AGENDA BILL

Agenda Subject: Downtown Boise Parking Supply/Demand Update	**Date:** January 11, 2016
Staff Contact: Max Clark, Parking & Facilities Director	**Attachments:** Downtown Boise Parking Supply/Demand Update Report
Action Requested: No action requested. This presentation is informational only.	

Fiscal Notes:
There is no fiscal impact for reviewing the Downtown Boise Parking Supply/Demand Update.

Background:
One of the keys to success for a municipal parking management program is to have detailed and regularly updated information about parking resources and utilization patterns for planning and customer education purposes. Well-managed parking programs adapt to constantly changing conditions by conducting regular reviews of parking activity data such as changes in the supply and utilization, space turnover characteristics, changing user needs and shifts in demand based on changing land uses, tenant mixes and other factors.

In December 2013, the Capital City Development Corporation (CCDC) commissioned Carl Walker, Inc. to conduct a parking supply and demand study update for downtown Boise. This study updated a previous parking supply/demand report completed in 2008. The 2014 Carl Walker Supply/Demand Update was completed in May of 2014.

As part of the 2016 Downtown Boise Parking Strategic Plan, Kimley Horn conducted a limited update of the 2014 Carl Walker supply/demand analysis to document changes since the 2014 study. This updated analysis reflects a significant increase in development activity. The overall study area now reflects an anticipated deficit of 458 spaces in 2017 compared to the 2014 study surplus of 864 spaces. The deficit in one particular study area rose from 978 to 1,598. Again, these projections are based on current use and do not take into account any measures undertaken to lessen the anticipated shortfall.

Staff Recommendation:
Receive and digest information. At your February meeting the draft Downtown Parking Strategic Plan will be introduced, which will contain strategies and recommendations to manage the anticipated parking deficit.

Suggested Motion:
I move to accept the 2016 Downtown Boise Parking Supply/Demand Update.

Downtown Boise
Parking Supply/Demand Update

Final Report

January 2016

Prepared for:

Prepared by:

Kimley»Horn

Downtown Boise Parking Strategic Plan – 2016

Parking Supply/Demand Update

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EXECUTIVE SUMMARY

Executive Summary

Background

In December 2013, the Capital City Development Corporation (CCDC) commissioned Carl Walker, Inc. to conduct a parking supply and demand study update for downtown Boise. This study updated a previous parking supply/demand report completed in 2008.

The 2014 Carl Walker Supply/Demand Update was completed in May of 2014 and evaluated parking supply and demand conditions in five sub-areas (Areas 1-5) and also included a cursory review of a sixth area (the newly defined 30th Street Urban Renewal District). It should be noted that the actual data collection for this study occurred in January of 2014. The primary study area map from this study is provided below for reference.

A detailed summary of the 2014 Carl Walker Supply/Demand Update is provided in Section One of this report.

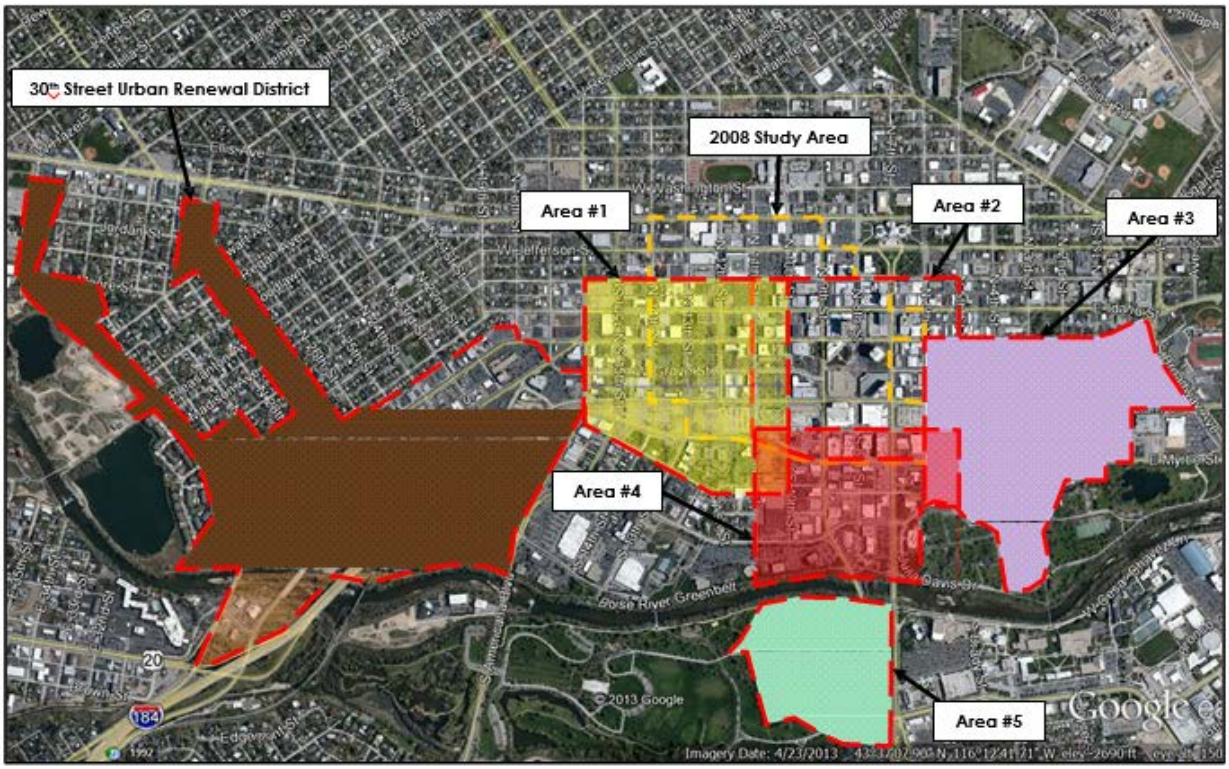

Table 1, below, summarizes the projected future parking adequacy for all five study areas in terms of available spaces at the peak demand time frame from the 2014 Carl Walker study. While this report concluded that there would still be an overall parking surplus of 864 parking spaces for the entire downtown Boise study area, a significant 978 space deficit was projected for study area two unless mitigation measures were undertaken to lessen the anticipated shortfall.

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Downtown Boise 2014 Carl Walker Parking Supply/Demand Study Update

Estimated Future Parking Adequacy Summary Through 2017

	Projected Parking Adequacy		
	Future Parking Effective Supply	**Future Parking Demand**	**Future Parking Adequacy**
Sub Area # 1	3,374	3,104	270
Sub Area # 2	5,844	6,822	-978
Sub Area # 3	3,940	3,330	610
Sub Area # 4	2,031	1,600	431
Sub Area # 5	1,860	1,329	531
All Areas:	**17,049**	**16,185**	**864**

Note: The technical term "Effective Supply" is defined on page 11

Parking Study Update

As part of the 2016 Downtown Boise Parking Strategic Plan, a limited update of the 2014 Carl Walker supply/demand analysis was included in the project scope to document changes since the 2014 study.

This report will be included as a section of the parking strategic plan, but is being provided as a separate document now at the request of CCDC and the City. It should be noted that this is not a full supply/demand study, and did not include new parking occupancy surveys. However, it provides updated information related to new developments that have advanced since the 2014 study was completed. This new development data includes new projects that are currently in development as well as proposed projects that have been through the City design review process. It also documents losses in parking supply (both public and private) as well as any new or proposed parking additions since January 2014.

This updated analysis reflects a significant increase in development activity. Based on the updated data as of December 2015 there are still parking surpluses in Areas 3, 4 and 5, but there are now parking deficits in both Areas 1 and 2. Area 1 now shows a deficit of 183 off-street spaces and the significant off-street deficit of 978 spaces in Area 2 has grown to 1,591. The overall study area now reflects a deficit of 458 spaces compared to the 2014 study surplus of 864 spaces. Again, these projections are based on current use and do not take into account any measures undertaken to lessen the anticipated shortfall.

Part of the growth of this deficit is due to a loss of 220 spaces related to the Trader Joes project that was not accounted for in the Carl Walker study. The remaining deficit reflects new development projects that either caused a loss of existing surface parking or did not provide adequate parking to cover the increased parking demand generated by the new developments.

