



2018 Downtown Boise Parking Supply/Demand Update

August 2019

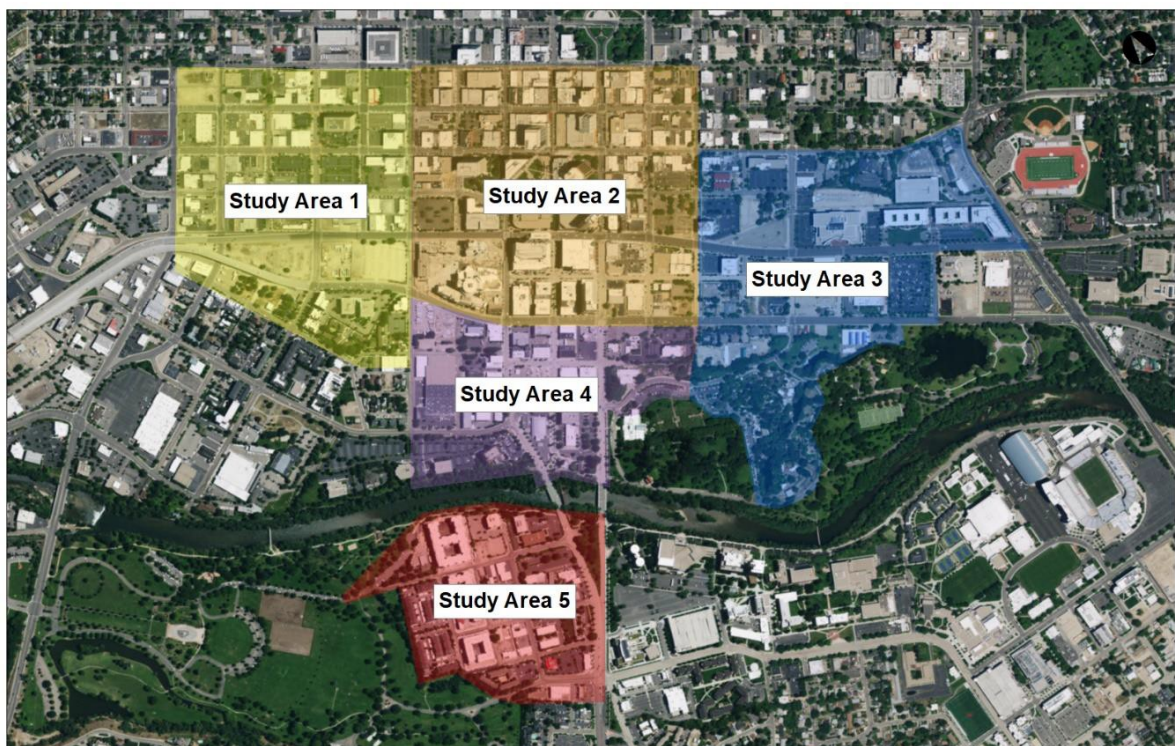
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Executive Summary

In January 2018, the Capital City Development Corporation (CCDC) commissioned Kimley-Horn and Associates, Inc. to conduct a parking supply and demand study update for Downtown Boise. This study updates previous parking analyses completed in 2008, 2014, and 2016.

Five study areas have been included in the analyses, which are summarized in the map below for reference.



The table below summarizes the average observed parking utilization for each of the five study areas. While this report concludes that there is adequate parking supply to meet existing demands, as shown below and detailed in the report, there does exist areas of increased utilization within the study area.

	Inventory	Effective Capacity	Peak Occ.	Adequacy
Study Area 1	2,973	2,676	1,815	861
Study Area 2	6,972	6,276	4,356	1,920
Study Area 3	3,790	3,411	3,677	(266)
Study Area 4	1,545	1,391	1,024	367
Study Area 5	1,686	1,518	897	621
TOTALS	16,966	15,272	11,769	3,503

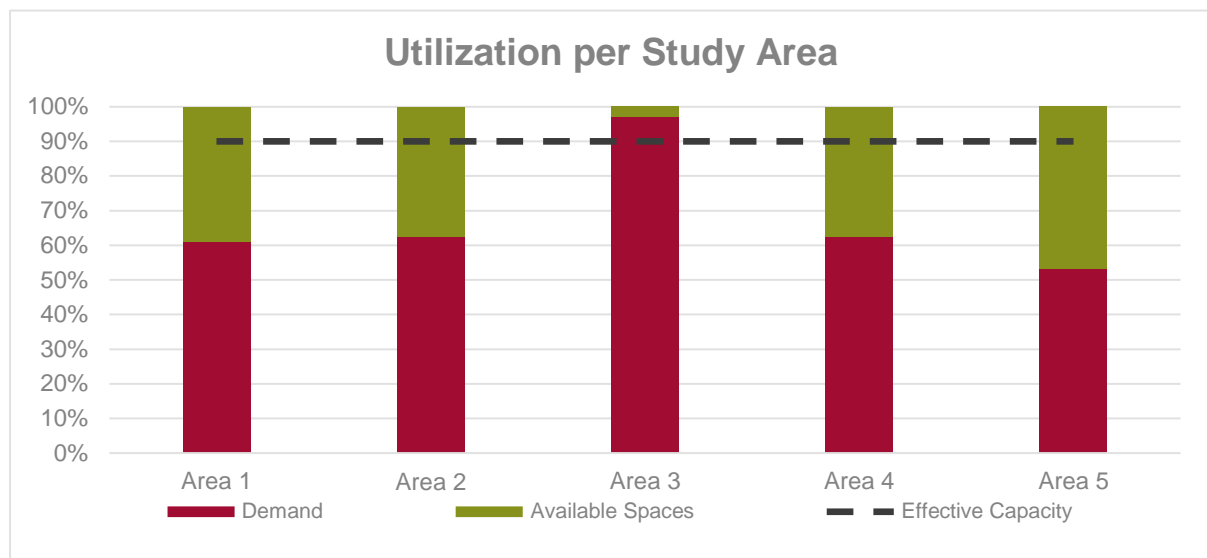
**Effective Capacity is defined on page 6*

As parking demands grow with continued development of Downtown Boise, parking adequacy is anticipated to become constrained within many of these study areas. Several future developments were provided for consideration in Study Area 4. This included the Boise Downtown Public Library, phase two of the Afton Condos, and the redevelopment of the Foothills School of Arts and Sciences site. Collectively, and as further discussed in the Study Area 4 section, these projects represent an anticipated additional parking demand of approximately 610 spaces. While the Foothills redevelopment anticipates providing 300 spaces for library patron access, the site of the proposed library results in a loss of 92 parking spaces, for a net increase of only 208 spaces.

As future developments are identified for Study Areas 1, 2, 3 and 5, these will be added to those provided in Study Area 4 and included the Park+ model under development for CCDC and the City of Boise. Park+ is an interactive parking scenario planning model, developed by Kimley- Horn and integrated with ArcGIS, that has the ability to evaluate existing parking supply and demands, identify and test new development and parking facilities, and apply parking management strategies to model parking demands based on the unique characteristics and behaviors observed within the study area.

Conclusion

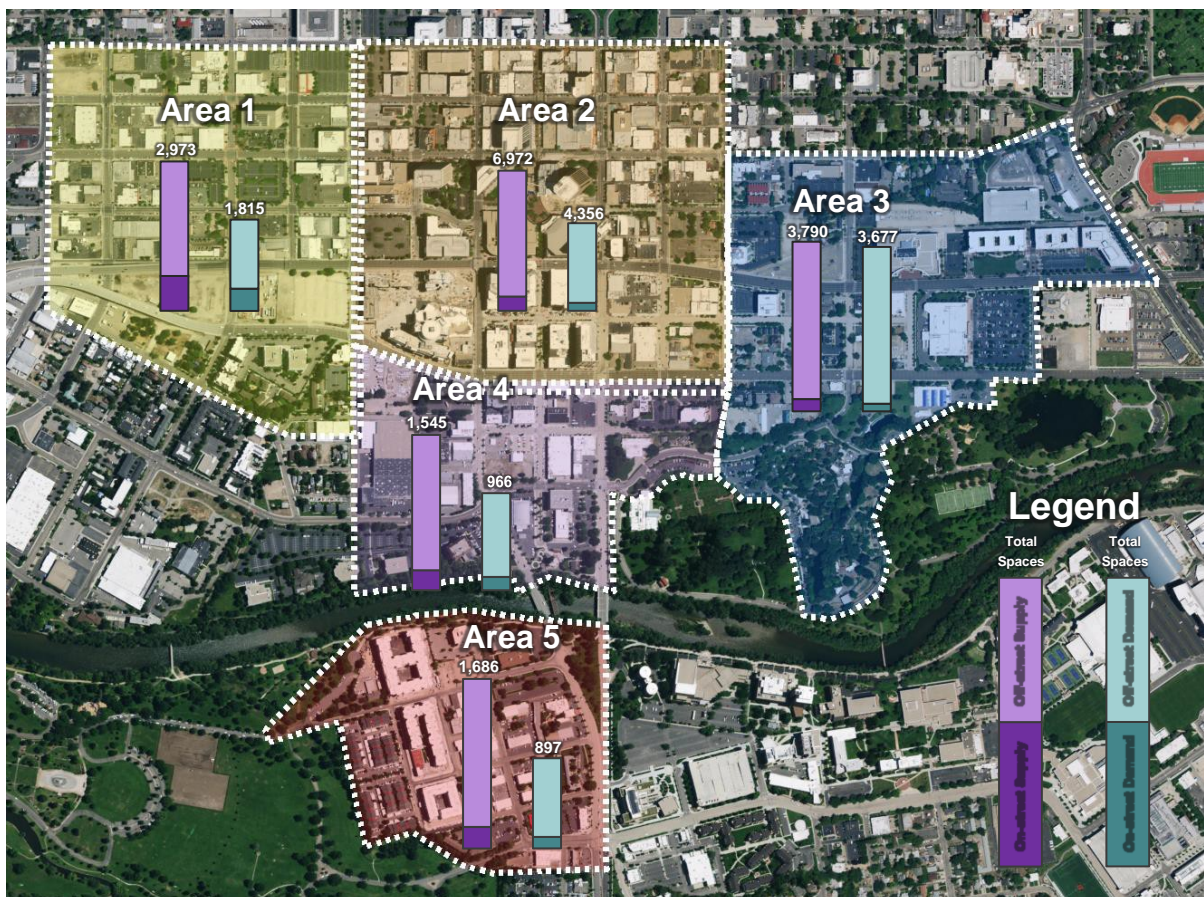
The existing on- and off-street capacity serves the needs of the Overall Study Area, given current conditions. There does exist localized areas of increased demands where parking is likely difficult for patrons to locate, specifically in Study Area 3 which was observed to operate at approximately 97% occupied. However, given the relative impacts of the three projects analyzed in Study Area 4, future developments in any of the five study areas may quickly push the parking supplies beyond effective capacities, and should be analyzed further.



