



Boise, Idaho

2024 Downtown Parking Supply & Demand Analysis

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Key Terms

Effective Capacity

A parking facility that is 85-95% occupied is operating at effective capacity. In keeping with previous studies, utilization maps in this report represent this upper range of occupancy in red to indicate areas that may be at risk of excess vehicle circulation resulting in user frustrations, excess vehicle emissions, and degraded parking facilities and street environments.

Effective Supply

Utilization charts throughout this report use a dashed line to mark an “effective supply” assumption equivalent to 90% occupancy of the total parking stalls in each Sub-Area. This line signals the midpoint of the effective capacity range of 85%-95% in a high-efficiency urban context.

Utilization

The percentage of parking spaces that are occupied by vehicles in a specific location during a particular time period.

Demand

The number of occupied spaces in a specific location during a particular time period.

Residential Permit Program (RPP)

The acronym “RPP” is used throughout this report to indicate where on-street parking blocks are designated for use only by permit-holding residents of an area.

Executive Summary

This *Downtown Boise 2024 Parking Supply and Demand Study* was performed by Kimley-Horn for the Capital City Development Corporation (CCDC), the redevelopment agency for Downtown Boise, Idaho. Using boots-on-the-ground survey methods and high-resolution drone imagery, Kimley-Horn built on prior data collection efforts to summarize 2024 parking supply and utilization in summer (August) and Boise State University academic school year (September) conditions in the developing Downtown Boise and Lusk District areas.

Across the nine Sub-Areas studied, there are about 4,150 on-street spaces and 24,500 off-street spaces. Overall parking utilization hovered at around 50% for the 10AM and 1PM time periods when data was collected in August 2024. Areas with the highest utilization included the central business district (Sub-Area 2) at 60%-64% and the Boise High School area north of the CBD (Sub-Area 6) at 53%-60%.

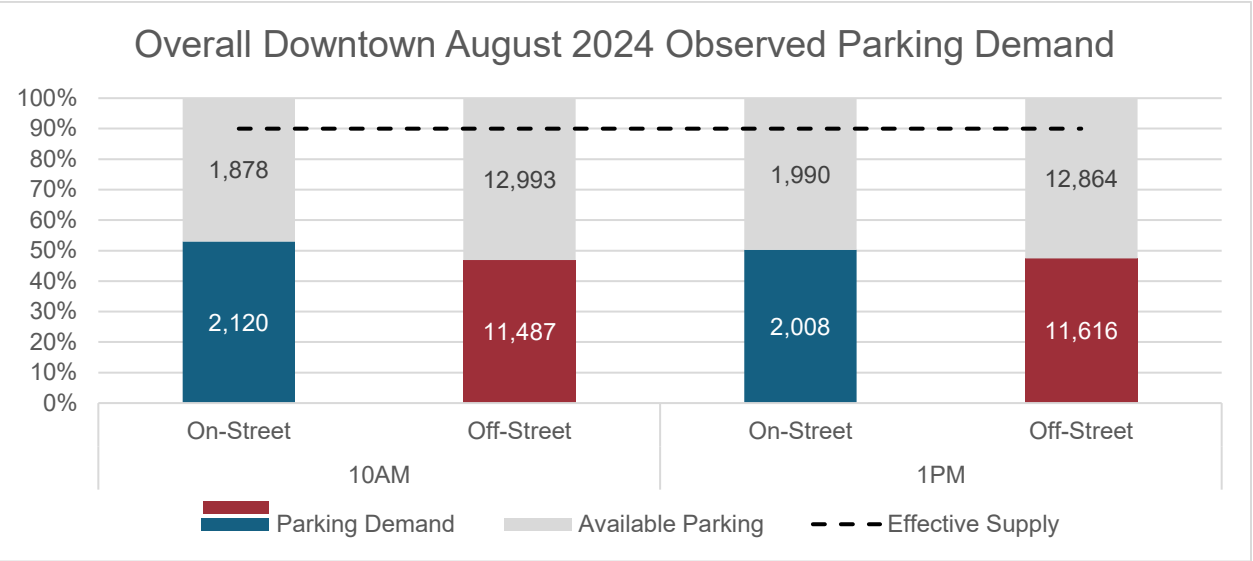


Figure 1: Overall Downtown August 2024 Observed Parking Demand

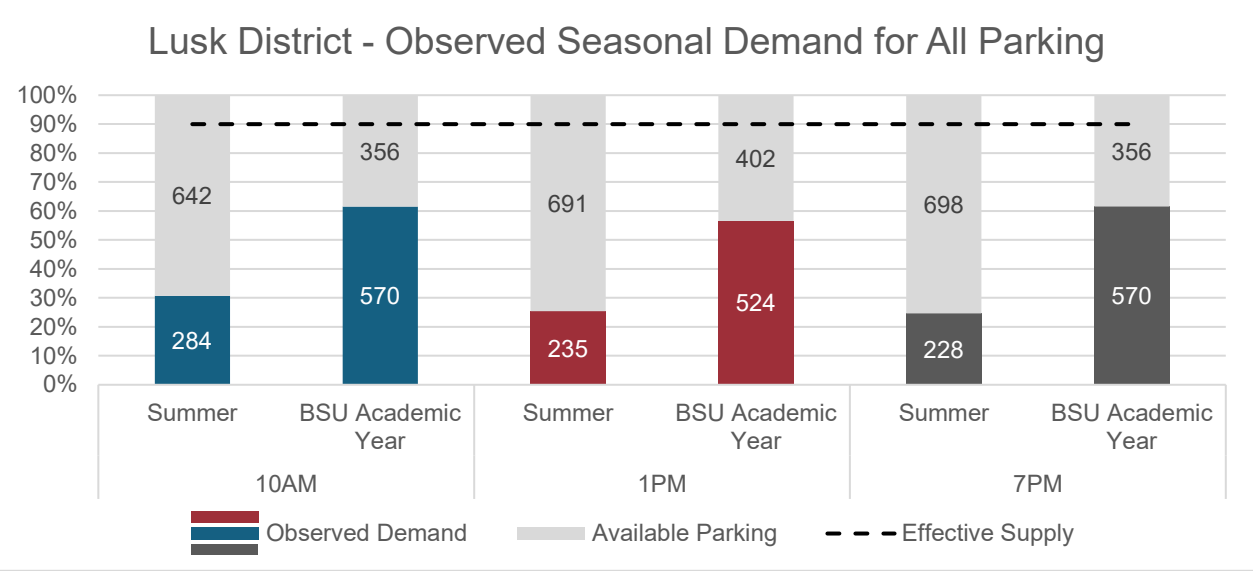


Figure 2: Lusk District – Observed Seasonal Demand for All Parking

On- and off-street parking utilization in the Lusk District varied from about 30% in summer to slightly over 60% during the BSU fall semester. These findings will be explored in more detail in the following sections.

Project Background

The Downtown Boise study area assessed in this report (Figure 1) is comprised of nine total Sub-Areas. The first six Sub-Areas (1-6) were studied in 2022 by Walker Consultants. For this study update, Sub-Areas 7, 8, and 9 were added to account for recent development activity and future development prospects.

To meet CCDC’s objectives, Kimley-Horn assessed the nine survey Sub-Areas in summer 2024 and completed a follow-up survey of the Lusk District (Sub-Area 5) during the first week in September to assess how parking demand is impacted after the start of the nearby Boise State University during fall semester. Due to redevelopment interest in the Lusk District and the presence of several evening uses (bars, restaurants, and new apartments), two additional weekend evening surveys were also included in the scope of work, capturing summer and school year conditions.

The 2024 study area is shown below, with Block IDs that correspond to those found in the raw occupancy tables and GIS map files provided to CCDC along with this report.

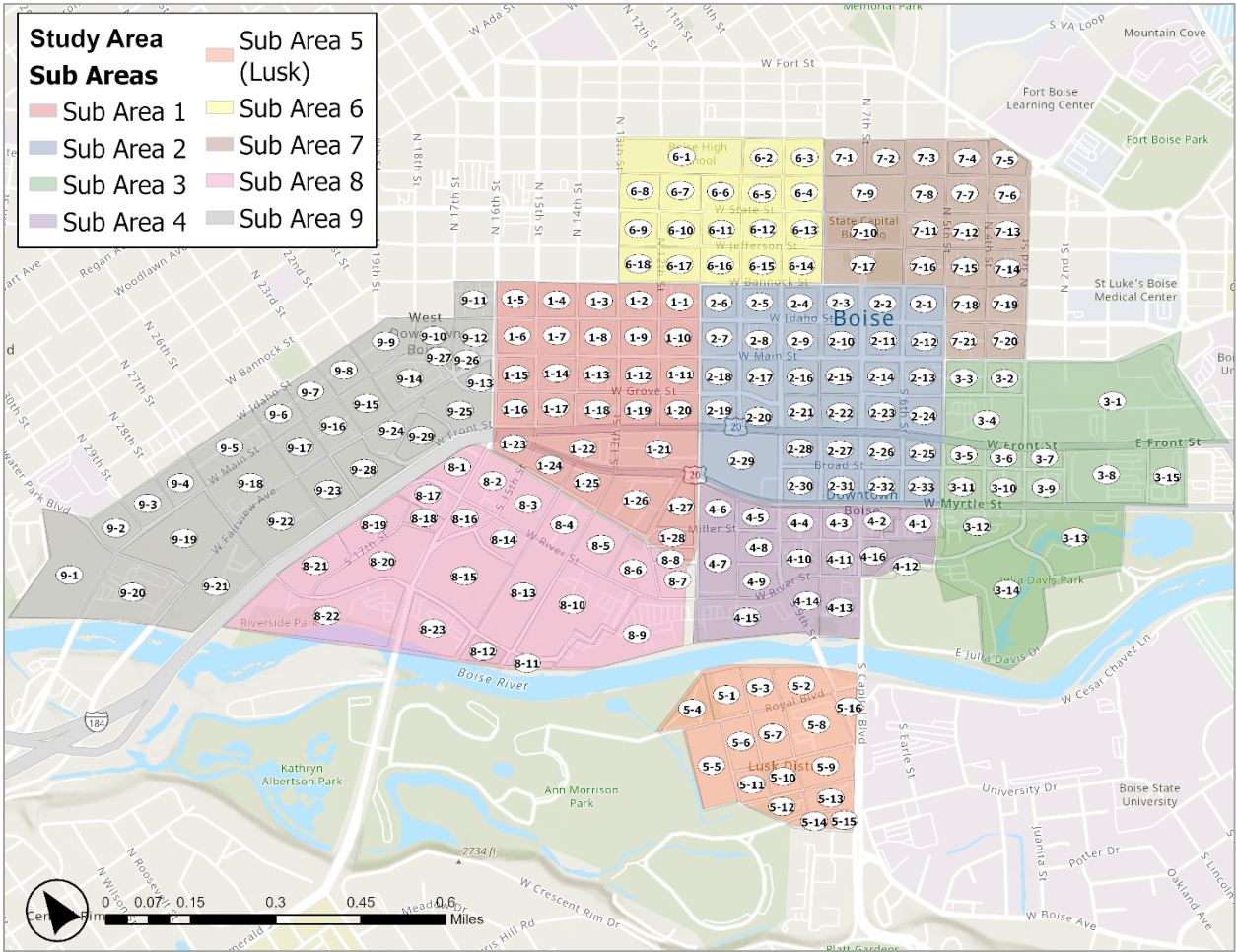


Figure 3: 2024 Downtown Boise Study Area (Sub-Areas 1-9)

This updated study includes new subareas in the northeast area around the State Capitol (Subarea 7) as well as the less developed areas west and south of the Downtown core (Subarea 8 and Subarea 9).

Previous Studies

The downtown parking inventory and occupancy database was previously updated by Walker Consultants in Spring 2022 for Sub-Areas 1-6 as shown in Figure 2 below.

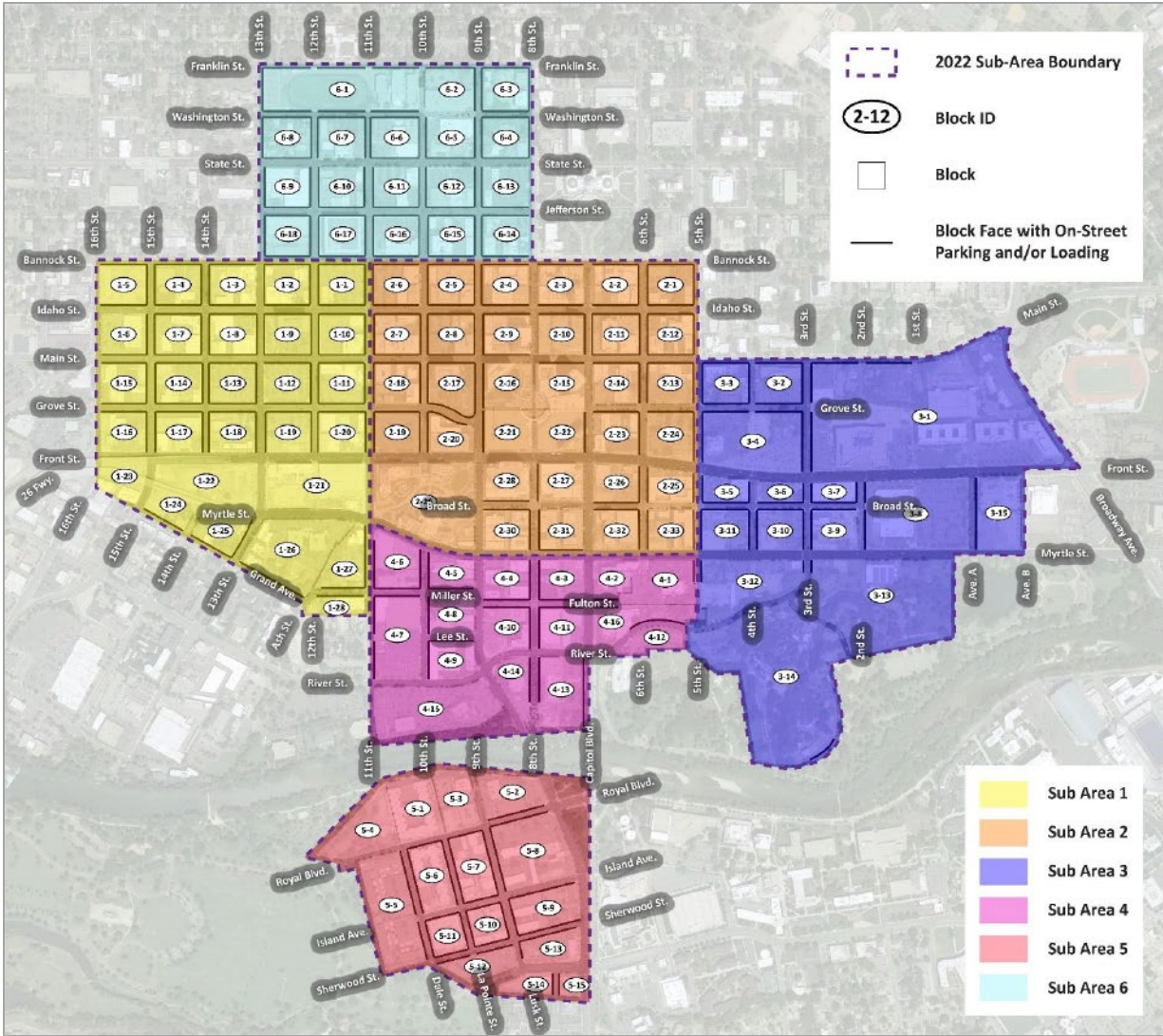


Figure 4: 2022 (Previous) Study Area (Sub-Areas 1-6)

The 2022 Walker study included one daytime parking occupancy time period, either 10AM or 1PM, for each block, lot, or garage included. The extent of the study areas involved in the Downtown parking studies from 2008-2024 is shown in Figure 3 below.

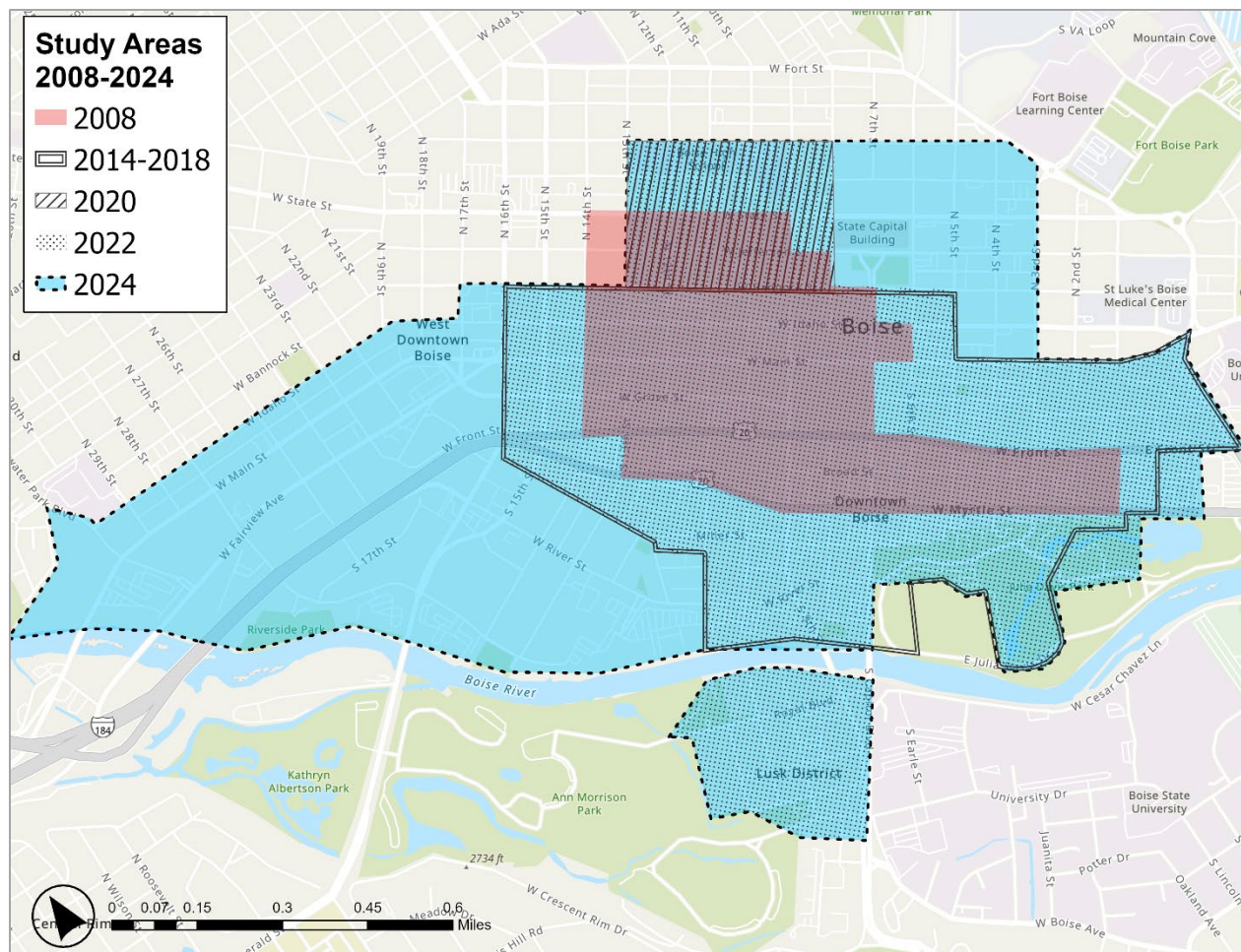


Figure 5: 2008-2024 Study Areas

2024 Parking Utilization

Methodology

Occupancies for the nine Sub-Areas were collected in August 2024 on weekdays (Tuesday – Thursday) at two time periods: morning (10:00AM to 11:30AM) and afternoon (1:00PM to 2:30PM) for the entire study area. An aerial drone was flown by Kimley-Horn staff at these time periods to capture high-resolution images used to count on-street and parking lot inventories and occupancies. For garages, which cannot be counted from the air, Kimley-Horn staff performed walking surveys of the garages managed by operators other than The Car Park. Occupancies were provided by The Car Park management directly for The Car Park garages. The City of Boise garage, which is controlled access, was collected by garage security staff.

Note: Seven below-grade and podium parking garages that were not initially located and identified as parking resources were counted by Kimley-Horn staff in October 2024 once they were identified in coordination with CCDc.

An additional walking survey of the Lusk District during Boise State University academic year conditions was performed to understand how demand in this primarily student-oriented neighborhood changes during regular semester conditions. These occupancy counts were performed at 10:00AM and 1:00PM on a Thursday and 7:00PM on a Friday in mid-September.

Excluded Parking Areas

Kimley-Horn omitted the following parking categories from the areas surveyed in this analysis:

- Residential parking garages and lots
 - Residential garages are typically controlled-access facilities that Kimley-Horn surveyors could not enter to do counts. Any residential lots were also excluded to provide consistency to the parking user groups included in this study.
- Parking lots that are associated with light industrial businesses or otherwise used primarily for the purposes of high-volume vehicle storage rather than by customers, residents, or office/service workers—i.e., automobile sales and repair lots, U.S. Postal Service fleet lots, etc.

Overall Study Area

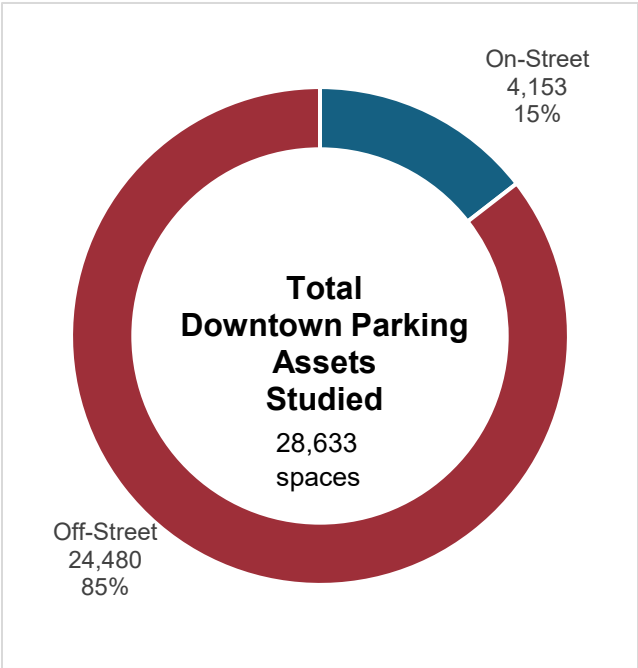


Figure 8: Total Survey Area Inventories

This analysis includes a total of 28,633 on-street and off-street parking spaces spread around the nine Sub-Areas. 85% (24,480) stalls are in lots and garages operated by The Car Park, ParkBOI, and other entities while 15% (4,153) of stalls are located on-street and managed by the City.

Tables showing parking inventory breakdowns by operating entity are provided in Appendix A.

On-street parking is relatively evenly distributed throughout the similarly-sized Sub-Areas. Meanwhile, off-street parking supply concentrations can be found in Sub-Area 2 (the core) and Sub-Area 3 (East Downtown). See Figure 7 and Figure 8 below.

The following charts illustrate the observed representative late-summer parking supply and demand for the on-street and off-street (lots and garages) parking facilities in the defined study area.

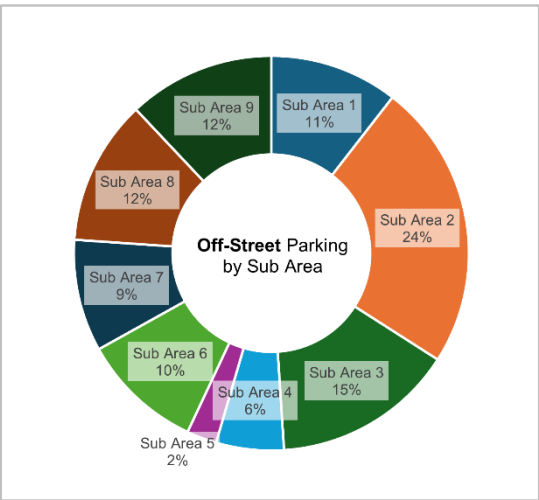


Figure 6: Off-Street Parking Inventories by Sub-Area

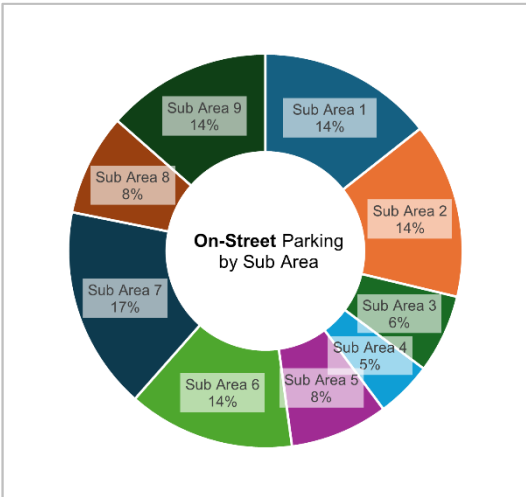


Figure 7: On-Street Parking Inventories by Sub-Area

The methodology section describes summary statistics for Downtown Boise’s parking supply *including* all loading spaces to reflect the total amount of on-street parking inventory available of any type. In the subsequent sections that deal with utilization, loading spaces have been excluded because loading use is not the focus of this analysis. Loading only accounts for 155 spaces across the entire study area, or 0.5% of total parking inventory, but small differences in inventory between supply graphs to demand graphs are related to the excluded loading spaces.