Table 2, below, summarizes the current parking adequacy projections updated with all the currently known development projects.

Downtown Boise Parking Strategic Plan Parking Supply/Demand Study Update 2016

Kimley Horn's Updated Projected Parking Adequacy Through 2017 by Area

Sub Area # 1	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	2,928	79	3,007	2,707	2,890	-183
On-Street Parking	815	-35	780	663	564	99
Totals:	**3,743**	**44**	**3,787**	**3,370**	**3,454**	**-84**

Sub Area # 2	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	5,219	562	5,781	5,203	6,794	-1591
On-Street Parking	582	-6	576	489	496	-7
Totals:	**5,801**	**556**	**6,357**	**5,692**	**7,290**	**-1598**

Sub Area # 3	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	4,010	279	4,289	3,860	3,647	213
On-Street Parking	390	0	390	331	282	49
Totals:	**4,400**	**279**	**4,679**	**4,191**	**3,929**	**262**

Sub Area # 4	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	1,985	0	1,985	1,786	1,359	427
On-Street Parking	289	0	289	245	241	4
Totals:	**2,274**	**0**	**2,274**	**2,031**	**1,600**	**431**

Sub Area # 5	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	941	660	1,601	1,440	936	504
On-Street Parking	495	0	495	420	393	27
Totals:	**1,436**	**660**	**2,096**	**1,860**	**1,329**	**531**

Totals - All Areas:	**17,654**	**1,539**	**19,193**	**17,144**	**17,602**	**-458**

Note: Please see explanatory notes on pages 32-34.

Table 3, below, utilizes the overall projected parking demand growth rate used in the 2014 Carl Walker Parking Supply/Demand study (2% per year) and projects parking adequacy estimates through 2020.

Downtown Boise Parking Strategic Plan Supply/Demand Update

Estimated Parking Adequacy Projected Through 2020

	2017 Parking Demand	**Growth Rate** (2% per year x 3 years)	**2020 Parking Demand**	**2020 Parking Adequacy** (Assuming no new supply)
Sub Area # 1	3,454	207	3,661	-390
Sub Area # 2	7,290	438	7,728	-2,036
Sub Area # 3	3,929	237	4,166	25
Sub Area # 4	1,600	96	1,696	335
Sub Area # 5	1,329	81	1,410	450
All Areas:	**17,602**	1059	**18,661**	**-1616**
	Note: Assumes new developments known as of 12/2015.	Note: assumes 2% growth in demand per year.	Note: Assumes current parking demand plus 2% growth per year.	Note: Assumes 2% growth in demand per year & no new supply additions.

Conclusion

Given this dramatic growth in parking demand and the imminent sunsetting of the Central TIF District these updated parking projections create a greater sense of urgency related to crafting a new strategic plan that will address both parking and other community-wide access management and transportation strategies going forward.

In recent years, CCDC's strategy of investing in parking infrastructure as a tool to support and encourage economic development created conditions where parking supply has exceeded demand. Due to impacts of the 2008 recession, development activity had been dramatically reduced. As the economy has begun to rebound, the pressure on parking has begun to grow steadily. And as new development projects approach fruition, developers are looking to CCDC and the City as partners to ensure adequate parking for new or proposed development projects.

Many potential development sites have been reviewed by CCDC and Kimley-Horn over the past 6 months. The Roost/Fowler Apartment project is moving forward and includes some CCDC funded public parking. The proposed hotel and parking garage development on Parcel B is potentially the best other option at present to provide some additional public parking in an area that has a projected deficit. While the study identifies a new demand of 350 spaces associated with this proposed development, CCDC should consider adding as much public parking to this project as it can afford. It is assumed that some of the 350 spaces identified for the hotel uses could be used during the day-time hours for public parking based on shared parking principles making this option more desirable. This site is also advantageous in that while not ideally located to address the parking deficit in study areas 1 and 2, it has been used in recent years as a temporary parking lot, demonstrating that it

is close enough to be a viable option. As parking demand becomes tighter in the coming years, and as demand in this area grows, the location of this potential public parking asset will become less of an issue.

Since the 2014 Carl Walker study, CCDC has embraced the following five strategies related to addressing parking demand growth:

1. Better Utilization of Existing Parking
2. Implement Transportation Demand Management (TDM) Initiatives
3. Examine Parking Regulations
4. Examine Parking Rates
5. Build Additional Parking

In April of this year, CCDC and the City hosted two "Developer's Roundtable" meetings at CCDC to update the development community on parking issues and to get their feedback related to future parking development strategies. Since April several potential parking development opportunities have been explored and conceptual structured parking opportunities have been explored.

The City has made strong progress on updating the on-street parking program in terms of new technologies and equipment that will enhance both ease of payment and customer usage as well as improving the utilization data available to improve overall system management.

As we have been working on developing the Parking Strategic Plan over the past few months, the enhanced partnership between the City and CCDC has been positive and encouraging. This includes better collaboration between the City and CCDC related to integrating the on and off-street systems, especially in terms of parking rate structures, overall system branding/identity and information sharing in general. This enhanced collaboration has also extended to the involvement of other key community transportation partners such as ACHD, Valley Regional Transit, BSU, Idaho Power, St. Luke's and others.

We are looking forward to working with the community to develop a range of new parking and mobility management strategies in the months ahead.

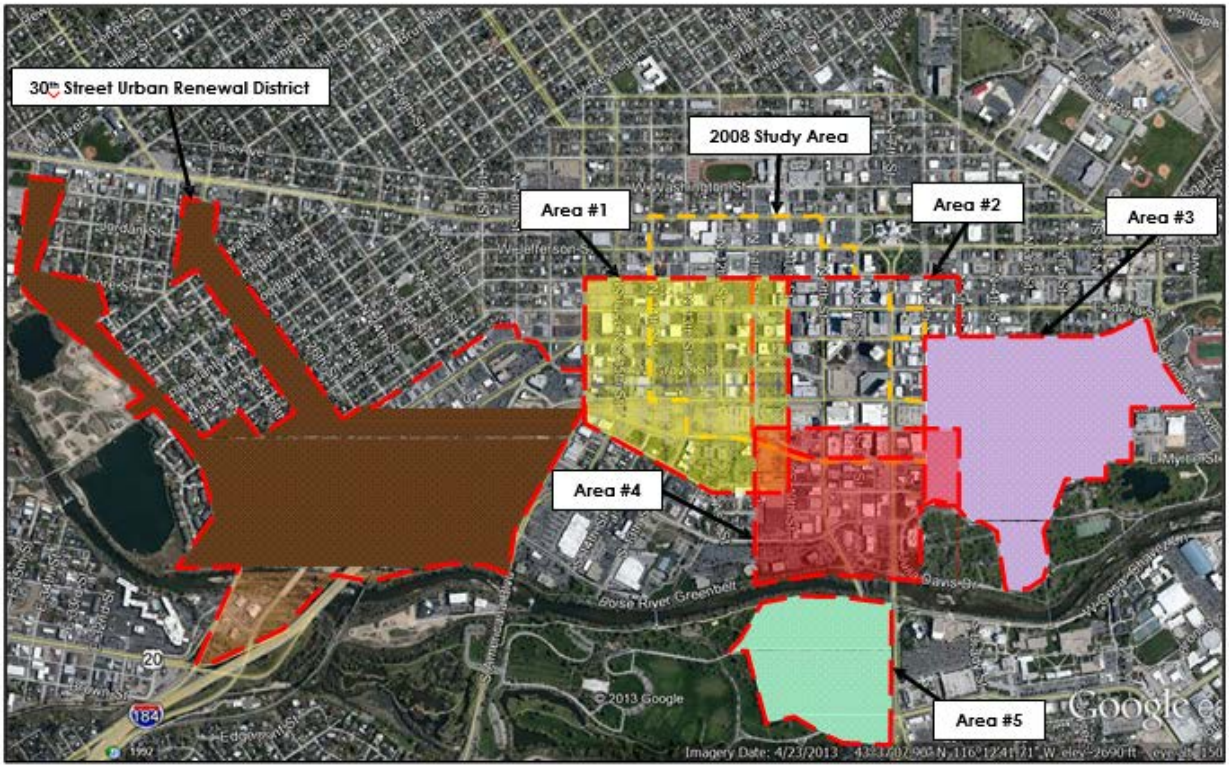
SECTION ONE: 2014 CARL WALKER STUDY REVIEW AND SUMMARY

Section One: Previous Study Review and Summary

Introduction

In December 2013, the Capital City Development Corporation (CCDC) and the City of Boise commissioned Carl Walker, Inc. to conduct a parking supply and demand study update for downtown Boise. This study updated a previous parking supply/demand report completed in 2008.

