

Agenda

Planning Commission - Title 49 Committee City and Borough of Juneau

December 17, 2020
Virtual Meeting Only
12:00 PM

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I. **ROLL CALL**

II. **APPROVAL OF AGENDA**

III. **APPROVAL OF MINUTES**

A. November 24, 2020 Draft Minutes, Title 49 Committee

IV. **AGENDA TOPICS**

A. Parking

V. **COMMITTEE MEMBER COMMENTS AND QUESTIONS**

VI. **ADJOURNMENT**

Meeting Agenda of the City and Borough of Juneau
Title 49 Committee of the Planning Commission

Tuesday, November 24, 2020
Community Development Department
Large Conference Room, 12:00 pm

Members Present: Nathaniel Dye, Erik Pedersen, Joshua Winchell, Travis Arndt, Weston Eiler

Members Absent:

Commissioners Present: Paul Voelckers, Ken Alper

Staff Present: Jill Maclean (CDD Director), Alexandra Pierce (CDD Planning Manager), Irene Gallion (CDD Senior Planner), Laurel Christian (CDD Planner), Joseph Meyers (CDD Planner)

I. Call to Order

The meeting was called to order at 12:02 P.M.

II. Approval of Agenda

MOTION: *Mr. Arndt moved to approve the agenda.*

The motion passed with no objection

III. Approval of Minutes

A. Draft Minutes October 29, 2020 Title 49 Committee Meeting

MOTION: *by Mr. Arndt to approve the October 29, 2020 minutes with minor edits made by staff.*

The motion passed with no objection.

IV. Agenda Topics

A. Parking

Ms. Gallion summarized the information provided to the Committee in the memorandum.

Mr. Dye asked if the information was on NOVUS. Ms. Gallion confirmed all information emailed to the Committee was also posted online on NOVUS.

Ms. Gallion explained the opening position of a 75% reduction for commercial development and 90% reduction for residential development within a combined parking district. The goal is to encourage residential development within the downtown geographic area. Ms. Gallion stated that with these reductions there would be no parking waivers for accessory apartments. She further stated a concern is that a developer might initially build as residential to get the reduction, then eventually transition to commercial development. Ms. Gallion

then presented the maps provided, which recommend an expansion to the boundary of the current parking districts. She also discussed parking waivers, noting recommendation is to allow waivers in the parking districts and Fee-in-lieu (FIL) areas. Ms. Gallion pointed to existing bonuses in code that may be criteria for approving a waiver.

Mr. Arndt agreed parking reductions of 90% would encourage residential development, but thought the number might be too high. He questioned how to encourage people to park in the parking garages, because they are over-sold, but not usually full. He asked where the extra cars would go and if staff anticipates people utilizing public transportation. He noted that downtown streets are not typically empty. Mr. Arndt is in favor of a high reduction, but does not think that will work well for the public when there is nowhere to park. He asked for staff's reasoning in proposing the high reductions.

Ms. Gallion replied that yes, 90% is a large reduction. Staff looked at a recent proposed development to see what their parking numbers would look like and asked how they could get to that number. The goal was to have at least the required ADA parking. There was also the idea that downtown residents may not be as interested in having cars.

Mr. Dye asked what the market report is referencing on the eagle rock numbers.

Ms. Gallion replied that the market report was an economic analysis showing what should be built based on the housing market.

Mr. Dye asked what the three categories reflected.

Ms. Gallion stated that the three categories represented the number of dwelling units they were proposing, parking requirements came from code.

Ms. Maclean added that existing buildings don't have parking requirements. The reductions would only apply to new buildings or expansions of existing buildings. She stated there is not a lot of empty land downtown that could be developed, so the high reductions may only apply to select land.

Mr. Dye asked if there was a total square footage buildout number.

Ms. Maclean replied that staff hadn't looked at the exact number of lots that could be built. She noted that there may also be other constraints, like hazard zones and zoning, that may restrict density.

Mr. Voelckers agreed with Mr. Arndt's concerns. Any reductions in parking requirements will incentivize development, but there may be a backlash from their neighborhoods who perceive a parking problem. He added that he doesn't think the parking reduction percentages need to be increased, but parking waivers that provide more flexibility should be considered. Mr. Voelckers feels the needed parking reductions may be based on the housing type, condos versus something like housing first might have very different needs. He added that an analysis of on-street parking availability may also be needed.

Ms. Pierce asked the Committee to keep in mind that these numbers are an opening position for discussion. Staff brainstormed waiver criteria, but didn't add availability of on-street parking, but could. If the reduction percentages are not favorable, staff can look at the waiver criteria in more depth. Staff's two opening points were that parking reduction percentages should be increased and parking waiver criteria needed to be adjusted.

Mr. Arndt liked the idea of using one parking district for the existing PD1, PD2, and FIL. He also liked the inclusion of waivers and distinguishing between minor and major development. Mr. Arndt felt the percentage reductions should be left closer to what they are now; the waiver process may be enough flexibility. The percentage reduction is automatic, so it's certain, but the existing on-street parking demand is a concern.

Mr. Arndt asked if staff could look at the capacity of the parking garages now. If there is capacity, the percentage reductions may be able to be increased. If not, staff may want to leave the percentages as they are.

Mr. Winchell agreed that 90% is too aggressive, if it is automatic. He wondered what percentage other commissioners would be comfortable with.

Mr. Dye agreed that the percentages seemed high. He asked if the parking downtown will be automatically reduced this much, and how that works with other areas of the borough. He asked if all of the numbers out of whack.

Mr. Voelckers added that in the MU district, there is very high development potential; this could be problematic. He thought an automatic percentage reduction downtown would work at a lower number. He likes the idea of waivers for special circumstances. He thought that 75% reduction for residential development may be comfortable and 60% reduction for commercial. Mr. Voelckers questioned number (5) in the ordinance on FIL. He wanted FIL to stay as a separate option.

Ms. Maclean replied that FIL is still a separate option.

Ms. Gallion also clarified that staff did not include items that were not being changed in the ordinance.

Mr. Dye asked if waivers and FIL would be simultaneous.

Ms. Pierce responded that the idea would be someone gets a parking waiver to reduce the number of spaces. The applicant could then pay FIL for their parking requirement. This is currently allowed in code.

Mr. Dye asked what the criteria are for FIL.

Ms. Maclean stated that in the existing ordinance, the Director approves FIL for 5 or less spaces and the Commission approves anything more. The proposed revisions would allow the Director to approve minor development and the Commission to approve major development, rather than the number of spaces.

Ms. Pierce stated that the proposal was for major versus minor, and tools could be used to supplement each other.

Mr. Winchell stated that major development would be reviewed by the Planning Commission. He wondered if the review criteria were enough.

Ms. Maclean added that the processes should be simplified for applicants. Minor development can be decided on without Planning Commission review, and major development can be decided on with Planning Commission review. She clarified that FIL would only be allowed downtown, no geographic changes are being proposed for the FIL boundary. She added that the only MU district is downtown, so that's the only area with no height restriction. There are not many areas with a great height allowed, so it may not be a concern.

Mr. Winchell stated that for minor development, a 90% reduction would be too high. He wondered if a higher reduction in other areas, where land is more plentiful, could be reviewed.

Mr. Voelckers added that 90% reduction borough wide is too high for major or minor development.

Mr. Dye expressed support for the flexibility of the new parking waiver language.

Mr. Pedersen commented on the way the FIL and waivers are set up in the proposal. In the proposed language, for Section for FIL he recommended to remove "waive/waived" from FIL section to be clear that is not waiver. He suggested revising the language to say "requirements could be met via FIL".

Mr. Voelckers agreed with Mr. Pedersen and asked staff to clean up the waiver section. He noted that Item D in the FIL section should be cleaned up, as well, to reflect the process.

Mr. Dye asked if there is a way someone can get a parking waiver and then pay to get the rest via FIL. He added that there is a review criterion for no impact to on-street parking in both sections.

Ms. Maclean replied that there is a high bar to impact public health, safety, and welfare. She's not sure that parking reductions would endanger the public. There are things like sidewalks, crosswalks, public transit, and parking management that can address those issues. Ms. Maclean does not think that the parking in the downtown historic core is the highest and best use of the land downtown.

Mr. Dye responded that recent reconstruction of roads downtown required a reduction of parking for fire apparatus turns. He added that FIL and waivers should be on parallel tracts for review. He asked if someone could get a parking waiver and come back later to get the FIL.

Ms. Maclean added that they should run concurrently. She imagined an applicant coming in with a study showing the spaces needed and then the applicant could pay FIL for what they can't accommodate on-site. This would all be reviewed together.

Ms. Pierce responded that for any land use permit with parking requirements, the applicant must describe how they plan to meet the parking requirement. The applicant must explain their plan to the Commission, so it's not likely to be an after the fact thing.

Mr. Arndt added that major development FIL must go to the Planning Commission. He wondered if the Commission needed to review FIL at all. He said the number of spaces required could go to the Commission, but how someone would meet those numbers (FIL versus on-site) could be an automatic review.

Mr. Voelckers stated FIL is an alternative mechanism in order to meet a parking requirement. However, he asked if it is more complicated than that, and if everyone understood it. He also asked if there are criteria that need to be met, and if it is based on location.

Ms. Maclean replied that she thought FIL would be an incremental approach. At one point, it was brand new and needed a higher bar with a public process. Over time, that can change and evolve. She agreed that an appropriate approach would be one parking district, waivers borough wide, the Commission decides what the appropriate number is, and then you have a set option to pay FIL that does not need to be reviewed by the Planning Commission again.

Mr. Arndt stated that he wanted waivers borough wide with the new language. Automatic percentage reductions would remain downtown within the parking district. He asked if that was the intent.

Ms. Maclean replied that that is the intent; the new criteria would be borough wide.

Mr. Dye asked if staff could add compact parking spaces to the code, and what the dimensions could be. He thought this could help reduce the footprint requirement for parking spaces. He also expressed support for the new direction of waivers. He noted that in the development examples, the percentage reductions couldn't be used, so why have them.

Mr. Voelckers discussed the new parking boundary, stating that he thought the boundary should include MU district and maybe not D18 zones.

Ms. Maclean added the percentage reductions should be kept to recognize that downtown Juneau is historic and pre-dates the automobile. The reductions have value for downtown and they are automatically guaranteed to developers within the parking district. She added that staff wanted to consider expanding to the geographic area of Juneau.

Mr. Arndt agreed with leaving the percentages downtown. He agreed with Ms. Maclean that FIL took an incremental approach and wondered if FIL could be allowed within the entire Borough.

Ms. Maclean replied that FIL works in a downtown core that is walkable. It may not work for other parts of the Borough, but it may work for downtown Douglas. However, FIL is not for automobile-centric areas. Downtown areas are ideal because of on-street parking and parking garages along with the walkable core.

Ms. Pierce added that another consideration for downtown is that the developments have a customer base that is tourism traffic. So, often employee parking needs are the only ones that need to be considered.

Mr. Dye said that there are other tourist attractions outside of downtown, where companies will bus tourists, too. He asked about the geographic area of Juneau and stated that it does not work if the automatic reduction and FIL is only for pre-automobile development.

Ms. Pierce added that bus service oriented businesses could get parking waivers.

Mr. Voelckers agreed that FIL is appropriate downtown, but not in other places; FIL is economically appropriate downtown. Mr. Voelckers believes there are specific economics to building parking downtown that don't apply borough wide.

Mr. Dye asked what more information was needed from the Committee

Ms. Gallion asked if the Committee wanted the 2019 vacancy information for the parking garages.

Mr. Dye replied that the Committee would like to see that information.

Ms. Gallion asked if the Committee had a reduction percentage they thought would work.

Mr. Dye summarized that 90% and 75% reductions are too high. A 60% reduction is adequate unless staff wants to provide additional arguments for the increase. If we go higher than a 60% reduction, then the parking table borough wide should be considered.

Mr. Voelckers supported a 60% parking reduction in a combined district. He said that housing could be reduced additionally, but that may need more conversations. Developers could use parking waivers to get lower requirements.

Ms. Gallion replied that she would rewrite with a 60% reduction.

Mr. Arndt said the vacancy rate could be considered and then the numbers could be reviewed. If there is high vacancy in the parking garages, it might make sense to increase the parking reduction percentage.

Ms. Maclean replied that staff would put this into an ordinance with all of the pieces for review at the next meeting. She asked the Committee to look at what the items could be provided to get a parking waiver.

Ms. Gallion asked if it would be a point system or a list the Commission could consider.

Mr. Arndt stated that a parking study is ideal, because it's based on numbers. He said he wasn't sure that developers should provide bonus point development items to get no parking requirements.

Ms. Gallion replied that a parking study would be favorable to large developments. A small development may not want to make the investment.

Mr. Voelckers spoke in favor of having something that is discretionary, not point based. He agreed that a parking study is useful, and regardless of the size, the applicant should make a case for how many parking spaces they need. He suggested a subjective analysis of the parking requirement.

Mr. Eiler added that the bonus items need further review. He felt some criteria is important, so there is no subjectivity. He wanted to look at the criteria again at the next meeting, and doesn't want the items in code to be management issues.

Ms. Pierce responded that the intent of the criteria was to present a range of options that a developer could provide in order to get a parking waiver. This allows staff to look at different options for justification of a waiver. She added that the subjectivity should be removed to the greatest extent possible. Ms. Pierce asked the Committee if this is what they wanted.

Mr. Dye added that he thought the information should be easy for a small applicant to come up with, and there could be some flexibility. A large traffic study may be required, but in other cases, a property owner could show some kind of data.

Ms. Maclean asked the Committee to look for some criteria language they liked and bring it to the next meeting. She added that parking is difficult and most historic downtowns have no parking requirements.

Mr. Voelckers responded that he agreed with Mr. Dye and that there should be some flexibility that allows the applicant to make a case. He added that the boundary line should follow the zoning districts, MU specifically.

Ms. Gallion asked for written feedback from Committee members by December 11.

Mr. Dye asked if the Committee was in favor of the list of 7 items.

Mr. Arndt was opposed to the items on the list.

Mr. Pedersen was not in favor of most items on the list, because it overcomplicates things, but he is open to the idea.

Mr. Winchell was opposed to item 6, but could come up with alternative options.

Mr. Voelckers and Mr. Dye supported the list as options to make parking reductions more favorable.

V. Committee Member Comments and Questions

The next meeting is set for December 17 at noon

VI. Adjournment

The meeting adjourned at 1:33 P.M.



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December 2, 2020

MEMORANDUM

From: Irene Gallion, Senior Planner

To: Nathaniel Dye, Chair, Title 49 Committee

RE: Research on parking districts, and data from parking surveys

In the spirit of time management, I'm asking Admin to send this out to give Committee members a little more time to do a mindful review before our meeting on December 17, 2020.

One of the items that the Committee members requested at the October 29, 2020 meeting was research on the reasoning for the existing boundaries of Fee-in-lieu (FIL) and PD1/PD2. FIL information was provided in an email on November 9, 2020. I've attached documents from when PD1 expansion was considered. While this is not a complete record of parking district development, it represents the most robust discussion of geographic boundaries I've been able to find so far. The discussion may also provide some ideas on waiver criteria.

- A. September 26, 2006: The CDD Director provides an update on parking (and a Variance Permit is considered). The discussion is extensive and detailed, so perhaps a good primer on considerations at the time.
- B. June 17, 2011: Staff report on AME2011 0004, expanding the PD1 Overlay. Three options provided.
- C. June 28, 2011: Regular Planning Commission meeting, including expansion of the PD1 Overlay District. Some discussion of boundaries, mostly regarding the Willoughby District. The Commission asked for more extensive public outreach before continuing their discussion.
- D. July 14, 2011: Staff report on AME2011 0004, CONTINUATION of discussions to expand the PD1 boundary.
- E. July 26, 2011: Regular Planning Commission Meeting where the most aggressive PD1 expansion was approved.
- F. July 29, 2020: Notice of Decision for PD1 expansion
- G. August 22, 2011: Ordinance modifying the PD1 boundaries

Also attached are spreadsheets from Parks and Recreation providing empty space counts for the parking garages and lots. They've provided data from 2019 and 2020.

MINUTES

PLANNING COMMISSION
CITY AND BOROUGH OF JUNEAU
J. Mark Pusich, Chairman

REGULAR MEETING
September 26, 2006

I. CALL TO ORDER

Chair Mark Pusich called the Regular Meeting of the City and Borough Juneau Planning Commission, held in the Assembly Chambers of the of the Municipal Building, to order at 7:00 p.m.

Commissioners present: Linda Snow, Frank Rue, Nancy Waterman, Jacqueline Fowler, Michael Satre, Maria Gladziszewski, Mark Pusich

Commissioners absent: Dan Bruce, Marshal Kendziorrek

A quorum was present.

Staff present: Dale Pernula, CDD Director; Ben Lyman, CDD Planner; Matthew Halitsky, CDD Planner

II. APPROVAL OF MINUTES

September 12, 2006 – Regular Meeting

September 19, 2006 – Committee of the Whole Meeting

MOTION: - by Ms. Waterman, to approve the September 12, 2006 regular Planning Commission (PC) meeting minutes, and the September 19, 2006 Committee of the Whole (COW) meeting minutes, as presented.

There being no objection, it was so ordered.

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

IV. PLANNING COMMISSION LIAISON REPORT

Chair Pusich noted that Bob Doll, the Assembly Liaison to the PC, was present. Mr. Doll reported that the housing summit was scheduled for December 2, 2006, from 8:30 to 4:00 p.m. at the Centennial Hall. The Assembly and PC will attend. The work will relate to the update of the Comp Plan on housing. Chair Pusich asked staff to provide the housing summit material to the PC in time to allow a thorough review.

V. RECONSIDERATION OF THE FOLLOWING ITEMS - None

VI. CONSENT AGENDA

Chair Pusich announced there were seven items on the Consent Agenda and inquired if there was public comment on those items. One person from the public had a question regarding USE2006-00042. No one from the Commission had questions. Chair Pusich moved USE2006-00042 to the first item on the Regular Agenda.

MOTION: – by Ms. Waterman, to approve the consent agenda per staff's recommendation, as modified by the Commission.

There being no objection, it was so ordered, and the six cases below were approved.

USE2006-00040

A Conditional Use Permit to construct a 5,000 square foot helicopter passenger terminal expansion to the existing maintenance hangar.

Location: 1890 Renshaw Way
Applicant: Jensen Yorba Lott Inc.

Staff recommendation: that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit. The permit would allow the development of a 5,000 square foot helicopter passenger terminal expansion for Northstar Trekking. The approval is subject to the following conditions:

1. The applicant shall develop the site as proposed. Any substantial changes to the plans shall be submitted to the Community Development Department for review and approval.
2. **Advisory.** The applicant shall obtain a CBJ building permit for the construction of the expansion, and the development will conform to the requirements of Title 19, CBJ Building Code.

USE2006-00043

A Conditional Use permit for construction in a moderate hazard zone.

Location: 432 So. Franklin St.
Applicant: Bill Heumann

Staff recommendation: that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use permit. The permit would allow the development of a 10,000 square foot commercial retail structure containing second story residential living units, in the moderate hazard zone.

VAR2006-00029

A Variance request to construct seaward of the reach of mean high tide.

Location: 432 So. Franklin St.
Applicant: Bill Heumann

Staff recommendation: that the Board of Adjustment adopt the Director's analysis and findings and grant the requested exception, VAR2006-00029. The exception would allow development seaward of the reach of mean high tide, as described in the above analysis and in the associated Conditional Use permit, USE2006-00042. The approval is subject to the following conditions:

1. The lowest floor elevation of the proposed construction shall be 26 feet above mean lower low water, or higher.
2. The proposed structure shall be supported by piles designed to withstand impact loads of 10,000 pounds during the project life.
3. No horizontal members and no bracing, except for batter piles, shall be located below the Base Flood Elevation of 23 feet above mean lower low water.
4. Horizontal decking, if located at an elevation of 26 feet, must withstand localized uplift pressure of 250 pounds per square foot.
5. Prior to issuance of a building permit, a hydrologic engineer shall certify that the proposed building, piles, and support structures are able to withstand a 100-year velocity flood.
6. Pile driving shall occur only during periods approved by the Alaska Office of Habitat Management and Permitting, to avoid impacts to migrating juvenile salmon and herring in the project area.

VAR2006-00030

A Variance request to reduce the setbacks outside of the Historic District to 0' where 10' is required.

Location: 432 So. Franklin St.

Applicant: Bill Heumann

Staff recommendation: that the Board of Adjustment adopt the Director's analysis and findings and grant the requested Variance to the required setbacks in the WC, Waterfront Commercial Zone. The Variance would allow for construction of a 10,000 square foot retail commercial building, with second-story residential and storage use, built to the property lines. The Variance is subject to the following condition of approval:

1. The building shall be sprinkled to the satisfaction of the CBJ Fire Marshall. Sprinkler details must be shown on construction drawings submitted to CDD for building permit approval.

VAR2006-00031

A Variance request to reduce the parking requirement to the PD-1 standard, and to allow the required parking to be located off site at a distance greater than 500 feet.

Location: 432 So. Franklin St.

Applicant: Bill Heumann

Staff recommendation: that the Board of Adjustment adopt the Director's analysis and findings and grant the requested Variance, VAR2006-00031. The Variance would allow parking for the new People's Wharf building to be calculated at the PD-1 rate, and for required parking to be located off-site at a distance greater than 500 feet. The approval is subject to the following conditions:

1. The applicant shall provide agreements signed by all employees at the new People's Wharf building of their intention to use off-site parking and associated cab service if they drive to work. This documentation shall be provided to CDD prior to issuance of a CO or TCO.
2. The property owner will enter into a transportation agreement to provide on-demand taxi service between the remote parking location and the People's Wharf. A signed, fully executable copy of the agreement attached shall be provided to the CDD prior to issuance of a building permit, early start, or fast track authorization.
3. The property owner shall enter into a lease agreement to provide for at least ten remote parking spaces, meeting current parking and zoning regulations, at the off-site location specified at Eastaugh Street. A signed, fully-executable copy of the agreement attached shall be provided to the Community Development Department prior to issuance of a building permit, early start, or fast track authorization.
4. If at some time in the future, the CBJ or private parties implement other mechanisms, such as fee-in-lieu, for fulfilling parking requirements, then the CDD Director may authorize the applicant to participate in such a program.
5. The applicant shall designate at least ten parking spaces at the Rock Dump with wheel stops and signage, accessible spaces shall be marked specifically and the wheel stops painted blue.
6. Lacking a loading space, during the summer months deliveries to the proposed retail building shall occur only during early morning hours, to prevent potential pedestrian-vehicle conflicts.

VAR2006-00032

A Variance request to reduce the amount of vegetative cover where 10% is required.

Location: 432 So. Franklin St.

Applicant: Bill Heumann

Staff recommendation: that the Board of Adjustment adopt the Director's analysis and findings and grant the requested Variance, VAR2006-00032. The Variance would allow for a relaxation of the 10% vegetative cover requirement typical in the Waterfront Commercial Zone. The approval is subject to the following condition:

1. The applicant shall provide a mixture of hanging baskets and trellises, the design of which shall be reviewed and approved by CDD prior to issuance of a CO, in lieu of a 10% vegetative cover requirement.

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS - None

VIII. UNFINISHED BUSINESS - None

IX. REGULAR AGENDA

USE2006-00042

A Conditional Use permit for new 5,100 square foot commercial retail development with second-story storage and apartments.

Location: 432 So. Franklin St.

Applicant: Bill Heumann

Staff report

Matthew Halitsky provided a brief staff report. He said the applicant proposed to demolish the existing People's Wharf Building on South Franklin Street, and replace it with a 10,000 square foot commercial building, with 5,010 square feet of first-floor-retail space, and 1,000 square feet of storage and three residential apartments on the second floor. The applicant proposed full build-out to the property and tidelands lease that required variances for parking and setbacks outside the Historic District, and for vegetative cover through VAR2006-30, 31, and 32.

Mr. Halitsky held a discussion with the opposing individual in terms of the seasonal nature of the development along the South Franklin Street corridor, although he felt that CBJ should promote year-round housing and retail uses everywhere in the City, he did not believe the City should begin regulating to whom and at what time business owners were required to do so. Mr. Rue stated that noise emanating from air conditioning units shall be built to contain a shielded structure, and asked what the subject structure consisted of, and if that decision was left to the developer. Mr. Halitsky said yes, however, with past development on South Franklin Street that staff has required the use of blankets or some other apparatus that was better suited versus the installation of an air conditioning unit, which was an option that was left open in the condition, however the air conditioning unit would not be audible offsite of the property line. Mr. Pusich confirmed there would be a follow up conducted by staff ensuring the site contained some type of sound containment to the mechanical equipment noise emanating through the neighborhood. Mr. Halitsky said yes. Ms. Gladziszewski referred to condition 10, and said it did not state "no" noise to the neighboring properties and residences. Mr. Halitsky offered to amend the language if the Commission chose to do so.

Public testimony

William C. Heumann, 6000 Thane Road, the applicant, said he did not intend to install an air conditioning unit, however he was making provisions to the mechanical electrical system. Regarding emanating noise, he figured the method the City might utilize would be similar to how the City previously measured dog and helicopter ambient noise levels, which was rated near 55 decibels.

Mr. Heumann referred to the opposition in terms of affordable housing needs; as he had six efficiency apartments that consisted of six bedrooms that shared two down-the-hall bathrooms, and one two-bedroom apartment that had its own bathroom, which was essentially a rooming house. He was now proposing to have a total of nine beds that would be superior to the existing housing.

Dixie Hood, 9350 View Drive, referred to the recent municipal advertisement that requested variances stating the proposed project had a retail shop on the first floor, with storage and apartments proposed on the second story. At first she was not clear as to the nature of the housing so she called Mr. Halitsky who stated that it was not a dormitory-type setup, as opposed to being apartment-type housing, and he described the development as being three-bedroom apartments. She did not know if that was a change from the original design proposal or an error, however, that made her more hopeful that the proposed housing might have additional ongoing tenants, and instead the housing would now contain six efficiency-type apartments with shared bathrooms, which was quite different than what staff described.

Ms. Hood said more often other seasonal businesses that hired non-local employees provided their housing, and when the business closed after the summer season was over their employees left Juneau, which was going against what should be promoted in Juneau in terms of the Comp Plan to develop the community economically by creating affordable housing. She said the young people that went to college and returned to Juneau for summer jobs were not being hired at those downtown-seasonal types of businesses, and if they did it was on a limited basis, however the City received sales tax revenue from those seasonal businesses that was a benefit. She asked that the PC consider how they might generate more opportunities for year-round activities by the downtown businesses, and asked if they might possibly provide some type of incentive. She asked that the Commission think in broader terms about this and future proposals that included elements that affected the downtown community.

Ms. Hood stated that if parking was provided for residents during the legislative session that reducing parking spaces down to 10 might be too limited, versus requiring 17 spaces.

Doug Larson, 137 Gastineau Avenue, said the applicant had six parking spaces allocated for the apartments, and realistically the summer occupants were more than likely not going to walk from the Rock Dump parking area to their apartment during late hours, and instead he suggested that the City vacate the City staff parking spaces in the parking garage that would allow ample parking for the new apartments being constructed on South Franklin Street, and the City could then alternately locate those City staff parking spaces elsewhere.

Mr. Larson said there was a blockage on South Franklin Street located where the applicant's building was being proposed, and asked why the City did not trade street frontage for tidelands to allow developers to locate their buildings further away from the street. He stated that realistically in several years, the City would be requesting that business owner's forfeit frontage from their buildings, which he believed should be avoided.

William C. Heumann proposed that his future apartments be three-bedroom apartments, whereby he was essentially adding one additional bedroom. He stated that two existing tenants owned a total of two vehicles among all the residents living in the complex. He said the project largely depended upon the approval of the proposed Seawalk that included moving some of the traffic to the backside, and if that did not come to fruition, he did not intend to construct a new building, although he was moving forward with the assumption those two items were going to take place. Ms. Waterman said the Assembly was considering adopting a Fee-In-Lieu of Parking program (FIL), and asked how that might affect the applicant's decision in the future. Mr. Heumann was in favor of FIL, and has worked with the City Planners in the hopes that it was instituted allowing him to take advantage of the program. He felt the City should impose the same fee for apartment and retail parking spaces, and believed if there was advanced planning that there could be reduced rates for residential parking. Mr. Rue asked if the new parking garage might be an advantage to downtown regarding the issues related to ample parking, as opposed to no parking availability. Mr. Heumann said he conducted the vast majority of his business downtown and was able to locate parking, and added that his tenants have not voiced any concern about not being able to find parking.

Public testimony was closed.

Staff recommendation: that the Planning Commission adopt the Director's analysis and findings and grant the requested modification. The permit would allow the development of a 10,000 square foot commercial retail/residential building in the WC, Waterfront Commercial zoning district and Downtown Historic District. The approval is subject to the following conditions, which includes the Planning Commission's modification to Condition 10:

Construction phase conditions:

1. Construction-related exterior lighting shall be shielded and shall not cause glare or spill onto neighboring residential properties.
2. All debris from the project should be collected and disposed of at an approved upland location. In addition, all practicable efforts should be made to minimize the amount of debris from the project that reaches the water or intertidal area.
3. The sidewalk and canopy along Franklin Street must be constructed in full by the beginning of the 2007 tourism season prior to issuance of either a TCO or CO.
4. The applicant shall obtain a DOT ROW permit for all associated work in the DOT ROW.
5. If pile driving occurs on Saturdays and/or Sundays, it may only occur between the hours of 9 a.m. and 7 p.m.
6. To address habitat concerns, pile driving shall only occur during the window identified by OHMP to avoid impacts to migrating juvenile salmon and herring in the project area.

Ongoing conditions:

7. Parking Variance 2006-00031 must be approved in order for this Conditional Use permit to be approved. If the Variance is not approved, required parking for the use must be addressed.
8. Vegetative cover Variance 2006-00032 must be addressed in order for this Conditional Use permit to be approved. If the Variance is not approved, the 10% vegetative cover requirement must be addressed.
9. Setback Variance 2006-00030 must be addressed in order for this Conditional Use permit to be approved. If the Variance is not approved, required setbacks must be met.
10. Mechanical equipment must be placed in such a way that it is not visible from the South Franklin corridor. In addition, any rooftop mechanical equipment shall be shielded or designed to prevent noise to neighboring properties and residences, and that noise from any roof top equipment shall not exceed ambient noise levels at the property line.
11. A DOT Right-of-Way permit must be applied for pursuant to AS19.25.105 and be received in order to construct the canopies in the ROW.
12. No vehicles shall park within the future Seawalk path. No equipment or storage is to be placed within the Seawalk path and shall remain free and clear at all times for pedestrian usage.
13. The exception to the FEMA Flood Standards (VAR2006-00029) must be approved in order for this Conditional Use permit to be approved. If it is not, development seaward of the reach of mean high tide is forbidden.
14. A canopy and storefront shall be constructed on the Channel-facing side of the building, as shown on the attached plans and in accordance with the Long Range Waterfront Design Criteria.
15. Sprinklers shall be included in the construction of the building. Plans indicating such shall be submitted at time of building permit application and reviewed by the CBJ Fire Marshall.

Historic District-related conditions:

16. Exterior work must be in conformance with the approved set of elevations accompanying the Conditional Use permit. Any deviation from the approved Historic Review set of elevations (accompanying the report) shall trigger re-review by the HRAC, with approval by CDD, until guidelines are met.
17. Prior to the installation of exterior lighting the applicant shall submit to Community Development Department staff, for review and approval, the proposed light plan and luminaire specifications causing no glare of spill onto neighboring properties.
18. No display cases are allowed on the exterior of the building.
19. The applicant shall use cedar wood siding, as indicated in the attached plans. Where fiber cement or composite materials are used for trim, a smooth finish shall be required.
20. Prior to issuance of the Temporary Certificate of Occupancy, the applicant shall comply with the CBJ's Seawalk Ordinance, Serial No. 2005-29(am), and pay a fee to the CBJ equal to twenty percent of the final project cost for a Seawalk constructed to public assembly standards for the section abutting their property. The fee shall be based on CBJ's construction estimate, and CBJ shall refund any remaining balance after construction.
21. **Advisory:** Signage shall require a specific signage permit. Signs located in the Historic District will be reviewed for placement, style, lettering, color, and materials, per the Historic District Design Standards.

Commission action

MOTION: - by Ms. Waterman, to adopt the Director's analysis and findings and grant the requested modification. The permit would allow the development of a 10,000 square foot commercial retail/residential building in the WC, Waterfront Commercial zoning district and Downtown Historic District. The approval is subject to the conditions outlined by staff.

Mr. Pusich said there was a City ordinance to protect adjacent property owners from unacceptable noise levels. Mr. Pernula agreed, and stated that noise emitting from industrial uses was measured at the property line, which was an ongoing issue downtown. He suggested that the Commission might consider setting the threshold at 55 decibels at the property line, and he also proposed developing a new comprehensive noise ordinance at a future date. He was familiar with the opposing property owner's situation, and stated that her residence was located uphill from jewelry stores, and due to the heat generated from those store lights that air conditioning units were required that generated noise, however, he was unable to detect if the noise levels were emanating from only those jewelry stores, or if it was located further away and was emanating from the tour ships or if it was the daily ambient noise heard along South Franklin Street. Regarding the store located across the street from the concerned resident, he believed if their air conditioning unit was placed on a timer and shielded that should provide adequate noise mitigation. Mr. Rue instead felt that condition 10 stated, "to prevent noise." Mr. Pusich said the intent was to provide a mechanism to mitigate any noise that resonated across the property line to the neighbors; however, the applicant was on record stating he did not intend to install an air conditioning unit, and he was hesitant to institute a specific decibel level. Mr. Rue agreed, and added that he did not believe it was prudent to do so on a case-by-case basis.

FRIENDLY AMENDMENT: *by Ms. Gladziszewski, to add to Condition 10, and that noise from any roof top equipment shall not exceed ambient noise levels at the property line. Ms. Waterman accepted the friendly amendment, which was added Condition 10.*

Roll Call Vote

Yeas: Waterman, Gladziszewski, Snow, Satre, Rue, Fowler, Pusich

Nays:

Motion passes: 7:0, and USE20006-00042 was approved.

X. BOARD OF ADJUSTMENT - None

XI. OTHER BUSINESS

Update on Parking Strategy Briefing

Mr. Pernula said at the last PC meeting staff presented the FIL, which included a discussion regarding the *Parking Strategy Briefing* (Strategy Briefing) completed by Sam Kito in 1999, and that Ben Lyman worked diligently on keeping that up to date. He said Mr. Lyman would provide a presentation to the PC on a comprehensive set of possible methods to improve downtown parking.

Mr. Lyman provided a PowerPoint presentation and staff report. He said the basis of the majority of the information derived from the Strategy Briefing, and the *Draft 2003-2008 Transit Develop Plan* (Transit Plan). He stated that a former CBJ employee, Steve Gilbert, was successful in developing the Memorandum of Agreement between CBJ and the State of Alaska (SOA) regarding parking issues prior to his retirement from City service. Establishing a Downtown Parking Working Group was in progress by the CBJ Managers' staff. He said to add to the supply of parking downtown was to develop a temporary parking lot adjacent to the State Museum, which was done and open for business. Developing a Capital Improvement Project (CIP) for a new downtown-parking garage was in progress, and last year a 1% sales tax was approved, with a portion of those funds being utilized for the design and construction. In speaking to Rorie Watt, of the CBJ Engineering Department (CED), he anticipated going through the public process for a discussion regarding the design of how that facility might be located and constructed this winter, with bids being solicited for construction in the spring of 2007. He said staff anticipated the new parking garage could potentially be open for business in a couple of years. Evaluating the development of additional downtown parking was in progress. The enhanced transit service was another method under review to provide all day express service. Another idea was to provide ride-sharing or carpooling incentives that could assist to reduce the parking demand in urban areas. He said free- or reduced-rate parking might be considered in the parking garages, or the City lot located off the Main Street/Egan Highway area. A concept was to provide a Park & Ride facility in the Mendenhall Mall/Vintage Business Park vicinity. He discussed with other CDD staff the possibility of constructing and operating a joint CBJ/Kensington Mine Park & Ride facility, with a condition being that the Kensington Mine would operate a bus providing their miners transportation to the ferry terminal, versus driving personal vehicles, which was the natural method of combining two separate transit systems. He said they would evaluate establishing a downtown shuttle per the Transit Plan that stated they

would re-route busses to provide service every 9-15 minutes downtown, seven days/week, during daytime hours. To enhance transit service, the 2007-2012 CIP identified \$20,000 for a Downtown Bus Shuttle System Feasibility Study that CDD staff was working on, which would be provided to CED to draft an RFP within the next few weeks. They also planned to provide Satellite Parking via shuttle that would be more successful with a new parking structure located closer to the Juneau-Douglas Bridge area, rather than at the Main Street/Egan Highway parking area.

Mr. Lyman stated that parking management was an important component that staff was working with the SOA to allow for off-hour parking, however, the SOA was concerned regarding enforcement, and preferred to have the CBJ enforce agreed-upon parking regulations. He stated that it would be difficult for residents to utilize those parking lots because they would most likely leave to work at 7:30 a.m. and their vehicles would have already been booted/towed under the State's preferred regulations, and that did not accomplish much in terms of being able to utilize State parking facilities during off-hours. He stated that in order for the SOA to add additional levels to the SOA parking garage (as the engineering study reflected that although that was designed to have additional levels constructed on top of it) that unfortunately the existing structure would have to be demolished and then entirely rebuilt in order to support additional parking layers.

Mr. Lyman said an idea was to manage CBJ lots to maximize usage, and he recently spoke with the CBJ Parks and Recreation Department (PRD) staff that managed the existing CBJ parking garage, and they hoped to re-stripe/re-design the interior of the existing parking garage, although last spring they ran into issues that did not allow them to do that, however, PRD staff continued to work on the RFP with an anticipated completion date being the spring of 2007. In May of 2004, the average parking was over 30 permit-only available spaces in the parking garage during any given one-hour period; therefore, it was a parking management issue, as opposed to a parking supply issue. Mr. Rue asked who utilized the permitted parking spaces, as the public pay spaces were seldom vacant. Mr. Lyman has not viewed the hourly data, however, he believed that PRD staff might consider increasing the number of hourly spaces, and decreasing the number of permit spaces when the re-striping/re-signage occurred, and he added that anyone was allowed to purchase paid-parking permits at the PRD office for \$60/month.

Staff discussed instituting Residential Parking Zones (RPZs), which included the Gastineau Avenue, and the current data reflected the peak-parking load was at night by residents, and there was the question of whether or not an RPZ would actually enhance management of parking in that area. Perhaps if there were a limited number of permits that were issued for parking on Gastineau Avenue, or on Franklin Street, it might instead be more convenient for residents to obtain parking passes in the parking garage. However, the need for that program would increase if meters were installed downtown, or if they had future development that did not contain onsite parking. He felt there was a need to adopt the RPZ enabling ordinance so that neighborhoods might come forward stating they had parking issues. Unfortunately at this time, he did not believe JPD had existing staff to enforce RPZs downtown, considering that life/safety issues took precedence over parking enforcement. He spoke to JPD and discussed the possibility of contracting out for companies to conduct parking enforcement, although JPD was hesitant due to the public angst that might be generated in performing additional parking enforcement.

Mr. Lyman recently spoke with a person from Parkeon, a major international Pay & Display meter company, and there was a representative available to speak to the Commission on October 24, 2006. The representative would speak in terms of facilitating parking management, the parking needs, and possible meters in Juneau, which the Commission agreed to. Ms. Snow asked if revenue derived from the parking meters might pay for enforcement personnel of those. Mr. Lyman said the issue was not that JPD did not have the positions, and instead they did not have the staff to provide parking-meter enforcement.

Ms. Waterman stated that in reviewing Mendenhall Valley and Lemon Creek Park & Ride facilities, she asked that staff keep in mind the appropriateness of the possible location of the valley Transit Center because if it was located at the Nugget Mall area that it was convenient to the airport and commercial enterprises, whereas if it was at the Mendenhall Mall area that it was close to residential density. Mr. Pernula stated that in addition to the Downtown Shuttle CIP, he also put in a CIP to locate Park & Rides that were not funded this year, although they might be next year.

Chair Pusich invited Greg Browning, JPD Chief of Police, to speak regarding parking enforcement. Chief Browning said JPD had five Community Service Officers (CSO) that were quasi-enforcement positions whose main responsibilities were to enforce parking, along with litter, and bear enforcement issues. Right now JPD had four CSO positions, and one vacancy. He said over the past few months they have had a strain on personnel, and in the future he expected that to improve allowing for the of capacity to provide effective parking enforcement. Mr. Pernula stated that if the City instituted an RPZ, he asked if that would be an added burden to JPD. Mr. Browning said if the residents only had a permit to park in that specific RPZ area, he could foresee issues regarding enforcement, although that was relevant with other types of enforcement that might require an additional CSO position that was not difficult to recruit. However, he agreed there might be ample revenue generated from parking meters if those were instituted, and felt JPD parking/meter enforcement was a future possibility, and did not want it overstated that JPD did not have the manpower to do that. Mr. Pusich stated that Juneau previously had a parking meter system, and years ago employed a meter lady. Mr. Lyman said the City did not have a 24-hour demand in any of the downtown residential areas where they would never allow non-residents to park on the street, however, the RPZs might entail some fee allowing residents to obtain an annual parking pass for an area, or one free pass and pay more for additional passes that could be transferable or non-transferable, with limited on-street parking for non-residents. He said the City might also consider selling a limited number of annual passes at a higher rate for non-residents, or consider one-hour parking allowed for non-residents and beyond that were not able to park in that area. Each group of outsiders in a given neighborhood had very different demands on parking whether it was seasonal or hourly, therefore, the City had to have the ability to modify the regulations on a neighborhood-by-neighborhood basis.

Mr. Rue felt it was important to explain to the Juneau citizens why the City instituted paid parking, and asked what the logic was in terms of municipal services that revenue might generate. Mr. Lyman said some of the fees would be allocated for enforcement by the City administration or another contracted entity, and fees might also be allocated to particular parking districts from meters or RPZs fees, which could be expended to repair sidewalks, new pedestrian crossings, planting off-street vegetation, and installing benches, etc., for improvements to the

streetscape and neighborhood. Therefore, he felt citizens would realize their parking enforcement fees collected were a benefit from non-residents purchasing on-street parking passes in their residential neighborhoods. He stated the City would need to ensure those funds were collected with the explicit purpose of being utilized for that area, versus a specific dedicated project. Mr. Rue clarified that allocating the parking funds was an accounting feature that would still have to be appropriated. Ms. Snow asked if there were parking accommodations being considered for guests of the residents. Mr. Lyman said there were numerous scenarios each neighborhood might institute, i.e., a book of un-dated daily passes, 2-week passes for out-of-town guests, etc. Ms. Gladziszewski noted that different neighborhoods would tolerate different levels of burden, depending on how bad their parking situations were.

Ms. Waterman said institutionalized parking enforcement was currently being utilized at the airport. She also stated that no provisions were made for bicycle parking, which was a significant need during most summers.

Mr. Lyman reported that Pay & Display meters would allow citizens to pay with coins, smart chip cards, credit cards, cash bills, etc. that would provide a ticket for the parker to place on their dash, versus regular parking meters that would serve one or two spaces, which would allow for better management of parking operations would enable staff to efficiently monitor the meters. He said the system would benefit the merchants and motorists alike, as the valid receipts could be transferred to any space in the parking district, which allowed merchants a parking validation mechanism that might include advertising on the receipt. The meters were wirelessly connected, which eliminated the possibility of parkers validating with bad credit. Having the meters calculate the variable rate structure ensured that the City was charging the market rate for parking that would ensure there was always a convenient space for someone that wanted to pay enough for it, or if they preferred to park further away they might pay a lower rate, otherwise they might choose to park in a free parking space. Ms. Waterman asked if the parking garage would be part of the Pay & Display meter system. Mr. Lyman said yes.