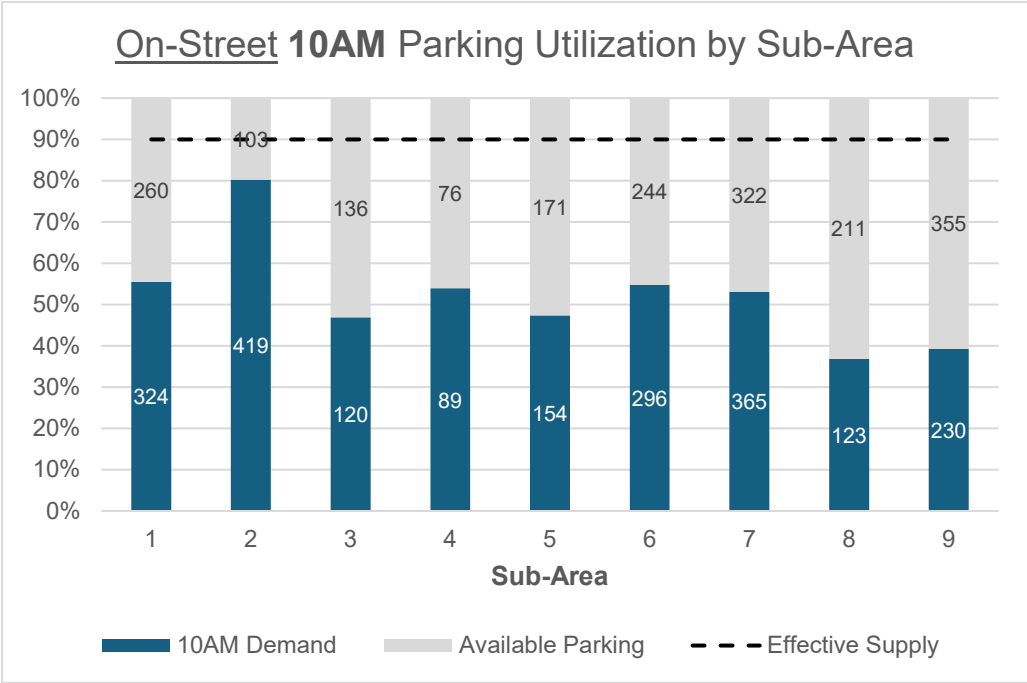


Figure 9: On-Street 10AM Parking Utilization by Sub-Area

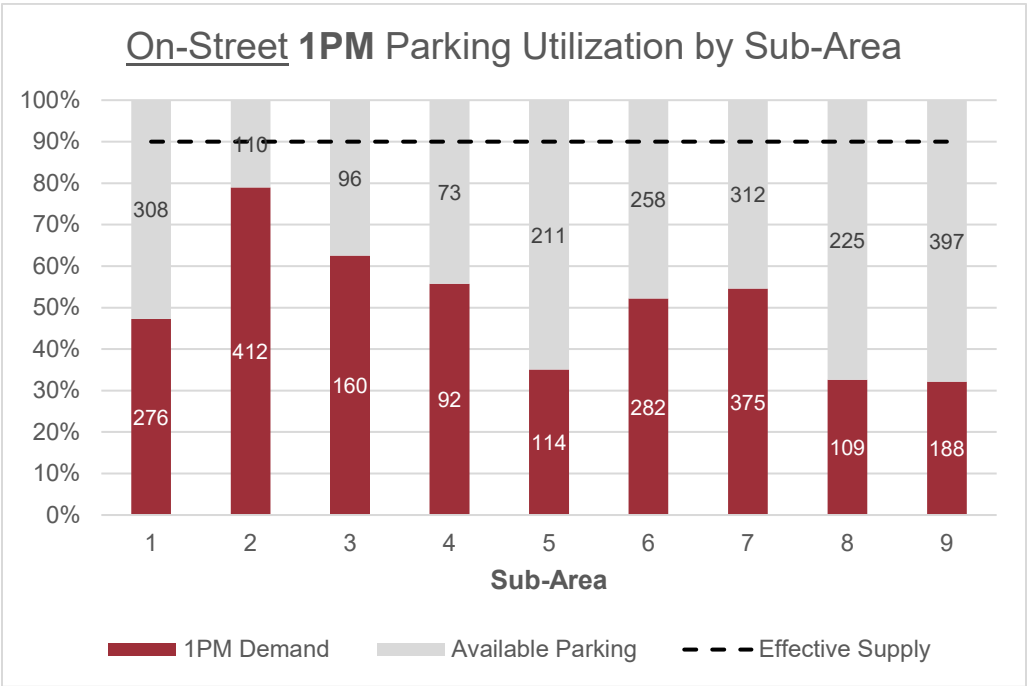


Figure 10: On-Street 1PM Parking Utilization by Sub-Area

On-street parking utilization in the individual Sub-Areas ranged from roughly 35%-80% at 10AM and 30%-80% at 1PM.

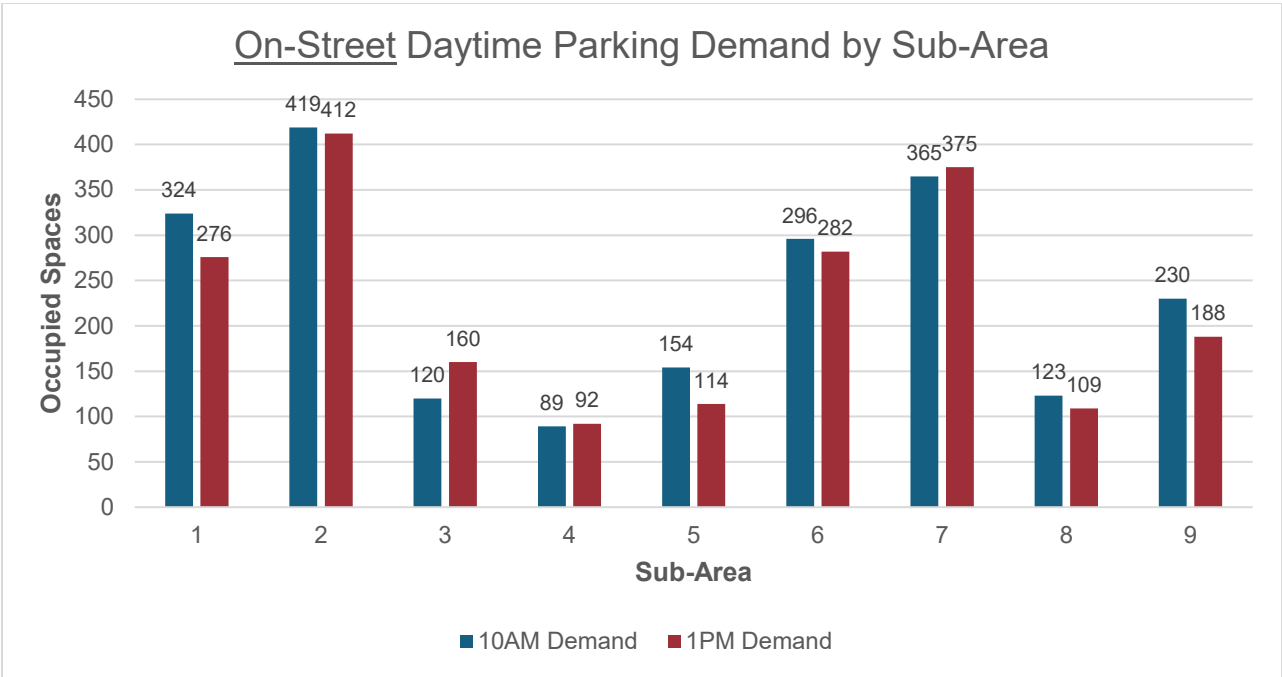


Figure 11: On-Street Daytime Parking Demand by Sub-Area

Modest variations were seen across the Sub-Areas from 10AM to 1PM.

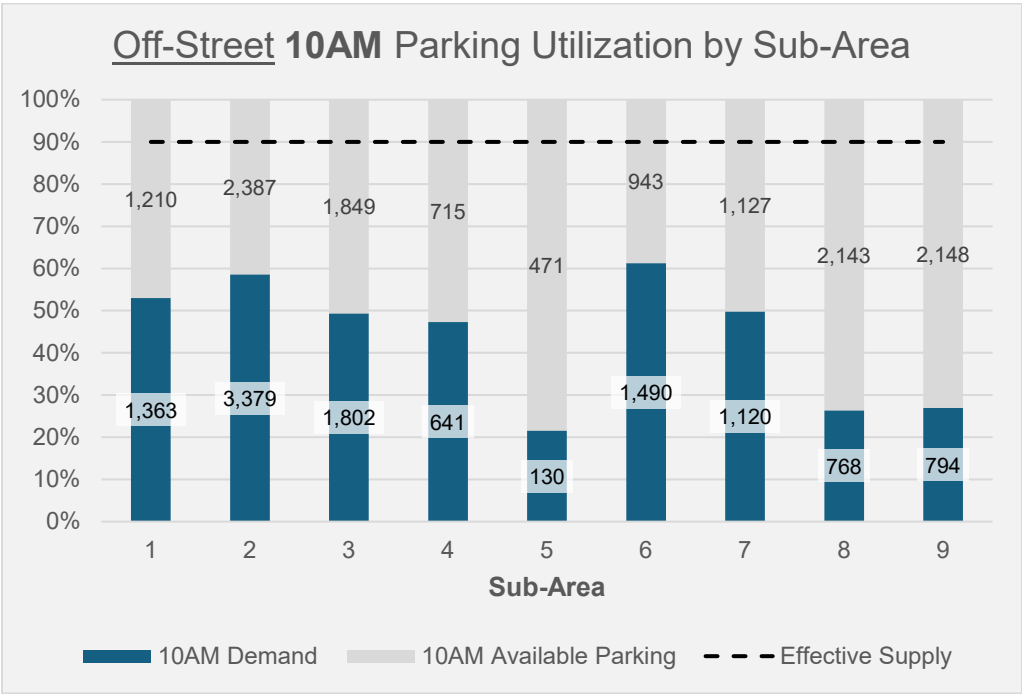


Figure 12: Off-Street 10AM Parking Utilization by Sub-Area

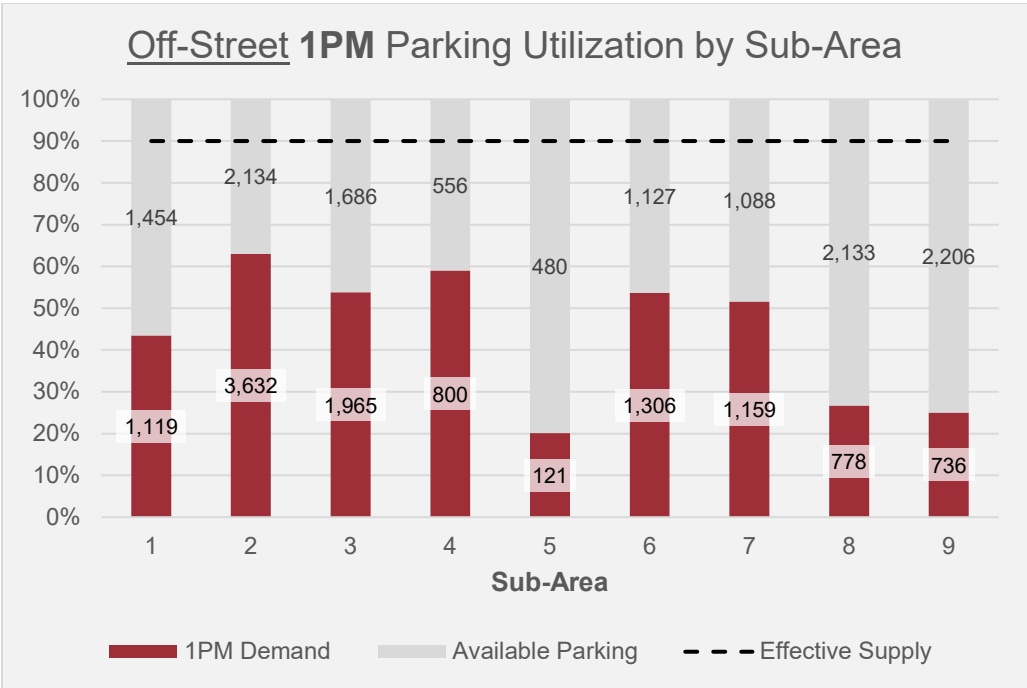


Figure 13: Off-Street 1PM Parking Utilization by Sub-Area

Off-street utilization varied from 20%-60% at 10AM and 1PM. The Lusk District (Sub-Area 5) had notably low utilization of 20% at both time periods.

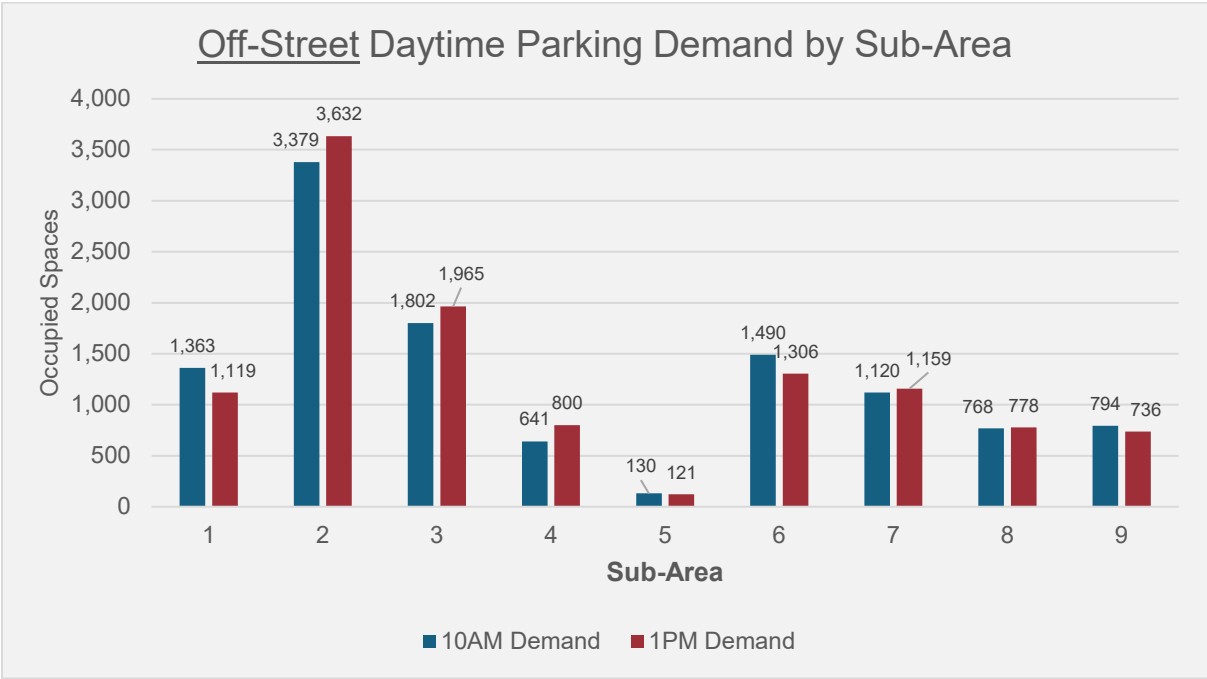


Figure 14: Off-Street Daytime Parking Demand by Sub-Area

The 10AM and 1PM off-street Sub-Area-level utilizations varied slightly.

2018-2024 Change Over Time

Table 1 shows the overall study area parking supply and occupancy for the studies performed for the Downtown area since 2018. Since 2022, acknowledging a variation in the supply of mostly residential parking included between then and this 2024 study update, Downtown parking occupancy at the weekday daytime hour increased 1%.

Table 1: Parking Studies Supply and Demand Change Over Time 2018-2024

Study	Total Parking Supply	Total Parking Occupancy	% Occupancy
2018 Study (Sub Area 1-5)	16,966	11,769	69%
2021 Study (Sub Area 6)	3,359	1,311	39%
2018/2021 Totals	20,325	13,080	64%
2022 Study (Sub Area 1-6)	23,385	12,323	53%
2024 Study (Sub Area 1-9, 10AM)	28,633	13,607	48%
2024 Study (Sub Area 1-6 Only, 10AM)	18,772	10,207	54%
Change 2022-2024 (Sub Areas 1-6 Only)			+1.7%

The following sections detail Sub-Area-level inventories and occupancies including the special study of the Lusk District (Sub-Area 5) in September during the Boise State University academic year.

Sub-Area 1

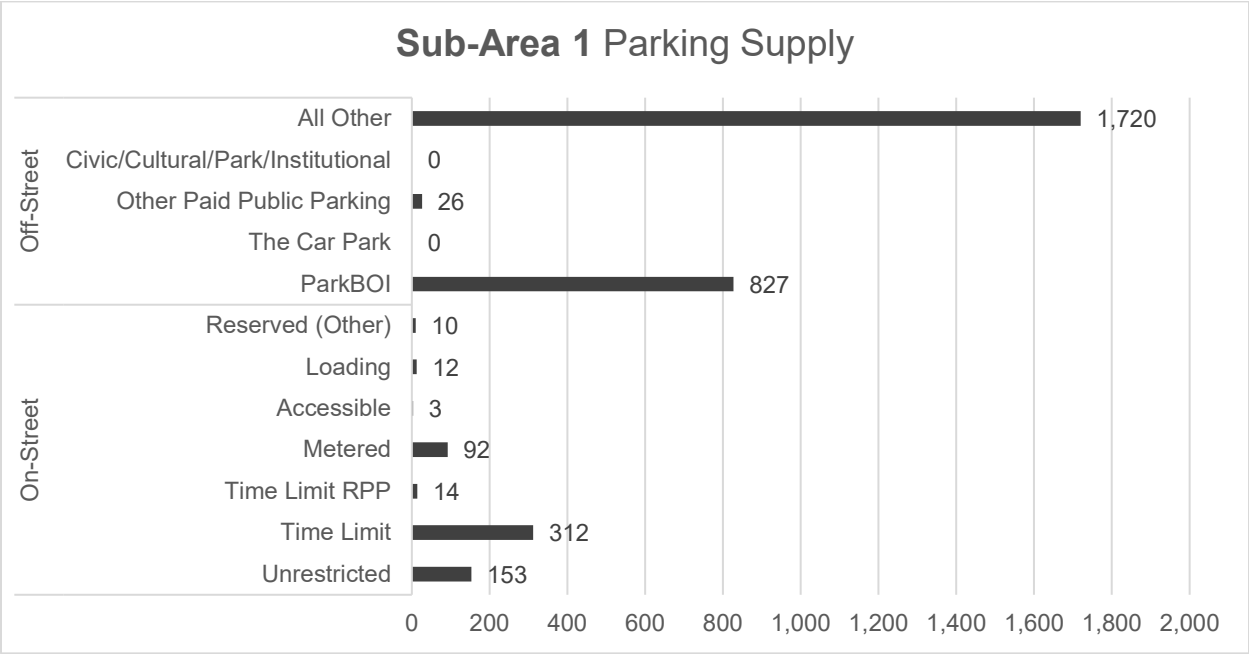


Figure 15: Sub-Area 1 Parking Inventories

Sub-Area 1 off-street parking is primarily made up of ParkBOI-managed garages and facilities managed by other entities. On-street parking is mostly time-limited or unrestricted.

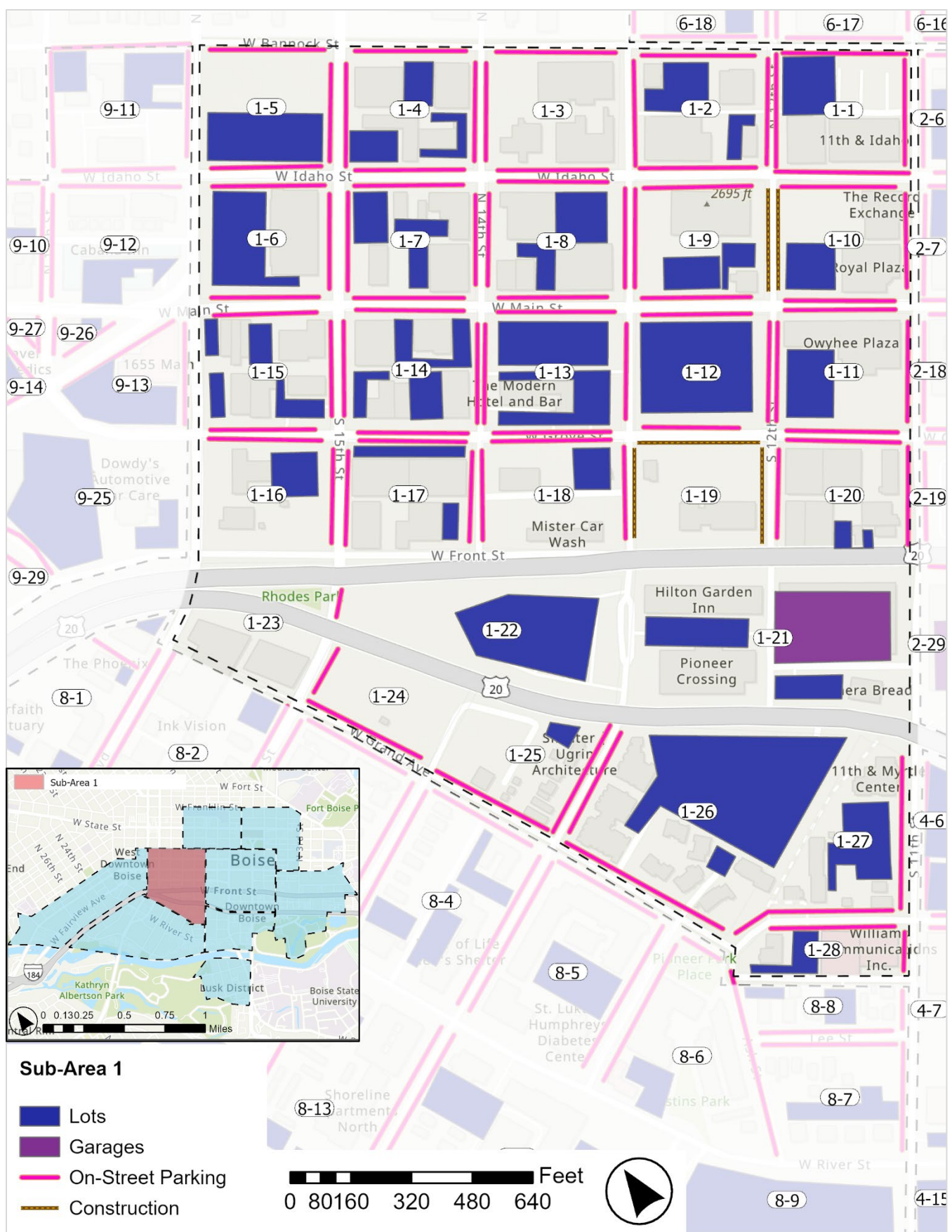


Figure 16: Sub-Area 1 Parking Supply

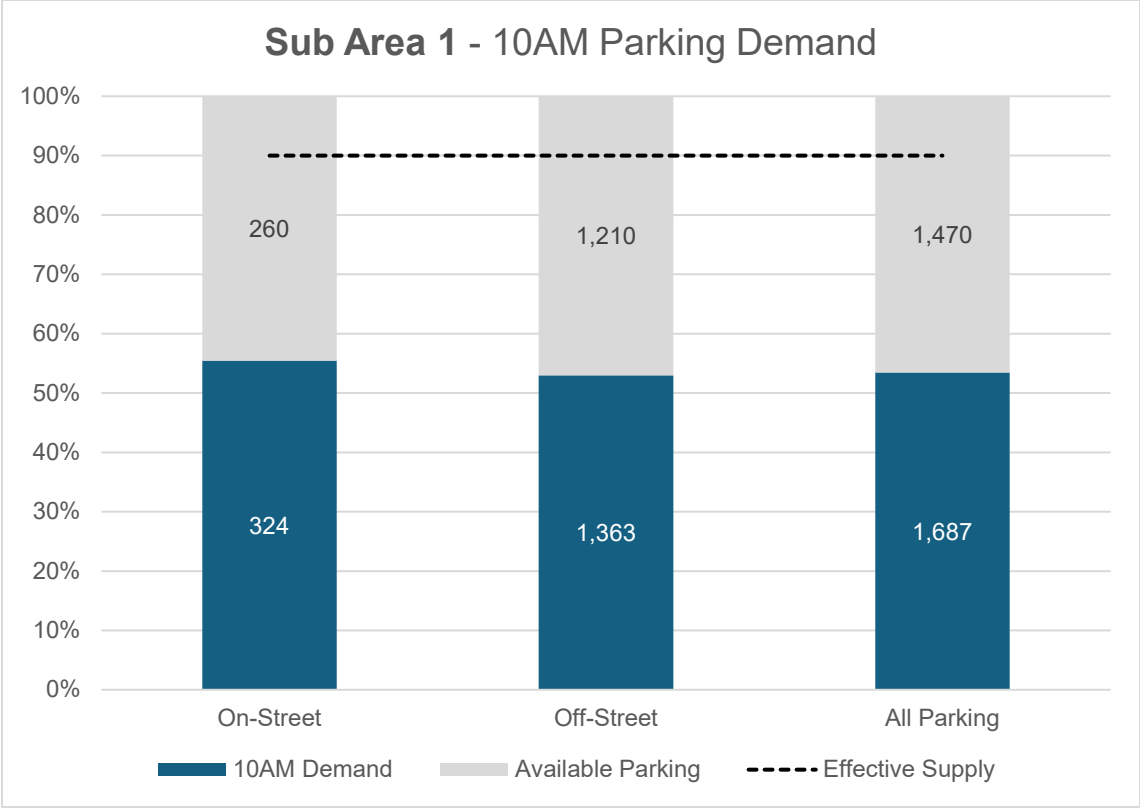


Figure 17: Sub-Area 1 Observed 10AM Demand



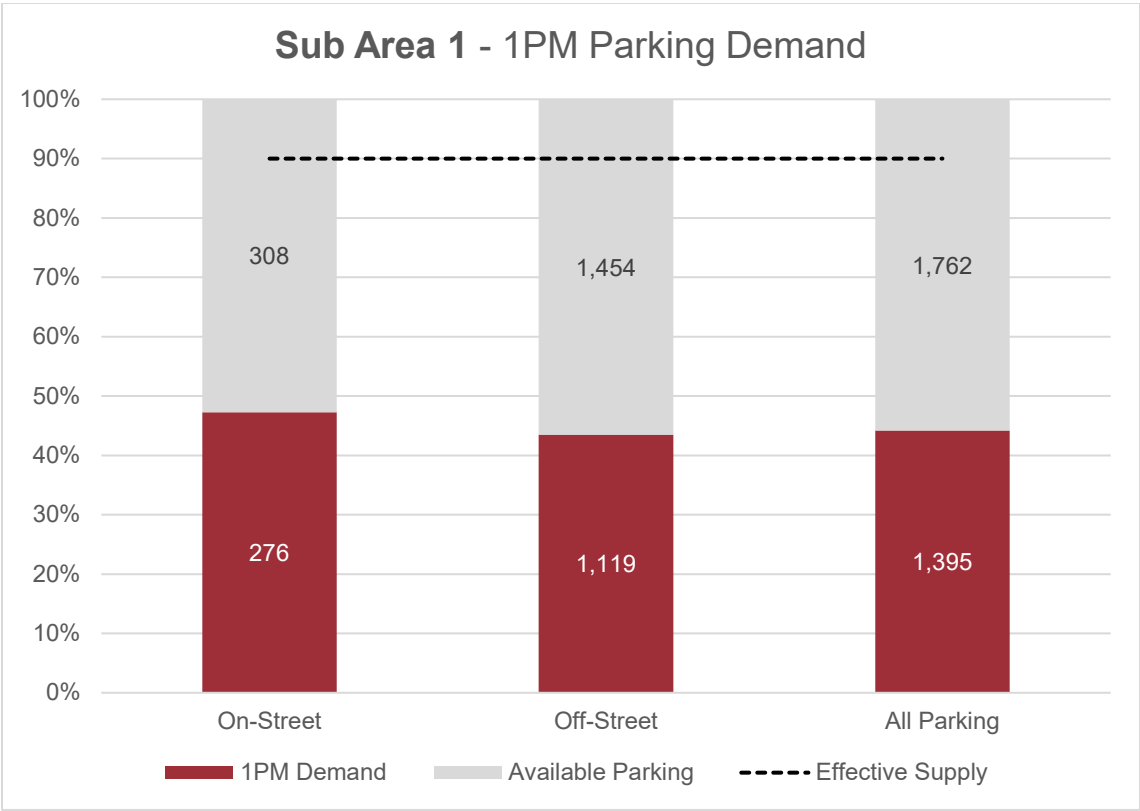


Figure 19: Sub-Area 1 Observed 1PM Demand

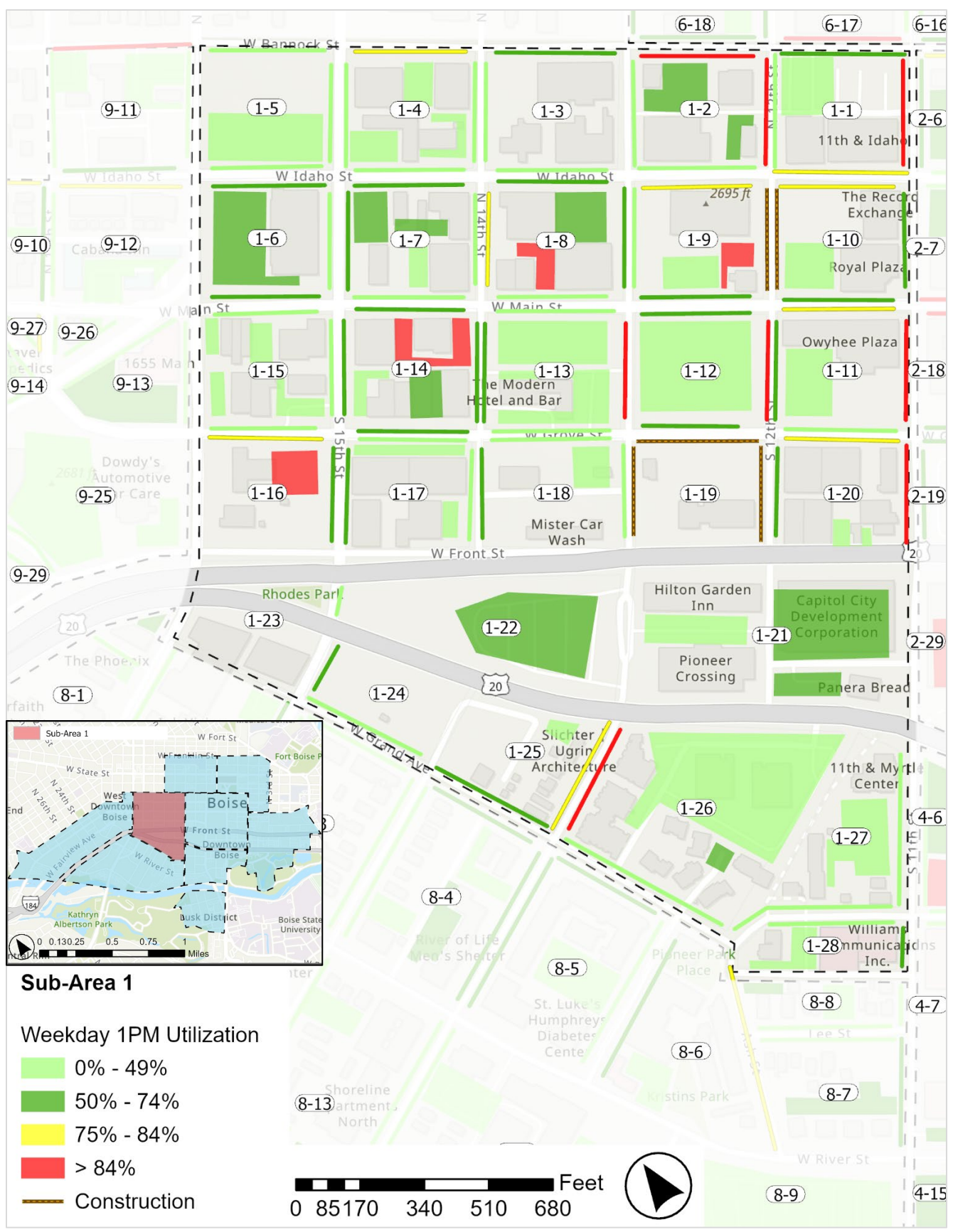


Figure 20: Sub-Area 1, Weekday 1PM Utilization

On-street and off-street parking areas were roughly 9% lower at 1PM compared to 10AM.