The Carl Walker parking study update was completed in May of 2014 and evaluated parking supply and demand conditions in five sub-areas (Areas 1-5) and also included a cursory review of a sixth area (the newly defined 30th Street Urban Renewal District). The primary study area map is provided below for reference.



As part of the 2016 Downtown Boise Parking Strategic Plan, a limited update of the 2014 Carl Walker supply/demand analysis was included in the project scope to document changes since the 2014 study. This section of the parking strategic plan represents this update. It should be noted that this is not a full supply/demand study, and did not include extensive parking occupancy surveys. However, it provides updated information related to new developments since the 2014 study was completed, new projects that are currently in development as well as proposed projects that appear to be moving forward. It also documents losses in parking supply (both public and private) as well as any new parking additions since January 2014. Additionally, updated parking utilization data from the Downtown Public Parking System's facilities as well as updated utilization data from the City's on-street program will be used to update the current and projected parking adequacy estimates.

2014 Study Summary

The 2014 Carl Walker Parking Supply/Demand Study documented a total of 17,654 total parking spaces (including public and private as well as on-street and off-street spaces). The parking occupancy counts were conducted in late January 2014. At that time, the total on-street parking supply was 2,571 spaces and total off-street supply was 15,083. Of the 15,083 off-street spaces, 2,541 spaces (approximately 17% of the total off-street supply) were publicly owned/operated by CCDC. The remaining 12,542 spaces (83% of the overall supply) were located in restricted or privately owned parking facilities.

In the 2014 Carl Walker supply/demand study, the peak demand period for parking occupancy occurred on Thursday, January 23rd at 12:00 PM when 12,069 spaces of the 17,654 space total were occupied. This equated to a 68% overall parking occupancy at the peak demand timeframe.

Table 4, below, summarizes several key statistics from the 2014 Carl Walker report:

Key Statistics from the 2014 Carl Walker Parking Supply/Demand Study	
Total Parking Spaces	17,654
Total On-Street Spaces	2,571
Total CCDC Owned Spaces	2,541
Total Off-Street Spaces	15,083
Total Public Spaces (On and Off-Street)	5,112
Restricted or Privately Owned Spaces	12,542
Overall Peak Demand Timeframe	Thursday 12:00 PM
Overall Peak Demand Occupancy	12,069 (68%)
Peak Occupancy of Publicly Owned Spaces	70% (68% for Off-Street Spaces and 72% for On-Street Spaces

Parking Adequacy Assessment Summary

Key Concepts

In determining the parking adequacy for the study areas, the Carl Walker report used an industry standard concept that is important to define: "Effective Supply".

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 visit other commercial areas.

The accepted effective fill percentage for parking in the downtown study area was estimated at 90% for off-street spaces and 85% for on-street spaces. This "cushion" of spaces (effective supply) 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. When using this methodology, the observed occupancy is compared to the "effective supply" to calculate parking adequacy.

Parking Occupancy by Sub-Areas

The overall downtown Boise parking study area was broken up into five parking sub-area analysis zones. Detailed parking occupancy data by sub areas was provided in the 2014 study and is summarized below for the peak demand timeframe of each area.

Study Area #1:

Study Area One is circled in yellow on the study area map to the right. The peak period of observed parking occupancy for Study Area One was January 23 at 2:00 p.m. when 2,640 spaces were occupied (out of 3,743 spaces). On this day and time, approximately 71% of the available parking supply was occupied.

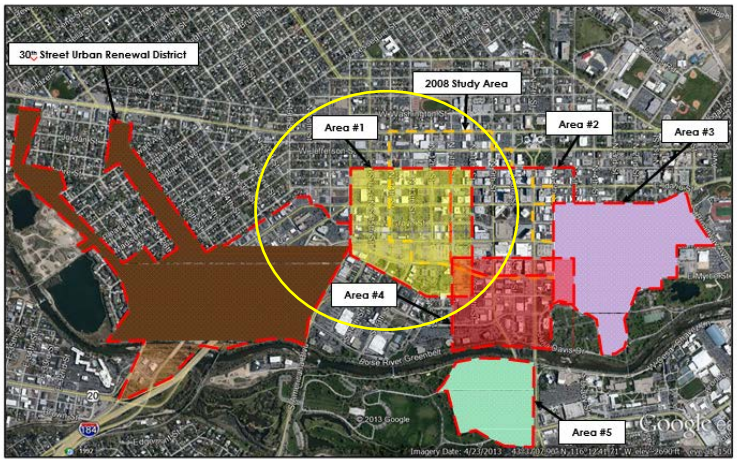


Figure 1 shows the blocks included in Study Area One, which encompasses approximately 2,928 off-street parking spaces and 815 on-street parking spaces. On Wednesday January 22, 2013 and Thursday January 23, 2013, the parking in Study Area One had an average observed occupancy of about 63%. The total peak observed occupancy was 69% on January 22 and 71% on January 23.

Figure 1 graphically presents the average peak occupancy levels observed over the two occupancy survey days by block. Two of the blocks (1-8 and 1-27, shaded in red), had average peak occupancy levels of 91% or higher. Fourteen of the blocks color-coded in orange had average peak occupancy levels in the 71% to 90% range. The remainder of the blocks had average observed peak occupancy levels of 70% or less.

Figure 1 - Study Area One

Parking adequacy for Study Area One was based on the observed parking occupancy at the peak parking period (January 23, 2013 at 2:00 p.m.), compared to the effective parking supply as discussed above.

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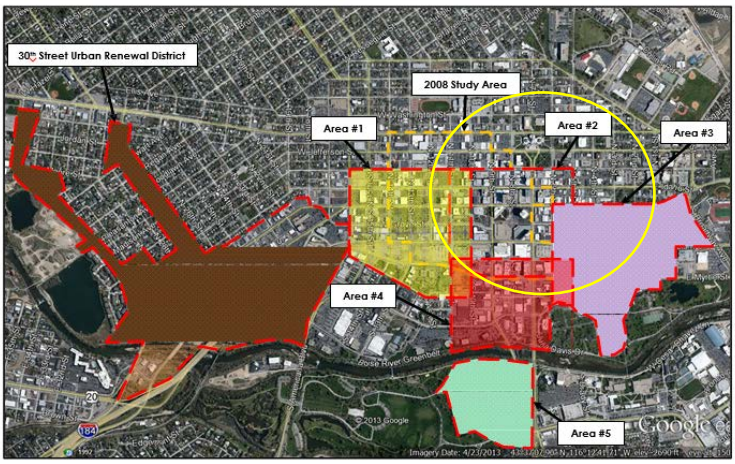
Estimated Parking Adequacy in Study Area #1: Note: the data in these tables below reflect a snapshot of parking utilization in January 2014.

	Inventory	Eff. Supply	Peak Occ.	Adequacy
Off-Street Parking	2,928	2,635	2,109	526
On-Street Parking	815	692	531	161
TOTALS	*3,743*	*3,327*	*2,640*	*687*

Based on the calculation above, there was a parking surplus of approximately 687 spaces or approximately 21% of the effective supply. While a significant parking surplus exists in the area, all of the off-street parking is privately controlled and use may be restricted.

STUDY AREA #2:

Study Area Two is circled in yellow on the study area map to the right. The peak period of observed parking occupancy for Study Area Two was January 23 at 12:00 p.m. when 4,083 spaces were occupied (out of 5,801 spaces). On this day and time, approximately 70% of the available on-street and off-street parking supply was occupied.



Study Area Two contains the greatest number of parking spaces of the five sub-areas included in the detailed surveys. There are approximately 5,219 off-street spaces and 582 on-street spaces – totaling 5,801 spaces.