Mr. Lyman identified 187 on-street parking spaces from Front/First Streets south that might be served by seven meters in the downtown core area. 112 on-street spaces were located from First/Front Streets north that could be served by four meters (one of those meters located at Front/Main Streets was actually counted both in this and in the previous downtown core scenario that served both south and north areas), for a total of 10 meters servicing 299 on-street parking spaces. He stated that financing the cost of the Park & Pay meters that the manufacturers also offered tax-exempt municipal leases, and the top-end model was <\$12,000/meter from Parkeon, which they delivered and installed, and trained staff to administer.

Mr. Lyman said to institute the FIL Ordinance 2006-33 that it was going to be introduced to the Assembly on October 9, 2006, and if the Assembly later adopted it on October 30, the ordinance would become effective on November 30, 2006.

Regarding the general parking issues downtown, Mr. Lyman said the questions were, what is the problem, and how do they fix it, because of the parking shortage downtown that existed since 1962. There were several lots where re-development was restricted by the inability of the developers to provide on-site or useable off-site parking, such as Capital Cab recently relocating

to the Lemon Creek area. He said the CDD staff recently held a pre-application meeting to re-develop that site into three residential condominium units that included retail and restaurant space, however, that project was on hold pending the approval of the FIL, as there was no parking available on that lot. Surface parking lots were an inefficient use of downtown real estate, and he said the long-term use of short-term parking spaces reduced the supply of parking for short-term parkers, therefore a large undertaking was educating the public on where they might locate parking downtown.

Mr. Lyman said the City's long-range planning effort involved the Mendenhall Mall/Vintage Business Park and Downtown Douglas that were classified as Mixed Use areas in Comp Plan, although they were not zoned in that method, and instead the only Mixed Use Zoning Districts were in the MU and MU-2 districts in downtown Juneau. He felt it might be an appropriate time for the CDD or the PC to initiate a zone change for those outlying areas, as one important component was the affordable housing issue. He stated that Mixed Use districts allowed 60 dwelling units/acre, whereas the existing out-of-town areas allowed for no more than 18 dwelling units/acre, therefore, they could provide the tools to triple the allowable density in those outlying areas that would reduce the overall dependency on vehicles boroughwide. The Comp Plan also called for the development of high-density Mixed Use areas that would provide the opportunity for people to reside near their work and recreation areas, thereby significantly reducing or eliminating the need for private vehicles. He said 46% of Capital Transit commuters said they would use personal vehicles if they did not use transit, 9% of commuters to downtown use transit, and the option to utilize transit equaled the option to not drive, as people would generally not walk more than ¼ mile between their origin/destination and transit. Of note, he said the parking lot and transfer point currently at the corner of Main/Egan, which was identified as the preferred location for the new Transit Center and Parking Garage structures that were in relation to the MU zoning districts downtown.

Mr. Lyman said staff discussed the development of a new Parking Development Overlay District that included a PD-3 area for other areas in downtown that did not have the reduction of the PD-2, whereby the standard parking requirement was reduced by 30%, and they were considering reducing that to 20% or 15% for future development in that area. The effects of reducing off-street parking requirements did not mean that less parking would be built, and instead freed developers to balance the needs of the automobile users with the financial constraints of development, and the desired space for a walkable site area and building design. He stated that was an important concept that resurfaced at the last PC meeting while they discussed FIL because there was another option as to how developers could obtain and meet their parking requirement for a project did not mean that every developer was going to want to place zero parking on their lot, as there were office buildings in the Juneau area that found it very difficult to lease office space that did not allow for employee or client parking.

He said the existing parking facilities in downtown (not on-street parking spaces) that included just the City and State parking facilities encompassed a lot of land that was dedicated to surface parking. He noted the sites that had the potential for increased parking supply and demand might include a free-fare zone for transit downtown that would allow people who drove their vehicles after parking to have another transit mechanism around downtown, which would reduce the parking demand on the street. Another concept was to have a free shuttle service between

parking areas and destinations that might work best with a parking lot located near 10th/Egan that provided a shuttle to downtown. He said the Downtown Business Association (DBA) suggested having Parking Tokens in Lieu of Parking, and to pay the City a fee for those tokens to be used by the business owners' employees or customers for parking downtown. He felt that might work if the City charged for on-street parking, an additional parking garage, and RPZs; however, if the City only had one pay lot, and one pay parking garage, most people would not utilize the parking tokens because it was still free to park everywhere else. He said another possibility was Transit-In-Lieu of Parking where developers agreed to provide transit passes to all employees and/or guests (at hotels, residential tenants, and apartment buildings), instead of providing some of the required parking spaces. He was currently working on a variance request for a downtown development that wished to provide transit passes to all their tenants and employees, and not provide any on-site parking, which was troublesome administering to assure compliance and maintain enforcement over a long-term period, nevertheless, he would continue to work with other City staff and the developer to determine how that scenario might work. Ms. Waterman noted that the PC allowed for reduced parking on a Concrete Way for the new Breeze In project when the developer added five bicycle stalls, which provided them to use a combination of two parking options. Mr. Lyman said that was a provision of Title 49 that pertained to convenience stores, which stated that parking could be reduced if a certain number of covered bicycle spaces were provided, and because the new Breeze In was not located in a Convenience Store Overlay Zone, they requested a variance to have their parking calculated at the bonus rate as if they were in such a zone. He added that the new Breeze In would be fairly easy to monitor enforcement, as staff completed inspections prior to issuing the Certificate of Occupancy when a developer omitted a required amenity.

He said staff recommended the adoption of an ordinance enabling neighborhoods to create and define neighborhood RPZs, to adopt the FIL of Parking Ordinance 2006-33, and to adopt a permanent FIL of Parking ordinance with any amendments that might be required when 2006-33 sunsets. They also recommended creating a new position for a "Transportation Manager" under the CBJ Managers' office to coordinate, manage, and administer CBJ transportation and parking management, which involved working with many other CBJ departments and agencies.

Commission discussion

Mr. Rue said it was imperative that all the parking strategy components simultaneously moved forward. He felt staff should contact the Municipality of Anchorage regarding the issues they faced in terms of parking. He believed it was a good idea to have lower rates for long-term parking in the new parking garage, and higher rates for on-street short-term parking. He appreciated the library on top of the existing garage, and felt some type of commercial space on top of the new garage might be beneficial to assist in paying for long-term maintenance costs. Mr. Lyman said they planned to have leased commercial spaces, which allowed for the gateway to Juneau to be active uses, with an eventual streetscape that included a capital complex development on top, and to create front space of the Telephone Hill area for eventual additions. Ms. Waterman felt the Transit Center might become part of that vitality if they operated longer hours, such as 6:00 a.m. to midnight.

Ms. Gladziszewski said they previously discussed through the FIL that they would have a mechanism to collect fees from new versus old development, and utilize those funds to improve the district, as there were non-conforming users that had their existing customer parking on the

street. Mr. Lyman felt the DBA members that had issues with their businesses being affected by not having adequate parking should step forward in order to make their situation better. Ms. Gladyszewski said they more than likely would not do so voluntarily because there was currently free parking use. Mr. Lyman said at this point, there were projects moving forward, and to obtain additional funds from business owners to build more off-street parking would not be necessary until they had other projects in place, i.e., metered on-street parking.

Ms. Gladyszewski did not know if the City currently had the funds to build a new parking garage, and she did not want that concept to fall off the table given how long it has taken the City to bring back the FIL of Parking program. Ms. Waterman agreed the Commission had to be cautious when considering who benefited versus who paid for parking, and felt it was important that established businesses needed to participate in those types of programs for their own successes.

Mr. Satre said he was a casual visitor to downtown and did not have a problem finding a parking space, while that might not be the case for those that live/work in the downtown area. With regards to the dependencies of the different strategies, he felt it was worth pursuing the RPZs first. If the City adopted an ordinance that defined RPZs, and if they were able to remove the non-resident parkers from the neighborhoods during working and evening hours that might allow the City to view the true need for metered parking, or the need for an additional garage structure. He was intrigued with the idea of the re-zone of the Mendenhall Mall/Vintage Business Park area, both from the approach of developing a Transit Center, and in terms of allowing for more affordable housing. He urged the Commission to pursue the rezone.

Ms. Waterman agreed with the suggestion of hiring a “Transportation Manager,” which also received consensus by the Commission.

Mr. Pusich felt that for the success of the parking program that there would have to be a complete review of all the comprehensive provisions because they all had a cause and affect. He said the FIL was a milestone in keeping the parking program moving forward and appreciated staff’s update, and asked Mr. Lyman to provide copies of the *Parking Standards, Management, and Staff Recommendations* PowerPoint presentation to the PC.

Mr. Lyman said regarding the entire Parking project implementation, he felt it was best to move forward with most of the provisions all at once, however, understanding it was a large project that it might be best as a first step to complete and obtain the RPZ ordinance that would assist in many regards when the other provisions come online, which allowed for those neighborhoods to be ready for them. Mr. Pernula stated that other than the FIL and RPZ ordinances, most of the other items were not directly under the control of the CDD or the PC, such as the largest issue more than likely being if the City moved forward with the metered parking downtown, which was an Assembly action. Mr. Rue asked if the PC would review the Mixed Use re-zones. Mr. Pernula said yes, although the City did not currently have a Mixed Use Zone that was tailored for the outlying areas so they would need to create those. Mr. Rue said they might consider redesigning that entire Mendenhall Mall area, as there was a lot of empty land, whereby a redevelopment might make sense. Mr. Pernula said that suggestion has been in the Comp Plan over the past 10 years. Mr. Lyman said they should consider that the Commission and the

Assembly did take a step allowing redevelopment of locations such as the Mendenhall Mall this past spring when they reduced the parking requirements for retail/restaurants/offices that now allowed for a single parking requirement for malls and shopping centers, and the City no longer had to continually recalculate the parking requirement for the entire Mendenhall Mall every time a shoe store was converted to a restaurant, which assisted in allowing for redevelopment in that area.

XII. DIRECTOR'S REPORT

Juneau-Access Road Project (JARP), Phase II Review

Mr. Pernula spoke to Mel Menzies of DOT about scheduling a public hearing at the 50% level, a workshop at the 75% level, and presenting the Commission a CUP at the 95% level for Phase II of the JARP, which Mr. Menzies agreed to. He said the plans for the 50% level of the JARP Phase II completion would be submitted between October and December 2006, and the PC could expect a public hearing during that time period.

Next Committee of the Whole (COW) Meeting

Mr. Pernula said the next COW meeting would consist of an update to the Comp Plan revisions, along with a housing needs update, which was scheduled for November 21, 2006. Mr. Pusich asked staff to poll the PC the early part of November regarding their availability on November 21, 2006.

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES

Ms. Snow said the Lands Committee recently met, and forwarded to the Assembly an application for excess housing community block grant funds for upgrades, and to perform energy improvements, etc., for low-income housing, and shelters. She said the Committee recommended that the Assembly approve the City accepting a land donation of a lot located near the Mendenhall Mall that was adjacent to Duck Creek. They also reviewed the Auke Lake Motorized Watercraft draft ordinance, which the Committee pulled and forwarded to the Assembly COW for review.

Ms. Waterman reported that she heard a news report that the Public Works Committee recommended the sewer infill of Industrial Boulevard and Mendenhall Peninsula for a CIP.

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS

Mr. Pusich stated that staff provided information to the Commission regarding the Douglas Pavilion that was submitted by the Fourth of July Committee to be located at the Sandy Beach that allowed the band and exhibits to be presented.

XV. ADJOURNMENT

MOTION: – *by Ms. Waterman, to adjourn the meeting.*

There being no objection, it was so ordered, and the meeting adjourned at 9:15 p.m.

MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: June 17, 2011

TO: Planning Commission

FROM: Eric Feldt, Planner
Community Development Department

FILE NO.: AME2011-0004

PROPOSAL: Extend the Parking District-1 overlay boundary.

ATTACHMENTS

Attachment A	Scenario 1 Exp. PD-1 District
Attachment B	Scenario 2 Exp. PD-1 District
Attachment C	Scenario 3 Exp. PD-1 District
Attachment D	Willoughby District Plan Boundary
Attachment E	2008 Comprehensive Plan Map
Attachment F	Zoning District Map
Attachment G	2006 Aerial Photograph

INTRODUCTION

The Community Development Department (CDD) is exploring opportunities to expand the Parking District 1 (PD-1) overlay boundary from the downtown commercial core to the Willoughby Avenue neighborhood. The timing of this proposal coincides with the State Library Archive Museum (SLAM) project and the new draft Willoughby District Land Use Plan.

The PD-1 district significantly reduces the normal parking requirement and incentivizes new development. This memorandum focuses on the area from the State Capitol building to Gold Creek (referred to as the 'neighborhood' in this memorandum). Various sections of the neighborhood have unique development potentials and are represented as three alternative scenarios for PD-1 district expansions. (Attachments A – C)

The City and Borough of Juneau Code states in CBJ §49.10.170(d) that the Commission shall make recommendations to the Assembly on all proposed amendments to this title, zonings and re-zonings, indicating compliance with the provisions of this title and the Comprehensive Plan.

Planning Commission
 File No.: AME20110004
 June 23, 2011
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BACKGROUND

During the past five years, the CBJ Assembly, in response to recommendations by the Planning Commission has been extending the PD-1 district westward toward Whittier Street in recognizing that the new Downtown Transportation Center (DTC), +270 parking space parking garage and bus station, would capture future parking needs and help reduce automobile dependency. With the new Willoughby District Land Use Plan and SLAM (both are discussed later in this memorandum) indicating future development west of Telephone Hill, Community Development Department (CDD) staff finds these projects warrant another review of potentially expanding the PD-1 district boundary.

Parking Districts 1 & 2

The PD-1 & -2 districts provide an automatic reduction to the regular off-street parking requirement, as can be read in italics below.

CBJ § 49.40.210 (d): Superimposed parking districts. There is adopted the parking district map dated June 5, 2006, as the same may be amended from time to time by the assembly by ordinance. The off-street parking and loading requirements set forth in subsections (a) and (c)(2) of this section may be reduced by 30 percent in the PD-2 parking district. The requirements shall not apply in the PD-1 parking district except in the case of the expansion of an existing building or the construction of a new building, in which case they may be reduced by 60 percent.

Therefore, the PD-1 district provides the greatest parking reduction at 60% for new construction or expansion of existing buildings, and a 100% reduction (no parking required) for conversions of existing building space without expansion. The existing boundaries of the PD-1 & 2 districts are shown as a thick black line in attachments 'A' – 'C'. The PD-1 & 2 districts were established to accomplish the following:

- Encourage the re-use of existing buildings that help preserve historic structures and compact building location;
- Reduce large surface parking lots that result in uninviting, dead space for pedestrians and underutilization of valuable downtown land;
- Facilitate the creation of a compact, walkable environment that supports pedestrian movement and social gatherings; and
- Promote the use of existing parking facilities such as public parking garages to efficiently consolidate off-street parking areas.

Willoughby District Land Use Plan

The CBJ Lands and Resources Department and Sheinberg Associates (local planning consultant) are finalizing a new 'Willoughby District Land Use Plan' (Willoughby District Plan) that addresses the development potential for properties along Willoughby Avenue, Whittier Street and Egan Drive from Telephone Hill to Gold Creek for the next 25 years. Attachment 'D'

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illustrates the boundary of this new district. Goals of this plan encourage the redevelopment of this neighborhood into a denser, mixed-use, pedestrian-friendly environment, similar to the downtown core. Another main goal is to relocate and redevelop several existing surface parking lots into parking garages to facilitate the creation of a downtown environment.

Existing Land Use

Properties between the State Capitol building and Gold Creek consist of a mixture of publicly- (CBJ and State of Alaska) and privately-owned land. Several large office buildings and cultural facilities compose the public sector. The majority of the private sector consists of retail, office, food and beverage businesses, recreational facilities, and a moderate amount of short- and long-term housing. Overall, there are many daytime business in this area such as the State of Alaska offices and smaller private offices, Sandpiper restaurant, The Closet (re-sell clothing store), Andrew Hope Building offices, Salvation Army, Miss Scarlet's Flowers, K³ radio station, Good Hardware/ True Value, City and State Museums, etc. The afternoon through evening businesses (or daytime through evening) include Centennial Hall and the Juneau Arts & Cultural Center (JACC), Alaskan & Proud (A&P), Frozen Yogurt, Juneau Bowling Alley, Kenny's Liquor, Prospector Hotel and TK McGuire's restaurant, Alaska Club (JRC). After 5 pm several businesses close and, after 7pm most daytime and some afternoon businesses are closed. During evening hours the neighborhood receives less destination traffic. Most vehicular traffic during this period is on through-traffic on Willoughby Avenue. Many pedestrians also use Willoughby Avenue to reach bus stops and other destinations.

The large public offices and the Food Land Mall are by far the most intensive uses, bringing hundreds of employees and customers to the area. This creates a spike in traffic volume during the morning and afternoon commutes. The A & P grocery store produces high traffic demand during the lunch period and afternoon commute.

Few residences exist in this neighborhood compared to other areas in the downtown. The large surface parking lots, commercial traffic, and office buildings are evidence of this. A few multi-family houses, single-family dwellings and temporary stay residences (hotels & motels) compose the residential development. This low residential density could be an indicator of specific market forces in the area. However, it is more likely that the primary land owners, who are the CBJ and State, simply do not construct residential development. In an urban, downtown setting, low residential density can often lead to little 'life' on the streets (especially during evenings and weekends) that has an effect on pedestrian atmosphere. The subject neighborhood is unique in that it is located between the commercial core and the Casey-Shattuck neighborhood, near a transfer bus station, and close to the Douglas Bridge, which all contribute to high foot traffic during evening hours.

Pedestrian activity is the highest during commute times, especially during the afternoon period. When offices in the area close and the afternoon commute ends, some of the large parking lots become empty blank sections of the neighborhood. These parking lots are uninviting for pedestrians. Adding new housing and relocating these parking spaces into a garage while

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redeveloping the surface lot are two ways that could facilitate additional pedestrian activity. This would make the area more attractive for new commercial businesses and cultural facilities.

Parking

Vehicular parking is by far the dominating feature of the neighborhood. There are a few parking garages in the area (SOB garage and the DTC), and several large surface parking lots. The SOB garage quickly reaches capacity with state employees, while the DTC always has available spaces, as its use is not free. The parking lot in front of the A & P grocery store is open for customers and usually has available space. This parking lot, however, is dedicated to the businesses in the strip malls, and therefore, has high turnover. Large surface parking lots cover most of the landscape in the neighborhood and create a very auto-centric feel, more akin to suburban development. Most of these lots are assigned to state workers during the day, and later become available for public use during the evenings and weekends. Some smaller lots in the neighborhood have become assigned for specific users due to the high parking demand in the area.

Due to the lack of interconnecting pathways between parking lots and buildings, pedestrians must navigate around other parked cars and moving vehicles to reach their destination. This creates an unsafe situation for both pedestrians and drivers. The existing sidewalks along Willoughby Avenue, Whittier Street and Egan Drive only provide linkages around the blocks. Interior pathways do not exist. Creating interior pathways that separate pedestrians from vehicles that would connect to buildings would greatly improve the safety of pedestrians and vehicles, and decrease automobile dependency. Relocating the surface parking spaces into new parking garages would reduce some of the auto-centric feel of the area.

Anticipated Development

Significant development is anticipated in this neighborhood in the next ten years, such as a new State Library Archive Museum building, expansion of Centennial Hall and the JACC, restoration of Gold Creek, a new parking garage next to the Federal Building and improvements to existing streets and sidewalks. These future projects will help spur additional development and take advantage of the PD-1 parking discount and reduce development costs.

The Willoughby District Plan hopes to promote a build-out scenario of 350-400 new residential units (condominiums and apartments), 150,000 square feet of new commercial space, +100,000 square feet of new office space, 300,000 square feet of new mixed use buildings (commercial, office, residential buildings), and +300,000 square feet of new civic, art, or cultural uses in the next 25 years. The new off-site parking spaces generated for these uses would amount to a small increase beyond what exists due to the assumed PD-1 expansion overlaying the entire Willoughby District Plan and additional parking reductions through creating new parking bonuses. These bonuses are explained in the plan.

A significant amount of new parking would be required using the regular parking requirement for calculating new retail, restaurant, office and residential uses (see Compliance with CBJ Land

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Use Code). This would greatly increase development costs and limit development growth. Alternatively, by expanding the PD-1 district to the boundaries of the Willoughby District Plan, the full build out could be reached more easily.

State Library Archive Museum project (SLAM)

A proposal to replace the entire State of Alaska museum with a new larger building is anticipated in the next several years, called the State Library Archive Museum project (SLAM). Designs for this project are still in preliminary form and have not been released for permitting. However, CDD staff had the opportunity to review the preliminary designs for compliance with the Land Use Code, including the parking requirement. The new larger building will require more spaces than the existing building's parking requirement. If the PD-1 district was expanded to this site, the parking requirement would be greatly reduced. This could help facilitate the museum's goal of creating a larger space for the public.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

2008 Comprehensive Plan

The 2008 Comprehensive Plan designates all properties in the area as Mixed Use (Attachment E). This land designation is defined below.

Mixed Use

These lands are characterized by high density residential and non-residential land uses in Downtown areas and around shopping centers, the University, major employment Centers, and public transit corridors, as well as other areas suitable for a mixture of retail, office, general commercial, and high density residential uses at densities ranging from 18 to 60 residential units per acre. Residential and non-residential uses could be combined within a single structure, including off-street parking. Ground floor retail space facing roads with parking behind the retail and housing above would be an appropriate and efficient use of the land.

The Comprehensive Plan encourages buildings to have several different uses within them to maximize the value of the property and add diversity. This can facilitate a 'live-work' situation where those living in the building could also work in the same building or neighborhood. Privately owned properties are more likely to be redeveloped into a live-work atmosphere, than publicly owned parcels.

The following elements of the Comprehensive Plan are germane to this proposal:

Design on a Human Scale

Compact, pedestrian- friendly communities allow residents, workers and visitors to walk to shops, services, cultural venues, and jobs, reduce traffic congestion and improve people's health. Commercial space should face the street and should mimic a traditional Main Street development pattern with clear display windows, multiple entrances, all weather canopies and seating areas. There should be no blank walls facing public streets or walkways. Parking should be provided in the rear of structures with access roadways

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limited to side streets. Pedestrian pathways should be well- lit and protected from rain and snow.

Provide Choices

People want variety in housing styles and size and want conveniently accessible shopping, recreation, entertainment, transportation and employment. A variety of pedestrian-friendly uses create dynamic neighborhoods and accommodate residents in different stages of their lives. Residential densities should be a minimum of 10 dwelling units per gross acre of land within the development with higher densities of 30 to 80 units per acre encouraged. These densities facilitate the efficient provision of frequent transit service, convenient shops and services, affordable development, and help create vibrant street life.

POLICY 5.3. IT IS THE POLICY OF THE CBJ TO MAINTAIN AND STRENGTHEN DOWNTOWN JUNEAU AS A SAFE, DYNAMIC AND PLEASANT CENTER FOR GOVERNMENT AND LEGISLATIVE ACTIVITIES, PUBLIC GATHERINGS, CULTURAL AND ENTERTAINMENT EVENTS, AND RESIDENTIAL AND COMMERCIAL ACTIVITIES IN A MANNER THAT COMPLEMENTS ITS RICH HISTORIC CHARACTER AND BUILDING FORMS.

Implementing Actions

5.3.IA1 Encourage new high-density residential development as in-fill housing above ground-floor commercial space or as adaptive re-use of historic commercial or other non-residential buildings. Encourage development of housing for residents who would not own or need to park automobiles in the Downtown area, such as student, elder and Downtown workers. Encourage Single-Room-Occupancy (SRO) units, loft-style housing and live-work space in the Downtown area.

5.4.IA2 Expand the Centennial Hall Convention and Civic Center facilities as needed in coordination with a combined or separate performing arts complex within a cultural campus area of Downtown Juneau generally bounded by Gold Creek, Willoughby Avenue and Egan Drive. This cultural campus would provide a much-needed venue for arts and cultural performances for residents and summer visitors to enjoy as well as additional exhibition and meeting space for events, conventions and meetings held at Centennial Hall and additional space for Legislators, staff and visitors to the Capital City.

POLICY 10.2 IT IS THE POLICY OF THE CBJ TO ALLOW GREATER FLEXIBILITY AND A WIDER RANGE OF CREATIVE SOLUTIONS IN RESIDENTIAL AND MIXED USE LAND DEVELOPMENT WITHIN THE URBAN SERVICE AREA

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POLICY 10.13 IT IS THE POLICY OF THE CBJ TO PROVIDE FOR MIXED USE DEVELOPMENT THAT INTEGRATES RESIDENTIAL, RETAIL AND OFFICE USE IN DOWNTOWN AREAS, SHOPPING CENTERS, ALONG TRANSIT CORRIDORS, AND IN OTHER SUITABLE AREAS.

Standard Operating Procedure

10.13.SOP1 Maintain a category on the Comprehensive Plan Land Use Maps and the Zoning Maps that allows high density residential and retail and office uses as mixed use developments. Provision of public transit services to mixed use developments would justify lower parking requirements, particularly for housing to be occupied by students, seasonal workers, the elderly and/or mobility-impaired persons.

POLICY 10.14 IT IS THE POLICY OF THE CBJ TO RESERVE SUFFICIENT LANDS AND FACILITIES TO SUPPORT THE STATE CAPITAL FUNCTIONS IN DOWNTOWN JUNEAU, INCLUDING THE PROVISION OF ADEQUATE TRANSPORTATION, HOUSING, COMMERCE, COMMUNICATIONS SERVICES, CULTURAL AND ENTERTAINMENT ACTIVITIES AND OTHER SUPPORT SERVICES.

Implementing Actions

15.1.IA2 Promote the development of a Juneau Performing Arts Center in Downtown Juneau to provide venues for live performances, visual arts, receptions, public meetings, and convention-related presentations.

15.1.IA3 Support the concentration of arts, entertainment, dining, museum and cultural activities and venues as a cultural campus that integrates such things as artists workshops, housing, and joint-use parking in the area of Downtown Juneau near the Capitol Complex.

Overall, the Comprehensive Plan encourages the development of mixed use buildings, expansion of the State Capitol Complex, creation of new high-density housing, and expansion of cultural arts facilities. The PD-1 overlay is one of many tools that can help facilitate this type of development.

COMPLIANCE WITH CBJ LAND USE CODE

The off-site parking and loading regulations are located in Title 49, Land Use code under 49.40.210. The Zoning District map indicating the zoning of the neighborhood. See attachment 'F'. Listed in the table below are the most common land uses in the downtown area. The associated parking requirements with and without the PD-1 reductions are also shown. The commercial uses are based on gross floor area.

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Table 1: Parking Requirements

		Current Parking Req.	PD-1 Parking Requirement
Land Use			60% Reduction
Retail		1 space per 300 SQ FT	1 space per 750 SQ FT
Restaurant		1 space per 200 SQ FT	1 space per 500 SQ FT
Office		1 space per 300 SQ FT	1 space per 750 SQ FT
Residential			
Single Family		2 spaces	.6 spaces; rounds to 1 space
Apt. 1 Bedroom		1 space	.3 spaces
Apt. 2 bedrooms		1.5 spaces	.45 spaces
Apt. 3 & 4 bedrooms		2 spaces	.6 spaces

There is a significant reduction in the number of parking spaces required under the PD-1 Parking Requirement column.

The neighborhood currently falls under two zoning districts: Mixed Use (MU) and Mixed-Use 2 (MU-2). Though both districts permit the development of diverse uses within buildings, and the MU-2 district encourages additional residence development

Parking District Expansion Scenarios

Both public and private land ownerships are well represented in the area, and have varying development potential and parking needs. Based on land ownership and development potential, CDD staff created three different expansion areas, labeled Scenarios 1 – 3 under attachments ‘A’ – ‘C’. Each scenario is discussed below.

Scenario 1 (Attachment A)

This area covers three blocks: 1st Block: From the State Office Building (SOB) east to Seward Street incorporating many State of Alaska office buildings; 2nd Block: From the SOB west to Whittier Street incorporating State and City property; and the 3rd Block: All properties between Willoughby Street and the drainage ditch behind the State Museum. Most of the land in this scenario is under State of Alaska and CBJ ownership, with a few privately owned parcels. The PD-1 district would facilitate growth of the Capitol

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complex and help retain State offices in Juneau. This is strongly endorsed by the 2008 Comprehensive Plan. Staff was informed that many State departments provide 1 parking space for each employee. This results in more parking spaces than what is required as the minimum in the Land Use code. Because of this fact, the PD-1 may not have as strong of an influence for redeveloping some State land, as compared to the few privately owned properties in the area. However, with private property located adjacent to State buildings, some commercial uses could take advantage of the PD-1 parking reduction during future expansions. Further, commercial uses may rely on attracting nearby State office workers as customers.

Scenario 2 (Attachment B)

This area covers all properties under Scenario 1 plus the parcels between the State Museum and Gold Creek to the west. Property in this new block is all privately owned, and therefore, would react to pressures from the market forces. Retail in this area has been changing most frequently and is heavily influenced by the market. These properties would have a high redevelopment potential if located in the PD-1 district.

Scenario 3 (Attachment C)

This scenario includes properties in Scenario 1 & 2, and would match the boundary of the Willoughby District Plan and closely match the 2008 Comprehensive Plan Mixed Use land use designation boundary. This expansion is ideal because the PD-1 district would help meet the goals of the Willoughby District Plan and Comprehensive Plan by facilitating denser development without requiring high parking requirements. This scenario differs from the first and second scenarios by incorporating properties on the north side of Willoughby Avenue such as the Salvation Army site, Fireweed Home, Indian Village, Andrew Hope Building, State Farm Insurance office, Bowling Alley, and the Juneau Economic Development Council (JEDC) strip mall. The State Capitol complex and other nearby state and city buildings are incorporated to aid in the growth of the State Capitol, as encouraged in the Comprehensive Plan.

49.70.900-49.70.1097 COASTAL DEVELOPMENT, HABITAT, AND WETLANDS

This section of the Land Use code is not germane to this proposal.

ALASKA COASTAL MANAGEMENT PROGRAM (ACMP)

Not applicable. This project does not require a state-coordinated ACMP review.

Discussion

As stated earlier, each of the three PD-1 expansion scenarios benefit specific users whom have different redevelopment needs.

Scenario 1 overlays mainly public property. This scenario would facilitate Capitol complex growth, as encouraged by the Comprehensive Plan. Some of these properties are expected to be redeveloped in the near future, and would benefit from having a reduced parking requirement. As

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stated earlier, these properties are not likely to react to market forces in the same fashion as privately-owned land. Also, many State departments must provide parking for their employees, often much higher than the minimum parking requirement. Therefore, the significant parking reduction may not be fully taken advantage of in this scenario alone, but does offer some development incentive.

Scenario 2 would overlay all properties in scenario 1 and a large block of private property that could greatly benefit from parking reductions. This would meet the goals of the Willoughby District Plan, but would not cover the entire boundary of this plan. In turn, Willoughby Avenue would define the PD-1 district line and create the “other side of the tracks” feel, where one side does not have the same benefits of the other side. Properties on the north end of Willoughby Avenue would feel some effects from development on the other side of the road, but could not use the same parking requirement reduction to complement adjacent development.

Scenario 3 enlarges the previous scenarios to match the boundary of the Willoughby Plan including the entire traditional Village site and reaches more of the Mixed Use boundary of the Comprehensive Plan. This would encourage more new and re-development of land areas where mixed-used, high density housing is preferred.

Taking no action would continue the normal parking requirement for downtown buildings that has proven ineffective in facilitating mixed-use, high density development.

Findings

Based on the Comprehensive Plan, Land Use Code zoning map, and draft Willoughby District Land Use Plan, staff finds scenario 3 being most favorable for the PD-1 district at this time.

During the required public noticing for this proposal only property owners under scenario 1 were notified. This reflects a previously preferred area for expanding the PD-1 District. If the Commission favors Scenarios 2 or 3, staff would send out a second public notice to those additional property owners and schedule this proposal for a later public hearing for further review.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the Director's analysis and findings and recommends approval to the CBJ Assembly to extend the existing PD-1 parking district as shown under Scenario 3 (Attachment C). As stated above under ‘Findings’, if Scenarios 2 or 3 are preferred, staff will reschedule this proposal to a later meeting to expand the public noticing to additional property owners.

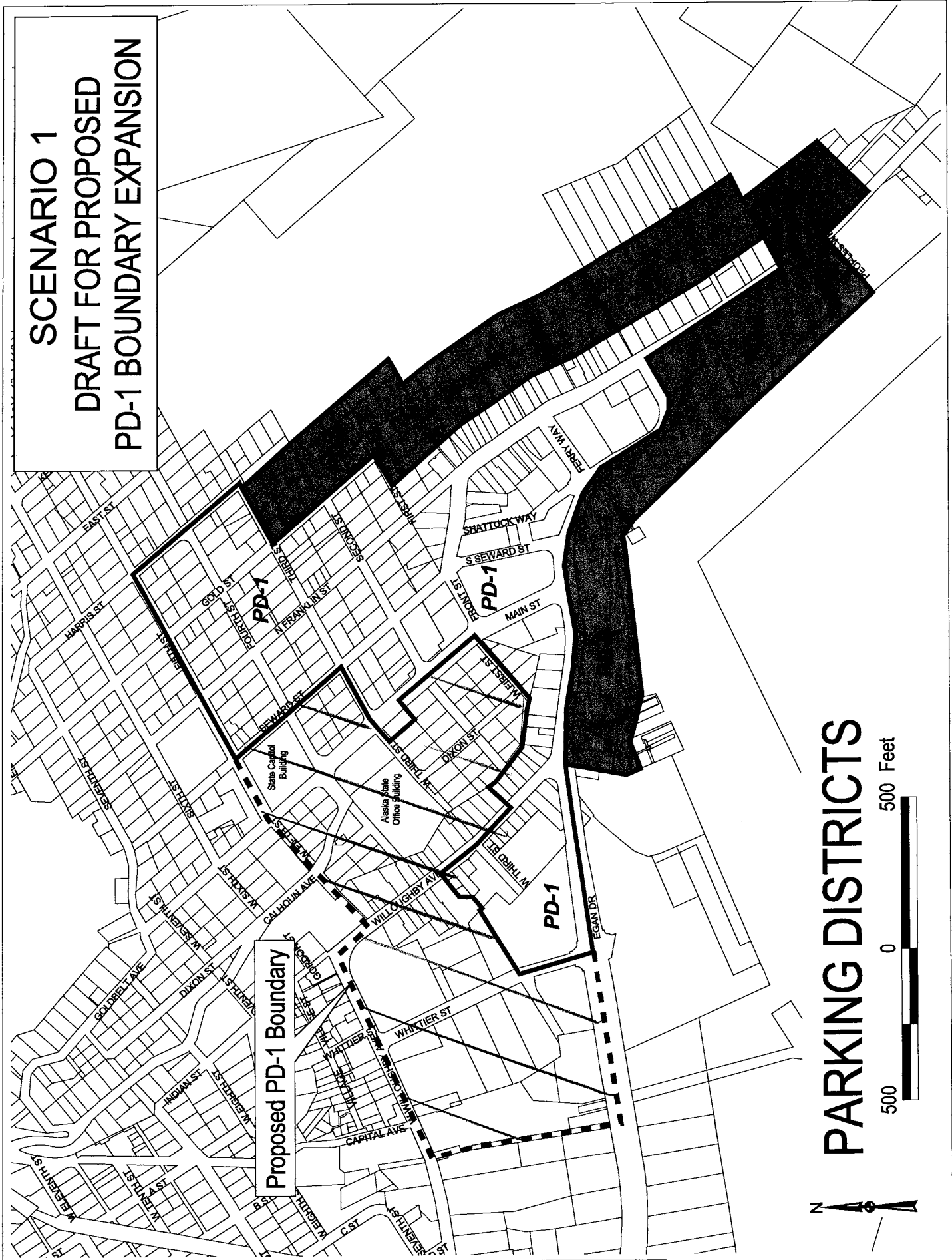
**PROPERTY OWNERS PLEASE NOTE:**

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

If you have questions, please contact Eric Feldt at 586-0764 or email: eric_feldt@ci.juneau.ak.us

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Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.

