7	8	7	10
	Total On-Street	35	13	25	30	24	26
	Total Block Parking	128	32	85	102	97	96
	Off-Street Public Parking Occupancy %		20.4%	64.5%	77.4%	78.5%	75.3%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		20.4%	64.5%	77.4%	78.5%	75.3%
	Total On-Street Parking Occupancy %		37.1%	71.4%	85.7%	68.6%	74.3%
	Total Parking Occupancy %		25.0%	66.4%	79.7%	75.8%	75.0%
12	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	0	0	0	0	0	0
	On-Street North	10	11	12	10	10	7
	On-Street South	14	14	13	12	14	13
	On-Street East	9	9	9	9	9	7
	On-Street West	6	6	6	5	6	6
	Total On-Street	39	40	40	36	39	33
	Total Block Parking	39	40	40	36	39	33
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total On-Street Parking Occupancy %		102.6%	102.6%	92.3%	100.0%	84.6%
	Total Parking Occupancy %		102.6%	102.6%	92.3%	100.0%	84.6%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
13	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	76	24	33	41	29	28
	Total Off-Street	76	24	33	41	29	28
	On-Street North	0	0	0	0	0	0
	On-Street South	11	5	6	4	6	5
	On-Street East	9	0	4	5	4	5
	On-Street West	9	3	6	5	4	4
	Total On-Street	29	8	16	14	14	14
	Total Block Parking	105	32	49	55	43	42
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		31.6%	43.4%	53.9%	38.2%	36.8%
	Total Off-Street Parking Occupancy %		31.6%	43.4%	53.9%	38.2%	36.8%
	Total On-Street Parking Occupancy %		27.6%	55.2%	48.3%	48.3%	48.3%
	Total Parking Occupancy %		30.5%	46.7%	52.4%	41.0%	40.0%
14	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	193	178	174	168	177	151
	Total Off-Street	193	178	174	168	177	151
	On-Street North	4	0	1	0	0	3
	On-Street South	5	1	1	4	1	1
	On-Street East	9	0	2	3	1	0
	On-Street West	9	1	0	2	1	0
	Total On-Street	27	2	4	9	3	4
	Total Block Parking	220	180	178	177	180	155
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		92.2%	90.2%	87.0%	91.7%	78.2%
	Total Off-Street Parking Occupancy %		92.2%	90.2%	87.0%	91.7%	78.2%
	Total On-Street Parking Occupancy %		7.4%	14.8%	33.3%	11.1%	14.8%
	Total Parking Occupancy %		81.8%	80.9%	80.5%	81.8%	70.5%
15	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	102	49	67	71	72	65
	Total Off-Street	102	49	67	71	72	65
	On-Street North	8	0	3	5	3	3
	On-Street South	8	1	2	5	2	2
	On-Street East	11	2	3	11	6	7
	On-Street West	10	2	1	3	1	1
	Total On-Street	37	5	9	24	12	13
	Total Block Parking	139	54	76	95	84	78
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		48.0%	65.7%	69.6%	70.6%	63.7%
	Total Off-Street Parking Occupancy %		48.0%	65.7%	69.6%	70.6%	63.7%
	Total On-Street Parking Occupancy %		13.5%	24.3%	64.9%	32.4%	35.1%
	Total Parking Occupancy %		38.8%	54.7%	68.3%	60.4%	56.1%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
16	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	599	482	575	527	530	401
	Total Off-Street	599	482	575	527	530	401
	On-Street North	6	1	3	4	2	3
	On-Street South	13	2	6	13	10	11
	On-Street East	6	3	2	6	5	3
	On-Street West	10	3	8	10	9	5
	Total On-Street	35	9	19	33	26	22
	Total Block Parking	634	491	594	560	556	423
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		80.5%	96.0%	88.0%	88.5%	66.9%
	Total Off-Street Parking Occupancy %		80.5%	96.0%	88.0%	88.5%	66.9%
	Total On-Street Parking Occupancy %		25.7%	54.3%	94.3%	74.3%	62.9%
	Total Parking Occupancy %		77.4%	93.7%	88.3%	87.7%	66.7%
17	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	25	4	9	15	16	14
	Total Off-Street	25	4	9	15	16	14
	On-Street North	14	8	9	10	13	11
	On-Street South	0	0	0	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	10	2	6	10	9	7
	Total On-Street	24	10	15	20	22	18
	Total Block Parking	49	14	24	35	38	32
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		16.0%	36.0%	60.0%	64.0%	56.0%
	Total Off-Street Parking Occupancy %		16.0%	36.0%	60.0%	64.0%	56.0%
	Total On-Street Parking Occupancy %		41.7%	62.5%	83.3%	91.7%	75.0%
	Total Parking Occupancy %		28.6%	49.0%	71.4%	77.6%	65.3%
18	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	223	95	122	117	118	97
	Total Off-Street	223	95	122	117	118	97
	On-Street North	5	4	5	5	4	5
	On-Street South	0	0	0	0	0	0
	On-Street East	1	1	1	0	0	1
	On-Street West	10	10	8	9	7	6
	Total On-Street	16	15	14	14	11	12
	Total Block Parking	239	110	136	131	129	109
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		42.6%	54.7%	52.5%	52.9%	43.5%
	Total Off-Street Parking Occupancy %		42.6%	54.7%	52.5%	52.9%	43.5%
	Total On-Street Parking Occupancy %		93.8%	87.5%	87.5%	68.8%	75.0%
	Total Parking Occupancy %		46.0%	56.9%	54.8%	54.0%	45.6%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
19	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	88	63	66	56	57	48
	Total Off-Street	88	63	66	56	57	48
	On-Street North	11	5	9	5	9	7
	On-Street South	11	4	7	9	9	3
	On-Street East	7	7	6	5	7	4
	On-Street West	8	5	7	7	7	5
	Total On-Street	37	21	29	26	32	19
	Total Block Parking	125	84	95	82	89	67
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		71.6%	75.0%	63.6%	64.8%	54.5%
	Total Off-Street Parking Occupancy %		71.6%	75.0%	63.6%	64.8%	54.5%
	Total On-Street Parking Occupancy %		56.8%	78.4%	70.3%	86.5%	51.4%
	Total Parking Occupancy %		67.2%	76.0%	65.6%	71.2%	53.6%
20	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	43	24	24	32	30	22
	Total Off-Street	43	24	24	32	30	22
	On-Street North	11	5	7	1	5	5
	On-Street South	7	6	4	5	5	5
	On-Street East	7	1	3	3	5	3
	On-Street West	7	4	4	2	4	5
	Total On-Street	32	16	18	11	19	18
	Total Block Parking	75	40	42	43	49	40
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		55.8%	55.8%	74.4%	69.8%	51.2%
	Total Off-Street Parking Occupancy %		55.8%	55.8%	74.4%	69.8%	51.2%
	Total On-Street Parking Occupancy %		50.0%	56.3%	34.4%	59.4%	56.3%
	Total Parking Occupancy %		53.3%	56.0%	57.3%	65.3%	53.3%
21	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	139	87	94	86	91	65
	Total Off-Street	139	87	94	86	91	65
	On-Street North	10	1	3	2	3	6
	On-Street South	4	3	3	2	2	1
	On-Street East	10	1	3	5	3	8
	On-Street West	4	4	0	4	3	3
	Total On-Street	28	9	9	13	11	18
	Total Block Parking	167	96	103	99	102	83
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		62.6%	67.6%	61.9%	65.5%	46.8%
	Total Off-Street Parking Occupancy %		62.6%	67.6%	61.9%	65.5%	46.8%
	Total On-Street Parking Occupancy %		32.1%	32.1%	46.4%	39.3%	64.3%
	Total Parking Occupancy %		57.5%	61.7%	59.3%	61.1%	49.7%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
22	Off-Street Public	38	12	25	33	34	26
	Off-Street Private	63	19	39	31	32	33
	Total Off-Street	101	31	64	64	66	59
	On-Street North	10	0	2	4	2	0
	On-Street South	10	4	3	9	7	6
	On-Street East	8	4	3	6	6	2
	On-Street West	8	2	2	7	5	2
	Total On-Street	36	10	10	26	20	10
	Total Block Parking	137	41	74	90	86	69
	Off-Street Public Parking Occupancy %		31.6%	65.8%	86.8%	89.5%	68.4%
	Off-Street Private Parking Occupancy %		30.2%	61.9%	49.2%	50.8%	52.4%
	Total Off-Street Parking Occupancy %		30.7%	63.4%	63.4%	65.3%	58.4%
	Total On-Street Parking Occupancy %		27.8%	27.8%	72.2%	55.6%	27.8%
	Total Parking Occupancy %		29.9%	54.0%	65.7%	62.8%	50.4%
23	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	43	13	30	34	31	28
	Off-Street Private	22	11	18	14	18	11
	Total Off-Street	65	24	48	48	49	39
	On-Street North	11	5	7	9	9	5
	On-Street South	4	3	3	4	3	3
	On-Street East	9	4	8	8	7	6
	On-Street West	6	3	5	7	6	5
	Total On-Street	30	15	23	28	25	19
	Total Block Parking	95	39	71	76	74	58
	Off-Street Public Parking Occupancy %		30.2%	69.8%	79.1%	72.1%	65.1%
	Off-Street Private Parking Occupancy %		50.0%	81.8%	63.6%	81.8%	50.0%
	Total Off-Street Parking Occupancy %		36.9%	73.8%	73.8%	75.4%	60.0%
	Total On-Street Parking Occupancy %		50.0%	76.7%	93.3%	83.3%	63.3%
	Total Parking Occupancy %		41.1%	74.7%	80.0%	77.9%	61.1%
24	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	396	155	288	293	301	274
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	396	155	288	293	301	274
	On-Street North	1	1	0	1	1	0
	On-Street South	1	0	0	1	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	6	1	2	5	5	5
	Total On-Street	8	2	2	7	6	5
	Total Block Parking	404	157	290	300	307	279
	Off-Street Public Parking Occupancy %		39.1%	72.7%	74.0%	76.0%	69.2%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		39.1%	72.7%	74.0%	76.0%	69.2%
	Total On-Street Parking Occupancy %		25.0%	25.0%	87.5%	75.0%	62.5%
	Total Parking Occupancy %		38.9%	71.8%	74.3%	76.0%	69.1%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
25	Off-Street Public	495	212	285	319	283	243
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	495	212	285	319	283	243
	On-Street North	1	0	0	1	0	1
	On-Street South	1	1	1	1	0	1
	On-Street East	1	0	1	1	0	1
	On-Street West	10	4	5	10	9	10
	Total On-Street	13	5	7	13	9	13
	Total Block Parking	508	217	292	332	292	256
	Off-Street Public Parking Occupancy %		42.8%	57.6%	64.4%	57.2%	49.1%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		42.8%	57.6%	64.4%	57.2%	49.1%
	Total On-Street Parking Occupancy %		38.5%	53.8%	100.0%	69.2%	100.0%
	Total Parking Occupancy %		42.7%	57.5%	65.4%	57.5%	50.4%
26	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	194	150	145	121	163	136
	Total Off-Street	194	150	145	121	163	136
	On-Street North	8	3	5	3	5	4
	On-Street South	9	7	8	8	5	8
	On-Street East	8	2	4	5	4	4
	On-Street West	11	9	8	7	7	6
	Total On-Street	36	21	25	23	21	22
	Total Block Parking	230	171	170	144	184	158
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		77.3%	74.7%	62.4%	84.0%	70.1%
	Total Off-Street Parking Occupancy %		77.3%	74.7%	62.4%	84.0%	70.1%
	Total On-Street Parking Occupancy %		58.3%	69.4%	63.9%	58.3%	61.1%
	Total Parking Occupancy %		74.3%	73.9%	62.6%	80.0%	68.7%
27	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	136	83	96	81	96	83
	Total Off-Street	136	83	96	81	96	83
	On-Street North	14	13	13	13	13	11
	On-Street South	9	10	10	9	10	9
	On-Street East	8	8	9	10	9	7
	On-Street West	8	9	9	8	9	6
	Total On-Street	39	40	41	40	41	33
	Total Block Parking	175	123	137	121	137	116
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		61.0%	70.6%	59.6%	70.6%	61.0%
	Total Off-Street Parking Occupancy %		61.0%	70.6%	59.6%	70.6%	61.0%
	Total On-Street Parking Occupancy %		102.6%	105.1%	102.6%	105.1%	84.6%
	Total Parking Occupancy %		70.3%	78.3%	69.1%	78.3%	66.3%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
28	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	188	176	186	164	183	120
	Total Off-Street	188	176	186	164	183	120
	On-Street North	13	12	13	11	12	8
	On-Street South	12	12	12	11	13	5
	On-Street East	10	10	10	10	9	7
	On-Street West	0	0	0	0	0	0
	Total On-Street	35	34	35	32	34	20
	Total Block Parking	223	210	221	196	217	140
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		93.6%	98.9%	87.2%	97.3%	63.8%
	Total Off-Street Parking Occupancy %		93.6%	98.9%	87.2%	97.3%	63.8%
	Total On-Street Parking Occupancy %		97.1%	100.0%	91.4%	97.1%	57.1%
	Total Parking Occupancy %		94.2%	99.1%	87.9%	97.3%	62.8%
29	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	72	35	43	33	34	28
	Total Off-Street	72	35	43	33	34	28
	On-Street North	10	1	2	5	2	2
	On-Street South	11	1	7	3	4	6
	On-Street East	8	0	0	1	3	3
	On-Street West	9	1	0	0	0	0
	Total On-Street	38	3	9	9	9	11
	Total Block Parking	110	38	52	42	43	39
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		48.6%	59.7%	45.8%	47.2%	38.9%
	Total Off-Street Parking Occupancy %		48.6%	59.7%	45.8%	47.2%	38.9%
	Total On-Street Parking Occupancy %		7.9%	23.7%	23.7%	23.7%	28.9%
	Total Parking Occupancy %		34.5%	47.3%	38.2%	39.1%	35.5%
30	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	78	37	32	31	39	33
	Total Off-Street	78	37	32	31	39	33
	On-Street North	11	0	1	9	7	6
	On-Street South	0	0	0	0	0	0
	On-Street East	9	5	6	9	5	4
	On-Street West	6	1	2	6	5	2
	Total On-Street	26	6	9	24	17	12
	Total Block Parking	104	43	41	55	56	45
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		47.4%	41.0%	39.7%	50.0%	42.3%
	Total Off-Street Parking Occupancy %		47.4%	41.0%	39.7%	50.0%	42.3%
	Total On-Street Parking Occupancy %		23.1%	34.6%	92.3%	65.4%	46.2%
	Total Parking Occupancy %		41.3%	39.4%	52.9%	53.8%	43.3%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
31	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	63	38	38	40	44	29
	Total Off-Street	63	38	38	40	44	29
	On-Street North	11	5	6	10	11	7
	On-Street South	3	2	2	2	1	3
	On-Street East	6	2	2	5	4	1
	On-Street West	4	4	5	6	6	5
	Total On-Street	24	13	15	23	22	16
	Total Block Parking	87	51	53	63	66	45
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		60.3%	60.3%	63.5%	69.8%	46.0%
	Total Off-Street Parking Occupancy %		60.3%	60.3%	63.5%	69.8%	46.0%
	Total On-Street Parking Occupancy %		54.2%	62.5%	95.8%	91.7%	66.7%
	Total Parking Occupancy %		58.6%	60.9%	72.4%	75.9%	51.7%
32	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	204	136	171	145	160	137
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	204	136	171	145	160	137
	On-Street North	0	1	0	0	0	1
	On-Street South	0	0	0	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	8	4	1	3	4	5
	Total On-Street	8	5	1	3	4	6
	Total Block Parking	212	141	172	148	164	143
	Off-Street Public Parking Occupancy %		66.7%	83.8%	71.1%	78.4%	67.2%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		66.7%	83.8%	71.1%	78.4%	67.2%
	Total On-Street Parking Occupancy %		62.5%	12.5%	37.5%	50.0%	75.0%
	Total Parking Occupancy %		66.5%	81.1%	69.8%	77.4%	67.5%
33	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	98	60	68	62	79	48
	Off-Street Private	255	139	197	192	198	193
	Total Off-Street	353	199	265	254	277	241
	On-Street North	0	0	0	0	0	0
	On-Street South	0	0	0	0	0	0
	On-Street East	1	0	1	1	1	0
	On-Street West	0	0	0	0	0	0
	Total On-Street	1	0	1	1	1	0
	Total Block Parking	354	199	266	255	278	241
	Off-Street Public Parking Occupancy %		61.2%	69.4%	63.3%	80.6%	49.0%
	Off-Street Private Parking Occupancy %		54.5%	77.3%	75.3%	77.6%	75.7%
	Total Off-Street Parking Occupancy %		56.4%	75.1%	72.0%	78.5%	68.3%
	Total On-Street Parking Occupancy %		0.0%	100.0%	100.0%	100.0%	0.0%
	Total Parking Occupancy %		56.2%	75.1%	72.0%	78.5%	68.1%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
34	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	60	16	23	22	24	23
	Total Off-Street	60	16	23	22	24	23
	On-Street North	10	4	5	5	6	6
	On-Street South	0	0	0	0	0	0
	On-Street East	8	6	6	6	5	5
	On-Street West	3	3	3	3	3	2
	Total On-Street	21	13	14	14	14	13
	Total Block Parking	81	29	37	36	38	36
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		26.7%	38.3%	36.7%	40.0%	38.3%
	Total Off-Street Parking Occupancy %		26.7%	38.3%	36.7%	40.0%	38.3%
	Total On-Street Parking Occupancy %		61.9%	66.7%	66.7%	66.7%	61.9%
	Total Parking Occupancy %		35.8%	45.7%	44.4%	46.9%	44.4%
35	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	63	29	40	34	39	36
	Off-Street Private	116	45	57	56	53	51
	Total Off-Street	179	74	97	90	92	87
	On-Street North	9	7	8	8	8	7
	On-Street South	0	0	0	0	0	0
	On-Street East	10	0	1	0	8	7
	On-Street West	9	9	9	8	2	0
	Total On-Street	28	16	18	16	18	14
	Total Block Parking	207	90	115	106	110	101
	Off-Street Public Parking Occupancy %		46.0%	63.5%	54.0%	61.9%	57.1%
	Off-Street Private Parking Occupancy %		38.8%	49.1%	48.3%	45.7%	44.0%
	Total Off-Street Parking Occupancy %		41.3%	54.2%	50.3%	51.4%	48.6%
	Total On-Street Parking Occupancy %		57.1%	64.3%	57.1%	64.3%	50.0%
	Total Parking Occupancy %		43.5%	55.6%	51.2%	53.1%	48.8%
36	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	46	11	18	18	23	18
	Total Off-Street	46	11	18	18	23	18
	On-Street North	9	1	7	5	4	4
	On-Street South	0	0	0	0	0	0
	On-Street East	5	0	1	0	0	2
	On-Street West	9	10	7	10	12	6
	Total On-Street	23	11	15	15	16	12
	Total Block Parking	69	22	33	33	39	30
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		23.9%	39.1%	39.1%	50.0%	39.1%
	Total Off-Street Parking Occupancy %		23.9%	39.1%	39.1%	50.0%	39.1%
	Total On-Street Parking Occupancy %		47.8%	65.2%	65.2%	69.6%	52.2%
	Total Parking Occupancy %		31.9%	47.8%	47.8%	56.5%	43.5%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
37	Off-Street Public	222	149	184	173	182	138
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	222	149	184	173	182	138
	On-Street North	14	2	1	5	4	7
	On-Street South	0	0	0	0	0	0
	On-Street East	8	2	1	3	3	3
	On-Street West	3	0	1	2	0	1
	Total On-Street	25	4	3	10	7	11
	Total Block Parking	247	153	187	183	189	149
	Off-Street Public Parking Occupancy %		67.1%	82.9%	77.9%	82.0%	62.2%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		67.1%	82.9%	77.9%	82.0%	62.2%
	Total On-Street Parking Occupancy %		16.0%	12.0%	40.0%	28.0%	44.0%
	Total Parking Occupancy %		61.9%	75.7%	74.1%	76.5%	60.3%
38	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	543	348	384	377	353	294
	Total Off-Street	543	348	384	377	353	294
	On-Street North	3	0	2	1	2	2
	On-Street South	0	0	0	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	4	0	0	1	2	3
	Total On-Street	7	0	2	2	4	5
	Total Block Parking	550	348	386	379	357	299
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		64.1%	70.7%	69.4%	65.0%	54.1%
	Total Off-Street Parking Occupancy %		64.1%	70.7%	69.4%	65.0%	54.1%
	Total On-Street Parking Occupancy %		0.0%	28.6%	28.6%	57.1%	71.4%
	Total Parking Occupancy %		63.3%	70.2%	68.9%	64.9%	54.4%
39	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	0	0	0	0	0	0
	On-Street North	0	0	0	0	0	0
	On-Street South	9	8	9	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	7	1	0	1	0	2
	Total On-Street	16	9	9	1	0	2
	Total Block Parking	16	9	9	1	0	2
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total On-Street Parking Occupancy %		56.3%	56.3%	6.3%	0.0%	12.5%
	Total Parking Occupancy %		56.3%	56.3%	6.3%	0.0%	12.5%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
40	Off-Street Public	216	89	106	107	99	100
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	216	89	106	107	99	100
	On-Street North	0	0	0	0	0	0
	On-Street South	5	0	0	1	3	1
	On-Street East	6	2	4	1	1	1
	On-Street West	0	0	0	0	0	0
	Total On-Street	11	2	4	2	4	2
	Total Block Parking	227	91	110	109	103	102
	Off-Street Public Parking Occupancy %		41.2%	49.1%	49.5%	45.8%	46.3%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		41.2%	49.1%	49.5%	45.8%	46.3%
	Total On-Street Parking Occupancy %		18.2%	36.4%	18.2%	36.4%	18.2%
	Total Parking Occupancy %		40.1%	48.5%	48.0%	45.4%	44.9%
41	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	180	80	138	137	140	121
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	180	80	138	137	140	121
	On-Street North	0	0	0	0	0	0
	On-Street South	0	0	0	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	0	0	0	0	0	0
	Total On-Street	0	0	0	0	0	0
	Total Block Parking	180	80	138	137	140	121
	Off-Street Public Parking Occupancy %		44.4%	76.7%	76.1%	77.8%	67.2%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		44.4%	76.7%	76.1%	77.8%	67.2%
	Total On-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Parking Occupancy %		44.4%	76.7%	76.1%	77.8%	67.2%
42	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	340	84	134	142	136	119
	Total Off-Street	340	84	134	142	136	119
	On-Street North	0	0	0	0	0	0
	On-Street South	0	0	0	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	0	0	0	0	0	0
	Total On-Street	0	0	0	0	0	0
	Total Block Parking	340	84	134	142	136	119
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		24.7%	39.4%	41.8%	40.0%	35.0%
	Total Off-Street Parking Occupancy %		24.7%	39.4%	41.8%	40.0%	35.0%
	Total On-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Parking Occupancy %		24.7%	39.4%	41.8%	40.0%	35.0%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
43	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	97	47	74	70	72	64
	Total Off-Street	97	47	74	70	72	64
	On-Street North	0	0	0	0	0	0
	On-Street South	0	0	0	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	0	0	0	0	0	0
	Total On-Street	0	0	0	0	0	0
	Total Block Parking	97	47	74	70	72	64
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		48.5%	76.3%	72.2%	74.2%	66.0%
	Total Off-Street Parking Occupancy %		48.5%	76.3%	72.2%	74.2%	66.0%
	Total On-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Parking Occupancy %		48.5%	76.3%	72.2%	74.2%	66.0%
44	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	584	191	216	192	175	161
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	584	191	216	192	175	161
	On-Street North	0	0	0	0	0	0
	On-Street South	18	5	11	15	18	16
	On-Street East	2	0	0	0	0	0
	On-Street West	0	0	0	0	0	0
	Total On-Street	20	5	11	15	18	16
	Total Block Parking	604	196	227	207	193	177
	Off-Street Public Parking Occupancy %		32.7%	37.0%	32.9%	30.0%	27.6%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		32.7%	37.0%	32.9%	30.0%	27.6%
	Total On-Street Parking Occupancy %		25.0%	55.0%	75.0%	90.0%	80.0%
	Total Parking Occupancy %		32.5%	37.6%	34.3%	32.0%	29.3%
45	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	0	0	0	0	0	0
	On-Street North	0	0	0	0	0	0
	On-Street South	18	9	11	15	14	11
	On-Street East	0	0	0	0	0	0
	On-Street West	13	4	7	12	12	5
	Total On-Street	31	13	18	27	26	16
	Total Block Parking	31	13	18	27	26	16
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total On-Street Parking Occupancy %		41.9%	58.1%	87.1%	83.9%	51.6%
	Total Parking Occupancy %		41.9%	58.1%	87.1%	83.9%	51.6%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
46	Off-Street Public	225	134	194	173	181	172
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	225	134	194	173	181	172
	On-Street North	0	0	0	0	0	0
	On-Street South	10	3	2	5	8	7
	On-Street East	8	1	3	3	3	4
	On-Street West	0	0	0	0	0	0
	Total On-Street	18	4	5	8	11	11
	Total Block Parking	243	138	199	181	192	183
	Off-Street Public Parking Occupancy %		59.6%	86.2%	76.9%	80.4%	76.4%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		59.6%	86.2%	76.9%	80.4%	76.4%
	Total On-Street Parking Occupancy %		22.2%	27.8%	44.4%	61.1%	61.1%
	Total Parking Occupancy %		56.8%	81.9%	74.5%	79.0%	75.3%
47	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	34	16	21	19	26	20
	Total Off-Street	34	16	21	19	26	20
	On-Street North	0	0	0	0	0	0
	On-Street South	6	0	1	2	0	0
	On-Street East	8	0	1	1	1	2
	On-Street West	6	2	5	1	1	4
	Total On-Street	20	2	7	4	2	6
	Total Block Parking	54	18	28	23	28	26
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		47.1%	61.8%	55.9%	76.5%	58.8%
	Total Off-Street Parking Occupancy %		47.1%	61.8%	55.9%	76.5%	58.8%
	Total On-Street Parking Occupancy %		10.0%	35.0%	20.0%	10.0%	30.0%
	Total Parking Occupancy %		33.3%	51.9%	42.6%	51.9%	48.1%
48	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	77	20	37	31	30	32
	Total Off-Street	77	20	37	31	30	32
	On-Street North	0	0	0	0	0	0
	On-Street South	11	11	11	11	11	11
	On-Street East	1	1	3	1	1	3
	On-Street West	8	7	7	7	7	3
	Total On-Street	20	19	21	19	19	17
	Total Block Parking	97	39	58	50	49	49
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		26.0%	48.1%	40.3%	39.0%	41.6%
	Total Off-Street Parking Occupancy %		26.0%	48.1%	40.3%	39.0%	41.6%
	Total On-Street Parking Occupancy %		95.0%	105.0%	95.0%	95.0%	85.0%
	Total Parking Occupancy %		40.2%	59.8%	51.5%	50.5%	50.5%