Introduction

The vibrancy of Downtown Boise and renewed development interest throughout the area has brought both challenges and opportunities. Parking is a growing concern felt by customers, employees, residents and visitors as well as an obstacle to future developments. The issues of parking, mobility and access to Downtown Boise are directly related to other priorities within the area, including economic development, housing and transportation as well as having far reaching impacts throughout the city.

This report is focused on the Downtown area, broken down into five study areas based on each study area's individual characteristics. The image below shows the overall study area and summarizes the results from the supply/demand update counts conducted in April of 2018, providing an update to the supply/demand analysis completed in 2016.



Study Area 1

Study Area One is located in the west part of downtown Boise and is bounded on the north by West Bannock Street, on the east by North 10th Street and South 11th Street, on the south by West Grand Avenue and West Miller Street, and on the west by South 16th Street/North 16th Street.

The aerial photograph below provides a more detailed image Study Area 1:



PLANNING CONTEXT

Study Area 1 encompasses a portion of west downtown Boise, which is a part of the Downtown Planning Area included in Blueprint Boise. This area serves as an urban commercial center, with 24-hour activity through a mix of office, retail, residential, and cultural uses.

Included within Study Area 1 are multiple public transportation options, including on-street bike lanes. Numerous transportation projects throughout Downtown encourage multimodal transportation in an effort to reduce automotive traffic congestion.

One goal presented within the Blueprint Boise Downtown planning area is to “Encourage redevelopment of surface parking lots and other underutilized properties”. The future redevelopment of existing parking infrastructure could provide additional inventory due to modifications of current parking requirements, as well as the addition of shared, structured parking. These improvements throughout the Downtown Planning Area will make land available for more productive uses and increase the walkability and vitality of the area.

STUDY AREA 1 PARKING ANALYSIS

One critical metric utilized in analyzing parking data is occupancy, which is a measurement of how much of a facility or area is being used at a given time.

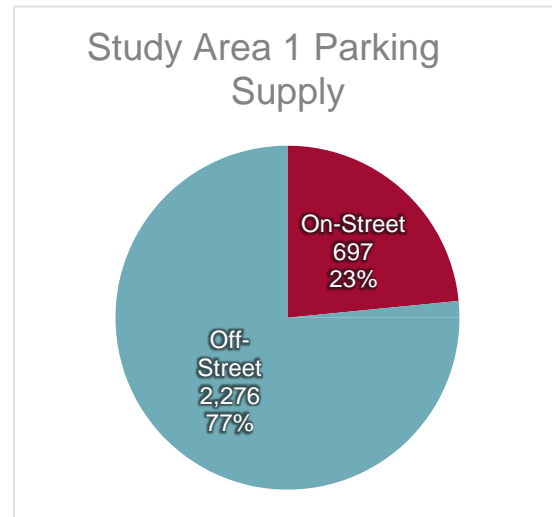
Occupancy surveys are used to indicate the parking utilization associated with each facility. When analyzing parking occupancy, the primary industry accepted threshold for identifying demand constraints for a system is when occupancies reach 85-90%

consistently, this concept is referred to as “effective capacity”. When utilization for a

parking system reaches this level of occupancy, parking supply becomes

constrained, and changes need to be implemented to maintain adequate parking capacity.

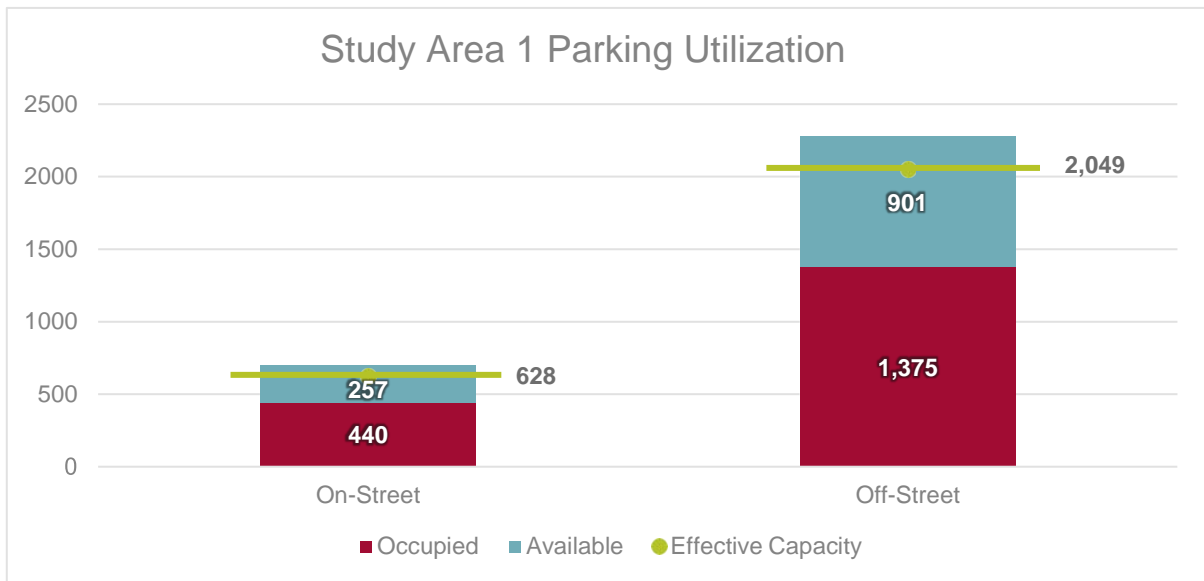
The 10-15% remaining capacity accounts for those vehicles leaving a space and the few spaces that are scattered throughout the system or a facility that one might have to circle to find.



Study Area 1 contains approximately 2,973 parking spaces. The supply of spaces is comprised of both off-street spaces and on-street spaces, and the breakdown of these spaces is shown in the graph above.

Parking occupancy data for Study Area 1, outlined in red in the map below, was collected during the week of April 23 - 27, 2018 by CCDC and City staff. During this time, approximately 1,815 of the 2,973 parking stalls were observed to be occupied, resulting in an overall utilization of approximately 61%.

For this study area, where the number total number of parking spaces is 2,973, the effective capacity threshold is 2,676 spaces. This represents an effective capacity of 90%. Based on this data, Area 1 has an approximate parking surplus of 861 spaces. Once parking demand in this area begins approaching 2,676 spaces, it will be approaching its functional capacity and operational and management changes would need to be considered. On-going parking utilization monitoring is recommended.



Overall, Area 1 had the second lowest utilization rate during the occupancy survey period of all of the study areas. In Study Area 1, the total observed occupancy for both on-street and off-street facilities combined was 61%. Of the 697 on-street parking stalls in this area, 440 were observed to be occupied during data collection reflecting a utilization of 63.1%. Approximately 1,375 of the 2,276 off-street parking stalls were observed to be occupied during this same period, for a utilization of 60.4%, as summarized in the graphic above.

The data in the table below presents a snapshot of parking utilization in April 2018.

	Inventory	Eff. Capacity	Peak Occ.	Adequacy
Off-Street Parking	2,276	2,049	1,375	674
On-Street Parking	697	628	440	188
TOTALS	2,973	2,676	1,815	861

With a combined surplus of 861 parking stalls, both on-street and off-street were observed to operate below effective capacity during the time of collections.



The map above provides a visual representation of the parking utilization for each block in Area 1. As shown in the map above, the greatest utilization was observed in the 1-12 and 1-18 blocks, with the lowest utilization observed in the 1-3 and 1-21 blocks.

The full distance across Area 1, north to south and east to west, is less than a half-mile. In a downtown setting, a half-mile is usually an acceptable distance to walk to reach ones' destination. Those using the areas experiencing high demands of parking could be encouraged to park one block away where parking is more available. For instance, for Block 1-12, users may have parking options in block 1-19, 1-20, or 1-2. There are parking options available to users if they are willing to walk a small distance further.

Editorial Note: During the data collection time period, area 1-21 sometimes referred to as "Parcel B" was in transition from a vacant dirt lot with approximately 400 spaces (used largely for contractor parking) to a new development area. This area is now home to the following uses:

- *Panera Bread (25 parking spaces)*
- *Hilton Garden Inn (6 parking spaces)*

- *New Parking Garage (828 spaces)*
- *On-Street (7 spaces)*
- *Total: 866 spaces*

FUTURE DEVELOPMENT

No new development projects or lost supply were identified for Area 1.

STUDY AREA 1 SUMMARY

Given the relatively low utilization of Study Area 1, peaking at 61% occupied overall, there is existing capacity in both the on-street and off-street facilities to absorb additional parking demands associated with population growth or future developments. How much can or should be absorbed will vary based upon the size and nature of any future developments, which should be given additional analysis for their potential impacts on the parking system as these developments become known.

The following is a summary of the findings of this analysis for Study Area 1:

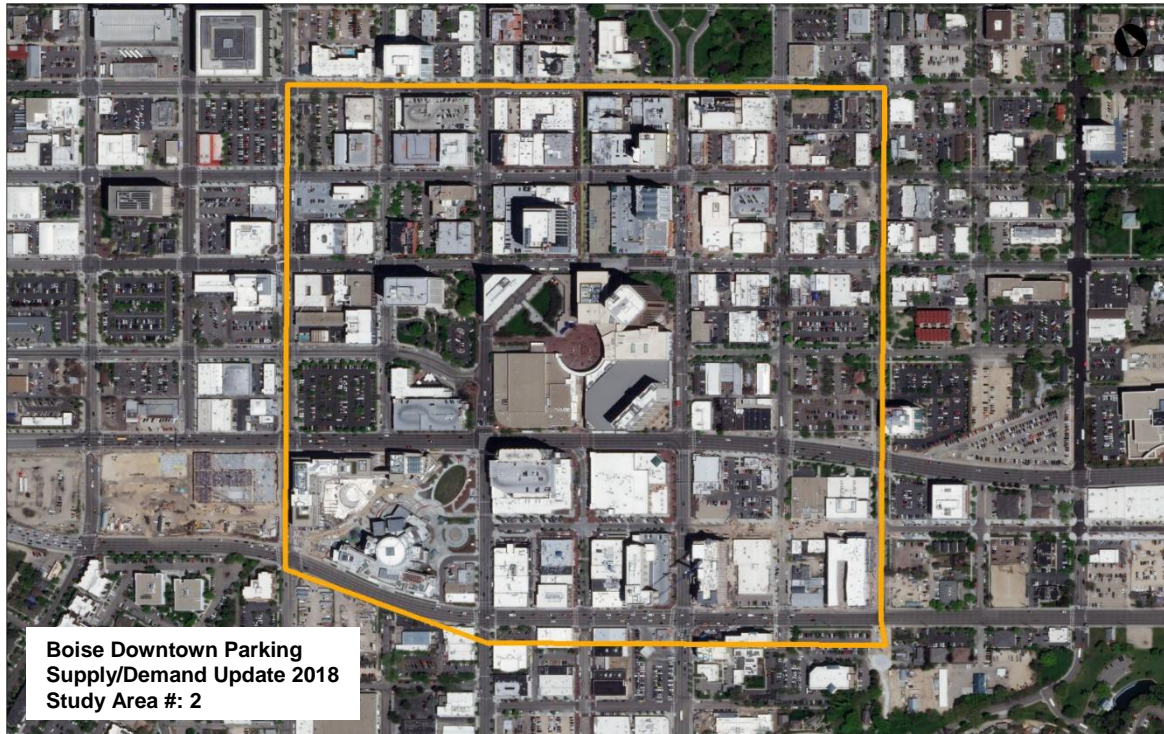
Existing parking supplies are adequate to meet existing parking demands. However, future developments can have significant impacts on the parking system based on their scope and size, and additional context as to their nature and intensity should be studied.