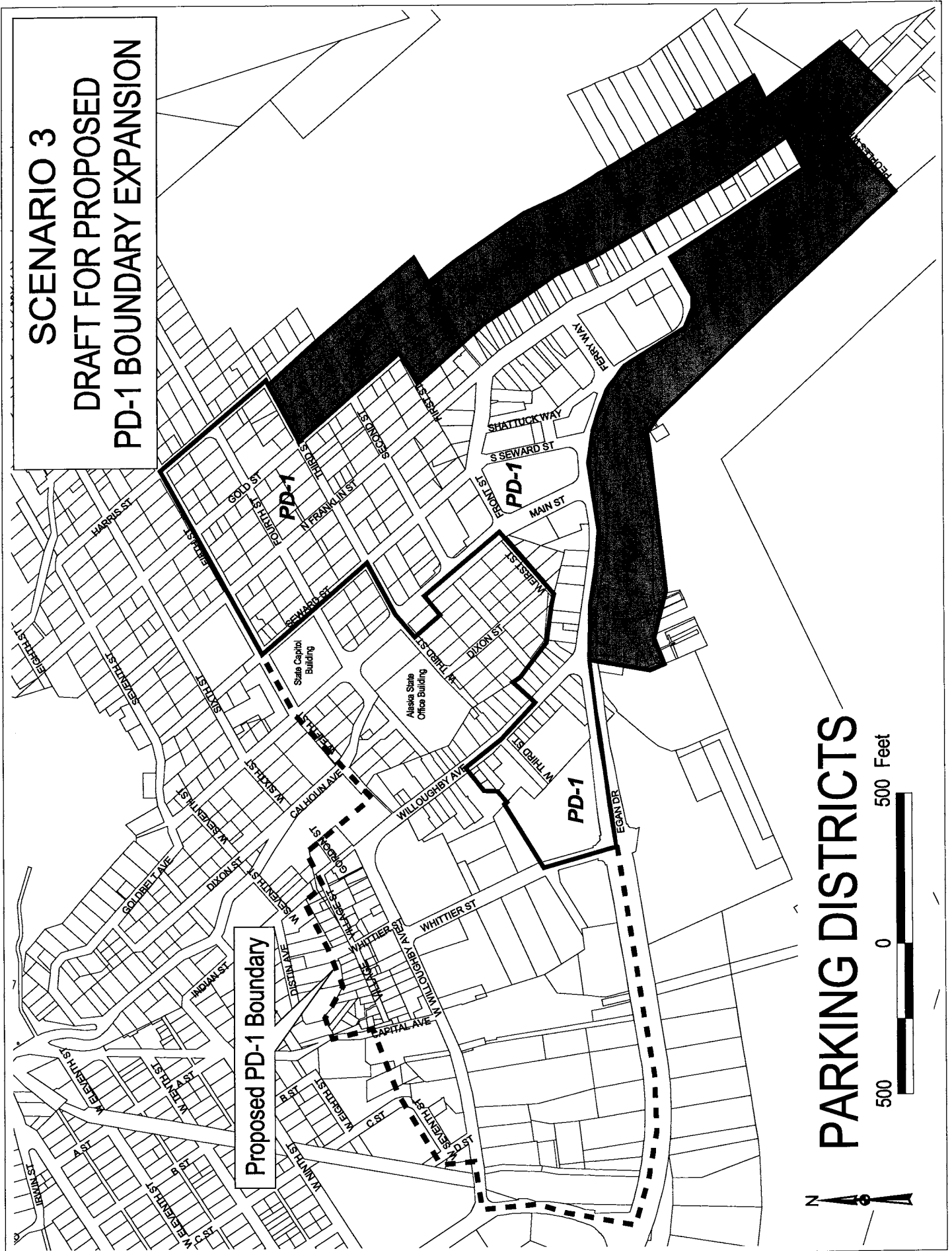


SCENARIO 2

DRAFT FOR PROPOSED

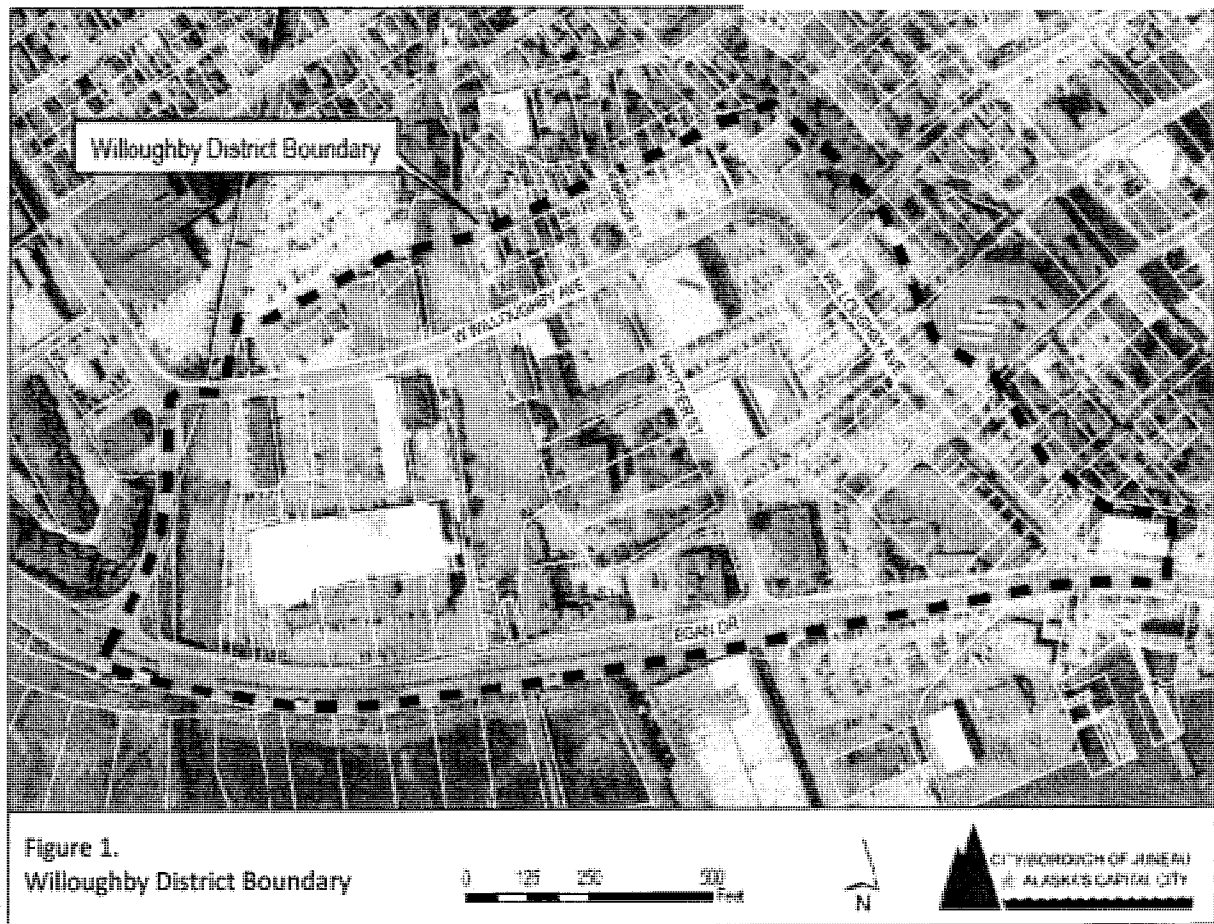
PD-1 BOUNDARY EXPANSION



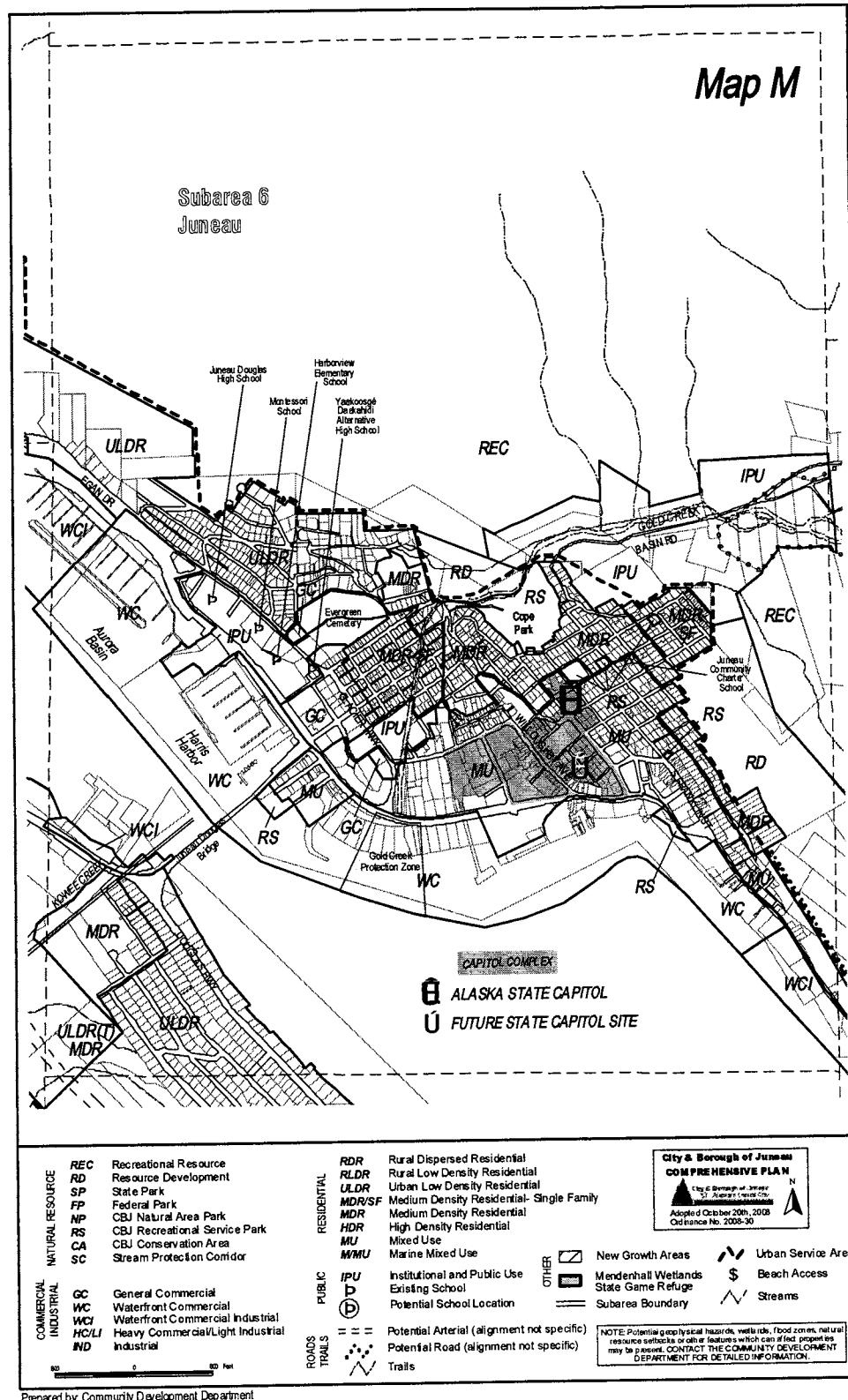


1.1 Willoughby District Boundary

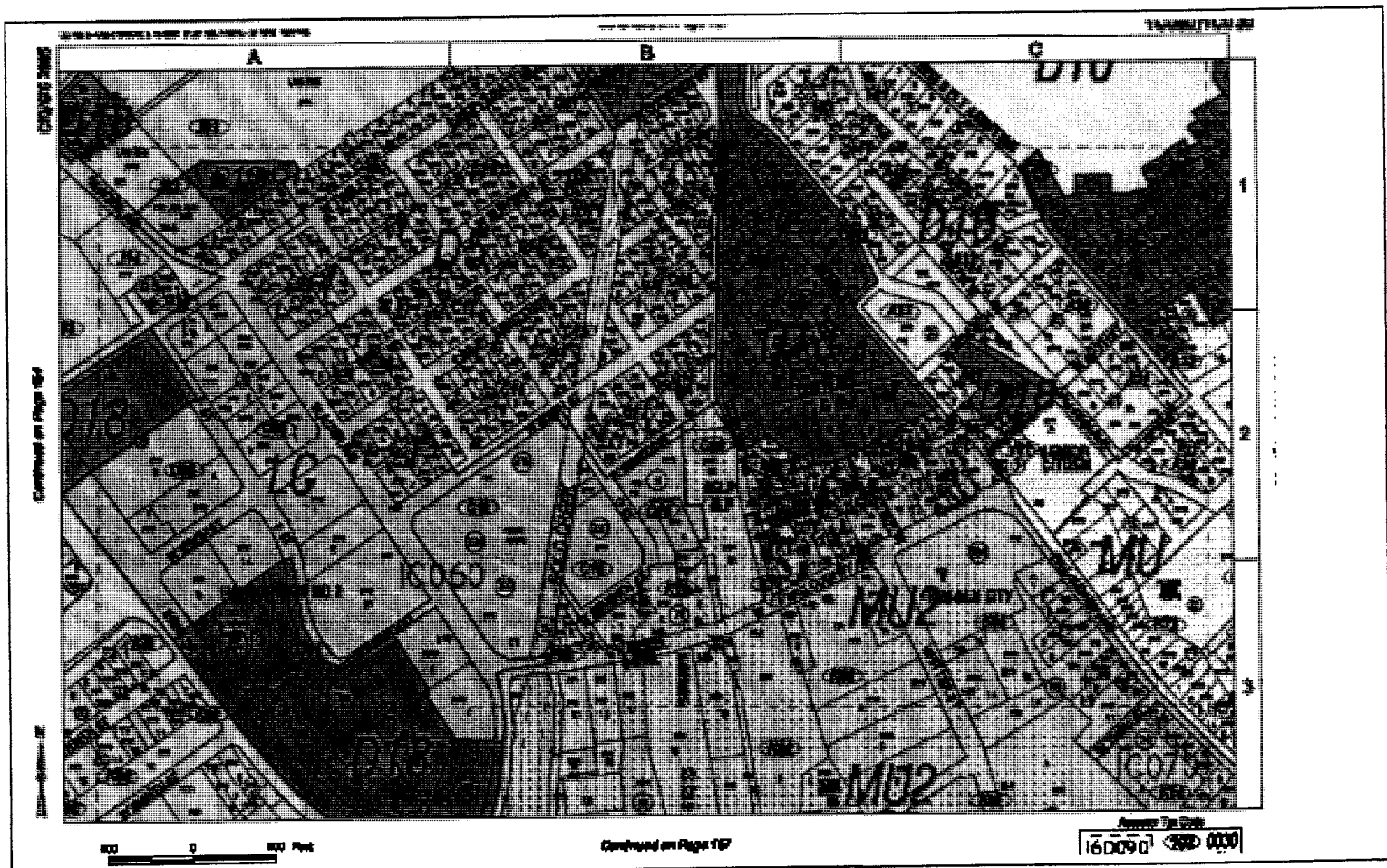
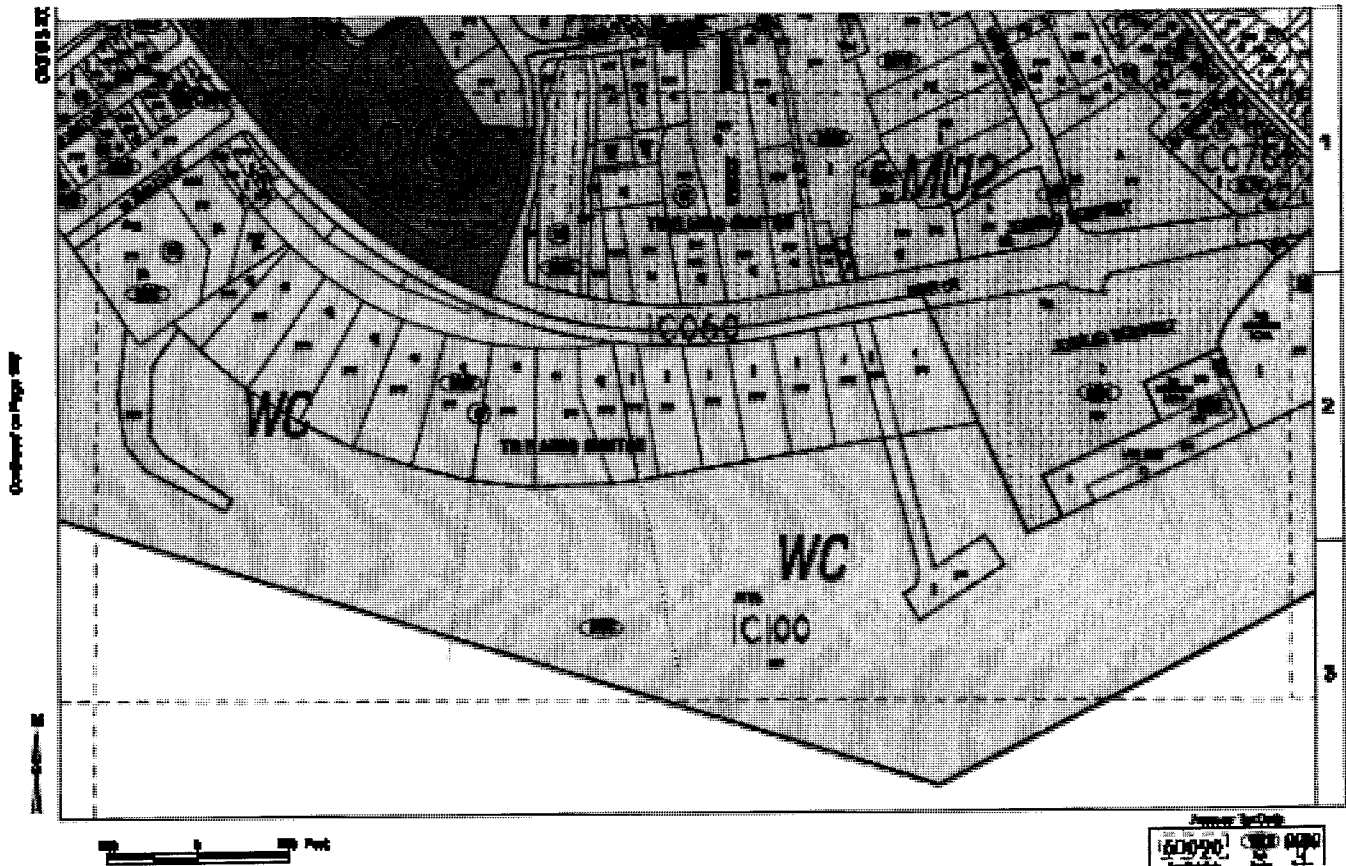
The Willoughby District is the area bounded by Gold Creek, Egan Drive, Willoughby Avenue, and Village Street.



Aerial photo taken June 2006



Map M





MINUTES

PLANNING COMMISSION CITY AND BOROUGH OF JUNEAU Maria Gladziszewski, Chair

REGULAR MEETING June 28, 2011

I. **CALLED TO ORDER**

Chair Gladziszewski called the regular meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held in the Assembly Chambers of the Municipal Building, to order at 7:00 p.m.

Commissioners present: Marsha Bennett, Dennis Watson, Nicole Grewe, Benjamin Haight, Frank Rue (via teleconference), Dan Miller, Maria Gladziszewski

Commissioners absent: Nathan Bishop, Michael Satre

A quorum was present.

Staff present: Dale Pernula, CDD Director; Greg Chaney, Eric Feldt, Beth McKibben, CDD Planners

II. **APPROVAL OF MINUTES** - None

III. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS** - None

IV. **PLANNING COMMISSION LIAISON REPORT** - None

V. **RECONSIDERATION OF THE FOLLOWING ITEMS** - None

VI. **CONSENT AGENDA** - None

VII. **CONSIDERATION OF ORDINANCES AND RESOLUTIONS** - None

VIII. **UNFINISHED BUSINESS** - None

IX. **REGULAR AGENDA**

Chair Gladziszewski announced that Conditional Use permit (CUP), USE2011 0011, application for a dirt bike track and training facility was withdrawn.

AME2011 0004

Expansion of the Parking District – 1 overlay boundary.

Applicant: CBJ

Location: Downtown (Willoughby, Dixon, Capital Complex, SOB, Whittier)

Staff report

Mr. Feldt said the Parking District 1 (PD-1) and 2 (PD-2) are overlay boundaries in downtown Juneau. PD-1 offers the greatest reduction to off-street parking and loading regulation at 60% for new or expanded buildings and 100% for renovation of existing buildings. The PD-2 overlay boundary offers less of a reduction at 30%. The existing land uses include retail with a current parking requirement of one space per 300 square feet. Under the PD-1 parking requirement, it offers a 60% reduction for new or expanded buildings of one space per 750 square feet. Therefore, if buildings were not revised on the exterior the parking requirement would be waived, which provides large savings to developers. This also offers several benefits to the neighborhood, such as encouraging the re-use of historic and non-historic buildings, and it would eliminate or minimize the opportunity for a developer to demolish important downtown buildings to install parking. In addition, this would reduce the creation or expansion of large surface parking lots, which in the downtown area would be an under utilization of high-value land. Further, this could facilitate the creation of compact buildings and space in downtown to create greater pedestrian movement with buildings being closer together, including mixed uses within buildings which promotes use of existing parking facilities. There are two parking garages in downtown open to the general public: the Marine View Parking Center and Downtown Transportation Center (DTC). The latter contains a bus station, which provides a mass transit system throughout downtown and other areas of the borough.

He referred to Scenario 1 (attachment A), stating that the yellow area signifies the PD-1 overlay, and the orange is the PD-2 area. He referred to a 2008 CBJ Comprehensive Plan (Comp Plan) map (attachment E), stating that the Mixed-Use (MU) designation is shown in the red area, which is similar to the Zoning District Maps, and the yellow area is designated as MU as well. MU permits have varied uses in individual buildings or within different buildings on the same lot to encourage compact development, increased walk ability in the area, and it recognizes downtown is a core between residential and commercial industry. This provides the most appropriate and best use of high-value land.

He connected two zoning maps of downtown to overlay in attachment F, which is shown in two parts. Currently, a draft Willoughby District Land Use Plan (WDLUP) recommends guidelines to encourage MU development, minimization of new surface parking lots, and the creation of new parking garages, which mirrors many recommendations in the Comp Plan and zoning district MU designation for the Willoughby area. The draft WDLUP was created with an assumption that the PD-1 would be expanded westward towards Gold Creek, along Egan, and north of West Willoughby Avenue. If the PC desires to recommend in favor of expanding the parking district to the full boundaries of the plan, the assumptions based in the WDLUP would be correct, and this would facilitate certain types of growth the plan calls for.

The State Library Archive Museum (SLAM) project is in the conceptual phase, which would remove the existing museum building for a new three-story building over 100,000 square feet. Some of the new SLAM uses include an auditorium, office, library, and museum. The SLAM would require over 200 parking spaces either in a new parking garage that would be rather costly, or a new surface parking lot that the draft WDLUP strongly discourages because it would create an uninviting dead space to pedestrians. Under PD-1, the 200-space requirement would be drastically reduced, and take up much less land dedicated to parking. Right now, the area from Willoughby to Egan consists of many surface parking lots that are uninviting to pedestrians. These parking areas are dead zones that do not add to the pedestrian feel, as compared to what the downtown commercial core. Chair Gladziszewski asked how many parking spaces would be

required in the PD-1. Mr. Feldt said about 80 or less, but the SLAM project is still in the conceptual phase.

Staff created three different expansion areas labeled Scenarios 1 – 3 under attachments A, B, and C, and stated that:

- Scenario 1 overlays primarily public, state, and city land, which encompasses the State Capitol complex, the City and State Museums, and various state offices. These uses would not react to the market industry as quickly as a private landowner might if they based their investment goals on what the industry calls for. The State Capitol complex is recommended in the Comp Plan to be an area of significant growth in downtown, and providing parking discounts for this area would ease construction burden and allow the expansion of growth to take place much easier. Therefore, staff indicated that this area should have a low to medium benefit in the parking district, as many state workers already have parking spaces. Even though they might not be specifically designated with names, but their employer is required to provide them spaces. Providing one parking space per employee is a much higher ratio than having one space per 300 square feet of building.
- Scenario 2 encompasses Scenario 1 and the land west towards Gold Creek. This captures Alaskan & Proud, and all the retail and offices in the general area, including the apartment complex along Gold Creek. Since this includes additional privately owned land, the market forces would tend to have an impact as to what type of uses should be provided in those buildings, which would determine how quickly such uses might turn over. Staff indicates that doing so would provide a high reaction of market forces and benefits from being in the PD-1 overlay.
- Scenario 3 is nearly identical to the draft WDLUP. Staff came up with this scenario because ending at Willoughby as shown in Scenario 2 would create an “on the other side of the tracks” feeling. If so, on one side the property owners would have many development discounts, while the other side would not, and development over decades would reflect this outcome. This area could have a high-benefit parking discount, and much of the land is privately owned that would react to market forces.

The public notice provided for this proposal was mailed only to property owners surrounding Scenario 1, which was an earlier recommendation by staff. Therefore, property owners under Scenarios 2 and 3 were not notified, and staff would provide notice to them as well if the PC feels that either of those might be the preferred choice.

Mr. Miller said he is not willing to make a recommendation solely on Scenario 1 without possibly hearing from the public on Scenarios 2 and 3. Mr. Pernula said the PC is reviewing Scenario 1 tonight, which they could provide a recommendation to the Assembly on. Otherwise, another option is if the PC also feels favorable for either Scenario 2 or 3, or both, staff could notify those property owners and schedule a separate hearing on them, and the PC could forward the entire package containing all three scenarios to the Assembly at a future date.

Mr. Feldt continued with the report, stating that in reviewing the benefits to the property owners, staff is recommending Scenario 1 as the chosen area for setting the parking district boundaries. However, should Scenario 2 and/or 3 be preferred over 1, staff would provide public notice to those property owners for a future PC hearing.

Mr. Rue said staff stated that the existing parking garages would take care of the parking requirements, but the draft WDLUP recommends new parking garages in the subject area. Mr. Feldt said the DTC was recommended to be constructed because current parking demand warranted doing so. The draft WDLUP calls for several hundred new residences, offices and other forms of commercial uses, and parking over the next 20 to 25 years. Therefore, the existing DTC does capture a lot of current parking demand, but in the next 20 to 25 years if construction and development in the Willoughby District increases to a certain capacity, additional parking garages are recommended to capture increased parking demand.

Chair Gladziszewski asked how they intend to accommodate and pay for new parking garages in the future if they reduce parking requirements. Mr. Pernula said he views this proposal in a different light in terms of how many spaces would be required with various buildings. What this proposal entails is an expansion of the Central Business District (CBD) where a majority of the buildings have full lot coverage, so people are able to walk to and from them within a very short distance. If they were to require numerous off-street parking spaces on each individual lot, they would end up with many small parking lots with businesses spread out in the area. Instead, with a dense CBD with regional parking lots that serve several blocks, it is much easier for people to locate parking spaces, conduct their business in several different buildings and move on. This actually reduces the parking demand. For example, if Quik Stop had the demand for 10 parking spaces, which was demonstrated over the years for this one business, and there were eight different businesses clustered together where people occasionally patronize them, the actual parking demand created by each of them would be reduced. This is part of the benefit of having a very intense downtown area; it reduces the parking demand due the mixture of uses. There should be a desire to create as much full-lot coverage by the buildings served with a couple large parking garages, rather than individual parking lots on each parcel. This also promotes the use of public transit because the buses would travel to one intense destination rather than an individual driver having to drive between each of those uses. These are real reasons to reduce the parking in a CBD, as this is an expansion of the existing downtown core.

Mr. Rue said the state and the Alaska Mental Health Trust Authority (the Trust) previously discussed the possibility of installing new parking garages in the Willoughby District area to deal with high-density development. He assumes that would eventually have to happen, which is great and he does not have a problem with doing so, but he wonders why the Trust property across Egan Drive was not included in this proposal. Mr. Feldt said a large building was being proposed to house state offices on the Trust site, which did not move forward to construction, but such a use would have taken advantage of the reduced parking requirement. He does not believe the CBJ Community Development Department (CDD) staff heard a whole lot of demand to extend the Willoughby District parking to the former Subport area, but staff could discuss this further with the PC if they wish. He added that is a high-value and large area in downtown, which could potentially facilitate various uses in a MU zoning district. Mr. Watson said he asked a similar question at a Public Works & Facilities Committee (PWFC) last week when Heather Marlow, CBJ Lands and Resources Manager, provided a presentation on this proposal. In addition, Ms. Marlow said they were in contact with the Trust, and at the present time the PWFC believes that the Egan to Willoughby area was where the focus for the parking relaxation would be best served. He encourages the PC to read those PWFC minutes provided at the last PC meeting, which contains additional information on this proposal as well. Mr. Pernula said the Parking District Maps along the waterfront are primarily in PD-2 for a 30% reduction in the parking requirement, not 60% as it would be in PD-1. He believes they need to have some sort of basis for the amount of parking they would require on the waterfront, as opposed to more

intense areas of downtown. Furthermore, this would include that this area should be at the PD-1 or PD-2 standard, which is an aspect staff would have to review. Mr. Rue said he does not believe the PC has to resolve this issue tonight, although the former Subport area could be integrated into the Willoughby District parking area. Mr. Feldt offered to explore that option regarding the pros and cons if they were to do so, and report back to the PC. Ms. Bennett asked if the proposal for a new office building by the Trust is “off the table.” Chair Gladziszewski said this topic could be discussed at the end of the PC meeting.

Public testimony - None

Commission discussion

Chair Gladziszewski said the boundaries on the maps vary among the Willoughby District Boundary, Zoning District, and Comp Plan (attachments D, E, and F), and expressed the desire that they be more similar. While staff is reviewing Scenarios 1 and 2, she encourages them to take these map boundary similarities into consideration before the PC reviews them again. She said one that stood out is in the upper left area, and there might be other areas as well. Mr. Feldt said it appears that the maps of the parking district and Comp Plan boundaries do not follow the route that the zoning district does. The zoning district map boundaries appears to follow rights-of-way and property lines, which would be a better boundary course for the Willoughby District Boundary map to follow as well.

Staff recommendation: That the PC adopt the Director's analysis and findings and recommend approval to the CBJ Assembly to extend the existing PD-1 parking district as shown under Scenario 3 (Attachment C). As stated under ‘Findings’, if Scenarios 2 or 3 are preferred, staff will reschedule this proposal to a later meeting to expand the public noticing to additional property owners.

Commission action

Mr. Miller said he has a problem with the PC taking action solely on Scenario 1 tonight, and he requests that staff provide Scenarios 2 and 3 for the PC to review at a subsequent PC meeting.

Chair Gladziszewski requests staff to provide a re-review of the Scenario 3 map boundaries (attachments D, E, and F) in terms of their idiosyncrasies to be able to properly explain them to the property owners at a later date.

MOTION: *By Mr. Watson, that the PC adopts the Director's analysis and findings and recommends approval to the CBJ Assembly to extend the existing PD-1 parking district as shown under Scenario 3 (attachment C), AME2011 0004, and for staff to explore the idiosyncrasies found among the map boundaries (attachments D, E, and F) to be reviewed by the PC at a subsequent meeting.*

Chair Gladziszewski said Mr. Watson might consider stating in the motion that the PC believes Scenario 3 seems to be a good idea, but they have not heard from the public because the affected property owners have to be notified, and the PC cannot select Scenario 3 until this has been done. She requests that Mr. Watson contemplate withdrawing this motion, and then provide a new motion to continue AME2011 0004 until such public notice is provided.

MOTION WITHDRAWN: *By Mr. Watson.*

MOTION TO CONTINUE: By Mr. Watson, that the PC continues AME2011 0004 to extend the Parking District-1 overlay boundary to a subsequent PC meeting until staff provides notice to affected property owners per Scenario 3.

Mr. Watson said he feels Scenario 3 is the best plan because of his advantage over the review process when the PWFC was provided more information to justify this option.

There being no objection, it was so ordered and AME2011 0004 was continued to a subsequent PC meeting.

USE2011 0009

Add four mobile home spaces to Creekside Park for a 95-space mobile home park; close existing road from Belardi Drive to internal street and extend internal street to Alaway Ave.

Applicant: Coogan General LLC

Location: Glacier Highway (Lemon Creek area across from Davis)

Staff report

Ms. McKibben said the CUP request is to expand and modify the Creekside Mobile Home Park to add four mobile home spaces, and roadway changes. Currently, the mobile home park is made up of 91 spaces. There is a long permitting history with multiple applications for expansions, denials, reconsiderations, appeals, and various aspects. In 1977, an expansion was approved specifically addressing playground areas. The last CUP application was completed in 1981. The area is accessed off of Old Glacier Highway onto Bellardi Drive. She referred to an aerial photograph of the site as it exists today. The proposal would close off an internal unnamed street off of Bellardi Drive and extend it to connect with Alaway Avenue. The closed connected area would be converted to two mobile home spaces (68B and 78B). Two more mobile home spaces would be added (71B and 72A) by eliminating undeveloped park space where a basketball court now exists. The site is 14.99 acres zoned D-5. The only staff recommendation is that the roadway be closed and a 5' wide pedestrian pathway be installed to provide internal circulation within the development, which is also provided as a Development Guideline in the Comp Plan. Staff recommends the PC adopt the Director's analysis and findings and allow the development of four mobile home spaces, and roadway changes, subject to the outlined condition. She forgot to mention a comment was provided from Stan Marston to the PC as a Blue Folder item regarding the location of mailboxes in the area. Chair Gladyszewski stated that an email was also provided in the packet regarding the locations of the playgrounds in the area (attachment A). Ms. McKibben stated that the last page of the CUP application lists the proposed improvements to the playground areas. Three playground areas are designated on a plan. One proposed playground area to the south consists of open green space. The one off of Glacier Highway has green space as well, and the other to the west consists of what used to be a basketball court, which would be turned into two mobile home spaces. She said it is not specified as to where the improvements to the playgrounds would take place, but placing a playground adjacent to Old Glacier Highway might pose concerns.

Public testimony

[Applicant not present.]

Mike Tagaban, 6260 Alaway Ave. #28, said he resides adjacent to the subject site. Per the notice, he said the property owners believe the subject site would run through Mountain Meadow Estates owned by Lacano Investments, but after reading through packet he found this is not the

case. He has performed public safety duties for many years and has concerns with the proposed cul-de-sac area being converted to a throughway to Alaway Avenue, which is near a greenbelt area. If the applicant were to do so, people exiting onto Alaway Avenue from the internal unnamed street could pose safety hazards where many children ride their bicycles. He is not against development, but a better plan should be devised in terms of traffic flow to improve the sight distance from the roadway proposed in this area because mobile homes were placed very close to Alaway Avenue, and he is concerned regarding the proposed flow of future traffic. In addition, the roadway is very narrow, which makes emergency and vehicle access very difficult, especially in the winter because of snow removal and build up issues that most private property owners face. He also opposes the proposed playground near the green belt area along the hillside adjacent to Old Glacier Highway.

Lisa Marie Tourtellot, #79 Creekside Park, said she resides at the corner of Bellardi Drive and the internal unnamed street. The applicant is proposing to close the internal street to install two mobile home spaces. She realizes the site plan indicates the road is 40' to 45' wide, but the actual paved area is only 25' wide. She understands there are setback and right-of-way requirements, but in viewing the actual plan of the width of the roadway Ms. McKibben provided, it shows that the roadway would encroach into an existing area.

She understands that the CBJ desires and has the ability to promote affordable housing, but it is very easy to cram in a couple more mobile home spaces into high-density residential areas, which in this case would take away from the quality of living. With this proposal, the neighbors on the proposed mobile home spaces would be very close to her residence. She said the applicant explained that they would install fencing to provide adjacent residents privacy. Privacy is a good, but the installation of fencing would mean that residents would be more sheltered and cut off from neighbors and that would not be a good, especially in this mobile home park. Instead, they should prevent residents and others visiting from the community to freely travel throughout this area. Even though JPD initially stated that they would use Alaway Avenue, they actually use Bellardi Drive instead, and by closing the internal unnamed street the police officers would no longer be able to view this area while driving by. She does not like this because it is important for the police officers to be able to do so for public safety reasons.

She said the applicant is proposing to install a 25' by 45' mobile homes in each of the two spaces near her residence, including the other spaces adjacent to the basketball court, not singlewide mobile homes. This means that these mobile homes would be very close together.

She said an email she provided to the PC mentions drainage issues in this particular area. She explained that currently on a very heavy rain day, the internal unnamed street drainage issues cause large puddles of water to obscure the roadway, which backs up onto Bellardi Drive. Her driveway is crumbling because it is on this corner. She would like the PC to provide a condition requiring the applicant to deal with drainage issues. She explained that the property owner places pavement over existing fill on lots before they install mobile homes, which causes rainwater to runoff onto other surrounding lots and the roadway. In the wintertime the water freezes, which makes it fairly dangerous for people traveling through the area.

She does not have children, but she interacts with them in the neighborhood, and therefore recommends the PC reconsider the corner playground area adjacent to Bellardi Drive and Old Glacier Highway. That particular area is the busiest intersection in the neighborhood, and she requests the PC require fencing to be installed to prevent children from accessing Old Glacier

Highway and other roadways. The mailboxes are located directly across from the playground, and the proposal would re-route traffic very near this playground area, which would not be good. The other triangular-shaped playground area is in a good location because it is not used for anything at this time, and it would allow people to keep a close eye on their children.

She has many friends in the fire department, and assures the PC that they are able to maneuver fire trucks in the area. She assumes however that it might force more traffic from the internal unnamed street that has speed bumps onto Alaway Avenue because no one wants to go over them, especially drivers of low riding vehicles. She agrees with Mr. Tagaban that the area where the applicant is intending to provide future access onto Alaway Avenue is where the sight distance would be minimal for drivers exiting onto Alaway Avenue. Many children play there because they go across Alaway Avenue to access creek areas where ponds were dredged. In addition, when the applicant adds more housing in Mountain Meadow Estates it would increase traffic, and she is concerned about safety of the children on the roadways.

Mr. Watson asked if a fence was installed along Creekside Park adjacent to the roadway. Ms. Tourtellot said yes, and drainages were also installed off of Alaway, which includes the fence that separates Mountain Meadows Estate and Creekside Park.

Mr. Pernula said one of the recommendations was to install a 5' pathway through the area. He explained that if this is not done, once the internal unnamed street is closed off the area would be blocked from pedestrian access with no pathway. Ms. Tourtellot said when Ms. McKibben met with her, she spoke of this stating that it is a good idea. However, what she suspects would happen is the people who reside along that pathway would install fencing adjacent to it because they would not want trash blowing in their yards, etc., but doing so would turn that area into an unsafe and unwelcoming corridor for people to be in. She explained that most every homeowner installs fences along their property lines as soon as another residence gets too close to them. Her residence is probably one of the few that does not have a fence, except on one side.

Public testimony was closed.

Commission discussion

Mr. Rue asked if the PC is able to add conditions regarding the playgrounds. Ms. McKibben stated that a permit issued in 1977 required 16,000 square feet of "meaningful playground" area per the code at the time. The current code requires 200 square feet of playground, but it does not specify that playgrounds have to be developed. Therefore, that previous permit allowed them to have less than the required area of playground per mobile home spaces that they were permitted, but they never actually constructed all the mobile home spaces proposed. The 1981 CUP was when they added more mobile home spaces, but that permit did not require any new additional playground area, and it stated that all the conditions were met, which leads one to believe all the meaningfulness to the playgrounds that were required in the 1977 permit were installed. The residents informed her that a basketball court was installed in the eastern area she mentioned earlier. However, the applicant no longer wants to retain the basketball court due to insurance purposes, which is why they listed the proposed playground improvement items for the other playground areas. The current code does not specify that there has to be improvements to the playgrounds, but it does state that there has to be 200 square feet of playground area per mobile home space. Chair Gladziszewski said the applicant is proposing to install mobile home spaces in the basketball court area, so what additional square footage would be required of playground area due to this. Ms. McKibben said for the 95 mobile home spaces the applicant is seeking,

they would have to provide 19,000 square feet of park space. The site plan in the staff report shows about 19,336 square feet of total designated playground area, with the triangular-shaped area consisting of 11,166 square feet, the other playground area at the corner of Bellardi Drive and the Old Glacier Highway is 3,834 square feet, and the basketball court area is 4,336 square feet.

Ms. Grewe said the two access points on Alaway Avenue are very close to each other, and she asked if staff is recommending that the PC apply conditions in relation to this. Ms. McKibben said this topic was not raised during the pre-application meeting, and she does not know the distance between the access points. Mr. Pernula stated that when roads to cul-de-sacs extend beyond a certain length, two points are required for fire apparatus to gain access to the various dwellings, which is the reason the applicant is requesting to extend the internal unnamed street through to Alaway Avenue. Mr. Miller confirmed that if the PC approves this CUP, the applicant would still be required to meet the CBJ Engineering code in order to provide the required sight distance to extend the internal unnamed street to Alaway Avenue. Mr. Chaney said these are private roads, not city streets, but the applicant would still have to comply with sight distance standards.

Mr. Miller asked staff to expound on the potential mailbox issues mentioned in the comment provided by Mr. Marston in the Blue Folder. Ms. McKibben said the mailboxes are located to the west of the playground area near the corner of Bellardi Avenue and Old Glacier Highway.

Mr. Watson confirmed that the applicant meets the criteria to provide for playground areas, but the PC is unable to designate where they should be located on-site, or possibly require fencing to be installed. Ms. McKibben said if the PC feels that without the fencing the playground area locations might pose health and safety concerns, the PC has the ability to recommend that they be moved, fenced, lighted, etc. Ms. Grewe commented that criteria 4 relates to "Will the proposed development materially endanger the public health or safety."

Staff recommendation: that the PC adopt the Director's analysis and findings and grant the requested CUP. The permit would allow the development of 4 new mobile home spaces, the closure of the street connecting Bellardi Drive to the internal street within the mobile home park, and the connection of that same internal street through to Alaway Avenue. The approval is subject to the following condition:

1. Prior to issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any new mobile homes, a 5-foot wide gravel or paved pedestrian/bicycle pathway shall be provided adjacent to the two new mobile home spaces where the connecting road will be closed.

Commission action

MOTION: *By Miller, that the PC adopts the Director's analysis and findings and grants the requested CUP, USE2011 0009. The permit allows the development of 4 new mobile home spaces, the closure of the street connecting Bellardi Drive to the internal street within the mobile home park, and the connection of that same internal street through to Alaway Avenue, subject to the following conditions, as revised by the PC:*

1. *Prior to issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any new mobile homes, a 5-foot wide gravel or paved pedestrian/bicycle pathway shall be provided adjacent to the two new mobile home spaces where the connecting road will be closed.*

2. *Require fencing of the 3,834 square feet of the proposed playground area at the corner of Bellardi Drive and Old Glacier Highway.*
3. *The meaningful playground improvements listed in the CUP application shall be completed prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy.*

Mr. Rue commented that it is tempting to add the fencing requirement to encompass both playground areas, but the one listed in Condition 2 is probably most in need.

FRIENDLY AMENDMENT: *By Mr. Watson, that the PC adds the following condition:*

4. *The drainage issues shall be resolved satisfactorily.*

Mr. Miller said he has friends residing in this area that experience drainage issues. The area should have initially been built about 1' to 1.5' higher, but he does not know if it is possible to fix this now. He said the PC could request the applicant to do what they are able to not make drainage issues worse in terms of this new project, but he does not believe they could require them to solve old drainage issues. Correcting this drainage issue would be a huge job because it is prevalent throughout the entire neighborhood.

FRIENDLY AMENDMENT REVISED: *By Chair Gladziszewski, that the PC adds the following revised condition by Mr. Watson to state:*

4. *The proposed changes in USE2011 0009 shall not make the existing drainage issue worse.*

Mr. Watson and Mr. Miller accepted Chair Gladziszewski's revised friendly amendment to new Condition 4.

Ms. Grewe said it was previously mentioned that drainage issues were caused by the installation of pavement over fill, so maybe it is possible to place fill on the mobile home spaces. She envisions water flowing down the street, and onto adjacent properties with no ability to permeate into the ground due to pavement. Chair Gladziszewski stated that the PC does not have the ability to design the mobile home spaces, but they are able to state that the applicant shall not make the existing drainage issues worse. Mr. Miller said he would revise both friendly amendments to the motion.

AMENDMENT: *By Mr. Miller, that the PC revise the friendly amendments to the new condition to state:*

4. *Take care regarding the placement of fill and structures to ensure existing drainage issues are not made worse, and to improve drainage if possible.*

FRIENDLY AMENDMENT: *By Mr. Haight, that the PC adds a new condition to state:*

5. *While extending an unnamed internal street to Alaway Avenue, the applicant shall incorporate sight distance comparable to what would be required for a City street to ease potential public health and safety concerns.*

Mr. Miller accepted Mr. Haight's friendly amendment.

There being no objection, it was so ordered and USE2011 0009 was approved as revised by the PC.

X. BOARD OF ADJUSTMENT - None**XI. OTHER BUSINESS - None****XII. DIRECTOR'S REPORT**Federal Emergency Management Agency (FEMA) update

Mr. Pernula said he provided the PC a copy via email of the comments staff forwarded to FEMA. Staff also requested a 30- to 90-day extension by FEMA for more time to provide additional information on the Flood Insurance Study (FIS) and Flood Insurance Rate Maps (FIRMs). Staff contacted Senator Murkowski and Begich's offices, and they forwarded letters to the FEMA Regional Director on behalf of this project. Staff hired a hydrologist as a consultant who performs this type of work to review the methodology used by the consultant FEMA hired. Chair Gladyszewski requested staff to resend this email to her.

Ms. Grewe said she was unable to attend the PC/Committee of the Whole (COW) meeting on June 21, 2011. She asked how many property owners showed up at that COW meeting criticizing the FIRMs, versus the number of flood insurance policyholders in Juneau. Mr. Pernula said he does not recall how many policyholders there were. Part of the reason this review has taken so long, including requesting additional time is because the only method in which to identify individual properties affected by the changes made by FEMA to the FIRMs is to obtain digitized maps of both the current and proposed floodplains in Juneau. Once this is done, staff would have to determine where the differences are, and then locate other maps to identify individual parcels. Staff would review the database to locate all the parcel owners, obtain their addresses, and then provide notices to them. Staff previously sent out +400 notices to potentially affected property owners, and at the COW meeting last week around 25 to 30 people were in attendance, and of those, 15 to 20 people provided public testimony. Many stated that it does not seem right that the flood levels are as high as indicated on the new FIRMS. When staff reviewed the FIRMs, they found errors in certain areas. A property owner adjacent to Gold Creek provided photographs showing where it was indicated on the FIRMs as being in the floodplain, but it clearly is not. Malcolm Menzies also showed elevations near the Mendenhall Mall that is above the Base Flood Elevation (BFE) even though the FIRMs show it as being within the floodplain. This is a discrepancy they would have the hydrologist review, and then ask FEMA representatives to explain such areas. The largest issue is whether the technical data used in the FIS to change the FIRMs is right. The highest expected local tides in 2011 are around 20' to 21', and a storm surge would add a few feet including possible waves on top of that, but for all of this to hit at once would be under extreme 100-year probabilities. Some of the flood levels on the FIRMs are shown as being 27' to 28', which appears to be very high, so he would like those checked. Ms. Grewe said what Mr. Pernula stated is all good and well, but she read the press article regarding the COW meeting. She realizes the Commissioners want additional notice provided to affected property owners, but only a minority of the property owners in the borough are policyholders in the National Flood Insurance Program (NFIP). In addition, only a fraction of them are quite upset, but now staff is spending money hiring a hydrologist to "iron out" this for a very small fraction of property owners in the borough. She said this might not be the case, but she wanted to make this point. Mr. Pernula said at the "first cut" they would be spending about \$6,000 to \$7,000 hiring a hydrologist who is going to conduct a cursory review of the methodology of the FIS and FIRMs to determine whether there are some problems. If the hydrologist identifies issues, he might expand the contract to allow the

hydrologist to review certain details. This is nothing compared to the cumulative added cost of flood insurance for all the affected property owners, and he stressed that he does not believe they should under-designate properties where property owners would have to purchase flood insurance, but they also do not want to over-designate properties either, and staff wants to cut this as close as they reasonably can in terms of the new FIRMs.

Mr. Watson said he feels differently than Ms. Grewe. He explained that no one showed up at the previous PC meeting when the Commissioners first reviewed the FIS and FIRMS, and he is glad the COW opened public testimony, including taking the action that they did. Notices of that COW were mailed to affected property owners within changed floodplain areas, and they received a good response from the mailout by the number of people who attended the COW. He said the COW heard “horror stories” from people who have to pay flood insurance, so they are true. Furthermore, when a homeowner tries to sell a property that requires flood insurance, it removes many potential buyers. The City has to make the best possible effort to resolve what they can in regards to correcting the FIS and FIRMs otherwise they would be remiss in representing the citizens. The COW was an effective meeting and he learned a lot, especially from Mr. Menzies’ public testimony regarding the Mendenhall Mall area.

Mr. Miller said he agrees with Mr. Watson. He said if homeowners have to purchase flood insurance, it could cost them up to \$300 per month. What the changes in the floodplains on new FIRMs did was turn as many as 2,000 homes into floodplain areas. He said some of these homes would probably be out of reach of the median-level income for people who reside in Juneau, which was a huge shock. It was important to provide all the affected property owners notice of the COW meeting, and he is frankly disappointed that only +400 property owners were notified because there might be as many as 2,000. Chair Gladziszewski asked why Mr. Miller is stating there are about 2,000 if staff reviewed the new FIRMs and decided to provide notice to +400. Mr. Miller explained that the +400 number was probably conservative, as staff stated at the COW meeting that there could be as many as 2,000 affected homeowners, which is a very important point. Some of the testimony at the COW meeting that Mr. Pernula did not mention was when a person reviewed the new FIRMs of their subdivision and found it listed as being in the floodplain, but an adjacent neighbor is not, but their water drains onto the neighbor’s property. He said this particular person has owned their property for 10 to 15 years, and a person would not make that type of statement if it were not true. Basically, he could drive by the property to confirm this, and it would be fairly obvious. These types of aspects are important to be included with the review of the new FIRMs, including recording actual data using a laser to show where the new FEMA maps are incorrect. He applauds staff for the well-written letter that was provided to FEMA with data, and staff and the PC should vigorously pursue this because if the new FIRMs are actually increased in the floodplain areas as much as FEMA is stating, it is going to place a huge burden on this town. Chair Gladziszewski said she was a strong advocate for sending out notices to affected property owners in terms of the new FIRMs. She wants to state for the record that staff reviewed the new FIRMs to notify affected property owners who are now listed as being in the floodplain in the borough, which they determined to be +400, but Mr. Miller just stated that this number is higher. Mr. Chaney said staff provided notices to all property owners who were previously not listed on the old FIRMs floodplains, but are per the new FIRMs. These are property owners who did not have to pay flood insurance before, but they would have to now if they have federally-backed mortgages, which is where the +400 number was derived from. He said the 2,000 number is more regional in nature regarding the mapped floodplains, but a majority of those properties were already in this zone when the new FIRMs came out. Chair Gladziszewski confirmed that if staff’s numbers are correct, about 1,600

properties would be in floodplains per the new FIRMs. Mr. Chaney said yes, explaining that staff did not provide notice to those property owners because they were already in floodplains, which was partially due to the notice costs.

Mr. Watson commented that concerns were voiced at the Docks and Harbors meeting last week that the new FIRMs could affect their tideland leases, which was probably already communicated to staff, and this could also have a financial impact to the CBJ over time.

Ms. Bennett commented that she mentioned at the previous COW meeting that if the potential for an increase in insurance rates stems from properties being designated in the floodplain area on the new FIRMs, the PC and City have the obligation to inform homeowners of options to maximize their appeal process, which Mr. Feldt offered to follow up on.

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES

Mr. Watson said the Subdivision Review Committee met earlier tonight and reviewed new common wall guidelines, and this project would take place over the next couple of months.