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Count Data – Tuesday, March 4, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
49	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	37	16	23	25	30	26
	Total Off-Street	37	16	23	25	30	26
	On-Street North	0	0	0	0	0	0
	On-Street South	12	11	10	11	10	10
	On-Street East	2	0	1	1	1	0
	On-Street West	0	0	0	0	0	0
	Total On-Street	14	11	11	12	11	10
	Total Block Parking	51	27	34	37	41	36
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		43.2%	62.2%	67.6%	81.1%	70.3%
	Total Off-Street Parking Occupancy %		43.2%	62.2%	67.6%	81.1%	70.3%
	Total On-Street Parking Occupancy %		78.6%	78.6%	85.7%	78.6%	71.4%
	Total Parking Occupancy %		52.9%	66.7%	72.5%	80.4%	70.6%
50	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	0	0	0	0	0	0
	On-Street North	0	0	0	0	0	0
	On-Street South	6	5	5	6	4	5
	On-Street East	4	1	3	0	2	2
	On-Street West	2	2	0	1	0	0
	Total On-Street	12	8	8	7	6	7
	Total Block Parking	12	8	8	7	6	7
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total On-Street Parking Occupancy %		66.7%	66.7%	58.3%	50.0%	58.3%
	Total Parking Occupancy %		66.7%	66.7%	58.3%	50.0%	58.3%
51	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	57	39	52	53	51	52
	Total Off-Street	57	39	52	53	51	52
	On-Street North	0	0	0	0	0	0
	On-Street South	0	0	0	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	0	0	0	0	0	0
	Total On-Street	0	0	0	0	0	0
	Total Block Parking	57	39	52	53	51	52
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		68.4%	91.2%	93.0%	89.5%	91.2%
	Total Off-Street Parking Occupancy %		68.4%	91.2%	93.0%	89.5%	91.2%
	Total On-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Parking Occupancy %		68.4%	91.2%	93.0%	89.5%	91.2%

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Count Data – Tuesday, March 4, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
52	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	5	3	5	4	8	4
	Total Off-Street	5	3	5	4	8	4
	On-Street North	0	0	0	0	0	0
	On-Street South	0	0	0	0	0	0
	On-Street East	9	1	6	8	8	6
	On-Street West	0	0	0	0	0	0
	Total On-Street	9	1	6	8	8	6
	Total Block Parking	14	4	11	12	16	10
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		60.0%	100.0%	80.0%	160.0%	80.0%
	Total Off-Street Parking Occupancy %		60.0%	100.0%	80.0%	160.0%	80.0%
	Total On-Street Parking Occupancy %		11.1%	66.7%	88.9%	88.9%	66.7%
	Total Parking Occupancy %		28.6%	78.6%	85.7%	114.3%	71.4%
53	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	343	96	99	98	96	100
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	343	96	99	98	96	100
	On-Street North	0	0	0	0	0	0
	On-Street South	2	0	1	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	8	0	6	5	6	7
	Total On-Street	10	0	7	5	6	7
	Total Block Parking	353	96	106	103	102	107
	Off-Street Public Parking Occupancy %		28.0%	28.9%	28.6%	28.0%	29.2%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		28.0%	28.9%	28.6%	28.0%	29.2%
	Total On-Street Parking Occupancy %		0.0%	70.0%	50.0%	60.0%	70.0%
	Total Parking Occupancy %		27.2%	30.0%	29.2%	28.9%	30.3%
54	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	17	3	12	11	13	14
	Off-Street Private	53	11	34	27	19	29
	Total Off-Street	70	14	46	38	32	43
	On-Street North	8	4	2	1	2	5
	On-Street South	0	0	0	0	0	0
	On-Street East	10	3	5	2	4	1
	On-Street West	0	0	0	0	0	0
	Total On-Street	18	7	7	3	6	6
	Total Block Parking	88	21	53	41	38	49
	Off-Street Public Parking Occupancy %		17.6%	70.6%	64.7%	76.5%	82.4%
	Off-Street Private Parking Occupancy %		20.8%	64.2%	50.9%	35.8%	54.7%
	Total Off-Street Parking Occupancy %		20.0%	65.7%	54.3%	45.7%	61.4%
	Total On-Street Parking Occupancy %		38.9%	38.9%	16.7%	33.3%	33.3%
	Total Parking Occupancy %		23.9%	60.2%	46.6%	43.2%	55.7%