- Other summary conclusions:
 - The parking system in Study Area 1 was found to be underutilized at present with an overall occupancy of approximately 61%.
 - On-street parking facilities are currently operating at 63%.
 - Off-street parking facilities are currently operating at 60%
 - No new development projects or lost supply were identified for Area 1

Study Area 2

Study Area 2 is located in the north-central part of downtown Boise and is bounded on the north by West Bannock Street, on the east by North 5th Street, on the south by West Broad Street, and on the west by North 10th Street.

The aerial photograph below provides a more detailed image Study Area 2:



Planning Context

Study Area 2 encompasses a portion of east downtown Boise, which is a part of the Downtown Planning Area included in Blueprint Boise. This area is a commercial district comprising approximately 340 acres.

Included within Area 2 are multiple public transportation options, including on-street bike lanes, VRT's Main Street Station as well as a portion of existing BSU's shuttle transportation route to enhance movement between the University and through the downtown area.

Area 2 has two historic preservation districts within it: Old Boise and South Eighth Street.

In 2004, the Old Boise Eastside Master Plan was completed. It was initiated at the request of land owners requesting aesthetic improvements and to address parking inadequacies within the area.

The existing grid network handles parking with little congestion and it features tree-lined

streets to encourage slower traffic speeds, however, a majority of parking in Study Area 2 is on-street and in private off-street lots, providing limited longer-term parking options for visitors. This lack of parking availability restricts future business growth but could be overcome in part through the use of shared, structured parking, which would also reduce surface parking lot needs. This will ultimately promote a more walkable environment that is less disruptive to active, street level land uses.

One structured parking facility is proposed within the Study Area 2 boundary, as shown in the image below from the Old Boise/Eastside Master Plan. The Study Area 2 boundary has been overlaid on the image from the Master Plan.



Study Area 2 – Parking Analysis

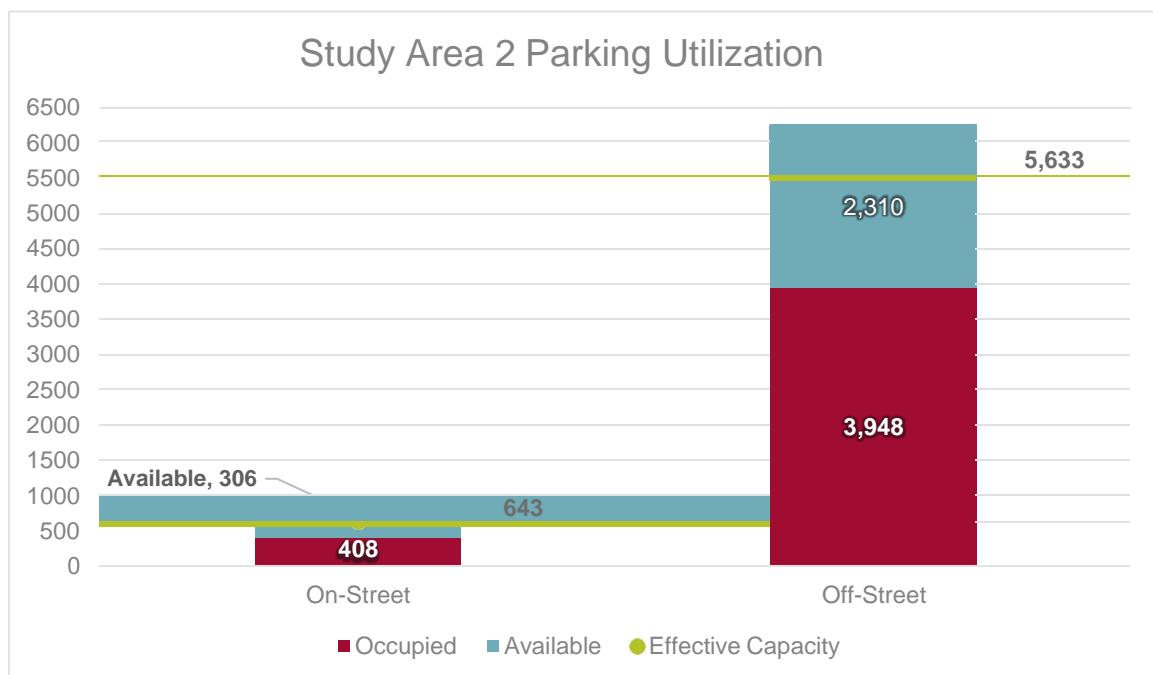
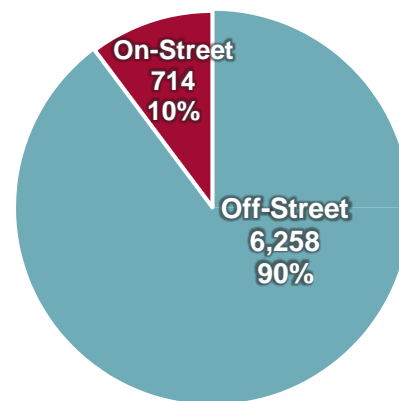
Study Area 2 contains approximately 6,972 parking spaces. The supply of spaces is comprised of both off-street spaces and on-street spaces, and the breakdown of these spaces is shown in the graph to the right.

Parking occupancy data for Study Area 2, outlined in red in the map below, was collected during the week of April 23 - 27, 2018 by CCDC and City staff. During this time, approximately 4,356 of the 6,972 parking stalls were observed to be occupied, resulting in an overall utilization of approximately 62.5%.

For this study area, where the number of

spaces is 6,972, the effective capacity threshold is 6,276 spaces. This represents an effective capacity at 90%. If 6,276 spaces were occupied within this study area, the parking system would be considered to be at its functional capacity and operational and management changes would need to be considered.

Study Area 2 Parking Supply



In Study Area 2, the total observed occupancy for both on-street and off-street facilities combined was 62.5%. Of the 714 on-street parking stalls in this area, 408 were observed to be occupied during data collection reflecting a utilization of 57.1%. Approximately 3,948 of

the 6,258 off-street parking stalls were observed to be occupied during this same period, for a utilization of 63.1%.

The data in the table below presents a snapshot of parking utilization in April 2018.

	Inventory	Eff. Capacity	Peak Occ.	Adequacy
Off-Street Parking	6,258	5,633	3,948	1,685
On-Street Parking	714	643	408	235
TOTALS	6,972	6,276	4,356	1,920

With a combined surplus of 1,920 parking stalls, both on-street and off-street were observed to operate below effective capacity during the time of collections.



The map above provides a visual representation of the parking utilization for each block in Area 2. As shown in the map above, the greatest off-street utilization was observed in the 2-9 and 2-16 blocks, with the lowest utilization observed in the 2-7, 2-21, 2-27, and 2-30 blocks.

The full distance across Area 2, north to south and east to west, is less than a half-mile. In a downtown setting, a half-mile is usually an acceptable distance to walk to reach ones' destination. Those using the areas experiencing high demands of parking could be encouraged to park one block away where parking is more available. For instance, for Block 2-16, users can park in block 2-21, 2-22, or 2-4. There are parking options available to users if they are willing to walk a small distance further.

FUTURE DEVELOPMENT

No new development projects or lost supply were identified for Area 2.

STUDY AREA 2 SUMMARY

Given the relatively low utilization of Study Area 2, peaking at 62% occupied overall, there is existing capacity in both the on-street and off-street facilities to absorb additional parking demands associated with population growth or future developments. How much can or should be absorbed will vary based upon the size and nature of any future developments, which should be given additional analysis for their potential impacts on the parking system as these developments become known.

The following is a summary of the findings of this analysis for Study Area 2:

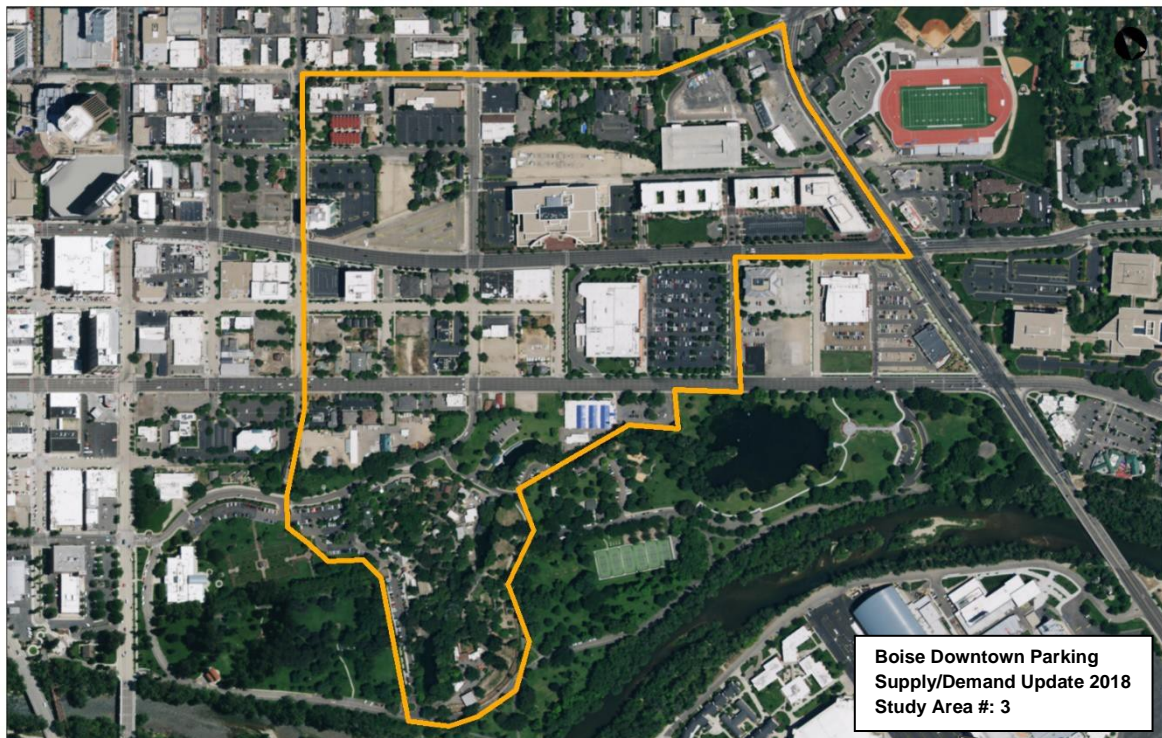
Existing parking supplies are adequate to meet existing parking demands. However, future developments can have significant impacts on the parking system based on their scope and size, and additional context as to their nature and intensity should be studied.