During the two-day occupancy survey period, the average overall observed occupancy for Study Area Two was approximately 61% occupied. The peak observed occupancy was 67% occupied on 1/22/13 and slightly higher on 1/23/13 with about 70% occupied.

Nineteen of the 33 blocks in the study area had a two-day average peak occupancy in the 71% to 90% range. Most of the higher demand blocks were clustered north of Front Street. Three of the blocks had average observed peak occupancies in the 91% to 100% range as illustrated in Figure 2 below.

Figure 2 - Study Area Two

Parking adequacy for Study Area Two was based on the observed parking occupancy at the peak parking period (January 23 at 12:00 p.m.), compared to the effective parking supply.

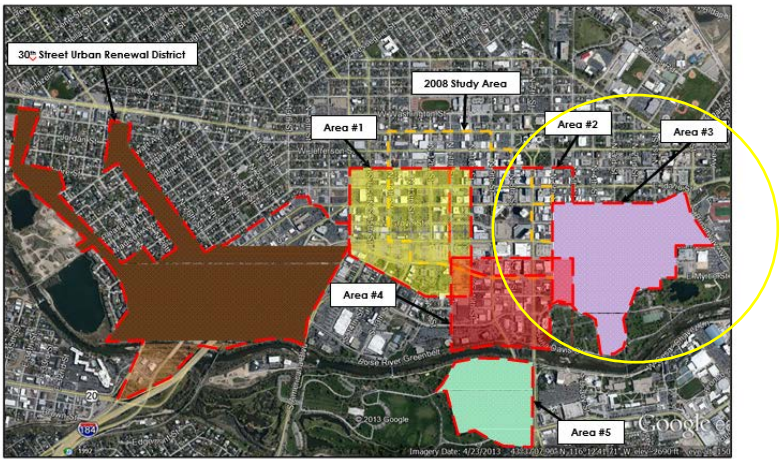
Estimated Parking Adequacy in Study Area #2: Note: the data in these tables below reflect a snapshot of parking utilization in January 2014.

	Inventory	Eff. Supply	Peak Occ.	Adequacy
Off-Street Parking	5,219	4,697	3,616	1,081
On-Street Parking	582	494	467	27
TOTALS	*5,801*	*5,191*	*4,083*	*1,108*

Based on the analysis above, Study Area Two had a parking surplus of approximately 1,108 spaces or approximately 21% of the effective supply. The available on-street parking supply was well-utilized at 80% occupied, with an estimated surplus of only 27 spaces (5% of the effective parking supply). The on-street parking in the BoDo area was very well utilized with occupancies of 95% to 100% at peak. There is a significant amount of public parking available in the two CCDC parking facilities located in BoDo.

STUDY AREA #3:

Study Area Three is circled in yellow on the study area map to the right. The peak period of observed parking occupancy for Study Area Three was January 23rd at 12:00 p.m. when 3,039 spaces were occupied (out of 4,400 spaces). On this day and time, approximately 69% of the available parking supply was occupied.

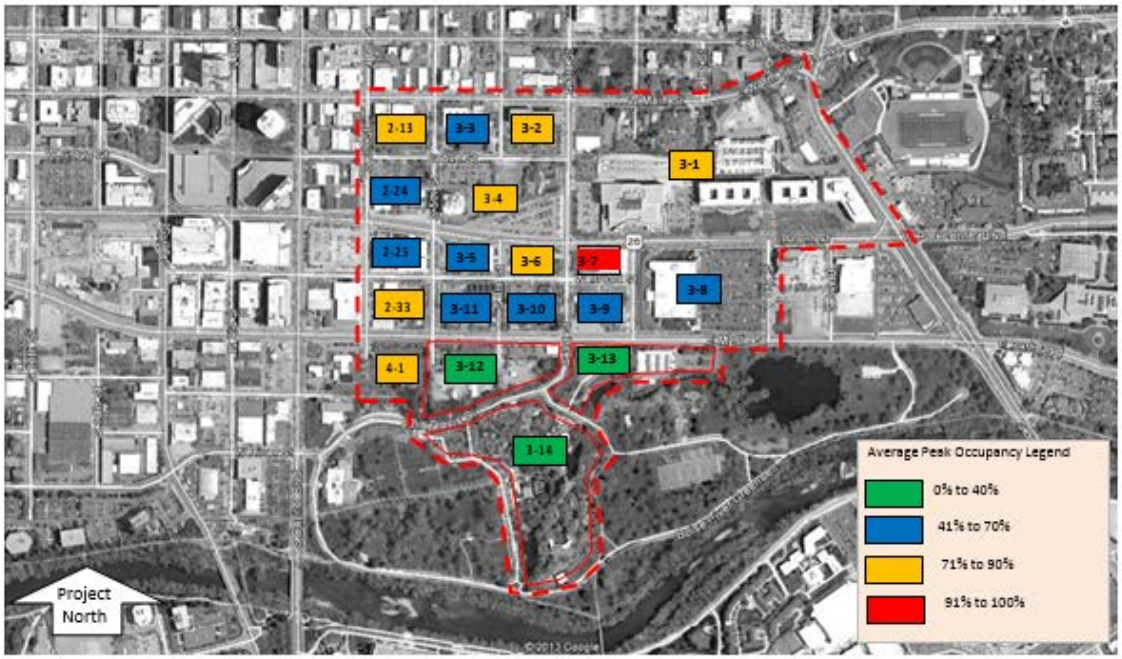


In Study Area Three there were approximately 4,010 off-street spaces and 390 on-street spaces in the study area.

The percentage of occupied spaces in Study Area Three during the two-day survey period was similar to Areas One and Two. In Area Three, the total average occupancy was 64% and 62% for the two survey days. The peak occupancy was 68% and 69%.

Figure 3 (below) shows Study Area Three and summarizes the average peak observed occupancy by block. The three blocks along the southern end of the area (containing the Boise Zoo) had relatively low occupancy. Block 3-1, which contains the court buildings, had an average peak occupancy in the 71% to 91% occupied range. Block 3-7 was the only block to exceed 90% occupancy.

Figure 3 - Study Area Three



Parking adequacy was based on the observed parking occupancy at the peak parking period (January 23 at 12:00 p.m.), compared to the effective parking supply as summarized in the table below.

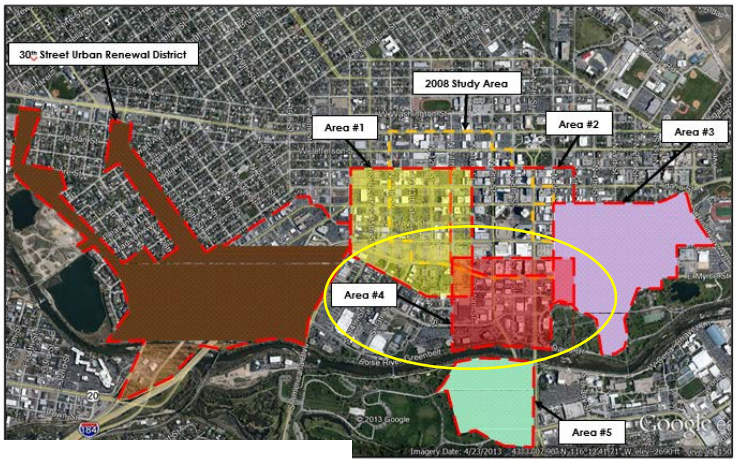
Estimated Parking Adequacy in Study Area #3: Note: the data in these tables below reflect a snapshot of parking utilization in January 2014.

	Inventory	Eff. Supply	Peak Occ.	Adequacy
Off-Street Parking	4,010	3,609	2,773	836
On-Street Parking	390	331	266	65
TOTALS	*4,400*	*3,940*	*3,039*	*901*

Based on the calculation above, Study Area Three had a parking surplus of approximately 901 spaces or approximately 23% of the effective supply.