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Count Data – Tuesday, March 4, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
55	Off-Street Public	50	17	35	27	25	28
	Off-Street Private	11	4	6	5	6	7
	Total Off-Street	61	21	41	32	31	35
	On-Street North	12	0	4	4	4	6
	On-Street South	0	0	0	0	0	0
	On-Street East	14	1	1	2	1	2
	On-Street West	8	0	2	1	4	1
	Total On-Street	34	1	7	7	9	9
	Total Block Parking	95	22	48	39	40	44
	Off-Street Public Parking Occupancy %		34.0%	70.0%	54.0%	50.0%	56.0%
	Off-Street Private Parking Occupancy %		36.4%	54.5%	45.5%	54.5%	63.6%
	Total Off-Street Parking Occupancy %		34.4%	67.2%	52.5%	50.8%	57.4%
	Total On-Street Parking Occupancy %		2.9%	20.6%	20.6%	26.5%	26.5%
	Total Parking Occupancy %		23.2%	50.5%	41.1%	42.1%	46.3%
56	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	55	5	12	8	8	8
	Off-Street Private	16	11	13	11	11	9
	Total Off-Street	71	16	25	19	19	17
	On-Street North	12	11	9	9	9	6
	On-Street South	0	0	0	0	0	0
	On-Street East	9	3	4	5	3	6
	On-Street West	13	3	2	3	3	2
	Total On-Street	34	17	15	17	15	14
	Total Block Parking	105	33	40	36	34	31
	Off-Street Public Parking Occupancy %		9.1%	21.8%	14.5%	14.5%	14.5%
	Off-Street Private Parking Occupancy %		68.8%	81.3%	68.8%	68.8%	56.3%
	Total Off-Street Parking Occupancy %		22.5%	35.2%	26.8%	26.8%	23.9%
	Total On-Street Parking Occupancy %		50.0%	44.1%	50.0%	44.1%	41.2%
	Total Parking Occupancy %		31.4%	38.1%	34.3%	32.4%	29.5%
57	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	94	8	39	40	41	37
	Total Off-Street	94	8	39	40	41	37
	On-Street North	11	10	11	11	10	9
	On-Street South	0	0	0	0	0	0
	On-Street East	10	6	8	8	8	7
	On-Street West	12	10	11	11	11	10
	Total On-Street	33	26	30	30	29	26
	Total Block Parking	127	34	69	70	70	63
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		8.5%	41.5%	42.6%	43.6%	39.4%
	Total Off-Street Parking Occupancy %		8.5%	41.5%	42.6%	43.6%	39.4%
	Total On-Street Parking Occupancy %		78.8%	90.9%	90.9%	87.9%	78.8%
	Total Parking Occupancy %		26.8%	54.3%	55.1%	55.1%	49.6%

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Count Data – Tuesday, March 4, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
58	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	71	17	23	27	24	25
	Total Off-Street	71	17	23	27	24	25
	On-Street North	13	6	11	10	10	7
	On-Street South	0	0	0	0	0	0
	On-Street East	6	1	0	4	4	2
	On-Street West	10	4	3	2	1	3
	Total On-Street	29	11	14	16	15	12
	Total Block Parking	100	28	37	43	39	37
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		23.9%	32.4%	38.0%	33.8%	35.2%
	Total Off-Street Parking Occupancy %		23.9%	32.4%	38.0%	33.8%	35.2%
	Total On-Street Parking Occupancy %		37.9%	48.3%	55.2%	51.7%	41.4%
	Total Parking Occupancy %		28.0%	37.0%	43.0%	39.0%	37.0%
59	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	0	0	0	0	0	0
	On-Street North	0	0	0	0	0	0
	On-Street South	0	0	0	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	16	10	6	9	8	8
	Total On-Street	16	10	6	9	8	8
	Total Block Parking	16	10	6	9	8	8
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total On-Street Parking Occupancy %		62.5%	37.5%	56.3%	50.0%	50.0%
	Total Parking Occupancy %		62.5%	37.5%	56.3%	50.0%	50.0%

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Count Data – Tuesday, March 4, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
Overall	Off-Street Public	3,626	1,597	2,211	2,138	2,161	1,906
	Off-Street Private	5,199	2,859	3,526	3,279	3,427	2,879
	Total Off-Street	8,825	4,456	5,737	5,417	5,588	4,785
	On-Street North	322	144	189	202	198	176
	On-Street South	333	175	199	224	211	179
	On-Street East	346	125	180	208	196	159
	On-Street West	382	186	210	247	226	187
	Total On-Street	1,383	630	778	881	831	701
	Total Parking	10,208	5,086	6,515	6,298	6,419	5,486
	Off-Street Public Parking Occupancy %		44.0%	61.0%	59.0%	59.6%	52.6%
	Off-Street Private Parking Occupancy %		55.0%	67.8%	63.1%	65.9%	55.4%
	Total Off-Street Parking Occupancy %		50.5%	65.0%	61.4%	63.3%	54.2%
	Total On-Street Parking Occupancy %		45.6%	56.3%	63.7%	60.1%	50.7%
	Total Parking Occupancy %		49.8%	63.8%	61.7%	62.9%	53.7%

 : Includes Privately-owned Public

November 2008

Count Data – Wednesday, March 5, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
1	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	101	19	23	25	26	28
	Total Off-Street	101	19	23	25	26	28
	On-Street North	0	0	0	0	0	0
	On-Street South	9	10	10	9	9	6
	On-Street East	9	5	4	5	4	2
	On-Street West	9	3	3	3	3	4
	Total On-Street	27	18	17	17	16	12
	Total Block Parking	128	37	40	42	42	40
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		18.8%	22.8%	24.8%	25.7%	27.7%
	Total Off-Street Parking Occupancy %		18.8%	22.8%	24.8%	25.7%	27.7%
	Total On-Street Parking Occupancy %		66.7%	63.0%	63.0%	59.3%	44.4%
	Total Parking Occupancy %		28.9%	31.3%	32.8%	32.8%	31.3%
2	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	263	144	156	119	147	144
	Total Off-Street	263	144	156	119	147	144
	On-Street North	0	0	0	0	0	0
	On-Street South	10	8	8	8	7	4
	On-Street East	7	8	7	7	7	5
	On-Street West	10	2	4	2	6	7
	Total On-Street	27	18	19	17	20	16
	Total Block Parking	290	162	175	136	167	160
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		54.8%	59.3%	45.2%	55.9%	54.8%
	Total Off-Street Parking Occupancy %		54.8%	59.3%	45.2%	55.9%	54.8%
	Total On-Street Parking Occupancy %		66.7%	70.4%	63.0%	74.1%	59.3%
	Total Parking Occupancy %		55.9%	60.3%	46.9%	57.6%	55.2%
3	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	116	55	77	70	79	68
	Total Off-Street	116	55	77	70	79	68
	On-Street North	0	0	0	0	0	0
	On-Street South	10	1	0	0	0	0
	On-Street East	8	2	3	4	5	4
	On-Street West	4	2	2	0	3	2
	Total On-Street	22	5	5	4	8	6
	Total Block Parking	138	60	82	74	87	74
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		47.4%	66.4%	60.3%	68.1%	58.6%
	Total Off-Street Parking Occupancy %		47.4%	66.4%	60.3%	68.1%	58.6%
	Total On-Street Parking Occupancy %		22.7%	22.7%	18.2%	36.4%	27.3%
	Total Parking Occupancy %		43.5%	59.4%	53.6%	63.0%	53.6%

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Count Data – Wednesday, March 5, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
4	Off-Street Public	67	20	41	41	47	41
	Off-Street Private	112	43	95	86	60	52
	Total Off-Street	179	63	136	127	107	93
	On-Street North	0	0	0	0	0	0
	On-Street South	7	0	0	2	0	0
	On-Street East	10	0	1	6	3	5
	On-Street West	10	10	10	10	10	8
	Total On-Street	27	10	11	18	13	13
	Total Block Parking	206	73	147	145	120	106
	Off-Street Public Parking Occupancy %		29.9%	61.2%	61.2%	70.1%	61.2%
	Off-Street Private Parking Occupancy %		38.4%	84.8%	76.8%	53.6%	46.4%
	Total Off-Street Parking Occupancy %		35.2%	76.0%	70.9%	59.8%	52.0%
	Total On-Street Parking Occupancy %		37.0%	40.7%	66.7%	48.1%	48.1%
	Total Parking Occupancy %		35.4%	71.4%	70.4%	58.3%	51.5%
5	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	113	60	83	78	82	68
	Total Off-Street	113	60	83	78	82	68
	On-Street North	0	0	0	0	0	0
	On-Street South	12	5	4	5	5	2
	On-Street East	7	1	5	3	4	4
	On-Street West	10	0	6	4	4	1
	Total On-Street	29	6	15	12	13	7
	Total Block Parking	142	66	98	90	95	75
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		53.1%	73.5%	69.0%	72.6%	60.2%
	Total Off-Street Parking Occupancy %		53.1%	73.5%	69.0%	72.6%	60.2%
	Total On-Street Parking Occupancy %		20.7%	51.7%	41.4%	44.8%	24.1%
	Total Parking Occupancy %		46.5%	69.0%	63.4%	66.9%	52.8%
6	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	96	48	72	62	70	55
	Total Off-Street	96	48	72	62	70	55
	On-Street North	7	6	7	6	7	6
	On-Street South	11	5	7	5	7	4
	On-Street East	6	3	3	4	3	3
	On-Street West	8	2	2	3	3	3
	Total On-Street	32	16	19	18	20	16
	Total Block Parking	128	64	91	80	90	71
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		50.0%	75.0%	64.6%	72.9%	57.3%
	Total Off-Street Parking Occupancy %		50.0%	75.0%	64.6%	72.9%	57.3%
	Total On-Street Parking Occupancy %		50.0%	59.4%	56.3%	62.5%	50.0%
	Total Parking Occupancy %		50.0%	71.1%	62.5%	70.3%	55.5%

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Count Data – Wednesday, March 5, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
7	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	138	83	109	94	104	80
	Total Off-Street	138	83	109	94	104	80
	On-Street North	8	8	8	7	8	5
	On-Street South	12	2	5	6	1	1
	On-Street East	8	8	8	9	7	2
	On-Street West	8	7	7	7	6	2
	Total On-Street	36	25	28	29	22	10
	Total Block Parking	174	108	137	123	126	90
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		60.1%	79.0%	68.1%	75.4%	58.0%
	Total Off-Street Parking Occupancy %		60.1%	79.0%	68.1%	75.4%	58.0%
	Total On-Street Parking Occupancy %		69.4%	77.8%	80.6%	61.1%	27.8%
	Total Parking Occupancy %		62.1%	78.7%	70.7%	72.4%	51.7%
8	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	0	0	0	0	0	0
	On-Street North	12	2	9	7	6	10
	On-Street South	9	2	8	7	3	5
	On-Street East	12	5	10	7	8	5
	On-Street West	8	8	8	7	8	7
	Total On-Street	41	17	35	28	25	27
	Total Block Parking	41	17	35	28	25	27
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total On-Street Parking Occupancy %		41.5%	85.4%	68.3%	61.0%	65.9%
	Total Parking Occupancy %		41.5%	85.4%	68.3%	61.0%	65.9%
9	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	200	120	181	159	177	167
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	200	120	181	159	177	167
	On-Street North	9	0	0	0	0	0
	On-Street South	7	2	2	5	3	4
	On-Street East	8	0	3	6	4	5
	On-Street West	7	0	0	0	0	0
	Total On-Street	31	2	5	11	7	9
	Total Block Parking	231	122	186	170	184	176
	Off-Street Public Parking Occupancy %		60.0%	90.5%	79.5%	88.5%	83.5%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		60.0%	90.5%	79.5%	88.5%	83.5%
	Total On-Street Parking Occupancy %		6.5%	16.1%	35.5%	22.6%	29.0%
	Total Parking Occupancy %		52.8%	80.5%	73.6%	79.7%	76.2%