- Other summary conclusions:
 - The parking system in Study Area 2 was found to be underutilized at present with an overall occupancy of approximately 62.4%.
 - On-street parking facilities are currently operating at 57.1%.
 - Off-street parking facilities are currently operating at 63.1%
 - No new development projects or lost supply were identified for Area 2

Study Area 3

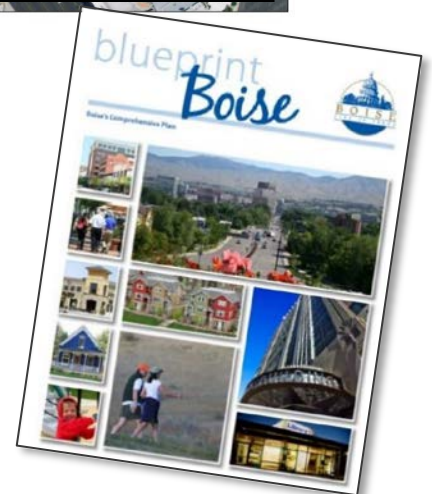
Study Area 3 is located in the eastern part of downtown Boise and is bounded on the north by Main Street, on the east by Broadway Avenue, South Avenue B, and the eastern boundary of the zoo, on the south by the Julia Davis Drive, and on the west by South 6th Street.

The aerial photograph below provides a more detailed image of Study Area 3:



PLANNING CONTEXT

Study Area 3 represents the southeastern portion of the Downtown Planning Area as identified in Blueprint Boise and includes Zoo Boise, one of the of the City's most popular attractions. This area also houses Civic Center, the Ada County Courthouse, Idaho Department of Labor, as well as multifamily housing, and other commercial and office uses. The area is served by 11 Valley Regional Transit Routes with five stops mainly located along Front Street and Main Street.



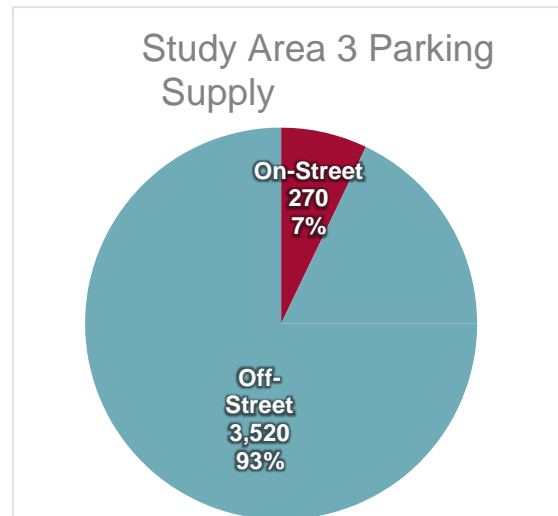
Given the varied land uses located within the Downtown Planning Area, Blueprint Boise outlines several key parking and transportation related policies that will impact future developments within the area. These zoning policies include evaluating existing parking

minimum requirements in recognition that land uses within the downtown area generate less parking demand than similar land uses in other areas of the city. The Plan also calls for the establishment of maximum parking requirements to promote shared parking among land uses and increase utilization of alternative modes of travel to reduce traffic congestion within the area. To further support alternative modes of travel with the Downtown area, the Plan proposes consideration of park and ride facilities located on the periphery of Downtown connected the core business district via shuttle and existing transit routes.

STUDY AREA 3 PARKING ANALYSIS

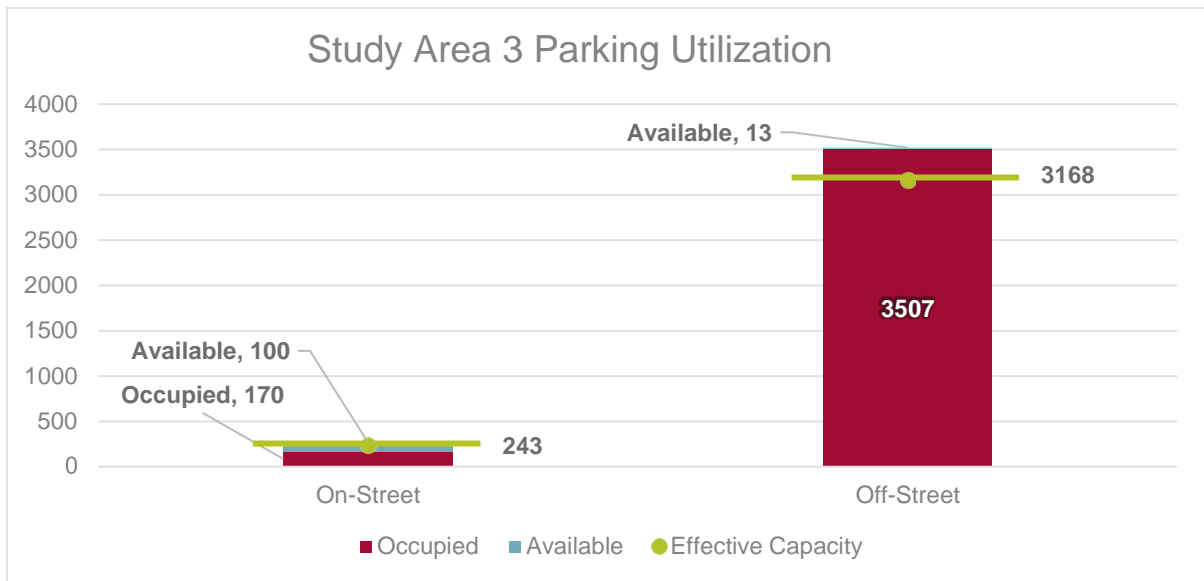
Study Area 3 contains approximately 3,790 parking spaces. The supply of spaces is comprised of both off-street spaces and on-street spaces, with the breakdown of these spaces shown in the graph to the right.

Parking occupancy data for Study Area 3, outlined in red in the map below, was collected during the week of April 23 - 27, 2018 by CCDC and City staff. During this time, approximately 3,677 of the 3,790 parking stalls were observed to be occupied, resulting in an overall utilization of approximately 97%.



For this study area, where the total number of parking spaces is 3,790, the effective capacity threshold is 3,411 spaces. This represents an effective capacity at 90%. If 3,411 spaces are occupied within this study area, the parking system would be considered to be at its functional capacity and operational and management changes would need to be considered. Based on this data, Study Area 3 has an approximate parking deficit of 266 spaces.

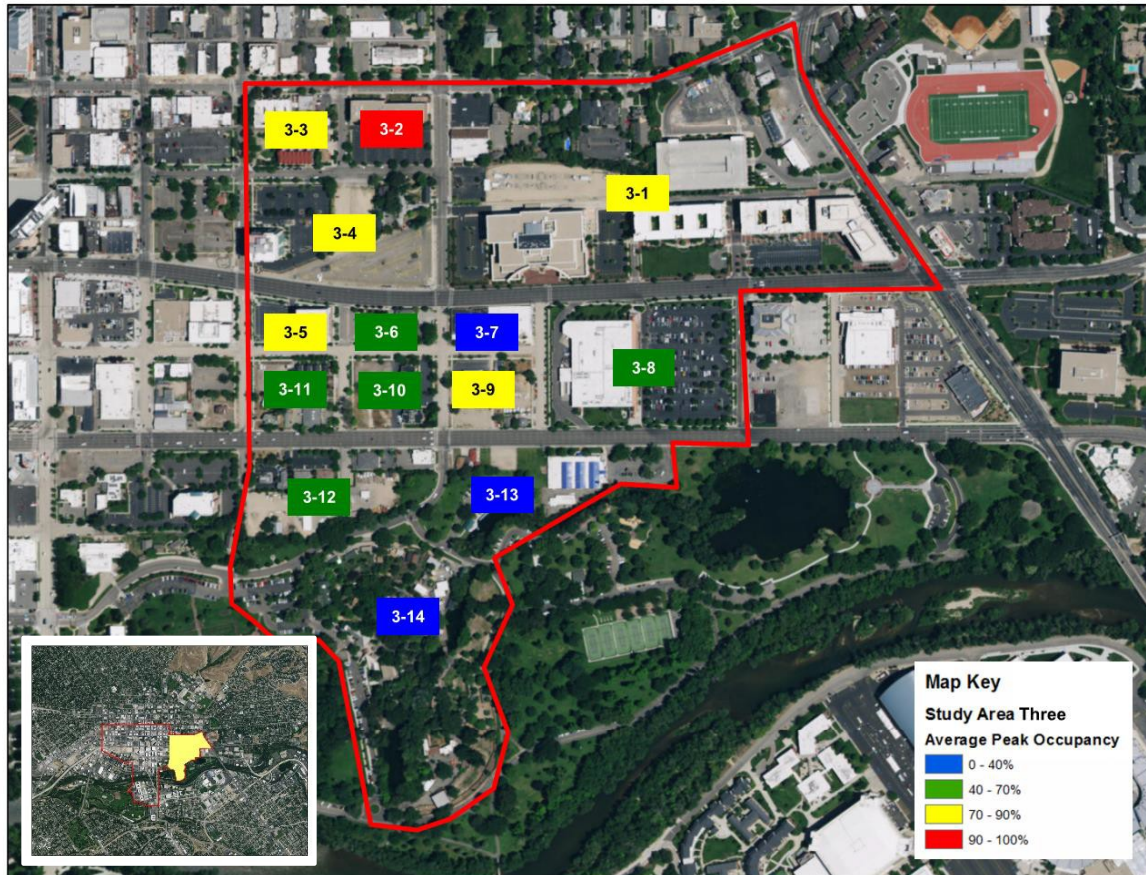
Study Area 3 had the highest average observed occupancy of any study area. The total observed occupancy for both on-street and off-street facilities combined was 97.0%, above the system's effective capacity. Of the 270 on-street parking stalls in this area, 170 were observed to be occupied during data collection reflecting a utilization of 63%. Approximately 3,507 of the 3,520 off-street parking stalls were observed to be occupied during this same period, for a utilization of 99.6%. This is summarized in the graph below.



The data in the table below presents a snapshot of parking utilization in April 2018.

	Inventory	Eff. Capacity	Peak Occ.	Adequacy
Off-Street Parking	3,520	3,168	3,507	(339)
On-Street Parking	270	243	170	73
TOTALS	3,790	3,411	3,677	(266)

With a combined deficit of 266 parking stalls, the system as a whole was observed above effective capacity during the time of collections. Note as of 4/4/19: There is a proposed development called River Caddis, which includes a 400 space garage attached to apartments. The County is funding most if not all of the garage and will use it for employee parking.



The map above provides a visual representation of the parking utilization for each block in Study Area 3. As shown in the map above, the greatest off-street utilization was observed in the 3-2 block, with the lowest utilization observed in the 3-7 block.