Mr. Miller said the Wetland Review Board (WRB) recently met and discussed best management practices for local ditch maintenance with representatives from the CBJ Streets Division and the State Department of Transportation. The letter writing process the WRB underwent has already had an impact because the maintenance personnel are now seeding ditches directly after maintaining them, which is great. He explained that when subdivisions are constructed, bonds are not released until ditches are seeded and successfully growing, and then a year later the maintenance personnel excavates them down to raw dirt, which does not make sense. Under the new practices, the excavated ditches are now being reseeded so they quickly begin to grow and start filtering sediment, as opposed to consisting of raw dirt for a couple of years and eroding over time. This has been a lengthy process, but the results are already forthcoming, which the members of the WRB are glad to see.

[The May 16, 2011 PWFC minutes were provided by staff to the PC for their perusal.]

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS - None

XV. ADJOURNMENT

MOTION: *By Mr. Watson, to adjourn the PC meeting.*

There being no objection, it was so ordered and the PC meeting adjourned at 8:30 p.m.

MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: July 14, 2011

TO: Planning Commission

FROM: Eric Feldt, Planner 
Community Development Department

FILE NO.: AME2011-0004

PROPOSAL: Continuation of extending the Parking District-1 overlay boundary.

ATTACHMENTS

Attachment 1	June 17 th Memorandum
Attachment 2	Scenario 3 Exp. PD-1
Attachment 3	State Mental Health Trust (Subport) property Map
Attachment 4	Zoning Map
Attachment 5	2008 Comprehensive Plan Map

INTRODUCTION

During the June 28th, 2011 Planning Commission meeting the Commission discussed three options of extending the Parking District 1 (PD-1) overlay from the State Capitol Complex westward to Gold Creek. See Attachment 1 for the report provided to the Commission during that meeting. The Commission preferred Scenario 3, as proposed by staff (Attachment 2) but since public notice did not reach all property owners in this scenario, the Commission did not vote on the proposal and, instead directed staff to send out additional public notice and bring the proposal back to the Commission for further consideration. Staff has sent out notices to all owners within scenario 3 associated with this memorandum.

The Commission also directed staff to explore opportunities of expanding the PD-1 district to the State Mental Health Trust (Subport) property (Attachment 3) located adjacent to the US Coast Guard since it is located in a Mixed-Use 2 zoning district (Attachment 4) and a Mixed-Use land designation (Attachment 5) of the 2008 Comprehensive Plan. A large office building was previously approved but never constructed for this location that could have taken advantage of the PD-1 parking reduction. Although these may be sufficient reasons to consider expanding the PD-1 parking district to this area, this property is located on the waterfront. At this time all other waterfront properties are within the PD-2 parking overlay district. Expanding the PD-1 district to the waterfront warrants more research as the parking reductions and development potentials and

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limitations are very unique. If requested, staff can provide the Commission with additional information concerning extending the PD-1 district to the waterfront at a future hearing.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the Director's analysis, findings and recommendations in the attached staff report dated June 17th, 2011 and approval to the CBJ Assembly to extend the existing PD-1 parking district as shown under Scenario 3 (Attachment 2).

MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: June 17, 2011
TO: Planning Commission
FROM: Eric Feldt, Planner
Community Development Department
FILE NO.: AME2011-0004

PROPOSAL: Extend the Parking District-1 overlay boundary.

ATTACHMENTS

Attachment A	Scenario 1 Exp. PD-1 District
Attachment B	Scenario 2 Exp. PD-1 District
Attachment C	Scenario 3 Exp. PD-1 District
Attachment D	Willoughby District Plan Boundary
Attachment E	2008 Comprehensive Plan Map
Attachment F	Zoning District Map
Attachment G	2006 Aerial Photograph

INTRODUCTION

The Community Development Department (CDD) is exploring opportunities to expand the Parking District 1 (PD-1) overlay boundary from the downtown commercial core to the Willoughby Avenue neighborhood. The timing of this proposal coincides with the State Library Archive Museum (SLAM) project and the new draft Willoughby District Land Use Plan.

The PD-1 district significantly reduces the normal parking requirement and incentivizes new development. This memorandum focuses on the area from the State Capitol building to Gold Creek (referred to as the 'neighborhood' in this memorandum). Various sections of the neighborhood have unique development potentials and are represented as three alternative scenarios for PD-1 district expansions. (Attachments A – C)

The City and Borough of Juneau Code states in CBJ §49.10.170(d) that the Commission shall make recommendations to the Assembly on all proposed amendments to this title, zonings and re-zonings, indicating compliance with the provisions of this title and the Comprehensive Plan.



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BACKGROUND

During the past five years, the CBJ Assembly, in response to recommendations by the Planning Commission has been extending the PD-1 district westward toward Whittier Street in recognizing that the new Downtown Transportation Center (DTC), +270 parking space parking garage and bus station, would capture future parking needs and help reduce automobile dependency. With the new Willoughby District Land Use Plan and SLAM (both are discussed later in this memorandum) indicating future development west of Telephone Hill, Community Development Department (CDD) staff finds these projects warrant another review of potentially expanding the PD-1 district boundary.

Parking Districts 1 & 2

The PD-1 & -2 districts provide an automatic reduction to the regular off-street parking requirement, as can be read in italics below.

CBJ § 49.40.210 (d): Superimposed parking districts. There is adopted the parking district map dated June 5, 2006, as the same may be amended from time to time by the assembly by ordinance. The off-street parking and loading requirements set forth in subsections (a) and (c)(2) of this section may be reduced by 30 percent in the PD-2 parking district. The requirements shall not apply in the PD-1 parking district except in the case of the expansion of an existing building or the construction of a new building, in which case they may be reduced by 60 percent.

Therefore, the PD-1 district provides the greatest parking reduction at 60% for new construction or expansion of existing buildings, and a 100% reduction (no parking required) for conversions of existing building space without expansion. The existing boundaries of the PD-1 & 2 districts are shown as a thick black line in attachments 'A' – 'C'. The PD-1 & 2 districts were established to accomplish the following:

- Encourage the re-use of existing buildings that help preserve historic structures and compact building location;
- Reduce large surface parking lots that result in uninviting, dead space for pedestrians and underutilization of valuable downtown land;
- Facilitate the creation of a compact, walkable environment that supports pedestrian movement and social gatherings; and
- Promote the use of existing parking facilities such as public parking garages to efficiently consolidate off-street parking areas.

Willoughby District Land Use Plan

The CBJ Lands and Resources Department and Sheinberg Associates (local planning consultant) are finalizing a new 'Willoughby District Land Use Plan' (Willoughby District Plan) that addresses the development potential for properties along Willoughby Avenue, Whittier Street and Egan Drive from Telephone Hill to Gold Creek for the next 25 years. Attachment 'D'

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illustrates the boundary of this new district. Goals of this plan encourage the redevelopment of this neighborhood into a denser, mixed-use, pedestrian-friendly environment, similar to the downtown core. Another main goal is to relocate and redevelop several existing surface parking lots into parking garages to facilitate the creation of a downtown environment.

Existing Land Use

Properties between the State Capitol building and Gold Creek consist of a mixture of publicly- (CBJ and State of Alaska) and privately-owned land. Several large office buildings and cultural facilities compose the public sector. The majority of the private sector consists of retail, office, food and beverage businesses, recreational facilities, and a moderate amount of short- and long-term housing. Overall, there are many daytime business in this area such as the State of Alaska offices and smaller private offices, Sandpiper restaurant, The Closet (re-sell clothing store), Andrew Hope Building offices, Salvation Army, Miss Scarlet's Flowers, K³ radio station, Good Hardware/ True Value, City and State Museums, etc. The afternoon through evening businesses (or daytime through evening) include Centennial Hall and the Juneau Arts & Cultural Center (JACC), Alaskan & Proud (A&P), Frozen Yogurt, Juneau Bowling Alley, Kenny's Liquor, Prospector Hotel and TK McGuire's restaurant, Alaska Club (JRC). After 5 pm several businesses close and, after 7pm most daytime and some afternoon businesses are closed. During evening hours the neighborhood receives less destination traffic. Most vehicular traffic during this period is on through-traffic on Willoughby Avenue. Many pedestrians also use Willoughby Avenue to reach bus stops and other destinations.

The large public offices and the Food Land Mall are by far the most intensive uses, bringing hundreds of employees and customers to the area. This creates a spike in traffic volume during the morning and afternoon commutes. The A & P grocery store produces high traffic demand during the lunch period and afternoon commute.

Few residences exist in this neighborhood compared to other areas in the downtown. The large surface parking lots, commercial traffic, and office buildings are evidence of this. A few multi-family houses, single-family dwellings and temporary stay residences (hotels & motels) compose the residential development. This low residential density could be an indicator of specific market forces in the area. However, it is more likely that the primary land owners, who are the CBJ and State, simply do not construct residential development. In an urban, downtown setting, low residential density can often lead to little 'life' on the streets (especially during evenings and weekends) that has an effect on pedestrian atmosphere. The subject neighborhood is unique in that it is located between the commercial core and the Casey-Shattuck neighborhood, near a transfer bus station, and close to the Douglas Bridge, which all contribute to high foot traffic during evening hours.

Pedestrian activity is the highest during commute times, especially during the afternoon period. When offices in the area close and the afternoon commute ends, some of the large parking lots become empty blank sections of the neighborhood. These parking lots are uninviting for pedestrians. Adding new housing and relocating these parking spaces into a garage while

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redeveloping the surface lot are two ways that could facilitate additional pedestrian activity. This would make the area more attractive for new commercial businesses and cultural facilities.

Parking

Vehicular parking is by far the dominating feature of the neighborhood. There are a few parking garages in the area (SOB garage and the DTC), and several large surface parking lots. The SOB garage quickly reaches capacity with state employees, while the DTC always has available spaces, as its use is not free. The parking lot in front of the A & P grocery store is open for customers and usually has available space. This parking lot, however, is dedicated to the businesses in the strip malls, and therefore, has high turnover. Large surface parking lots cover most of the landscape in the neighborhood and create a very auto-centric feel, more akin to suburban development. Most of these lots are assigned to state workers during the day, and later become available for public use during the evenings and weekends. Some smaller lots in the neighborhood have become assigned for specific users due to the high parking demand in the area.

Due to the lack of interconnecting pathways between parking lots and buildings, pedestrians must navigate around other parked cars and moving vehicles to reach their destination. This creates an unsafe situation for both pedestrians and drivers. The existing sidewalks along Willoughby Avenue, Whittier Street and Egan Drive only provide linkages around the blocks. Interior pathways do not exist. Creating interior pathways that separate pedestrians from vehicles that would connect to buildings would greatly improve the safety of pedestrians and vehicles, and decrease automobile dependency. Relocating the surface parking spaces into new parking garages would reduce some of the auto-centric feel of the area.

Anticipated Development

Significant development is anticipated in this neighborhood in the next ten years, such as a new State Library Archive Museum building, expansion of Centennial Hall and the JACC, restoration of Gold Creek, a new parking garage next to the Federal Building and improvements to existing streets and sidewalks. These future projects will help spur additional development and take advantage of the PD-1 parking discount and reduce development costs.

The Willoughby District Plan hopes to promote a build-out scenario of 350-400 new residential units (condominiums and apartments), 150,000 square feet of new commercial space, +100,000 square feet of new office space, 300,000 square feet of new mixed use buildings (commercial, office, residential buildings), and +300,000 square feet of new civic, art, or cultural uses in the next 25 years. The new off-site parking spaces generated for these uses would amount to a small increase beyond what exists due to the assumed PD-1 expansion overlaying the entire Willoughby District Plan and additional parking reductions through creating new parking bonuses. These bonuses are explained in the plan.

A significant amount of new parking would be required using the regular parking requirement for calculating new retail, restaurant, office and residential uses (see Compliance with CBJ Land

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Use Code). This would greatly increase development costs and limit development growth. Alternatively, by expanding the PD-1 district to the boundaries of the Willoughby District Plan, the full build out could be reached more easily.

State Library Archive Museum project (SLAM)

A proposal to replace the entire State of Alaska museum with a new larger building is anticipated in the next several years, called the State Library Archive Museum project (SLAM). Designs for this project are still in preliminary form and have not been released for permitting. However, CDD staff had the opportunity to review the preliminary designs for compliance with the Land Use Code, including the parking requirement. The new larger building will require more spaces than the existing building's parking requirement. If the PD-1 district was expanded to this site, the parking requirement would be greatly reduced. This could help facilitate the museum's goal of creating a larger space for the public.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

2008 Comprehensive Plan

The 2008 Comprehensive Plan designates all properties in the area as Mixed Use (Attachment E). This land designation is defined below.

Mixed Use

These lands are characterized by high density residential and non-residential land uses in Downtown areas and around shopping centers, the University, major employment Centers, and public transit corridors, as well as other areas suitable for a mixture of retail, office, general commercial, and high density residential uses at densities ranging from 18 to 60 residential units per acre. Residential and non-residential uses could be combined within a single structure, including off-street parking. Ground floor retail space facing roads with parking behind the retail and housing above would be an appropriate and efficient use of the land.

The Comprehensive Plan encourages buildings to have several different uses within them to maximize the value of the property and add diversity. This can facilitate a 'live-work' situation where those living in the building could also work in the same building or neighborhood. Privately owned properties are more likely to be redeveloped into a live-work atmosphere, than publicly owned parcels.

The following elements of the Comprehensive Plan are germane to this proposal:

Design on a Human Scale

Compact, pedestrian- friendly communities allow residents, workers and visitors to walk to shops, services, cultural venues, and jobs, reduce traffic congestion and improve people's health. Commercial space should face the street and should mimic a traditional Main Street development pattern with clear display windows, multiple entrances, all weather canopies and seating areas. There should be no blank walls facing public streets or walkways. Parking should be provided in the rear of structures with access roadways

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limited to side streets. Pedestrian pathways should be well- lit and protected from rain and snow.

Provide Choices

People want variety in housing styles and size and want conveniently accessible shopping, recreation, entertainment, transportation and employment. A variety of pedestrian-friendly uses create dynamic neighborhoods and accommodate residents in different stages of their lives. Residential densities should be a minimum of 10 dwelling units per gross acre of land within the development with higher densities of 30 to 80 units per acre encouraged. These densities facilitate the efficient provision of frequent transit service, convenient shops and services, affordable development, and help create vibrant street life.

POLICY 5.3. IT IS THE POLICY OF THE CBJ TO MAINTAIN AND STRENGTHEN DOWNTOWN JUNEAU AS A SAFE, DYNAMIC AND PLEASANT CENTER FOR GOVERNMENT AND LEGISLATIVE ACTIVITIES, PUBLIC GATHERINGS, CULTURAL AND ENTERTAINMENT EVENTS, AND RESIDENTIAL AND COMMERCIAL ACTIVITIES IN A MANNER THAT COMPLEMENTS ITS RICH HISTORIC CHARACTER AND BUILDING FORMS.

Implementing Actions

5.3.IA1 Encourage new high-density residential development as in-fill housing above ground-floor commercial space or as adaptive re-use of historic commercial or other non-residential buildings. Encourage development of housing for residents who would not own or need to park automobiles in the Downtown area, such as student, elder and Downtown workers. Encourage Single-Room-Occupancy (SRO) units, loft-style housing and live-work space in the Downtown area.

5.4.IA2 Expand the Centennial Hall Convention and Civic Center facilities as needed in coordination with a combined or separate performing arts complex within a cultural campus area of Downtown Juneau generally bounded by Gold Creek, Willoughby Avenue and Egan Drive. This cultural campus would provide a much-needed venue for arts and cultural performances for residents and summer visitors to enjoy as well as additional exhibition and meeting space for events, conventions and meetings held at Centennial Hall and additional space for Legislators, staff and visitors to the Capital City.

POLICY 10.2 IT IS THE POLICY OF THE CBJ TO ALLOW GREATER FLEXIBILITY AND A WIDER RANGE OF CREATIVE SOLUTIONS IN RESIDENTIAL AND MIXED USE LAND DEVELOPMENT WITHIN THE URBAN SERVICE AREA

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POLICY 10.13 IT IS THE POLICY OF THE CBJ TO PROVIDE FOR MIXED USE DEVELOPMENT THAT INTEGRATES RESIDENTIAL, RETAIL AND OFFICE USE IN DOWNTOWN AREAS, SHOPPING CENTERS, ALONG TRANSIT CORRIDORS, AND IN OTHER SUITABLE AREAS.

Standard Operating Procedure

10.13.SOP1 Maintain a category on the Comprehensive Plan Land Use Maps and the Zoning Maps that allows high density residential and retail and office uses as mixed use developments. Provision of public transit services to mixed use developments would justify lower parking requirements, particularly for housing to be occupied by students, seasonal workers, the elderly and/or mobility-impaired persons.

POLICY 10.14 IT IS THE POLICY OF THE CBJ TO RESERVE SUFFICIENT LANDS AND FACILITIES TO SUPPORT THE STATE CAPITAL FUNCTIONS IN DOWNTOWN JUNEAU, INCLUDING THE PROVISION OF ADEQUATE TRANSPORTATION, HOUSING, COMMERCE, COMMUNICATIONS SERVICES, CULTURAL AND ENTERTAINMENT ACTIVITIES AND OTHER SUPPORT SERVICES.

Implementing Actions

15.1.IA2 Promote the development of a Juneau Performing Arts Center in Downtown Juneau to provide venues for live performances, visual arts, receptions, public meetings, and convention-related presentations.

15.1.IA3 Support the concentration of arts, entertainment, dining, museum and cultural activities and venues as a cultural campus that integrates such things as artists workshops, housing, and joint-use parking in the area of Downtown Juneau near the Capitol Complex.

Overall, the Comprehensive Plan encourages the development of mixed use buildings, expansion of the State Capitol Complex, creation of new high-density housing, and expansion of cultural arts facilities. The PD-1 overlay is one of many tools that can help facilitate this type of development.

COMPLIANCE WITH CBJ LAND USE CODE

The off-site parking and loading regulations are located in Title 49, Land Use code under 49.40.210. The Zoning District map indicating the zoning of the neighborhood. See attachment 'F'. Listed in the table below are the most common land uses in the downtown area. The associated parking requirements with and without the PD-1 reductions are also shown. The commercial uses are based on gross floor area.

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Table 1: Parking Requirements

	Current Parking Req.		PD-1 Parking Requirement
Land Use			60% Reduction
Retail	1 space per 300 SQ FT		1 space per 750 SQ FT
Restaurant	1 space per 200 SQ FT		1 space per 500 SQ FT
Office	1 space per 300 SQ FT		1 space per 750 SQ FT
Residential			
Single Family	2 spaces		.6 spaces; rounds to 1 space
Apt. 1 Bedroom	1 space		.3 spaces
Apt. 2 bedrooms	1.5 spaces		.45 spaces
Apt. 3 & 4 bedrooms	2 spaces		.6 spaces

There is a significant reduction in the number of parking spaces required under the PD-1 Parking Requirement column.

The neighborhood currently falls under two zoning districts: Mixed Use (MU) and Mixed-Use 2 (MU-2). Though both districts permit the development of diverse uses within buildings, and the MU-2 district encourages additional residence development

Parking District Expansion Scenarios

Both public and private land ownerships are well represented in the area, and have varying development potential and parking needs. Based on land ownership and development potential, CDD staff created three different expansion areas, labeled Scenarios 1 – 3 under attachments ‘A’ – ‘C’, Each scenario is discussed below.

Scenario 1 (Attachment A)

This area covers three blocks: 1st Block: From the State Office Building (SOB) east to Seward Street incorporating many State of Alaska office buildings; 2nd Block: From the SOB west to Whittier Street incorporating State and City property; and the 3rd Block: All properties between Willoughby Street and the drainage ditch behind the State Museum. Most of the land in this scenario is under State of Alaska and CBJ ownership, with a few privately owned parcels. The PD-1 district would facilitate growth of the Capitol

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complex and help retain State offices in Juneau. This is strongly endorsed by the 2008 Comprehensive Plan. Staff was informed that many State departments provide 1 parking space for each employee. This results in more parking spaces than what is required as the minimum in the Land Use code. Because of this fact, the PD-1 may not have as strong of an influence for redeveloping some State land, as compared to the few privately owned properties in the area. However, with private property located adjacent to State buildings, some commercial uses could take advantage of the PD-1 parking reduction during future expansions. Further, commercial uses may rely on attracting nearby State office workers as customers.

Scenario 2 (Attachment B)

This area covers all properties under Scenario 1 plus the parcels between the State Museum and Gold Creek to the west. Property in this new block is all privately owned, and therefore, would react to pressures from the market forces. Retail in this area has been changing most frequently and is heavily influenced by the market. These properties would have a high redevelopment potential if located in the PD-1 district.

Scenario 3 (Attachment C)

This scenario includes properties in Scenario 1 & 2, and would match the boundary of the Willoughby District Plan and closely match the 2008 Comprehensive Plan Mixed Use land use designation boundary. This expansion is ideal because the PD-1 district would help meet the goals of the Willoughby District Plan and Comprehensive Plan by facilitating denser development without requiring high parking requirements. This scenario differs from the first and second scenarios by incorporating properties on the north side of Willoughby Avenue such as the Salvation Army site, Fireweed Home, Indian Village, Andrew Hope Building, State Farm Insurance office, Bowling Alley, and the Juneau Economic Development Council (JEDC) strip mall. The State Capitol complex and other nearby state and city buildings are incorporated to aid in the growth of the State Capitol, as encouraged in the Comprehensive Plan.

49.70.900-49.70.1097 COASTAL DEVELOPMENT, HABITAT, AND WETLANDS

This section of the Land Use code is not germane to this proposal.

ALASKA COASTAL MANAGEMENT PROGRAM (ACMP)

Not applicable. This project does not require a state-coordinated ACMP review.

Discussion

As stated earlier, each of the three PD-1 expansion scenarios benefit specific users whom have different redevelopment needs.

Scenario 1 overlays mainly public property. This scenario would facilitate Capitol complex growth, as encouraged by the Comprehensive Plan. Some of these properties are expected to be redeveloped in the near future, and would benefit from having a reduced parking requirement. As

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stated earlier, these properties are not likely to react to market forces in the same fashion as privately-owned land. Also, many State departments must provide parking for their employees, often much higher than the minimum parking requirement. Therefore, the significant parking reduction may not be fully taken advantage of in this scenario alone, but does offer some development incentive.

Scenario 2 would overlay all properties in scenario 1 and a large block of private property that could greatly benefit from parking reductions. This would meet the goals of the Willoughby District Plan, but would not cover the entire boundary of this plan. In turn, Willoughby Avenue would define the PD-1 district line and create the “other side of the tracks” feel, where one side does not have the same benefits of the other side. Properties on the north end of Willoughby Avenue would feel some effects from development on the other side of the road, but could not use the same parking requirement reduction to complement adjacent development.

Scenario 3 enlarges the previous scenarios to match the boundary of the Willoughby Plan including the entire traditional Village site and reaches more of the Mixed Use boundary of the Comprehensive Plan. This would encourage more new and re-development of land areas where mixed-used, high density housing is preferred.

Taking no action would continue the normal parking requirement for downtown buildings that has proven ineffective in facilitating mixed-use, high density development.

Findings

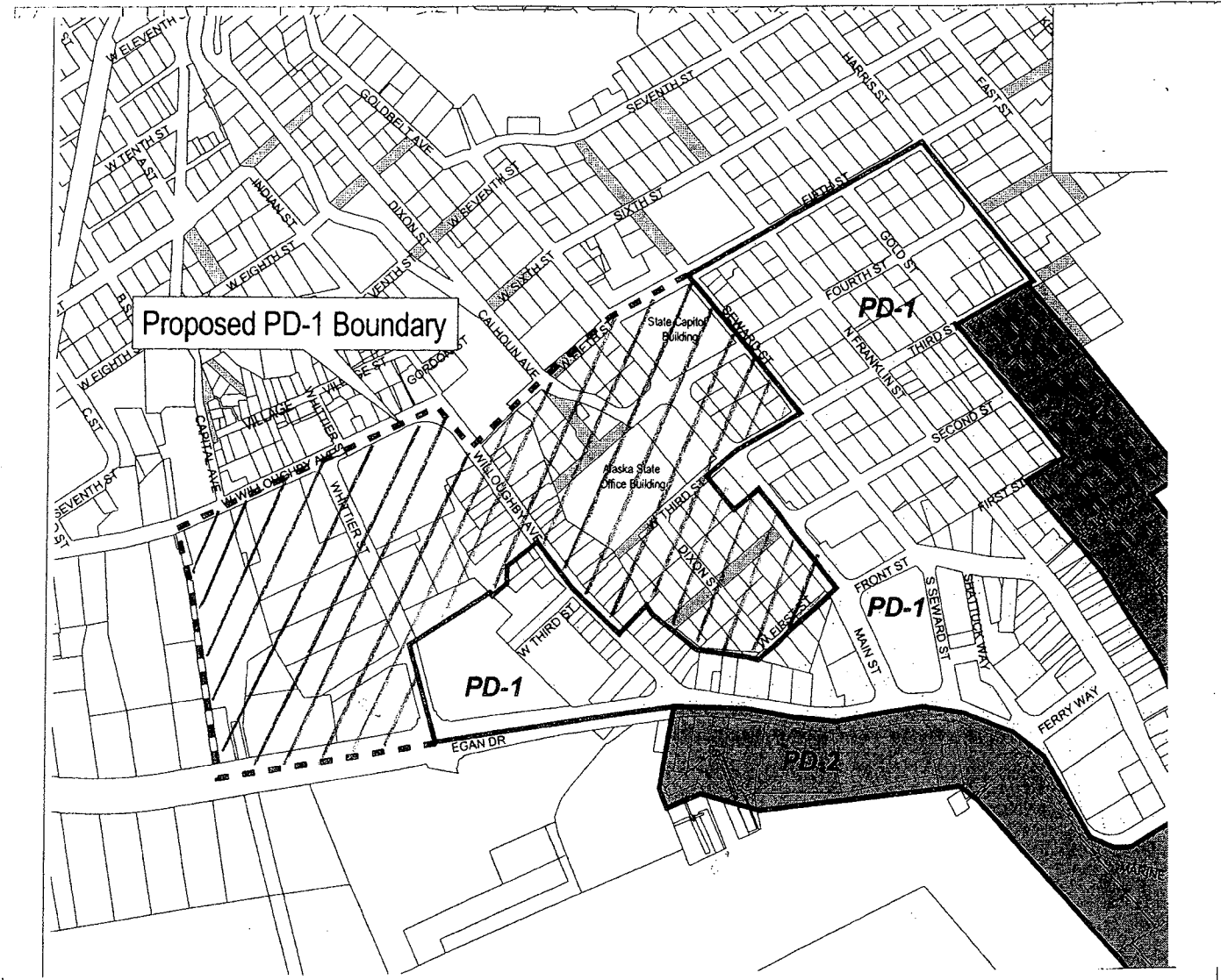
Based on the Comprehensive Plan, Land Use Code zoning map, and draft Willoughby District Land Use Plan, staff finds scenario 3 being most favorable for the PD-1 district at this time.

During the required public noticing for this proposal only property owners under scenario 1 were notified. This reflects a previously preferred area for expanding the PD-1 District. If the Commission favors Scenarios 2 or 3, staff would send out a second public notice to those additional property owners and schedule this proposal for a later public hearing for further review.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the Director's analysis and findings and recommends approval to the CBJ Assembly to extend the existing PD-1 parking district as shown under Scenario 3 (Attachment C). As stated above under ‘Findings’, if Scenarios 2 or 3 are preferred, staff will reschedule this proposal to a later meeting to expand the public noticing to additional property owners.

NOTICE OF PUBLIC HEARING



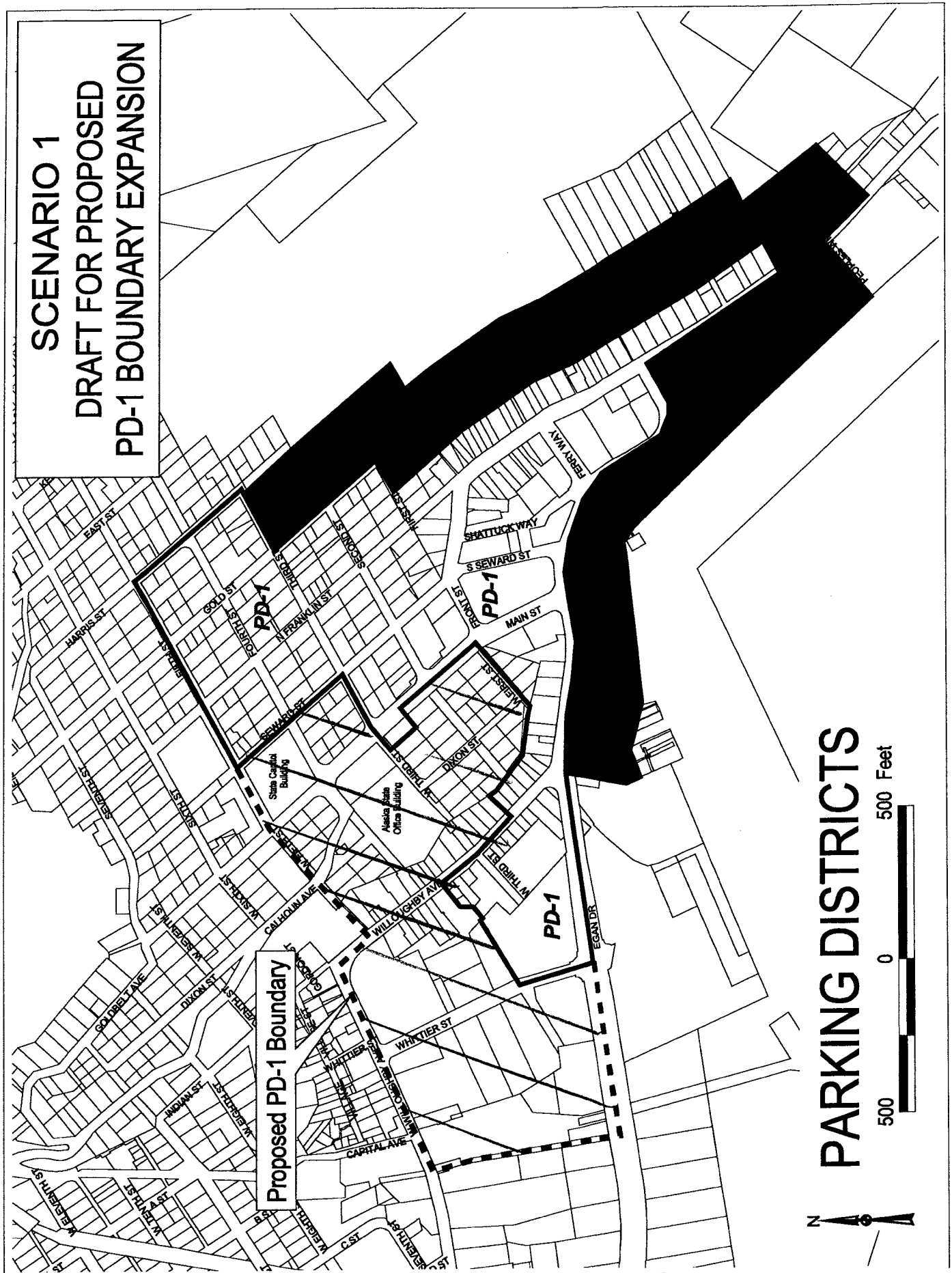
PROPOSAL: Expansion of the Parking District - 1 overlay boundary.

FILE NO: AME2011 0004	APPLICANT: CITY & BOROUGH OF JUNEAU
TO: Adjacent Property Owners	Property PCN: VARIOUS
HEARING DATE: Jun 28, 2011	Owner(s): PUBLIC & PRIVATE
HEARING TIME: 7:00 PM	Size: N/A
PLACE: ASSEMBLY CHAMBERS Municipal Building 155 South Seward St Juneau, Alaska 99801	Zoned: MULTIPLE DISTRICTS
	Site Address: DOWNTOWN JUNEAU
	Accessed via: N/A

PROPERTY OWNERS PLEASE NOTE:

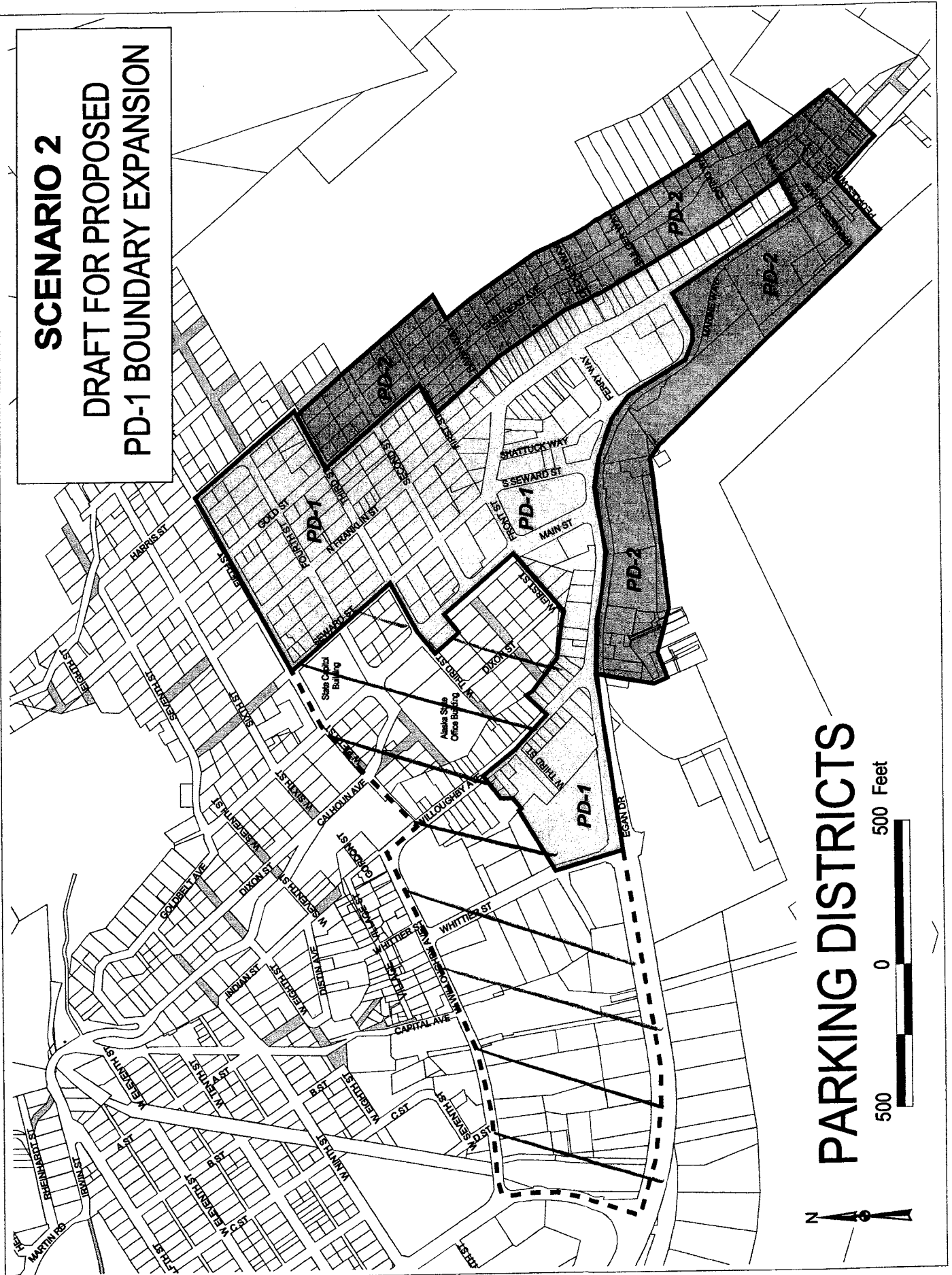
You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

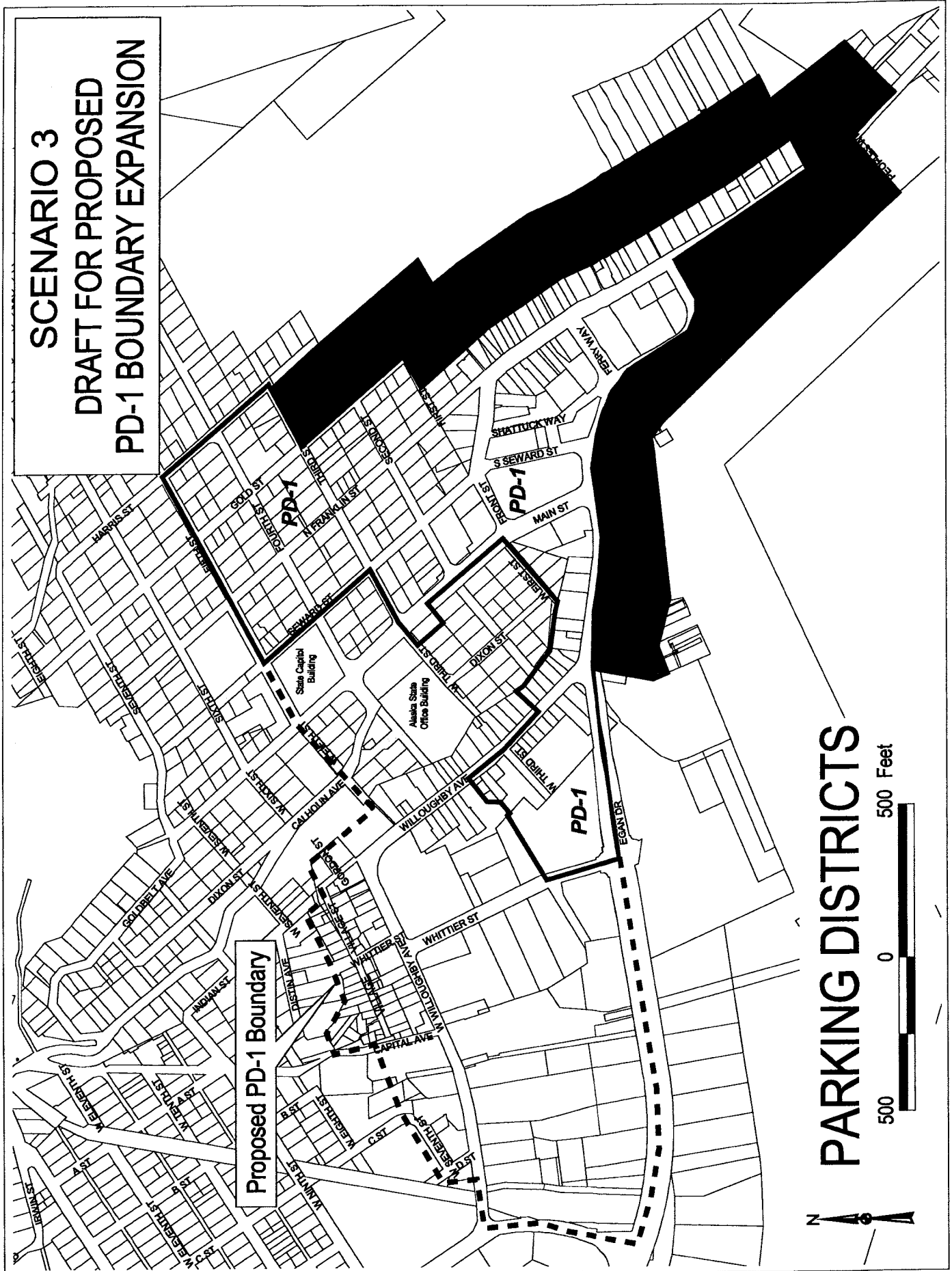
If you have questions, please contact Eric Feldt at 586-0764 or email: eric_feldt@ci.juneau.ak.us



SCENARIO 2

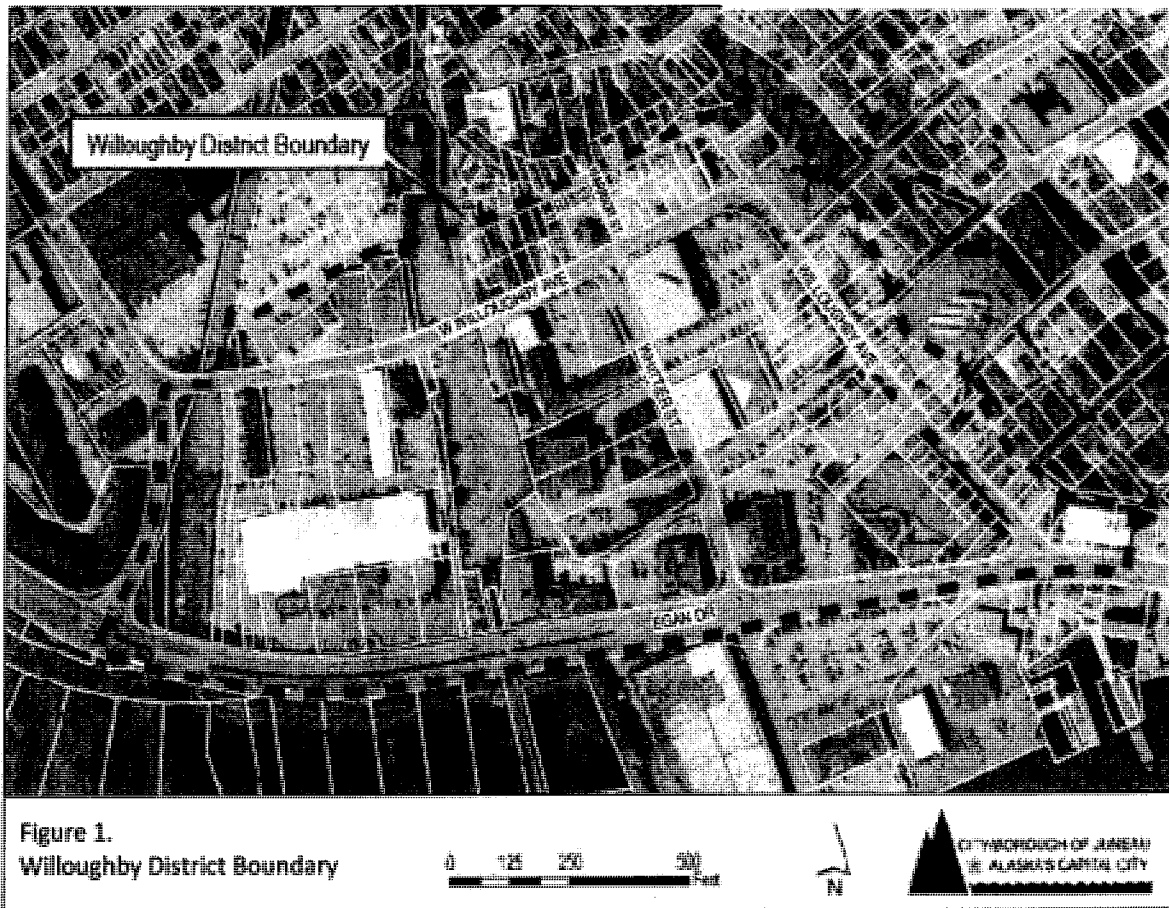
**DRAFT FOR PROPOSED
PD-1 BOUNDARY EXPANSION**





1.1 Willoughby District Boundary

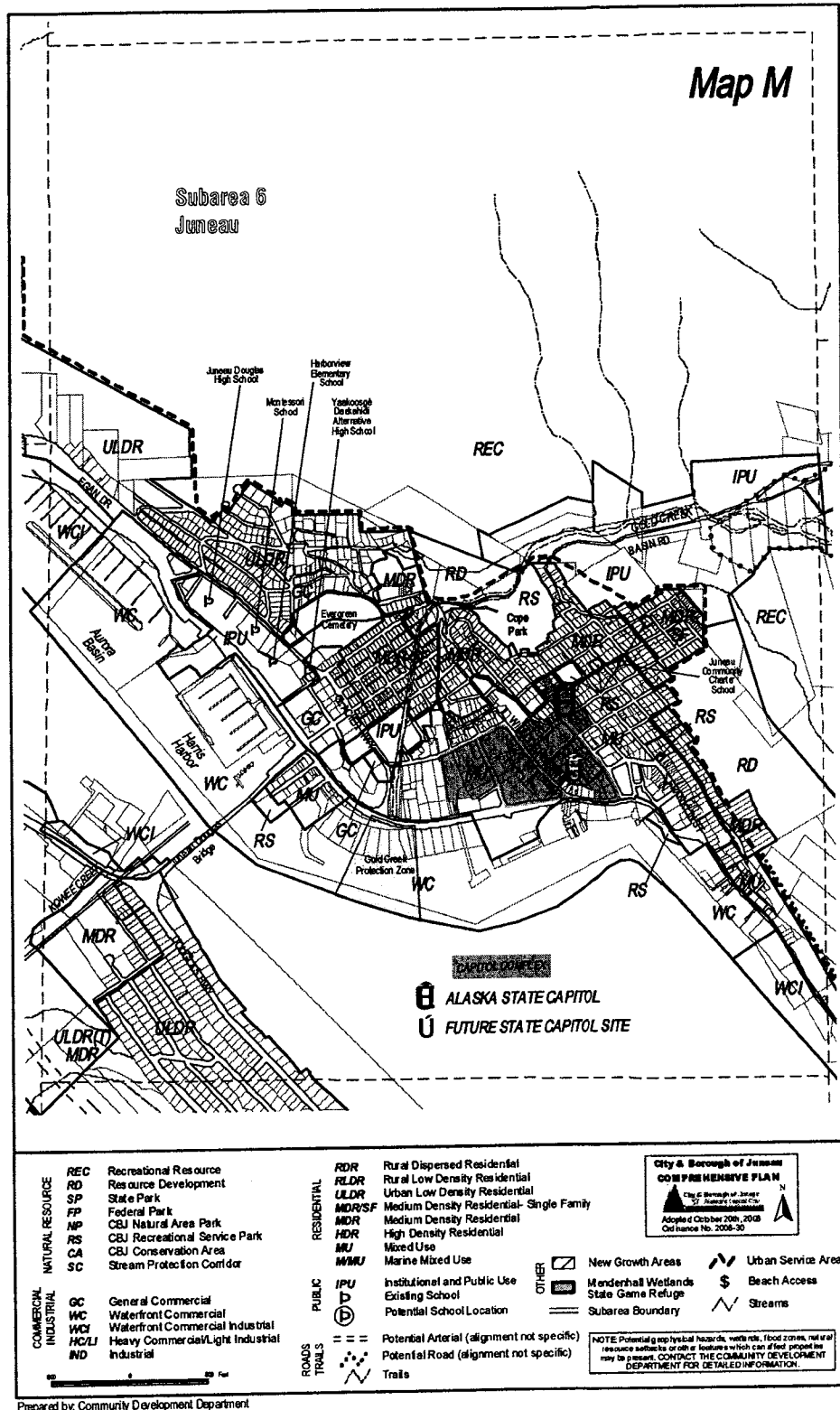
The Willoughby District is the area bounded by Gold Creek, Egan Drive, Willoughby Avenue, and Village Street.