Sub-Area 2

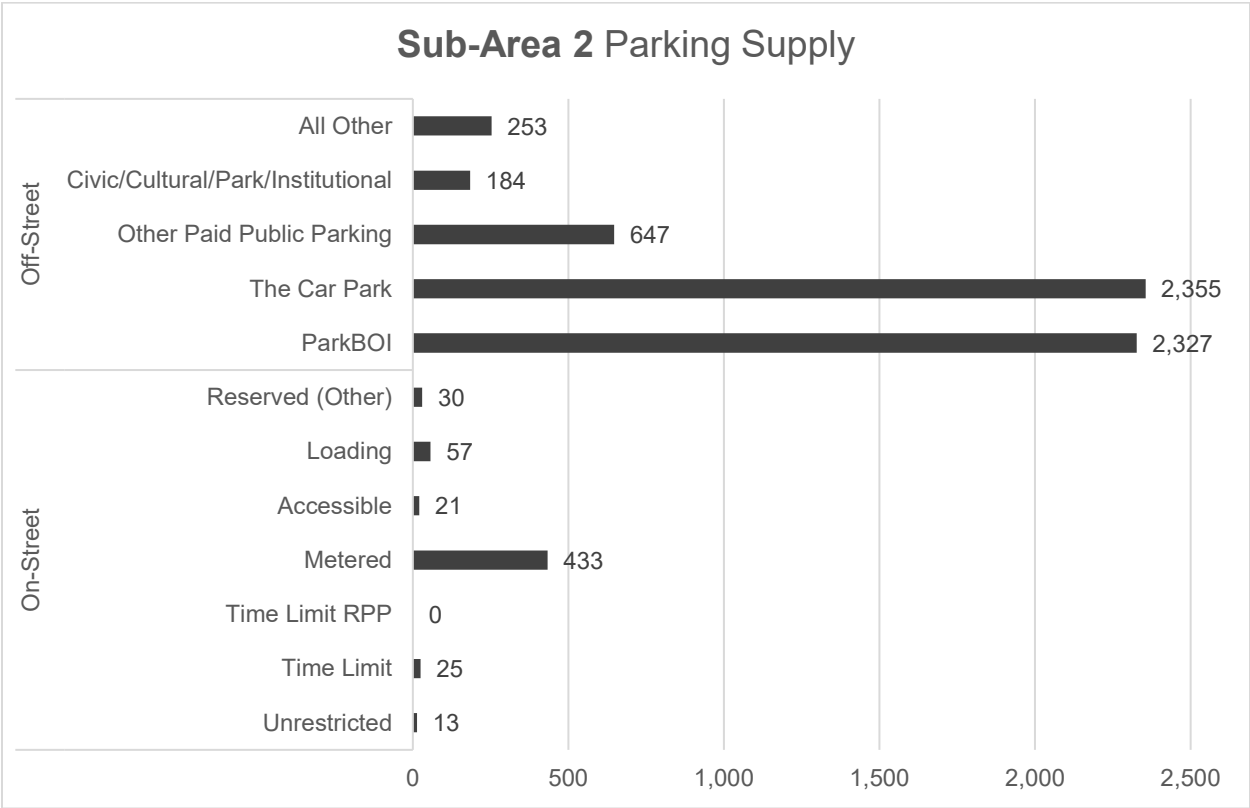


Figure 21: Sub-Area 2 Parking Inventories

Sub-Area 2 off-street parking is operated by a mix of entities but is heavily represented by Car Park and ParkBOI facilities as well as other paid parking areas.

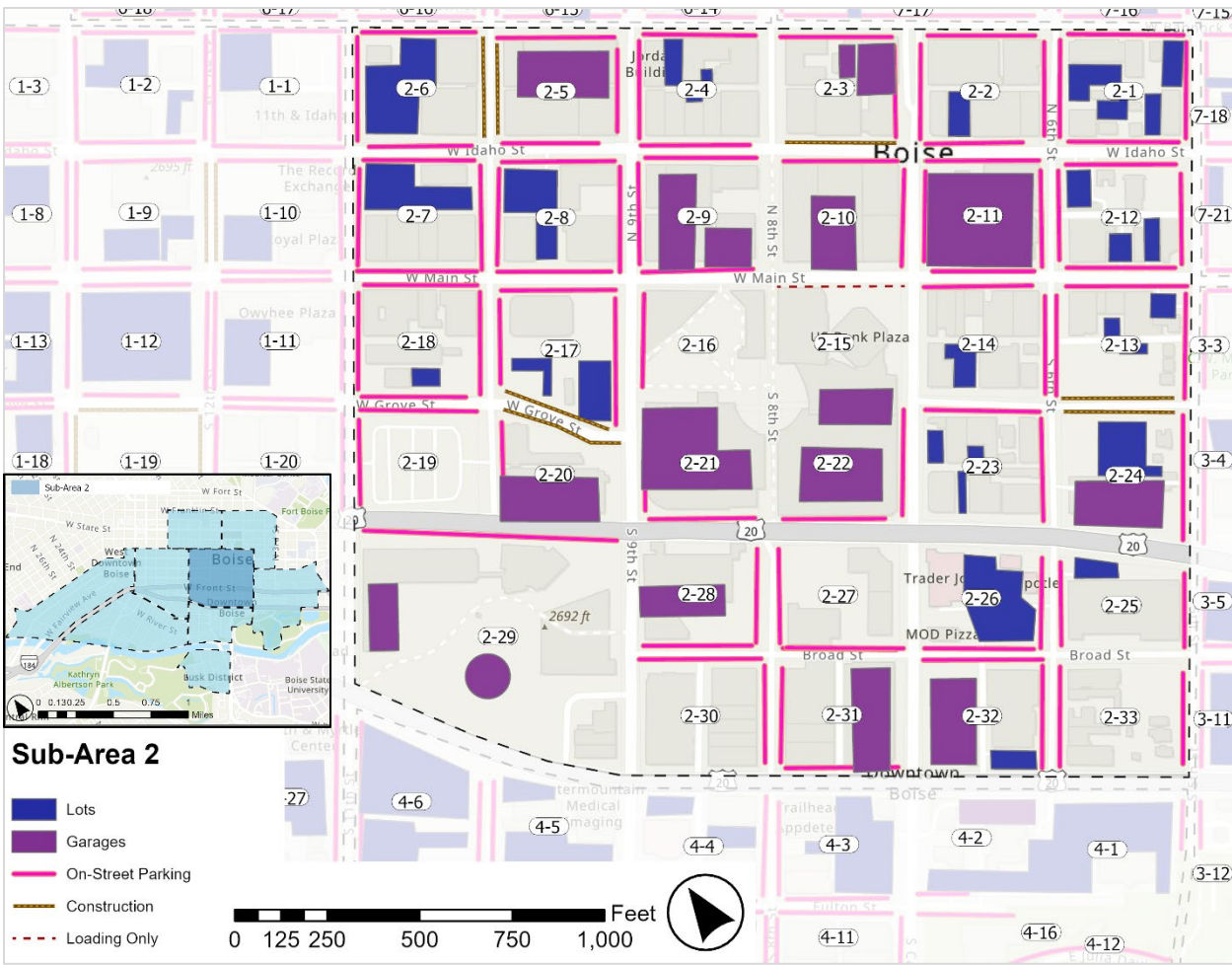


Figure 22: Sub-Area 2 Parking Supply

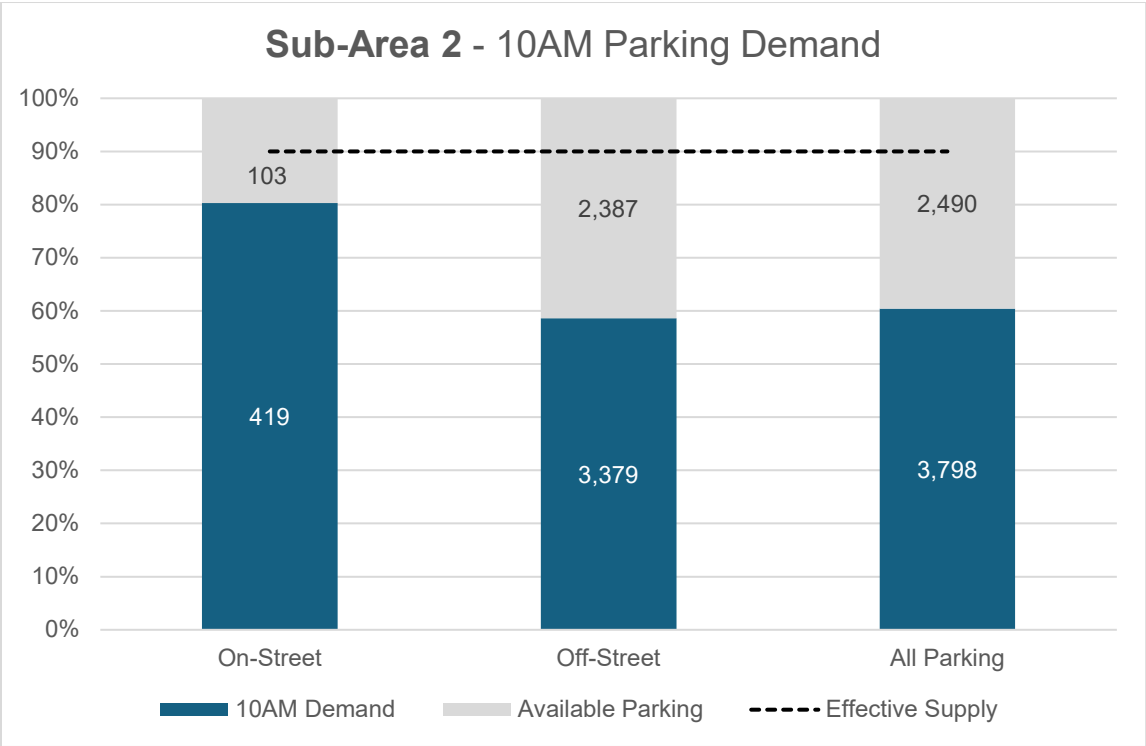


Figure 23: Sub-Area 2 Observed 10AM Demand

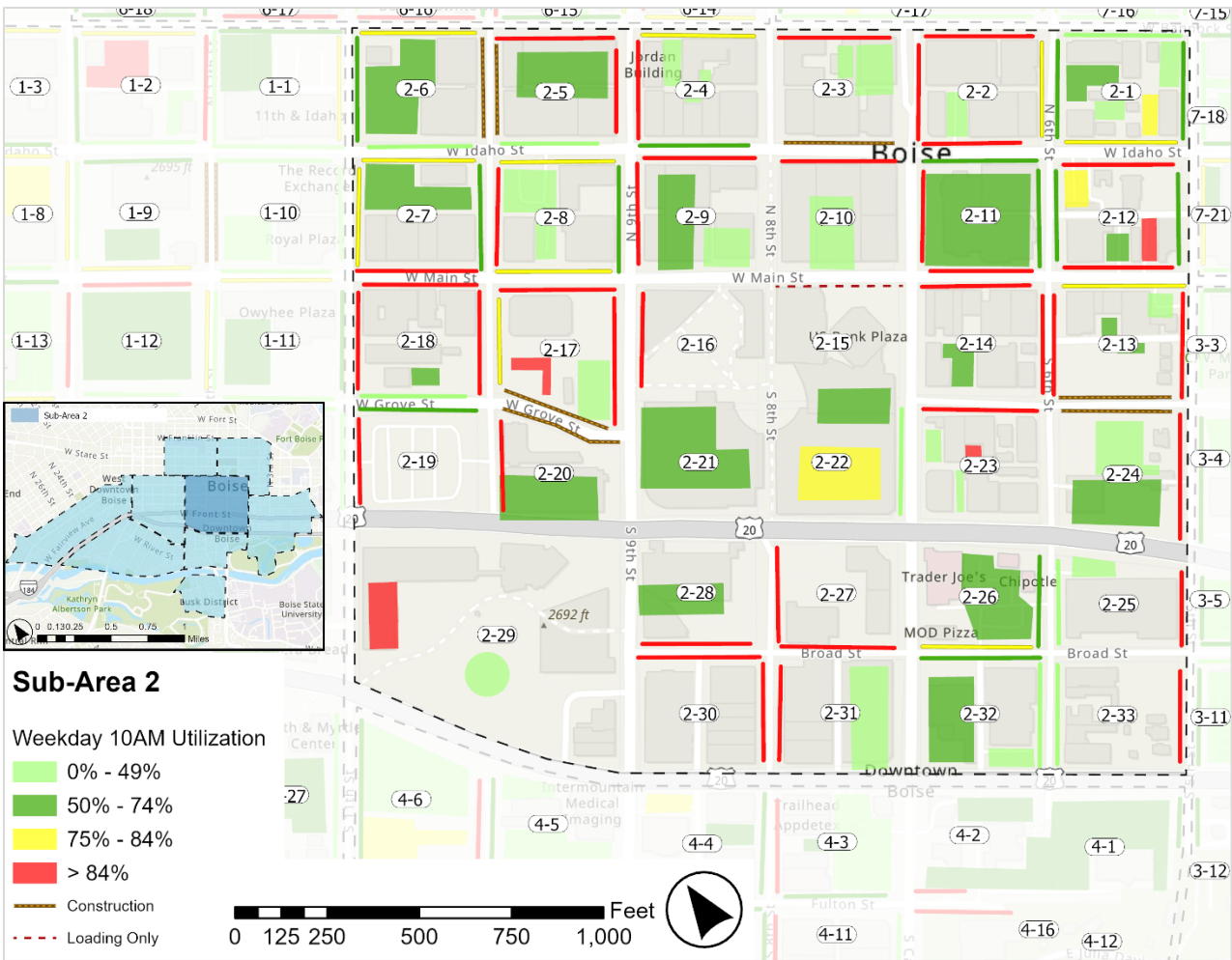


Figure 24: Sub-Area 2, 10AM Utilization

Sub-Area 2 had steady parking demand of about 80% for on-street areas and 60% for off-street.

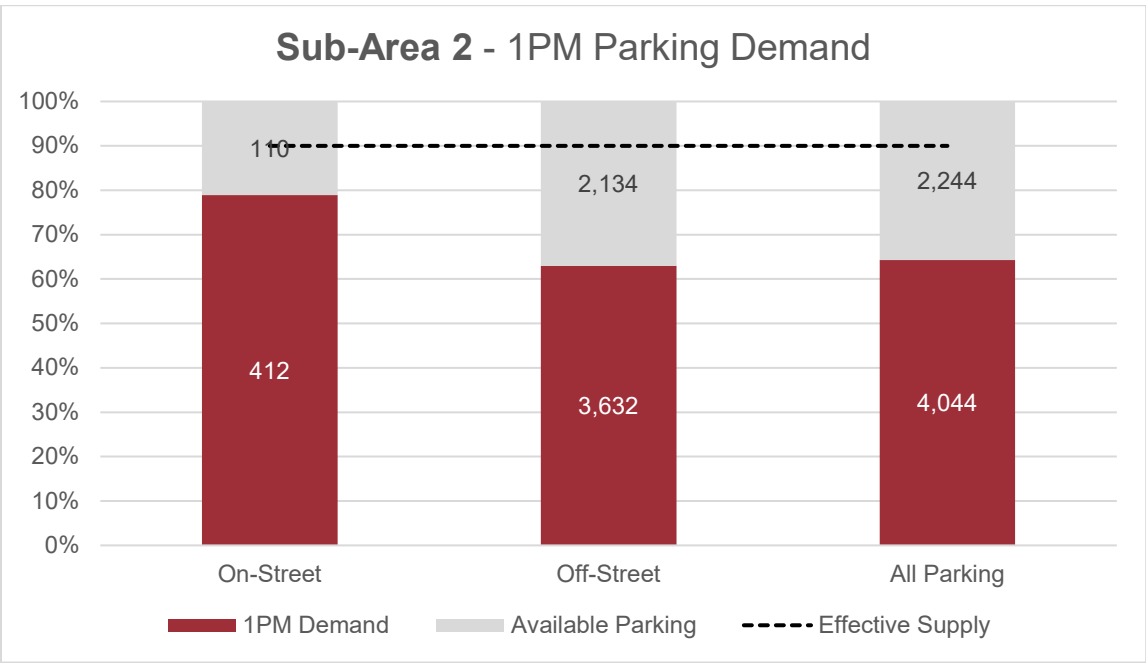


Figure 25: Sub-Area 2 Observed 1PM Demand

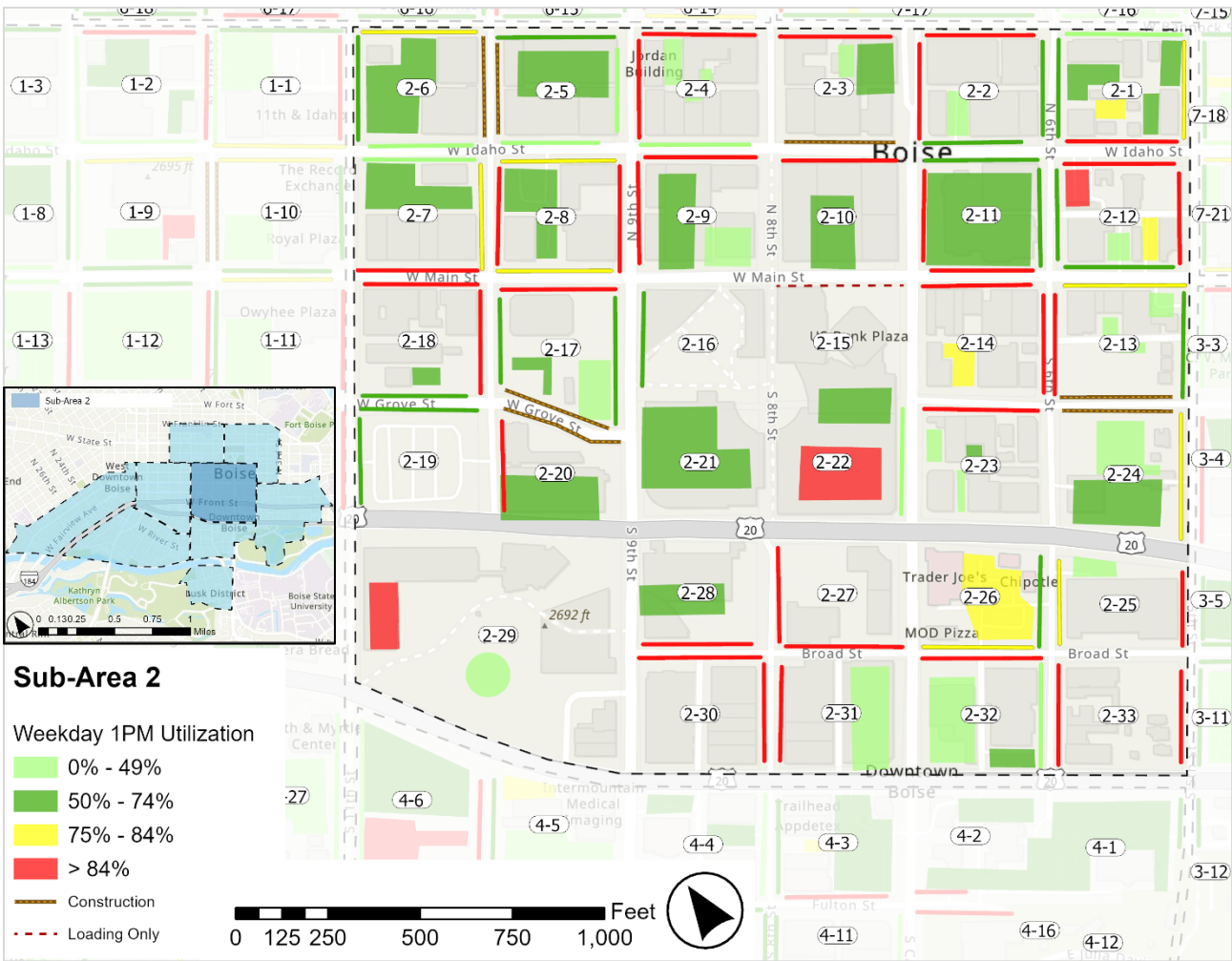
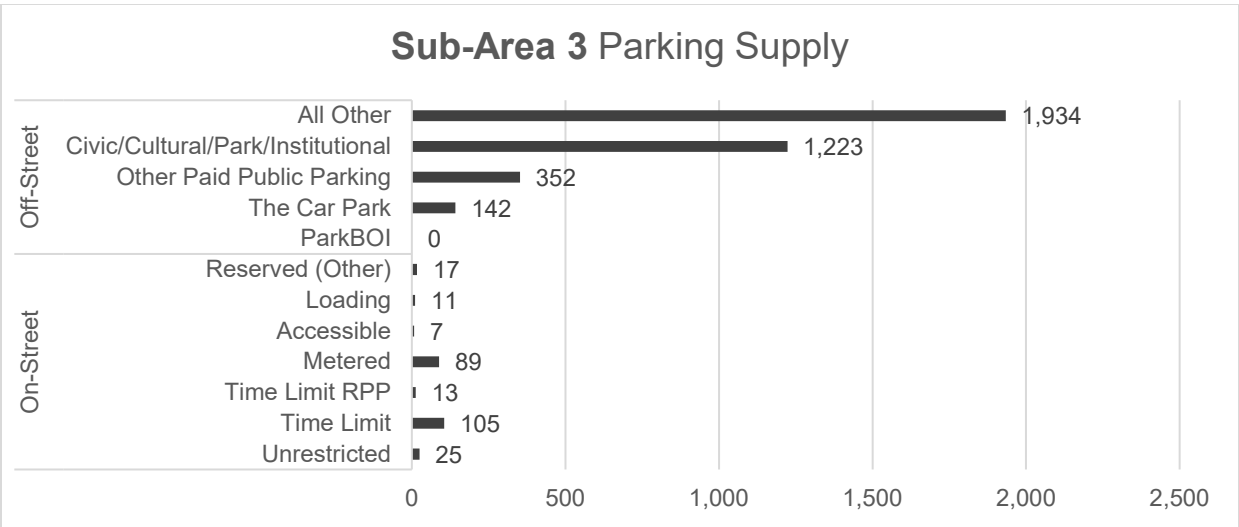


Figure 26: Sub-Area 2, Weekday 1PM Utilization

Sub-Area 3



Note: The 6th floor of the St. Luke's Hospital Employee Garage was closed for the season on the data collection date (2024-10-09), so this inventory of 207 spaces has been omitted from the total garage inventory for utilization calculation purposes.

Figure 27: Sub-Area 3 Parking Inventories

Sub-Area 3’s off-street parking areas include institutions like the St. Luke’s Hospital Employee Garage and other permitted or paid parking. There are also over 1,900 business-related surface parking stalls. On-street parking is minimal in this Sub-Area.