The full distance across Study Area 3, north to south and east to west, is less than a half-mile. In a downtown setting, a half-mile is usually an acceptable distance to walk to reach ones' destination. Those using the areas experiencing high demands of parking could be encouraged to park one block away where parking is more available. For instance, for Block 3-2, users can park in block 3-7, or 3-6. There are parking options available to users if they are willing to walk a small distance further.

STUDY AREA 3 SUMMARY

Given the high utilization of Study Area 3, peaking at 97% occupied overall, any future additional development impacting this area will put considerable strain on the existing parking supplies.

The following is a summary of the findings of this analysis for Study Area 3:

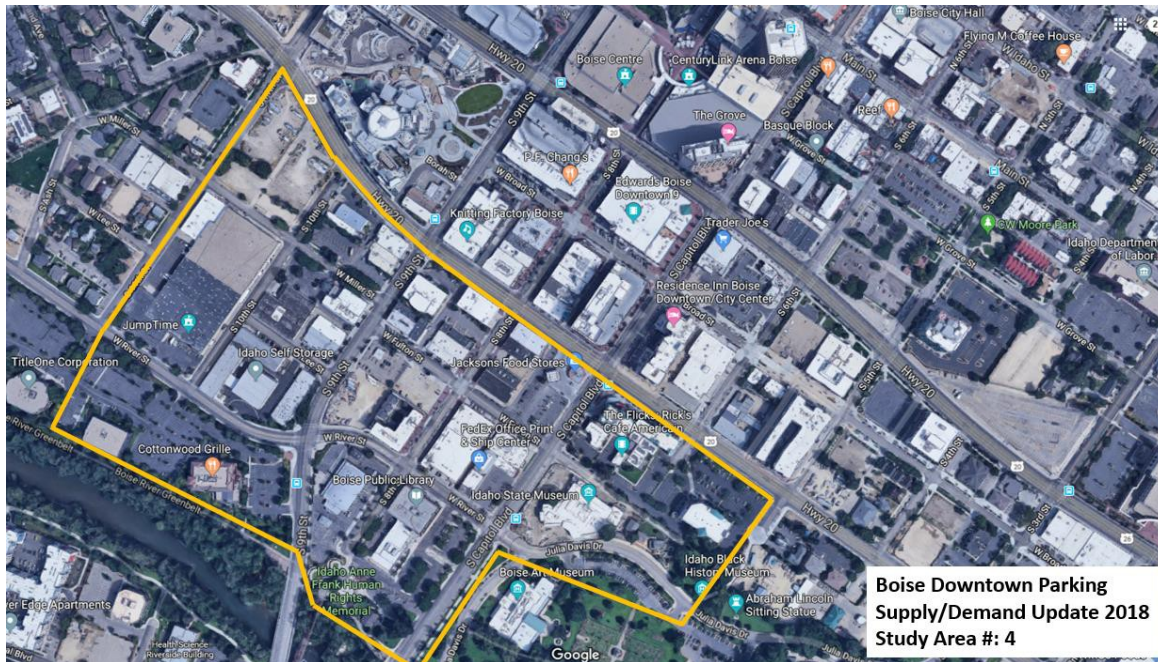
Additional structured parking will likely be required in this area. It is highly unlikely that surface parking options will be adequate to meet future demands associated with any new developments or increased population density within this area. The exact size of the garage will need to be reassessed as future land use and quantity information is available.

- Other summary conclusions:
 - The parking system in Study Area 3 was found to be overutilized at present with an overall occupancy of approximately 97%.
 - On-street parking facilities are currently operating at 63%, providing much of the existing available parking capacity. This demonstrates that many of the parking system users are staying for extended periods of time and preferring to park off-street.
 - Even though the on-street parking occupancy is underutilized, there is extremely limited availability in off-street parking facilities, which were observed to operate at approximately 99.6%.

Study Area 4

Study Area 4 is located in the south/central area of downtown Boise and is bounded on the North by Myrtle Street, to the East by S. Fifth Street/ S. Capitol Blvd, to the South by the Boise River and to the West by S. 11th St.

The aerial photograph below provides a more detailed image of Study Area 4:



PLANNING CONTEXT

In 2016, a corridor study was completed (the 8th Street Corridor Master Plan) that focused on potential 8th Street improvements. The Master Plan recommended a parking study of the downtown area be conducted in order to develop a parking plan for the District that will satisfy future parking demands as surface lots are redeveloped over time. It was noted in the 8th Street Corridor Master Plan that: "Parking needs for the district and downtown should be addressed in a comprehensive parking study that takes into account all existing parking, new parking being built as a part of the JUMP project and build out scenarios for the District". This study combined with Park+ modeling discussed later in this report should satisfy this recommendation.



The 8th Street Corridor Master Plan study showed that the study area has an abundance of civic and cultural assets upon which to build a vibrant Arts and Culture District. The report

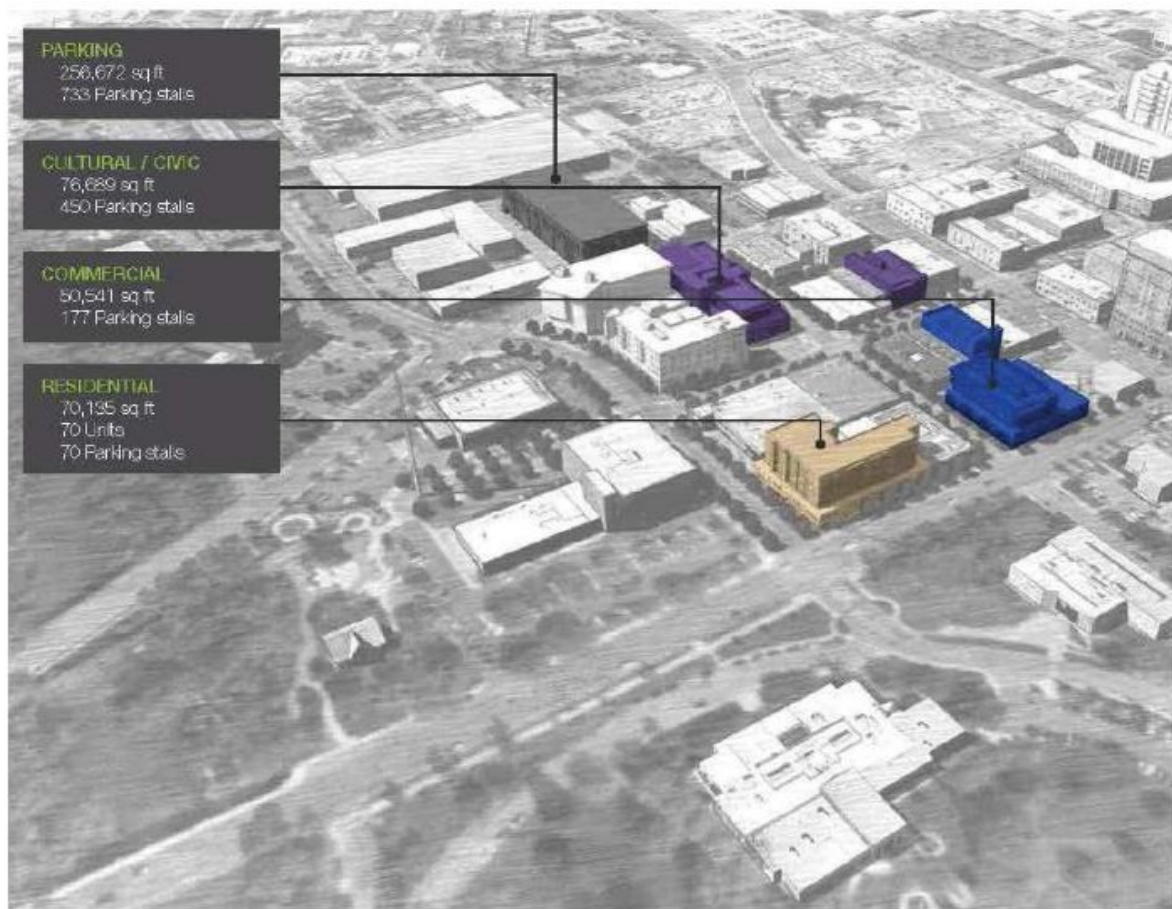
concluded that “This rich collection of assets can be found nowhere else in the region and constitutes a strong foundation for the neighborhood.”

The report recommended a combination of short and long-term strategies for the district (depicted in the diagrams on the following page).

Several Long-term development scenarios were included in the report and some included potential future parking structures to support projected cultural/civic, commercial and residential developments. These are discussed below and will be included in future parking demand modeling to be completed utilizing Park+.



SCENARIO D



SCENARIO C

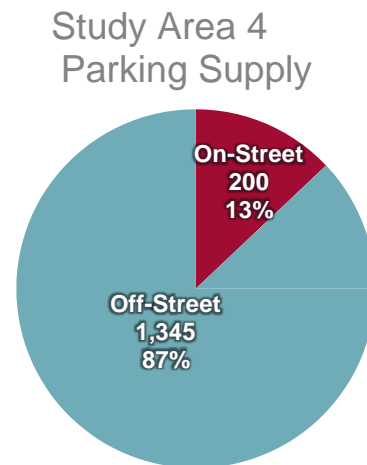
8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | SCENARIOS

July 2016

STUDY AREA 4 PARKING ANALYSIS

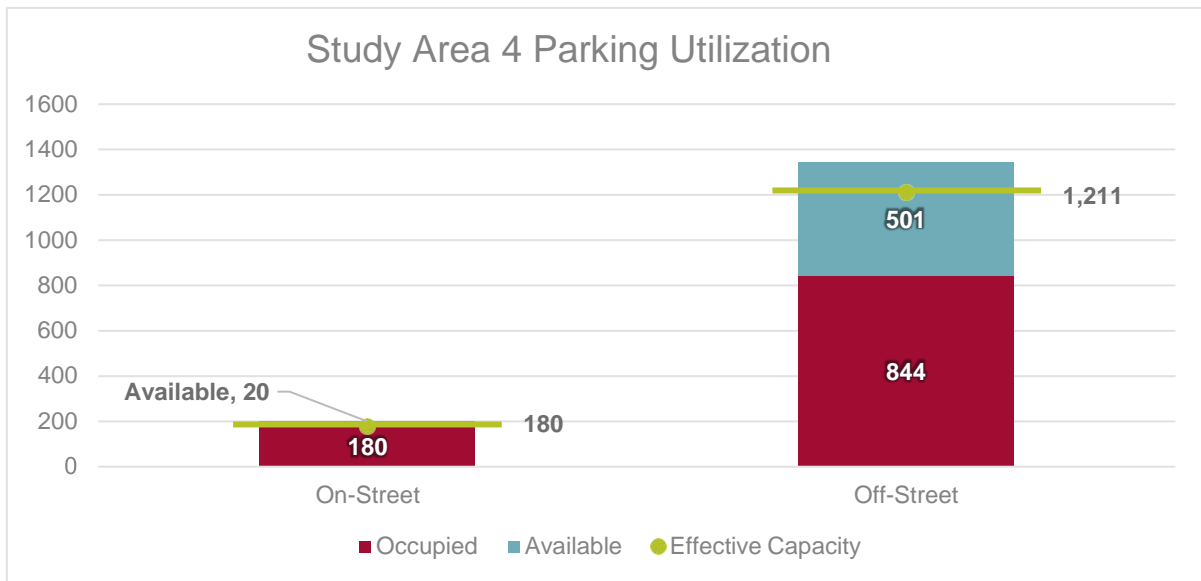
Study Area 4 contains approximately 1,545 parking spaces. The supply of spaces is comprised of off-street spaces and on-street spaces, the breakdown of these spaces is shown in the graph to the right.