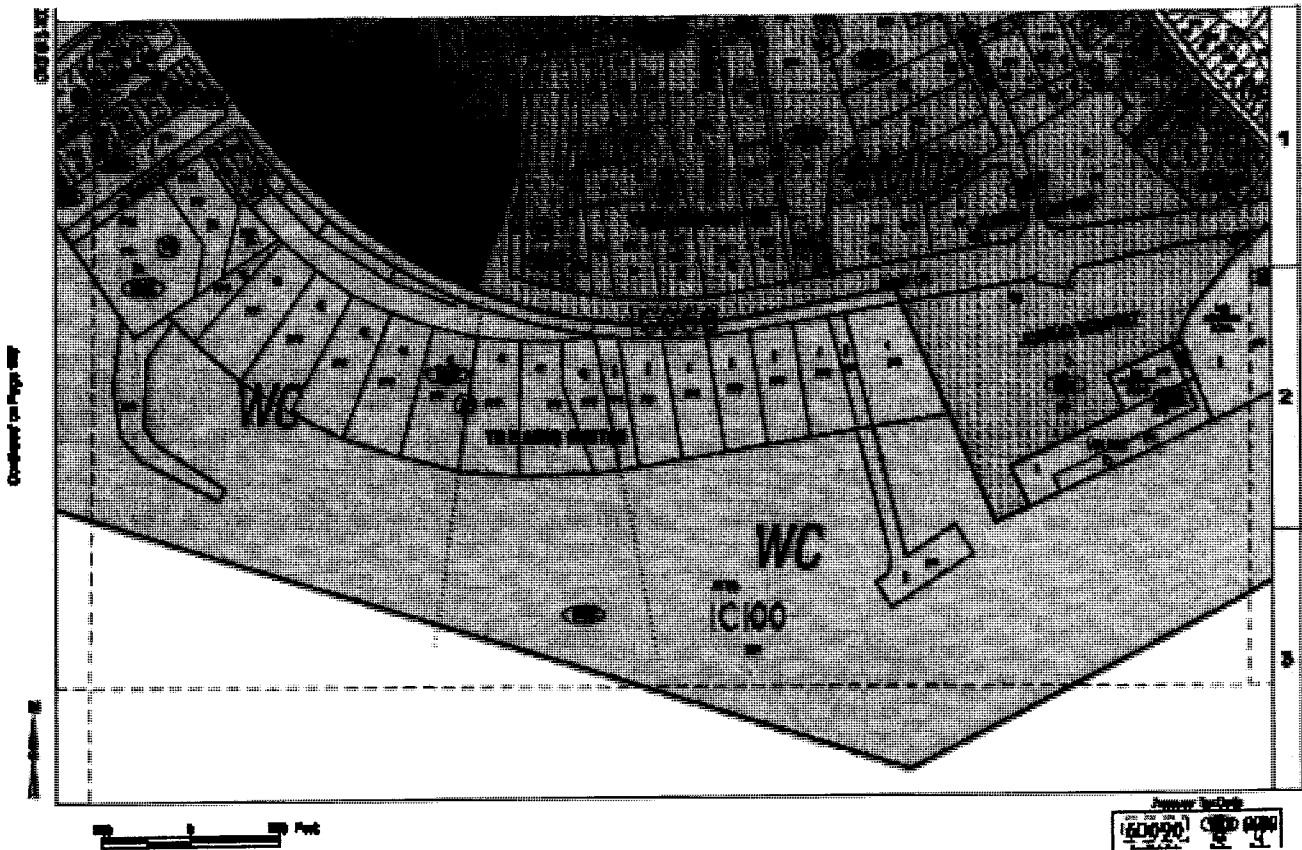
Aerial photo taken June 2006

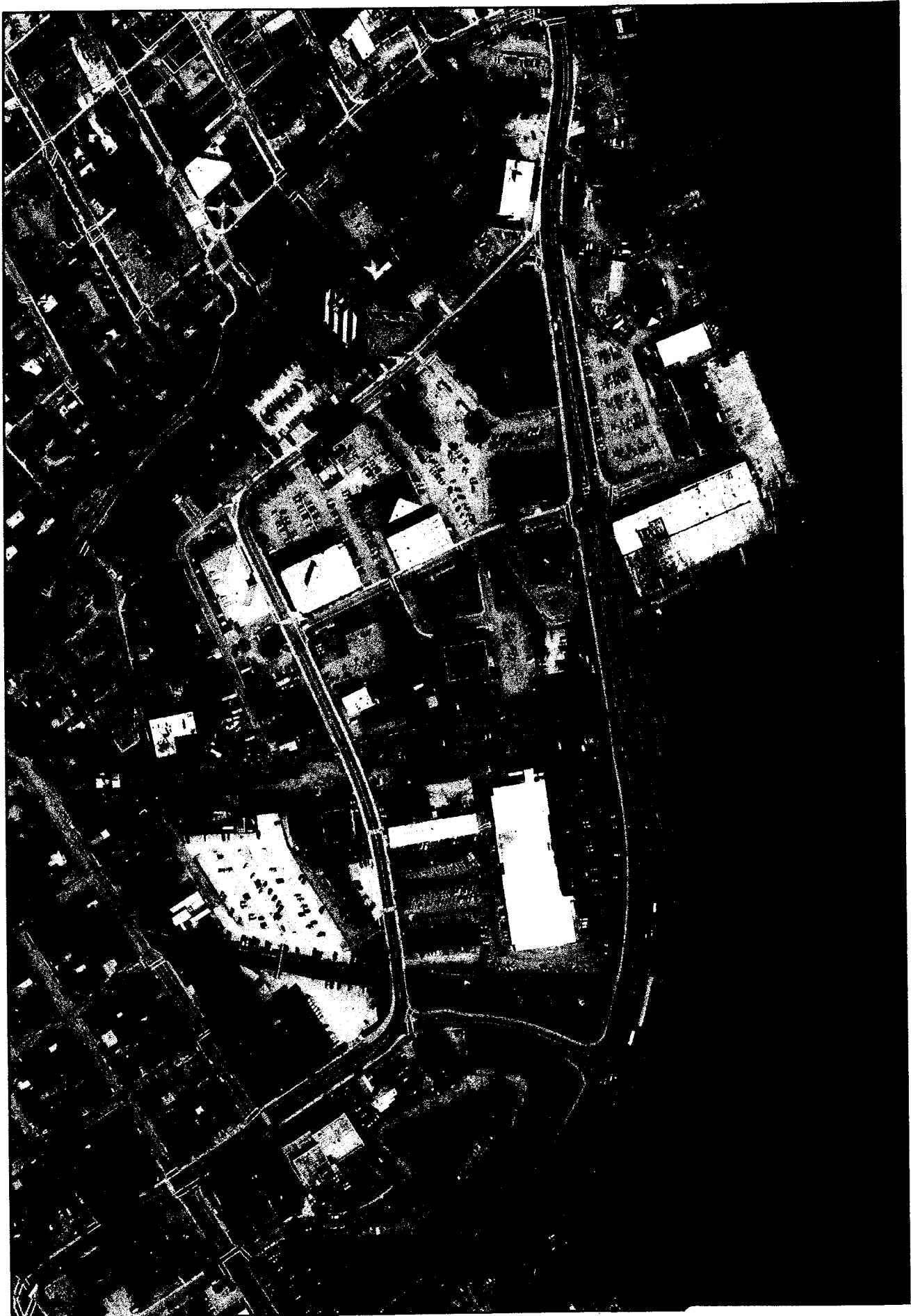
Map created Oct. 20, 2010

2008 Comprehensive Plan Map

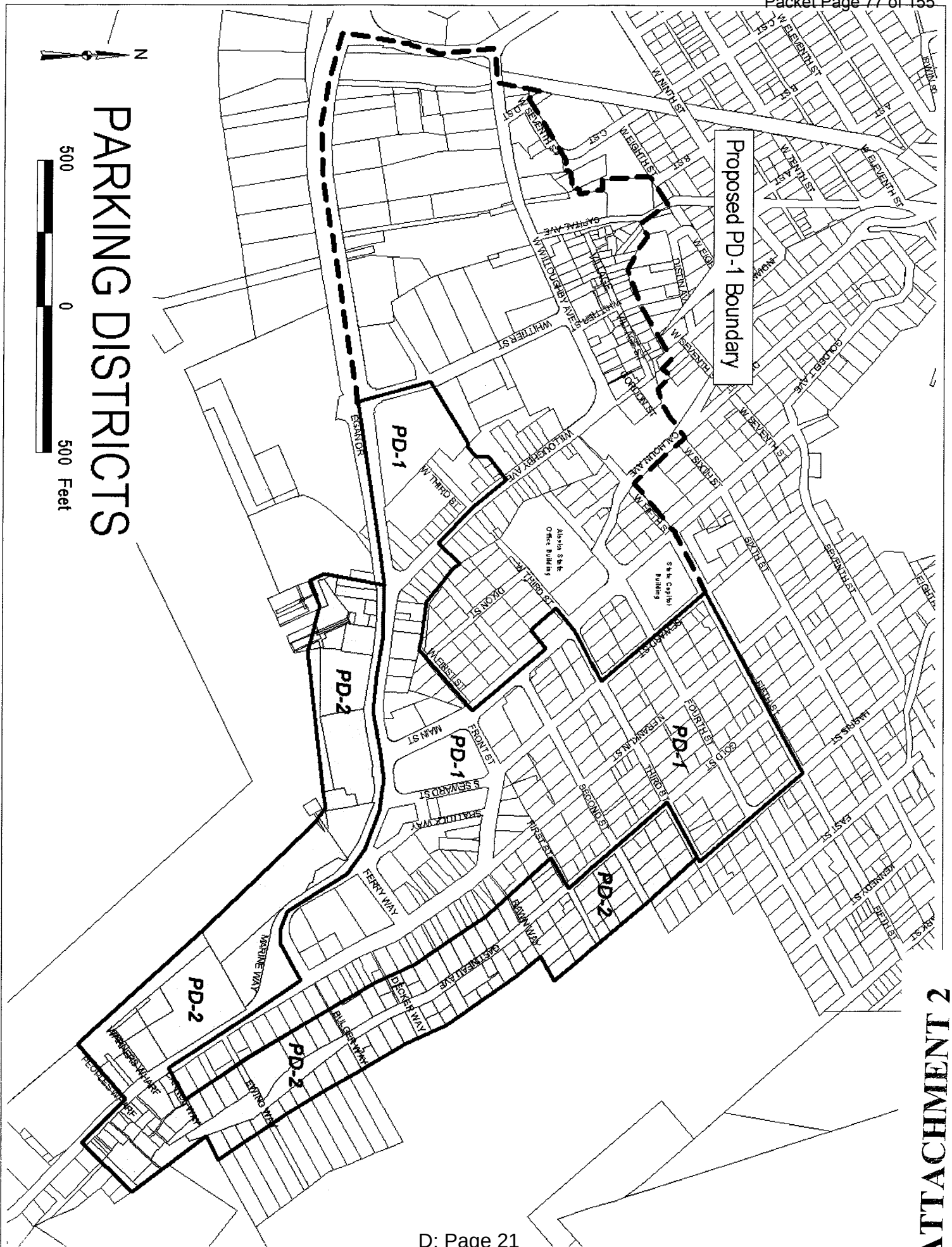


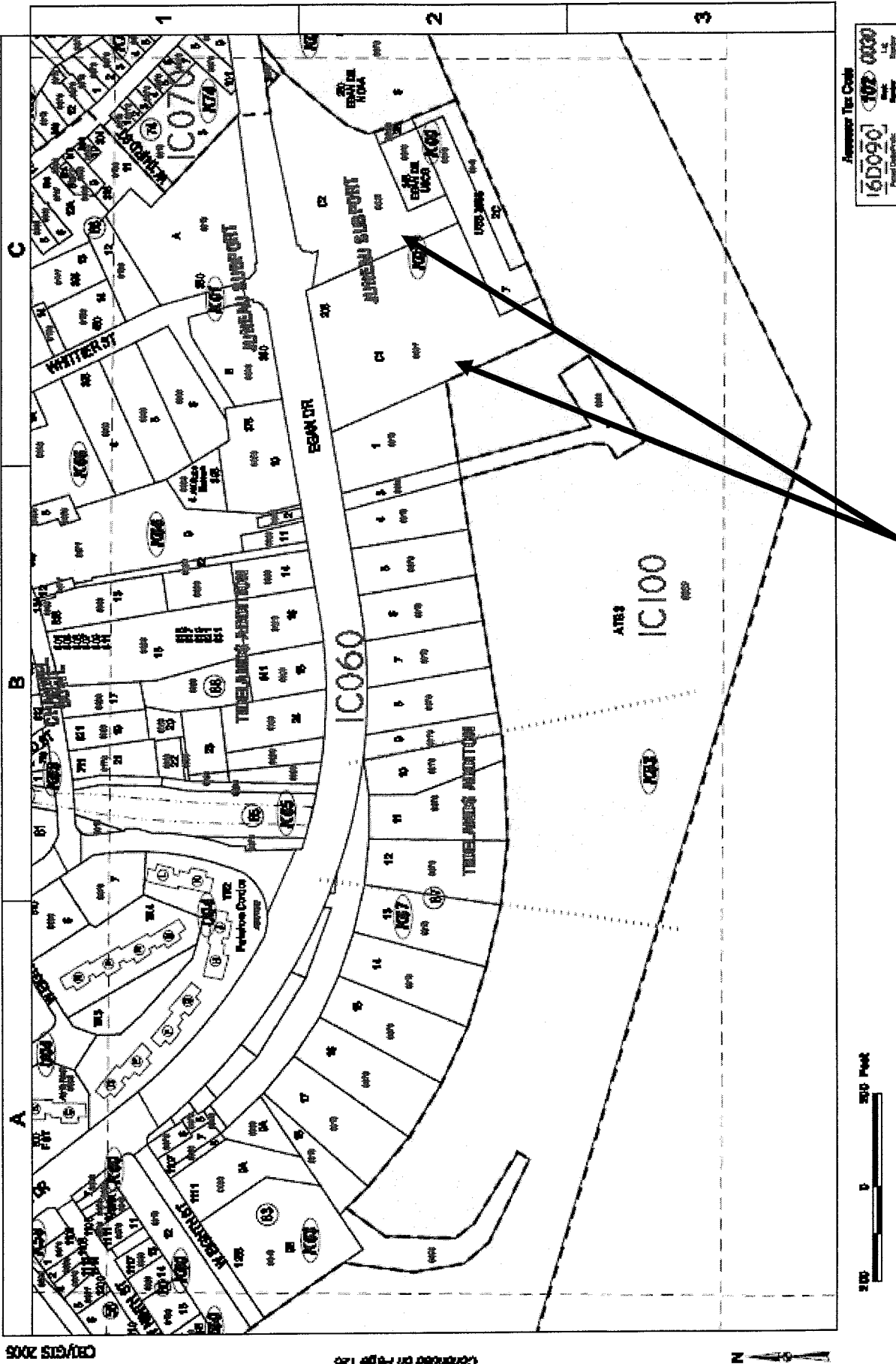
Map M



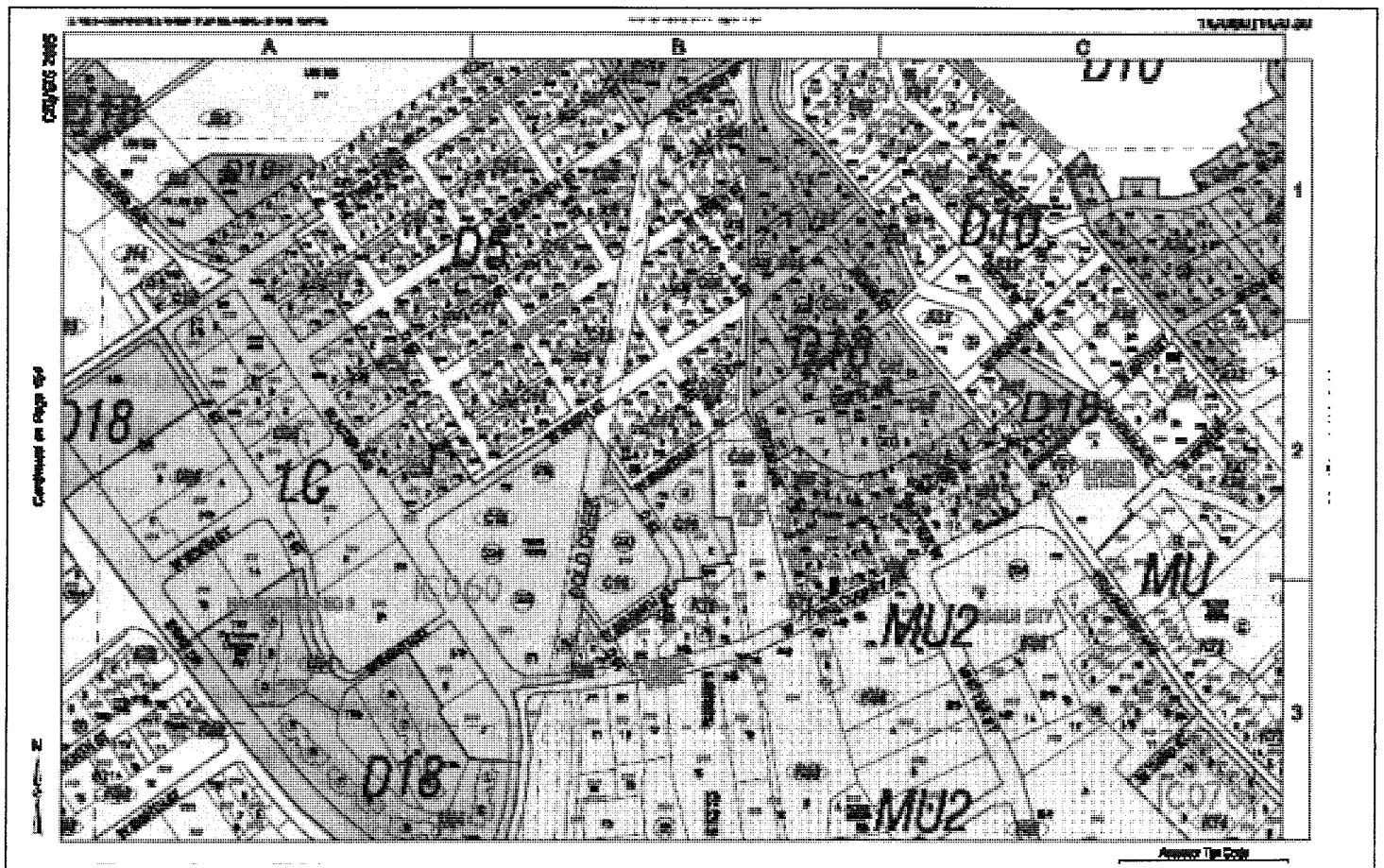
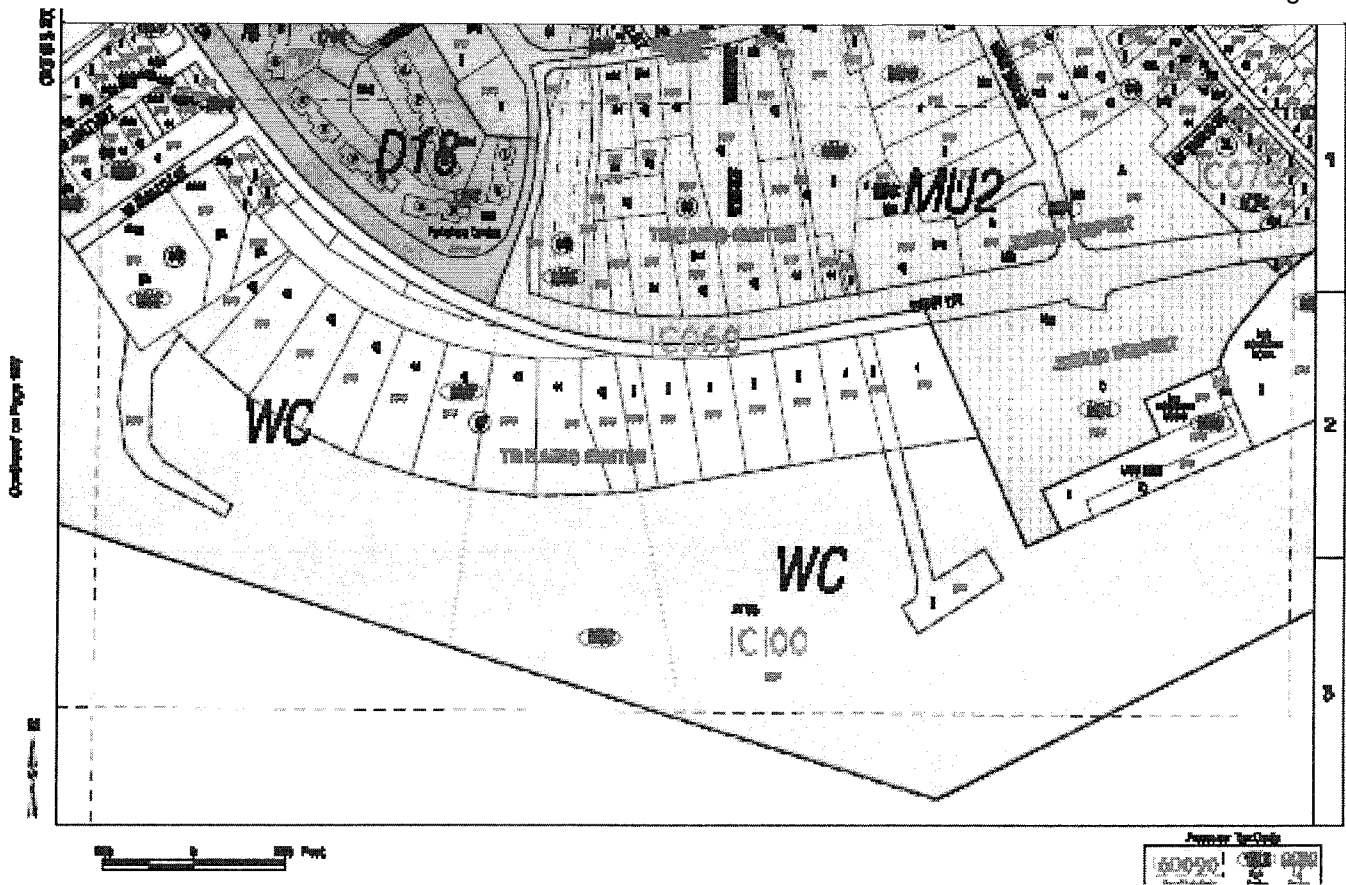


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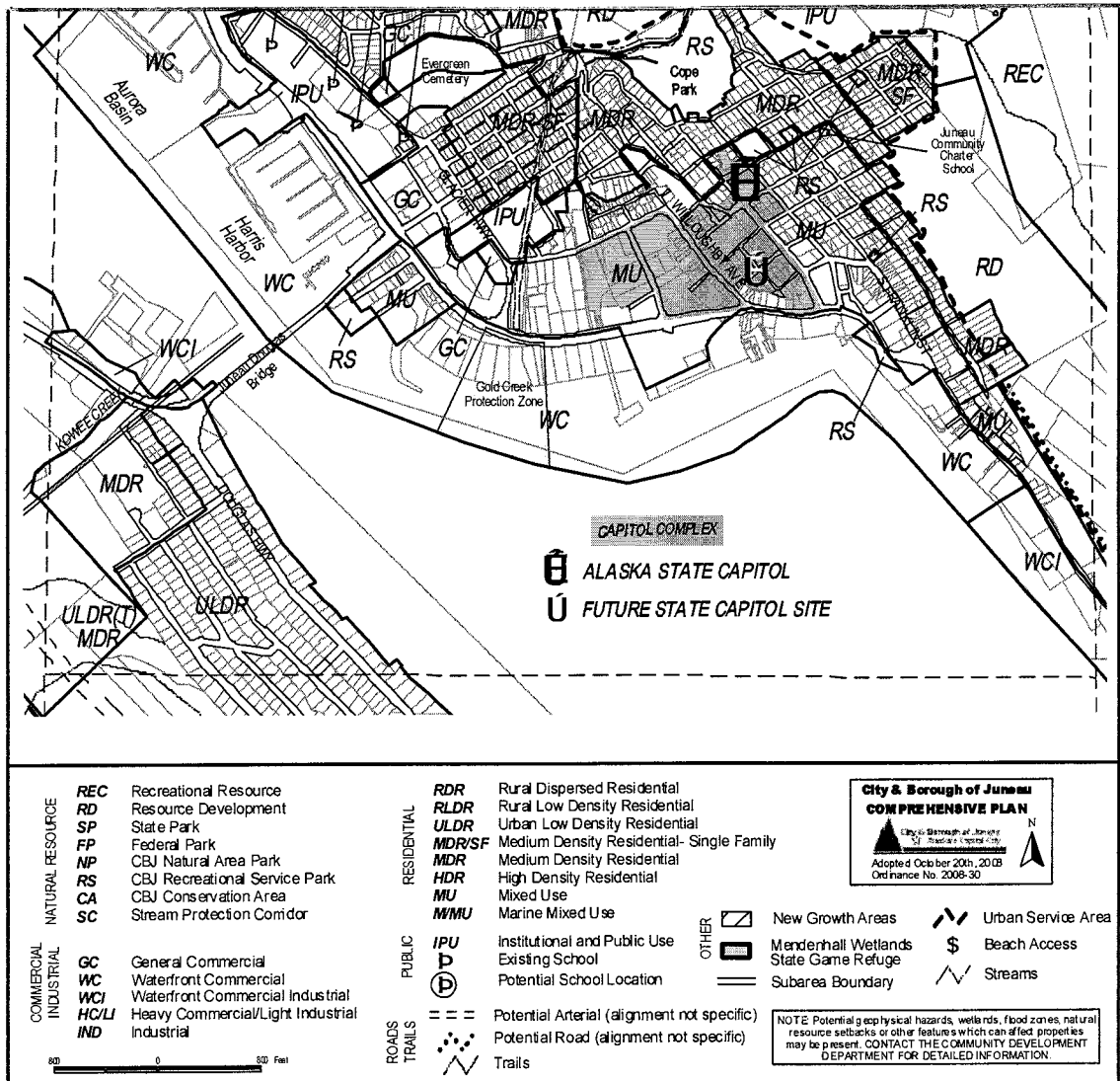




State Mental Health Trust (Support) property



2008 Comprehensive Plan Map



Prepared by Community Development Department

MINUTES

PLANNING COMMISSION CITY AND BOROUGH OF JUNEAU Maria Gladziszewski, Chair

REGULAR MEETING July 26, 2011

I. **CALLED TO ORDER**

Chair Gladziszewski called the regular meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held in the Assembly Chambers of the Municipal Building, to order at 7:00 p.m.

Commissioners present: Nathan Bishop, Marsha Bennett, Dennis Watson, Nicole Grewe, Frank Rue, Michael Satre, Maria Gladziszewski

Commissioners absent: Benjamin Haight, Dan Miller

A quorum was present.

Staff present: Dale Pernula, CBJ Community Development Department (CDD) Director; Greg Chaney, Laura Boyce, CDD Planners

II. **APPROVAL OF MINUTES**

June 28, 2011 – Regular Meeting

MOTION: *By Mr. Satre, to approve the June 28, 2011 regular PC minutes, with corrections.*

There being no objection, it was so ordered.

III. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS** - None

IV. **PLANNING COMMISSION LIAISON REPORT** - None

V. **RECONSIDERATION OF THE FOLLOWING ITEMS** - None

VI. **CONSENT AGENDA**

Chair Gladziszewski announced that there is one item on the Consent Agenda, and inquired if there is public comment on it. No one from the public had comments, and no one from the Commission had questions.

MOTION: *By Mr. Rue, to approve the Consent Agenda, as presented.*

There being no objection, it was so ordered and the PC approved the one case below, as presented.

USE2011 0016

A Conditional Use permit (CUP) to build a 540 square foot addition to a commercial building (Red Dog Saloon) in a mapped moderate hazard zone.

Applicant: Eric Forst

Location: 276 S. Franklin Street

Staff recommendation: That the PC adopt the Director's analysis and findings and grant the requested CUP. The permit would allow the development of a 540 square foot addition to the Red Dog Saloon in a mapped moderate hazard zone. The approval is subject to the following condition:

1. Any future modification of the building along South Franklin Street providing protection from mass wasting events will be required to be constructed to CBJ Engineering requirements to withstand predicted forces.

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS - None

VIII. UNFINISHED BUSINESS - None

IX. REGULAR AGENDA

Chair Gladziszewski re-ordered the Regular Agenda items by moving USE2011 0010 to be heard prior to AME2011 0004.

USE2011 0010

A CUP to establish two accessory apartments in two detached single-family dwellings.

Applicant: Keikkala Living Trust

Location: 1970 Hughes Way

Staff report – None

Public testimony - None

Commission discussion

Chair Gladziszewski commented that she and Mr. Pernula spoke to the City Attorney regarding USE2011 0010. Mr. Pernula explained that the PC received a letter from Simpson Tillinghast & Sorensen, P.C., dated July 21, 2011, representing opposition by several neighbors regarding USE2011 0010. The City Attorney is reviewing topics listed in the letter to determine if they are valid. One of the questions is regarding the use of a private easement. The private easement does not limit the use of it, i.e., it does not state if there are limitations or not, but it is unclear whether such an easement allows for the proposed development. In addition, the CBJ Engineering and CDD staff and property owners along Hughes Way have been working for 8 years trying to find a method in which to dedicate Hughes Way by installing a cul-de-sac at the end to extend that particular roadway. This is not only for emergency vehicles, but to resolve issues of maneuvering snowplows as well. He explained that many of those issues might be resolved, as the applicant has proposed. He also explained that if the city is able to obtain the subdivision plat that was reviewed by the PC a couple of years ago, and provide some improvements, it would resolve all those issues for the betterment of the entire neighborhood. Chair Gladziszewski asked if Mr. Pernula is suggesting that the PC continue USE2011 0010.

Mr. Pernula said yes, and the PC might wish to take testimony from the applicant regarding doing so. Mr. Bishop said he is not comfortable moving forward in a circumstance where the City Attorney has provided the PC an uncertain call on whether it is legal for easement access beyond residential use. Therefore, he recommends the PC continue USE2011 0010 until such time that the CBJ Department of Law provides a formal opinion on that case. Chair Gladziszewski clarified that the CBJ Department of Law has not had sufficient time to review that case, so they have not yet stated whether the opposition letter is valid. Mr. Rue said his tendency is to continue USE2011 0010, but he prefers to ask the applicant to determine whether they have a strong feeling one way or another; Chair Gladziszewski said to do so would be in violation of the Rules of Order of the PC.

Staff recommendation: That the PC adopt the Director's analysis and findings and grant the requested CUP, USE2011 0010. The permit would allow the applicant to establish two accessory apartments in two detached single-family dwellings. Staff recommends the following conditions of approval:

1. The applicant shall modify BLD2005-00655 to include development of a second single-family dwelling as well as an accessory apartment in each of the two dwellings on the site. The applicant shall submit all required plans and shall pay appropriate fees associated with the Building permit modification.
2. Prior to issuance of any occupancy permits, the applicant shall install all required water meters, subject to CBJ approval.
3. Prior to issuance of any occupancy permits, a final inspection shall be completed by the CDD to ensure that the walls proposed in Accessory Apartment 2 are in place and that maximum net floor area is not exceeded.

Commission action

MOTION TO CONTINUE: *By Mr. Watson, that the PC continues USE2011 0010 to be heard at the August 23, 2011 PC meeting to provide time for the CBJ Department of Law to review the letter of opposition provided by an attorney on behalf of the neighborhood.*

There being no objection, it was so ordered and USE2011 00010 was continued by the PC to be heard at the August 23, 2011 PC meeting.

AME2011 0004

Expansion of the Parking District 1 (PD-1) overlay boundary.

Applicant: CBJ

Location: Willoughby & Whittier Street Neighborhood

Staff report

Mr. Chaney said this is a continuation of a review by the PC concerning extending the PD-1 overlay boundary in the downtown area. If approved, the PD-1 would significantly reduce the normal parking requirement and provide incentives for new development, with the most important elements being that parking requirements would not apply when changing the use of a structure. For example, a warehouse having a parking requirement of 1 per 1,000 square foot could be changed to a restaurant use having a parking requirement of 1 per 200 square feet, which is one relief scenario. In addition, if a developer were to construct a new building or an addition to a new building the parking requirement would be reduced by 60%, so parking for new structures would still be required. Under this proposal, the PD-1 expansion to the MU2 district in general would extend from the Federal Building to the proposed Capital Complex near

the State Office Building. At this time, the PD-1 shown on the map attachment is highlighted in yellow, and the PD-2 in orange. The proposal by staff is for Scenario 3 in the original report, dated June 17, 2011. Scenario 3 calls for roughly doubling the size of the current PD-1 area, which extends from Capitol to the Federal Building to the Foodland shopping area and is currently labeled Mixed Use (MU) in the 2008 CBJ Comprehensive Plan (Comp Plan). The MU2 district is very similar to the MU, but has a lower building height requirement and other minor differences. The basic idea is to maintain an MU environment, as reducing the parking requirement tends to promote MU because people live, work, walk, and shop all in one area without the use of vehicles. The draft Willoughby District Land Use Plan (WDLUP) roughly corresponds with this extension of the PD-1 overlay boundary, but the WDLUP has a slightly different outline in the general vicinity.

The PD-2 scenario is less significant by reducing the parking requirement by 30%, versus 60% in PD-1. If a use were changed in the PD-2, the property owners would have to provide new parking to accommodate for that use. The reason he is bringing up PD-2 is because all along the waterfront to the area across the street to Willoughby Avenue is designated as PD-2. The MU district currently extends to this PD-2 area, but if the PC decides to recommend to the Assembly to change the Subport area to PD-1 that would be a departure from what has historically taken place thus far. He said this might be a good discussion to have, although that is outside the scope of the PC review tonight, but this explains why staff left part of the MU2 out of this proposal. For comparison, in a standard parking district for retail it is 1 parking space per 300 square feet. If they adopt the PD-1 it would require 1 parking space per 750 square feet, which would provide for quite a bit of relaxation.

Staff recommends approval to the Assembly by the PC to extend the existing PD-1 as outlined in Scenario 3 per attachment C in the June 17, 2011 report.

Mr. Rue confirmed that the WDLUP recommends the PD-1 expansion outlined by staff. The PC is contemplating allowing more concentrated parking in garages rather than surface parking currently spread out in this area. Mr. Chaney said it is consistent with the WDLUP, although certain aspects in the pipeline might change the nature of the district. This might include the State Library Archive Museum (SLAM) project for constructing a new museum and archives building in this area. The SLAM project would provide additional parking, including the new addition to the State Office Building. Right now, there is actually an excess amount of parking in this area. For instance, the statistics he recently reviewed of a city parking lot near the Foodland shopping center across the street from the Salvation Army is rarely more than 1/3 full.

Chair Gladziszewski said she pointed out to staff during a previous review that the proposed boundary scenarios did not match the land use designation maps. Mr. Chaney said the boundary on attachment 2 in the upper left corner was revised, so it now matches the maps.

Public testimony - None

Commission discussion

Mr. Watson asked if staff had the opportunity to hear the CBJ Lands & Resources Manager's presentation on the WDLUP; Mr. Pernula and Mr. Chaney said yes. Mr. Pernula said staff has been contemplating extending the PD-1 overlay boundary for quite some time. In addition, both the Willoughby district and SLAM projects precipitated staff to move ahead on extending the PD-1 overlay boundary, which is consistent with the WDLUP for this area.

Staff recommendation: That the PC adopt the Director's analysis and findings and recommend approval of AME2011 0004 to the CBJ Assembly to extend the existing PD-1 parking district as shown under Scenario 3 (attachment C). If Scenarios 1 or 2 are preferred, as stated under 'Findings', staff will reschedule this proposal to a later meeting to expand the public noticing to additional property owners.

Commission action

MOTION: *By Mr. Rue, that the PC adopts the Director's analysis and findings and recommends approval of AME2011 0004 to the CBJ Assembly to extend the existing PD-1 parking district as shown under Scenario 3 (attachment C).*

There being no objection, it was so ordered and AME2011 0010 was recommended for approval to the Assembly by the PC, as presented.

Chair Gladziszewski adjourned the PC, and convened the Board of Adjustment.

X. BOARD OF ADJUSTMENT

VAR2011 0016

A Variance Request to eliminate the 5% vegetative cover requirement for the Red Dog Saloon in the Mixed Use (MU) zone district.

Applicant: Eric Forst

Location: 276 S Franklin Street

Staff report

Ms. Boyce stated that the Variance Request is to reduce the 5% vegetative cover requirement for the proposed project by the owners of the Red Dog Saloon in the MU zone district. Three conditions are proposed by staff should the Board of Adjustment approve the proposal.

The Red Dog Saloon was built in 1988 on a 6,159 square foot parcel. The MU district requires 5% vegetative cover, which equates to 308 square feet of area for this particular parcel, and 160 square feet is now provided at 2.6%. Staff received a telephone call today, which alerted them to additional history that was not quite clear in the record. In 1987, the owners applied for a variance to parking and were required to have 15 spaces, and only requested 9, but they were approved for 10. Part of the justification for the previous parking reduction was because the owners provided a pedestrian plaza area. With this Variance Request for an addition to the Red Dog Saloon Building, it would be constructed into that pedestrian plaza area. The parking standard in place in 1987 was higher than what is provided in the code now, which ranges from 25% to 33% of parking. The owners were approved for 10 spaces, which equates to a 33% reduction, so this is "a wash" because it is roughly the same as what is required today.

The Red Dog Saloon is located on South Franklin and Admiral Way. The applicant supplied the site plan in the report. She provided a photograph of the existing plaza of the Red Dog Saloon with vegetation in the bottom-left corner. She showed another photograph of the plaza where the existing vegetated area is currently located, with the adjacent business owner's door to the left where the vegetation encroaches. Staff received a telephone call from that person who would like the use of their door. She explained that when the vegetation on the Red Dog Saloon plaza is watered, apparently the water runs through their door returned. She provided a separate

photograph showing the adjacent door area through the trees, and another of how the two buildings are located and the door in question between them. The applicant is proposing placing potted hanging plants along the newly proposed canopy area, as well as an old west style design on the new facade portion of the Red Dog Saloon Building. This assists in addressing the aesthetic public amenity vegetation requirement, as this is not clearly stipulated in the code.

She provided a diagram showing the elevation of the proposed building. She then provided an aerial photograph of the Juneau Downtown Historic District shown as the dotted boundary lines, and the MU district boundary as a solid line. In viewing the aerial photograph, she noticed that many adjacent properties did not meet the 5% vegetative cover requirement because that was not previously required in the historic district. Only a portion of the Red Dog Saloon property is within the historic district as shown on the aerial map, which consists of the South Franklin facade. Where the owners are proposing to construct the addition would not be in the historic district. Notably, similar nearby properties did not meet the vegetative cover requirement, but many currently provide hanging baskets.

Staff recommends the Board of Adjustment approve the Variance Request, subject to the conditions outlined.

Public testimony

Rich Conneen, 7081 N. Douglas Hwy., Rich Conneen Architects LLC representing the applicant, stated that he believes the issue regarding the door of the adjacent Warner Building should be a separate discussion. Chair Gladziszewski requested Mr. Conneen to specifically address the Variance Request. Mr. Conneen said the owners of the Red Dog Saloon intend to construct a three-dimensional old west style facade addition, which would be viewed from the front and side of the property. The addition of hanging baskets would improve the appearance during the summertime. The owners are contemplating installing a few 18" diameter potted plants near the side of a second entryway area. The existing plaza does not have a historic quality, so the proposed improvements would provide an upgrade to the area. The existing planter in the plaza is disheveled, which was installed per the previous permit vegetation requirement. However, the planter is now a tripping hazard. Currently, the plaza area provides ample space for people to mill about, and with this proposal they will be decreasing this aspect, while increasing density.

An interesting quandary is that construction is allowed to take place to the property line in the MU district where the setback is zero, but doing so would eliminate space for planting. Therefore, a 5% vegetation requirement has been viewed as being somewhat of a penalty in terms of designing an addition to the Red Dog Saloon Building. Many facades of buildings on S. Franklin are now very similar and blend in with each other. The Red Dog Saloon facade is not in the historic district, but the addition is designed so it is quaintly historic and appealing. The method in which they are requesting to install vegetation is a safer and more appealing approach.

Mr. Rue confirmed that Mr. Conneen believes the applicant would be in favor of Condition 2 to install hanging plants, as this will be a permanent requirement of the permit; Mr. Conneen said he believes so.

Larry Lynd, 210 Admiral Way, said he has a long-term lease of the Warner Building located adjacent to the Red Dog Saloon. He agrees with the proposed improvements to the Red Dog Saloon for a smaller open plaza area. Right now, he is unable to maintain the front door of the Warner Building due their existing vegetative planter, and he has had to perform repairs because

water seeps under his doorway. He wants to be able to draw more attention towards the Warner Building doorway area, and he has plans to improve the structure in the future. Chair Gladyszewski asked Mr. Lynd if the applicant's proposal would continue to block doorway access to the Warner Building in the future. Mr. Lynd said he does not believe so because he understands a 4' easement will have to be maintained.