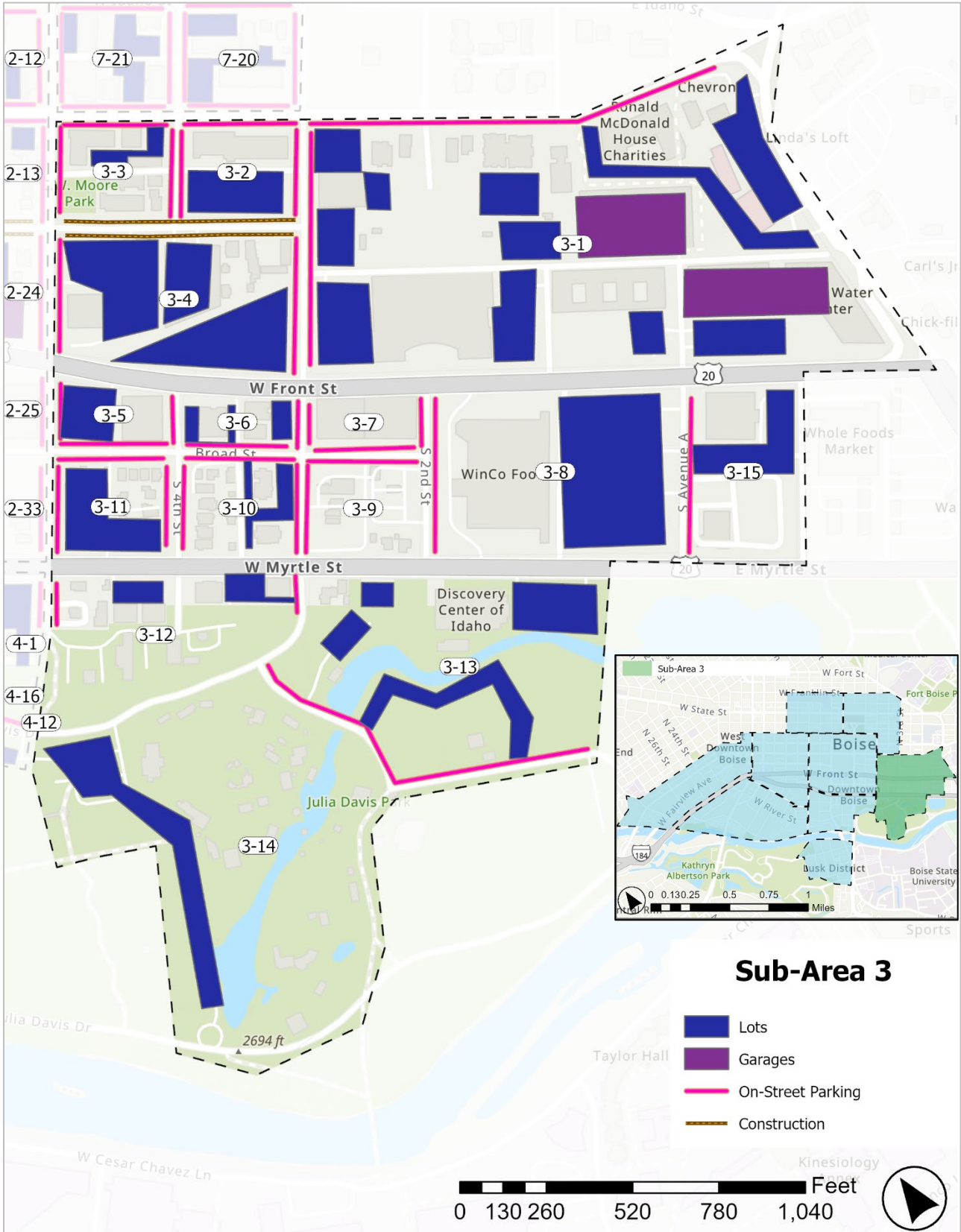


Figure 28: Sub-Area 3 Parking Supply

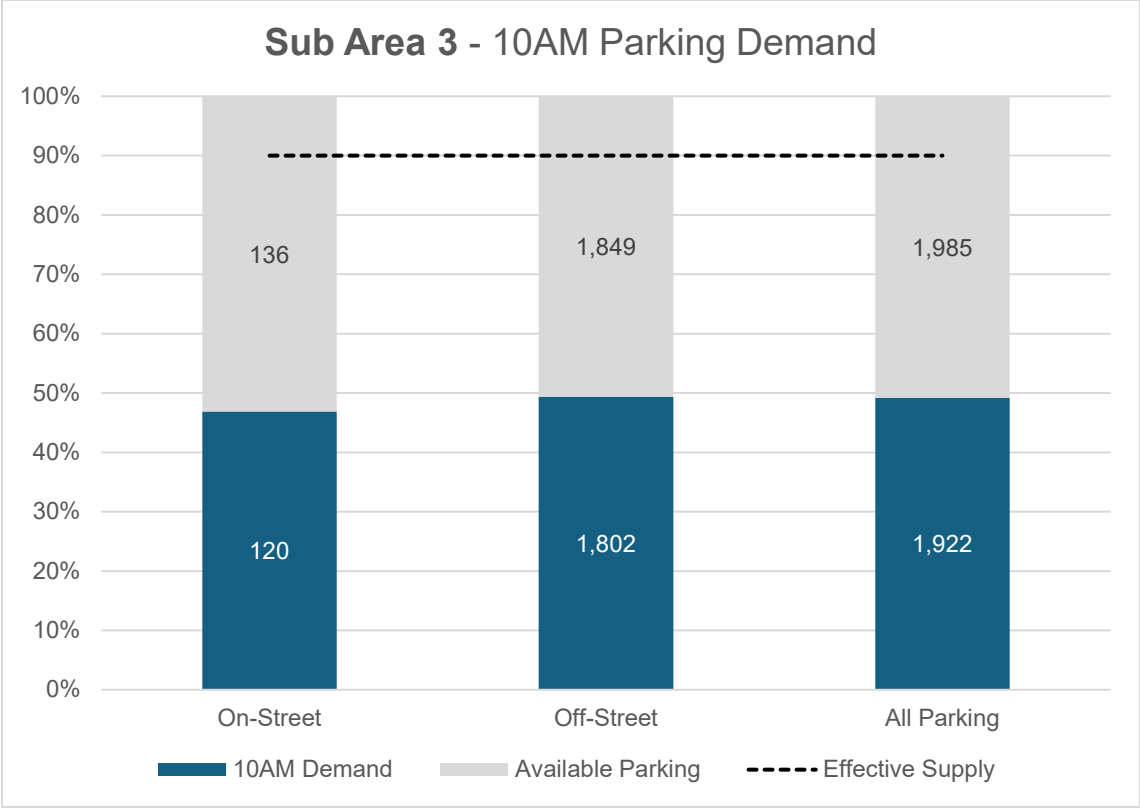
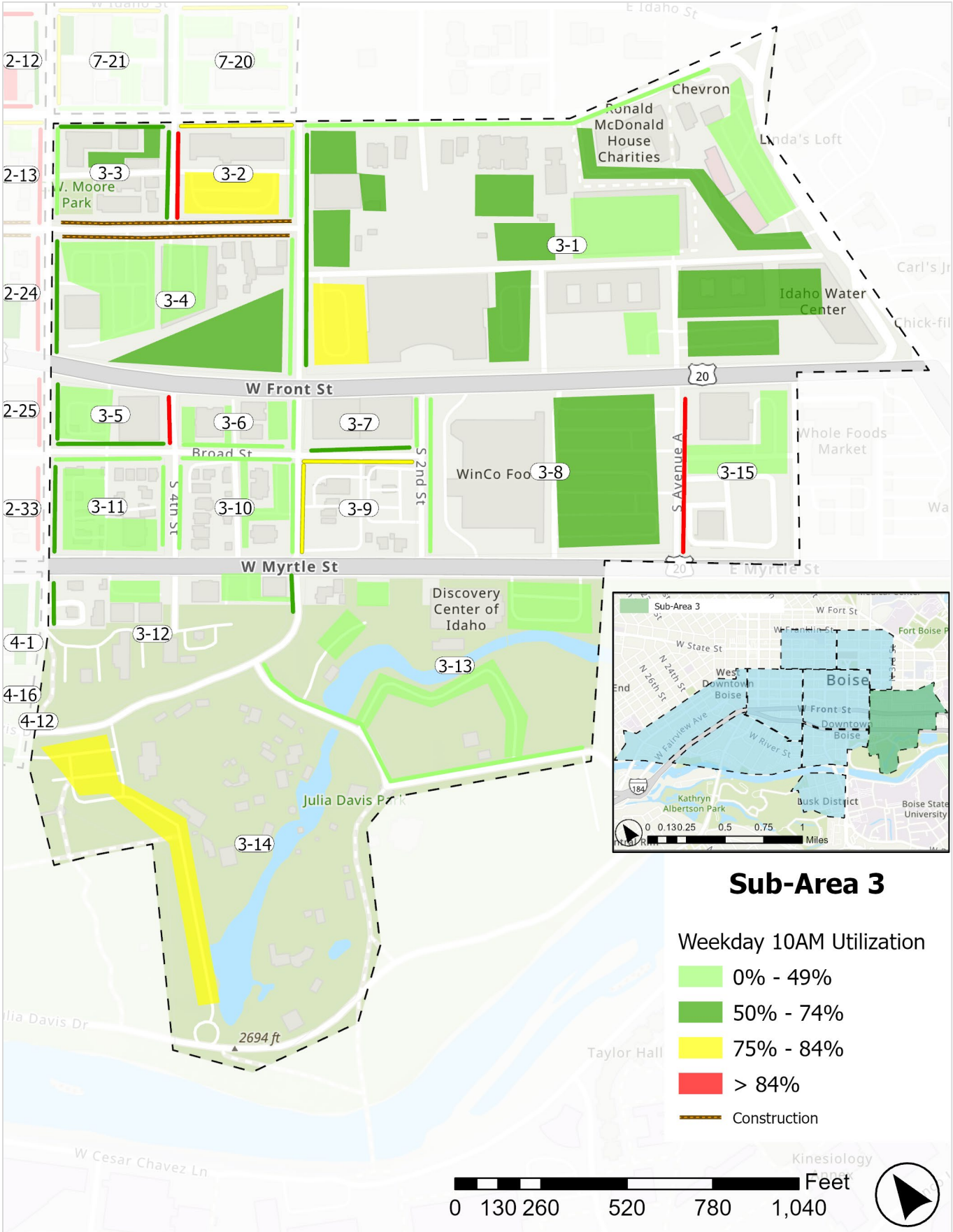


Figure 29: Sub-Area 3 Observed 10AM Demand



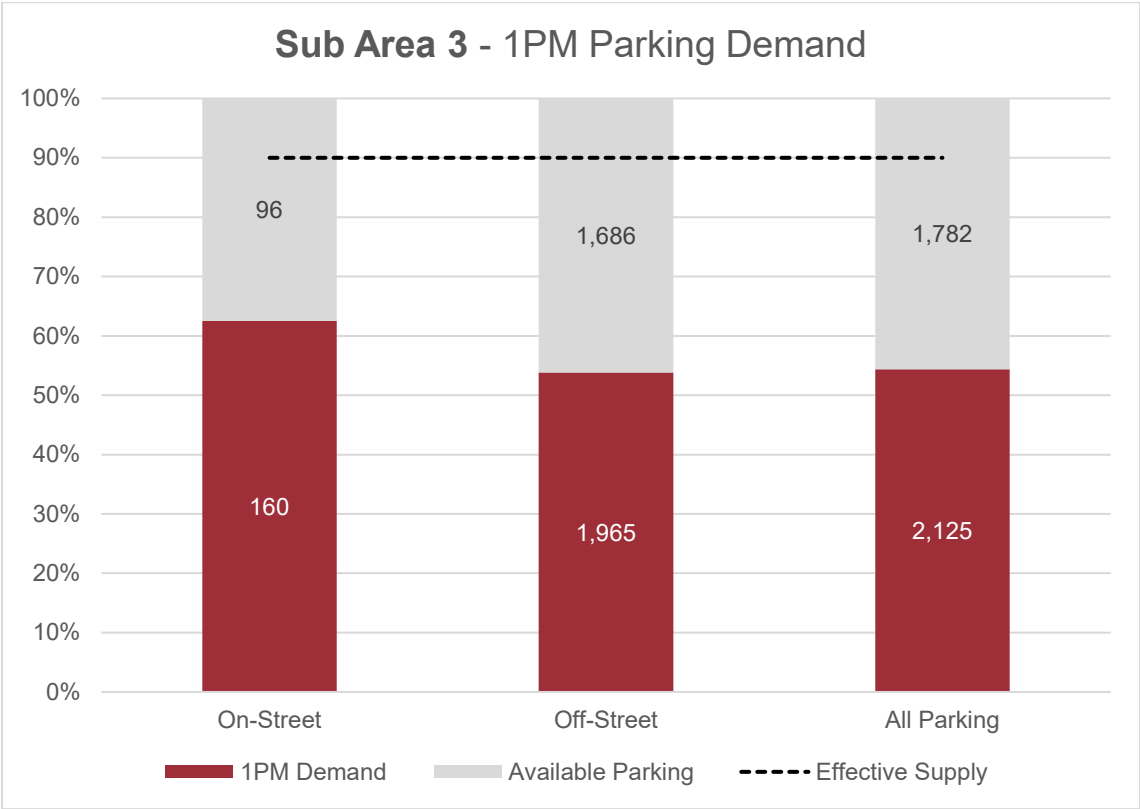


Figure 31: Sub-Area 3 Observed 1PM Demand

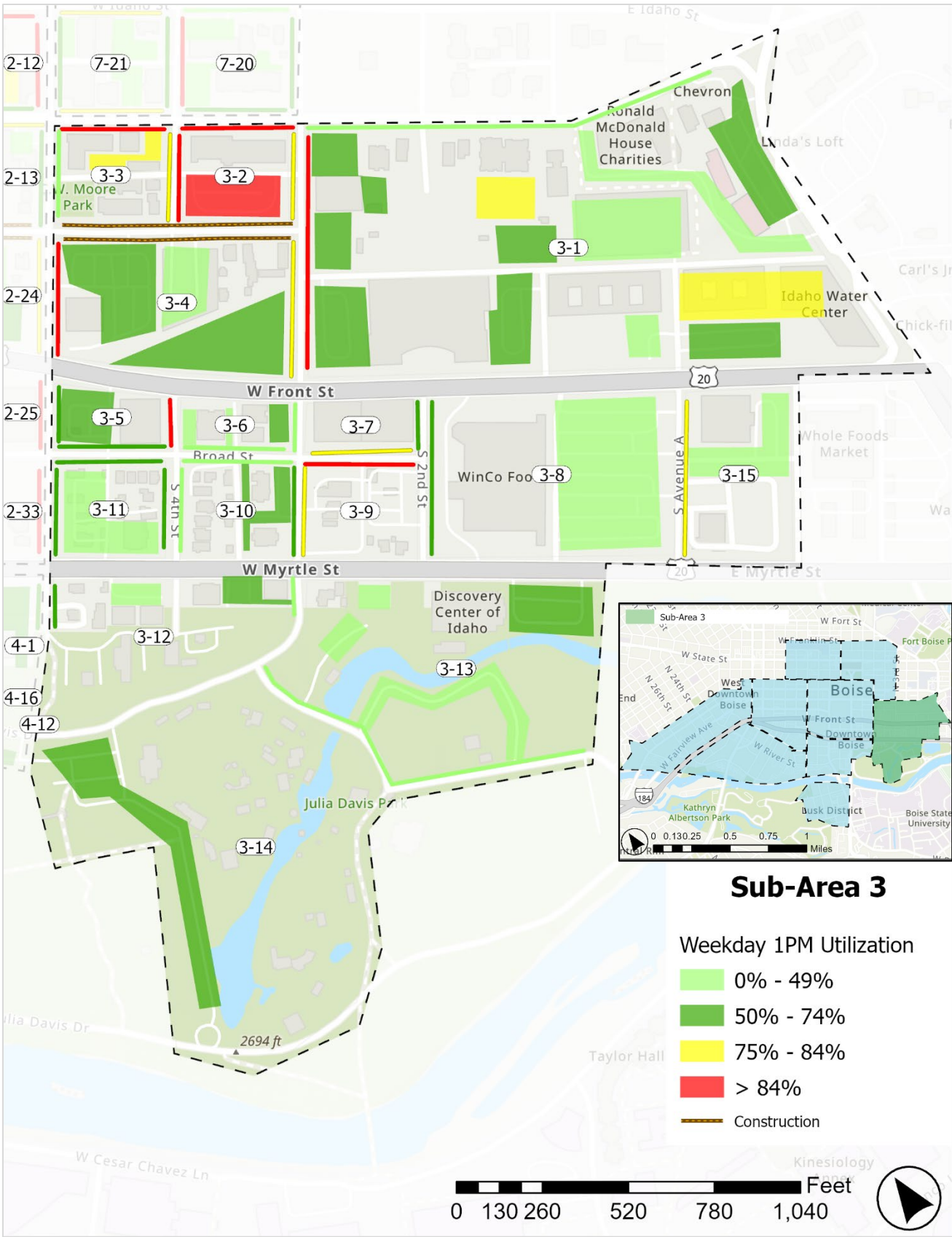


Figure 32: Sub-Area 3, Weekday 1PM Utilization

On-street parking demand increased by 15% from 10AM to 1PM, while off-street utilization increased roughly 5%.

Sub-Area 4

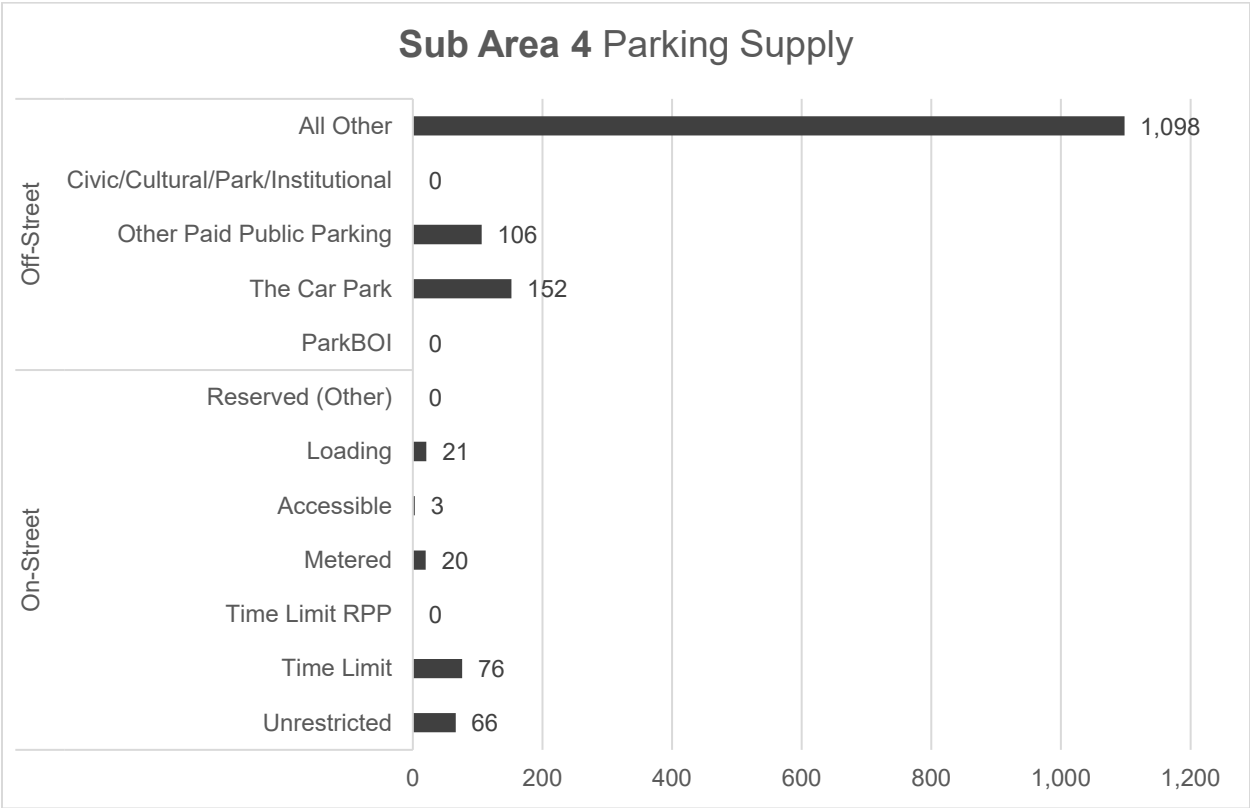


Figure 33: Sub-Area 4 Parking Inventories

Sub-Area 4 off-street parking assets are mostly surface lots for businesses and customers. On-street parking is primarily time-limited or unrestricted.

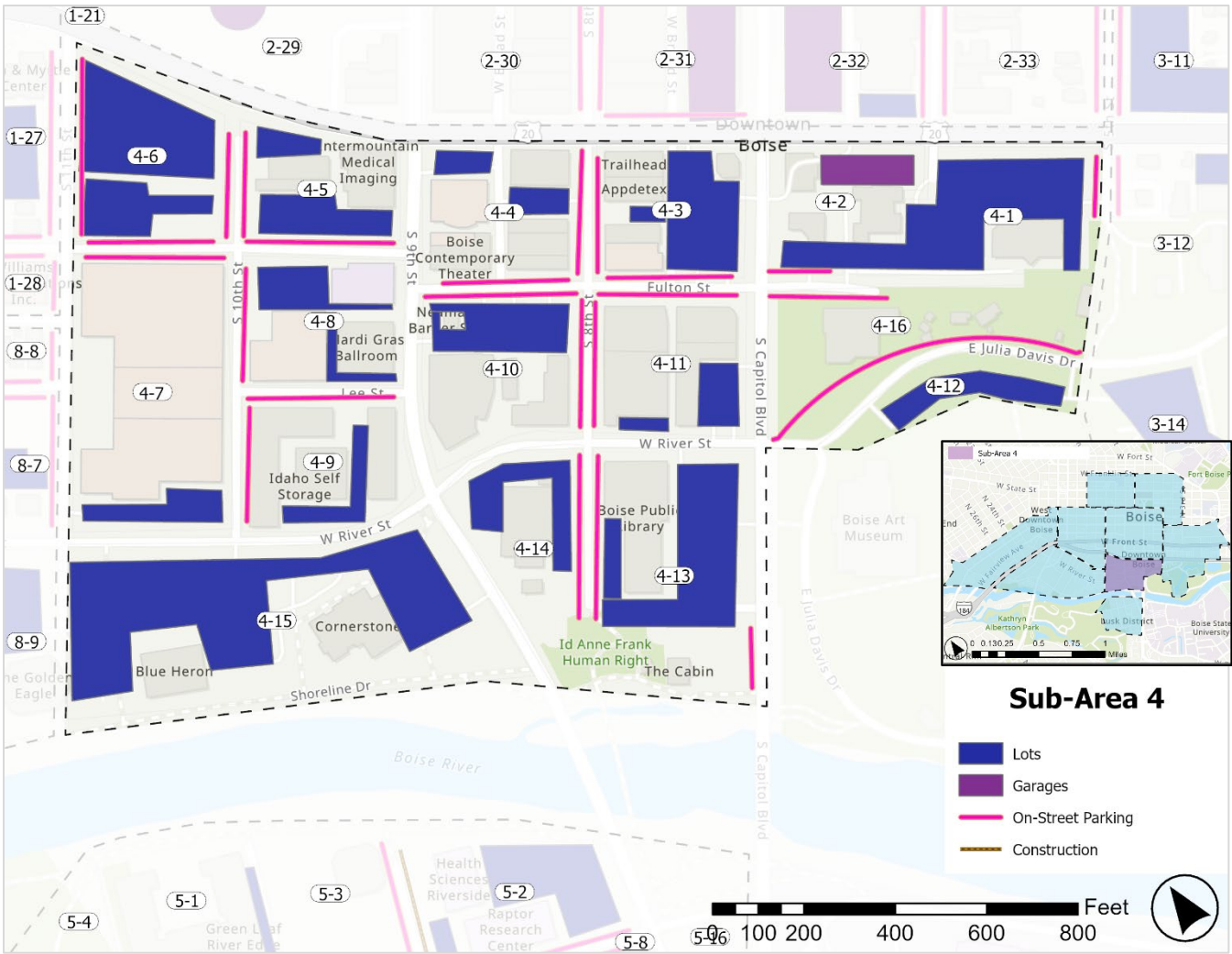


Figure 34: Sub-Area 4 Parking Supply

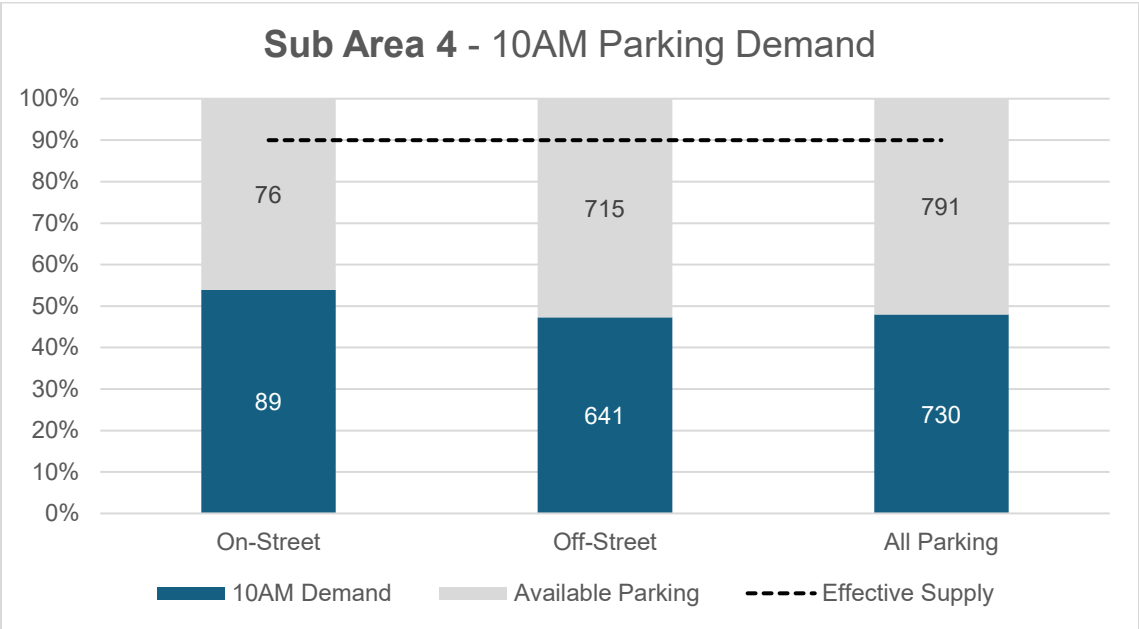


Figure 35: Sub-Area 4 Observed 10AM Demand

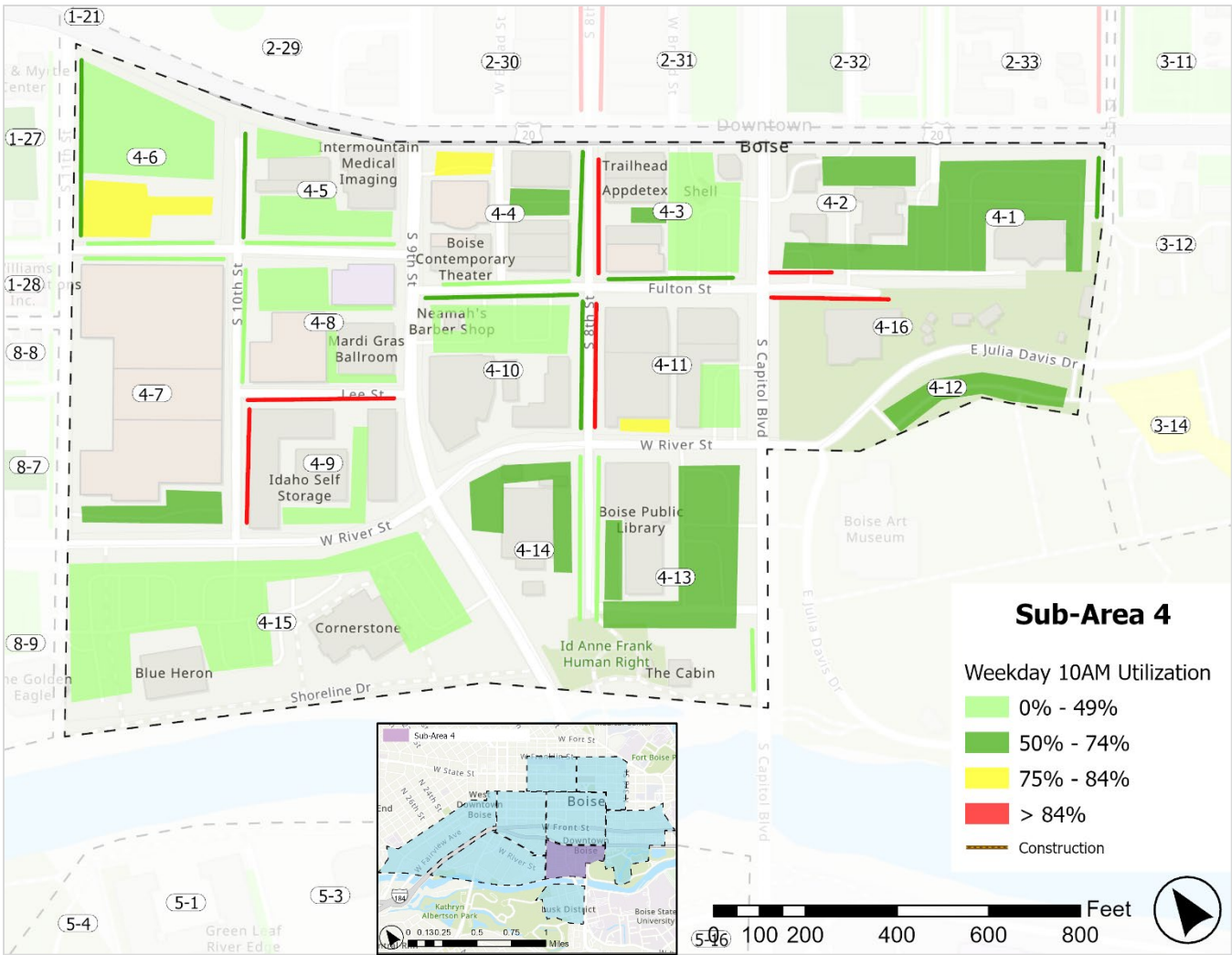


Figure 36: Sub-Area 4, Weekday 10AM Utilization

While on-street parking was steady, off-street parking demand increased roughly 12% from 10AM to 1PM.