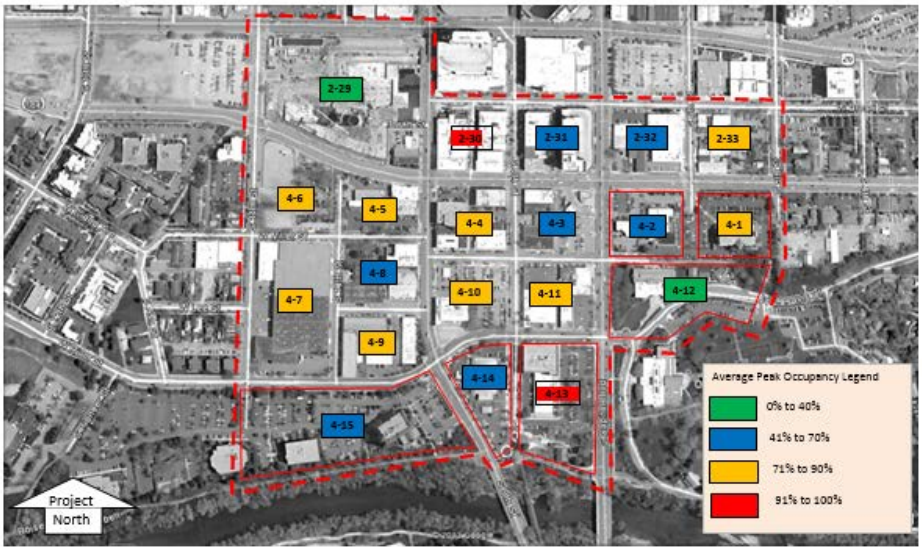
STUDY AREA #4:

Study Area Four is circled in yellow on the study area map to the right. The peak period of observed parking occupancy for Study Area Four was January 22nd at 2:00 p.m. when 1,508 spaces were occupied (out of 2,274 spaces). On this day and time, approximately 66% of the available parking supply was occupied.



Study Area Four contains about 2,274 parking spaces. The supply of spaces is comprised of approximately 1,985 off-street spaces and 289 on-street spaces. Study Area Four is the second smallest sub-area in terms of parking spaces included in this analysis.

Figure 4 - Study Area Four



Study Areas Four and Five had the lowest utilization rates during the occupancy survey period. In Study Area Four, the average observed occupancies were 58% and 57%. The

overall peak occupancies were 66% and 65% occupied for the two days. The blocks with average peak occupancies in the 71% to 90% range appear to be clustered between Front Street and River Street, west of Capitol Drive.

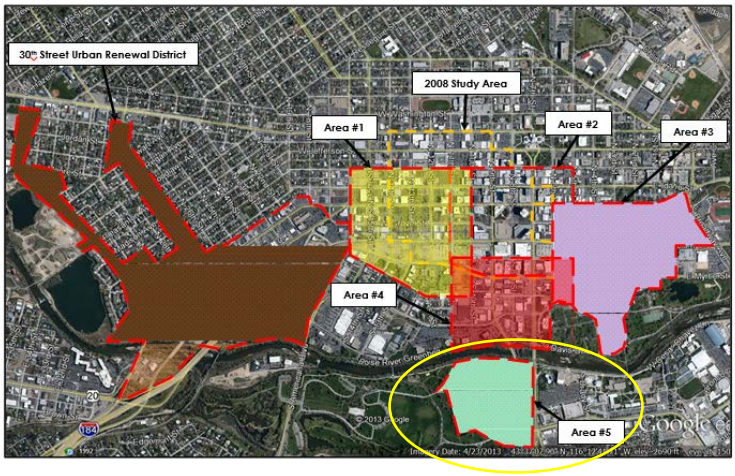
Estimated Parking Adequacy in Study Area #4: Note: the data in these tables below reflect a snapshot of parking utilization in January 2014.

	Inventory	Eff. Supply	Peak Occ.	Adequacy
Off-Street Parking	1,985	1,786	1,281	505
On-Street Parking	289	245	227	18
TOTALS	*2,274*	*2,031*	*1,508*	*523*

Based on the calculation above, Study Area Four had a parking surplus of approximately 523 spaces or approximately 26% of the effective supply. However, the available on-street parking supply was very well-utilized at 81% occupied, with an estimated surplus of only 18 spaces (7% of the effective parking supply).

STUDY AREA #5:

Study Area Four is circled in yellow on the study area map to the right. The peak period of observed parking occupancy for Study Area Five was January 23rd at 12:00 p.m. when 897 spaces were occupied (out of 1,436 spaces). On this day and time, approximately 62% of the available parking supply was occupied.



Study Area Five is located south of the Boise River, adjacent to the Boise State University (BSU) campus. Several large land parcels, Blocks 5-3 and 5-6, are largely vacant and appear to be awaiting development activity. Based on observations, a substantial portion of the parking activity taking place in Study Area Five is by BSU students. The river forms a psychological barrier reducing the number of parkers bound for destinations north of the river. There are approximately 941 off-street and 495 on-street spaces in Study Area Five.

The utilization levels in Study Area Five were the lowest of the sub-areas covered during the two-day occupancy surveys. The average occupancies were 56% and 53% occupied. The overall peak observed occupancies were 62% occupied on both days. The on-street parking in this area was fairly well-utilized – likely due to spillover parking from BSU.

Figure 5 - Study Area Five

Estimated Parking Adequacy in Study Area #5: Note: the data in these tables below reflect a snapshot of parking utilization in January 2014.

	Inventory	Eff. Supply	Peak Occ.	Adequacy
Off-Street Parking	941	846	527	319
On-Street Parking	495	420	370	50
TOTALS	*1,436*	*1,266*	*897*	*369*

Based on the calculation above, Study Area Five had a parking surplus of approximately 369 spaces or approximately 29% of the effective supply. While a significant parking surplus exists in the area, all of the off-street parking is privately-controlled and use may be restricted.

Overall Study Area Parking Adequacy - 2014

The average observed occupancy in the five study areas over the two survey days ranged from a low of 53% to a high of 64% occupied based on a parking utilization snapshot in January 2014. Likewise, the peak observed occupancies were in a narrow range of 62% occupied to 70%. In general, the parking spaces in Areas 1, 2, and 3 had higher observed occupancy rates than Areas 4 and 5. Note: Parking adequacy = "effective parking supply" – the calculated parking demand.

The publicly-owned and publicly-available parking supply of 5,112 parking spaces (on-street and off-street) was approximately 70% utilized during the peak period of overall observed occupancy. Approximately 68% of the off-street supply and 72% of the on-street supply was utilized during the overall peak.

It is important to note that a substantial portion of the available (unused) parking supply during the peak demand periods is privately-owned. Therefore, a significant portion of the unused parking supply may not be available to support current or future public parking demands. Some private parking owners may not be willing to allow public or shared parking in their facilities. However, there could be large reservoirs of underutilized private parking that could be tapped to help meet future demands and reduce parking construction needs (which seems to be the case, at least in some areas). Also, some of the future demand for parking will come from existing buildings with available on-site parking.

Table 5, below, summarizes the parking capacity and occupancy for both on and off-street parking in all five parking study sub-areas from the 2014 Carl Walker study.

Area/Type	Capacity	Average Occupancy	Peak Occupancy
January 23,2013			
Area 1			
Off-Street	2,928	63%	72%
On-Street	815	59%	65%
Area Total:	**3,743**	**63%**	**71%**
Area 2			
Off-Street	5,219	59%	69%
On-Street	582	60%	80%
Area Total:	**5,801**	**59%**	**70%**
Area 3			
Off-Street	4,010	63%	69%
On-Street	390	55%	68%
Area Total:	**4,400**	**62%**	**69%**
Area 4			
Off-Street	1,985	55%	63%
On-Street	289	73%	81%
Area Total:	**2,274**	**57%**	**65%**
Area 5			
Off-Street	941	43%	56%
On-Street	495	72%	79%
Area Total:	**1,436**	**53%**	**62%**

Table 6, below, summarizes parking adequacy for all five study areas in terms of available spaces at the peak demand time frame.

Downtown Boise 2014 Carl Walker Parking Supply/Demand Study Update

Estimated Future Parking Adequacy Summary Through 2017 at Peak Demand Timeframes

	Projected Parking Adequacy		
	Future Parking Effective Supply	**Future Parking Demand**	**Future Parking Adequacy**
Sub Area # 1	3,374	3,104	270
Sub Area # 2	5,844	6,822	-978
Sub Area # 3	3,940	3,330	610
Sub Area # 4	2,031	1,600	431
Sub Area # 5	1,860	1,329	531
All Areas:	**17,049**	**16,185**	**864**

Section One Summary

This supply/demand update takes the supply/demand study done by Carl Walker, Inc. in 2014 and incorporates all the known or proposed changes to the parking equation as of December 2015.