Parking occupancy data for Study Area 4, outlined in red in the map below, was collected during the week of April 23 - 27, 2018 by CCDc and City staff. During this time, approximately 1,024 of the 1,545 parking stalls were observed to be occupied, resulting in an overall utilization of approximately 66.3%.



For this study area, where the number of spaces is 1,545, the effective capacity threshold is 1,391 spaces. This represents an effective capacity at 90%. If 1,391 spaces are occupied within this study area, the parking system would be considered to be at its functional capacity and operational and management changes would need to be considered.

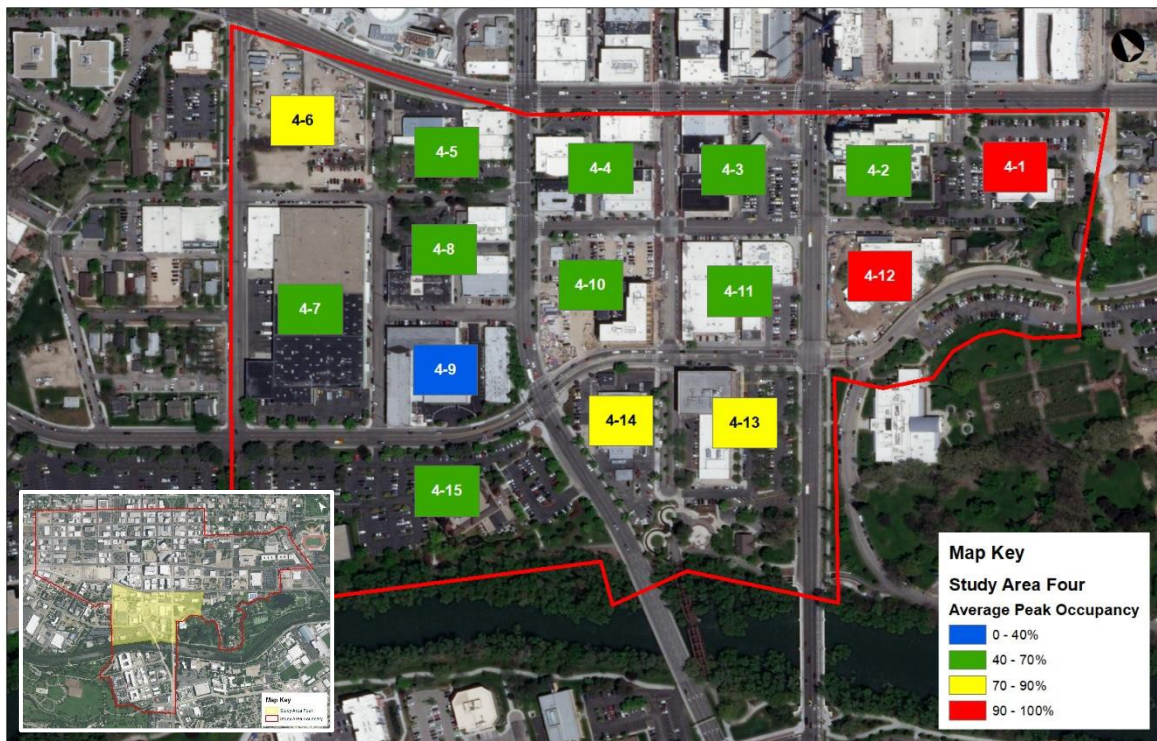
Overall, Study Area 4 had one of the lowest utilization rates during the occupancy survey period. In Study Area 4, the average observed occupancy for both on-street and off-street facilities combined was 66%. Of the 200 on-street parking stalls in this area, 180 were observed to be occupied during data collection reflecting a utilization of 90%. Approximately 844 of the 1,345 off-street parking stalls were observed to be occupied during this same period, for a utilization of 63%.



The data in the table below presents a snapshot of parking utilization in April 2018.

	Inventory	Eff. Capacity	Peak Occ.	Adequacy
Off-Street Parking	1,345	1,211	844	367
On-Street Parking	200	180	180	0
TOTALS	1,545	1,391	1,024	367

As shown in the table above, on-street facilities were observed to operate at their effective capacity, while off-street parking supplies were observed to operate well below effective capacity during the time of collections.



The map above provides a visual representation of the parking utilization for each block in Study Area 4. As shown in the map above, the greatest off-street utilization was observed in the 4-01 and 4-12 blocks, with the lowest utilization observed in the 4-09 block.

The full distance across Study Area 4, north to south and east to west, is less than a half-mile. In a downtown setting, a half-mile is usually an acceptable distance to walk to reach one's destination. Those using the areas experiencing high demands of parking could be encouraged to park one block away where parking is more available. For instance, for Block 4-12, users can park in block 4-02, 4-03, or 4-11. There are parking options available to users if they are willing to walk a small distance further.

STUDY AREA 4 REVIEW OF 2018 ANTICIPATED DEVELOPMENT PROJECTS

As called for in the 8th Street Corridor Master Plan, there are a number of projects that are anticipated to be developed in the near future. Three of those are the Boise Downtown Public Library, the Afton Condominiums (Phase II), and the Foothills School of Arts and Sciences. These developments will have an impact on the parking in Study Area 4. The intent of this memorandum is to highlight these impacts and provide guidance on parking strategies that can mitigate these impacts. Each of the developments are summarized below.

Boise Downtown Public Library



Planning is underway for a major expansion and redevelopment of the Boise Public Library. The proposed facility is projected to encompass approximately 150,000 square feet of space, including a 115,000-square foot library space supported by an event center with seating capacity for approximately 300 persons. The project also proposes the relocation of the Center for Arts and History from its present location at City Hall, to a new 22,000 square foot space including its gallery and administrative offices.

Regarding parking, the library currently has 92 parking spaces. To accommodate this proposed expansion, the City is investigating opportunities to provide a total of approximately 300 parking spaces to serve library patrons and employees. To reach this goal, the project team is working on a combined solution that includes both on- and off-site parking. A parking garage is also being evaluated. Scenario D from the 8th Street Corridor Master Plan shows a proposed parking garage across W. River St, from the Library. This could present an interesting opportunity for a joint development/shared-use parking project.

The Library is situated on block 4-13, which has a current parking utilization of 70.13%. While this is in the range of what is considered acceptable parking utilization, the addition of more parking demand on the block in the near future would create a situation where available parking on the block becomes difficult to find. A potential shared parking opportunity for the Library could be in the current location of the Foothills School of Arts and Sciences.

Afton Condos – Phase II

In 2017, the Afton Condos-Phase I was completed with great success. One of the anticipated developments to impact Study Area 4 is Phase II of these condos. The Afton Condos are situated on Block 4-10, which currently has underutilized parking. The condo construction is summarized below.



Afton Condos – Phase I

- 25 residential units
- 3 dual-purpose live/work units
- 1,985 SF retail



Afton Condos – Phase 2

- 35 units

As part of the construction, existing parking on this block has already been removed, and was removed at the time data was collected for this study. It is anticipated that each unit will be allocated one space to accommodate resident demand. As this is in an urbanized area, and there is available parking nearby, this new condominium development should be sufficient to meet the demands of the Phase II construction, however, these facilities may be private. Shared parking agreements could be made with the neighboring parking facility owners to allow for condominium owners and guests to occupy spaces in surrounding underutilized facilities. Such a solution would optimize the use of the existing parking facilities without requiring the developer to construct more parking.

Foothills School of Arts and Sciences

The 72-year old warehouse is currently the home of a PreK-9th Grade school in downtown on Block 4-11. There are plans for a developer to demolish and replace the current building with a mixed-use development, including a shared multi-level parking deck to serve the proposed redevelopment and the new Boise Library. The school would be relocating to another downtown location.



While no plans have yet been approved, the preliminary plans reviewed by the City anticipate a mixed-use development to include retail uses on the ground floor. The upper levels would contain some office, residential units and parking. Approximately 270 parking spaces for the evolving library project plus an additional 60 spaces to service the private development are being discussed. This parking would be developed as 3.5 floors of the new building with approximately 90 spaces per level.

Future Parking Needs Analysis

While there is limited development information available to work with, Kimley-Horn has developed the following preliminary future parking demand analysis for the proposed Library expansion and Foothills School site redevelopment projects based the development assumptions detailed below. It should be noted that these assumptions are estimates only and should be compared to actual development proposals as they emerge. However, the goal of this exercise is to estimate the parking demand for the area based on the likely development projects that have been discussed in this report.

The Boise Public Library:

The Boise Public Library currently has 92 existing parking spaces and a total facility size of 78,000 sq. ft. As stated above, the current parking utilization (in the 80% range) appears to be adequate to meet current needs. This equates to a currently Library parking demand ratio of 0.85 parking spaces per 1000 sq. ft. ($78 / 92 = 0.85$).

The proposed library facility is projected to encompass approximately 150,000 square feet of space, including a 115,000-square foot library space supported by an event center with seating capacity for approximately 300 persons. The project also proposes the relocation of the Center for Arts and History from its present location at City Hall, to a new 22,000 square foot space that includes its gallery and administrative offices.

The following assumptions are made regarding future parking demand for the upgraded Library facility:

- **Library space:** 115,000 sf.
 - Based on current Boise Library parking ratio (0.85/1000 sf.) parking demand would equal **98 spaces**
- **Event Center:** Based on a 300-seat capacity (size approximately 13,000 sf.) a parking demand of approximately **128 spaces** would be required assuming an average vehicle occupancy of 2.5 per vehicle.
- **Center for Arts and History:** Based on a 22,000 sq. ft. facility a parking demand of approximately **66 spaces** is estimated based on assumed use of this space as a combination of “gallery space” and office use. We assumed a conservative parking demand of 3.0 spaces per 1000 sf.).
- **Summary of estimated expanded library parking demand = 292 spaces**

Area 4 Overall Development

As noted in the 8th Street Corridor Master Plan study, this area is somewhat unique as it has an abundance of civic and cultural assets upon which to build a significant Arts and Culture District, and “this rich collection of assets can be found nowhere else in the region and constitutes a strong foundation for the neighborhood.” This area’s proximity to downtown, local parks, BSU and cultural amenities makes it a desirable area for future mixed-use development.