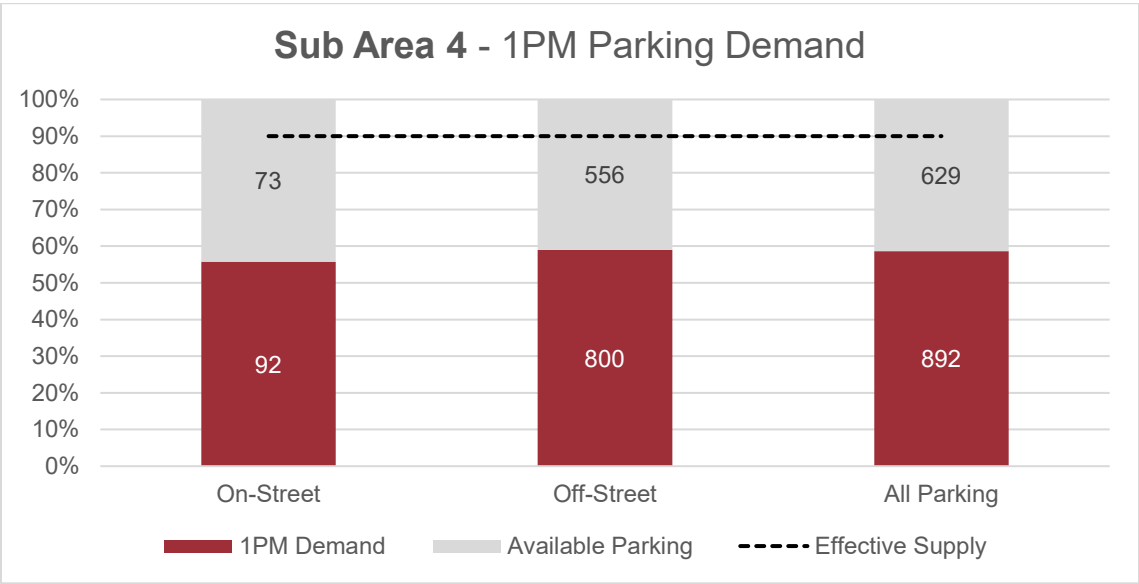
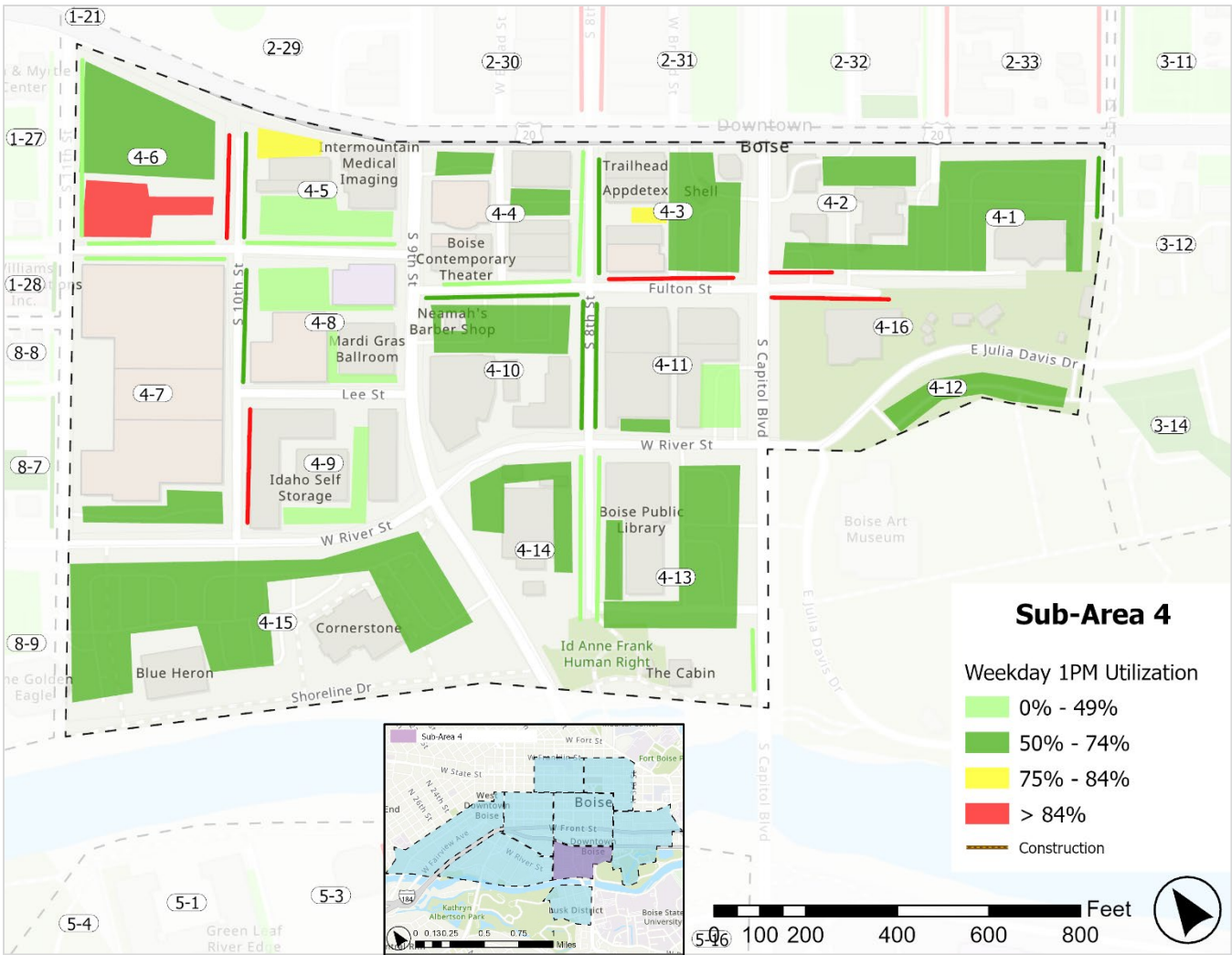


Figure 37: Sub-Area 4 Observed 1PM Demand



Sub-Area 5 (Lusk District)

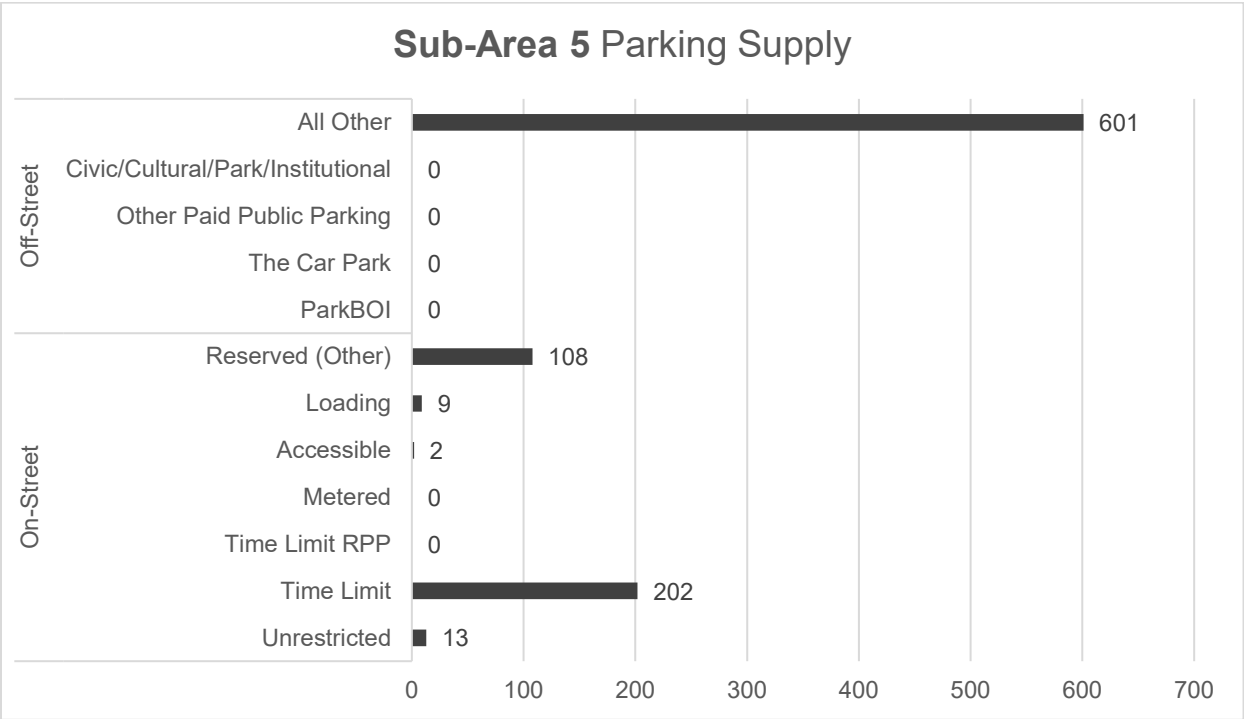


Figure 39: Sub-Area 5 Parking Inventories

The Lusk District’s off-street parking is made up of business/customer parking lots. On-street parking is mostly time-limited or reserved due to the nearby BSU campus that generates significant daytime student demand, which necessitates managed parking.

The following utilization charts display the August (summer) observed counts alongside the September (BSU academic year) observed counts to highlight the notable seasonal changes that occur in this neighborhood.

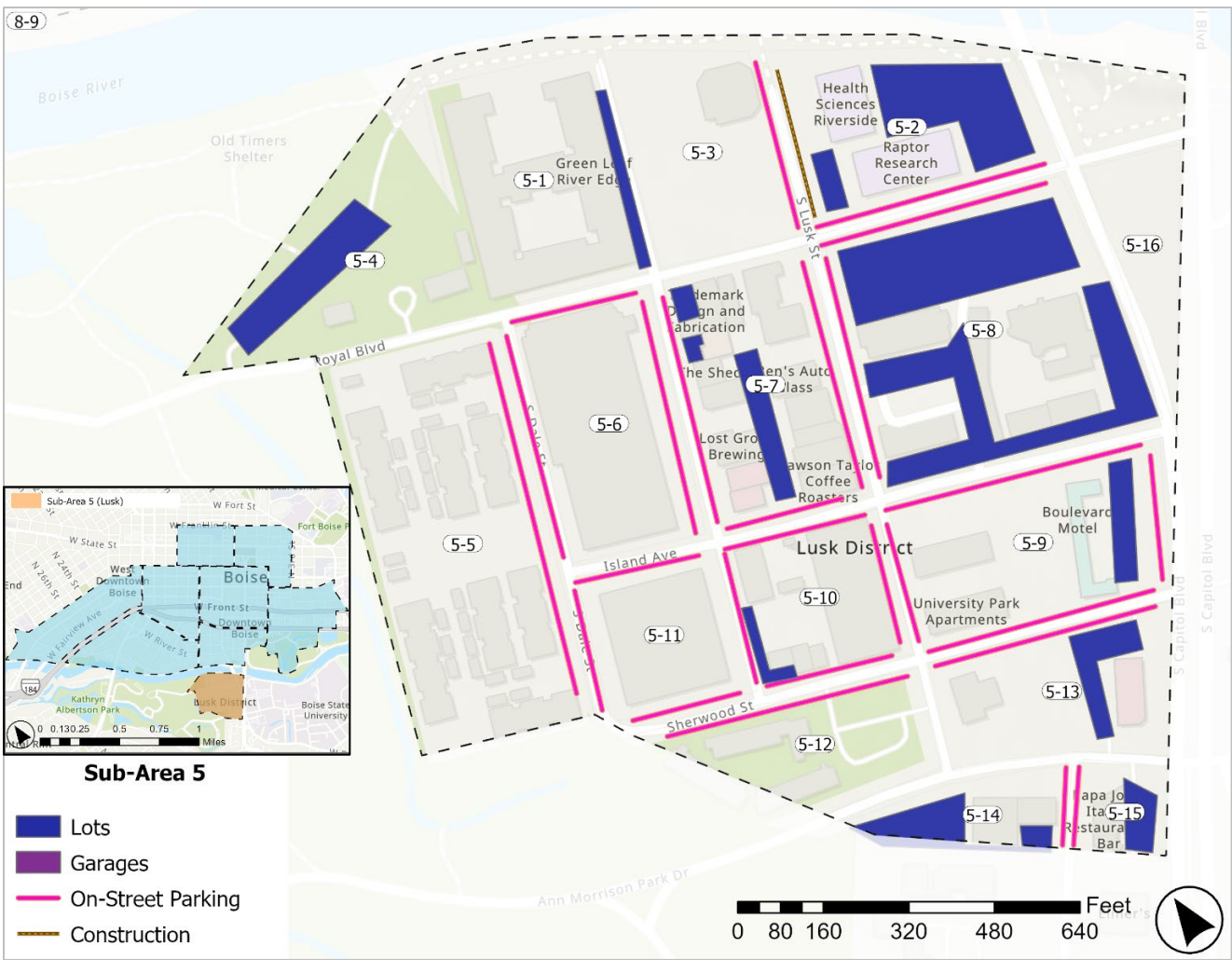


Figure 40: Sub-Area 5 Parking Supply

Overall 10AM parking demand was over 30% higher during the academic year compared to the August count. On-street utilization reached 70% in academic year conditions.

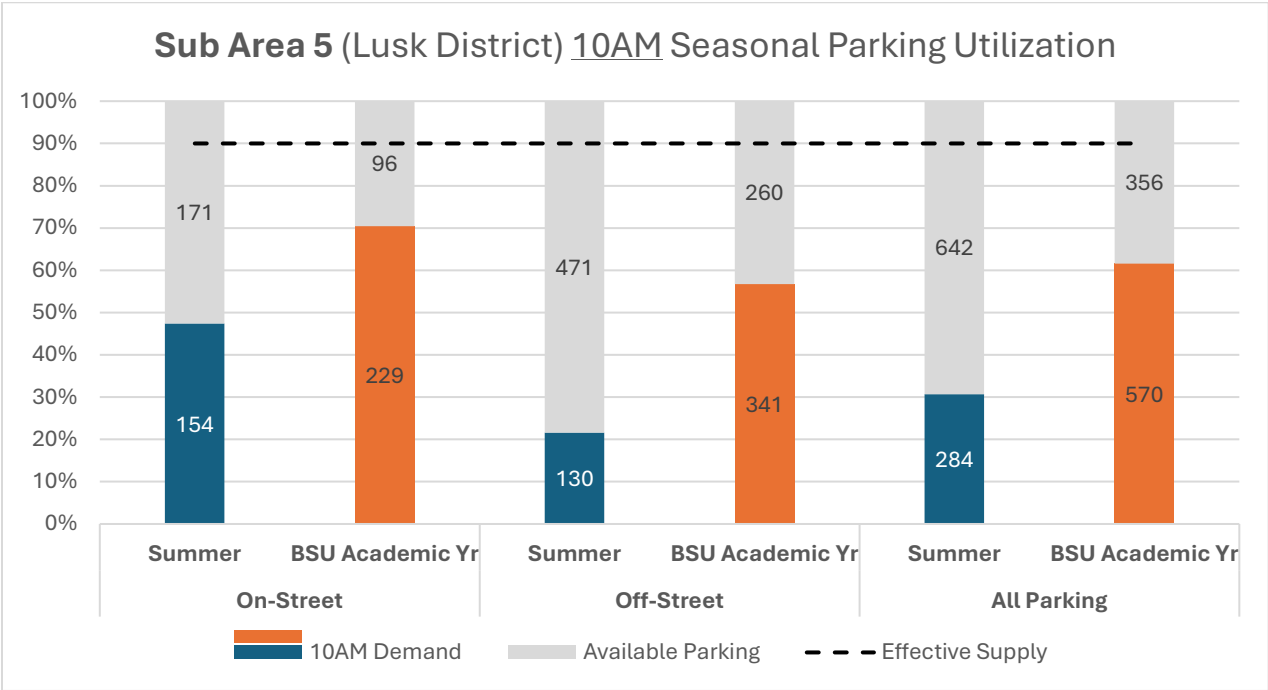
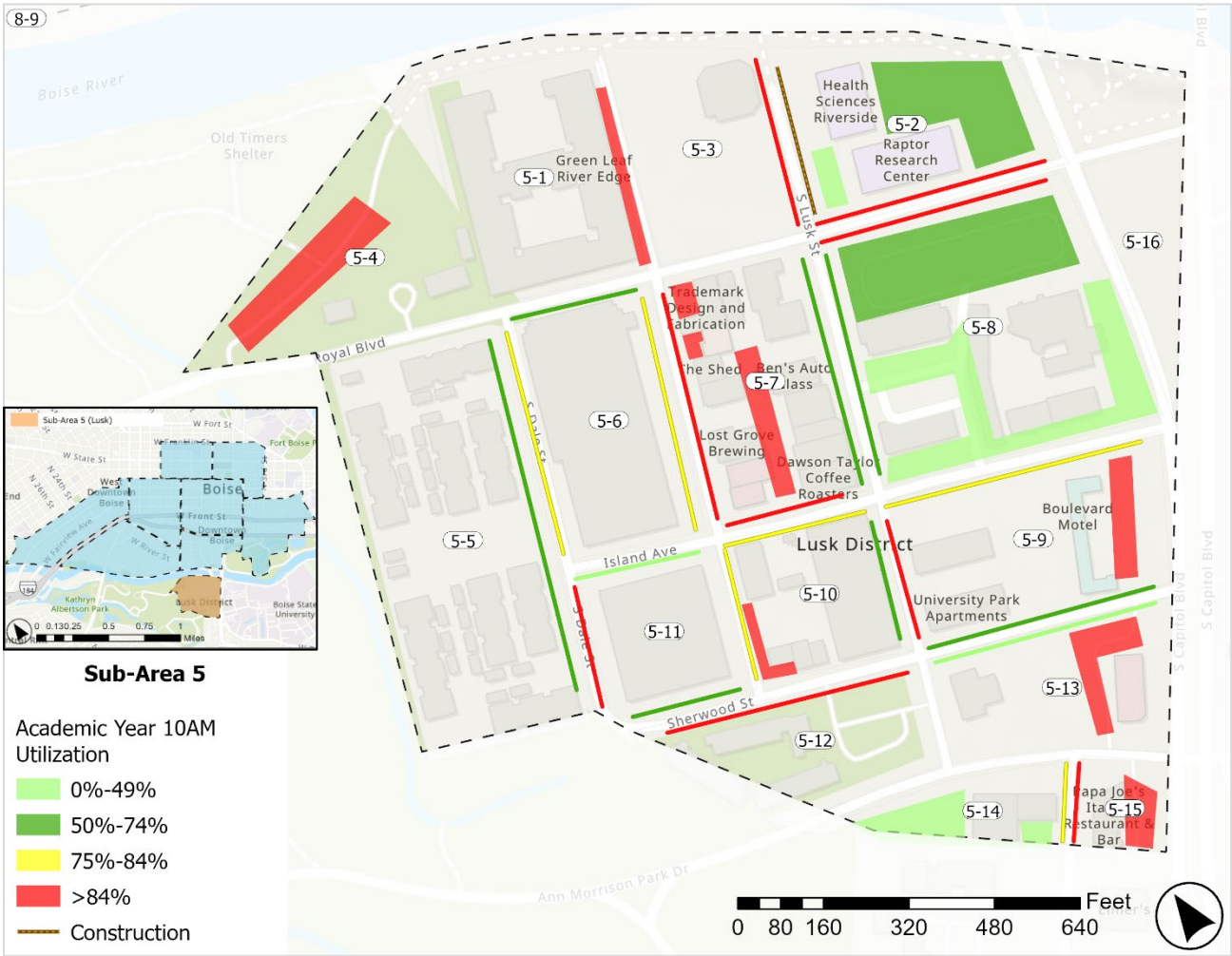


Figure 41: Sub-Area 5 10AM Seasonal Parking Utilization



Figure 42: Sub-Area 5, Summer Weekday 10AM Utilization



1PM parking demand was also over 30% higher in September conditions compared to August conditions. On-street demand remained high in BSU conditions.

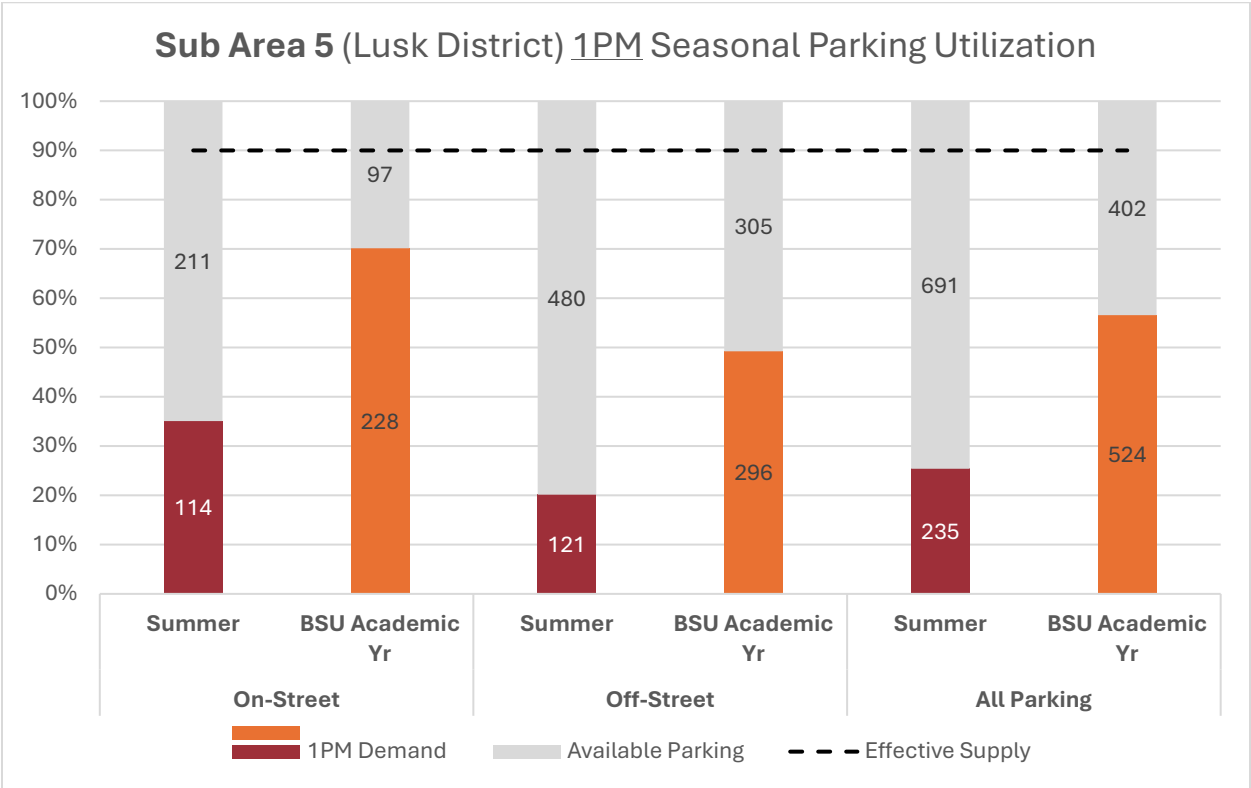


Figure 44: Sub-Area 5 1PM Seasonal Parking Utilization

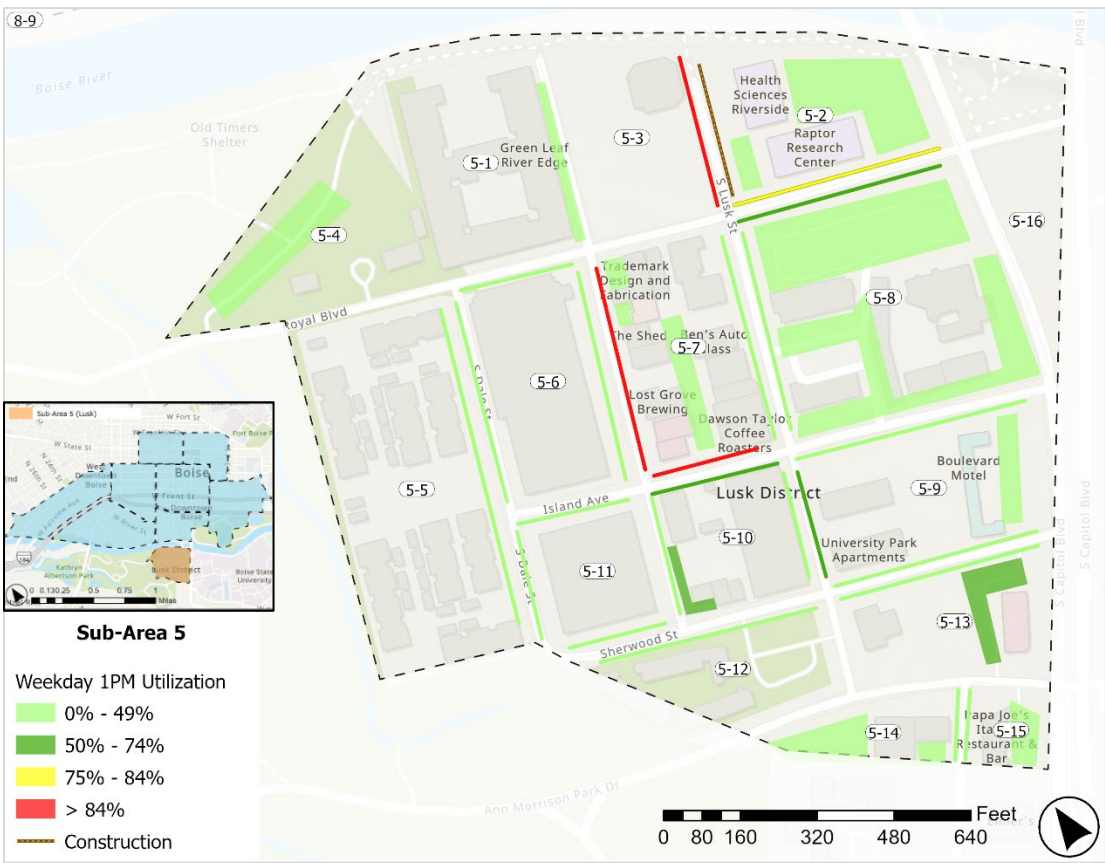


Figure 45: Sub-Area 5, Summer Weekday 1PM Utilization

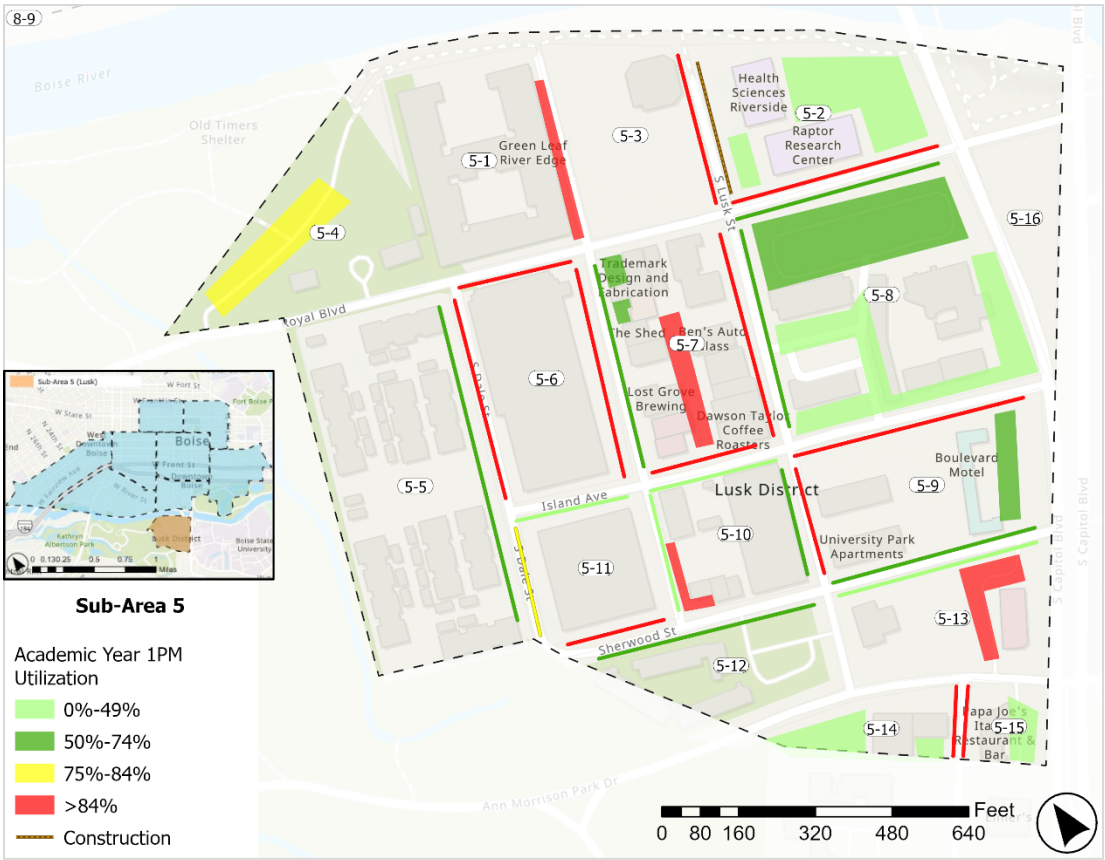


Figure 46: Sub-Area 5, Academic Year 1PM Utilization

The 7PM utilization was roughly 35% higher in September compared to August. On-street parking was particularly in demand, at least 65% utilization, at all three time periods in September.