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Count Data – Wednesday, March 5, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
10	Off-Street Public	37	15	26	31	25	28
	Off-Street Private	44	12	21	21	22	25
	Total Off-Street	81	27	47	52	47	53
	On-Street North	8	4	5	5	2	1
	On-Street South	5	4	4	3	2	3
	On-Street East	8	0	4	6	4	2
	On-Street West	8	6	8	8	6	6
	Total On-Street	29	14	21	22	14	12
	Total Block Parking	110	41	68	74	61	65
	Off-Street Public Parking Occupancy %		40.5%	70.3%	83.8%	67.6%	75.7%
	Off-Street Private Parking Occupancy %		27.3%	47.7%	47.7%	50.0%	56.8%
	Total Off-Street Parking Occupancy %		33.3%	58.0%	64.2%	58.0%	65.4%
	Total On-Street Parking Occupancy %		48.3%	72.4%	75.9%	48.3%	41.4%
	Total Parking Occupancy %		37.3%	61.8%	67.3%	55.5%	59.1%
11	Off-Street Public	93	31	74	72	80	79
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	93	31	74	72	80	79
	On-Street North	8	1	4	8	9	9
	On-Street South	11	5	11	11	7	6
	On-Street East	6	4	6	5	3	3
	On-Street West	10	6	7	9	8	7
	Total On-Street	35	16	28	33	27	25
	Total Block Parking	128	47	102	105	107	104
	Off-Street Public Parking Occupancy %		33.3%	79.6%	77.4%	86.0%	84.9%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		33.3%	79.6%	77.4%	86.0%	84.9%
	Total On-Street Parking Occupancy %		45.7%	80.0%	94.3%	77.1%	71.4%
	Total Parking Occupancy %		36.7%	79.7%	82.0%	83.6%	81.3%
12	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	0	0	0	0	0	0
	On-Street North	10	10	11	11	11	9
	On-Street South	14	14	14	14	13	14
	On-Street East	9	9	7	7	6	8
	On-Street West	6	5	6	5	6	6
	Total On-Street	39	38	38	37	36	37
	Total Block Parking	39	38	38	37	36	37
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total On-Street Parking Occupancy %		97.4%	97.4%	94.9%	92.3%	94.9%
	Total Parking Occupancy %		97.4%	97.4%	94.9%	92.3%	94.9%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
13	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	76	13	40	43	30	28
	Total Off-Street	76	13	40	43	30	28
	On-Street North	0	0	0	0	0	0
	On-Street South	11	2	2	4	3	2
	On-Street East	9	0	7	5	4	7
	On-Street West	9	3	5	5	7	3
	Total On-Street	29	5	14	14	14	12
	Total Block Parking	105	18	54	57	44	40
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		17.1%	52.6%	56.6%	39.5%	36.8%
	Total Off-Street Parking Occupancy %		17.1%	52.6%	56.6%	39.5%	36.8%
	Total On-Street Parking Occupancy %		17.2%	48.3%	48.3%	48.3%	41.4%
	Total Parking Occupancy %		17.1%	51.4%	54.3%	41.9%	38.1%
14	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	193	113	180	173	171	152
	Total Off-Street	193	113	180	173	171	152
	On-Street North	4	0	1	4	0	0
	On-Street South	5	0	4	5	2	2
	On-Street East	9	0	0	0	1	1
	On-Street West	9	0	2	3	1	3
	Total On-Street	27	0	7	12	4	6
	Total Block Parking	220	113	187	185	175	158
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		58.5%	93.3%	89.6%	88.6%	78.8%
	Total Off-Street Parking Occupancy %		58.5%	93.3%	89.6%	88.6%	78.8%
	Total On-Street Parking Occupancy %		0.0%	25.9%	44.4%	14.8%	22.2%
	Total Parking Occupancy %		51.4%	85.0%	84.1%	79.5%	71.8%
15	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	102	30	69	66	71	80
	Total Off-Street	102	30	69	66	71	80
	On-Street North	8	1	2	1	2	2
	On-Street South	8	0	4	6	2	4
	On-Street East	11	2	4	8	8	6
	On-Street West	10	0	1	2	2	2
	Total On-Street	37	3	11	17	14	14
	Total Block Parking	139	33	80	83	85	94
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		29.4%	67.6%	64.7%	69.6%	78.4%
	Total Off-Street Parking Occupancy %		29.4%	67.6%	64.7%	69.6%	78.4%
	Total On-Street Parking Occupancy %		8.1%	29.7%	45.9%	37.8%	37.8%
	Total Parking Occupancy %		23.7%	57.6%	59.7%	61.2%	67.6%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
16	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	599	445	530	516	537	438
	Total Off-Street	599	445	530	516	537	438
	On-Street North	6	3	5	3	3	4
	On-Street South	13	0	8	10	8	10
	On-Street East	6	0	5	7	5	4
	On-Street West	10	0	6	7	3	7
	Total On-Street	35	3	24	27	19	25
	Total Block Parking	634	448	554	543	556	463
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		74.3%	88.5%	86.1%	89.6%	73.1%
	Total Off-Street Parking Occupancy %		74.3%	88.5%	86.1%	89.6%	73.1%
	Total On-Street Parking Occupancy %		8.6%	68.6%	77.1%	54.3%	71.4%
	Total Parking Occupancy %		70.7%	87.4%	85.6%	87.7%	73.0%
17	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	25	5	7	13	16	13
	Total Off-Street	25	5	7	13	16	13
	On-Street North	14	11	10	11	10	12
	On-Street South	0	0	0	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	10	5	8	10	7	9
	Total On-Street	24	16	18	21	17	21
	Total Block Parking	49	21	25	34	33	34
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		20.0%	28.0%	52.0%	64.0%	52.0%
	Total Off-Street Parking Occupancy %		20.0%	28.0%	52.0%	64.0%	52.0%
	Total On-Street Parking Occupancy %		66.7%	75.0%	87.5%	70.8%	87.5%
	Total Parking Occupancy %		42.9%	51.0%	69.4%	67.3%	69.4%
19	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	88	67	71	66	68	48
	Total Off-Street	88	67	71	66	68	48
	On-Street North	11	5	9	6	10	7
	On-Street South	11	6	8	5	8	5
	On-Street East	7	4	4	3	6	4
	On-Street West	8	6	7	8	7	5
	Total On-Street	37	21	28	22	31	21
	Total Block Parking	125	88	99	88	99	69
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		76.1%	80.7%	75.0%	77.3%	54.5%
	Total Off-Street Parking Occupancy %		76.1%	80.7%	75.0%	77.3%	54.5%
	Total On-Street Parking Occupancy %		56.8%	75.7%	59.5%	83.8%	56.8%
	Total Parking Occupancy %		70.4%	79.2%	70.4%	79.2%	55.2%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
20	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	43	23	29	33	26	23
	Total Off-Street	43	23	29	33	26	23
	On-Street North	11	6	6	5	8	2
	On-Street South	7	7	6	5	4	4
	On-Street East	7	5	4	3	5	4
	On-Street West	7	3	3	2	4	4
	Total On-Street	32	21	19	15	21	14
	Total Block Parking	75	44	48	48	47	37
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		53.5%	67.4%	76.7%	60.5%	53.5%
	Total Off-Street Parking Occupancy %		53.5%	67.4%	76.7%	60.5%	53.5%
	Total On-Street Parking Occupancy %		65.6%	59.4%	46.9%	65.6%	43.8%
	Total Parking Occupancy %		58.7%	64.0%	64.0%	62.7%	49.3%
21	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	139	82	94	85	88	68
	Total Off-Street	139	82	94	85	88	68
	On-Street North	10	1	2	5	3	4
	On-Street South	4	1	1	2	2	0
	On-Street East	10	2	3	5	6	6
	On-Street West	4	1	1	2	2	2
	Total On-Street	28	5	7	14	13	12
	Total Block Parking	167	87	101	99	101	80
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		59.0%	67.6%	61.2%	63.3%	48.9%
	Total Off-Street Parking Occupancy %		59.0%	67.6%	61.2%	63.3%	48.9%
	Total On-Street Parking Occupancy %		17.9%	25.0%	50.0%	46.4%	42.9%
	Total Parking Occupancy %		52.1%	60.5%	59.3%	60.5%	47.9%
22	Off-Street Public	38	10	28	29	30	26
	Off-Street Private	63	12	36	36	32	34
	Total Off-Street	101	22	64	65	62	60
	On-Street North	10	0	1	2	2	2
	On-Street South	10	3	1	4	4	6
	On-Street East	8	5	0	4	6	5
	On-Street West	8	0	2	1	4	3
	Total On-Street	36	8	4	11	16	16
	Total Block Parking	137	30	68	76	78	76
	Off-Street Public Parking Occupancy %		26.3%	73.7%	76.3%	78.9%	68.4%
	Off-Street Private Parking Occupancy %		19.0%	57.1%	57.1%	50.8%	54.0%
	Total Off-Street Parking Occupancy %		21.8%	63.4%	64.4%	61.4%	59.4%
	Total On-Street Parking Occupancy %		22.2%	11.1%	30.6%	44.4%	44.4%
	Total Parking Occupancy %		21.9%	49.6%	55.5%	56.9%	55.5%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
23	Off-Street Public	43	8	26	33	32	29
	Off-Street Private	22	3	15	18	13	12
	Total Off-Street	65	11	41	51	45	41
	On-Street North	11	3	7	7	6	8
	On-Street South	4	2	3	4	3	4
	On-Street East	9	2	8	8	8	4
	On-Street West	6	4	3	5	6	2
	Total On-Street	30	11	21	24	23	18
	Total Block Parking	95	22	62	75	68	59
	Off-Street Public Parking Occupancy %		18.6%	60.5%	76.7%	74.4%	67.4%
	Off-Street Private Parking Occupancy %		13.6%	68.2%	81.8%	59.1%	54.5%
	Total Off-Street Parking Occupancy %		16.9%	63.1%	78.5%	69.2%	63.1%
	Total On-Street Parking Occupancy %		36.7%	70.0%	80.0%	76.7%	60.0%
	Total Parking Occupancy %		23.2%	65.3%	78.9%	71.6%	62.1%
24	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	396	116	253	272	291	258
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	396	116	253	272	291	258
	On-Street North	1	0	0	0	1	0
	On-Street South	1	0	0	1	1	0
	On-Street East	0	0	0	0	0	0
	On-Street West	6	3	3	2	5	4
	Total On-Street	8	3	3	3	7	4
	Total Block Parking	404	119	256	275	298	262
	Off-Street Public Parking Occupancy %		29.3%	63.9%	68.7%	73.5%	65.2%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		29.3%	63.9%	68.7%	73.5%	65.2%
	Total On-Street Parking Occupancy %		37.5%	37.5%	37.5%	87.5%	50.0%
	Total Parking Occupancy %		29.5%	63.4%	68.1%	73.8%	64.9%
27	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	136	92	104	100	122	102
	Total Off-Street	136	92	104	100	122	102
	On-Street North	14	12	12	12	12	6
	On-Street South	9	6	5	5	9	8
	On-Street East	8	8	9	8	8	8
	On-Street West	8	7	8	8	0	7
	Total On-Street	39	33	34	33	29	29
	Total Block Parking	175	125	138	133	151	131
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		67.6%	76.5%	73.5%	89.7%	75.0%
	Total Off-Street Parking Occupancy %		67.6%	76.5%	73.5%	89.7%	75.0%
	Total On-Street Parking Occupancy %		84.6%	87.2%	84.6%	74.4%	74.4%
	Total Parking Occupancy %		71.4%	78.9%	76.0%	86.3%	74.9%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
28	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	188	147	172	143	159	104
	Total Off-Street	188	147	172	143	159	104
	On-Street North	13	11	10	11	10	6
	On-Street South	12	13	13	13	13	6
	On-Street East	10	10	11	9	10	9
	On-Street West	0	0	0	0	0	0
	Total On-Street	35	34	34	33	33	21
	Total Block Parking	223	181	206	176	192	125
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		78.2%	91.5%	76.1%	84.6%	55.3%
	Total Off-Street Parking Occupancy %		78.2%	91.5%	76.1%	84.6%	55.3%
	Total On-Street Parking Occupancy %		97.1%	97.1%	94.3%	94.3%	60.0%
	Total Parking Occupancy %		81.2%	92.4%	78.9%	86.1%	56.1%
29	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	72	51	47	69	49	37
	Total Off-Street	72	51	47	69	49	37
	On-Street North	10	2	3	3	2	3
	On-Street South	11	1	8	10	5	5
	On-Street East	8	1	0	2	2	2
	On-Street West	9	1	0	7	0	1
	Total On-Street	38	5	11	22	9	11
	Total Block Parking	110	56	58	91	58	48
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		70.8%	65.3%	95.8%	68.1%	51.4%
	Total Off-Street Parking Occupancy %		70.8%	65.3%	95.8%	68.1%	51.4%
	Total On-Street Parking Occupancy %		13.2%	28.9%	57.9%	23.7%	28.9%
	Total Parking Occupancy %		50.9%	52.7%	82.7%	52.7%	43.6%
30	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	78	44	47	47	45	35
	Total Off-Street	78	44	47	47	45	35
	On-Street North	11	0	2	6	4	6
	On-Street South	0	0	0	0	0	0
	On-Street East	9	7	6	5	4	5
	On-Street West	6	2	6	2	5	3
	Total On-Street	26	9	14	13	13	14
	Total Block Parking	104	53	61	60	58	49
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		56.4%	60.3%	60.3%	57.7%	44.9%
	Total Off-Street Parking Occupancy %		56.4%	60.3%	60.3%	57.7%	44.9%
	Total On-Street Parking Occupancy %		34.6%	53.8%	50.0%	50.0%	53.8%
	Total Parking Occupancy %		51.0%	58.7%	57.7%	55.8%	47.1%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
31	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	63	26	36	37	35	32
	Total Off-Street	63	26	36	37	35	32
	On-Street North	11	6	8	10	10	9
	On-Street South	3	3	2	1	1	1
	On-Street East	6	1	1	2	2	2
	On-Street West	4	3	3	5	3	2
	Total On-Street	24	13	14	18	16	14
	Total Block Parking	87	39	50	55	51	46
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		41.3%	57.1%	58.7%	55.6%	50.8%
	Total Off-Street Parking Occupancy %		41.3%	57.1%	58.7%	55.6%	50.8%
	Total On-Street Parking Occupancy %		54.2%	58.3%	75.0%	66.7%	58.3%
	Total Parking Occupancy %		44.8%	57.5%	63.2%	58.6%	52.9%
32	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	204	62	159	162	144	132
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	204	62	159	162	144	132
	On-Street North	0	0	0	0	0	0
	On-Street South	0	0	0	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	8	1	4	3	5	7
	Total On-Street	8	1	4	3	5	7
	Total Block Parking	212	63	163	165	149	139
	Off-Street Public Parking Occupancy %		30.4%	77.9%	79.4%	70.6%	64.7%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		30.4%	77.9%	79.4%	70.6%	64.7%
	Total On-Street Parking Occupancy %		12.5%	50.0%	37.5%	62.5%	87.5%
	Total Parking Occupancy %		29.7%	76.9%	77.8%	70.3%	65.6%
34	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	60	15	23	24	24	26
	Total Off-Street	60	15	23	24	24	26
	On-Street North	10	6	6	7	7	4
	On-Street South	0	0	0	0	0	0
	On-Street East	8	6	6	5	8	6
	On-Street West	3	2	2	2	3	3
	Total On-Street	21	14	14	14	18	13
	Total Block Parking	81	29	37	38	42	39
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		25.0%	38.3%	40.0%	40.0%	43.3%
	Total Off-Street Parking Occupancy %		25.0%	38.3%	40.0%	40.0%	43.3%
	Total On-Street Parking Occupancy %		66.7%	66.7%	66.7%	85.7%	61.9%
	Total Parking Occupancy %		35.8%	45.7%	46.9%	51.9%	48.1%

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Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
35	Off-Street Public	63	26	39	34	38	38
	Off-Street Private	116	38	60	76	64	55
	Total Off-Street	179	64	99	110	102	93
	On-Street North	9	7	8	8	9	6
	On-Street South	0	0	0	0	0	0
	On-Street East	10	9	9	9	9	7
	On-Street West	9	0	0	1	0	0
	Total On-Street	28	16	17	18	18	13
	Total Block Parking	207	80	116	128	120	106
	Off-Street Public Parking Occupancy %		41.3%	61.9%	54.0%	60.3%	60.3%
	Off-Street Private Parking Occupancy %		32.8%	51.7%	65.5%	55.2%	47.4%
	Total Off-Street Parking Occupancy %		35.8%	55.3%	61.5%	57.0%	52.0%
	Total On-Street Parking Occupancy %		57.1%	60.7%	64.3%	64.3%	46.4%
Total Parking Occupancy %			38.6%	56.0%	61.8%	58.0%	51.2%
36	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	46	10	18	12	25	23
	Total Off-Street	46	10	18	12	25	23
	On-Street North	9	5	4	8	7	3
	On-Street South	0	0	0	0	0	0
	On-Street East	5	0	0	0	0	1
	On-Street West	9	4	7	6	5	5
	Total On-Street	23	9	11	14	12	9
	Total Block Parking	69	19	29	26	37	32
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		21.7%	39.1%	26.1%	54.3%	50.0%
	Total Off-Street Parking Occupancy %		21.7%	39.1%	26.1%	54.3%	50.0%
	Total On-Street Parking Occupancy %		39.1%	47.8%	60.9%	52.2%	39.1%
Total Parking Occupancy %			27.5%	42.0%	37.7%	53.6%	46.4%
37	Off-Street Public	222	155	188	184	186	140
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	222	155	188	184	186	140
	On-Street North	14	1	1	0	6	4
	On-Street South	0	0	0	0	0	0
	On-Street East	8	1	3	1	2	5
	On-Street West	3	0	0	0	0	1
	Total On-Street	25	2	4	1	8	10
	Total Block Parking	247	157	192	185	194	150
	Off-Street Public Parking Occupancy %		69.8%	84.7%	82.9%	83.8%	63.1%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		69.8%	84.7%	82.9%	83.8%	63.1%
	Total On-Street Parking Occupancy %		8.0%	16.0%	4.0%	32.0%	40.0%
Total Parking Occupancy %			63.6%	77.7%	74.9%	78.5%	60.7%