The 2014 Carl Walker study noted that "building new parking based only on public parking occupancies would likely result in the construction of too much parking over the long-term". We agree with this statement and thus factoring in the full range of strategies that will come out of the larger Parking Strategic Plan are critical to factor in. However, it is clear that with the strong increase in development activity, the need to begin planning for some new supply in the next two year period will be needed.

SECTION TWO:

PARKING CONDITIONS UPDATE

Section Two: Parking Conditions Update

Update of New and Proposed Development Sites

Projected Parking Adequacy

For the sake of consistency and because they are generally accepted industry practices, the assumptions and formulas used in the 2014 Carl Walker for estimating future parking adequacy are continued in this update. These assumptions include:

- Future Inventory = Existing Inventory – Parking Losses or + Parking Gains
- Future Effective Supply = Future Inventory X Effective Supply Factor (.90)
- Future Demand = (Existing Demand X Growth Rate [2%]) + New Known Developments
- Future Adequacy = Future Effective Supply – Future Demand
    - Anticipated near term development projects by area
    - Review of general parking demand growth assumptions from the 2014 study
    - Estimated Future Parking Adequacy by area (through 2017)

Projected Parking Demand by Study Area

In estimating future parking demand, the 2014 Carl Walker study identified the following anticipated developments in the five study areas:

Study Area #1

1. Owyhee Plaza – This project involves the renovation of a 68-room hotel into a mixed-use development including 34 apartments, 8,300 s.f. of retail, 7,650 s.f. of restaurant, and 51,700 s.f. of office. This project was anticipated to be open in 2014.
    a. The estimated shared parking demand for this project was 271 spaces at the observed period of peak parking demand for the area (January weekday at 2:00 p.m.). The development was assumed to include 104 surface parking spaces. The anticipated parking deficit associated with this project was estimated to be as high as approximately 167 spaces at the observed period of peak parking demand.
2. 10th and Grove – This six-story development assumed 28 condos in 67,320 s.f. The residential units will consist of one and two bedroom homes. Approximately 39 parking spaces will be included on the first two floors of the development. This development was expected to be completed in 2017.
    a. The ULI shared parking model estimated a parking demand of 31 spaces at the observed peak period of parking demand for the area. The anticipated parking supply for the development would appear to be sufficient to meet anticipated demands during the peak period of parking occupancy for the area. However, the peak demand for the development itself may be 47 spaces at 8:00 p.m. Therefore, offsite parking may be needed to meet the development's needs during evening hours.
3. JUMP - Jack's Urban Meeting Place (JUMP) is a mixed-use project that includes a six-story meeting and education building (approximately 240,445 s.f.), a nine-story office building (334,000 s.f.), 116 structure parking spaces to support the meeting/education spaces, 613

underground spaces to support the office building, and 28 surface spaces. Currently under construction, this project was anticipated to be completed by 2016.

a. Based on previous parking reviews for the site, it was anticipated that the on- site parking supply would be sufficient to support day-to-day parking needs for the development. However, there may be special event parking needs that surpass available supplies (depending on event schedules). It is anticipated that the underground parking will be available for special event parking during evenings and weekends.

   Note: Technically the JUMP project probably should have been included in Study Area #2 instead of Study Area #1, however, we have not changed this in an attempt to avoid confusion.

In addition to the new development projects noted above, it was noted that parking adequacies could also be impacted based on changes due to street conversions and new bike lanes. According to the 2013 Downtown Boise Implementation Plan (DBIP), approximately 35 on-street spaces were projected to be lost in this study area.

Estimated Future Parking Adequacy in Study Area #1 (through 2017 from the 2014 Carl Walker study)

	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	2,928	85	3,013	2,711	2,540	171
On-Street Parking	815	(35)	780	663	564	99
TOTALS	*3,743*	*50*	*3,793*	*3,374*	*3,104*	*270*

While the estimated future parking adequacy for the study area is positive, the available parking supply is completely controlled by private owners. Therefore, the availability of parking to support future needs will depend on private owners sharing their parking and/or continued provisions of privately-controlled public parking.

New Developments since the 2014 Carl Walker Study

1. The original proposed Gardner Development on Parcel B includes the following project elements:
   a. A full-service seven-story hotel located on the northeast quadrant of the site with approximately 170 rooms, meeting facilities, a restaurant, and other typical amenities;
   b. A limited service five-story hotel located on the southeast quadrant of the site with approximately 130 rooms and typical amenities;
   c. A parking garage with eight floors of parking providing approximately 950 parking stalls located in the northwestern quadrant of the site, configured to permit future residential condominium construction above the garage;
   d. Internal service drives and pedestrian areas aligned with 12th Street and Broad Street which will be constructed with a flat profile and a variety of materials to encourage

pedestrian and bicycle traffic within the Site, to slow traffic through the Site, and to facilitate hotel operations;

e. A sixteen foot wide pedestrian zone around the project perimeter which includes sidewalks, furnishing areas, and landscaping in various dimensions; and

f. A pad for future commercial development located in the southwestern quadrant of the Site.

After discussions with CCDC staff the following adjustments related to the proposed Gardner project were agreed upon: The proposed Gardner development included plans for two hotels totaling 300 rooms and a large parking garage (950 spaces) which was approved by the City. However, the cost of the proposed garage will likely result in a reduced garage size. Based on discussions with CCDC staff a minimum sized parking garage that would cover the proposed hotel parking needs (350 spaces) is all that is included in this supply/demand update for this development. Additionally, the loss of 271 existing parking spaces has been factored in. Note: Because the 170 room hotel is characterized as also having meeting rooms and restaurant amenities a parking demand ratio of 1.29 was used instead of 1.0 for this "full-service" facility.

The updated Parking Adequacy table for Study Area #1 is provided below:

	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	2,928	79	3,007	2,707	2890	-183
On-Street Parking	815	(35)	780	663	564	99
TOTALS	***3,743***	***44***	***3,787***	***3,370***	***3,454***	***-84***

The additional development projects have taken Study Area One from a projected surplus of 270 spaces to an estimated deficit of 84 spaces. Note: Some of the lost surface lot spaces (-271) could potentially be recovered (at least temporarily) in the SW development pad that is not currently slated for development.

Study Area #2:

The 2014 Carl Walker study identified four development projects that were expected to impact parking in Study Area #2:

1. 8th and Main Tower – This large project includes 6,321 s.f. of retail, 15,000 s.f. of restaurant, and 328,679 s.f. of office. The project includes a new 181 space parking structure attached to the Eastman Parking Garage (these spaces were included in the parking inventory counts). This development was projected to be open in 2014.

    a. The estimated shared parking demand for this project is 866 spaces at the observed period of peak parking demand for the area. As the development only includes 181 new parking spaces, the anticipated parking deficit could be approximately 685 spaces at the observed period of peak parking demand. It is assumed that at least some of this demand will be addressed using available parking spaces in the Eastman

Garage. However, there appears to be insufficient parking in the Eastman Garage to meet all anticipated demands.

2. City Center (101 S Capitol Blvd.) - City Center is a mixed-use project that includes 6,000 s.f. of retail, 57,000 s.f. of convention space, 15,000 s.f. of retail/restaurant, 180,000 s.f. of office, and a 40,000 s.f. underground transit station. The development was expected to include 65 new parking spaces, but would result in the loss of 90 surface spaces (net impact of -25 spaces). It was assumed that this project would be completed by 2017.

    a. The ULI shared parking model estimates a parking demand of 829 spaces at the observed peak period of parking demand for the area (not including the transit station - it was assumed that the transit station will not be a significant generator of parking demand). The anticipated parking supply for the development would not be sufficient to meet anticipated demands during the peak period of parking occupancy for the area. A deficit of 764 spaces is projected.