Mr. Conneen said he and the owners of the Red Dog Saloon received a telephone call yesterday from Mr. Lynd stating that water is seeping under his doorway from the planter in the plaza area, and once the planter is removed Mr. Lynd wants to be able to open that door. However, as he stated earlier, he believes this is a separate issue from this Variance Request review. Even so, the current owners of the Red Dog Saloon discussed possibly pulling the dirt in the planter area away from the Warner Building and assisting Mr. Lynd to caulk his door as an immediate solution. In addition, if the Board of Adjustment approves the Variance Request, the planter will be permanently removed after the tourist season in about 6 weeks. Another issue mentioned by Mr. Lynd relates to a new adjacent door opening into the new public area. He suggests that Mr. Lynd contact the owners of the Red Dog Saloon to discuss that, including the possible requirement of a 4' easement should Mr. Lynd wish to install an additional door in the area. He believes the owners of the Red Dog Saloon are nice people who might be amenable to doing so.

Public testimony was closed.

Board discussion - None

Staff recommendation: That the Board of Adjustment adopt the Director's analysis and findings and approve the requested Variance, VAR2011 0012. The Variance permit would allow for elimination of the vegetative cover requirement for the proposed Red Dog Saloon. Staff recommends approval of this Variance Request with the following conditions:

1. Prior to issuance of a Certificate of Occupancy or temporary Certificate of Occupancy, CDD staff shall verify that the development substantially conforms with the plans and narrative submitted with the application.
2. In lieu of vegetative cover, it shall be the obligation of the owner to establish and maintain no less than six vegetated hanging baskets along the canopies on the exterior of the building between the months of May through September.
3. All roof down drains are to be directed into appropriate CBJ storm drains as required by the CBJ Engineering Department.

Board action

MOTION: *By Mr. Rue, that the Board of Adjustment adopts the Director's analysis and findings and approves the requested Variance, VAR2011 0012. The Variance permit allows for elimination of the vegetative cover requirement for the proposed Red Dog Saloon as presented, subject to the conditions outlined by staff.*

Mr. Watson commented that he appreciates the recommendation by Mr. Conneen to have Mr. Lynd contact the applicant to work out his issues.

Mr. Bishop said it seems appropriate for the Board of Adjustment to agree with staff's recommendation to reduce the vegetative requirement per the Variance Request. He believes the vegetative requirement in the MU district is not necessarily appropriate, which the

Commissioners should probably look at reducing or eliminating, rather than continuing to do so through the Variance Request process.

There being no objection, it was so ordered and VAR2011 016 was approved by the Board of Adjustment, as presented.

Chair Gladziszewski adjourned the Board of Adjustment, and reconvened the PC.

XI. OTHER BUSINESS - None

XII. DIRECTOR'S REPORT

Alaska Coastal Management Program (ACMP) closure update

Mr. Pernula said Mr. Rue requested at the last PC meeting for staff to prepare a report on the impacts of losing the ACMP. He said Planner Teri Camery prepared an initial draft to be presented at the next PC meeting, which staff would provide to the Commissioners beforehand by email. Mr. Rue requested Ms. Camery to also obtain a legal analysis regarding the nexus of federal law, versus city ordinance or state law, including who now has supremacy. Mr. Watson commented that he heard from a reliable source that the ACMP is going to be a very "hot issue" with the legislature when they convene in January 2012, and he hopes the PC does not require staff to spend a great amount of time analyzing the ACMP closure status, as he believes strong changes may be forthcoming by the legislature.

Subdivision Review Committee (SRC) update

Mr. Pernula said a SRC meeting was not held prior to the PC meeting this evening, but an upcoming SRC meeting has been scheduled to be held prior to the next PC meeting.

PC feedback on tasks by CDD staff

He would like feedback provided from the PC in the future regarding what CDD tasks they would like staff to work on that they are not already performing. This might involve possibly a different format for staff reports and presentations, or possibly to provide more focus on long-range planning, etc. Chair Gladziszewski requested staff to place this topic on a subsequent PC Agenda for discussion. Mr. Pernula said they could do so, or possibly schedule a Committee of the Whole (COW) meeting without a public hearing atmosphere. He requested the Commissioners to provide him feedback by the next PC meeting via email.

MU district vegetative requirement

Mr. Rue said he agrees with Mr. Bishop that the PC should review the necessity of the vegetative requirement in the MU district.

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES

Mr. Rue said the Wetland Review Board (WRB) met on July 21, 2011 with State Department of Transportation (DOT) and CBJ Streets Division representatives to discuss local ditch maintenance practices. He explained that the PC generally requires developers to install ditch drainage areas, and then vegetate them to prevent sediment from flowing into sensitive waterbodies and wetlands. The past practices have been to dig the ditches down to raw dirt every few years, which is counter to what the PC has required of developers. The WRB is attempting to proactively engage with DOT and CBJ representatives to provide improved

maintenance ditch practices, and the representatives have been very willing to discuss this with the WRB. The WRB is going to select a few sensitive ditch areas near salmon streams to engage with those representatives to determine which ditch maintenance practices would work best while still allowing water to flow through them.

Ms. Grewe said the Juneau Commission on Sustainability (JCOS) is attempting to continue to work on sustainability indicators, but the membership is experiencing “volunteer burnout,” so it is difficult getting work completed, as momentum is being lost by those who are dedicated. If the Commissioners know of anyone who might wish to volunteer to serve on the JCOS, she would appreciate them informing her, and the JCOS tends to meet every other week. Chair Gladziszewski said several CBJ committees experience that same issue. The JCOS grew from having 9 members by some misunderstanding to 11. Ms. Grewe stated that in the beginning the JCOS focused on climate change sustainability issues, and now the mission was broadened to coincide with the resolution the Assembly adopted to include economics, physical, environmental, and sustainability aspects. Chair Gladziszewski said the topics the JCOS works on should consist of aspects the volunteers are passionate about, otherwise that committee would continue to experience membership issues. The legislation the Assembly enabled for the JCOS is fairly broad, so the members are able to select any of them. Ms. Grewe said the JCOS has a couple 3-member standing subcommittees as well, but the Food Security Subcommittee has “gone by the wayside.”

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS

Mr. Watson said a significant change would be forthcoming regarding the Assembly membership this fall. Therefore, he suggests staff to schedule a COW meeting in a timely manner while Mr. Pernula presents the annual “state of the economy” type of report to the Assembly, as that would be beneficial for new members. That report should provide information on what the PC has accomplished over the past year. He explained that when he reviewed the packet Mr. Pernula recently provided to the PC regarding the upcoming review of the Comp Plan, he was amazed at how many tasks have already been accomplished.

He requested staff to prepare a status update to the PC on the local landfill capacity issue. Chair Gladziszewski said she does not know what the PC’s nexus might be in regards to the landfill capacity issue, but she is concerned about this as well. Mr. Watson agreed, but he wants to bring this landfill capacity topic to the surface before it becomes a very negative in the future.

Ms. Bennett asked which Assembly member was appointed as the new liaison to the PC; Mr. Pernula said Malcolm Menzies.

XV. ADJOURNMENT

MOTION: *By Mr. Rue, to adjourn the PC meeting.*

There being no objection, it was so ordered and the PC meeting adjourned at 8:00 p.m.

CITY/BOROUGH OF JUNEAU

★ ALASKA'S CAPITAL CITY

**PLANNING COMMISSION
NOTICE OF RECOMMENDATION**

Date: July 28, 2011

File No.: AME20110004

City and Borough of Juneau
City and Borough Assembly
155 South Seward Street
Juneau, AK 99801

Application For: Planning Commission Recommendation to the City and Borough Assembly regarding the expansion of the PD-1 Parking District overlay boundary.

Property Address: W. Willoughby Street & Whittier Street Neighborhood

Hearing Date: July 26, 2011

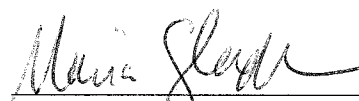
The Planning Commission, at its regularly scheduled public meeting, adopted the analysis and findings listed in the attached memorandums dated June 17, 2011 and July 14 2011, and recommended that the City and Borough Assembly adopt staff's recommendation to extend the existing PD-1 parking district as shown under Scenario 3 (Attachment 2).

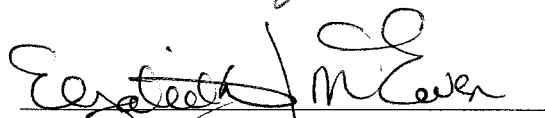
Attachments: June 17 and July 14 2011 memorandums from Eric Feldt, Community Development, to the CBJ Planning Commission regarding AME20110004

This Notice of Recommendation constitutes a recommendation of the CBJ Planning Commission to the City and Borough Assembly. Decisions to recommend an action are not appealable, even if the recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of CBJ §01.50.020 (b).

Project Planner:


Eric Feldt, Planner
Community Development Department


Maria Gladziszewski, Chair
Planning Commission


Filed With City Clerk Deputy Clerk

Date 7/29/2011

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this recommended text amendment. ADA regulations have access requirements above and beyond CBJ - adopted regulations. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

Presented by: The Manager
Introduced: 08/22/2011
Drafted by: J.W. Hartle

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2011-22(b)

An Ordinance Amending the Land Use Code to Revise the Superimposed Parking District Map, from Centennial Hall to Gold Creek.

WHEREAS, the CBJ Comprehensive Plan promotes compact development within the Downtown area and the preservation of historic buildings and neighborhoods; and

WHEREAS, the superimposed parking districts (PD-1) and (PD-2) allow reductions to the off-street parking and loading requirements of the Land Use Code to encourage development and preservation of historic buildings in the Downtown area; and

WHEREAS, the purpose of this Superimposed Parking District Map amendment is to extend the boundary of the PD-1 parking district from Centennial Hall to Gold Creek, to provide a significantly lower parking requirement for new construction, which in turn will reduce construction costs, encourage larger mixed use buildings, and allow the neighborhood to be developed at a higher density; and

WHEREAS, with the new Downtown Transit Center nearby and existing pedestrian infrastructure, future development will have a mixture of transportation opportunities; and

WHEREAS, the Planning Commission at its regularly scheduled public meeting on July 26, 2011, adopted the analysis and findings dated June 17, 2011, and July 14, 2011, and recommended that the City and Borough Assembly adopt staff's recommendation to extend the existing PD-1 parking district as shown on the attached Exhibit A map.

NOW, THEREFORE, BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough Code.

Section 2. Amendment to the Superimposed Parking District Map. The Superimposed Parking District Map adopted June 5, 2006, shall be amended as shown on the Exhibit A map attached.

//

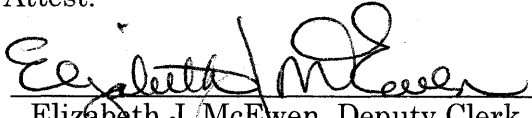
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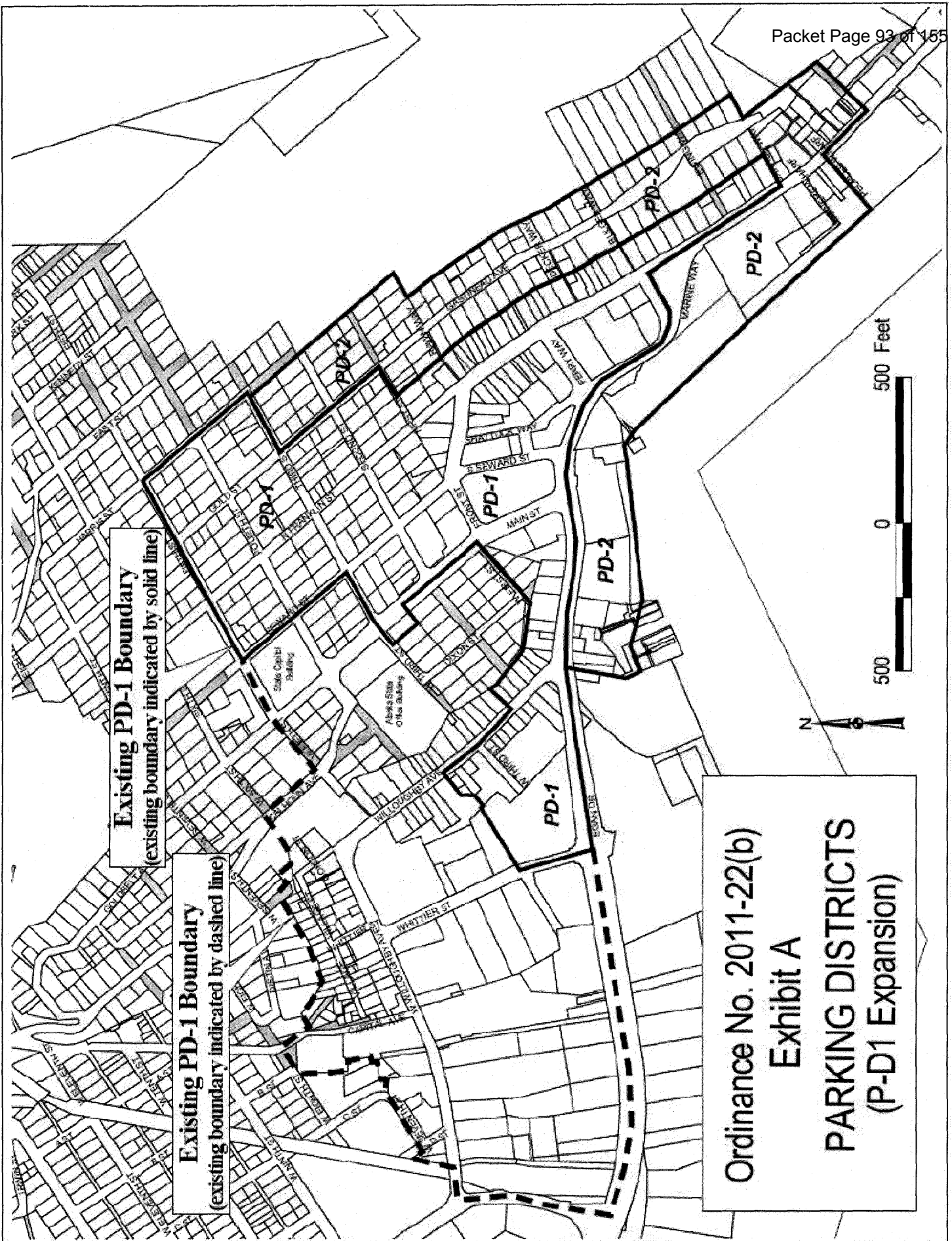
Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 19th day of September, 2011.


Bruce Botelho, Mayor

Attest:


Elizabeth J. McEwen, Deputy Clerk



Downtown Transportation Center

HOURS: Monday through Friday 8am to 6pm

PARKING GARAGE RATE:

Weekly Permits: \$61.00 + \$4.00 (tax) = \$65.00

Annual Permits: \$666.69 + \$33.31 (tax) = \$700.00

PARKING LAYOUT:

Garage: 200 total general parking space, not numbered

PARKING LOT RATE:

Hourly: 75¢ per hour, cash or coin only.

Payments must be made in hourly increments.

(Example: to pay for 1 1/2 hours, the cost is \$1.50)

Payments can be deposited into the pay boxes at the entrance of each lot.

PARKING LAYOUT:

Shopper's Lot: 21 total general parking spaces, numbered 1-21

North Franklin Lot: 23 total general parking spaces, numbered 1-23

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
JULY 2018

Date	DTC GARAGE									LEGISLATIVE									NORTH FRANKLIN LOT									SHOPPER'S LOT											
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
1-Jul																																							
2-Jul	126	114	90	84	72	70	74	70	69												19	11	6	6	4	0	0	5	1										
3-Jul	141	110	94	81	89	87	91	87	76												17	13	0	0	0	0	0	2	4										
4-Jul	NO ENFORCEMENT - INDEPENDENCE DAY										NO ENFORCEMENT - INDEPENDENCE DAY										NO ENFORCEMENT - INDEPENDENCE DAY																		
5-Jul	141	118	123	101	95	76	78	82	80												18	17	11	8	2	0	1	1	0										
6-Jul	142	120	110	108	99	107	75	92	107		19	14	4	7	4	0	2	4	2																				
7-Jul																																							
8-Jul																																							
9-Jul	137	99	78	76	75	80	81	79	70		21	18	9	5	2	0	2	5	2																				
10-Jul	128	105	88	80	76	71	75	75	78		19	13	2	1	2	0	1	4	2																				
11-Jul	129	118	95	89	75	69	73	81	81												18	15	8	7	6	3	2	6	5										
12-Jul	129	101	99	91	70	70	75	80	81		17	11	110	6	8	2	2	5	3																				
13-Jul	131	104	101	95	83	86	79	83	85		19	13	9	9	7	2	2	0	0																				
14-Jul																																							
15-Jul																																							
16-Jul	130	106	104	95	83	83	75	70	79		22	17	16	6	4	0	0	0	1																				
17-Jul	131	111	109	87	74	70	80	75	95												18	14	15	11	0	3	2	0	0										
18-Jul	135	104	108	85	78	70	75	72	80		20	16	10	9	2	0	0	4	3																				
19-Jul	136	111	102	95	84	80	75	80	84		11	13	7	6	0	0	1	0	1																				
20-Jul	136	122	108	99	99	87	80	85	92												18	12	10	7	4	3	3	7	4										
21-Jul																																							
22-Jul																																							
23-Jul	145	109	98	85	88	85	80	82	90												20	17	10	10	9	0	0	1	0										
24-Jul	132	103	95	73	66	72	72	79	79		21	17	4	3	5	2	0	2	0																				
25-Jul	135	105	109	80	70	68	75	80	80		21	17	7	7	4	2	5	6	5																				
26-Jul	129	116	95	78	81	75	75	79	80												11	11	3	1	0	0	0	1	1										
27-Jul	128	115	110	108	91	88	89	90	95		15	1	1	1	1	0	2	4	4																				
28-Jul																																							
29-Jul																																							
30-Jul	121	103	100	85	78	73	70	75	80		20	17	7	7	7	0	0	1	1																				
31-Jul	130	100	95	89	72	73	75	80	79		22	16	11	11	9	0	0	6	4																				
TOTAL:	2792	2294	2111	1864	1698	1640	1622	1676	1740	0	0	0	0	0	0	0	0	0	386	293	260	128	80	17	25	64	43	249	179	FALSE	51	11	12	27	39	18			
AVG:	133	109	101	89	81	78	77	80	83	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	18	14	12	6	4	1	1	3	2	12	9	4	2	1	1	1	2	1			

Min.	121	99	78	73	66	68	70	70	69	Vacant
Avg.	133	109	101	89	81	78	77	80	83	
Max.	145	122	123	108	99	107	91	92	107	
Vacancy Factor										46%

11	1	0	0	0	0	0	0	0	0	Vacant
18	14	12	6	4	1	1	3	2	2	
22	18	110	11	9	3	5	7	5	5	
Vacancy Factor										30%

Vacancy Factor 17%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
Peak	39.50%	50.50%	61.00%	63.50%	67.00%	66.00%	65.00%	65.00%	65.50%	Occupied	52.17%	95.65%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Avg.	33.52%	45.38%	49.74%	55.62%	59.57%	60.95%	61.38%	60.10%	58.57%		20.08%	39.34%	46.17%	73.50%	83.44%	96.48%	94.82%	86.75%	91.10%	91.10%	43.54%	59.41%	82.09%	88.44%	97.51%	97.28%	93.88%	91.16%	95.92%	95.92%
Min.	27.50%	39.00%	38.50%	46.00%	50.50%	46.50%	54.50%	54.00%	46.50%		4.35%	21.74%	-378.26%	52.17%	60.87%	86.96%	78.26%	69.57%	78.26%	78.26%	14.29%	28.57%	42.86%	61.90%	85.71%	80.95%	71.43%	71.43%	80.95%	80.95%

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
AUGUST 2018

DTC GARAGE										LEGISLATIVE										NORTH FRANKLIN LOT										SHOPPER'S LOT									
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00			
1-Aug	128	112	102	95	81	75	77	79	86										20	13	11	10	5	0	0	2	0	15	13	5	4	0	2	1	3	2			
2-Aug	127	100	95	85	78	74	69	67	72										17	12	11	3	3	0	1	4	0	13	12	8	7	0	4	0	6	2			
3-Aug	136	114	95	92	93	94	105	108											14	10	2	0	0	0	0	0		13	9	6	8	0	0	0	1				
4-Aug																																							
5-Aug																																							
6-Aug	144	114	91	85	74	75	70	73	80										18	13	7	1	0	0	0	0	1	10	10	7	2	0	0	1	4	0			
7-Aug	123	107	102	82	73	63	75	80	78										17	13	6	4	3	2	4	5	3	17	16	11	9	0	1	3	7	2			
8-Aug	111	111	96	82	71	73	75	77	78										12	10	3	0	0	1	2	4	3	14	12	2	3	1	0	0	2	1			
9-Aug	123	114	102	95	82	80	75	75	80										14	10	4	4	2	2	0	7	2	13	11	0	2	1	0	2	5	1			
10-Aug	139	112	95	83	81	77	75	79	80										16	13	4	6	0	0	0	7	3	16	9	3	3	2	0	2	4	3			
11-Aug																																							
12-Aug																																							
13-Aug	121	105	95	90	80	70	75	72	79										15	8	0	2	1	0	0	4	3	13	13	10	11	0	1	1	2	1			
14-Aug	111	102	98	85	79	74	75	80	79										20	14	1	0	0	0	0	1	0	11	6	0	0	0	0	1	5	0			
15-Aug	122	93	95	85	74	60	78	79	89										18	11	2	3	0	2	1	3	2	18	10	0	1	0	1	2	4	3			
16-Aug	132	106	90	85	78	67	75	79	80										18	11	2	1	3	0	2	4	0	5	0	1	0	0	1	0	1	0			
17-Aug	129	109	99	97	85	82	76	74	80										17	8	2	4	2	2	4	6	2	12	14	6	6	0	1	2	4	0			
18-Aug																																							
19-Aug																																							
20-Aug	136	113	98	90	79	79	75	78	80										13	7	1	1	1	2	0	5	3	15	13	0	4	3	1	4	2	0			
21-Aug	113	94	87	92	67	76	65	56	56										10	8	7	2	1	1	1	3	0	20	16	0	4	0	2	3	3	2			
22-Aug	112	96	83	81	70	70	73	78	79										13	7	0	0	4	0	0	5	4	15	13	2	4	0	1	0	5	2			
23-Aug	129	99	95	83	78	75	75	79	80										7	7	7	7	0	2	3	2	0	18	14	6	8	2	1	2	1	2			
24-Aug	125	101	84	80	77	76	80	75	76										11	12	4	2	3	0	0	2	1	15	15	6	5	0	2	5	10	8			
25-Aug																																							
26-Aug																																							
27-Aug	129	95	85	75	74	76	71	75											7	4	5	2	2	1	3	2		17	15	9	5	2	1	3	2				
28-Aug	116	89	75	73	63	65	69	69	75										9	4	1	0	0	1	0	2	1	14	12	1	2	0	3	0	5	4			
29-Aug	123	102	98	99	69	72	73	75	77										10	6	2	3	0	2	1	3	2	16	14	4	1	0	0	0	5	4			
30-Aug	124	103	95	89	73	68	62	71											11	2	3	3	0	1	1	3		12	10	6	4	0	1	2	4				
31-Aug	123	105	85	73	78	76	75	78	78										10	7	11	11	0	1	3	4	4	16	15	0	1	2	2	3	5	5			
TOTAL:	2876	2396	2140	1976	1757	1697	1718	1756	1562	0	0	0	0	0	0	0	0		317	210	96	69	30	20	26	78		328	272	93	94	13	25	37	90				
AVG:	125	104	93	86	76	74	75	76	78	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	14	9	4	3	1	1	1	3	2	14	12	4	4	1	1	2	4	2			

Min.	111	89	75	73	63	60	62	56	56	Vacant Percent Page 96 of 135
Avg.	125	104	93	86	76	74	75	76	78	
Max.	144	114	102	99	93	94	105	108	135	

Vacancy Factor 44%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
Peak	44.50%	55.50%	62.50%	63.50%	68.50%	70.00%	69.00%	72.00%	72.00%	Occupied
Avg.	37.48%	47.91%	53.48%	57.04%	61.80%	63.11%	62.65%	61.83%	60.95%	
Min.	28.00%	43.00%	49.00%	50.50%	53.50%	53.00%	47.50%	46.00%	55.50%	

Vacancy Factor 19%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
	69.57%	91.30%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	Occupied
	40.08%	60.30%	81.85%	86.96%	94.33%	96.22%	95.09%	85.26%	92.61%	
	13.04%	39.13%	52.17%	52.17%	78.26%	91.30%	82.61%	69.57%	82.61%	

Vacancy Factor 23%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
	76.19%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	95.24%	100.00%	Occupied
	32.09%	43.69%	80.75%	80.54%	97.31%	94.82%	92.34%	81.37%	90.00%	
	4.76%	23.81%	47.62%	47.62%	85.71%	80.95%	76.19%	52.38%	61.90%	

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
SEPTEMBER 2018

Date	DTC GARAGE									LEGISLATIVE								NORTH FRANKLIN LOT								SHOPPER'S LOT								Date	Peak						
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		
1-Sep																																					1-Sep	100.00%			
2-Sep																													2-Sep	100.00%											
3-Sep	NO ENFORCEMENT - LABOR DAY										NO ENFORCEMENT - LABOR DAY									NO ENFORCEMENT - LABOR DAY									NO ENFORCEMENT - LABOR DAY								3-Sep	100.00%			
4-Sep	121	83	75	63	53	52	70	75	69											15	9	8	5	0	3	7	9		5	17	16	7	7	2	4	6	9	0	4-Sep	74.00%	
5-Sep	136	94	82	69	59	65	70	67	62											13	8	9	9	2	3	5	5		0	18	13	3	4	3	5	3	5	3	5-Sep	70.50%	
6-Sep	133	94	91	84	69	66	65	67	72											13	7	3	2	2	6	8	10		11	15	12	4	1	0	2	3	4	6	6-Sep	67.50%	
7-Sep	131	185	92	83	77	75	73	73	68											10	6	5	4	2	6	4	7		0	11	8	3	4	6	4	0	6	3	7-Sep	66.00%	
8-Sep																																					8-Sep	100.00%			
9-Sep																																					9-Sep	100.00%			
10-Sep	116	86	79	79	72	76	79	71	69											11	12	9	6	1	6	5	6		1	15	12	6	6	6	3	0	2	0	10-Sep	65.50%	
11-Sep	112	98	92	85	80	81	78	78	75											12	12	7	9	2	4	0	0		0	11	12	6	6	0	0	2	8	6	11-Sep	62.50%	
12-Sep	122	111	98	79	77	79	81	89	85											15	12	9	9	1	1	0	3		2	19	17	7	4	2	0	6	9	5	12-Sep	61.50%	
13-Sep	126	108	96	89	79	76	75	79	71											10	5	5	4	3	3	0	1		2	18	14	9	6	4	1	3	4	2	13-Sep	64.50%	
14-Sep	136	103	83	80	75	73	72	73	80											12	8	2	2	1	2	6	7		2	20	19	13	12	11	7	5	8	3	14-Sep	64.00%	
15-Sep																																					15-Sep	100.00%			
16-Sep																																					16-Sep	100.00%			
17-Sep	138	98	89	75	78	71	72	69	70											12	10	9	8	6	4	6	7		5	17	14	8	10	4	1	2	1	0	17-Sep	65.50%	
18-Sep	136	94	89	72	70	70	69	74	78											10	5	8	10	7	3	0	2		0	18	16	7	7	7	4	6	8	4	18-Sep	65.50%	
19-Sep	123	98	81	72	69	70	72	67	69											20	17	16	16	12	0	8	6		0	17	16	10	8	10	6	8	10	5	19-Sep	66.50%	
20-Sep	120	100	95	81	70	72	75	69	74											20	19	18	17	19	11	10	11		13	17	17	7	8	0	5	0	2	1	20-Sep	65.50%	
21-Sep	132	108	87	89	82	80	76	71	71											3	15	15	11	10	10	12	11		8	7	6	0	0	1	0	5	3	2	21-Sep	64.50%	
22-Sep																																					22-Sep	100.00%			
23-Sep																																					23-Sep	100.00%			
24-Sep	130	119	96	81	78	76	75	79	80											17	18	1	15	15	10	14	14		12	17	16	2	2	2	4	3	4	2	24-Sep	62.50%	
25-Sep	125	116	75	72	66	65	63	65	71											13	13	10	12	5	2	14	14		15	19	13	9	8	6	7	9	8	7	25-Sep	68.50%	
26-Sep	127	118		73	70	67	68	65												15	12		11	11	4	9	11			18	15		2	3	7	12	14		26-Sep	67.50%	
27-Sep	126	105	78	69	74	74	72	68	69											17	15	10	11	7	7	14	14		10	20	19	15	8	6	9	13	14	14		27-Sep	66.00%
28-Sep	149	120	115	100	102	100	98	99	96											20	19	1	15	13	9	7	8		8	18	15	11	11	12	13	10	15	12		28-Sep	52.00%
29-Sep																																					29-Sep	100.00%			
30-Sep																																					30-Sep	100.00%			
TOTAL:	2439	2038	1593	1495	1400	1388	1403	1398	1329	0	0	0	0	0	0	0	0	0	258	222	145	176	119	94	129	146		312	270	127	114	85	82	96	134		-564.50%				
AVG:	128	107	89	79	74	73	74	74	74	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	14	12	8	9	6	5	7	8	5	16	14	7	6	4	4	5	7	4					

Min.	112	83	75	63	53	52	63	65	62	Vacant
Avg.	128	107	89	79	74	73	74	74	74	
Max.	149	185	115	100	102	100	98	99	96	

Packet Page 97 of 155

Vacancy Factor 43%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
Peak	44.00%	58.50%	62.50%	68.50%	73.50%	74.00%	68.50%	67.50%	69.00%	Occupied
Avg.	35.82%	46.37%	55.75%	60.66%	63.16%	63.47%	63.08%	63.21%	63.08%	
Min.	25.50%	7.50%	42.50%	50.00%	49.00%	50.00%	51.00%	50.50%	52.00%	

Vacancy Factor 36%

3	5	1	2	0	0	0	0	0	Vacant
14	12	8	9	6	5	7	8	5	
20	19	18	17	19	11	14	14	15	

Vacancy Factor 36%

8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
86.96%	78.26%	95.65%	91.30%	100.00%	100.00%	100.00%	100.00%	100.00%	Occupied	66.67%	71.43%	100.00%	100.00%	100.00%	100.00%	100.00%	95.24%	100.00%	Occupied
40.96%	49.20%	64.98%	59.73%	72.77%	78.49%	70.48%	66.59%	77.29%		21.80%	32.33%	66.40%	71.43%	78.70%	79.45%	75.94%	66.42%	80.16%	
13.04%	17.39%	21.74%	26.09%	17.39%	52.17%	39.13%	39.13%	34.78%		4.76%	9.52%	28.57%	42.86%	42.86%	38.10%	38.10%	28.57%	33.33%	

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
OCTOBER 2018

DTC GARAGE										LEGISLATIVE								NORTH FRANKLIN LOT								SHOPPER'S LOT												
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Date	Peak
1-Oct	137	107	102	91	78	87	81	75	76										19	14	14	16	17	11	15	18	18	20	18	17	11	9	17	12	14	15	1-Oct	62.50%
2-Oct	140	95	84	76	74	70	76	80	79										21	17	10	11	8	11	11	11	10	19	19	14	17	12	8	8	9	7	2-Oct	65.00%
3-Oct	138	107	100	92	82	87	75	79	78										15	10	8	5	5	3	8	9	7	13	11	5	4	3	2	7	6	6	3-Oct	62.50%
4-Oct	145	130	95	81	86	78	72	76	76										6	5	5	3	2	0	4	1	0	14	14	12	8	10	3	10	9	7	4-Oct	64.00%
5-Oct	143	135	93	99	88	96	97	105											15	14	6	4	4	5	5	4		15	15	10	10	9	6	7	8	5-Oct	56.00%	
6-Oct																																					6-Oct	100.00%
7-Oct																																					7-Oct	100.00%
8-Oct	135	130	92	92	83	96	88	100											22	22	19	16	15	11	14	15		21	17	17	16	16	13	18	17	8-Oct	58.50%	
9-Oct	149	168	79	80	84	78	78	91											19	18	15	13	10	11	8	10		16	16	14	11	12	7	11	14	9-Oct	61.00%	
10-Oct	150	142	87	99	79	81	79	82											17	16	12	13	13	8	7	10		19	18	12	9	9	7	8	11	10-Oct	60.50%	
11-Oct	110	45	89	77	80	65	73	94											19	17	13	14	14	10	13	11		18	18	11	10	10	10	9	12	11-Oct	77.50%	
12-Oct	120	69	61	79	85	74	75	99	102										18	15	12	15	14	12	13	12	1	19	16	14	7	6	8	10	12	11	12-Oct	69.50%
13-Oct																																					13-Oct	100.00%
14-Oct																																					14-Oct	100.00%
15-Oct	129	82	80	73	79	77	78	85	96										14	14	11	10	5	5	9	12	7	19	18	16	17	12	12	12	12	10	15-Oct	63.50%
16-Oct	120	89	86	74	75	76	78	86	94										19	17	15	15	14	14	13	13	8	20	18	16	14	10	11	11	12	10	16-Oct	63.00%
17-Oct	119	89	85	87	92	84	88	90	98										20	18	15	14	9	9	10	6	3	19	16	19	13	11	12	13	12	8	17-Oct	58.00%
18-Oct	NO ENFORCEMENT - ALASKA DAY									NO ENFORCEMENT - ALASKA DAY									NO ENFORCEMENT - ALASKA DAY									NO ENFORCEMENT - ALASKA DAY									18-Oct	100.00%
19-Oct	112	113	107	99	99	96	101	100	98										19	13	15	8	11	11	9	10	10	21	17	18	15	10	12	11	12	11	19-Oct	52.00%
20-Oct																																					20-Oct	100.00%
21-Oct																																					21-Oct	62.50%
22-Oct	150	145	91	89	120	115	96	102	107										22	16	15	16	16	12	13	15	14	20	20	16	14	14	17	15	16	17	22-Oct	55.50%
23-Oct	139	130	87	79	95	75	76	84	82										20	18	15	14	14	13	13	12	10	21	17	16	13	13	7	10	10	12	23-Oct	62.50%
24-Oct	141	137	81	78	84	78	75	81	85										22	21	18	17	17	8	8	3	7	18	17	16	9	10	9	12	12	12	24-Oct	#REF!
25-Oct	84	86	78	80	79	76	75	80	81										19	17	11	10	10	2	4	4	4	17	17	10	11	11	6	10	11	11	25-Oct	62.50%
26-Oct	116	94	89	86	94	98	93	104	109										19	16	12	12	12	9	11	8	7	20	16	16	14	14	7	8	6	13	26-Oct	57.00%
27-Oct																																					27-Oct	100.00%
28-Oct																																					28-Oct	100.00%
29-Oct	105	89	85	86	85	83	80	96	101										19	15	13	13	14	13	12	10	10	20	19	13	11	15	15	16	14	17	29-Oct	60.00%
30-Oct	98	106	81	85	89	87	71	85	93										20	18	15	16	15	10	6	6	6	19	18	12	11	11	10	14	16	16	30-Oct	64.50%
31-Oct	115	109	84	77	93	85	79	74	71										15	15	8	8	8	0	1	1	0	16	16	14	15	15	5	3	3	0	31-Oct	64.50%
TOTAL:	2795	2397	1916	1859	1903	1842	1784	1948	1526	0	0	0	0	0	0	0	0		399	346	277	263	247	188	207	201	122	404	371	308	260	242	204	235	248	183		
AVG:	127	109	87	85	87	84	81	89	90	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	18	16	13	12	11	9	9	9	7	18	17	14	12	11	9	11	11	11		

Min.	84	45	61	73	74	65	71	74	71	Vacant
Avg.	127	109	87	85	87	84	81	89	90	
Max.	150	168	107	99	120	115	101	105	115	

Vacancy Factor 47%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied
Peak	58.00%	77.50%	69.50%	63.50%	63.00%	67.50%	64.50%	63.00%	64.50%	
Avg.	36.48%	45.52%	56.45%	57.75%	56.75%	58.14%	59.45%	55.73%	55.12%	
Min.	25.00%	16.00%	46.50%	50.50%	40.00%	42.50%	49.50%	47.50%	45.50%	

6	5	5	3	2	0	1	1	0	Vacant
18	16	13	12	11	9	9	9	7	
22	22	19	17	17	14	15	18	18	

Vacancy Factor 50%

73.91%	78.26%	78.26%	86.96%	91.30%	100.00%	95.65%	95.65%	100.00%	Occupied
21.15%	31.62%	45.26%	48.02%	51.19%	62.85%	59.09%	60.28%	68.80%	
4.35%	4.35%	17.39%	26.09%	26.09%	39.13%	34.78%	21.74%	21.74%	

13	11	5	4	3	2	3	3	0	Vacant
18	17	14	12	11	9	11	11	11	
21	20	19	17	16	17	18	17	17	

Vacancy Factor 60%

38.10%	47.62%	76.19%	80.95%	85.71%	90.48%	85.71%	85.71%	100.00%	Occupied
12.55%	19.70%	33.33%	43.72%	47.62%	55.84%	49.13%	46.32%	48.74%	
0.00%	4.76%	9.52%	19.05%	23.81%	19.05%	14.29%	19.05%	19.05%	

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
NOVEMBER 2018

Date	DTC GARAGE									LEGISLATIVE									NORTH FRANKLIN LOT									SHOPPER'S LOT											
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
1-Nov	110	97	79	81	85	83	82	92	96											20	10	10	9	9	8	9	12	10		20	19	14	14	14	8	11	15	14	
2-Nov	118	102	96	87	93	91	90	96	101											20	12	9	12	9	10	7	8	2		21	19	14	16	15	13	15	13	8	
3-Nov																																							
4-Nov																																							
5-Nov	140	70	78	80	69	76	84	95	100											18	19	13	14	10	11	12	12	13		17	17	14	14	14	12	16	18	17	
6-Nov	101	82	80	75	78	77	82	94	102											15	16	10	11	8	11	6	9	8		18	18	16	16	10	15	14	13	15	
7-Nov	98	93	78	75	78	73	76	81	98											20	15	10	11	9	9	10	10	4		18	14	12	10	10	9	8	6	9	
8-Nov	115	101	71	85	98	86	76	87	101											20	14	10	12	11	11	9	9	6		19	19	15	16	12	8	14	14	17	
9-Nov	178	88	83	81	75	74	96	102	113											19	16	12	9	8	10	8	7	4		18	16	14	14	9	14	14	13	10	
10-Nov																																							
11-Nov																																							
12-Nov																																							
13-Nov	107	92	78	77	87	61	80	92	100											20	17	17	17	12	11	16	16	12		19	19	17	17	12	14	13	11	7	
14-Nov	107	86	77	77	81	78	79	93	100											21	20	16	16	12	10	11	13	13		20	20	16	15	14	12	14	14	16	
15-Nov	183	96	87	84	86	86	84	91	115											21	16	8	7	3	8	9	11	10		21	18	12	11	11	15	16	16	5	
16-Nov	132	104	98	100	96	90	97	110	112											20	16	11	10	7	7	13	12	10		20	18	13	14	10	13	14	14	17	
17-Nov																																							
18-Nov																																							
19-Nov	101	90	85	83	85	82	81	92	108											14	13	7	8	7	12	14	15	13		18	18	10	11	11	14	14	15	15	
20-Nov	129	87	76	74	75	72	83	86	106											22	19	9	9	6	5	9	9	7		20	18	15	10	8	13	14	15	15	
21-Nov	127	101	92	93	101	102	103	122	125											19	14	6	6	1	6	5	7	3		18	17	13	11	1	17	14	14	14	
22-Nov	NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING											
23-Nov	NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING											
24-Nov																																							
25-Nov																																							
26-Nov	103	89	80	79	96	81	81	93	108											19	18	17	16	8	7	10	10	7		19	20	13	13	14	9	18	18	17	
27-Nov	102	96	87	81	88	88	88	90	97											20	17	9	11	7	10	10	12	11		19	17	9	9	8	4	14	14	15	
28-Nov	102	92	86	81	90	91	88	96	101											20	19	15	15	12	13	8	5	2		16	19	12	12	12	15	15	15	16	
29-Nov	103	93	84	83	89	92	78	86	95											18	19	13	14	6	7	11	10	5		20	18	14	13	10	12	15	14	12	
30-Nov	125	94	96	90	90	104	97	101	108											23	20	17	12	5	11	8	7	0		20	20	10	8	2	6	14	14	12	
TOTAL:	2281	1753	1591	1566	1640	1587	1625	1799	1986		0	0	0	0	0	0	0	0	0	369	310	219	219	150	177	185	194	140		361	344	253	244	197	223	267	266		
AVG:	120	92	84	82	86	84	86	95	105	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	19	16	12	12	8	9	10	10	7		19	18	13	13	10	12	14	14	13	

Min.	98	70	71	74	69	61	76	81	95	Vacant
Avg.	120	92	84	82	86	84	86	95	105	
Max.	183	104	98	100	101	104	103	122	125	

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Vacancy Factor 46%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied
Peak	51.00%	65.00%	64.50%	63.00%	65.50%	69.50%	62.00%	59.50%	52.50%	
Avg.	39.97%	53.87%	58.13%	58.79%	56.84%	58.24%	57.24%	52.66%	47.74%	
Min.	8.50%	48.00%	51.00%	50.00%	49.50%	48.00%	48.50%	39.00%	37.50%	

Vacancy Factor 50%

14	10	6	6	1	5	5	5	0	Vacant
19	16	12	12	8	9	10	10	7	
23	20	17	17	12	13	16	16	13	

Vacancy Factor 67%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied
39.13%	56.52%	73.91%	73.91%	95.65%	78.26%	78.26%	78.26%	100.00%		
15.56%	29.06%	49.89%	49.89%	65.68%	59.50%	57.67%	55.61%	67.96%		
0.00%	13.04%	26.09%	26.09%	47.83%	43.48%	30.43%	30.43%	43.48%		

23.81%	33.33%	57.14%	61.90%	95.24%	80.95%	61.90%	71.43%	76.19%	
9.52%	13.78%	36.59%	38.85%	50.63%	44.11%	33.08%	33.33%	37.09%	Occupied
0.00%	4.76%	19.05%	19.05%	28.57%	19.05%	14.29%	14.29%	19.05%	