November 2008

Count Data – Wednesday, March 5, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
38	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	543	378	379	383	375	299
	Total Off-Street	543	378	379	383	375	299
	On-Street North	3	1	1	0	3	0
	On-Street South	0	0	0	0	0	0
	On-Street East	0	0	0	0	0	0
	On-Street West	4	0	1	0	1	1
	Total On-Street	7	1	2	0	4	1
	Total Block Parking	550	379	381	383	379	300
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		69.6%	69.8%	70.5%	69.1%	55.1%
	Total Off-Street Parking Occupancy %		69.6%	69.8%	70.5%	69.1%	55.1%
	Total On-Street Parking Occupancy %		14.3%	28.6%	0.0%	57.1%	14.3%
	Total Parking Occupancy %		68.9%	69.3%	69.6%	68.9%	54.5%
Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
39	Off-Street Public	0	0	0	0	0	0
	Off-Street Private	0	0	0	0	0	0
	Total Off-Street	0	0	0	0	0	0
	On-Street North	0	0	0	0	0	0
	On-Street South	9	3	1	0	2	0
	On-Street East	0	0	0	0	0	0
	On-Street West	7	1	2	4	2	1
	Total On-Street	16	4	3	4	4	1
	Total Block Parking	16	4	3	4	4	1
	Off-Street Public Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Off-Street Private Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total Off-Street Parking Occupancy %		0.0%	0.0%	0.0%	0.0%	0.0%
	Total On-Street Parking Occupancy %		25.0%	18.8%	25.0%	25.0%	6.3%
	Total Parking Occupancy %		25.0%	18.8%	25.0%	25.0%	6.3%

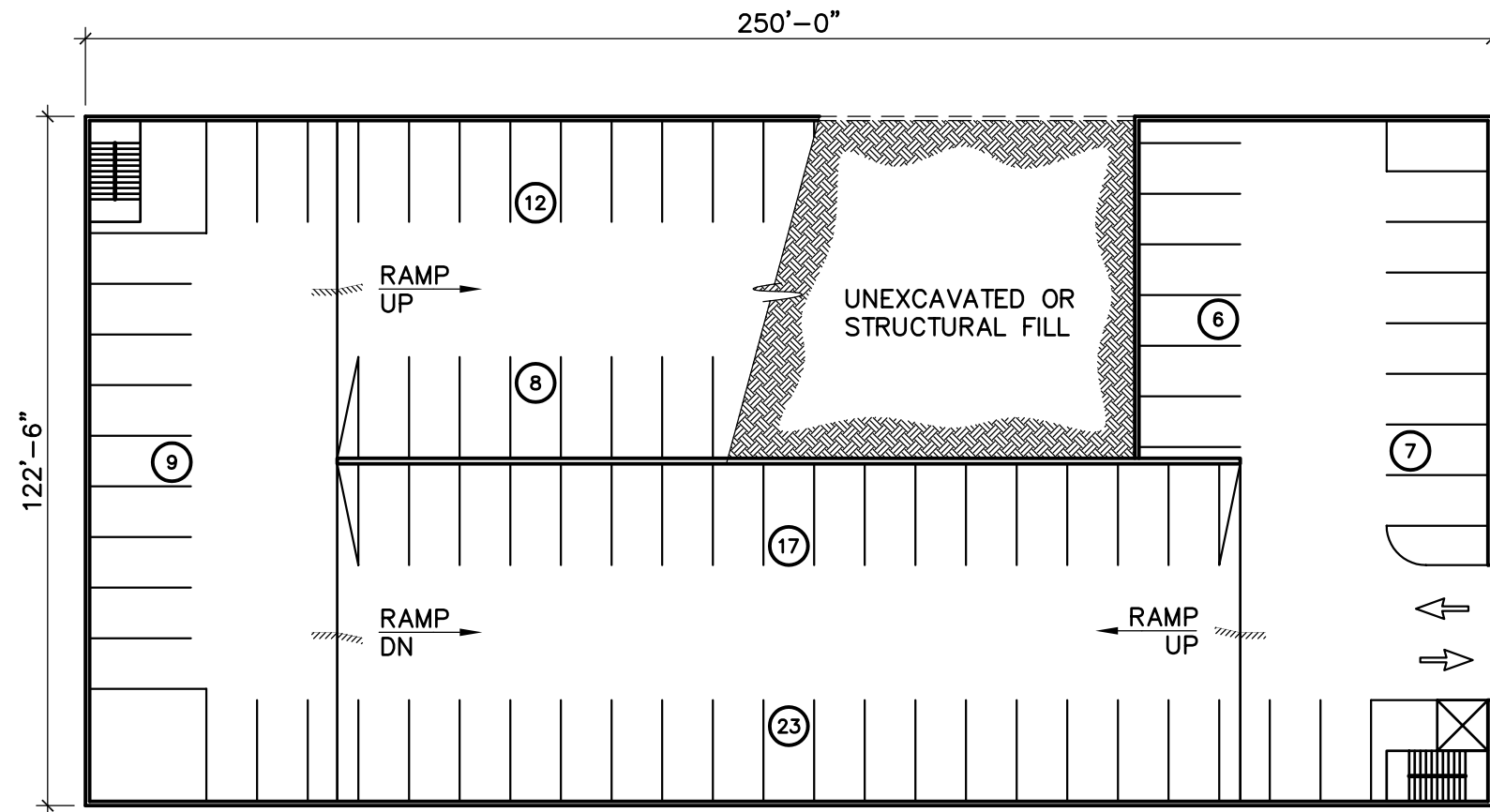
November 2008

Count Data – Wednesday, March 5, 2008

Block #	Parking Type/Location	Parking Inventory	8am	10am	12pm	2pm	4pm
Core	Off-Street Public	1,363	563	1,015	1,017	1,050	938
	Off-Street Private	3,635	2,058	2,593	2,495	2,540	2,129
	Total Off-Street	4,998	2,621	3,608	3,512	3,590	3,067
	On-Street North	252	112	142	153	158	128
	On-Street South	235	105	139	150	124	106
	On-Street East	246	108	141	153	152	134
	On-Street West	255	97	137	143	135	128
	Total On-Street	988	422	559	599	569	496
	Total Parking	5,986	3,043	4,167	4,111	4,159	3,563
	Off-Street Public Parking Occupancy %		41.3%	74.5%	74.6%	77.0%	68.8%
	Off-Street Private Parking Occupancy %		56.6%	71.3%	68.6%	69.9%	58.6%
	Total Off-Street Parking Occupancy %		52.4%	72.2%	70.3%	71.8%	61.4%
	Total On-Street Parking Occupancy %		42.7%	56.6%	60.6%	57.6%	50.2%
	Total Parking Occupancy %		50.8%	69.6%	68.7%	69.5%	59.5%

: Includes Privately-owned Public

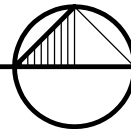
APPENDIX B



LEVEL 1 FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

82 SPACES



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CCDC Task Order #9 Boise, Idaho

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PROJECT MGR. MQI
DESIGN BY SDM
DRAWN BY VKG

ISSUED/REV. NO.	DATE	DESCRIPTION
		PRELIMINARY

DRAWING TITLE
**LEVEL 1
FUNCTIONAL PLAN
OPTION 1**

PROJECT NO.
S3-2007-095

DRAWING NO.
F1.1

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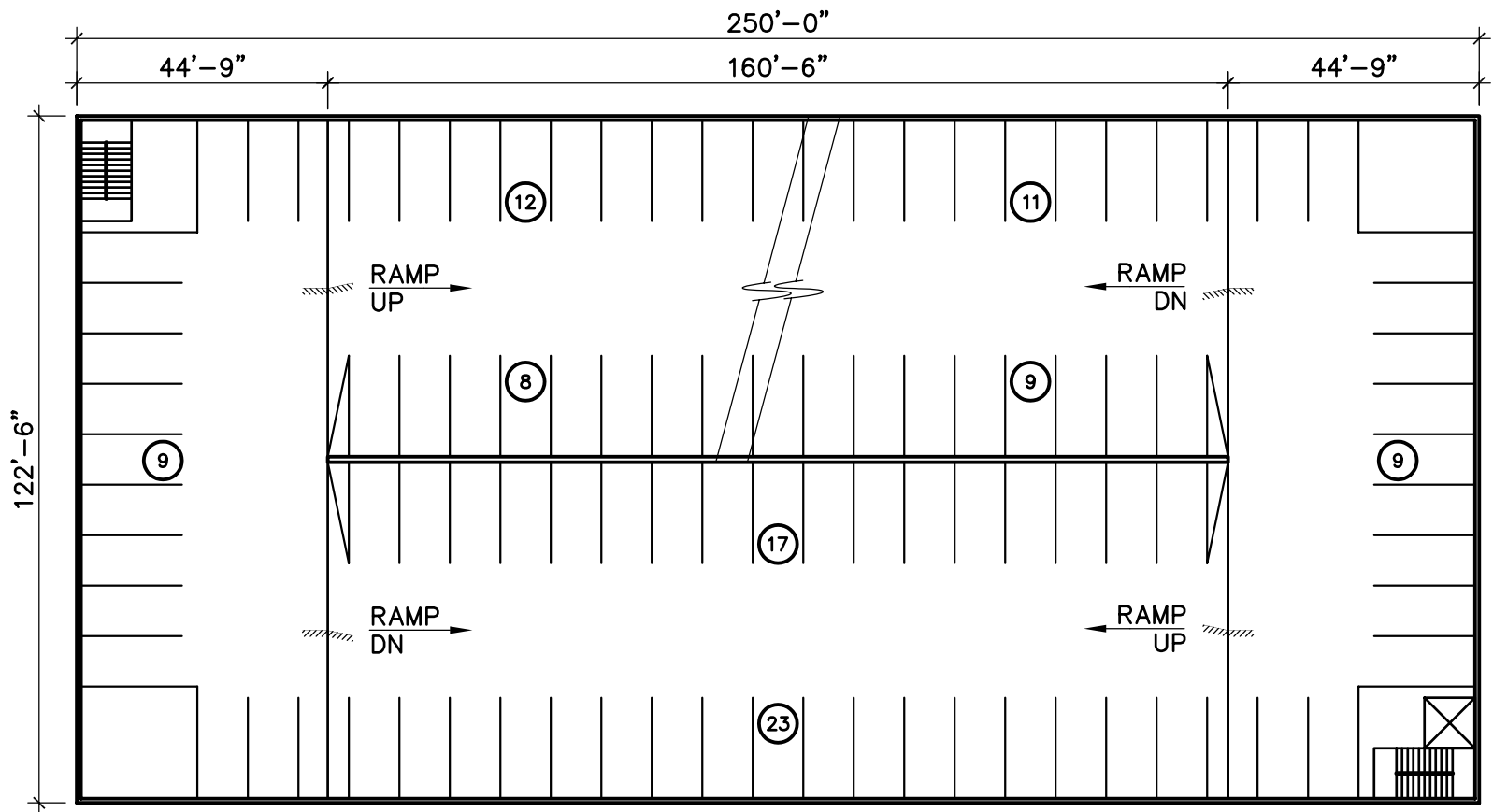
ISSUED/ REV. NO.	DATE	DESCRIPTION
		PRELIMINARY

DRAWING TITLE
**TYPICAL LEVEL
FUNCTIONAL PLAN
OPTION 1**

PROJECT NO.
S3-2007-095

DRAWING NO.