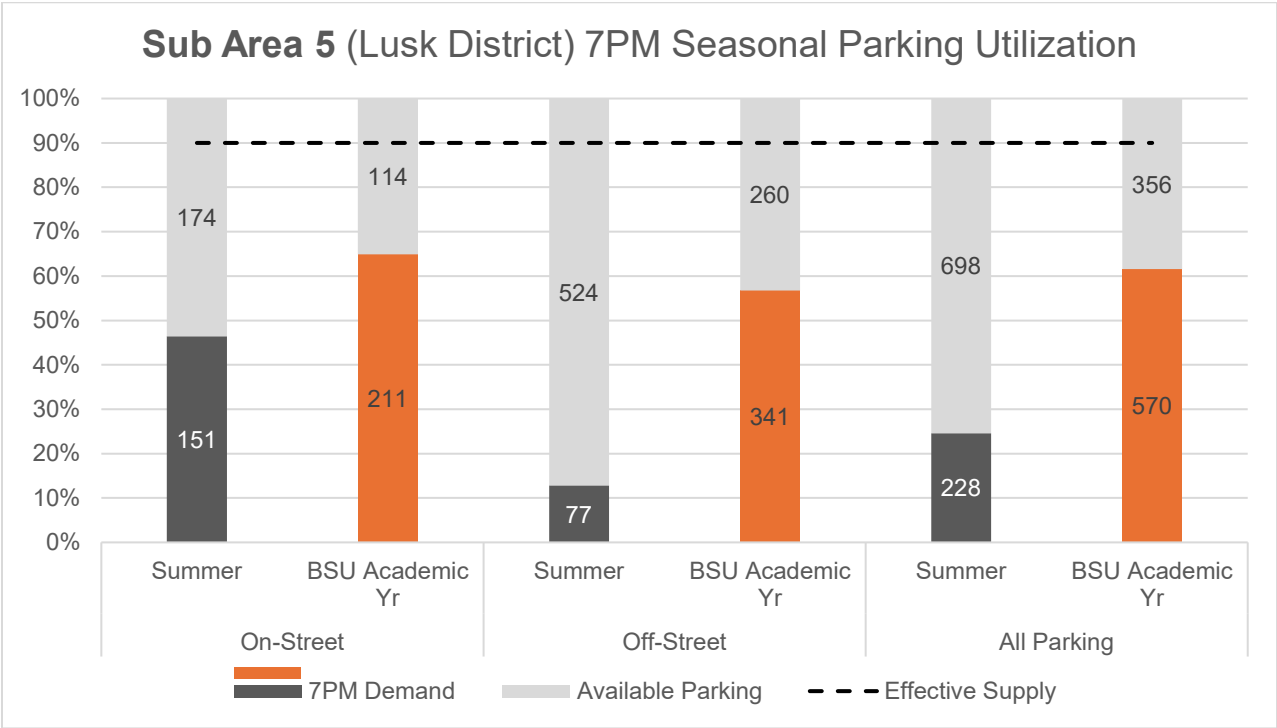


Figure 47: Sub-Area 5 7PM Seasonal Parking Utilization

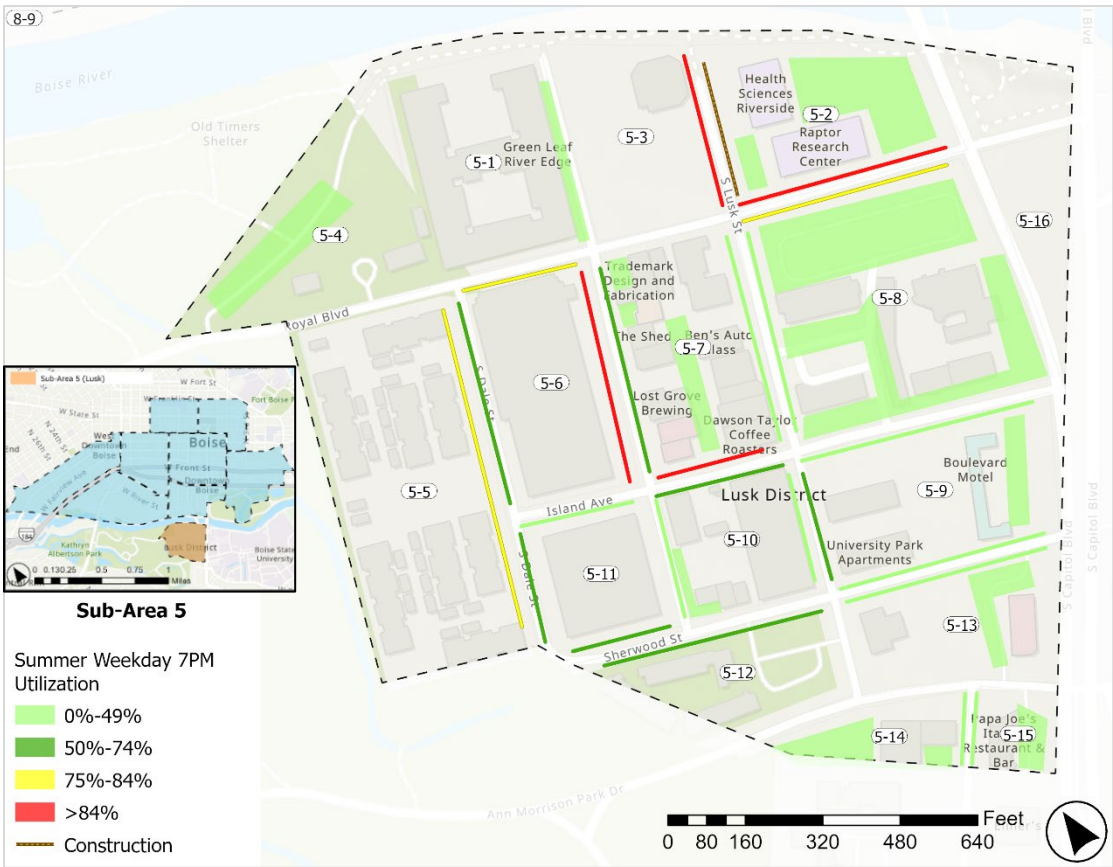


Figure 48: Sub-Area 5, Summer Weekday 7PM Utilization

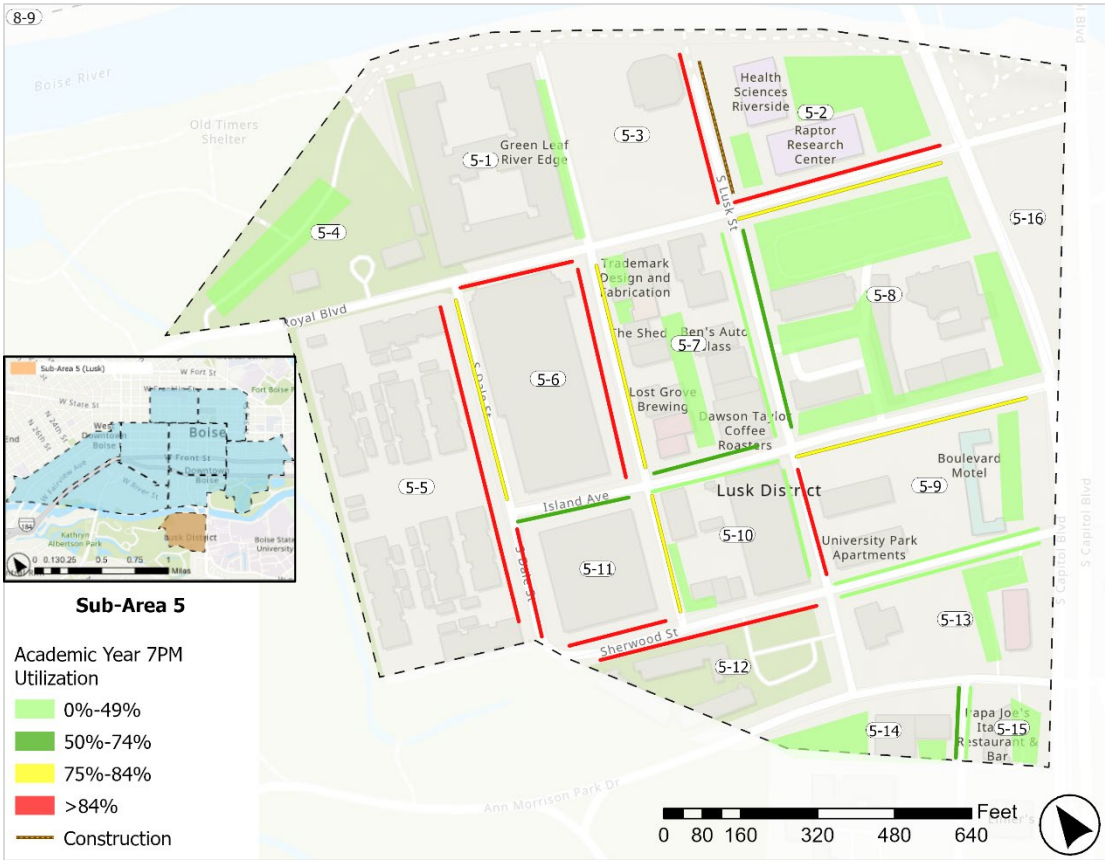


Figure 49: Sub-Area 5, Academic Year 7PM Utilization

Sub-Area 6

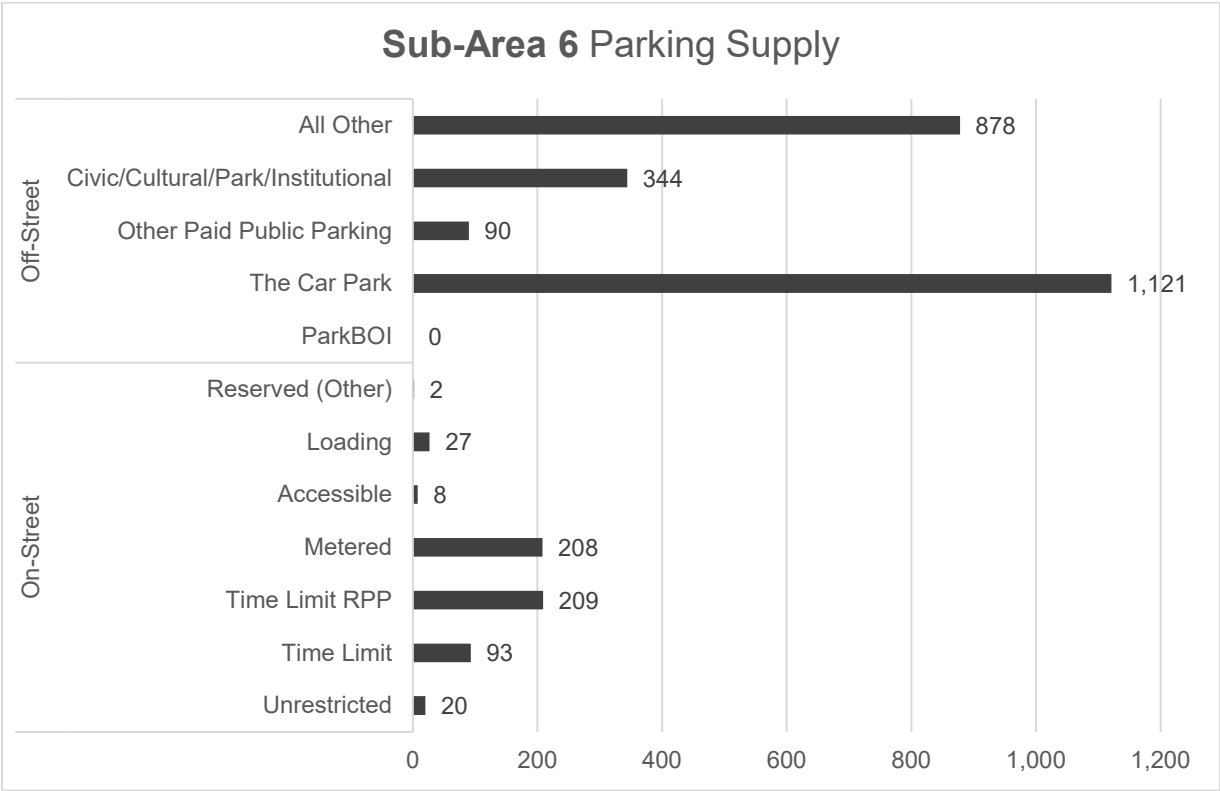
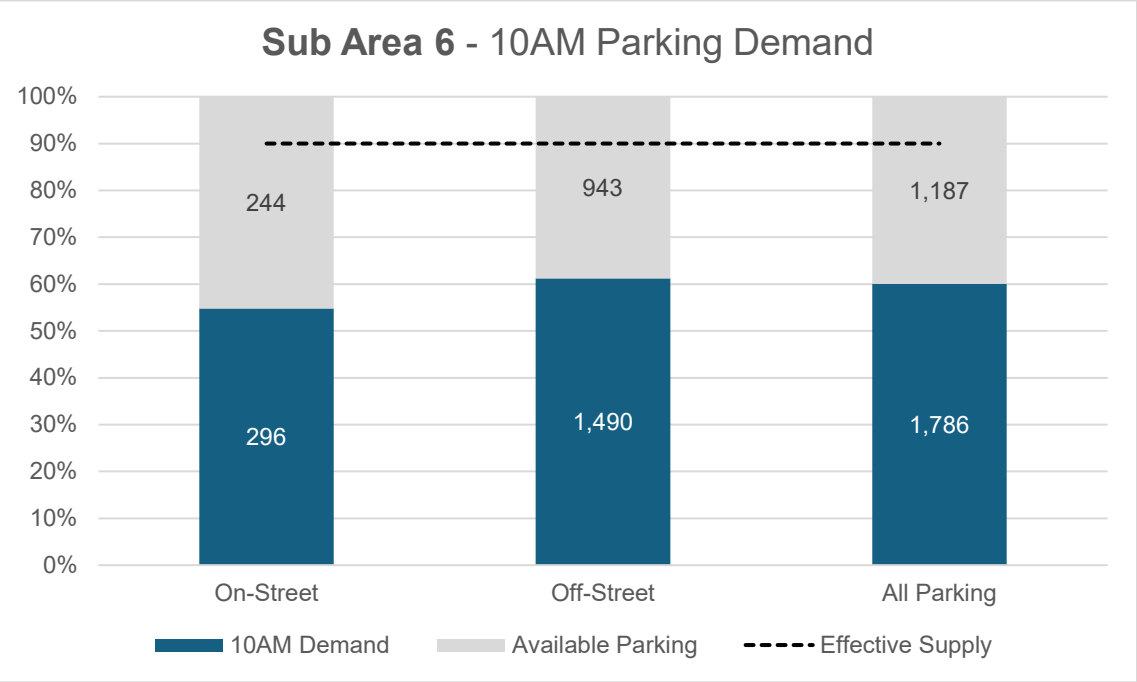
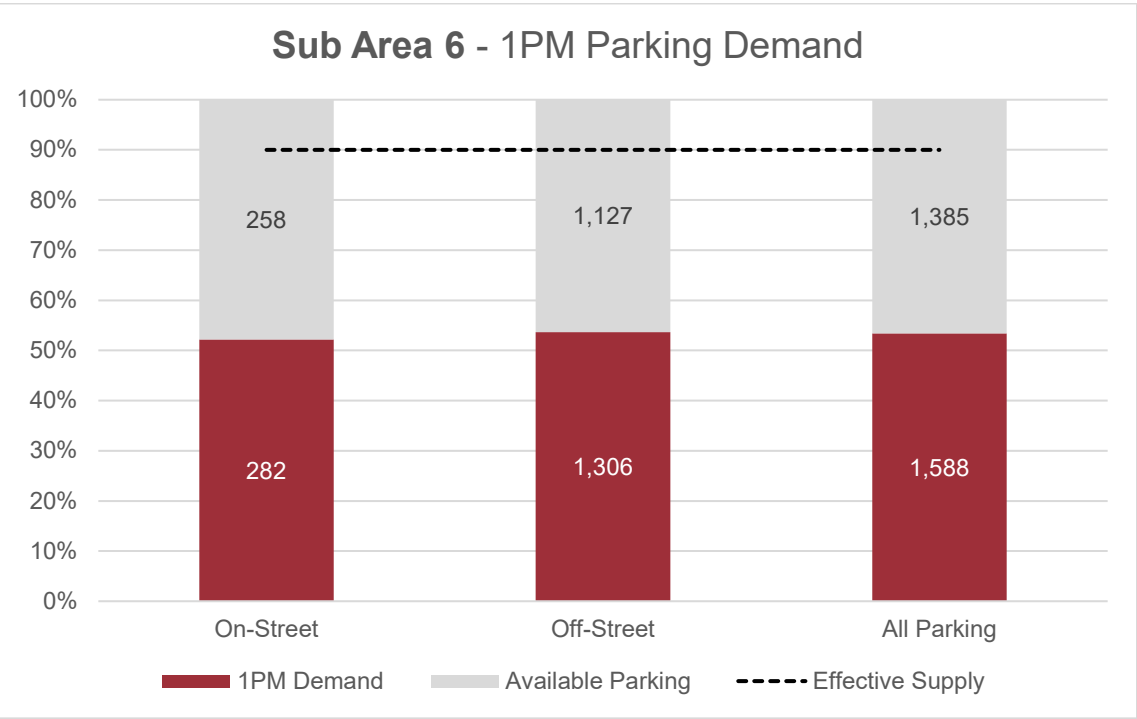
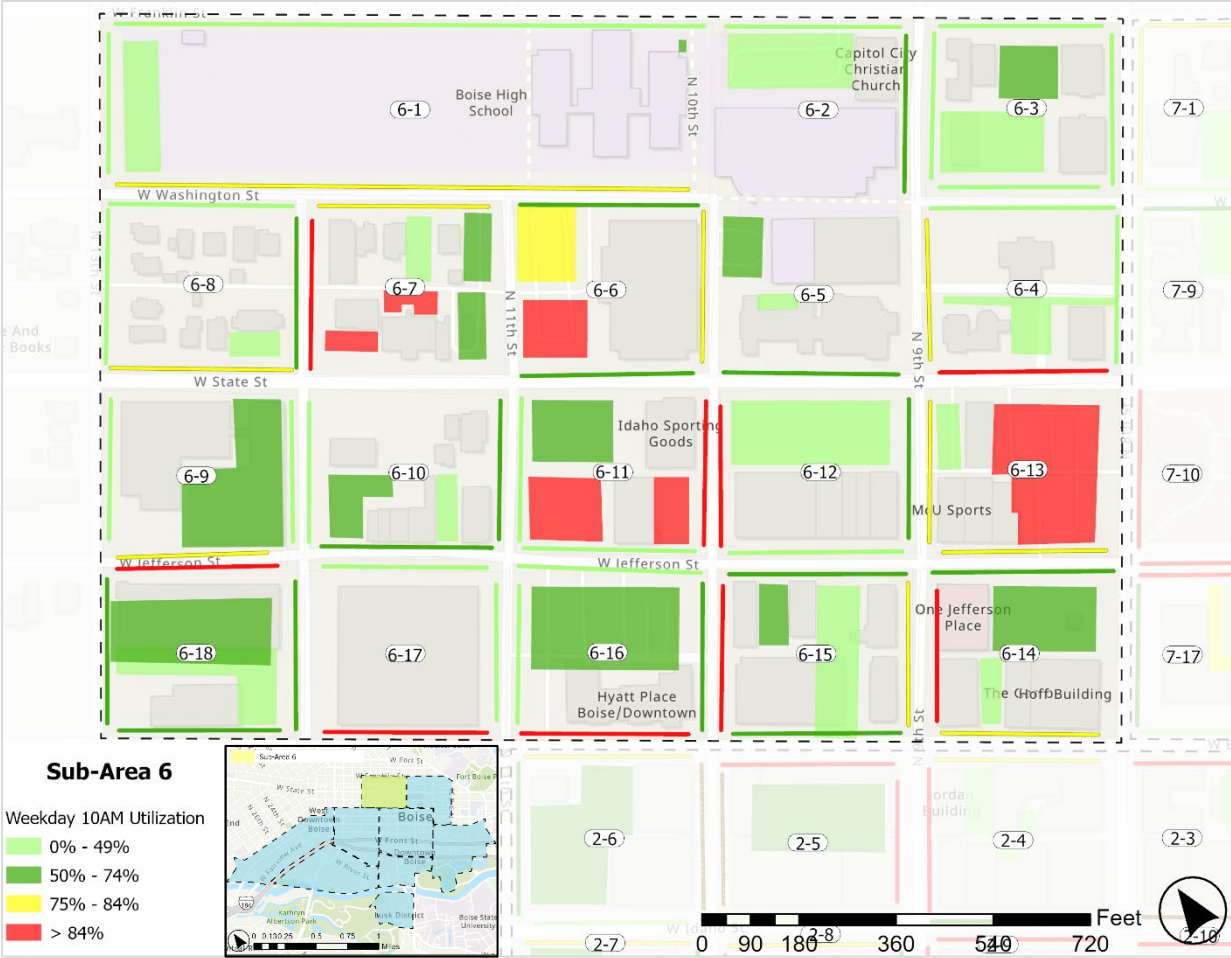
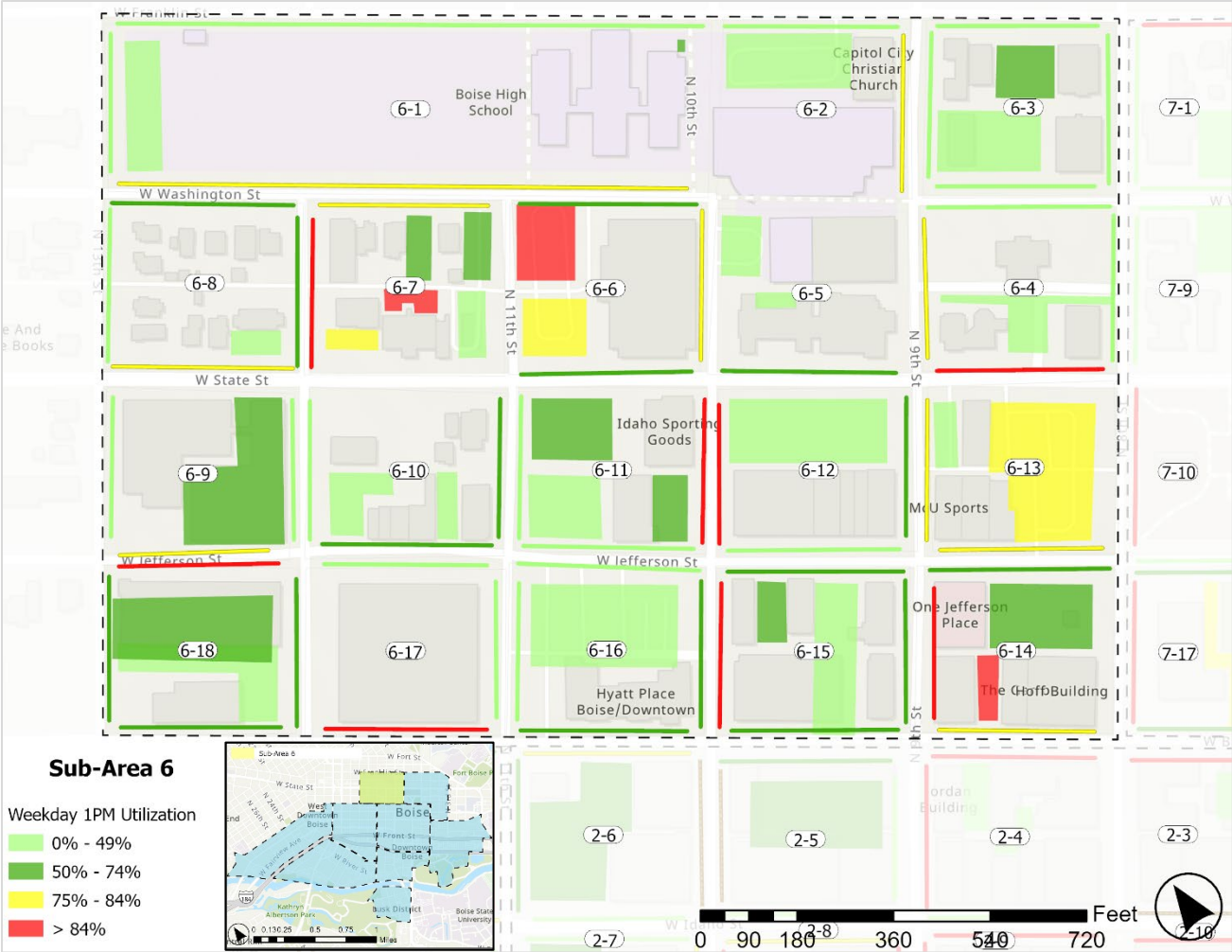


Figure 50: Sub-Area 6 Parking Inventories

Sub-Area 6 has a mix of Car Park, institutional, and business parking off street. The on-street network includes metered, time-limited, and residential permit program (RPP) spaces as it includes several residential streets.