The 8th Street Corridor Master Plan study report recommended a combination of short and long-term strategies for the district, including multiple parking additions to accompany potential development projects (depicted in the diagrams on pages 21 and 22 above). If promoting the development of this area is seen as a strategic priority for the City, supporting the development of mixed-use parking structures could be an effective strategy to achieve these goals.

STUDY AREA 4 SUMMARY

The three developments reviewed in this section are either currently under development or are anticipated to be developed in the near future. The intent of this analysis, as well as the larger parking study, is to evaluate the current parking conditions and assess the impacts new developments will have on the parking system. Understanding the parking demands for proposed new development is critical for making informed decisions with regard to parking management and potential future parking and transportation infrastructure.

The following is a summary of the findings of this analysis for Study Area 4:

Additional structured parking will likely be required in this area. It is highly unlikely that surface parking options will be adequate to meet future demands. The exact size of the garage will need to be reassessed as better land use and quantity information is available.

- Other summary conclusions:
 - The parking system in Study Area 4 was found to be slightly underutilized at present with an overall occupancy of approximately 62.5%.
 - On-street parking facilities are currently operating at 66.5%, which is slightly less than an ideal placement for occupancy. It shows that there is availability in the on-street spaces to support access to the surrounding land uses.
 - Off-street parking is underutilized presently and there is opportunity through shared parking agreements to optimize the use of these facilities to accommodate the new development.
 - Afton Condos – Phase II
 - Parking on this block is underutilized
 - 1 space per unit is anticipated to be provided for each unit, for a total of 35 parking spaces.
 - Further evaluation of the rates and ideal shared parking opportunities can be evaluated as the Park+ model is developed.
 - Boise Public Library
 - The Library will see considerable revitalization with the planned developments. While some of the uses are being replaced, the new demands will be generated from the new event center and the movement of the Center for Arts and History to this location.
 - Parking on the current Library location is at an acceptable level of utilization. Addition of demand will make parking for the Library difficult.
 - Surrounding off-site parking offers potential partnering opportunities, however, with the need to accommodate events, staff, and regular library patrons, construction of new parking should be considered.
 - Estimated parking demand for the expanded Library was calculated above and is estimated at approximately 281 spaces
 - Foothills School of Arts and Sciences
 - The building that currently houses this school is anticipated to be redeveloped to include mixed-uses, including a few levels of parking
 - The parking included in the proposed redevelopment plan may be purchased by the City or CCDC so that it can be used to support the Library, which is across the street from this site.
 - Shared Parking Analysis
 - Once plans for the Library and the Foothills School site redevelopment become clearer, running a shared parking analysis is recommended as a means of minimizing the potential for over-building any required structured parking. The cost for this would be approximately \$5,000.00.

STUDY AREA 5

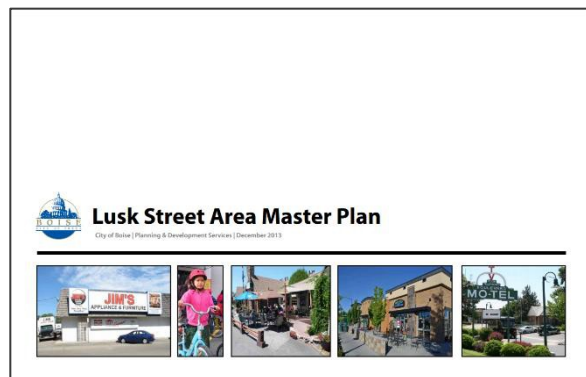
Study Area 5 is located in the southern part of downtown Boise and is bounded on the North by the Boise River, to the East by S. Capitol Blvd, to the South by Crescent Rim Road. The West side of the study area runs through Ann Morrison Park.

The aerial photograph below provides a more detailed image of Study Area 5:



PLANNING CONTEXT

The Lusk Street Area Master Plan was completed in 2013 to address recently renewed development interests in the area. To preserve the historical character and facilitate the transition from industrial to an urban neighborhood, the Master Plan emphasizes “urban housing, retail sub-districts, small businesses, and other uses associated with technological innovation and Boise State University.” To promote an urban environment and complement its proximity to the river belt, the Master Plan envisions green infrastructure and innovative storm water solutions. Additionally, infrastructure should encourage all modes of travel. For instance, streetscapes that provide for walking, biking, transit, and vehicles, and utilizing alleys and enclosed loading and services to decrease road congestion.





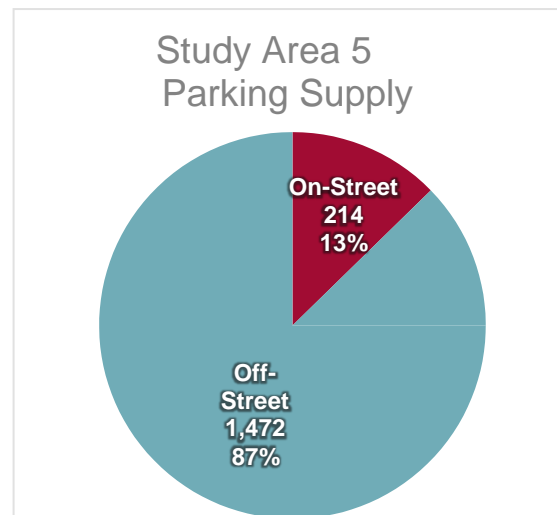
Parking for the Lusk Street Area is envisioned to maintain on-street parking supported by structured parking with surfaced lots minimized, and where possible, repurposed to new land uses that match the desired urban environment. Shared parking and reduced parking requirements are proposed, along with a pedestrian bridge or enhanced connection across Capitol Boulevard between Lusk Street and Boise State University, as shown at left in the SCJ Alliance conceptual traffic plan from the Lusk Street Area Master Plan.

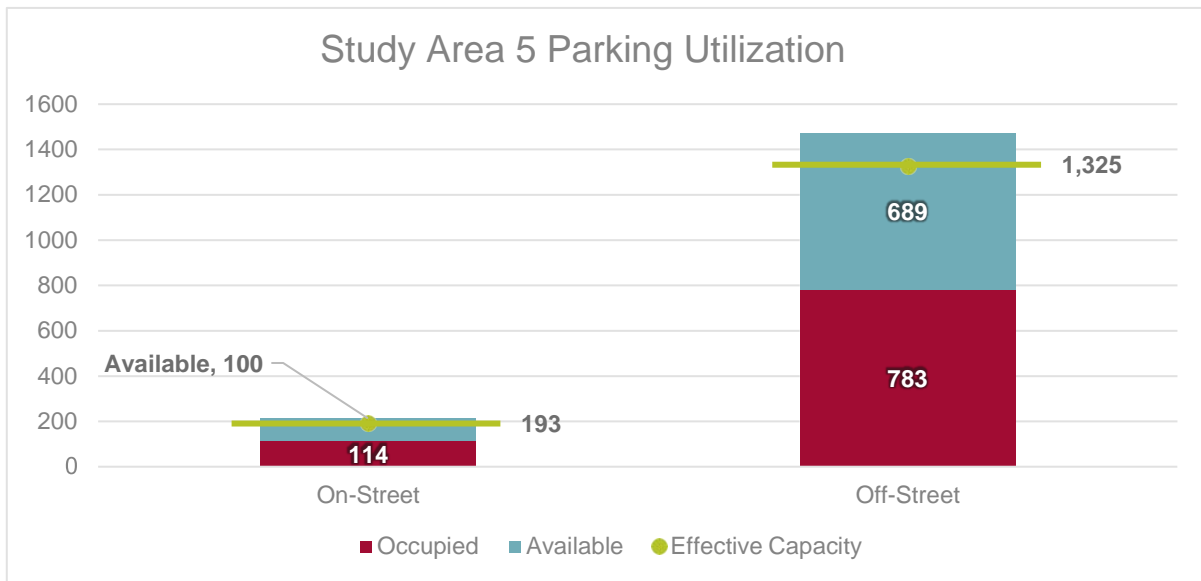
STUDY AREA 5 PARKING ANALYSIS

Study Area 5 contains approximately 1,686 parking spaces. The supply of spaces is comprised of off-street spaces and on-street spaces, and the breakdown of these spaces is shown in the graph to the right.

Parking occupancy data for Study Area 5, outlined in red in the map below, was collected during the week of April 23 - 27, 2018 by CCDC and City staff. During this time, approximately 897 of the 1,686 parking stalls were observed to be occupied, resulting in an overall utilization of approximately 53.2%.

For this study area, where the number of spaces are 1,686, the effective capacity threshold is 1,518 spaces. This represents an effective capacity at 90%. If 1,518 spaces are occupied within this study area, the parking system would be considered to be at its functional capacity and substantial changes to parking operation and/or supply would have to be considered.



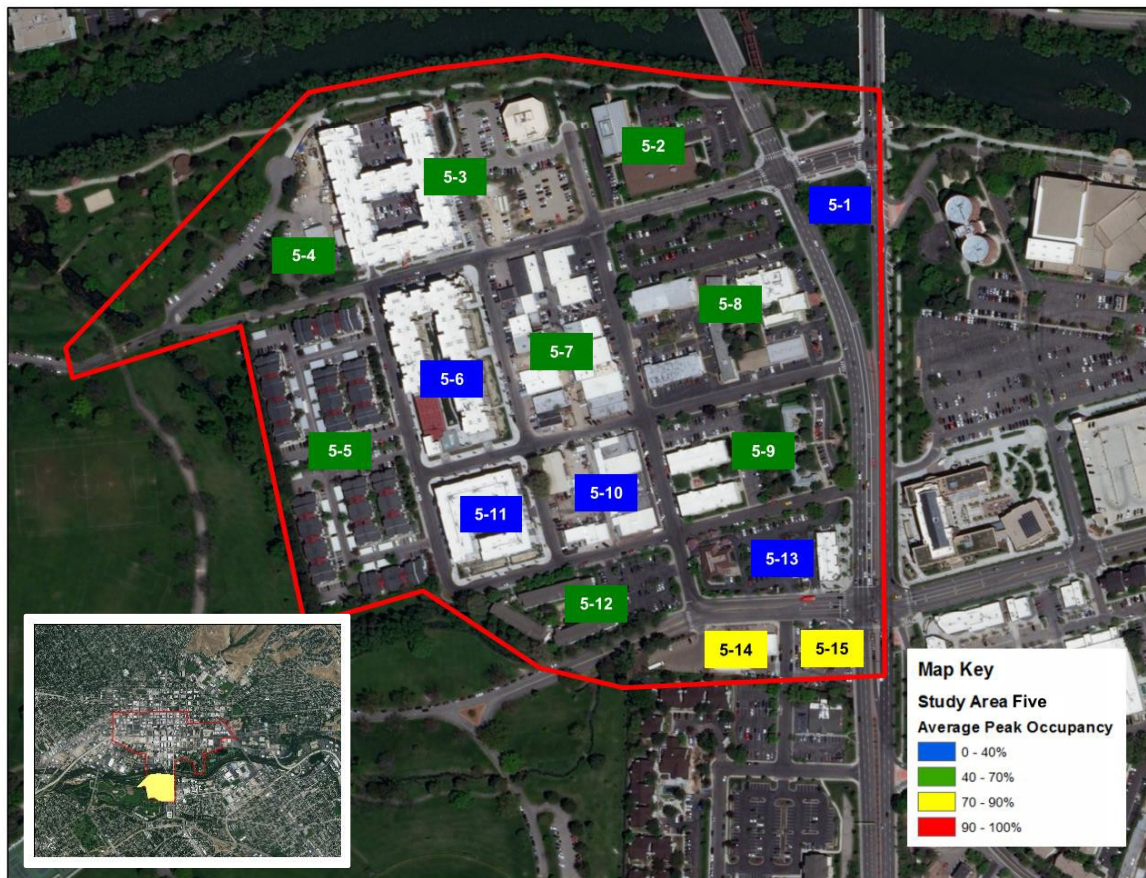


Study Area 5 had the lowest total observed parking occupancy of all the study areas. In Study Area 5, the average observed occupancy for both on-street and off-street facilities combined was 53.2%. Of the 214 on-street parking stalls in this area, 114 were observed to be occupied during data collection reflecting a utilization of 53.3%. Approximately 783 of the 1,472 off-street parking stalls were observed to be occupied during this same period, for a utilization of 53.2%.