F1.2

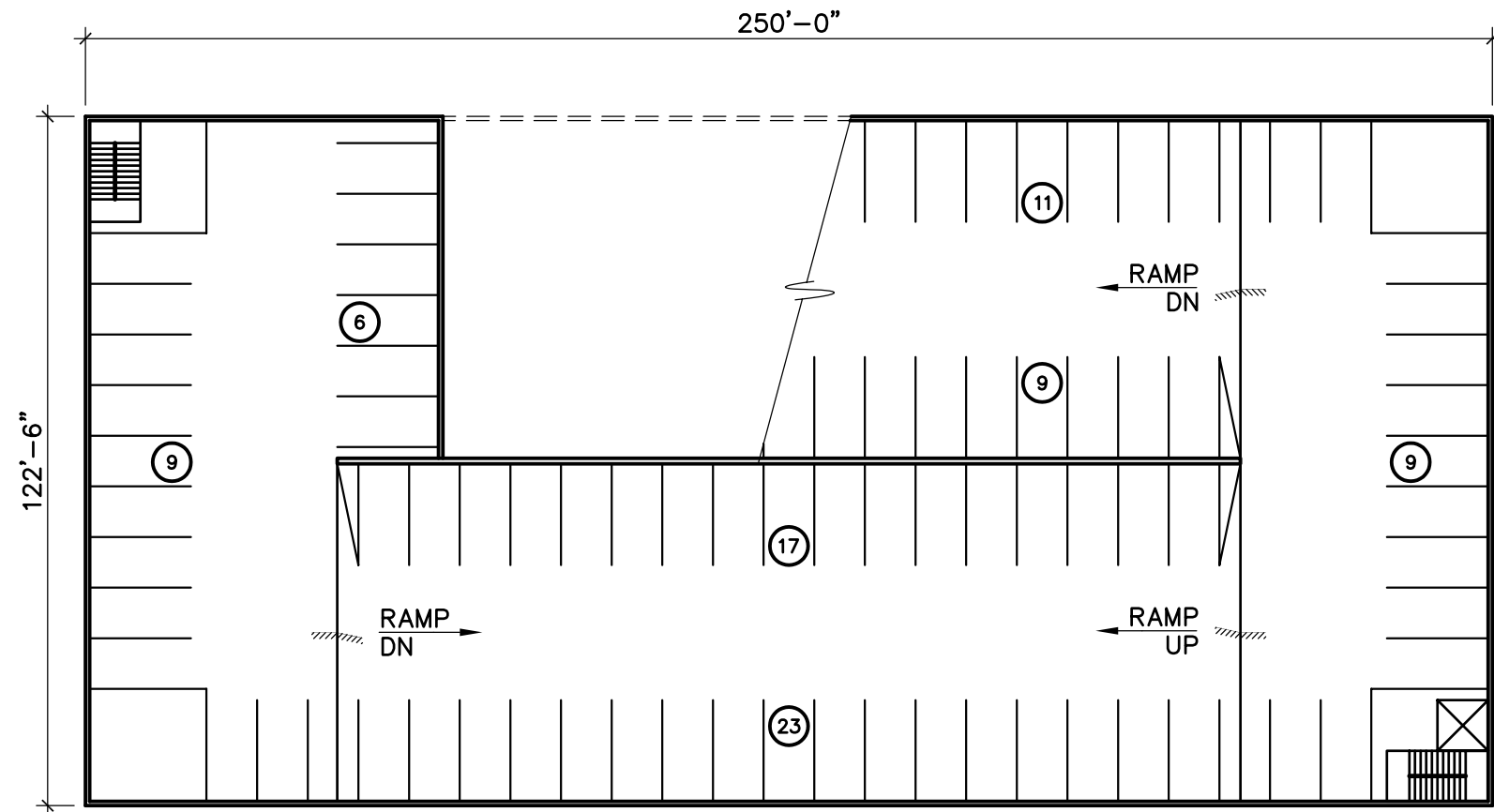


TYPICAL LEVEL FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

98 SPACES

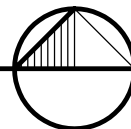




TOP LEVEL FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

84 SPACES



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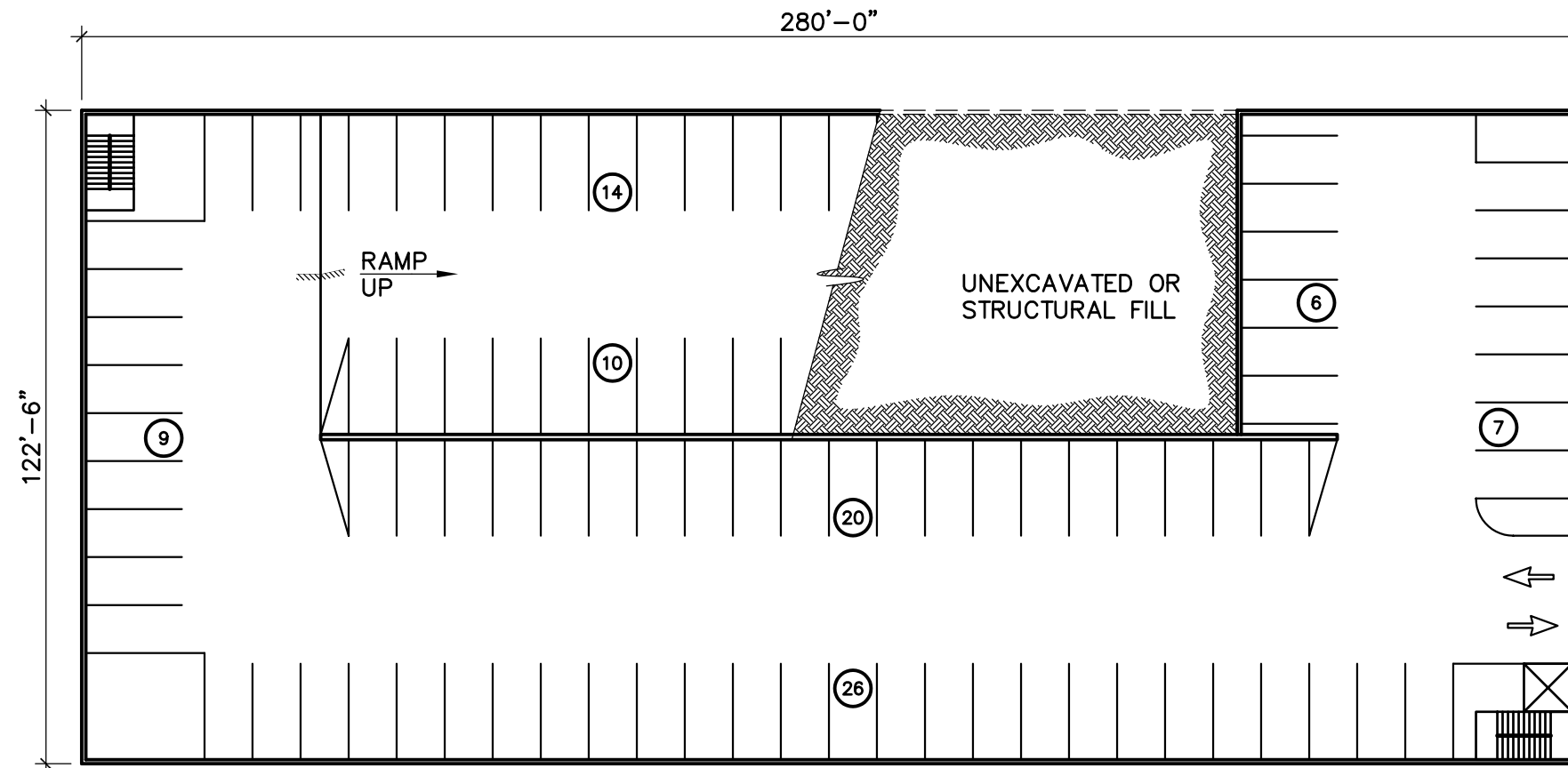
PROJECT MGR. MQI
DESIGN BY SDM
DRAWN BY VKG

ISSUED/ REV. NO.	DATE	DESCRIPTION
		PRELIMINARY

DRAWING TITLE
**TOP LEVEL
FUNCTIONAL PLAN
OPTION 1**

PROJECT NO.
S3-2007-095

DRAWING NO.
F1.3



LEVEL 1 FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

92 SPACES



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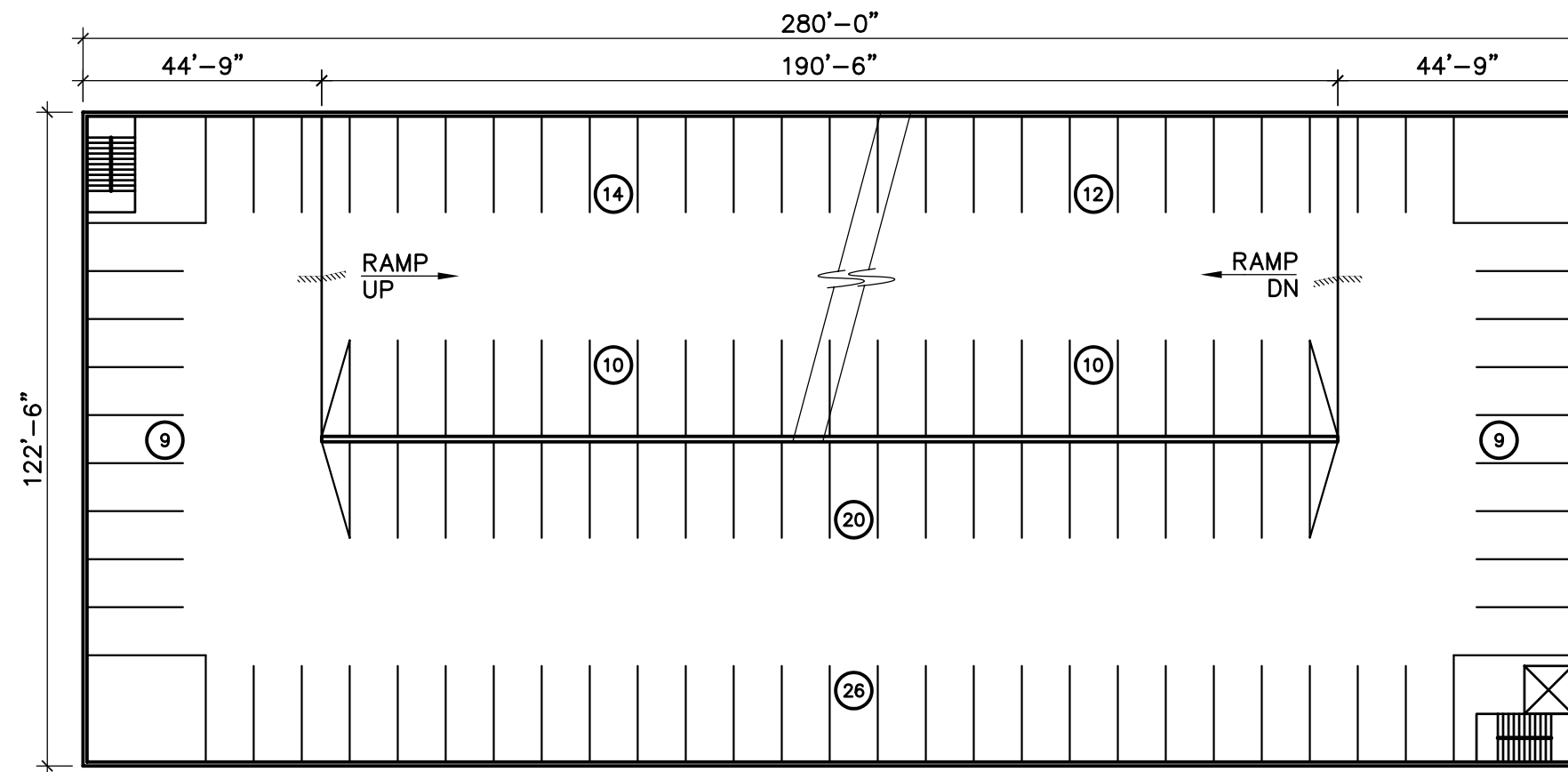
ISSUED/ REV. NO.	DATE	DESCRIPTION
		PRELIMINARY

DRAWING TITLE
**LEVEL 1
FUNCTIONAL PLAN
OPTION 2**

PROJECT NO.
S3-2007-095

DRAWING NO.

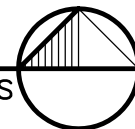
F2.1



TYPICAL LEVEL FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

110 SPACES



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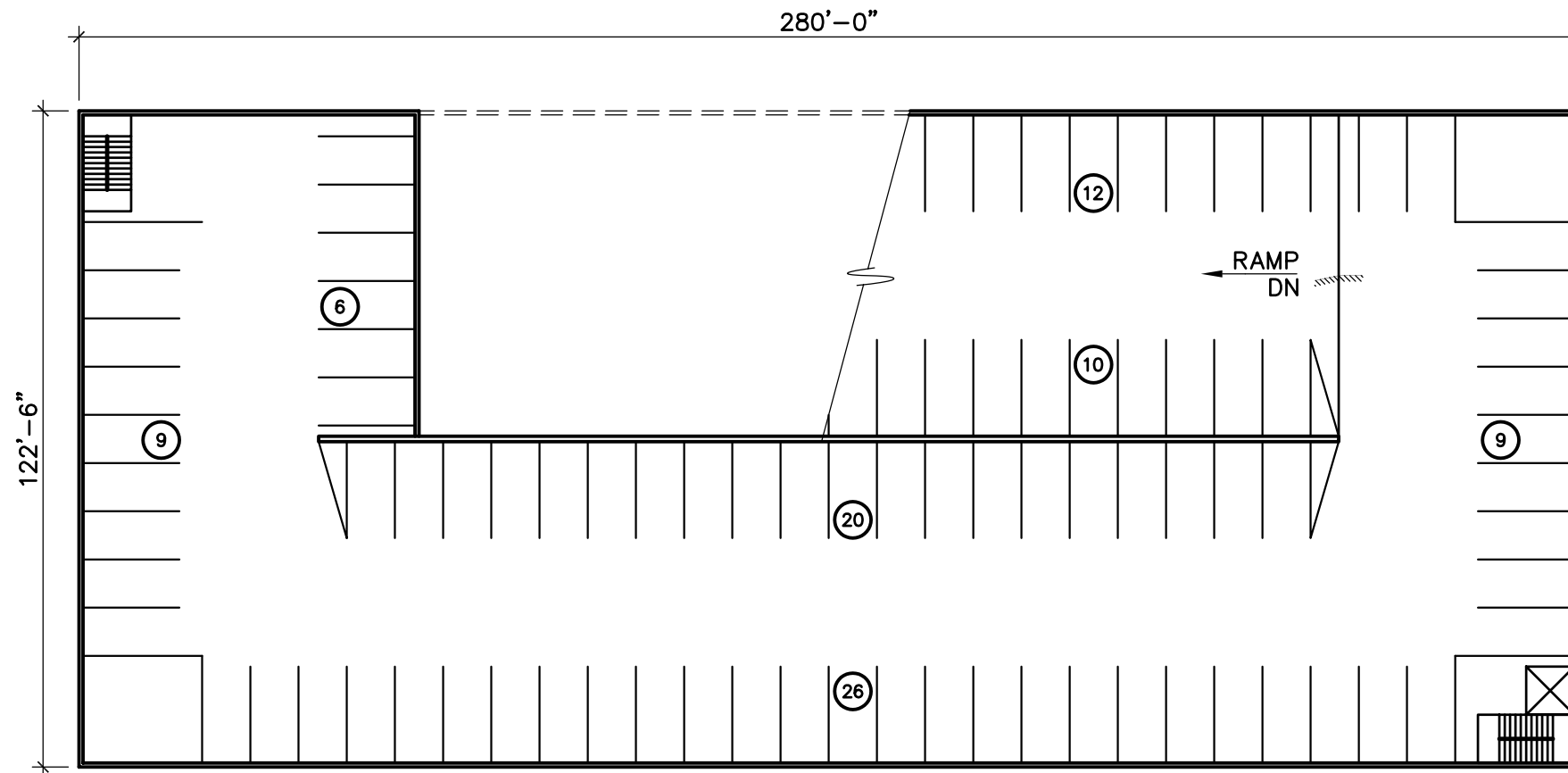
PROJECT MGR. MQI
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		PRELIMINARY

DRAWING TITLE
**TYPICAL LEVEL
FUNCTIONAL PLAN
OPTION 2**

PROJECT NO.
S3-2007-095

DRAWING NO.
F2.2



TOP LEVEL FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

92 SPACES



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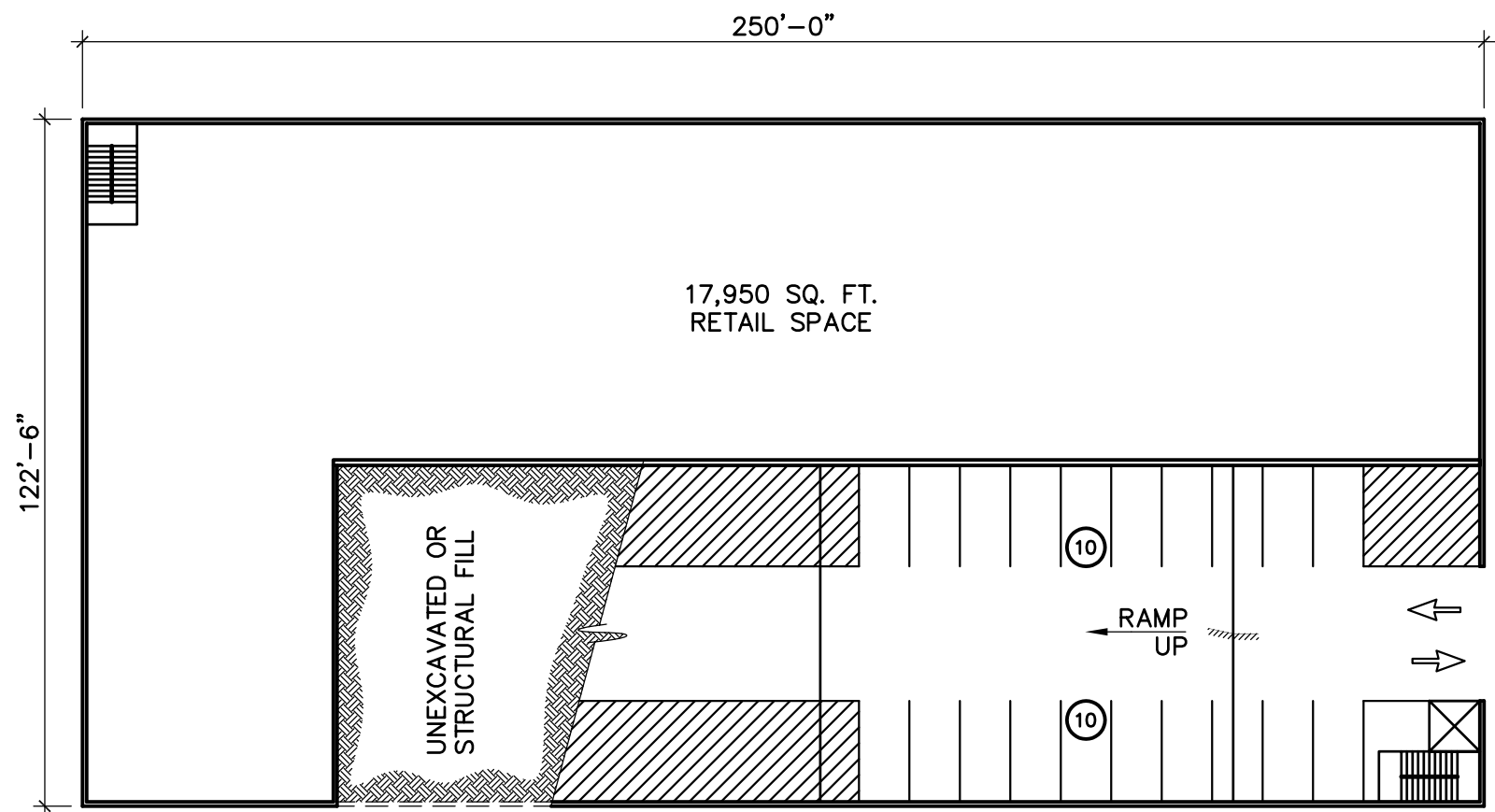
PROJECT MGR. MQI
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		PRELIMINARY