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
DECEMBER 2018

Date	DTC GARAGE									LEGISLATIVE									NORTH FRANKLIN LOT									SHOPPER'S LOT									Date	Peak			
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		
1-Dec																																								1-Dec	100.00%
2-Dec																															2-Dec	100.00%									
3-Dec	101	84	80	78	82	84	80	87	105												18	17	14	14	10	9	9	9	4		9	7	7	6	8	13	7	7	15	3-Dec	61.00%
4-Dec	109	90	72	65	93	87	80	89	101												17	15	15	15	6	9	14	14	7		20	18	12	10	10	13	10	10	14	4-Dec	67.50%
5-Dec	98	80	85	83	79	82	80	81	89												21	19	15	15	9	12	13	13	11		20	19	10	11	7	7	11	11	10	5-Dec	60.50%
6-Dec	115	83	86	87	80	84	90	103	106												21	19	12	11	6	3	7	4	7		18	14	11	11	14	14	14	14	14	6-Dec	60.00%
7-Dec	137	123	104	100	99	94	100	96													21	19	15	14	6	8	5	2			20	20	14	13	6	7	10	9		7-Dec	53.00%
8-Dec																																								8-Dec	100.00%
9-Dec																																								9-Dec	100.00%
10-Dec	94	72	74	69	72	70	76	96	98												13	9	9	3	3	8	7	10	8		5	5	2	2	12	4	4	6	9	10-Dec	65.50%
11-Dec	92	84	75	80	85	85	87	87	90												21	19	10	8	2	3	8	9	10		19	19	14	12	4	3	14	10	12	11-Dec	62.50%
12-Dec	117	85	79	79	78	80	91	112	122												21	19	16	16	7	10	9	9	1		17	18	7	8	3	2	6	7	8	12-Dec	61.00%
13-Dec	100	82	75	72	75	82	79	88	91												19	18	13	13	11	12	9	8	5		19	19	11	9	6	11	11	12	13	13-Dec	64.00%
14-Dec	144	113	83	86	86	90	93	97	110												21	19	12	12	4	6	9	8	5		19	19	5	7	9	1	7	7	5	14-Dec	58.50%
15-Dec																																								15-Dec	100.00%
16-Dec																																								16-Dec	100.00%
17-Dec	123	84	78	71	88	81	74	80	90												18	15	12	12	7	7	9	8	6		14	11	9	8	3	3	9	6	10	17-Dec	64.50%
18-Dec	110	92	89	89	89	90	90	98	108												19	16	15	15	7	5	5	7	9		16	14	12	16	7	6	3	6	9	18-Dec	55.50%
19-Dec	101	86	82	74	84	87	82	89	97												19	17	13	14	6	1	9	6	5		16	16	11	10	3	2	6	3	12	19-Dec	63.00%
20-Dec	134	101	75	75	95	87	71	83	94												22	16	11	11	7	10	10	5	4		18	17	9	8	2	4	8	7	7	20-Dec	64.50%
21-Dec	116	94	78	74	86	82	74	80	90												22	19	12	12	5	8	9	8	6		17	19	9	8	6	5	9	6	10	21-Dec	63.00%
22-Dec																																								22-Dec	100.00%
23-Dec																																								23-Dec	100.00%
24-Dec	139	144	142	146	146	150	155	158	164												20	20	19	19	19	17	20	22	16		19	18	16	19	17	18	15	16	17	24-Dec	#REF!
25-Dec	NO ENFORCEMENT - CHRISTMAS										NO ENFORCEMENT - CHRISTMAS										NO ENFORCEMENT - CHRISTMAS										NO ENFORCEMENT - CHRISTMAS									25-Dec	100.00%
26-Dec	139	130	124	121	131	127	118	121	138												21	20	20	18	15	14	13	11	5		18	18	16	15	13	13	11	12	14	26-Dec	41.00%
27-Dec	132	108	99	99	112	89	92	97	121												20	19	16	14	14	9	13	10	5		14	15	7	13	12	9	7	14	15	27-Dec	55.50%
28-Dec	125	114	108	106	101	111	109	113	124												21	20	18	15	16	14	11	8	5		19	19	15	14	11	7	7	11	11	28-Dec	49.50%
29-Dec																																								29-Dec	100.00%
30-Dec																																								30-Dec	100.00%
31-Dec	130	124	123	122	122	134	139	140	138												19	19	16	15	12	13	12	12	9		18	18	19	16	14	15	17	171	19	31-Dec	39.00%
TOTAL:	2356	1973	1811	1776	1883	1876	1860	1995	2076	0	0	0	0	0	0	0	0	0	0	394	354	283	266	172	178	201	183		335	323	216	216	167	157	186	345					
AVG:	118	99	91	89	94	94	93	100	109	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	20	18	14	13	9	9	10	9	7	17	16	11	11	8	8	9	17	12				

Min.	92	72	72	65	72	70	71	80	89	Vacant
Avg.	118	99	91	89	94	94	93	100	109	
Max.	144	144	142	146	146	150	155	158	164	

Vacancy Factor 49%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied
Peak	54.00%	64.00%	64.00%	67.50%	64.00%	65.00%	64.50%	60.00%	55.50%	
Avg.	41.10%	50.68%	54.73%	55.60%	52.93%	53.10%	53.50%	50.13%	45.37%	
Min.	28.00%	28.00%	29.00%	27.00%	27.00%	25.00%	22.50%	21.00%	18.00%	

Vacancy Factor 52%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied
Peak	43.48%	60.87%	60.87%	86.96%	91.30%	95.65%	78.26%	91.30%	95.65%	
Avg.	14.35%	23.04%	38.48%	42.17%	62.61%	61.30%	56.30%	60.22%	70.71%	
Min.	4.35%	13.04%	13.04%	17.39%	17.39%	26.09%	13.04%	4.35%	30.43%	

Vacancy Factor 58%

Min.	5	5	2	2	2	1	3	3	5	Vacant
Avg.	17	16	11	11	8	8	9	17	12	
Max.	20	20	19	19	17	18	17	171	19	

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
JANUARY 2019

Date	DTC GARAGE									LEGISLATIVE									NORTH FRANKLIN LOT									SHOPPER'S LOT								
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
1-Jan	NO ENFORCEMENT - NEW YEAR'S DAY									NO ENFORCEMENT - NEW YEAR'S DAY									NO ENFORCEMENT - NEW YEAR'S DAY									NO ENFORCEMENT - NEW YEAR'S DAY								
2-Jan	115	94	94	96	97	80	78	77	110										19	17	14	13	12	13	12	15	18	14	15	14	13	10	7	7	12	14
3-Jan	121	91	85	84	85	81	79	76	99										20	18	12	13	5	10	13	8	14	19	19	16	14	14	14	11	13	17
4-Jan	116	95	89	93	90	88	91	96	103										19	19	18	14	12	16	9	8	14	17	18	17	15	10	7	7	15	19
5-Jan																																				
6-Jan																																				
7-Jan	135	58	58	55	66	72	58	62	68										20	18	13	12	8	11	9	8	8	20	20	14	15	10	12	9	14	14
8-Jan	98	66	42	40	53	44	50	65	80										20	19	13	13	2	12	11	9	3	19	19	11	13	6	8	9	10	13
9-Jan	93	44	37	33	44	43	48	59	93										23	19	10	13	5	4	4	2	0	19	16	14	13	10	10	8	8	10
10-Jan	89	48	39	41	46	42	33	49	62										21	19	14	14	11	11	11	10	7	19	16	14	13	10	9	12	13	14
11-Jan																																				
12-Jan																																				
13-Jan																																				
14-Jan	95	30	20	22	27	20	28	38	69										20	12	6	6	7	4	1	3	0	18	16	13	13	8	10	8	6	9
15-Jan	88	23	14	14	20	34	19	31	55										18	9	4	3	0	3	5	4	0	19	18	7	8	3	3	8	9	7
16-Jan	111	27	2	6	37	18	2	4	13	40	24	23	22	35	21	23	23	24	22	15	9	6	4	6	8	5	6	18	19	15	12	15	12	10	13	9
17-Jan	61	32	3	3	33	4	3	7	19	28	23	22	22	22	21	19	22	24	21	17	12	11	4	11	9	11	7	13	11	7	7	9	11	11	11	
18-Jan	31	29	0	2	27	14	13	16	22	30	23	23	22	25	22	22	23	26	19	12	10	7	7	7	7	7	6	18	18	9	13	10	9	17	14	11
19-Jan																																				
20-Jan																																				
21-Jan	NO ENFORCEMENT - MLK JR'S BDAY									NO ENFORCEMENT - MLK JR'S BDAY									NO ENFORCEMENT - MLK JR'S BDAY																	
22-Jan	47	31	1	5	21	17	3	20	29	26	19	20	18	19	12	19	22	23	20	18	12	12	2	7	5	7	5	19	14	7	3	5	3	6	5	7
23-Jan	47	31	2	3	32	7	4	9	22	25	19	17	19	19	15	16	16	20	20	18	10	7	2	4	3	0	0	19	14	9	7	5	5	7	8	6
24-Jan	46	25	1	6	18	17	9	12	23	23	17	18	18	15	15	15	17	19	16	14	9	6	3	4	3	1	1	16	13	9	7	3	5	10	10	7
25-Jan	69	50	2	24	20	16	23	25	45	26	18	19	15	15	18	18	17	23	17	7	10	6	5	5	7	7	5	17	17	9	12	3	7	10	11	10
26-Jan																																				
27-Jan																																				
28-Jan	47	35	6	4	27	5	10	12	25	23	17	16	18	15	14	16	18	20	21	17	9	5	7	6	6	4	2	19	17	13	14	12	15	14	15	13
29-Jan	43	15	15	10	12	4	1	15	36	23	14	14	9	8	12	16	16	21	15	11	7	8	5	3	1	5	18	15	14	8	9	8	8	7	9	12
30-Jan	55	22	3	9	28	10	12	16	41	25	16	16	16	17	14	15	16	22	19	14	2	1	2	7	8	6	2	18	15	3	6	3	7	11	14	12
31-Jan	54	18	3	4	26	2	1	14	28	24	17	17	16	20	18	16	18	21	17	12	12	12	5	10	14	10	4	17	15	9	9	6	8	8	10	8
TOTAL:	1561	864	516	554	809	618	565	703	1042	293	207	205	195	210	182	195	208	243	387	305	206	182	108	154	146	130	120	353	324	218	216	158	168	190	220	223
AVG:	78	43	26	28	40	31	28	35	52	27	19	19	18	19	17	18	19	22	19	15	10	9	5	8	7	7	6	18	16	11	11	8	8	10	11	11

Date	Peak
1-Jan	100.00%
2-Jan	44.60%
3-Jan	45.32%
4-Jan	36.69%
5-Jan	100.00%
6-Jan	100.00%
7-Jan	60.43%
8-Jan	71.22%
9-Jan	76.26%
10-Jan	76.26%
11-Jan	100.00%
12-Jan	100.00%
13-Jan	100.00%
14-Jan	99.28%
15-Jan	98.56%
16-Jan	98.56%
17-Jan	97.84%
18-Jan	100.00%
19-Jan	100.00%
20-Jan	100.00%
21-Jan	#REF!
22-Jan	#REF!
23-Jan	99.28%
24-Jan	#REF!
25-Jan	98.56%
26-Jan	100.00%
27-Jan	100.00%
28-Jan	97.12%
29-Jan	99.28%
30-Jan	97.84%
31-Jan	99.28%

Min.	31	15	0	2	12	2	1	4	13	Vacant	23	14	14	9	8	12	15	16	19	Vacant	15	7	2	1	0	3	1	0	0	Vacant	13	11	3	3	3	3	6	5	6	Vacant
Avg.	78	43	26	28	40	31	28	35	52	Vacant	27	19	19	18	19	17	18	19	22	Vacant	19	15	10	9	5	8	7	7	6	Vacant	18	16	11	11	8	8	10	11	11	Vacant
Max.	135	95	94	96	97	88	91	96	103	Vacant	40	24	23	22	35	22	23	23	26	Vacant	23	19	18	14	12	16	14	15	18	Vacant	20	20	17	15	15	15	17	15	19	Vacant

Vacancy Factor 29%

Vacancy Factor 32%

Vacancy Factor 42%

Vacancy Factor 55%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
Peak	77.70%	89.21%	100.00%	98.56%	91.37%	98.56%	99.28%	97.12%	90.65%	Occupied	62.30%	77.05%	77.05%	85.25%	86.89%	80.33%	75.41%	73.77%	68.85%	Occupied	34.78%	69.57%	91.30%	95.65%	100.00%	86.96%	95.65%	100.00%	100.00%	Occupied	38.10%	47.62%	85.71%	85.71%	85.71%	85.71%	71.43%	76.19%	71.43%	Occupied
Avg.	43.85%	68.92%	81.44%	80.07%	70.90%	77.77%	79.68%	74.71%	62.52%		56.33%	69.15%	69.45%	70.94%	68.70%	72.88%	70.94%	69.00%	63.79%		15.87%	33.70%	55.22%	60.43%	76.52%	66.52%	68.26%	71.74%	73.91%		15.95%	22.86%	48.10%	48.57%	62.38%	60.00%	54.76%	47.62%	46.90%	
Min.	2.88%	31.65%	32.37%	30.94%	30.22%	36.69%	34.53%	30.94%	20.86%		34.43%	60.66%	62.30%	63.93%	42.62%	63.93%	62.30%	62.30%	57.38%		0.00%	17.39%	21.74%	39.13%	47.83%	30.43%	39.13%	34.78%	21.74%		4.76%	4.76%	19.05%	28.57%	28.57%	28.57%	19.05%	28.57%	9.52%	

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
FEBRUARY 2019

DTC GARAGE										LEGISLATIVE										NORTH FRANKLIN LOT										SHOPPER'S LOT										Date	Peak					
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00										
1-Feb	99	48	16	18	52	9	19	21	36	33	18	21	22	17	21	22	27	33	22	19	11	10	10	99	12	10	7	18	19	14	14	14	15	14	15	11	1-Feb	100.00%								
2-Feb																																					2-Feb	100.00%								
3-Feb																																					3-Feb	100.00%								
4-Feb	61	32	8	7	37	10	9	12	25	24	19	17	19	18	14	22	21	22	19	17	10	9	10	7	7	5	4	19	18	12	13	13	14	12	13	12	4-Feb	100.00%								
5-Feb	73	41	13	15	35	0	5	14	30	25	19	19	20	20	19	20	21	23	21	17	12	11	11	7	7	11	6	19	18	15	17	15	15	9	12	11	5-Feb	100.00%								
6-Feb	65	39	4	5	24	10	5	16	21	27	18	14	14	13	16	15	15	17	20	13	10	8	1	3	4	3	6	19	15	6	7	2	5	7	7	13	6-Feb	100.00%								
7-Feb	60	22	1	15	20	6	4	5	33	25	16	15	21	15	18	13	16	19	16	9	7	7	2	2	1	6	5	14	15	12	8	0	7	6	3	10	7-Feb	100.00%								
8-Feb	109	32	8	14	29	15	22	24	31	35	16	17	18	16	15	20	25	27	20	16	8	11	7	10	7	10	3	18	15	9	9	8	9	6	10	12	8-Feb	100.00%								
9-Feb																																					9-Feb	100.00%								
10-Feb																																					10-Feb	100.00%								
11-Feb	52	26	21	13	15	0	2	13	15	22	13	13	13	11	10	10	12	15	18	15	13	13	8	13	10	9	7	19	19	18	17	10	6	16	16	16	11-Feb	100.00%								
12-Feb	57	21	0	0	16	0	4	8	15	22	15	15	15	13	13	14	14	17	15	11	1	0	4	0	0	1	1	21	21	9	7	2	2	11	11	9	12-Feb	100.00%								
13-Feb	64	19	3	0	17	7	5	20	24	25	13	11	12	14	13	12	12	14	13	6	3	2	4	1	2	0	0	19	18	13	12	9	9	3	8	4	13-Feb	100.00%								
14-Feb	37	21	0	0	22	3	6	22	22	19	16	15	17	19	11	15	14	16	19	18	7	10	9	4	1	1	0	19	19	16	16	3	8	5	5	6	14-Feb	100.00%								
15-Feb	52	45	19	19	37	19	31	38	48	25	19	17	18	21	16	22	26	31	20	14	12	13	6	7	10	9	9	16	15	9	10	4	10	11	11	14	15-Feb	100.00%								
16-Feb																																					16-Feb	100.00%								
17-Feb																																					17-Feb	100.00%								
18-Feb	NO ENFORCEMENT - PRESIDENT'S DAY									NO ENFORCEMENT - PRESIDENT'S DAY									NO ENFORCEMENT - PRESIDENT'S DAY																										18-Feb	100.00%
19-Feb	64	20	2	3	20	0	4	21	28	25	12	13	15	16	13	12	15	21	12	8	1	0	3	0	0	0	1	7	5	4	1	1	1	0	1	5	19-Feb	100.00%								
20-Feb	38	24	1	4	22	3	9	11	18	15	14	9	10	16	11	13	14	16	14	6	2	1	2	2	3	1	1	19	17	4	5	2	4	8	6	9	20-Feb	100.00%								
21-Feb	40	11	0	3	17	1	6	15	27	15	8	7	7	10	12	14	14	14	12	6	2	1	8	2	1	1	2	19	16	13	7	6	9	8	10	14	21-Feb	100.00%								
22-Feb	72	25	11	7	18	13	15	25	91	23	13	13	15	12	13	18	26	34	19	14	8	8	5	3	3	2	0	14	15	1	9	7	10	6	6	11	22-Feb	100.00%								
23-Feb																																					23-Feb	100.00%								
24-Feb																																					24-Feb	100.00%								
25-Feb	51	27	0	1	22	8	11	14	25	19	16	15	15	15	11	13	16	17	16	13	8	7	2	4	1	2	2	16	13	10	13	1	11	11	10	9	25-Feb	100.00%								
26-Feb	38	18	14	3	20	12	8	8	19	23	16	13	15	15	15	14	15	17	17	12	5	5	3	5	6	2	2	14	14	12	4	2	3	3	5	2	26-Feb	100.00%								
27-Feb	53	37	12	1	22	7	5	11	21	20	19	12	12	13	12	12	16	21	16	10	6	1	2	0	1	1	0	16	13	11	6	1	4	7	7	10	27-Feb	100.00%								
28-Feb	47	21	13	5	13	6	10	14	21	19	11	10	8	8	12	11	18	29	20	9	9	9	3	6	6	3	6	15	16	10	8	0	4	6	8	11		100.00%								
TOTAL:	1132	529	146	133	458	129	180	312	550	441	291	266	286	282	265	292	337	403	329	233	135	126	100	175	82	77	62	321	301	198	183	100	146	149	164	189		100.00%								
AVG:	57	26	7	7	23	6	9	16	28	22	15	13	14	14	13	15	17	20	16	12	7	6	5	9	4	4	3	16	15	10	9	5	7	7	8	9		#DIV/0! 100.00%								

Min.	37	11	0	0	13	0	2	5	15	Vacant	15	8	7	7	8	10	10	12	14	Vacant	12	6	1	0	1	0	0	0	0	7	5	1	1	0	1	0	1	2	Vacant
Avg.	60	28	8	7	24	7	9	16	29		23	15	14	15	15	14	15	18	21		17	12	7	7	5	9	4	4	3	17	16	10	10	5	8	8	9	10	Vacant
Max.	109	48	21	19	52	19	31	38	91		35	19	21	22	21	21	22	27	34		22	19	13	13	11	99	12	11	9	21	21	18	17	15	15	16	16	16	

Vacancy Factor 15%

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Vacancy Factor 27%

Vacancy Factor 34%

Vacancy Factor 49%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
Peak	73.38%	92.09%	100.00%	100.00%	90.65%	100.00%	98.56%	96.40%	89.21%	75.41%	86.89%	88.52%	88.52%	86.89%	83.61%	83.61%	80.33%	77.05%	47.83%	73.91%	95.65%	100.00%	95.65%	100.00%	100.00%	100.00%	100.00%	66.67%	76.19%	95.24%	95.24%	100.00%	95.24%	100.00%	95.24%	90.48%	
Avg.	57.14%	79.97%	94.47%	94.96%	82.66%	95.12%	93.18%	88.19%	79.17%	61.95%	74.89%	77.05%	75.32%	75.67%	77.14%	74.81%	70.92%	65.23%	24.71%	46.68%	69.11%	71.17%	77.12%	59.95%	81.24%	82.38%	85.81%	19.55%	24.56%	50.38%	54.14%	74.94%	63.41%	62.66%	58.90%	52.63%	Occupied
Min.	21.58%	65.47%	84.89%	86.33%	62.59%	86.33%	77.70%	72.66%	34.53%	42.62%	68.85%	65.57%	63.93%	65.57%	65.57%	63.93%	55.74%	44.26%	4.35%	17.39%	43.48%	43.48%	52.17%	-330.43%	47.83%	52.17%	60.87%	0.00%	0.00%	14.29%	19.05%	28.57%	28.57%	23.81%	23.81%	23.81%	Occupied

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER																																										
MARCH 2019																																										
DTC GARAGE										LEGISLATIVE										NORTH FRANKLIN LOT										SHOPPER'S LOT												
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00			
1-Mar										Vacant											Vacant																			Vacant		
2-Mar																																										
3-Mar																																										
4-Mar	62	18	14	14	18	11	10	22	38			21	11	10	13	10	12	11	16	21			20	18	17	11	4	7	10	11	4		20	20	19	17	7	13	11		13	5
5-Mar	84	21	25	26	28	5	3	11	31			29	14	14	15	15	14	14	16	19			21	17	10	8	6	6	0	6	8		20	19	14	10	7	10	8		10	12
6-Mar	54	1	1	2	2	1	2	11	18			19	15	15	15	15	14	14	13	21			19	11	8	6	10	2	2	7	4		18	17	13	12	12	12	11		6	3
7-Mar	43	2	1	4	6	7	8	14	21			23	12	12	12	15	14	12	12	18			15	12	9	4	1	0	1	1	0		20	20	15	10	2	3	9		12	8
8-Mar	45	21	17	16	20	19	1	25	22			16	117	11	12	19	15	15	18	22			20	13	10	14	7	9	7	4	0		18	13	9	7	4	3	5		7	9
9-Mar																																										
10-Mar																																										
11-Mar	50	31	28	20	32	27	25	28	39			17	11	10	8	12	10	9	12	10			19	9	3	8	9	9	5	2	0		19	16	8	7	8	4	6		10	0
12-Mar	36	7	1	3	12	4	7	16	38			20	12	10	9	12	14	15	18	26			23	17	12	13	7	9	9	2	3		19	17	15	9	10	9	8		8	6
13-Mar	34	12	2	3	8	1	4	18	32			20	10	8	9	10	9	19	12	25			12	2	0	1	0	0	1	2	0		15	14	8	5	1	2	2		3	1
14-Mar	19	1	1	5	11	12	16	21	32			20	10	8	11	14	13	14	14	17			13	6	5	2	0	0	2	4	0		10	11	3	3	1	2	7		9	12
15-Mar	30	19	13	16	22	22	18	28	37			15	13	12	13	14	14	14	16	21			19	16	9	10	6	8	6	4	4		18	18	13	8	6	4	4		3	2
16-Mar																																										
17-Mar																																										
18-Mar	43	16	11	5	14	10	15	21	38			20	9	8	7	8	9	9	11	12			19	16	10	11	11	12	13	14	2		18	19	15	13	5	4	9		8	7
19-Mar	48	18	8	7	12	8	9	17	36			25	8	8	8	11	11	10	18	21			22	19	13	12	7	8	7	6	6		19	18	12	15	10	8	7		9	4
20-Mar	40	20	19	20	23	17	15	18	22			14	7	6	7	9	9	8	8	14			20	19	15	10	3	2	4	8	3		19	18	17	10	0	2	4		4	1
21-Mar	36	18	7	10	21	10	10	21	26			9	8	8	5	5	10	9	6	11			19	12	10	8	4	1	2	4	6		20	19	17	12	6	4	7		5	4
22-Mar	55	31	26	19	20	17	18	24	31			21	6	6	10	16	13	13	17	19			20	14	11	4	5	7	6	6	3		15	13	9	6	0	4	8		13	8
23-Mar																																										
24-Mar																																										
25-Mar	NO ENFORCEMENT - SEWARD'S DAY										NO ENFORCEMENT - SEWARD'S DAY											NO ENFORCEMENT - SEWARD'S DAY																				
26-Mar	37	12	1	1	14	1	5	7	8			25	12	9	11	11	11	11	12	16			21	17	11	10	4	7	7	10	6		20	19	7	9	2	7	9		10	4
27-Mar	40	12	1	3	15	10	10	8	18			17	10	10	11	11	10	12	14	26			20	14	10	8	4	6	7	7	4		17	13	9	8	9	8	8		6	4
28-Mar	42	20	12	14	20	17	19	28	27			21	15	9	14	15	14	16	20	25			17	14	7	7	3	6	5	3	1		19	17	19	9	2	4	4		7	8
29-Mar	52	36	22	16	29	25	26	31	43			25	14	17	22	20	15	19	22	31			18	14	10	7	4	8	8	7	3		18	12	13	12	6	5	7		11	6
30-Mar																																										
31-Mar																																										
TOTAL:	850	316	210	204	327	224	221	369	557		377	314	191	212	242	231	244	275	375		357	260	180	154	95	107	102	108	57		0	0	0	0	0	0	0	0	0			
AVG:	45	17	11	11	17	12	12	19	29		20	17	10	11	13	12	13	14	20		19	14	9	8	5	6	5	6	3		18	16	12	10	5	6	7	8	5			
Min.	19	1	1	1	2	1	1	7	8	Vacant	9	6	6	5	5	9	8	6	10	Vacant	12	2	0	1	0	0	0	1	0	Vacant	10	11	3	3	0	2	2	3	0			
Avg.	45	17	11	11	17	12	12	19	29	Vacant	20	17	10	11	13	12	13	14	20	Vacant	19	14	9	8	5	6	5	6	3	Vacant	18	16	12	10	5	6	7	8	5			
Max.	84	36	28	26	32	27	26	31	43	Vacant	55	29	117	17	22	20	15	19	22	31	Vacant	23	19	17	14	11	12	13	14	8	Vacant	20	20	19	17	12	13	11	13	12		
Vacancy Factor 14%										Vacancy Factor 24%										Vacancy Factor 36%										Vacancy Factor 47%												
Peak	86.33%	99.28%	99.28%	99.28%	98.56%	99.28%	99.28%	94.96%	94.24%	Occupied	85.25%	90.16%	90.16%	91.80%	91.80%	85.25%	86.89%	90.16%	83.61%	Occupied	47.83%	91.30%	#####	95.65%	#####	#####	#####	95.65%	#####	Occupied	52.38%	47.62%	85.71%	85.71%	#####	90.48%	90.48%	85.71%	#####	Occupied		
Avg.	67.82%	88.03%	92.05%	92.28%	87.62%	91.52%	91.63%	86.03%	78.91%		67.47%	72.91%	83.52%	81.71%	79.12%	80.07%	78.95%	76.27%	67.64%		18.31%	40.50%	58.81%	64.76%	78.26%	75.51%	76.66%	75.29%	86.96%		14.29%	21.55%	41.10%	54.39%	75.44%	72.93%	66.42%	61.40%	73.93%			
Min.	39.57%	74.10%	79.86%	81.29%	76.98%	80.58%	81.29%	77.70%	69.06%		52.46%	-91.80%	72.13%	63.93%	67.21%	75.41%	68.85%	63.93%	49.18%		0.00%	17.39%	26.09%	39.13%	52.17%	47.83%	43.48%	39.13%	65.22%		4.76%	4.76%	9.52%	19.05%	42.86%	38.10%	47.62%	38.10%	42.86%			

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER																																											
APRIL 2019																																											
DTC GARAGE										LEGISLATIVE										NORTH FRANKLIN LOT										SHOPPER'S LOT													
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	1:00	2:00	3:00	4:00
1-Apr	20	1	3	3	10	6	4	12	28		21	14	14	12	18	12	14	19	26		16	14	10	10	7	11	12	15	6		18	16	9	7	2	3	3	5	7		1-Apr	99.28%	
2-Apr	41	14	2	4	12	1	6	11	20		23	13	11	10	13	11	16	14	17		20	20	16	9	10	9	10	15	15		7	18	17	12	14	8	11	12	12		6	2-Apr	99.28%
3-Apr	26	7	2	2	7	0	4	13	26		20	12	8	9	9	10	10	10	18		17	14	8	4	7	9	10	10	12		16	14	11	12	9	8	9	9	6		3-Apr	100.00%	
4-Apr	37	19	9	6	20	16	14	21	31		15	10	8	7	10	9	12	15	21		22	18	13	10	7	4	5	6	3		20	20	16	15	6	3	9	11	11		4-Apr	95.68%	
5-Apr	46	27	19	12	15	18	18	20			22	12	10	9	13	17	14	16			21	17	12	0	1	7	7	9			19	19	11	11	2	5	10	9	5-Apr		91.37%		
6-Apr																																									6-Apr	100.00%	
7-Apr																																									7-Apr	100.00%	
8-Apr	30	12	6	1	18	4	3	17	36		18	11	11	8	13	10	1	14	11		20	20	15	13	6	4	3	8	8		20	20	15	13	6	4	3	8	8		8-Apr	99.28%	
9-Apr	36	6	2	2	8	3	2	17	19		20	12	9	10	10	9	9	12	16		20	15	8	9	7	9	8	8	4		10	19	16	13	6	7	10	11	14		9-Apr	98.56%	
10-Apr	53	25	19	17	21	10	6	10	24		18	4	7	6	8	5	6	4	5		21	14	6	5	7	1	3	5	5		20	19	18	16	12	10	7	5	5		10-Apr	#REF!	
11-Apr	32	14	7	5	15	3	2	7	16		15	5	4	6	7	8	7	10	7		21	14	8	11	5	3	5	7	4		20	19	14	10	2	3	7	8	11		11-Apr	98.56%	
12-Apr	23	23	15	17	18	13	16	21	21		20	8	6	7	10	8	7	7	10		15	8	7	5	6	6	5	5	3		20	20	16	14	7	7	3	5	5		12-Apr	90.65%	
13-Apr																																									13-Apr	100.00%	
14-Apr																																									14-Apr	100.00%	
15-Apr	30	13	6	4	13	8	42	150	49	20	13	13	10	11	14	6	12	12	20	19	9	8	7	4	9	11	10	18	19	14	13	3	8	9	8	8	15-Apr	97.12%					
16-Apr	33	15	3	3	8	13	19	20	22	20	13	11	12	12	9	10	12	13	20	19	6	4	2	6	7	9	9	18	19	11	10	9	7	6	9	11	16-Apr	97.84%					
17-Apr	25	17	7	8	16	8	18	20	21	16	11	11	9	11	8	7	8	10	20	17	9	9	8	4	5	7	7	18	18	9	5	1	4	9	10	10	17-Apr	#REF!					
18-Apr	30	17	5	3	15	10	29	27	28	20	12	9	8	11	10	10	9	9	20	15	8	8	5	1	3	3	5	18	16	0	1	2	0	6	2	3	18-Apr	97.84%					
19-Apr	70	24	18	21	29	30	20	19	4	30	30	29	27	31	34	16	17	17	20	17	15	13	7	8	4	6	5	19	10	1	2	0	0	5	6	5	19-Apr	97.12%					
20-Apr																																					20-Apr	100.00%					
21-Apr																																					21-Apr	#REF!					
22-Apr	68	16	17	11	16	13	50	48	49	22	20	18	14	16	14	6	8	8	21	18	16	15	15	13	16	14	13	21	20	14	15	7	10	11	10	10	22-Apr	92.09%					
23-Apr	60	14	9	20	9	8	8	6	7	20	19	14	13	17	16	14	10	12	21	17	10	8	5	5	6	7	5	21	20	14	10	10	5	7	7	8	23-Apr	95.68%					
24-Apr	70	15	6	8	10	6	9	9	11	25	15	18	13	17	16	16	17	19	19	17	15	11	9	9	8	9	10	20	17	15	12	2	2	9	9	9	24-Apr	94.96%					
25-Apr	68	14	9	10	12	14	16	17	18	21	16	14	15	16	16	17	18	18	23	18	12	8	6	7	7	6	6	21	17	8	9	0	3	2	8	8	25-Apr	93.53%					
26-Apr	70	25	18	17	19	17	19	19	17	26	20	19	20	18	19	17	16	18	18	13	10	8	9	11	11	12	12	20	18	15	17	10	10	13	13	13	26-Apr	87.77%					
27-Apr																																					27-Apr	100.00%					
28-Apr																																					28-Apr	100.00%					
29-Apr	68	19	18	11	15	14	12	10	10	25	16	14	6	17	16	15	10	8	21	15	14	12	9	11	9	7	7	20	17	12	13	8	6	4	4	7	29-Apr	92.81%					
30-Apr	65	21	13	11	19	12	13	14	10	20	13	12	3	11	12	9	9	7	23	15	13	9	4	4	2	6	6	20	19	14	13	8	4	10	9	7	30-Apr	92.81%					
TOTAL:	1001	358	213	196	325	227	330	508	467	457	299	270	234	299	283	239	267	282	439	350	233	190	148	147	160	185	147	415	393	265	245	120	120	164	178	172							
AVG:	46	16	10	9	15	10	15	23	22	21	14	12	11	14	13	11	12	13	20	16	11	9	7	7	7	8	7	19	18	12	11	5	5	7	8	8							
Min.	20	1	2	1	7	0	2	6	4	15	4	4	3	7	5	1	4	5	15	8	6	0	1	1	2	3	3	10	10	0	1	0	0	2	2	3							
Avg.	46	16	10	9	15	10	15	23	22	21	14	12	11	14	13	11	12	13	20	16	11	9	7	7	7	8	7	19	18	12	11	5	5	7	8	8							
Max.	70	27	19	21	29	30	50	150	49	30	30	29	27	31	34	17	19	26	23	20	16	15	15	13	16	15	13	21	20	18	17	12	11	13	13	14							
Vacancy Factor 13%										Vacancy Factor 22%										Vacancy Factor 44%										Vacancy Factor 50%													
Peak	85.61%	99.28%	98.56%	99.28%	94.96%	#####	98.56%	95.68%	97.12%	Occupied	89.21%	97.12%	97.12%	97.84%	94.96%	96.40%	99.28%	97.12%	96.40%	Occupied	89.21%	94.24%	95.68%	#####	99.28%	99.28%	98.56%	97.84%	97.84%	92.81%	92.81%	100.00%	99.28%	100.00%	100.00%	98.56%	98.56%	97.84%	Occupied				
Avg.	67.27%	88.29%	93.03%	93.59%	89.37%	92.58%	89.21%	83.39%	84.00%		85.06%	90.22%	91.17%	92.35%	90.22%	90.75%	92.18%	91.27%	90.34%		85.64%	88.55%	92																				

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
MAY 2019

Date	DTC GARAGE									LEGISLATIVE									NORTH FRANKLIN LOT									SHOPPER'S LOT											
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
1-May	60	14	7	24	9	4	12	19	29		22	8	9	13	12	13	6	6	10		19	17	12	14	13	7	5	5	4		20	15	16	12	8	2	5	6	7
2-May	62	18	12	8	15	13	10	12	12		20	6	6	7	8	8	8	9	9		20	18	14	12	2	1	7	7	5		20	14	9	8	0	1	3	0	0
3-May	70	21	20	10	19	15	17	17	24		24	13	12	7	12	8	6	7	7		20	17	15	13	4	10	9	4	3		20	17	15	12	4	10	9	4	3
4-May																																							
5-May																																							
6-May	58	20	20	13	14	12	30	28	29		33	18	9	9	10	8	8	8	10		20	18	16	12	6	5	4	5	3		20	18	16	12	6	5	4	5	3
7-May	18	19	10	2	1	0	0	0	4		26	14	11	11	12	10	9	10	11		17	15	12	5	0	1	7	7	8		17	15	12	5	0	1	7	7	8
8-May	50	18	15	10	19	6	6	7	10		20	15	14	11	16	12	10	7	7		20	10	5		2	3	3	4	2		20	10	5		2	3	3	4	2
9-May	51	15	8	8	8	5	10	11	11		30	11	11	10	8	11	4	5	5		20	13	4	2	0	1	9	9	10		20	13	4	2	0	1	9	9	10
10-May	60	31	21	10	13	11	6	8	10		32	17	15	13	14	13	13	12	10		18	19	15	14	6	7	8	10	9		18	19	15	14	6	7	8	10	9
11-May																																							
12-May																																							
13-May	60	22	11	4	16	10	3	4	8		22	15	12	13	16	18	10	13	15		19	5	0	1	2	0	4	6	3		16	10	4	1	1	0	4	4	2
14-May	59	20	16	15	26	9	6	5	10		22	20	19	20	20	23	17	20	22		16	12	5	1	1	0	0	4	3		20	12	5	3	0	1	3	1	0
15-May	55	20	13	10	17	12	11	8	10		22	11	12	4	15	15	5	5	7		17	8	2	0	0	0	0	3	0		19	0	0	0	0	0	0	0	0
16-May	58	26	11	10	12	11	8	6	6		20	22	20	4	25	29	5	4	4		16	11	4	1	4	0	3	4	4		19	18	6	7	1	2	7	10	8
17-May	60	44	37	6	43	35	8	12	13		30	39	36	8	37	39	34	36	40		18	0	0	0	0	0	6	7	7		18	5	0	1	0	4	5	6	7
18-May																																							
19-May																																							
20-May	60	26	20	19	27	22	16	32	37		25	36	33	33	32	32	34	34	34		18	7	4	1	0	0	2	5	2		17	5	0	1	1	1	1	2	5
21-May	58	23	19	18	22	17	22	27	28		35	33	33	33	32	28	24	25	27		15	11	6	0	0	1	2	4	7		19	13	11	1	0	0	4	3	7
22-May	60	24	18	20	30	28	23	31	45		36	34	33	34	36	36	36	39	48		18	6	5	0	0	0	0	1	0		20	8	2	1	0	0	1	0	2
23-May	59	37	34	34	39	32	34	43	45		40	37	36	39	40	41	39	43	45		18	14	12	6	2	0	0	0	1		20	16	13	12	8	0	2	1	2
24-May	60	51	42	30	37	38	20	30	20		44	45	42	42	44	48	42	45	50		18	15	10	6	4	4	6	5	3		21	15	8	5	5	2	5	2	0
25-May																																							
26-May																																							
27-May	NO ENFORCEMENT - MEMORIAL DAY									NO ENFORCEMENT - MEMORIAL DAY									NO ENFORCEMENT - MEMORIAL DAY																				
28-May	70	38	31	27	32	34	31		43		58	32	32	36	30	30	30		31		17	14	7		0	0					21	14	13	0	2	1	1		
29-May	65	27	24	24	36	24			29		50	36	35	31	38	38			34		18	13	5	4	0	1		3	4		20	12	6	8	1	2			3
30-May	69	30	22	19	22	20	21	22	20		50	37	38	38	39	40	40	40	39		17	13	7	3	1	5	4	3	4		20	9	4	0	1	0	0	0	0
31-May	70	49	39	20	41	41	40	30	29		49	46	46	40	47	47	42	42	40		18	10	1	2	4	2	4	4	2		20	12	13	9	1	4	4	0	1
TOTAL:	1292	593	450	341	498	399	334	352	472		710	545	514	456	543	547	422	410	505		397	266	161	97	51	48	83	100	84		425	270	177	114	47	47	85	74	79
AVG:	59	27	20	16	23	18	16	18	21		32	25	23	21	25	25	20	21	23		18	12	7	5	2	2	4	5	4		19	12	8	5	2	2	4	4	4

Min.	18	14	7	2	1	0	0	0	4
Avg.	59	27	20	16	23	18	16	18	21
Max.	70	51	42	34	43	41	40	43	47

Vacant

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Vacancy Factor 12%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
Peak	91.00%	93.00%	96.50%	99.00%	99.50%	#####	#####	#####	98.00%
Avg.	70.64%	86.52%	89.77%	92.25%	88.68%	90.93%	92.05%	91.20%	89.27%
Min.	65.00%	74.50%	79.00%	83.00%	78.50%	79.50%	80.00%	78.50%	77.50%

Occupied

Min.	15	0	0	0	0	0	0	0	0
Avg.	18	12	7	5	2	2	4	5	4
Max.	20	19	16	14	13	10	9	10	10

Vacant

Vacancy Factor 29%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
Peak	34.78%	#####	#####	#####	#####	#####	#####	#####	#####
Avg.	21.54%	47.43%	68.18%	78.91%	89.92%	90.51%	81.96%	79.30%	82.61%
Min.	13.04%	17.39%	30.43%	39.13%	43.48%	56.52%	60.87%	56.52%	56.52%

Occupied

Min.	16	0	0	0	0	0	0	0	0
Avg.	19	12	8	5	2	2	4	4	4
Max.	21	19	16	14	8	10	9	10	10

Vacant

Vacancy Factor 32%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
Peak	23.81%	#####	#####	#####	#####	#####	#####	#####	#####
Avg.	8.01%	41.56%	61.69%	74.15%	89.83%	89.83%	80.73%	82.38%	82.09%
Min.	0.00%	9.52%	23.81%	33.33%	61.90%	52.38%	57.14%	52.38%	52.38%

Occupied

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER																																																																						
JUNE 2019																																																																						
DTC GARAGE										LEGISLATIVE										NORTH FRANKLIN LOT										SHOPPER'S LOT																																								
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00																																		
1-Jun																																						Date	Peak																															
2-Jun																																						2-Jun	100.00%																															
3-Jun	70	26	19	11	13	11	10	12	18	53	40	40	35	38	39	30	32	37	18	7	7	4	2	1	4	5	4	20	12	10	10	0	2	4	0	1	3-Jun	100.00%																																
4-Jun	68	30	25	20	27	21	21	23	20	55	38	39	38	38	39	31	29	30	16	14	8	6	0	0	2	3	2	21	15	8	6	0	1	2	1	1	4-Jun	90.00%																																
5-Jun	69	35	29	24	31	26	30	34	32	52	41	39	38	42	39	34	43	43	17	16	11	10	5	3	1	1	0	20	15	7	5	1	2	1	6	5	5-Jun	88.00%																																
6-Jun	69	36	25	26	33	20	34	19	17	50	44	43	40	41	44	33	32	30	21	11	6	4	2	0	2	2	4	20	11	2	2	0	1	0	0	2	6-Jun	86.50%																																
7-Jun	70	39	33	29	33	27	35	30	32	50	41	40	41	43	44	45	49	53	4	7	6	3	2	1	1	1	0	20	10	6	1	0	0	0	1	0	7-Jun	#REF!																																
8-Jun																																						8-Jun	100.00%																															
9-Jun																																						9-Jun	100.00%																															
10-Jun	71	34	27	20	22	25	21	32	52	56	33	34	30	34	33	34	35	39	18	13	5	3	2	1	2	7	1	21	6	0	3	0	3	2	4	8	10-Jun	90.00%																																
11-Jun	67	30	30	21	23	21	21	24	57	53	35	29	29	31	30	30	32	38	15	15	8	6	3	2	2	0	1	19	8	7	4	2	3	0	1	2	11-Jun	89.50%																																
12-Jun	65	35	28	25	31	25	24	20	22	53	31	27	26	30	28	25	21	23	17	12	7	7	0	2	2	1	0	19	8	4	2	1	1	1	1	0	12-Jun	90.00%																																
13-Jun	67	41	41	24	32	27	35	34	32	54	28	28	28	31	32	31	30	30	16	10	9	0	0	0	0	0	0	19	5	4	0	0	0	0	0	0	13-Jun	88.00%																																
14-Jun	65	46	43	32	41	40	38	35	84	52	46	45	40	43	45	42	45	47	15	8	1	8	0	3	3	2	1	18	3	1	0	0	2	1	2	2	14-Jun	84.00%																																
15-Jun																																						15-Jun	100.00%																															
16-Jun																																						16-Jun	100.00%																															
17-Jun	128	70	61	64	66	61	62	61	60										15	8	0	1	0	2	0	1	0	19	3	1	1	0	1	0	1	1	17-Jun	70.00%																																
18-Jun	120	73	63	63	68	71	38	35	34										16	13	7	2	0	3	42	12	1	17	10	6	2	0	2	1	7	3	18-Jun	#REF!																																
19-Jun	107	75	47	45	44	66	45	43	40										18	15	4	4	0	0	0	1	1	14	11	5	5	0	1	1	1	1	19-Jun	#REF!																																
20-Jun	110	88	85	44	76	67	65	56	54										18	9	3	3	0	0	1	2	1	20	8	7	6	1	1	1	2	1	20-Jun	78.00%																																
21-Jun	125	70	94	89	93	83	65	66	50										16	13	11	11	0	0	3	0	0	10	7	1	1	4	0	1	0	0	21-Jun	75.00%																																
22-Jun																																						22-Jun	100.00%																															
23-Jun																																						23-Jun	100.00%																															
24-Jun	125	91	84	74	48	71	65	65	70										19	11	6	5	0	0	3	3	2	19	14	10	3	1	0	0	0	1	24-Jun	76.00%																																
25-Jun	120	89	84	74	88	75	65	66	50										17	14	8	5	3	0	3	0	0	20	11	7	3	0	0	1	0	0	25-Jun	75.00%																																
26-Jun	121	82	76	50	80	75	60	58	53										20	13	7	5	0	0	3	0	0	21	9	7	5	0	0	0	0	0	26-Jun	75.00%																																
27-Jun	119	92	81	70	75	72	66	62	58										18	12	11	8	1	4	4	2	0	19	8	2	0	2	0	4	0	1	27-Jun	71.00%																																
28-Jun	121	87	72	75	81	85	67	68	70										19	18	14	9	6	4	3	0	0	16	10	3	1	0	0	1	0	1	28-Jun	66.50%																																
29-Jun																																						29-Jun	100.00%																															
30-Jun																																						30-Jun	100.00%																															
TOTAL:	1877	1169	1047	880	1005	969	867	843	905	528	377	364	345	371	373	335	348	370	333	239	139	104	26	26	81	43	18	372	184	98	60	12	20	21	27	30																																		
AVG:	94	58	52	44	50	48	43	42	45	53	38	36	35	37	37	34	35	37	17	12	7	5	1	1	4	2	1	19	9	5	3	1	1	1	1	2																																		
Min.	65	26	19	11	13	11	10	12	17																					4	7	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0																			
Avg.	94	58	52	44	50	48	43	42	45																					17	12	7	5	1	1	4	2	1	1	4	2	1	19	9	5	3	1	1	1	1	2																			
Max.	128	92	94	89	93	85	67	68	84																					21	18	14	11	6	4	42	12	4				21	15	10	10	4	3	4	7	8																				
Packet Page 106 of 155																																																																						
Vacancy Factor 27%										Vacancy Factor 24%										Vacancy Factor 22%																																																		
Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00																					8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00																					8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00			
Avg.	67.50%	87.00%	90.50%	94.50%	93.50%	94.50%	95.00%	94.00%	91.50%																					82.61%	69.57%	#####	#####	#####	#####	#####	#####	#####	#####	#####																					52.38%	85.71%	#####	#####	#####	#####	#####	#####	#####	#####
Min.	53.08%	70.78%	73.83%	78.00%	74.88%	75.78%	78.33%	78.93%	77.38%																					27.61%	48.04%	69.78%	77.39%	94.35%	94.35%	82.39%	90.65%	96.09%																					11.43%	56.19%	76.67%	85.71%	97.14%	95.24%	95.00%	93.57%	92.86%			
Max.	36.00%	54.00%	53.00%	55.50%	53.50%	57.50%	66.50%	66.00%	58.00%																					8.70%	21.74%	39.13%	52.17%	73.91%	82.61%	-82.61%	47.83%	82.61%																					0.00%	28.57%	52.38%	52.38%	80.95%	85.71%	80.95%	66.67%	61.90%			

MARINE PARK PARKING GARAGE

HOURS: Monday through Friday 8am to 6pm

RATE: Hourly parking is available in spaces 5-25; spaces 24 and 25 are restricted to electric vehicles only. Permit parking is available in spaces 26 and up. Free parking is available to library patrons in the library parking area (spaces A-V)

Hourly: 75¢ per hour, cash or coin only.