The data in the table below presents a snapshot of parking utilization in April 2018.

	Inventory	Eff. Capacity	Peak Occ.	Adequacy
Off-Street Parking	1,472	1,325	783	542
On-Street Parking	214	193	114	79
TOTALS	1,686	1,518	897	621

With a combined surplus of 621 parking stalls, both on-street and off-street were observed to operate well below effective capacity during the time of collections.



The map above provides a visual representation of the parking utilization for each block in Study Area 5. As shown in the map above, the greatest off-street utilization was observed in the 5-14 and 5-15 blocks, with the lowest utilization observed in the 5-1 and 5-11 blocks.

The full distance across Study Area 5, north to south and east to west, is less than a half-mile. In a downtown setting, a half-mile is usually an acceptable distance to walk to reach one's destination. Those using the areas experiencing high demands of parking could be encouraged to park one block away where parking is more available. For instance, for Block 5-14, users can park in block 5-13, 5-12, or 5-10. There are parking options available to users if they are willing to walk a small distance further.

STUDY AREA 5 SUMMARY

Understanding the future development plans for Study Area 5 to support renewed development interest in the area will be essential in creating parking programming that encourages walkability and supports the vision outlined in the Lusk Street Area Master Plan. Although Study Area 5 currently has the most underutilized parking supply, operating at approximately 53.2% overall, the multifamily and commercial developments discussed in the Master Plan could begin to stress the parking in short order if not managed or planned for accordingly.

The following is a summary of the findings of this analysis for Study Area 5:

This area should be further examined based on future development plans to determine appropriate parking supply quantities and policies. The exact size of structured parking will need to be assessed as land use and intensity information is available.

- Other summary conclusions:
 - The parking system in Study Area 5 was found to be underutilized at present with an overall occupancy of approximately 53.2%.
 - On-street parking facilities are currently operating at 53.2%. This shows that there is sufficient availability in on-street spaces to support access to the existing surrounding land uses.
 - Off-street parking is also currently underutilized at 53.2%. This presents an opportunity, in the short-term, to provide shared, remote parking at a reduced cost for other areas experiencing overutilization. By connecting these facilities via shuttle or existing transit route.

Editorial Note: Staff were somewhat surprised at the lower utilization numbers documented for this area compared to the perceived utilization. As a result, CCDC and City staff reviewed the conditions and made the following comments/observations.

“After reviewing the supply/demand draft, we were a little surprised that Area Five showed a surplus of available on-street parking spaces, but after visiting the area, we believe the data is accurate. There are however, other factors that impact on-street utilization. Several new housing facilities were constructed in 2013 - 2014. We were aware that there were parking reductions approved in the construction. The justification was that housing would primarily be for students who would not bring vehicles with them. This turned out not to be true; we receive regular complaints from residents that they are unable to purchase parking in their on-site facilities, but we do not provide on-street permits for vehicle storage.”

“The 2-hour parking restrictions for the on-street spaces exists to manage parking and provide available spaces for the businesses in the area. Enforcement hours are from 8am-8pm.

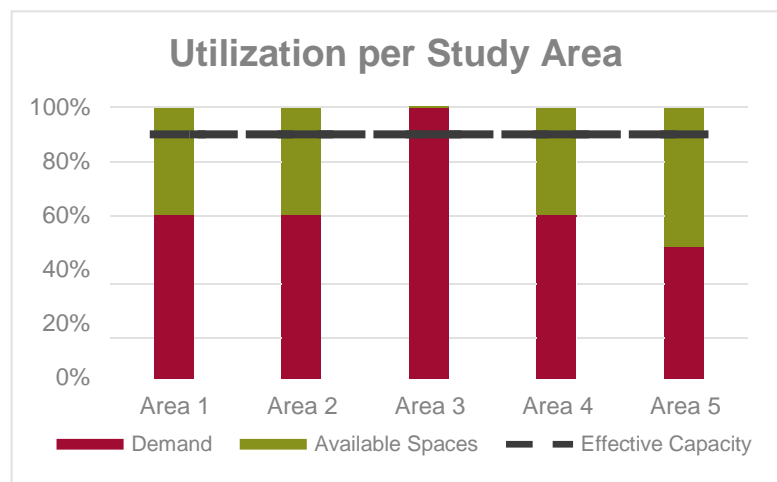
The nearby Ann Morrison Park, which was not included in the Area Five study, (Note: Ann Morrison Park fell into our Study Area # Three.) provides unrestricted daytime parking, but vehicles may not remain parked overnight (Parks and Recreation has a towing contractor to remove vehicles parked in the park after dark). Residents who do not have on-site parking, frequently move their vehicles to the park during the day, then migrate back to the streets where the enforcement ends at 8pm. This is why there seems to be an abundance of on-street parking during the day. Note: During the City review of the area, it was noted that over 100 cars were parked near the entrance to Ann Morrison Park on a rainy day with relatively no park users, and almost no available park parking spaces.”

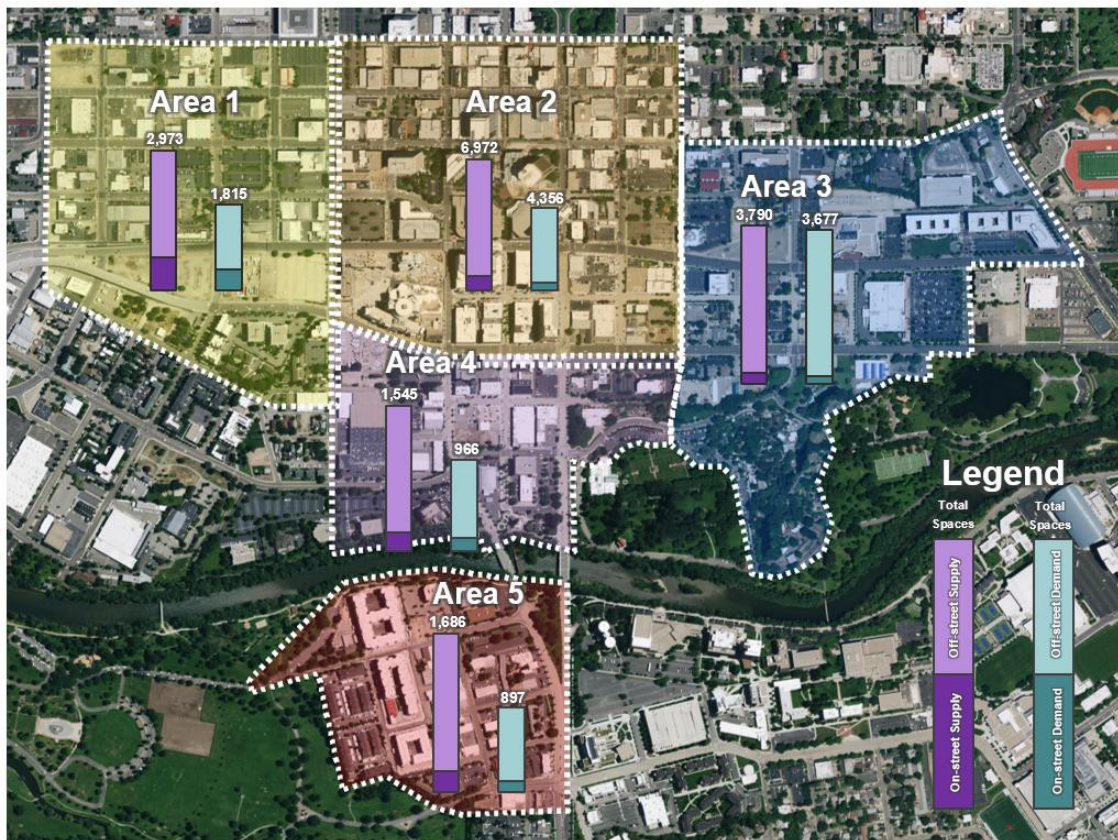
“Because the Kimley Horn study gathered data around 10am during a weekday, many resident-owned vehicles were likely in the Ann Morrison Park area and were not included in study area 5, (but were included as Area 3). The on-street 2-hour spaces do start filling up around the noon hour and evening because of the businesses and restaurants located in this area.”

Study Conclusion

As evidenced on the occupancy maps and through the tables detailing parking occupancies throughout Downtown Boise, the existing on- and off-street capacity adequately serves the needs of the Overall Study Area, given current conditions. There does exist localized areas of increased demands where parking is likely difficult for patrons to locate, specifically in Study Area 3 which was observed to operate at approximately 97% occupied. Not only was this area overall the most utilized, the off-street facilities within the area were observed to operate at near capacity, or 99.6%, during typical peak conditions. Given the predominant land uses within this area, government offices, Zoo Boise, and other commercial properties, parking patrons are more likely to be parked for longer durations within this study area, providing decreased turnover and less opportunity and greater frustrations for new parking patrons searching for available space in this area.

Alternatively, Study Area 4 was observed to experience the highest on-street parking demand at 66.5% with an overall utilization of 62.5% during peak conditions. The graph at right summarizes the overall parking occupancies per study area, which area then broken down by on-street versus off-street in the map below.





As future land use information becomes available and scenarios are finalized and approved by CCDC and the City of Boise, Kimley-Horn has developed an interactive Park+ demand model based on local parking behaviors and characteristics for Downtown Boise. The Park+ tool will migrate all the parking inventory and utilization information developed for this study along with City provided land-use data into an ARC-GIS database and provide the City with the ability to keep parking supply and demand data up to date and, by leveraging the embedded and customized parking demand ratios within the model. The agreement for this study included Kimley-Horn running up to three parking demand projections based on future proposed development projects.