DRAWING TITLE
TOP LEVEL
FUNCTIONAL PLAN
OPTION 2

PROJECT NO.
S3-2007-095

DRAWING NO.
F2.3



LEVEL 1 FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

20 SPACES



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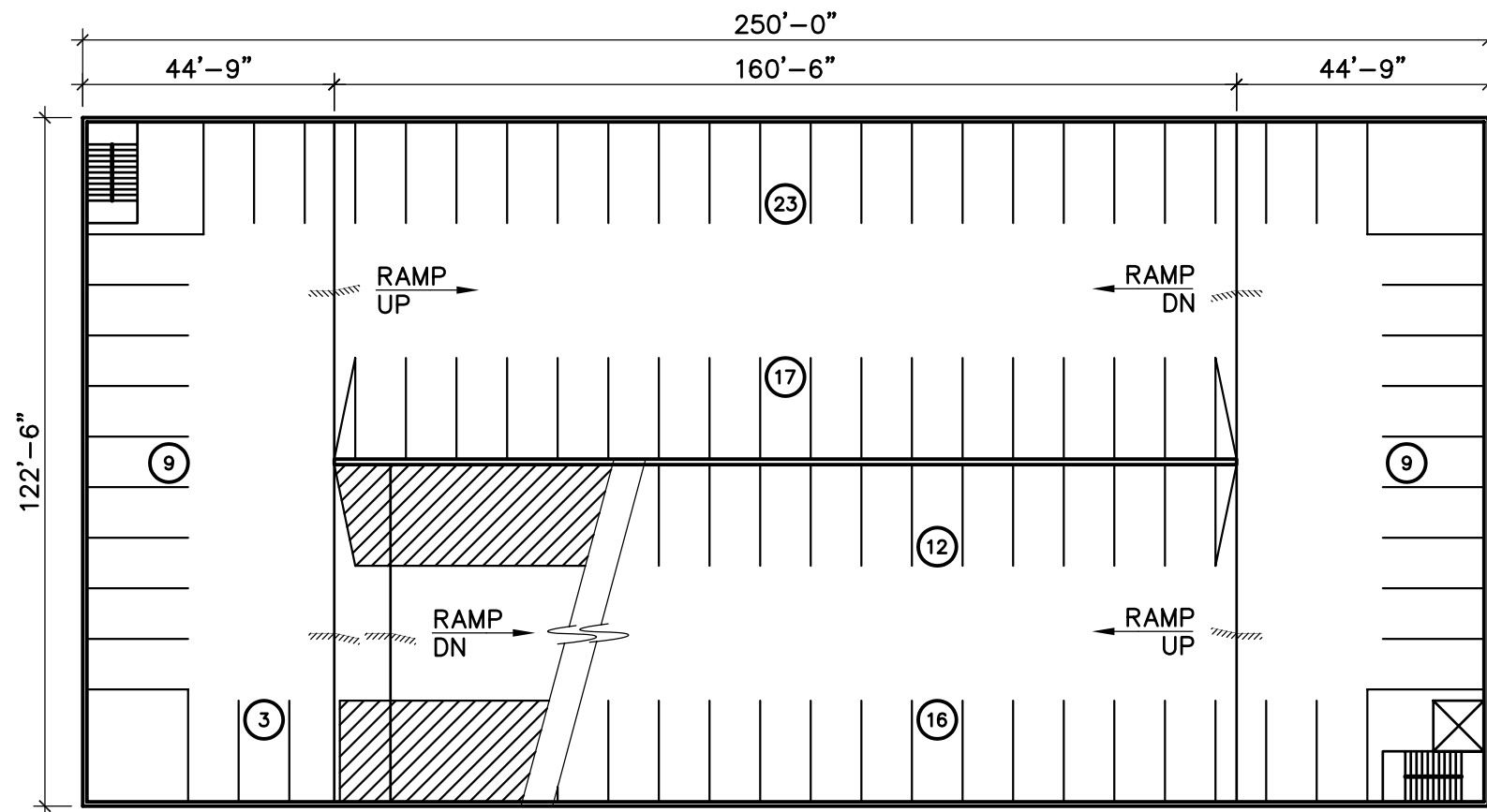
ISSUED/ REV. NO.	DATE	DESCRIPTION
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DRAWING TITLE
**LEVEL 1
FUNCTIONAL PLAN
OPTION 3**

PROJECT NO.
S3-2007-095

DRAWING NO.

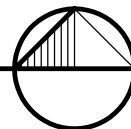
F3.1



LEVEL 2 FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

89 SPACES



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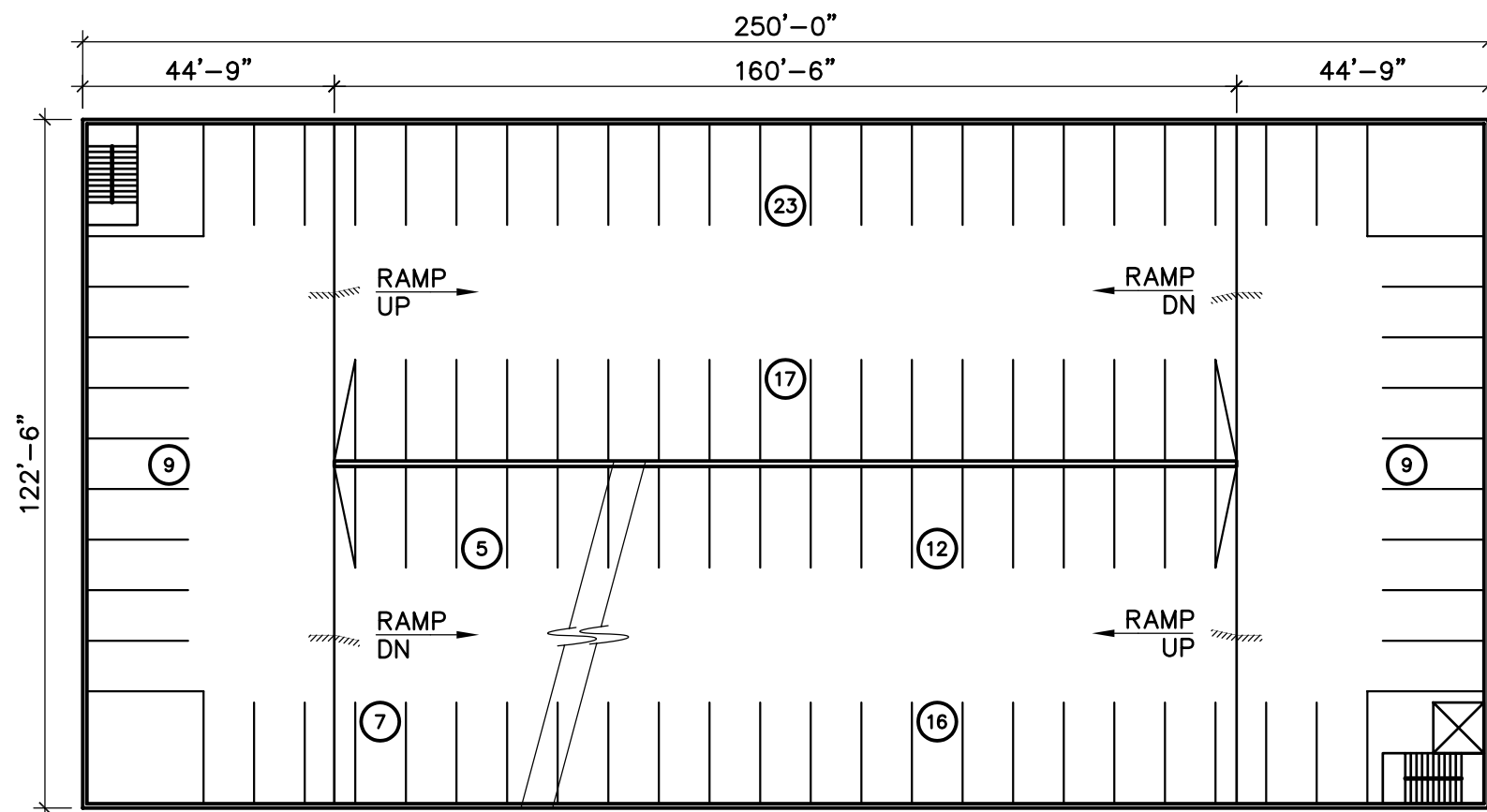
ISSUED/ REV. NO.	DATE	DESCRIPTION
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DRAWING TITLE
**LEVEL 2
FUNCTIONAL PLAN
OPTION 3**

PROJECT NO.
S3-2007-095

DRAWING NO.

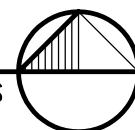
F3.2



TYPICAL LEVEL FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

98 SPACES



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Task Order #9

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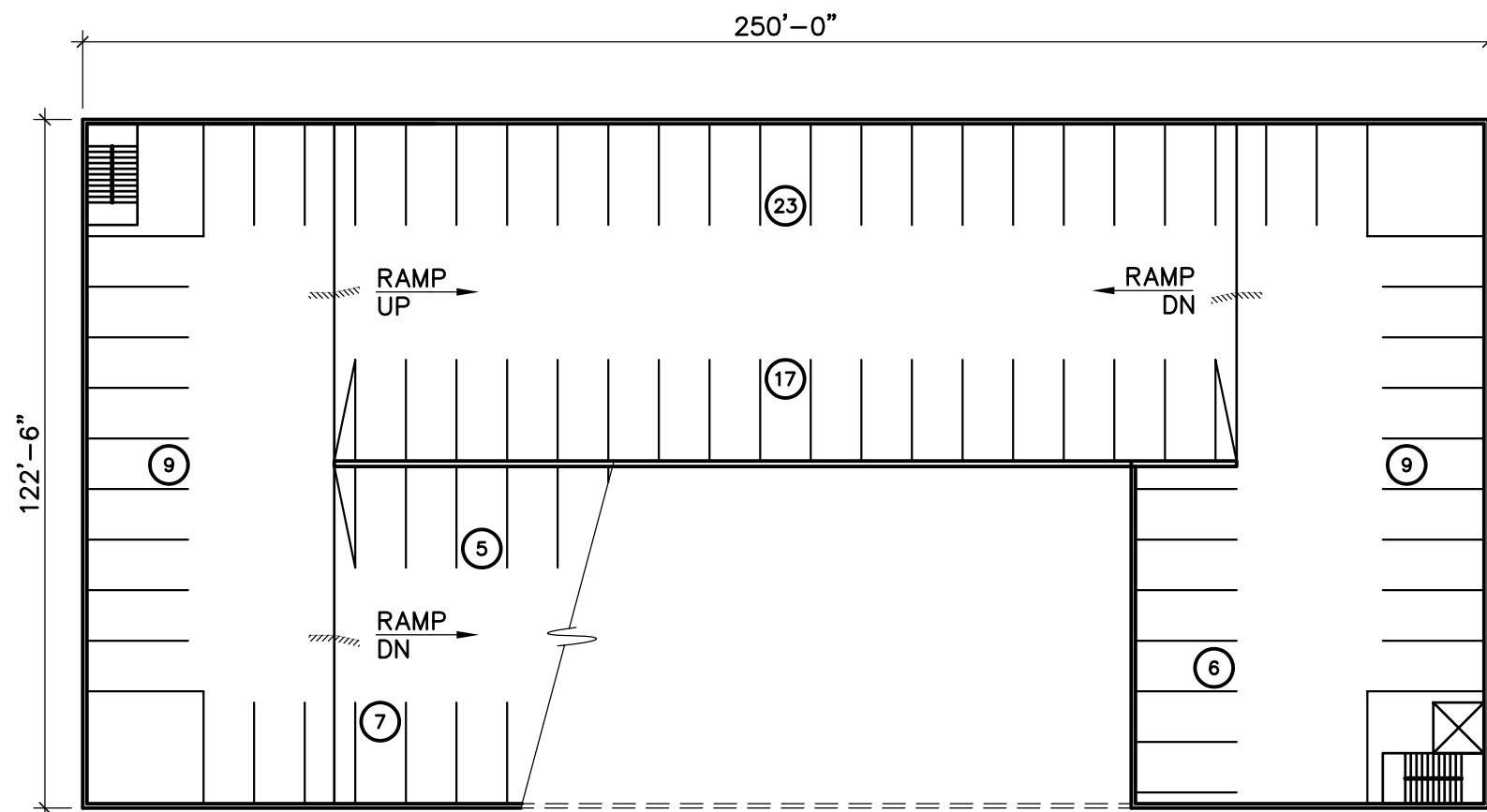
ISSUED/REV. NO.	DATE	DESCRIPTION
		PRELIMINARY

DRAWING TITLE
**TYPICAL LEVEL
FUNCTIONAL PLAN
OPTION 3**

PROJECT NO.
S3-2007-095

DRAWING NO.