3. Trader Joe's – (West Front Street and S. Capital Blvd.) Opening in March 2014, this development includes a 13,000 s.f. Trader Joe's grocery store and 4,000 s.f. of restaurant space. A new 80-space surface parking lot was constructed to support the development.

    a. The estimated shared parking demand for this project was 60 spaces at the observed period of peak parking demand for the area. As the development includes 80 new surface parking spaces, the anticipated parking surplus could be approximately 20 spaces at the observed period of peak parking demand.
    b. Note: This project also resulted in a loss of approximately 220 spaces. It does not appear that this loss was factored into the Carl Walker study.

In addition to new development projects, parking adequacies were projected to change due to street conversions and new bike lanes. According to the 2013 Downtown Boise Implementation Plan (DBIP), approximately 6 on-street spaces would be lost in the study area.

Given known development projects, anticipated parking supply changes, and the estimated 2% per year growth rate, the estimated parking adequacy for Study Area #2 was projected to change from a surplus of 1,108 spaces to deficit of 978 spaces. The following table from the 2014 Carl Walker study summarizes the projected parking supply and demand for study area two through 2017.

Estimated Future Parking Adequacy in Study Area #2 (through 2017 from the 2014 Carl Walker study)

	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	5,219	732	5,951	5,355	6,326	(971)
On-Street Parking	582	(6)	576	489	496	(7)
TOTALS	*5,801*	*726*	*6,527*	*5,844*	*6,822*	*(978)*

The anticipated developments in the study area, as well as estimated growth, projected a significant parking deficit. The deficit could be even greater if privately-controlled parking cannot be shared. Additional parking resources, both on-street and off-street, were anticipated to be needed to support future parking demands in this area.

New Developments since the 2014 Carl Walker Study

New development activities in Study Area #2 since the 2014 Carl Walker study include the following:

Residence Inn Suites Hotel (Former Dunkley Site – S. Capital Blvd. between W. Myrtle Street and W. Broad Street)

- 176 hotel Rooms
- 103 new private structured parking spaces
- 40 lost surface lot spaces

The Inn at 500 (S. Capital Blvd. and W. Myrtle Street)

- 104 hotel rooms
- 3,500 s.f. restaurant
- 24 parking spaces
- 80 lost parking spaces

5th and Idaho (Carley Residential Development 5th Street and W. Idaho Street)

- 84 residential units
- 2,790 sf of retail/restaurant
- 73 new below grade spaces
- 11 new at grade spaces
- 41 lost surface lot spaces

The updated Parking Adequacy table for Study Area #2 is provided below:

	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	5,219	562	5,781	5,203	6,794	(1,591)
On-Street Parking	582	(6)	576	489	496	(7)
TOTALS	*5,801*	*556*	*6,357*	*5,692*	*7,290*	*(1,598)*

The additional development projects plus the unaccounted for loss of 220 spaces related to the Trader Joe's development has increased the already significant project parking deficit for Study Area Two from 978 spaces to an estimated deficit of 1,538 spaces. This is an increase of 560 spaces or approximately +36%.

Study Area #3:

There were only two development projects expected to impact parking in Study Area #3 in the 2014 Carl Walker report:

1. Bogus Brewing (521 W Broad Street) – This project involved the development of 3,915 s.f. of brewery and beer tasting space. Based on information from the City of Boise, this development will not include the creation of any new parking. This development was anticipated to be open in 2014.
    a. The estimated parking demand for this project was 5 spaces at the observed period of peak parking demand for the area (January weekday at 12:00 p.m.). This estimate was based on the ULI demand ratio for bars and nightclubs (with some additional parking to account for brewing activities). However, this specific land use may not be exactly like a traditional bar or tavern. Peak demand for this land use would likely occur during evening hours, and could reach up to 75 spaces (if demand is similar to a traditional bar or nightclub).

2. Concordia Law School (501 West Front Street) – Originally opening in 2012, Concordia Law School admitted its second class in 2013. The student population in 2014 of approximately 100 students was expected to grow to 300 students at full build-out. Classes are scheduled during afternoon and evening hours.
    a. The ULI shared parking model does not include a demand projection for schools or colleges. Therefore, the parking demand was estimated based on the student population at full build-out. Parking demand assumptions included:
        i. 200 additional students
        ii. 85% students would drive
        iii. 50% of students would be onsite during the peak period of parking demand, and
        iv. 15 additional spaces will be needed for staff /faculty

Given these assumptions, up to 100 additional spaces could be needed. No onsite parking was projected to be available to support these future parking demands.

Based on the known development projects, anticipated parking supply changes, and the estimated 2% per year growth rate, the estimated parking adequacy for Study Area Three was projected to decrease from +901 spaces to +610 spaces. The following table summarized the projected parking supply and demand for study area three through 2017.

Estimated Future Parking Adequacy in Study Area #3 (through 2017 from the 2014 Carl Walker study)

	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	4,010	-	4,010	3,609	3,048	561
On-Street Parking	390	-	390	331	282	49
TOTALS	*4,400*	-	*4,400*	*3,940*	*3,330*	*610*

New Developments since the 2014 Carl Walker Study

New development activities in Study Area #3 since the 2014 Carl Walker study include the following:

CSHQA / George's Cycles (S. 3rd Street and W. Front Street)

- 19,745 s.f. of office
- 17,000 s.f. of retail
- 9 parking spaces
- 9 lost parking spaces

The Roost Apartments (Note: does not include the project referred to as "the Nest") (S. 5th Street between W. Broad Street and W. Myrtle Street)

- 158 residential units
- 2,500 s.f. of retail
- 190 Structured parking spaces (including 90 public spaces via CCDC investment)
- 50 lost parking spaces

New Office Development (was Cradlepoint) (S. 4th Street between W. Broad Street and W. Myrtle Street)

- 78,000 s.f. of office
- 189 parking spaces
- 50 lost parking spaces

The updated Parking Adequacy table for Study Area #3 is provided below:

	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	4,010	279	4,289	3,860	3,647	213
On-Street Parking	390	0	390	331	282	49
TOTALS	***4,400***	***279***	***4,679***	***4,191***	***3,929***	***262***

Incorporating these new development projects and projected losses in parking supply, the 610 parking space surplus for Study Area #3 is reduced to an estimated 262 spaces surplus.

Study Area #4:

There were no defined development projects planned in Study Area #4. Therefore, the only estimated parking demand impacts are based on estimated growth. The estimated parking adequacy for Study Area Four was projected to decrease from 523 spaces to 431 spaces. The following table from the 2014 Carl Walker study summarizes the projected parking supply and demand for the study area through 2017.

Estimated Future Parking Adequacy in Study Area #4 (through 2017 from the 2014 Carl Walker study)

	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	1,985	0	1,985	1,786	1,359	427
On-Street Parking	289	0	289	245	241	4
TOTALS	*2,274*	*0*	*2,274*	*2,031*	*1,600*	*431*

The estimated growth in parking demand would not appear to result in a parking deficit. This assumes that future demands can be met using existing parking supplies. The on-street parking supply may approach its effective capacity in the next few years. Additional off-street parking resources do not appear to be warranted at this time.

New Developments since the 2014 Carl Walker Study

No changes to the Area #4 Future Parking Adequacy table above are indicated.

Study Area #5:

There were three development projects expected to impact parking in Study Area #5 in the 2014 Carl walker study:

1. River Edge Apartments (1004 W Royal Blvd, Boise, ID) – This project involved the development of 175 residential units (a mixture of two and four bedroom units). Based on information from the City of Boise, this development is expected to include the creation of 280 new surface parking spaces. This development was anticipated to be open in 2015.
    a. The estimated parking demand for this project is 159 spaces at the observed period of peak parking demand for the area (January weekday at 12:00 p.m.). This estimate is based on the ULI demand ratio for rental developments. However, the peak demand for this specific land use would likely occur during evening hours, and could reach up to 260 spaces. It appears that sufficient parking will be provided for this development.

2. Boise Heights Apartments (1570 S. Lusk Place Boise) – This project involved the development of 130 residential units (a mixture of two, three, and four bedroom units). This development was expected to include the creation of 255 new surface parking spaces. This development was anticipated to be open in 2015.
    a. The estimated parking demand for this project is 118 spaces at the observed period of peak parking demand for the area (January weekday at 12:00 p.m.). This estimate is based on the ULI demand ratio for rental developments. The peak demand for this specific land use would likely occur during evening hours, and could reach 193 spaces or more. It appears that sufficient parking will be provided for this development.