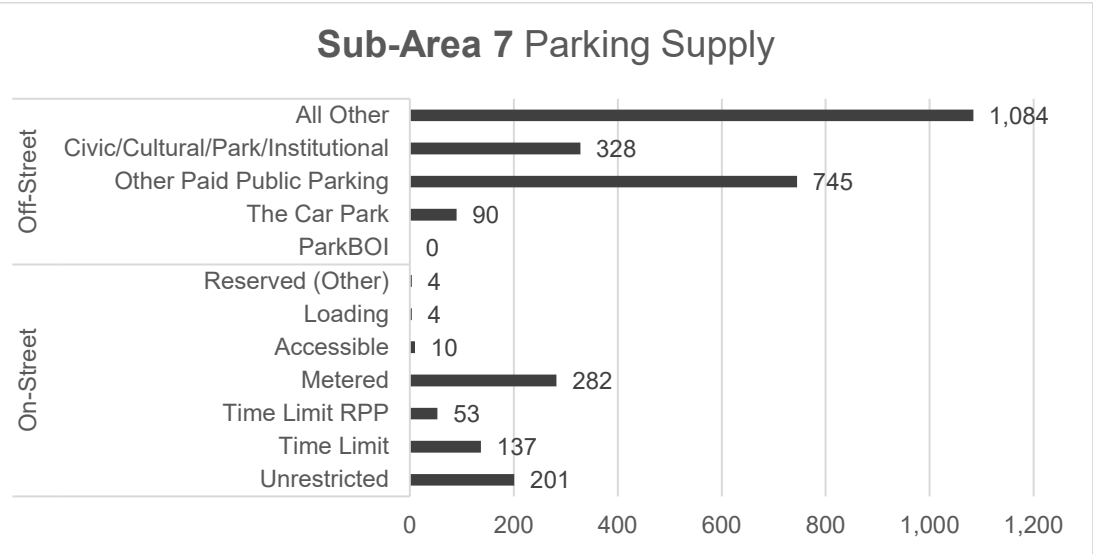






Parking demand was marginally higher at the 10AM time period.

Sub-Area 7



Sub-Area 7's varied off-street options include a mix of Car Park and other paid facilities plus significant institutional and business parking. The on-street parking is also a blend of metered, unrestricted, or time limited options.

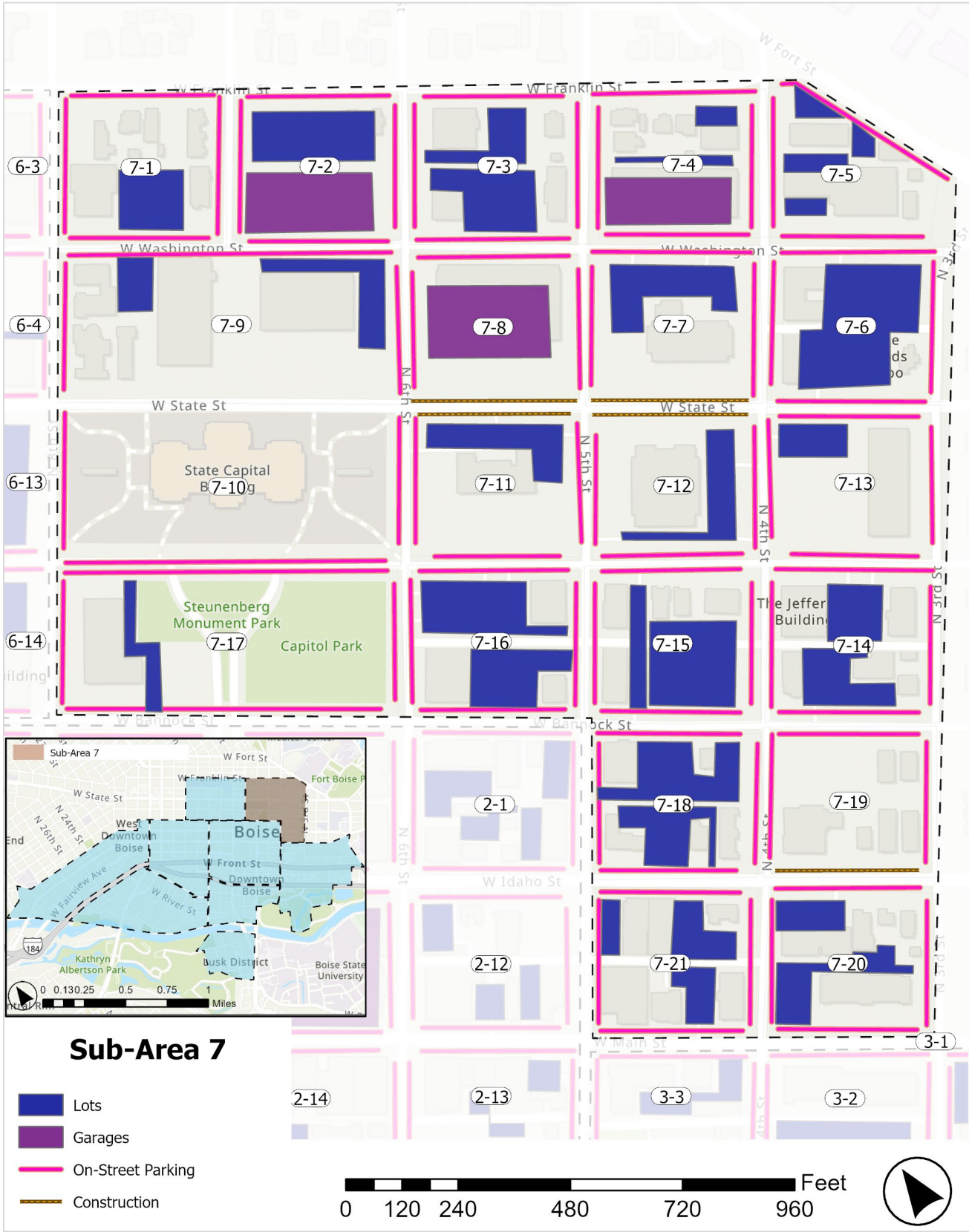


Figure 57: Sub-Area 7 Parking Supply

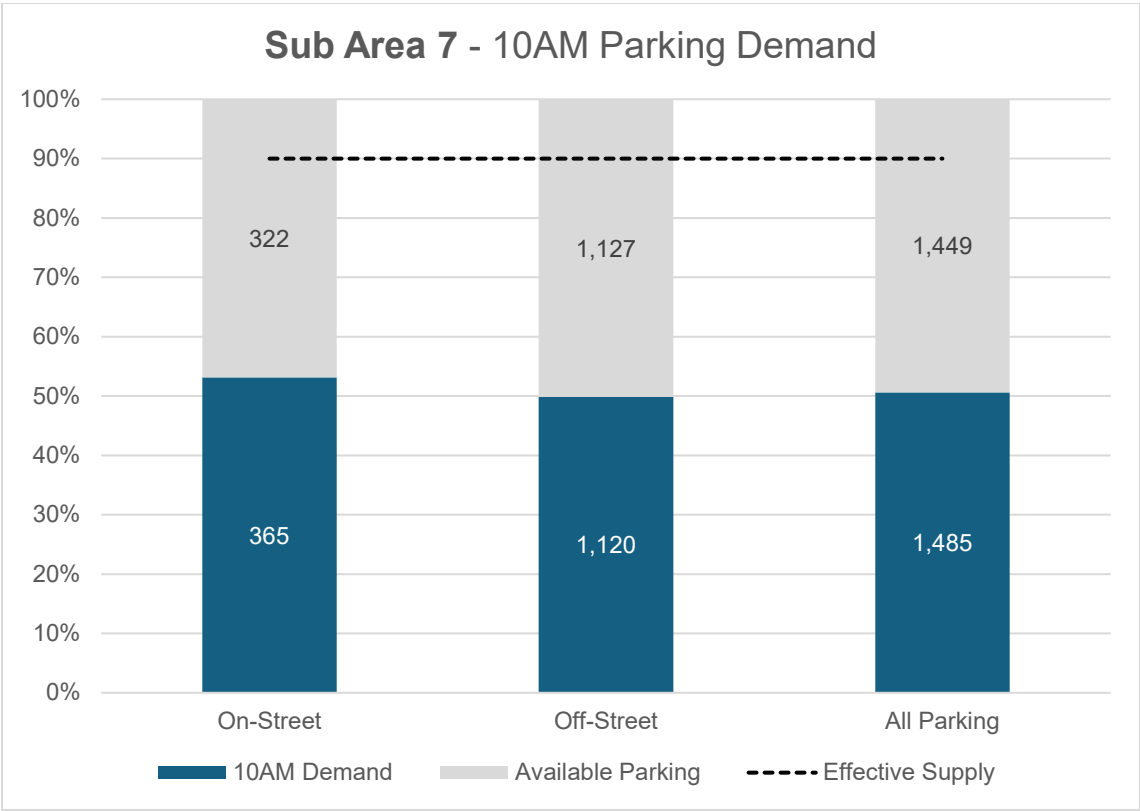
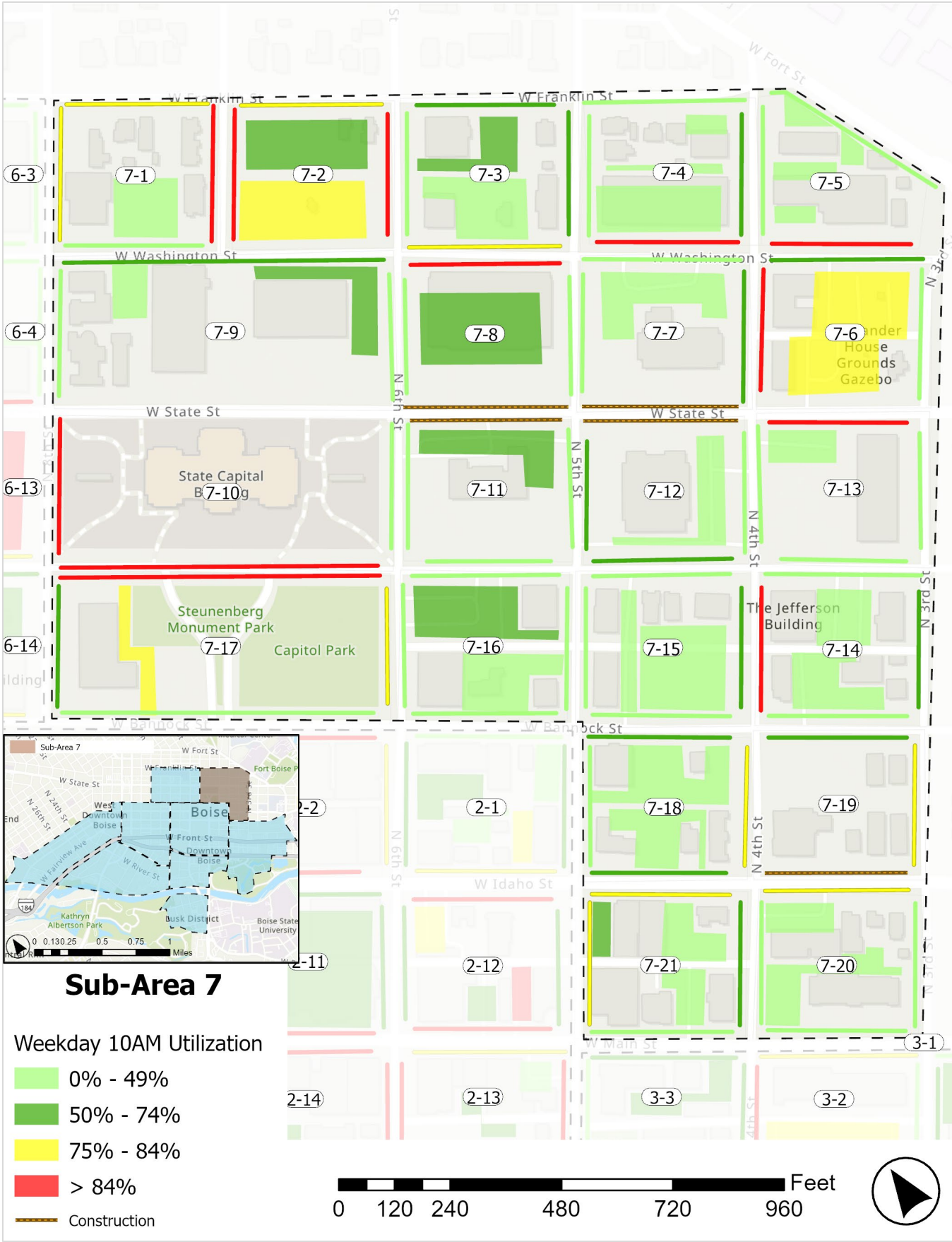


Figure 58: Sub-Area 7 Observed 10AM Demand



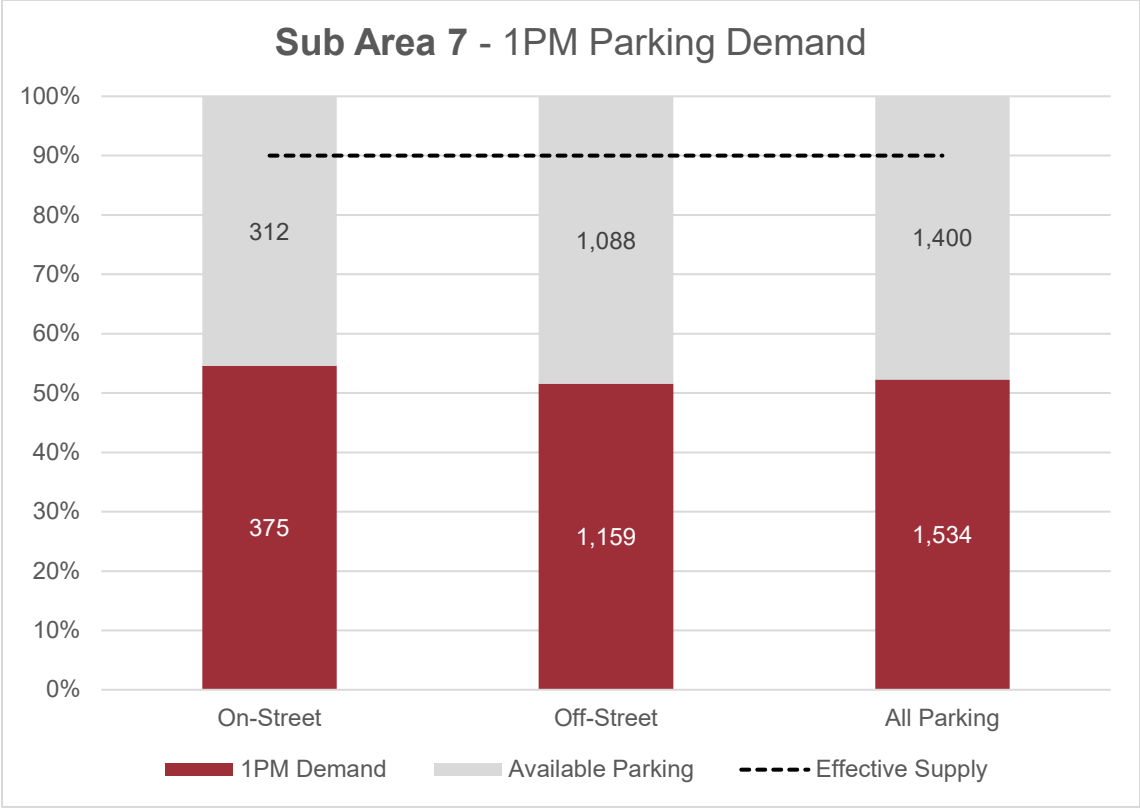
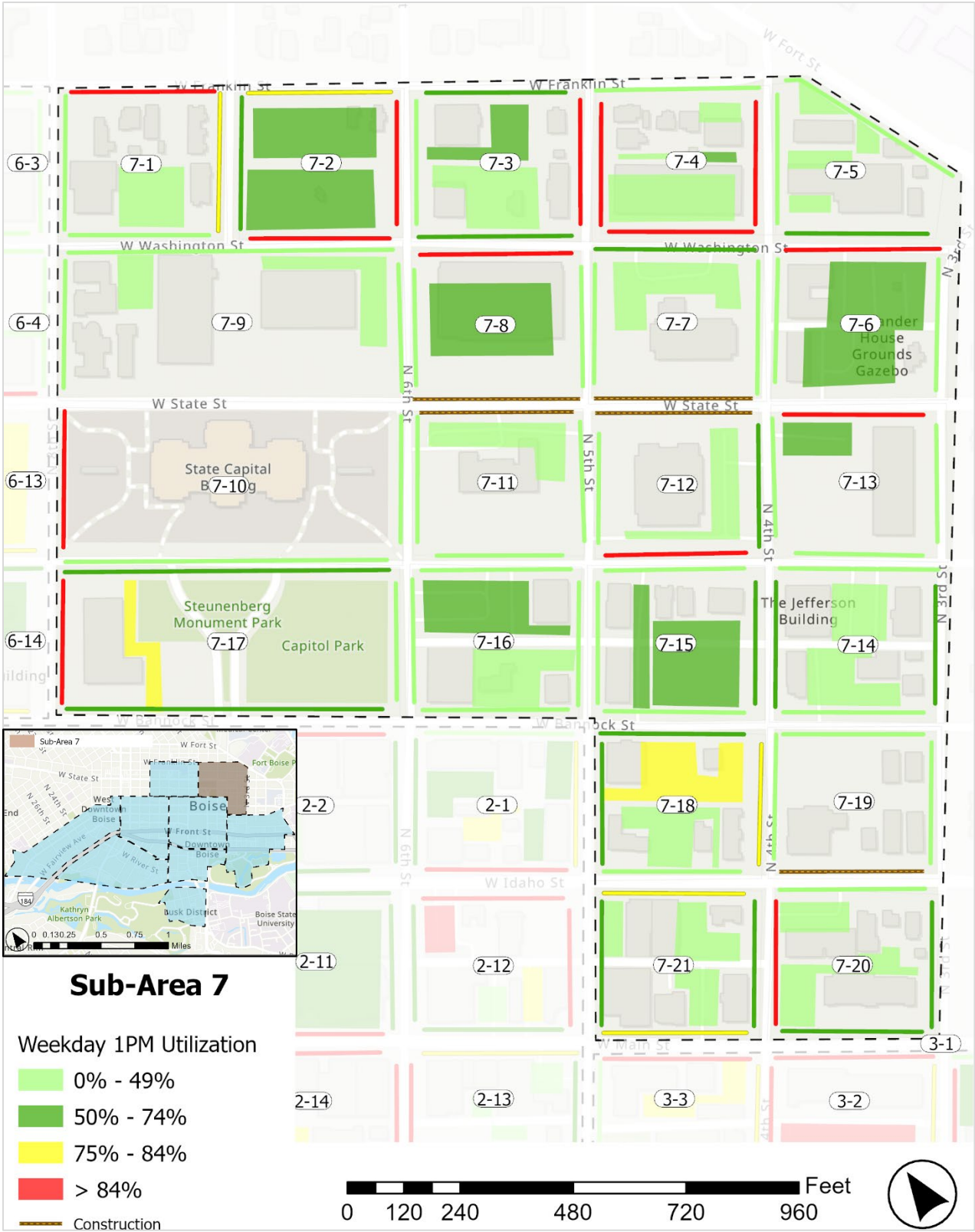


Figure 60: Sub-Area 7 Observed 1PM Demand



Sub-Area 8

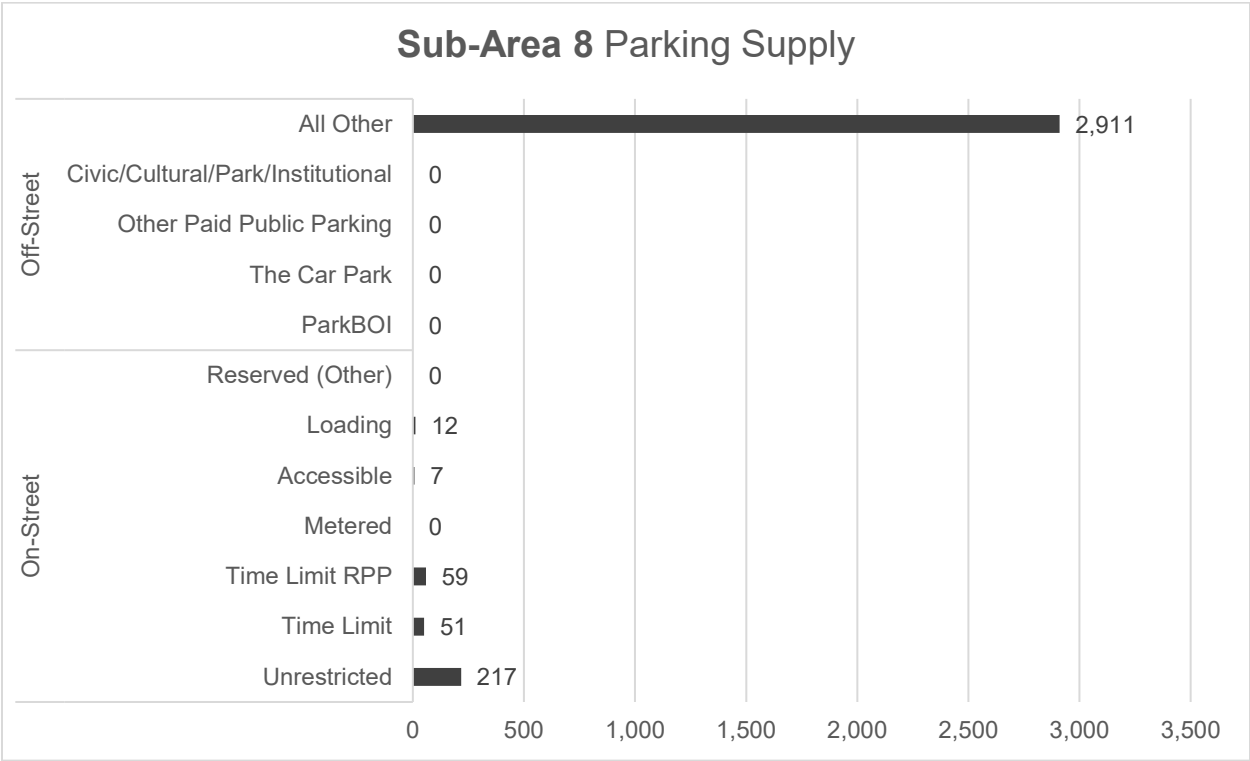


Figure 62: Sub-Area 8 Parking Inventories

Sub-Area 8 is overwhelmingly private business and customer surface parking with some unrestricted street parking throughout. Some time-limited parking exists mostly along Grand Ave and RPP street parking has been implemented along Lee Street and S 14th Street.

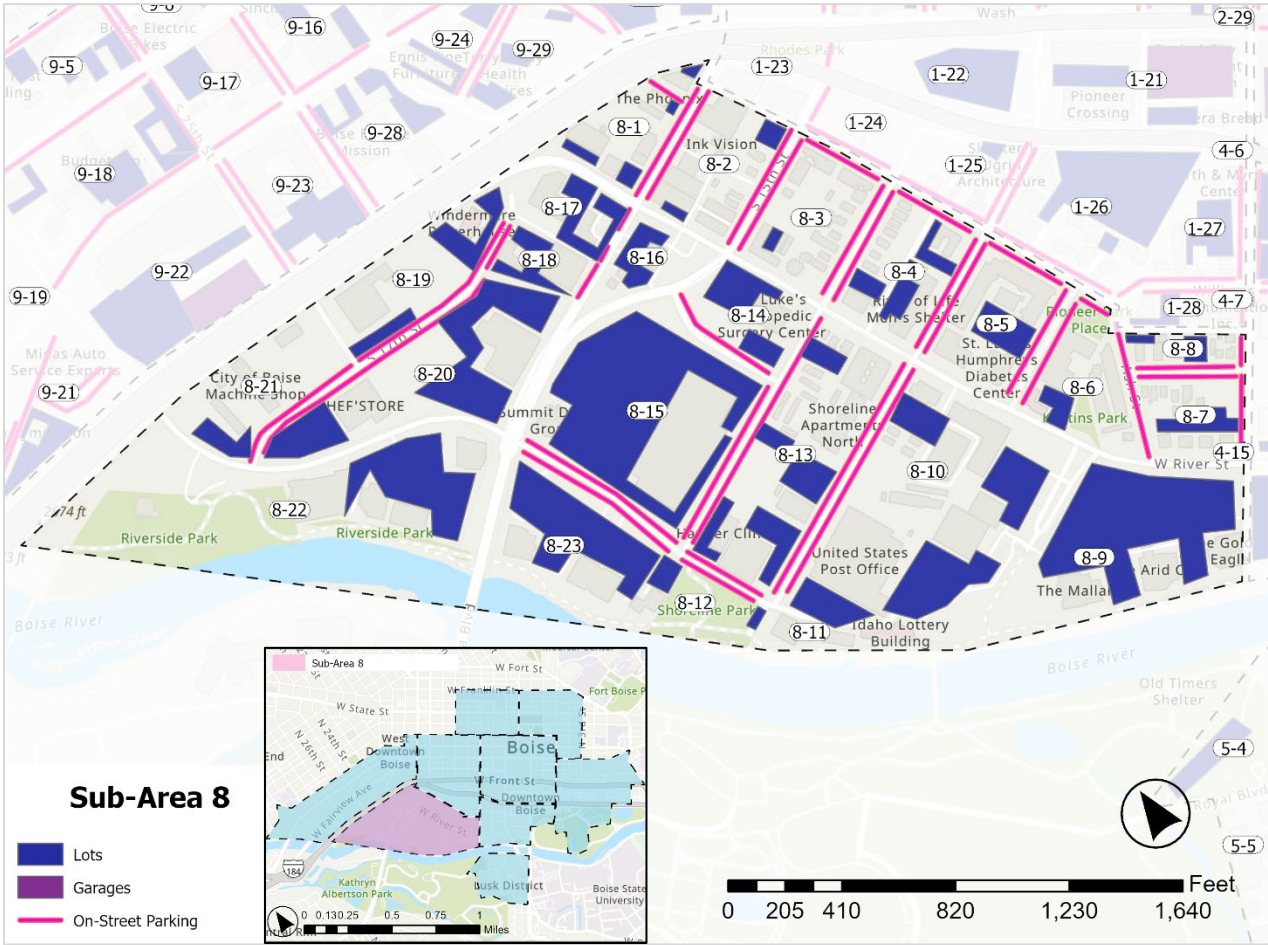


Figure 63: Sub-Area 8 Parking Supply

On- and off-street parking utilization was consistent from 10AM to 1PM around 35% or less.