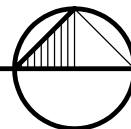
F3.3



TOP LEVEL FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

76 SPACES



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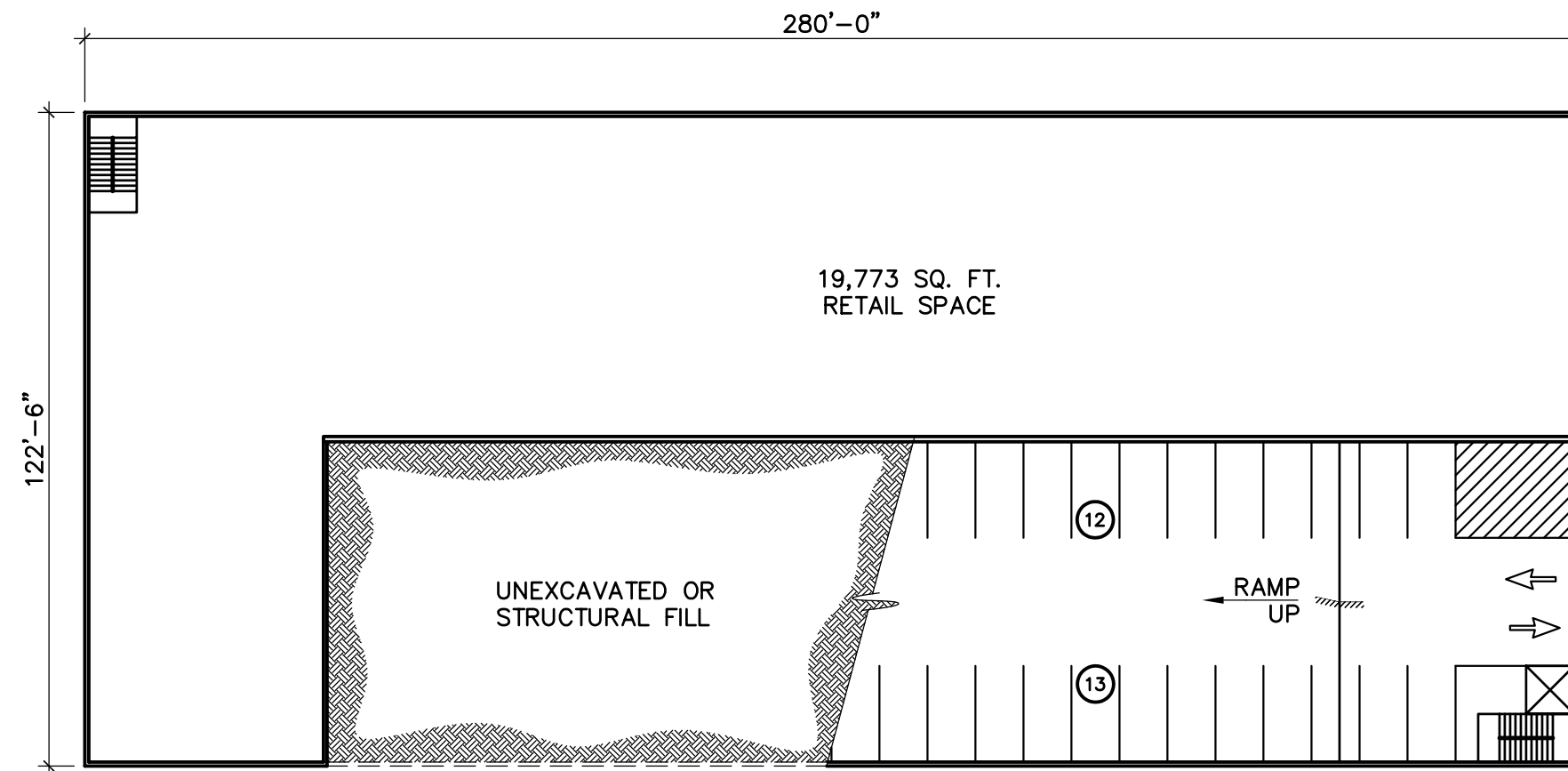
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DRAWING TITLE
**TOP LEVEL
FUNCTIONAL PLAN
OPTION 3**

PROJECT NO.
S3-2007-095

DRAWING NO.

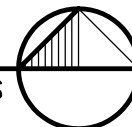
F3.4



LEVEL 1 FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

25 SPACES



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DRAWING TITLE
**LEVEL 1
FUNCTIONAL PLAN
OPTION 4**

PROJECT NO.
S3-2007-095

DRAWING NO.

F4.1

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Task Order #9
Boise, Idaho

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DRAWN BY _____ VKG

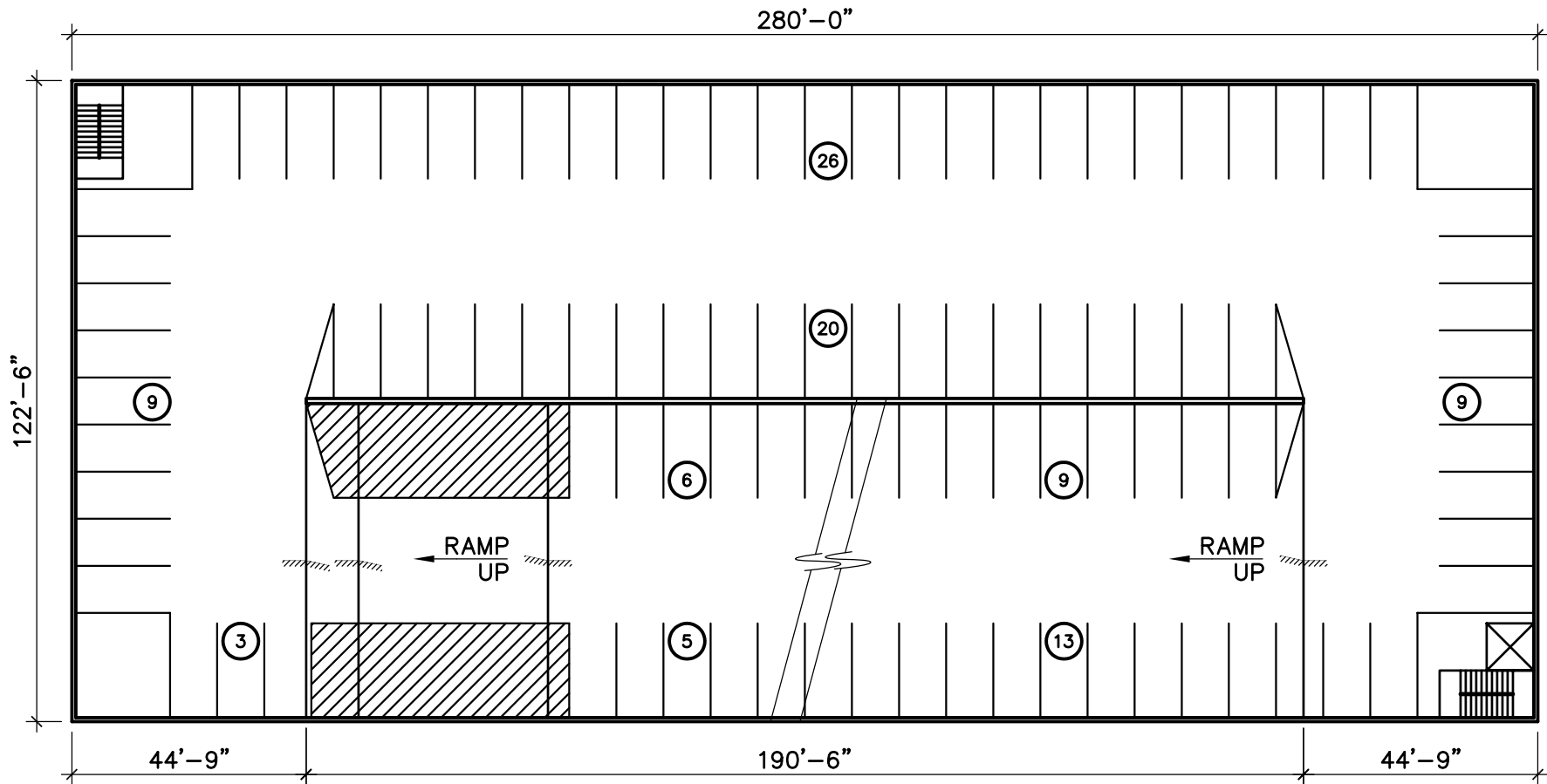
ISSUED/ REV. NO.	DATE	DESCRIPTION
		PRELIMINARY

DRAWING TITLE
**LEVEL 2
FUNCTIONAL PLAN
OPTION 4**

PROJECT NO.
S3-2007-095

DRAWING NO.

F4.2

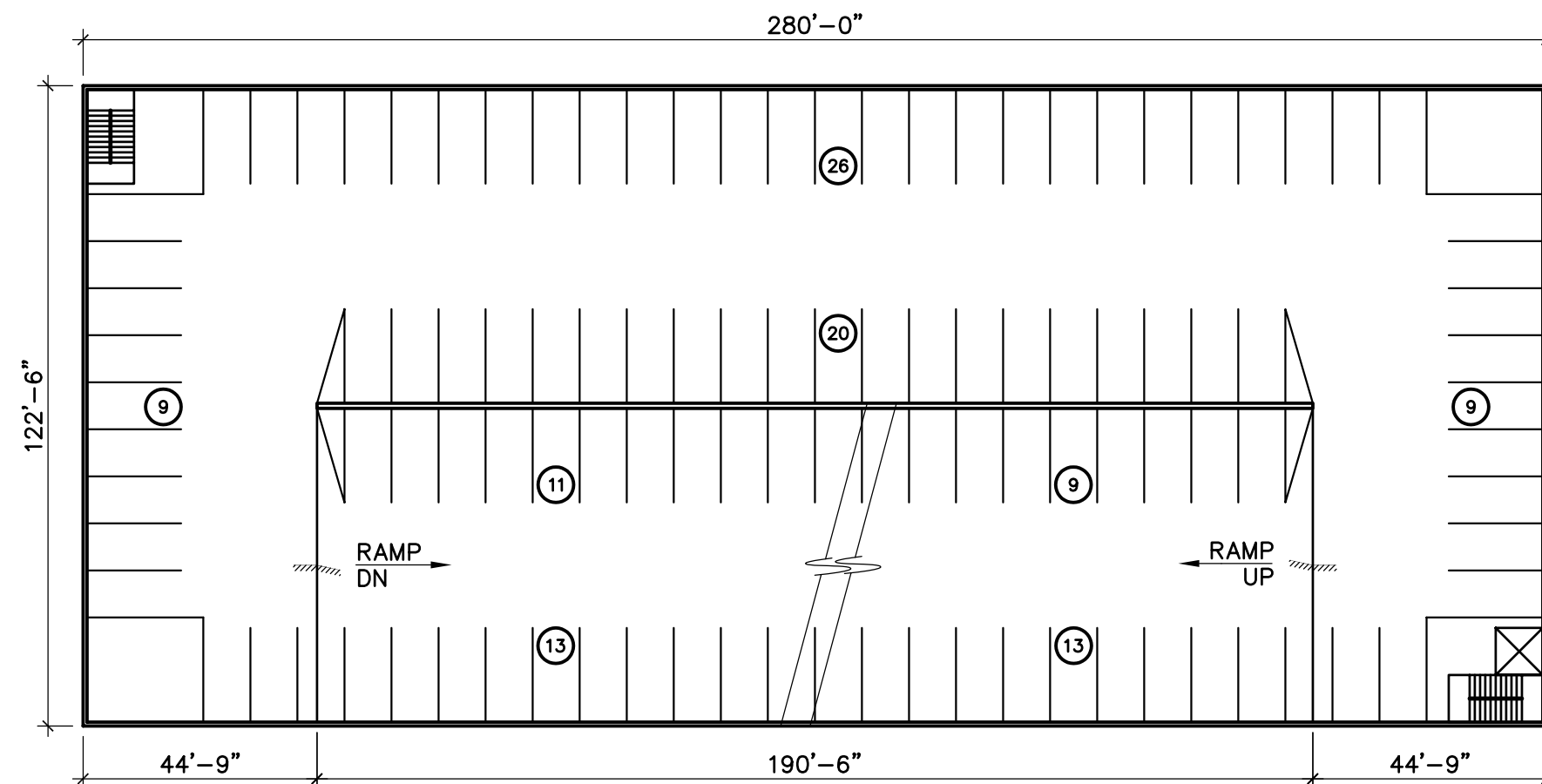


LEVEL 2 FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

100 SPACES





TYPICAL LEVEL FUNCTIONAL PLAN
SCALE 1/32" = 1'-0" 110 SPACES

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Boise, Idaho

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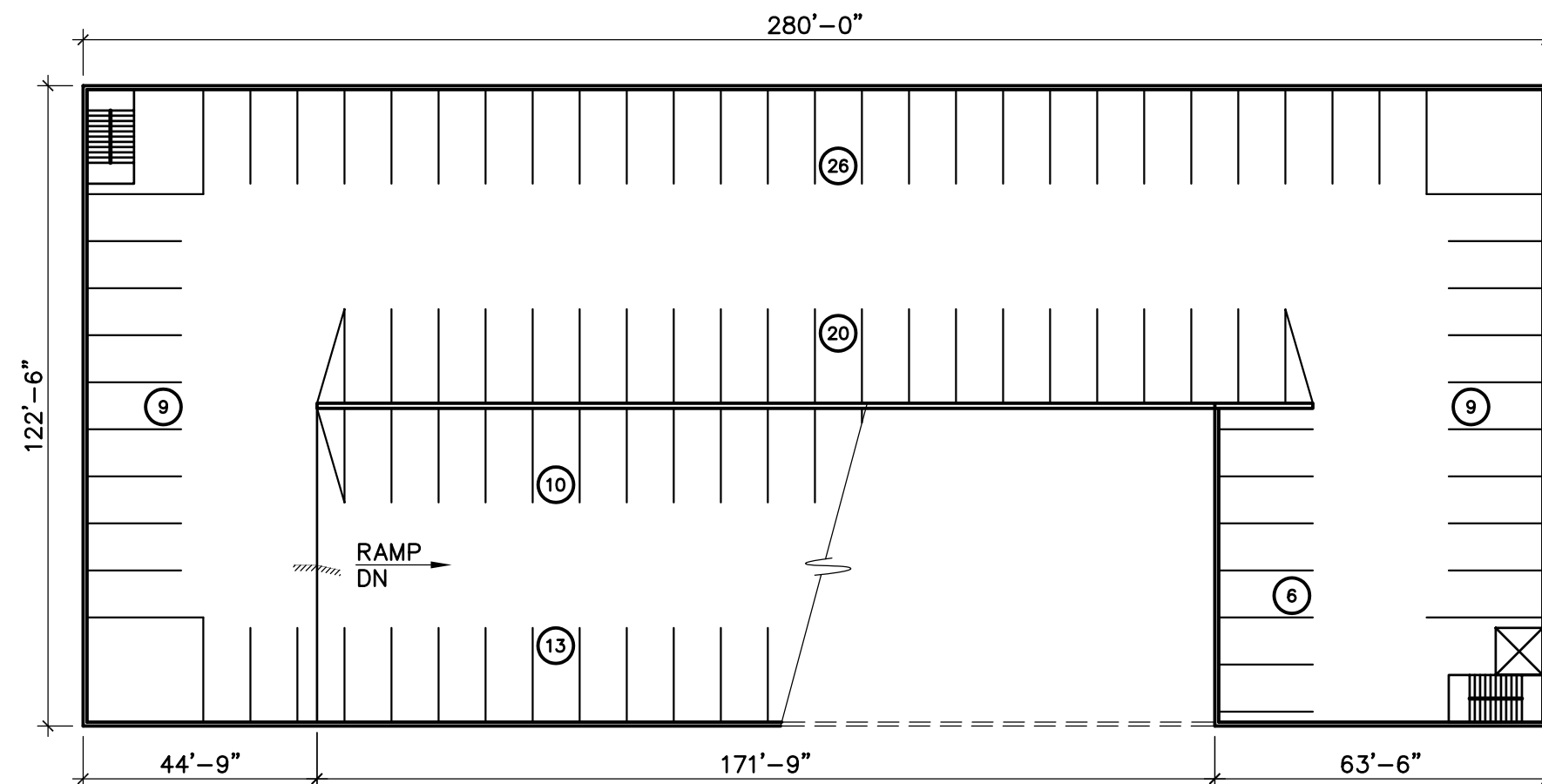
ISSUED/ REV. NO.	DATE	DESCRIPTION
		PRELIMINARY

DRAWING TITLE
**TYPICAL LEVEL
FUNCTIONAL PLAN
OPTION 4**

PROJECT NO.
S3-2007-095

DRAWING NO.

F4.3



TOP LEVEL FUNCTIONAL PLAN

SCALE 1/32" = 1'-0"

93 SPACES



Carl Walker
Parking

Planning Engineering Restoration

Carl Walker, Inc.

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		PRELIMINARY

DRAWING TITLE
**TOP LEVEL
FUNCTIONAL PLAN
OPTION 4**

PROJECT NO.
S3-2007-095

DRAWING NO.

F4.4