3. West Sherwood Apartments (989 W Sherwood St, Boise, ID) – This residential development included 110 residential units (a mixture of studio, one, two and three bedroom units). Based on information from the City of Boise, this development was expected to include the creation of 125 new structured parking spaces. This development was anticipated to be open in 2015.
   a. The estimated parking demand for this project is 100 spaces at the observed period of peak parking demand for the area (January weekday at 12:00 p.m.). This estimate is based on the ULI demand ratio for rental developments. However, the peak demand for this specific land use would likely occur during evening hours, and could reach up to 164 spaces. It appears that sufficient parking is provided for this development during daytime hours. However, the available parking supply could be exceeded during evening hours. If the majority of apartments are studio or one bedroom units, and the majority of units are occupied by BSU students, projected parking demands could be lower than those projected in this report.

Given known development projects, anticipated parking supply changes, and the estimated 2% per year growth rate, the estimated parking adequacy for Study Area Five is projected to increase from 369 spaces to 531 spaces (during the peak hour of observed parking occupancy).

The following table summarizes the projected parking supply and demand for study area five through 2017.

Estimated Future Parking Adequacy in Study Area #5 (through 2017 from the 2014 Carl Walker study)

	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	941	660	1,601	1,440	936	504
On-Street Parking	495	-	495	420	393	27
TOTALS	*1,436*	*660*	*2,096*	*1,860*	*1,329*	*531*

Anticipated developments in the area, as well as estimated growth, would not appear to result in parking deficits. This assumes that demands can be met using existing supplies and new facilities are added as anticipated. Additional parking does not appear to be warranted at this time. However, improved on-street management may be needed.

New Developments since the 2014 Carl Walker Study

We are not aware of any new development activities in Study Area #5 since the 2014 Carl Walker study. No changes to the Area Five Future Parking Adequacy table above are indicated.

It should be noted that the City is in the process of implementing new on-street parking management strategies in this area (including a new Park Mobile Pay-by-Cell Phone application).

Summary of Parking Supply/Demand Changes

Table 7, below, summarizes the new development projects and other changes since the 2014 Carl Walker Parking Supply/Demand Study.

Downtown Boise Parking Strategic Plan Parking Supply/Demand Study Update 2016

Kimley Horn's Updated Projected Parking Adequacy Through 2017 by Area

Sub Area # 1	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	2,928	79	3,007	2,707	2,890	-183
On-Street Parking	815	-35	780	663	564	99
Totals:	**3,743**	**44**	**3,787**	**3,370**	**3,454**	**-84**

Sub Area # 2	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	5,219	562	5,781	5,203	6,794	-1591
On-Street Parking	582	-6	576	489	496	-7
Totals:	**5,801**	**556**	**6,357**	**5,692**	**7,290**	**-1598**

Sub Area # 3	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	4,010	279	4,289	3,860	3,647	213
On-Street Parking	390	0	390	331	282	49
Totals:	**4,400**	**279**	**4,679**	**4,191**	**3,929**	**262**

Sub Area # 4	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	1,985	0	1,985	1,786	1,359	427
On-Street Parking	289	0	289	245	241	4
Totals:	**2,274**	**0**	**2,274**	**2,031**	**1,600**	**431**

Sub Area # 5	Current Inventory	Parking Loss/Gain	Future Inventory	Future Eff. Supply	Future Demand	Future Adequacy
Off-Street Parking	941	660	1,601	1,440	936	504
On-Street Parking	495	0	495	420	393	27
Totals:	**1,436**	**660**	**2,096**	**1,860**	**1,329**	**531**

Totals - All Areas:	**17,654**	**1,539**	**19,193**	**17,144**	**17,602**	**-458**

Note: Please see explanatory notes on pages 32-34.

Notes supporting the updated parking adequacy table on page 31:

Study Area # 1:

Notes:

- The proposed Gardner development included plans for two hotels totaling 300 rooms and a large parking garage (950 spaces) which was approved by the City. However, the cost of the proposed garage will likely result in a reduced garage size. Based on discussions with CCDC staff a minimum sized parking garage that would cover the proposed hotel parking needs (350 spaces) is all that is included as of this writing. Additionally, the loss of 271 existing parking spaces has been factored in.
- Demand for 300 new hotel rooms + meeting space (at 1.17 spaces/room) is included as new demand in this area re: the proposed Gardner development. An additional development pad is in play, but the land use or size has not been defined as of now. This should be factored in once the development plans are finalized.

Parking Demand Calculations:

New Parking Demand:

- Two proposed hotels at 170 rooms (full service) and 130 rooms (limited service): Estimated parking demand 350 spaces.
- A future commercial development pad in the SW quadrant of the site: Nothing planned as of now. No new demand included in this analysis
- Note: The original development submittal envisioned a 950 space garage in the NW quadrant of the site that would have accommodated the parking needs of the two hotels, future commercial pad development and the potential for future residential development construction above the parking garage plus provide some additional public parking.

Parking Gains/Losses:

Parking Losses:

- The loss of 271 existing parking spaces included in the 2014 Carl Walker study (Parcel B) has been factored in.
- Projected loss of 35 on-street spaces (from 2013 Downtown Boise Implementation Plan)

Total Lost Spaces: -306

Parking Gains:

- +350 spaces in proposed parking garage

Net Gain/Loss: 44

- Note: Some of the lost surface lot spaces (-271) could potentially be recovered (at least temporarily) in the SW development pad that is not currently slated for development.

Study Area # 2:

Notes:

- The Carl Walker report failed to include the loss of 220 surface lot spaces related to the Trader Joe's project. This loss was added to the previous total.
- The development of the former Dunkley site for a new 176 room Residence Inn hotel plus 103 structured parking spaces and the loss of 40 surface lot spaces was added.
- The development of the Inn at 500 adds 104 hotel rooms and 3,500 sf of restaurant. 24 parking spaces are provided and approximately 80 surface lot spaces were lost.
- A proposed mixed-use project located at 5th Street and Idaho includes 84 residential units (70,574 sf), 2,790 sf of retail/restaurant and 21,700 sf of below grade parking (73 spaces) and 11 at grade parking spaces. 41 existing surface lot spaces will be lost.

Parking Demand Calculations:

New Parking Demand:

- +176 spaces - Residence Inn
- +111 spaces - Inn at 500
- +135 spaces - 5th and Idaho

Total New Demand: 422 spaces

Parking Gains/Losses:

Parking Losses:

- -220 Trader Joes
- -40 spaces former Dunkley Lot
- -80 spaces The Inn at 500
- -41 spaces 5th and Idaho

Total Lost Spaces: -381

Study Area # 3:

Notes:

- CSHQA/George's Cycles development added 19,746 sf of office and 17,000 sf of retail creating demand for 119 additional parking spaces. 24 spaces were added and 80 surface lot spaces were lost.
- The Roost Apartments (also referred to as "The Nest or "The Fowler Project" includes: 158 units and 2,500 sf of retail generating a parking demand of 246 spaces. 190 new structured parking spaces are included and 50 spaces are being lost for a net gain of 140 spaces.
- A new 78,000 sf office development (formerly known as Cradlepoint) would generate demand for 234 new parking spaces. 189 new spaces planned and 50 spaces will be lost for a new add of 139 spaces.

Parking Demand Calculations:

New Parking Demand:

- +119 spaces - CSHQA/George's Cycles
- +248 spaces - Roost/Fowler/Nest
- +234 spaces - Cradlepoint
- Total New Demand: 601 spaces

Parking Gains/Losses:

Parking Losses:

- -220 Trader Joes
- -40 spaces former Dunkley Lot
- -80 spaces The Inn at 500
- -41 spaces 5th and Idaho
- Total lost spaces: -381

Study Area # 4:

Notes:

- No changes have been noted in Sub-Area 4 since the 2014 Carl Walker study. The Future Parking Adequacy table for Area 4 from the Carl Walker report remains unchanged.

Study Area # 5:

Notes:

- No changes have been noted in Sub-Area 5 since the 2014 Carl Walker study. The Future Parking Adequacy table for Area 5 from the Carl Walker report remains unchanged