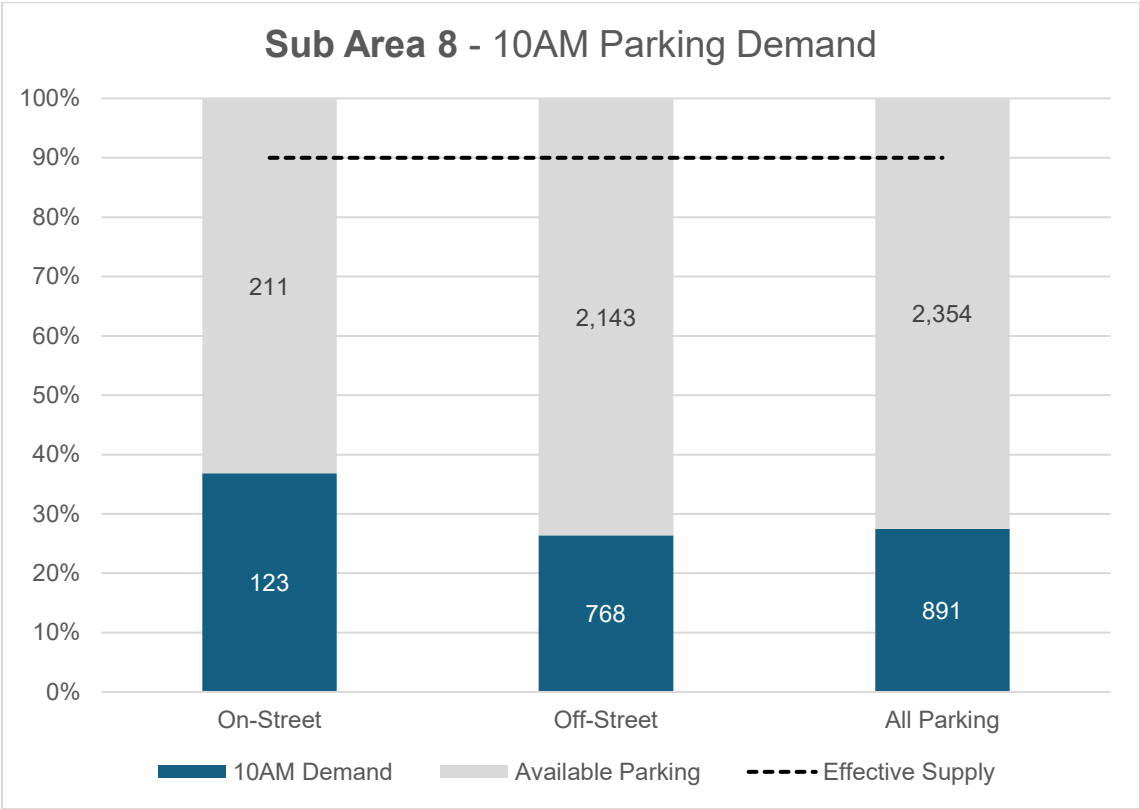


Figure 64: Sub-Area 8 Observed 10AM Demand

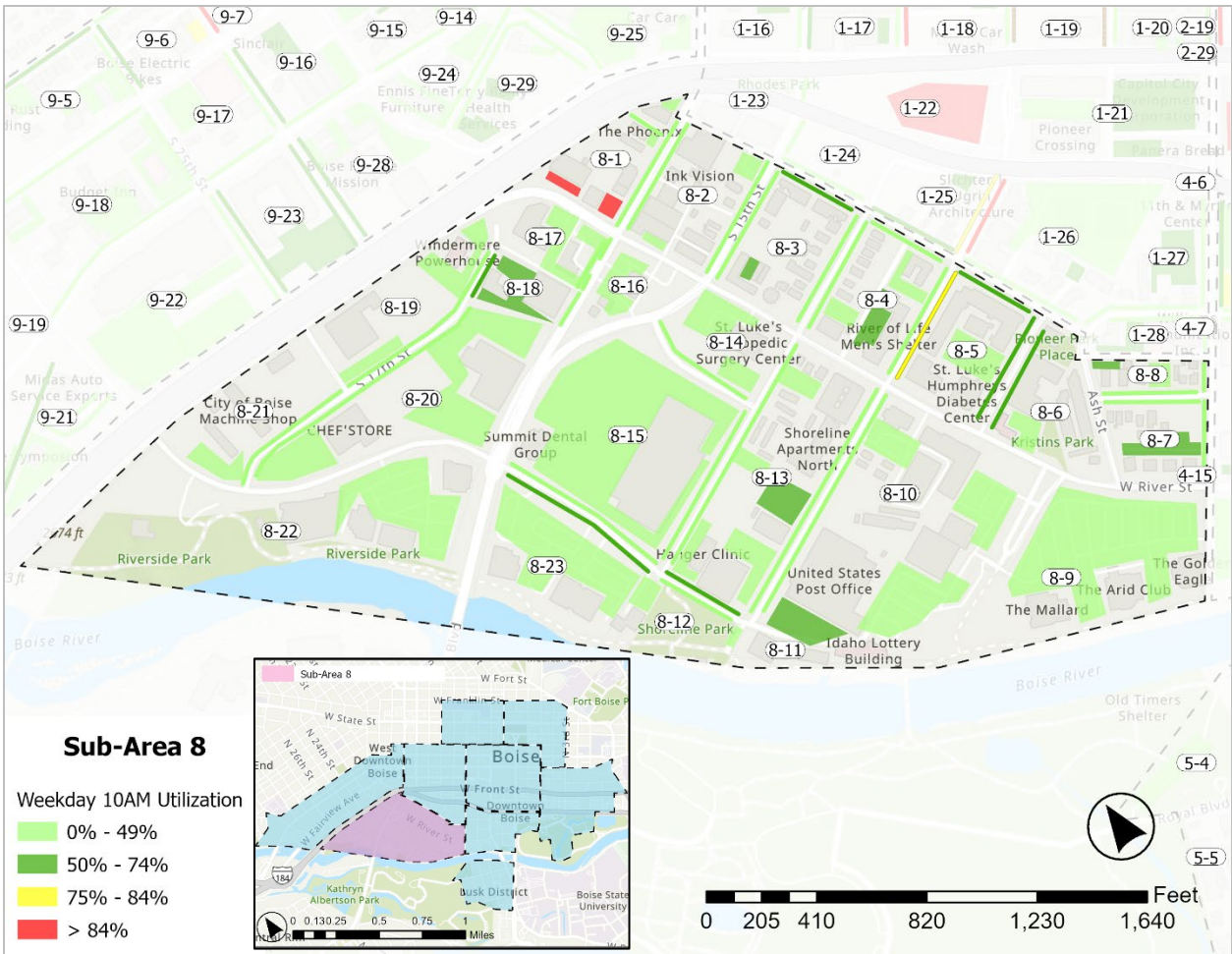


Figure 65: Sub-Area 8, Weekday 10AM Utilization

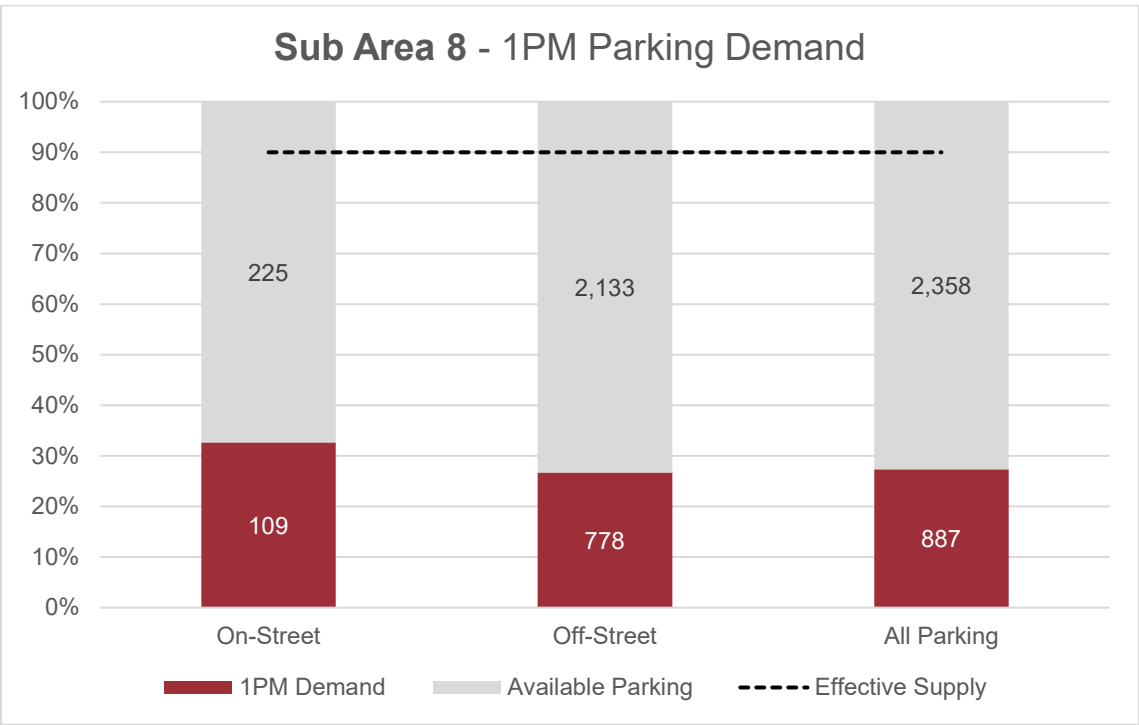


Figure 66: Sub-Area 8 Observed 1PM Demand

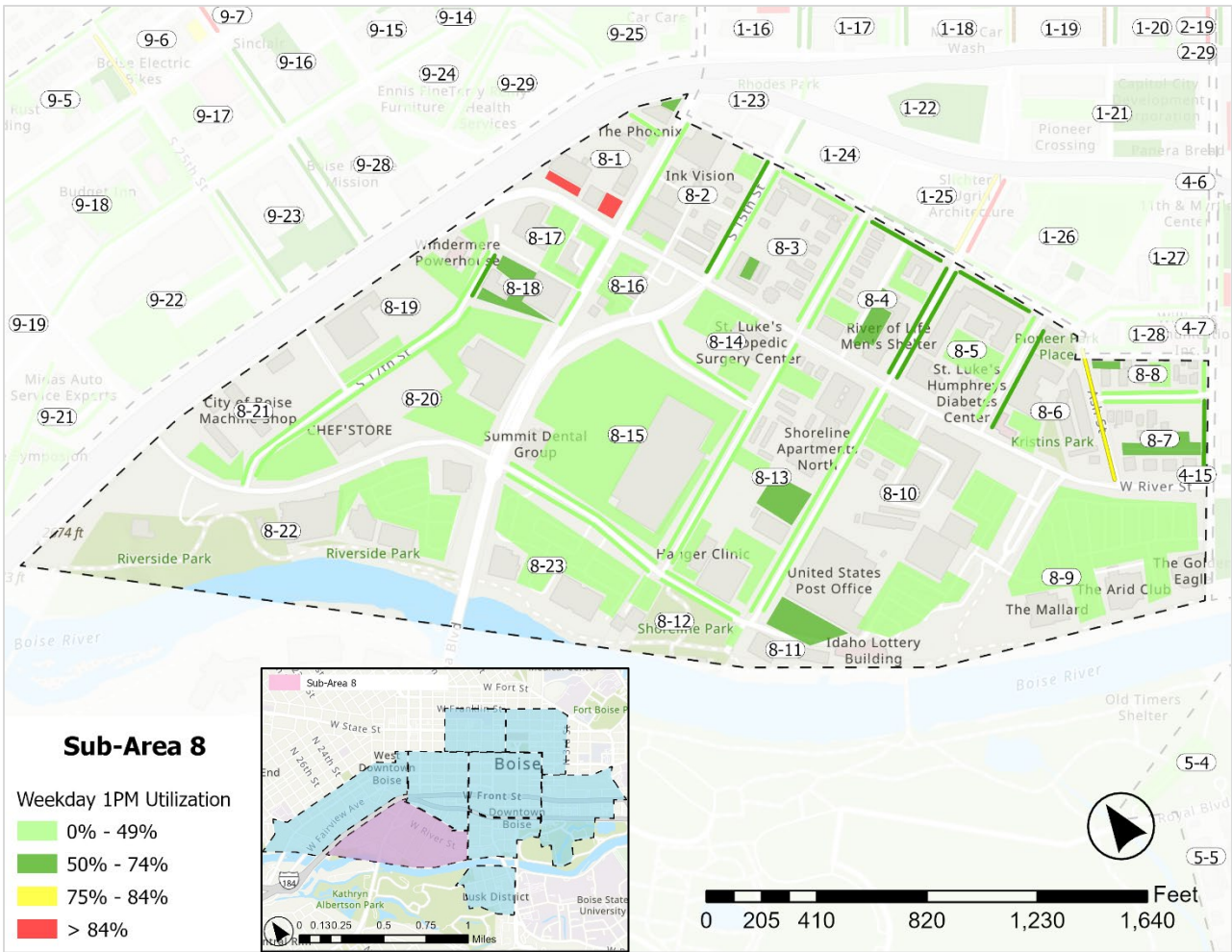


Figure 67: Sub-Area 8, Weekday 1PM Utilization

Sub-Area 9

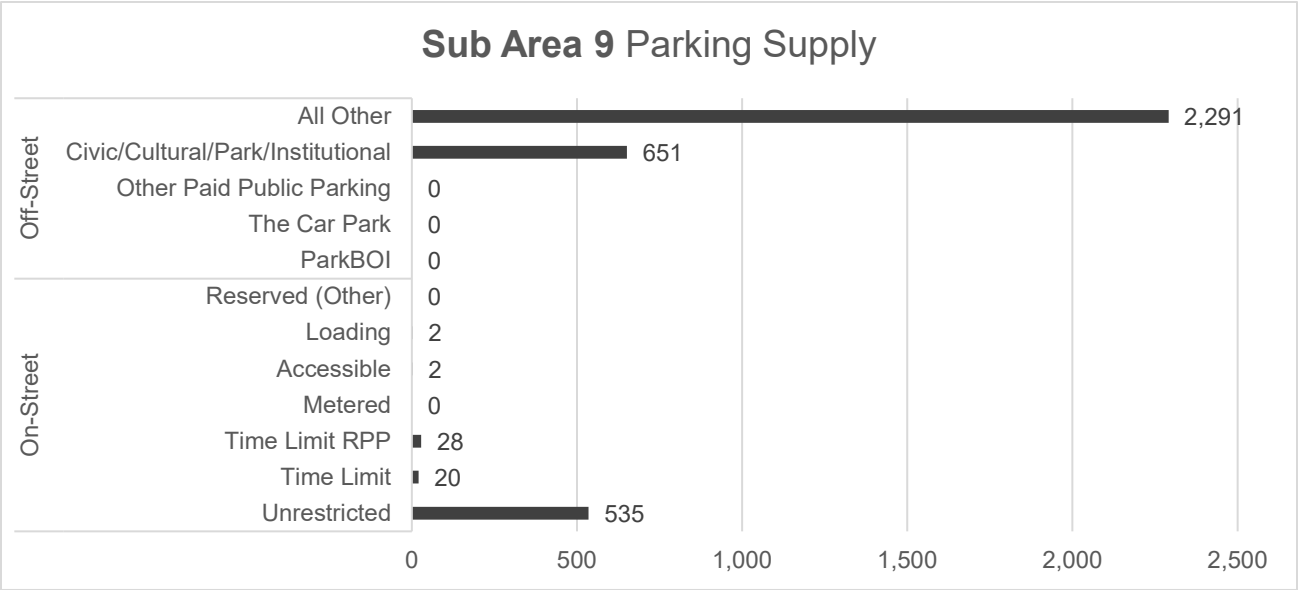


Figure 68: Sub-Area 9 Parking Inventories

Sub-Area 9, the largest by land area, is comprised of private business and customer parking and the St. Luke's Center for Orthopedics and Sports Medicine garage. On-street parking is unrestricted.

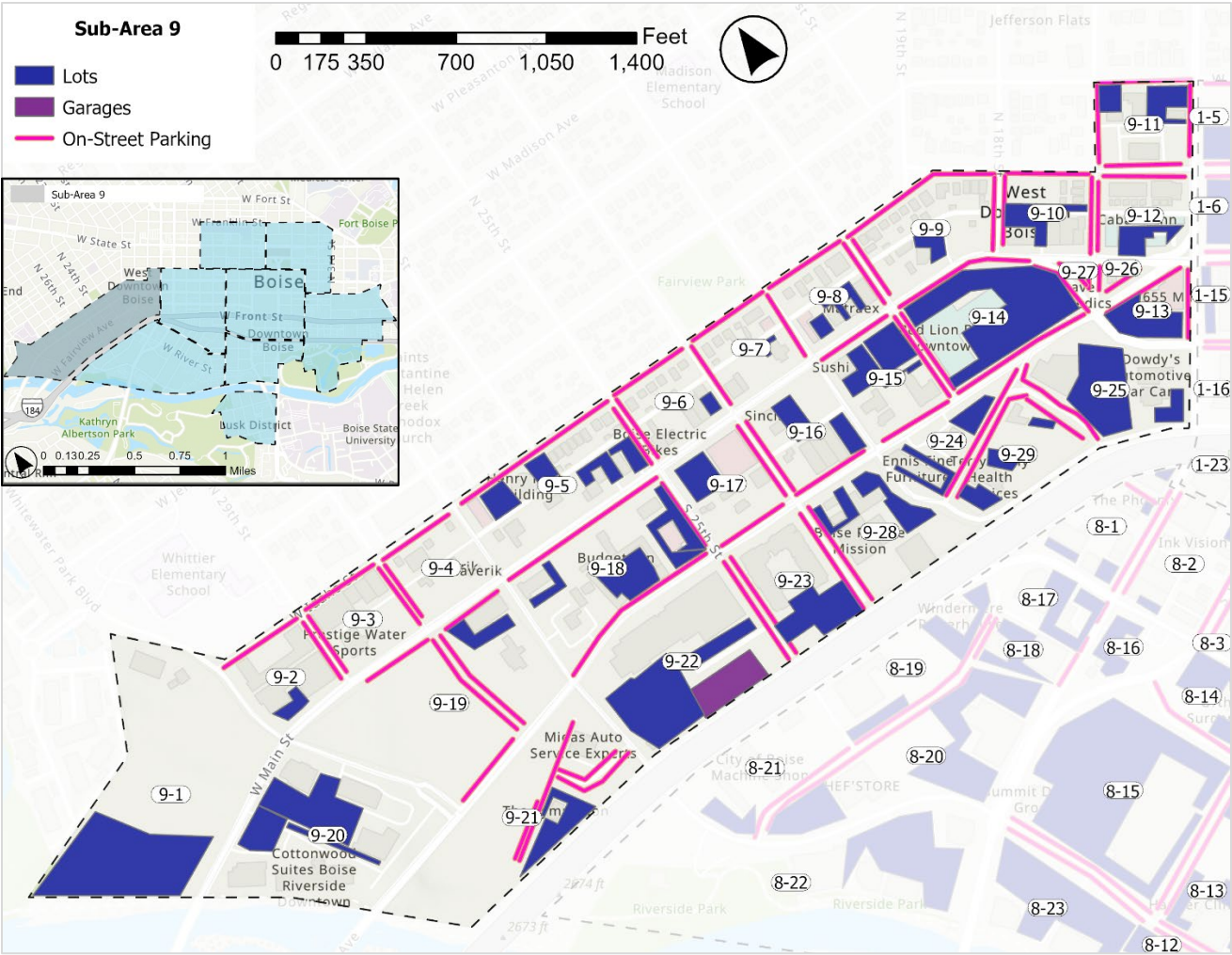


Figure 69: Sub-Area 9 Parking Supply

Overall parking demand remained less than 30% of supply at 10AM and 1PM.

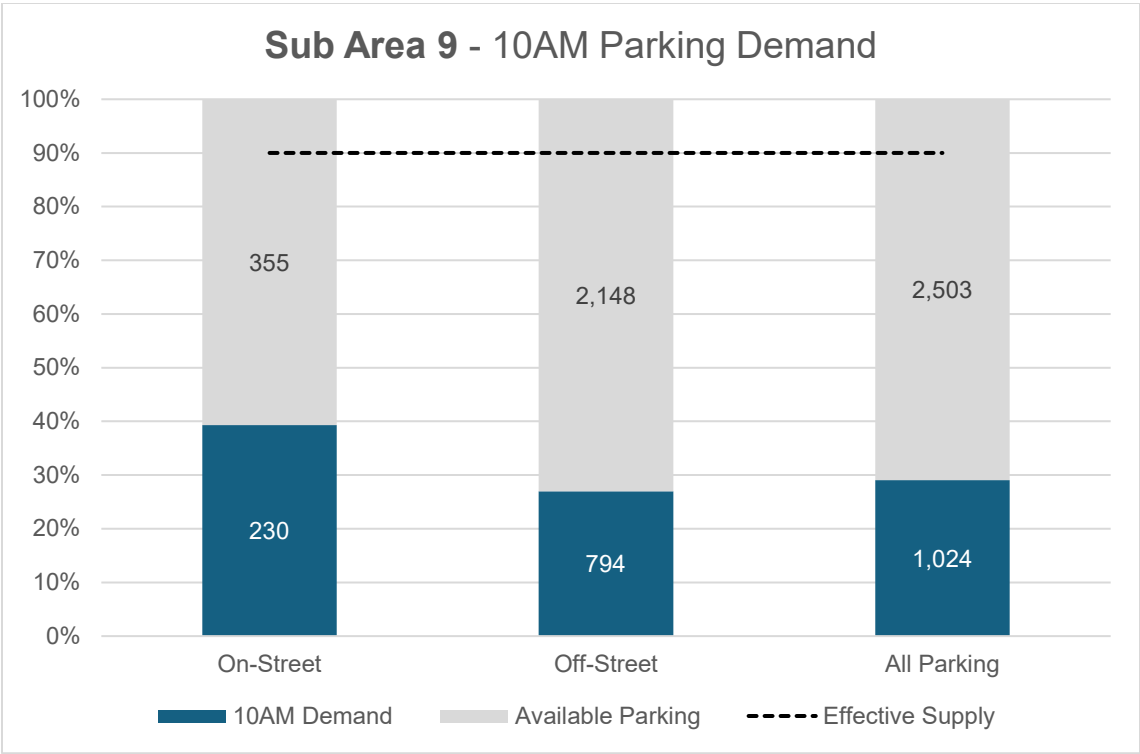


Figure 70: Sub-Area 9 Observed 10AM Demand



Figure 71: Sub-Area 9, Weekday 10AM Utilization

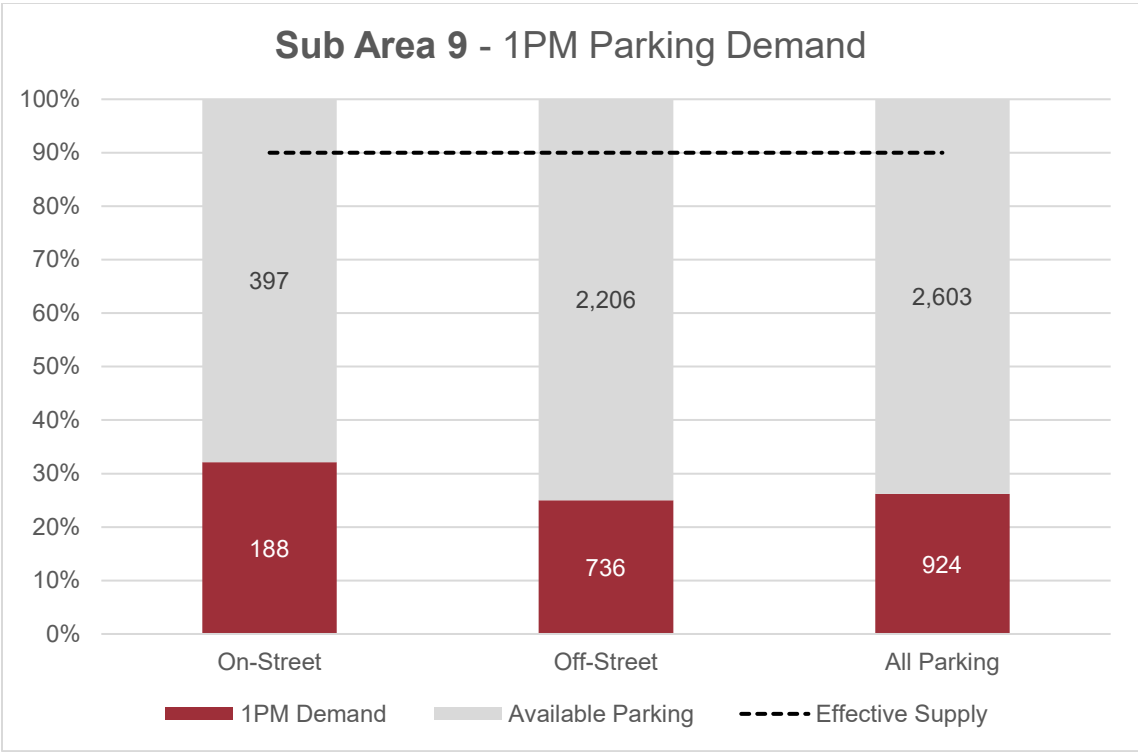


Figure 72: Sub-Area 9 Observed 1PM Demand



Figure 73: Sub-Area 9, Weekday 1PM Utilization

Appendix A: 2024 Parking Field Data Collection Inventories by Type

Table 2: On-Street Parking Inventories by Type

Sub-Area	Unrestricted	Time Limit	Time Limit RPP	Metered	Accessible	Loading	Reserved (Other)	TOTAL
1	153	312	14	92	3	12	10	596
2	13	25	0	433	21	57	30	579
3	25	105	13	89	7	11	17	267
4	66	76	0	20	3	21	0	186
5	13	202	0	0	2	9	108	334
6	20	93	209	208	8	27	2	567
7	201	137	53	282	10	4	4	691
8	217	51	59	0	7	12	0	346
9	535	20	28	0	2	2	0	587
TOTALS	1,243	1,021	376	1,124	63	155	171	4,153

Table 3: Off-Street Inventories by Type/Operator

Sub-Area	ParkBOI	The Car Park	Other Paid Public Parking	Civic/ Cultural/ Park/Institutional	All Other	TOTAL
1	827	0	26	0	1,720	2,573
2	2,327	2,355	647	184	253	5,766
3	0	142	352	1,223	1,934	3,651
4	0	152	106	0	1,098	1,356
5	0	0	0	0	601	601
6	0	1,121	90	344	878	2,433
7	0	90	745	328	1,084	2,247
8	0	0	0	0	2,911	2,911
9	0	0	0	651	2,291	2,942
TOTALS	3,154	3,860	1,966	2,730	12,770	24,480

Appendix B: 2024 Parking Field Data Collection Summary Tables by Sub-Area

Table 4: On-Street Parking Demand by Sub-Area

Sub Area	On-Street Supply	10AM Demand		10AM Available Parking	1PM Demand		1PM Available Parking
1	584	324	55%	260	276	47%	308
2	522	419	80%	103	412	79%	110
3	256	120	47%	136	160	63%	96
4	165	89	54%	76	92	56%	73
5	325	154	47%	171	114	35%	211
6	540	296	55%	244	282	52%	258
7	687	365	53%	322	375	55%	312
8	334	123	37%	211	109	33%	225
9	585	230	39%	355	188	32%	397
TOTALS	3,998	2,120		1,878	2,008		1,990

Table 5: Off-Street Parking Demand by Sub-Area

Sub-Area	Off-Street Supply	10AM Demand		10AM Available Parking	1PM Demand		1PM Available Parking
1	2,573	1,363	53%	1,210	1,119	43%	1,454
2	5,766	3,379	59%	2,387	3,632	63%	2,134
3	3,651	1,802	49%	1,849	1,965	54%	1,686
4	1,356	641	47%	715	800	59%	556
5	601	130	22%	471	121	20%	480
6	2,433	1,490	61%	943	1,306	54%	1,127
7	2,247	1,120	50%	1,127	1,159	52%	1,088
8	2,911	768	26%	2,143	778	27%	2,133
9	2,942	794	27%	2,148	736	25%	2,206
TOTALS	24,480	11,487		12,993	11,616		12,864