Payments must be made in hourly increments. (Example: to pay for 1 1/2 hours, the cost is \$1.50 ($\0.75×2))

Payments can be deposited into the pay box at the entrance of the garage.

Monthly Permits: $\$47.62 + \2.38 (tax) = \$50.00

Annual Permits: $\$523.81 + \26.19 (tax) = \$550.00

PARKING LAYOUT:

Hourly: 20 total spaces numbered 5 - 25 (electric vehicle only in spaces 24 & 25)

Permit: 248 total spaces numbered 26 - 260 (7 ADA #73 van access, #75, #149 van access, #151, #224, #225, #226)

Oversize Parking: 4 total spaces (small lot outside)

Library Free Parking: 23 total spaces (1 ADA)

Motorcycle Parking: 6 total spaces (spaces located near stair access)

Top Floor Cage for CBJ Vehicles: 10 total spaces (area is gated, CDD and Engineering use this)

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
JULY 2018

HOURLY PARKING										GENERAL PARKING								LIBRARY								Date	Peak		
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00			3:00	4:00
1-Jul																										1-Jul	#REF!		
2-Jul	13	9	5	0	2	1	2	3	0	137	103	97	83	87	92	85	85	89	20	18	15	6	18	21	21	21	19	2-Jul	#REF!
3-Jul	11	3	0	0	2	1	3	4	0	147	104	91	88	92	86	78	78	80	19	19	18	18	15	13	14	18	15	3-Jul	71.32%
4-Jul	NO ENFORCEMENT - INDEPENDENCE DAY									NO ENFORCEMENT - INDEPENDENCE DAY								NO ENFORCEMENT - INDEPENDENCE DAY								4-Jul			
5-Jul	7	1	1	1	1	2	0	0	1	145	90	99	89	73	66	68	70	73	20	19	17	16	8	5	5	7	7	5-Jul	
6-Jul	11	0	2	1	1	0	0	0	1	137	111	107	87	101	112	102	98	98	20	21	19	17	5	8	7	9	9	6-Jul	
7-Jul																										7-Jul	100.00%		
8-Jul																										8-Jul	100.00%		
9-Jul	19	14	13	0	1	0	3	2	2	160	93	103	98	99	59	63	66	69	19	17	16	14	15	15	12	10	10	9-Jul	78.31%
10-Jul	11	0	0	2	2	1	2	2	0	151	83	86	80	83	74	59	48	55	19	13	16	9	9	5	6	9	8	10-Jul	82.35%
11-Jul	13	0	0	0	1	2	2	1	1	131	83	81	74	70	70	64	72	79	18	18	18	15	14	16	15	13	12	11-Jul	76.47%
12-Jul	9	1	1	2	1	2	0	1	0	174	135	82	70	69	71	73	75	76	20	20	18	15	13	10	17	15	14	12-Jul	74.63%
13-Jul	8	3	1	1	1	0	1	1	0	150	110	106	94	92	75	98	85	79	18	18	16	15	12	12	10	11	15	13-Jul	72.43%
14-Jul																										14-Jul	100.00%		
15-Jul																										15-Jul	100.00%		
16-Jul	18	18	16	3	3	2	2	2	3	151	145	93	87	85	89	68	68	79	20	20	10	17	16	12	8	7	12	16-Jul	75.00%
17-Jul	10	2	0	0	0	1	2	3	2	133	109	73	65	67	65	55	50	85	18	15	17	11	10	10	13	11	7	17-Jul	81.62%
18-Jul	9	18	2	2	0	1	2	2	0	137	109	77	69	70	75	68	72	73	11	15	16	9	9	8	15	17	16	18-Jul	75.00%
19-Jul	12	5	5	0	0	2	1	1	0	142	77	86	64	65	69	71	78	70	19	18	17	7	9	8	11	8	15	19-Jul	76.47%
20-Jul	11	5	2	1	0	0	2	1	0	136	118	114	80	78	75	87	100	95	19	14	14	16	13	10	13	10	11	20-Jul	72.43%
21-Jul																										21-Jul	100.00%		
22-Jul																										22-Jul	100.00%		
23-Jul	18	17	14	4	0	0	3	3	0	160	110	113	102	95	95	89	87	80	19	16	15	17	16	12	13	15	15	23-Jul	70.59%
24-Jul	8	3	0	0	0	1	1	2	0	146	96	94	90	85	84	71	67	70	19	19	16	12	11	13	10	13	13	24-Jul	75.37%
25-Jul	14	9	3	1	0	2	2	0	0	147	110	95	96	95	80	68	74	75	20	18	17	14	13	13	8	10	10	25-Jul	75.00%
26-Jul	9	5	5	0	0	2	4	3	1	149	110	92	100	95	95	90	85	75	20	18	18	12	10	12	8	7	10	26-Jul	72.43%
27-Jul	12	4	4	1	1	1	4	3	0	175	115	109	97	95	95	90	94	85	18	17	17	16	14	13	11	14	10	27-Jul	68.75%
28-Jul																										28-Jul	100.00%		
29-Jul																										29-Jul	100.00%		
30-Jul	17	15	11	1	1	1	2	2	0	143	140	105	91	85	79	73	79	74	18	18	16	13	12	12	13	13	13	30-Jul	73.16%
31-Jul	12	8	5	6	6	0	1	5	0	139	96	82	79	80	75	64	62	69	18	17	17	15	14	12	13	13	10	31-Jul	77.21%
TOTAL:	252	140	90	26	23	22	39	41	11	3090	2247	1985	1783	1761	1681	1584	1593	1628	392	368	343	284	256	240	243	251	251		
AVG:	12	7	4	1	1	1	2	2	1	147	107	95	85	84	80	75	76	78	19	18	16	14	12	11	12	12	12		

Min.	7	0	0	0	0	0	0	0	0	131	77	73	64	65	59	55	48	55	11	13	10	6	5	5	5	7	7 Min.	Vacant
Avg.	12	7	4	1	1	1	2	2	1	147	107	95	85	84	80	75	76	78	19	18	16	14	12	11	12	12	12 Avg.	
Max.	19	18	16	6	6	2	4	5	3	175	145	114	102	101	112	102	100	98	20	21	19	18	18	21	21	21	19 Max.	

Vacancy Factor 13%

Vacancy Factor 37%

Vacancy Factor 63%

Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Peak	
Avg.	73.08%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	47.18%	68.95%	70.56%	74.19%	73.79%	76.21%	77.82%	80.65%	77.82%	50.00%	40.91%	54.55%	72.73%	77.27%	77.27%	77.27%	68.18%	68.18%	Avg.	
Min.	53.85%	74.36%	83.52%	95.24%	95.79%	95.97%	92.86%	92.49%	97.99%	40.67%	56.85%	61.89%	65.76%	66.19%	67.72%	69.59%	69.41%	68.74%	15.15%	20.35%	25.76%	38.53%	44.59%	48.05%	47.40%	45.67%	45.67%	Min.	
	26.92%	30.77%	38.46%	76.92%	76.92%	92.31%	84.62%	80.77%	88.46%	29.44%	41.53%	54.03%	58.87%	59.27%	54.84%	58.87%	59.68%	60.48%	9.09%	4.55%	13.64%	18.18%	18.18%	4.55%	4.55%	4.55%	13.64%		

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
AUGUST 2018

HOURLY PARKING										GENERAL PARKING										LIBRARY										Date	Peak
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Date	Peak		
1-Aug																												1-Aug	100.00%		
2-Aug																												2-Aug			
3-Aug																												3-Aug			
4-Aug																												4-Aug	100.00%		
5-Aug																												5-Aug	100.00%		
6-Aug	17	17	15	10	2	1	0	2	0	143	90	84	72	70	60	79	68	70	19	20	17	14	10	7	10	10	10	6-Aug	77.94%		
7-Aug	9	3	1	0	0	0	2	0	0	136	80	64	61	58	69	39	62	75	20	14	15	12	12	10	9	7	12	7-Aug	85.66%		
8-Aug	14	4	2	0	0	1	4	2	0	134	95	82	72	78	80	51	57	79	18	14	15	14	13	13	7	9	10	8-Aug	81.25%		
9-Aug	10	4	5	2	0	1	8	3	0	124	92	78	70	79	86	82	90	86	18	18	18	14	14	12	7	10	13	9-Aug	74.26%		
10-Aug	16	11	9	7	0	1	1	1	0	142	98	97	82	81	85	86	89	79	15	15	14	14	12	10	10	9	10	10-Aug	70.96%		
11-Aug																												11-Aug	100.00%		
12-Aug																												12-Aug	100.00%		
13-Aug	18	18	15	4	0	3	1	2	0	122	96	84	79	75	63	54	57	57	20	18	17	10	9	9	8	10	10	13-Aug	80.15%		
14-Aug	11	4	2	1	0	0	2	2	0	99	75	49	43	45	45	41	49	40	18	15	15	15	13	10	9	10	10	14-Aug	85.29%		
15-Aug	13	8	6	4	0	2	2	3	0	114	75	64	58	67	67	68	72	75	18	17	16	13	10	9	7	8	8	15-Aug	78.68%		
16-Aug	11	5	3	2	0	2	2	3	0	126	89	72	64	65	69	78	72	75	17	12	12	10	9	10	12	8	14	16-Aug	76.47%		
17-Aug	12	2	0	0	0	0	2	0	0	136	110	100	89	78	80	81	84	75	18	10	9	11	11	10	6	7	9	17-Aug	72.43%		
18-Aug																												18-Aug	100.00%		
19-Aug																												19-Aug	100.00%		
20-Aug	16	15	15	8	0	1	2	4	0	141	91	91	76	75	75	75	78	81	19	18	19	18	18	11	9	7	10	20-Aug	72.43%		
21-Aug	8	1	2	0	0	2	0	2	3	110	75	66	58	62	60	67	70	76	19	12	14	17							21-Aug	78.68%	
22-Aug	10	9	6	1	0	1	0	2	0	123	82	63	61	64	69	75	85	80	18	17	17	14	13	13	13	15	14	22-Aug	77.57%		
23-Aug	11		17	1	0		0	2	2	134	75	69	52	53	69	75	68	70	18	17	17	13	13	15	10	12	15	23-Aug	80.88%		
24-Aug	18	9	7	4	0	0	0	1	0	137	95	93	87	70	75	75	73	70	19	15	15	16	10	10	10	10	10	24-Aug	74.26%		
25-Aug																												25-Aug	100.00%		
26-Aug																												26-Aug	100.00%		
27-Aug	15	17	14	8	0	2	0	0	2	145	75	79	71	45	39	35	36	40	21	12	13	15	10	11	9	10	11	27-Aug	87.13%		
28-Aug	12	4	2	0	0	0	1	3	1	128	84	71	63	75	80	79	80	82	20	17	16	12	12	11	12	10	10	28-Aug	76.84%		
29-Aug	16	11	9	9	0	1	0	2	0	131	85	75	70	73	71	74	76	74	19	12	19	16	10	11	10	9	8	29-Aug	74.26%		
30-Aug	9	7	6	3	0	3	2	0		120	85	73	68	73	75	74	77		19	17	20	17	17	19	11	14		30-Aug	75.00%		
31-Aug	15		9	5	0	1	2	0	0	124	92	86	80	79	76	77	74	69	20	16	16	12	10	10	10	9	8	31-Aug	74.63%		
TOTAL:	261	149	145	69	2	22	31	34	8	2569	1739	1540	1376	1365	1393	1365	1417	1353	373	306	314	277	226	211	179	184	192				
AVG:	13	8	7	3	0	1	2	2	0	128	87	77	69	68	70	68	71	71	19	15	16	14	12	11	9	10	11				

Min.	8	1	0	0	0	0	0	0	0	99	75	49	43	45	39	35	36	40	15	10	9	10	9	7	6	7	8	Min.	
Avg.	13	8	7	3	0	1	2	2	0	128	87	77	69	68	70	68	71	71	19	15	16	14	12	11	9	10	11	Avg.	
Max.	18	18	17	10	2	3	8	4	3	145	110	100	89	81	86	86	90	86	21	20	20	18	18	19	13	15	15	Max.	

Vacancy Factor 16%

Vacancy Factor 32%

Vacancy Factor 59%

Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	60.08%	69.76%	80.24%	82.66%	81.85%	84.27%	85.89%	85.48%	83.87%	31.82%	54.55%	59.09%	54.55%	59.09%	68.18%	72.73%	68.18%	63.64%	Peak	
Avg.	49.81%	68.16%	72.12%	86.73%	99.62%	95.55%	94.04%	93.46%	98.38%	48.21%	64.94%	68.95%	72.26%	72.48%	71.92%	72.48%	71.43%	71.29%	15.23%	30.45%	28.64%	37.05%	45.93%	49.52%	57.18%	55.98%	51.52%	Avg.	
Min.	30.77%	30.77%	34.62%	61.54%	92.31%	88.46%	69.23%	84.62%	88.46%	41.53%	55.65%	59.68%	64.11%	67.34%	65.32%	65.32%	63.71%	65.32%	4.55%	9.09%	9.09%	18.18%	18.18%	13.64%	40.91%	31.82%	31.82%	Min.	

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
SEPTEMBER 2018

HOURLY PARKING										GENERAL PARKING								LIBRARY								Date	Peak		
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00			3:00	4:00
1-Sep																										1-Sep			
2-Sep																										2-Sep	100.00%		
3-Sep	NO ENFORCEMENT - LABOR DAY									NO ENFORCEMENT - LABOR DAY								NO ENFORCEMENT - LABOR DAY								3-Sep	100.00%		
4-Sep	16	10	11	8	0	3	4	4	0	127	75	69	61	69	70	68	67	65	19	15	16	18	18	16	11	15	16	4-Sep	77.57%
5-Sep	13	12	9	7	0	6	0	3	2	130	83	72	56	69	72	75	69	63	19	14	12	16	15	13	10	11	9	5-Sep	79.41%
6-Sep	15	10	8	6	4	2	7	6	8	131	127	69	60	58	59	61	66	72	19	18	17	16	19	16	14	11	15	6-Sep	
7-Sep	16	12	8	8	0	5	5	4	0	125	89	78	72	73	71	73	71	69	19	18	18	18	16	16	12	14	13	7-Sep	
8-Sep																										8-Sep	100.00%		
9-Sep																										9-Sep	100.00%		
10-Sep	17		11	5	0	2	4	3	1	144	72	86	74	76	79	76	73	69	20	18	15	10	10	13	14	15	10	10-Sep	74.63%
11-Sep	15	10	7	5	0	3	1	3	0	110	82	67	63	62	59	65	68	68	20	20	20	18	18	15	15	14	15	11-Sep	78.31%
12-Sep	15	8	10	3	0	1	4	3	1	116	89	72	66	62	74	76	74	69	18	17	17	15	15	13	17	18	15	12-Sep	77.21%
13-Sep	18	14	13	10	8	9	6	7	0	125	82	76	70	69	67	66	68	70	19	20	20	18	18	18	18	18	20	13-Sep	75.74%
14-Sep	14	11	12	1	0	3	2	5	0	133	89	78	70	75	82	83	81	72	21	20	20	20	15	17	17	18	16	14-Sep	74.26%
15-Sep																										15-Sep	100.00%		
16-Sep																										16-Sep	100.00%		
17-Sep	18		13	3	0	2	4	2	0	146	98	73	69	70	65	67	67	69	20	20	14	12	13	13	19	19	15	17-Sep	76.10%
18-Sep	15	10	7	7	0	0	6	5	1	141	98	82	75	75	72	71	71	69	22	20	20	19	16	18	17	18	20	18-Sep	74.63%
19-Sep	18	17	16	19	13	14	12	14	0	127	90	90	84	70	79	79	80	81	21	19	19	20	15	15	18	18	12	19-Sep	74.26%
20-Sep	18	12	10	7	0	2	14	15	0	129	82	75	68	75	69	67	67	65	20	20	21	18	17	15	15	13	12	20-Sep	76.10%
21-Sep	18	17	16	15	8	6	5	2	1	141	132	101	98	99	97	89	91	93	19	20	20	19	10	18	18	19	17	21-Sep	67.28%
22-Sep																										22-Sep	100.00%		
23-Sep																										23-Sep	100.00%		
24-Sep	16	13	1	6	0	1	2	1	0	129	86	63	58	62	59	61	64	65	21	18	18	18	21	17	18	20	16	24-Sep	78.68%
25-Sep	11	18	15	16	10	4	4	3	0	133	95	92	80	81	75	76	79	82	22	22	21	18	19	16	16	14	19	25-Sep	72.43%
26-Sep	17		15	14	14	14	13	12		149		101	88	86	87	79	89		20		21	18	17	15	15	16		26-Sep	70.96%
27-Sep	16	16	15	15	15	16	17	17	15	153	121	131	93	95	79	77	75	72	21	21	19	21	20	17	16	16	16	27-Sep	73.53%
28-Sep	16	17	16	17	13	13	10	9	0	175	142	140	99	97	97	98	96	89	21	22	22	22	19	15	19	18	21	28-Sep	67.28%
29-Sep																										29-Sep	100.00%		
30-Sep																										30-Sep	100.00%		
TOTAL:	302	207	213	172	85	106	120	118	29	2564	1732	1615	1404	1423	1412	1407	1416	1302	381	342	350	334	311	296	299	305	277		
AVG:	16	13	11	9	4	6	6	6	2	135	96	85	74	75	74	74	75	72	20	19	18	18	16	16	16	16	15		

Min.	11	8	1	1	0	0	0	1	0	Vacant	110	72	63	56	58	59	61	64	63	Vacant	18	14	12	10	10	13	10	11	9	Min.	Vacant
Avg.	16	13	11	9	4	6	6	6	2	Vacant	135	96	85	74	75	74	74	75	72	Vacant	20	19	18	18	16	16	16	16	15	Avg.	Vacant
Max.	18	18	16	19	15	16	17	17	15	Vacant	175	142	140	99	99	97	98	96	93	Vacant	22	22	22	22	21	18	19	20	21	Max.	Vacant

Vacancy Factor 65%

Vacancy Factor 47%

Vacancy Factor 94%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		
Peak	57.69%	69.23%	96.15%	96.15%	100.00%	100.00%	100.00%	96.15%	100.00%	Occupied	55.65%	70.97%	74.60%	77.42%	76.61%	76.21%	75.40%	74.19%	74.60%	Occupied	18.18%	36.36%	45.45%	54.55%	54.55%	40.91%	54.55%	50.00%	59.09%	Peak	Occupied
Avg.	38.87%	50.24%	56.88%	65.18%	82.79%	78.54%	75.71%	76.11%	93.80%	Occupied	45.59%	61.20%	65.73%	70.20%	69.80%	70.03%	70.14%	69.95%	70.83%	Occupied	8.85%	13.64%	16.27%	20.10%	25.60%	29.19%	28.47%	27.03%	30.05%	Avg.	Occupied
Min.	30.77%	30.77%	38.46%	26.92%	42.31%	38.46%	34.62%	34.62%	42.31%	Occupied	29.44%	42.74%	43.55%	60.08%	60.08%	60.89%	60.48%	61.29%	62.50%	Occupied	0.00%	0.00%	0.00%	0.00%	4.55%	18.18%	13.64%	9.09%	4.55%	Min.	Occupied

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
OCTOBER 2018

HOURLY PARKING										GENERAL PARKING								LIBRARY								Date	Peak		
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00			3:00	4:00
1-Oct	19	19	18	15	15	15	16	16	13	147	105	87	75	75	72	107	99	89	21	21	11	19	19	18	20	20	17	1-Oct	73.53%
2-Oct	19	14	14	12	10	9	0	0	0	143	110	102	94	81	75	54	58	54	22	22	21	20	19	17	16	17	17	2-Oct	80.15%
3-Oct	14	14	14	13	12	11	14	11	11	146	115	94	83	79	76	89	94	79	21	21	21	19	19	18	16	19	21	3-Oct	72.06%
4-Oct	19	18	17	17	18	17	18	18	16	152	147	99	96	79	75	91	89	90	22	21	21	20	17	18	18	14	20	4-Oct	
5-Oct	19	17	17	17	19	20	17	15		150	120	119	120	120	117	125	128		22	21	20	19	21	19	16	14		5-Oct	
6-Oct																												6-Oct	100.00%
7-Oct																												7-Oct	100.00%
8-Oct	25	20	24	24	19	19	18	20		147	123	129	125	126	124	130	137		22	19	19	16	14	16	19	20		8-Oct	54.78%
9-Oct	25	18	19	17	15	16	15	14		150	135	120	99	128	128	134	138		22	21	22	21	15	15	18	16		9-Oct	63.60%
10-Oct	25	14	23	23	18	19	18	18		140	130	121	120	127	124	121	125		22	19	20	20	18	19	19	15		10-Oct	55.88%
11-Oct	25	19	21	21	18	19	16	17		145	130	102	102	129	125	126	130		22	18	20	14	16	17	16	19		11-Oct	62.50%
12-Oct	24	18	17	18	17	18	16	18	17	141	139	138	141	142	169	169	145	145	22	22	22	22	22	22	18	17	21	12-Oct	49.26%
13-Oct																									19			13-Oct	100.00%
14-Oct																												14-Oct	100.00%
15-Oct	19	18	19	19	17	18	16	16	17	146	138	125	127	131	133	134	135	140	22	21	19	16	18	17	21	18	18	15-Oct	54.04%
16-Oct	20	20	17	18	18	18	17	17	16	142	139	127	131	125	121	132	135	137	22	22	20	18	21	20	19	17	15	16-Oct	55.51%
17-Oct	18	21	19	19	19	19	18	18	18	150	144	133	128	129	127	140	142	148	22	19	21	17	18	19	21	18	18	17-Oct	53.31%
18-Oct	NO ENFORCEMENT - ALASKA DAY									NO ENFORCEMENT - ALASKA DAY									NO ENFORCEMENT - ALASKA DAY									18-Oct	
19-Oct	21	19	19	20	19	19	18	20	18	156	149	143	145	142	143	146	146	150	22	21	21	21	22	19	17	19	18	19-Oct	
20-Oct																												20-Oct	100.00%
21-Oct																												21-Oct	100.00%
22-Oct	25	19	23	23	18	19	17	18	16	150	128	145	140	124	121	127	139	138	22	21	20	18	15	15	13	14	12	22-Oct	55.51%
23-Oct	25	17	22	22	21	19	19	19	18	148	130	98	93	121	116	122	125	120	22	22	22	21	18	19	17	13	15	23-Oct	65.81%
24-Oct	25	20	21	21	16	17	18	18	17	150	125	120	114	121	117	128	126	130	22	20	20	19	20	15	17	16	21	24-Oct	58.09%
25-Oct	25	20	24	23	20	19	18	17	18	116	124	89	90	122	122	124	121	116	22	20	20	22	21	15	12	16	16	25-Oct	67.28%
26-Oct	21	19	19	19	19	19	19	20	19	128	126	127	130	135	132	132	138	135	22	22	21	21	21	18	18	19	17	26-Oct	53.68%
27-Oct																												27-Oct	100.00%
28-Oct																												28-Oct	100.00%
29-Oct	25	21	24	24	20	21	21	21	20	98	129	95	95	128	126	129	132	132	22	19	22	20	19	17	16	17	17	29-Oct	65.07%
30-Oct	25	20	25	25	20	20	20	20	19	120	128	116	116	121	125	117	118	128	22	22	22	19	20	20	14	15	16	30-Oct	57.35%
31-Oct	25	19	23	23	19	20	15	9	1	118	130	110	110	122	125	127	131	125	22	22	22	21	21	20	19	13	11	31-Oct	59.56%
TOTAL:	488	404	439	433	387	391	364	360	254	3083	2844	2539	2474	2607	2593	2704	2731	2056	482	456	447	423	414	393	380	385	290		
AVG:	22	18	20	20	18	18	17	16	15	140	129	115	112	119	118	123	124	121	22	21	20	19	19	18	17	17	17		

Min.	14	14	14	12	10	9	0	0	0	Vacant	98	105	87	75	75	72	54	58	54	Vacant	21	18	11	14	14	15	12	13	11	Vacant
Avg.	22	18	20	20	18	18	17	16	15	Vacant	140	129	115	112	119	118	123	124	121	Vacant	22	21	20	19	19	18	17	17	17	Vacant
Max.	25	21	25	25	21	21	21	21	20	Vacant	156	149	145	145	142	169	169	146	150	Vacant	22	22	22	22	22	22	21	20	21	Vacant

Vacancy Factor 70%

Vacancy Factor 49%

Vacancy Factor 86%

Peak	46.15%	46.15%	46.15%	53.85%	61.54%	65.38%	100.00%	100.00%	100.00%	Occupied	60.48%	57.66%	64.92%	69.76%	69.76%	70.97%	78.23%	76.61%	78.23%	Occupied	4.55%	18.18%	50.00%	36.36%	36.36%	31.82%	45.45%	40.91%	50.00%	Peak
Avg.	14.69%	29.37%	23.25%	24.30%	32.34%	31.64%	36.36%	37.06%	42.53%	Occupied	43.49%	47.87%	53.46%	54.66%	52.22%	52.47%	50.44%	49.95%	51.23%	Occupied	0.41%	5.79%	7.64%	12.60%	14.46%	18.80%	21.49%	23.91%	22.46%	Avg.
Min.	3.85%	19.23%	3.85%	3.85%	19.23%	19.23%	19.23%	19.23%	23.08%	Occupied	37.10%	39.92%	41.53%	41.53%	42.74%	31.85%	31.85%	41.13%	39.52%	Occupied	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	9.09%	4.55%	Min.

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
NOVEMBER 2018

HOURLY PARKING										GENERAL PARKING								LIBRARY								Date	Peak		
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00			3:00	4:00
1-Nov	25	20	13	13	19	20	17	19	18	125	138	115	115	137	135	125	130	142	22	21	22	21	19	16	15	14	18	1-Nov	
2-Nov	25	20	24	22	19	19	18	18	17	120	138	87	82	137	139	135	135	138	22	19	22	20	21	19	18	17	20	2-Nov	
3-Nov																												3-Nov	100.00%
4-Nov																												4-Nov	100.00%
5-Nov	21	21	20	20	19	17	17	19	18	158	129	127	123	130	131	118	120	137	21	18	17	19	17	16	15	14	16	5-Nov	56.62%
6-Nov	20	19	18	18	18	19	18	19	21	189	136	135	131	129	128	120	125	138	21	19	21	19	15	15	15	14	17	6-Nov	55.88%
7-Nov	21	20	19	19	20	19	21	20	20	148	138	139	136	133	132	128	135	141	22	21	21	20	19	19	17	19	16	7-Nov	52.94%
8-Nov	20	19	19	19	19	19	19	18	19	132	132	128	129	126	127	135	146	148	21	21	21	20	20	19	19	17	17	8-Nov	53.68%
9-Nov	20	19	18	18	19	18	18	18	20	179	137	132	128	128	124	130	126	133	21	22	22	21	22	20	20	19	16	9-Nov	54.41%
10-Nov																												10-Nov	100.00%
11-Nov																												11-Nov	
12-Nov	NO ENFORCEMENT - VETERAN'S DAY									NO ENFORCEMENT - VETERAN'S DAY								NO ENFORCEMENT - VETERAN'S DAY								12-Nov	100.00%		
13-Nov	20	20	19	19	17	17	16	18	18	146	131	132	128	130	129	130	124	138	22	22	21	21	21	20	17	14	17	13-Nov	54.41%
14-Nov	18	19	20	20	18	18	18	18	19	148	127	126	122	122	123	123	124	137	22	22	21	22	19	19	17	15	20	14-Nov	
15-Nov	20	20	20	19	19	18	17	18	16	147	141	141	139	138	135	136	141	152	22	20	21	20	20	18	18	21	22	15-Nov	
16-Nov	21	21	21	21	18	18	18	18	19	153	135	134	130	132	123	121	129	139	22	21	21	22	22	18	12	19	19	16-Nov	55.51%
17-Nov																												17-Nov	100.00%
18-Nov																												18-Nov	100.00%
19-Nov	19	18	19	18	15	16	14	15	18	151	123	137	120	124	126	129	134	131	21	21	16	15	16	18	18	17	17	19-Nov	55.88%
20-Nov	19	20	18	17	15	16	15	17	16	150	133	128	125	128	130	130	135	139	22	22	22	22	18	18	15	13	10	20-Nov	54.04%
21-Nov	21	20	19	18	18	18	17	17	20	139	136	135	135	140	142	154	155	153	22	22	22	21	19	20	17	15	21	21-Nov	50.37%
22-Nov	NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING								NO ENFORCEMENT - THANKSGIVING								22-Nov	100.00%		
23-Nov	NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING								NO ENFORCEMENT - THANKSGIVING								23-Nov	100.00%		
24-Nov																												24-Nov	100.00%
25-Nov																												25-Nov	100.00%
26-Nov	20	20	20	20	19	19	18	19	20	155	120	128	115	119	123	153	135	137	22	17	13	20	17	19	20	17	16	26-Nov	
27-Nov	20	21	21	20	18	18	18	16	17	157	121	118	116	115	116	114	113	128	21	21	21	20	19	20	20	17	17	27-Nov	
28-Nov	21	20	19	19	19	20	18	18	20	145	120	116	110	116	117	95	115	121	22	21	22	21	20	19	20	17	21	28-Nov	
29-Nov	20	21	21	20	20	20	18	17	17	149	128	123	126	127	126	121	120	138	22	22	22	20	21	21	23	20	13	29-Nov	
30-Nov	21	20	20	19	17	17	20	19	18	144	125	124	122	128	121	126	133	147	22	22	22	22	21	19	19	18	19	30-Nov	55.51%
TOTAL:	392	378	368	359	346	346	335	341	351	2835	2488	2405	2332	2439	2427	2423	2475	2637	412	394	390	386	366	353	335	317	332		
AVG:	21	20	19	19	18	18	18	18	18	149	131	127	123	128	128	128	130	139	22	21	21	20	19	19	18	17	17		

Min.	18	18	13	13	15	16	14	15	16	Vacant	120	120	87	82	115	116	95	113	121	Vacant	21	17	13	15	15	15	12	13	10	Min.	Vacant
Avg.	21	20	19	19	18	18	18	18	18	Vacant	149	131	127	123	128	128	128	130	139	Vacant	22	21	21	20	19	19	18	17	17	Avg.	Vacant
Max.	25	21	24	22	20	20	21	20	21	Vacant	189	141	141	139	140	142	154	155	153	Vacant	22	22	22	22	22	21	23	21	22	Max.	Vacant

Vacancy Factor 72%

Vacancy Factor 53%

Vacancy Factor 87%

Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Peak	Occupied
Avg.	30.77%	30.77%	50.00%	50.00%	42.31%	38.46%	46.15%	42.31%	38.46%	Occupied	51.61%	51.61%	64.92%	66.94%	53.63%	53.23%	61.69%	54.44%	51.21%	Occupied	4.55%	22.73%	40.91%	31.82%	31.82%	31.82%	45.45%	40.91%	54.55%	Avg.	Occupied
Min.	20.65%	23.48%	25.51%	27.33%	29.96%	29.96%	32.19%	30.97%	28.95%	Occupied	39.83%	47.20%	48.96%	50.51%	48.24%	48.49%	48.58%	47.47%	44.04%	Occupied	1.44%	5.74%	6.70%	7.66%	12.44%	15.55%	19.86%	24.16%	20.57%	Min.	Occupied
	3.85%	19.23%	7.69%	15.38%	23.08%	23.08%	19.23%	23.08%	19.23%	Occupied	23.79%	43.15%	43.15%	43.95%	43.55%	42.74%	37.90%	37.50%	38.31%	Occupied	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	-4.55%	4.55%	0.00%		

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
DECEMBER 2018

HOURLY PARKING										GENERAL PARKING										LIBRARY										Date	Peak
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00				
1-Dec																												1-Dec	100.00%		
2-Dec																												2-Dec	100.00%		
3-Dec	20	18	18	19	19	19	21	19	18	144	124	113	111	121	124	110	115	137	22	19	15	15	20	18	17	18	16	3-Dec	59.56%		
4-Dec	21	19	18	17	17	17	18	16	18	147	123	123	123	120	123	104	96	132	22	22	21	19	18	18	16	14	14	4-Dec			
5-Dec	20	19	19	19	19	19	17	18	18	135	117	117	115	120	120	160	125	139	22	22	22	21	19	17	16	17	13	5-Dec			
6-Dec	18	19	18	17	18	18	15	16	16	143	124	119	121	126	124	120	126	132	21	22	21	21	20	21	20	18	14	6-Dec			
7-Dec	19	18	19	18	17	17	13	14	1	139	136	134	127	126	124	122	115	101	21	20	20	19	20	19	16	20	5	7-Dec	62.87%		
8-Dec																												8-Dec	100.00%		
9-Dec																												9-Dec	100.00%		
10-Dec	19	19	19	18	19	18	16	17	17	144	124	125	122	124	118	119	123	129	22	19	16	18	19	18	19	21	18	10-Dec	56.62%		
11-Dec	21	19	19	19	18	18	18	17	17	137	129	122	119	120	116	120	127	123	20	21	22	21	18	17	13	9	7	11-Dec	57.35%		
12-Dec	21	20	19	19	19	19	19	18	19	140	127	113	111	110	113	118	116	130	21	21	21	21	20	20	17	20	13	12-Dec	59.56%		
13-Dec	20	20	20	18	20	19	14	16	19	132	120	124	125	122	118	129	123	119	21	22	21	22	22	21	22	17	18	13-Dec	56.62%		
14-Dec	19	19	17	17	20	19	16	16	21	142	132	131	131	128	127	124	140	148	22	22	22	21	21	20	22	21	18	14-Dec	54.41%		
15-Dec																												15-Dec	100.00%		
16-Dec																												16-Dec	100.00%		
17-Dec	20	18	19	16	15	15	18	19	18	133	117	131	129	119	121	123	124	121	22	21	20	19	18	17	18	18	16	17-Dec	56.99%		
18-Dec	21	21	19	17	50	50	51	17	20	145	133	138	136	127	125	98	115	126	21	21	21	21	20	18	10	14	14	18-Dec	63.97%		
19-Dec	21	21	20	19	16	18	20	23	18	128	114	115	109	115	118	117	103	111	22	22	21	21	17	20	22	22	21	19-Dec	62.13%		
20-Dec	21	20	17	18	20	18	22	23	19	122	109	118	113	110	111	115	110	118	21	22	21	22	21	21	22	20	18	20-Dec	59.93%		
21-Dec	20	20	17	17	19	19	24	22	19	137	129	126	126	124	133	115	124	137	21	21	21	21	21	20	21	20	18	21-Dec	57.72%		
22-Dec																												22-Dec	100.00%		
23-Dec																												23-Dec	100.00%		
24-Dec	16	18	16	16	17	18	17	16	18	134	124	126	125	125	140	150	152	154	19	2	21	19	17	17	17	17	20	24-Dec	54.41%		
25-Dec	NO ENFORCEMENT - CHRISTMAS									NO ENFORCEMENT - CHRISTMAS									NO ENFORCEMENT - CHRISTMAS									25-Dec			
26-Dec	21	21	21	21	21	21	17	17	19	140	129	126	128	122	128	126	134	142	22	22	22	21	17	16	14	15	18	26-Dec			
27-Dec	20	20	20	19	18	17	16	17	16	134	132	133	131	125	130	130	131	134	21	21	21	19	19	19	17	16	16	27-Dec			
28-Dec	21	20	19	18	18	18	19	19	19	147	131	127	125	133	133	123	135	151	22	22	22	22	22	17	15	17	17	28-Dec	54.78%		
29-Dec																												29-Dec	100.00%		
30-Dec																												30-Dec	100.00%		
31-Dec	21	19	19	19	19	19	19	19	21	136	132	130	125	131	135	140	144	149	21	22	21	19	18	17	17	15	18	31-Dec	54.04%		
TOTAL:	400	388	373	361	399	396	390	359	351	2759	2506	2491	2452	2448	2481	2463	2478	2633	426	406	412	402	387	371	351	349	312				
AVG:	20	19	19	18	20	20	20	18	18	138	125	125	123	122	124	123	124	132	21	20	21	20	19	19	18	17	16				

Min.	16	18	16	16	15	15	13	14	1	Vacant	122	109	113	109	110	111	98	96	101	Vacant	19	2	15	15	17	16	10	9	5	Min.	Vacant
Avg.	20	19	19	18	20	20	20	18	18	Vacant	138	125	125	123	122	124	123	124	132	Vacant	21	20	21	20	19	19	18	17	16	Avg.	Vacant
Max.	21	21	21	21	50	50	51	23	21	Vacant	147	136	138	136	133	140	160	152	154	Vacant	22	22	22	22	22	21	22	22	21	Max.	Vacant

Vacancy Factor 73%

Vacancy Factor 51%

Vacancy Factor 86%

Peak	38.46%	30.77%	38.46%	38.46%	42.31%	42.31%	50.00%	46.15%	96.15%	Occupied	50.81%	56.05%	54.44%	56.05%	55.65%	55.24%	60.48%	61.29%	59.27%	Occupied	13.64%	90.91%	31.82%	31.82%	22.73%	27.27%	54.55%	59.09%	77.27%	Peak	Occupied
Avg.	23.08%	25.38%	28.27%	30.58%	23.27%	23.85%	25.00%	30.96%	32.50%	Occupied	44.38%	49.48%	49.78%	50.56%	50.65%	49.98%	50.34%	50.04%	46.92%	Occupied	3.18%	7.73%	6.36%	8.64%	12.05%	15.68%	20.23%	20.68%	29.09%	Avg.	Occupied
Min.	19.23%	19.23%	19.23%	19.23%	-92.31%	-92.31%	-96.15%	11.54%	19.23%	Occupied	40.73%	45.16%	44.35%	45.16%	46.37%	43.55%	35.48%	38.71%	37.90%	Occupied	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	0.00%	4.55%	Min.	Occupied

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
JANUARY 2019

Date	HOURLY PARKING									GENERAL PARKING									LIBRARY									Date	Peak									
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00											
1-Jan	NO ENFORCEMENT - NEW YEAR'S DAY																		NO ENFORCEMENT - NEW YEAR'S DAY																		1-Jan	
2-Jan	21	21	19	19	18	16	16	19	20	140	127	128	128	130	130	138	127	141	21	22	21	20	15	18	20	20	20	2-Jan	53.31%									
3-Jan	20	20	21	21	20	19	19	18	16	138	122	128	127	136	134	134	129	122	21	21	22	22	18	18	18	17	14	3-Jan										
4-Jan	21	21	20	20	20	21	21	20	20	142	135	129	134	132	134	138	141	143	22	22	22	21	18	18	18	20	19	4-Jan										
5-Jan																																					5-Jan	100.00%
6-Jan																																					6-Jan	100.00%
7-Jan	21	21	20	19	21	20	21	19	19	146	135	114	114	106	108	115	121	134	21	19	18	18	12	13	14	14	16	7-Jan	61.03%									
8-Jan	19	19	20	20	20	20	19	20	20	125	119	115	117	110	105	119	124	132	22	22	22	22	21	20	16	18	19	8-Jan	61.40%									
9-Jan	21	19	19	17	19	20	19	20	20	144	134	117	120	105	104	119	124	131	22	22	20	18	18	21	16	18	19	9-Jan	61.76%									
10-Jan	21	21	20	20	21	20	19	18	13	123	108	104	105	97	94	109	124	126	22	22	22	22	21	21	20	21	19	10-Jan	65.44%									
11-Jan																																					11-Jan	100.00%
12-Jan																																					12-Jan	100.00%
13-Jan																																					13-Jan	100.00%
14-Jan	20	20	19	19	18	19	20	18	14	120	109	106	105	104	104	115	120	132	22	20	20	21	18	21	17	18	18	14-Jan	61.76%									
15-Jan	21	21	21	19	20	20	19	20	15	111	103	103	97	106	101	126	134	133	22	22	22	20	13	12	16	18	16	15-Jan	64.34%									
16-Jan	21	21	21	20	20	19	18	17	17	114	105	105	107	106	104	113	121	116	22	22	22	21	19	19	21	19	19	16-Jan	61.76%									
17-Jan	20	19	20	19	18	18	19	19	19	138	105	101	103	106	108	108	110	129	21	20	15	13	18	17	18	19	20	17-Jan	62.87%									
18-Jan	19	20	20	20	19	20	21	21	18	138	111	109	109	111	110	110	115	130	22	22	21	22	22	20	16	18	17	18-Jan	59.93%									
19-Jan																																					19-Jan	
20-Jan																																					20-Jan	100.00%
21-Jan	NO ENFORCEMENT - MLK JR'S BDAY																		NO ENFORCEMENT - MLK JR'S BDAY																		21-Jan	100.00%
22-Jan	19	20	19	17	18	20	23	22	20	114	104	106	102	96	88	70	98	101	22	21	22	21	17	16	15	15	14	22-Jan	74.26%									
23-Jan	21	21	21	16	13	17	20	20	16	124	105	106	102	98	96	91	99	106	22	21	21	20	19	18	14	14	17	23-Jan	66.54%									
24-Jan	21	20	20	18	17	17	20	18	20	122	105	108	110	92	95	98	105	108	21	22	21	19	15	16	15	12	15	24-Jan	66.18%									
25-Jan	21	21	20	20	17	18	20	20	19	131	109	108	102	118	124	116	121	123	21	22	21	18	19	18	19	19	21	25-Jan	62.50%									
26-Jan																																					26-Jan	100.00%
27-Jan																																					27-Jan	100.00%
28-Jan	18	19	14	20	20	21	21	20	16	132	100	101	69	100	102	98	93	110	20	19	12	14	16	15	10	12	18	28-Jan	74.63%									
29-Jan	20	19	20	19	20	21	21	19	16	128	102	98	96	102	109	115	120	134	20	21	22	22	21	18	18	18	15	29-Jan	64.71%									
30-Jan	19	18	18	17	18	19	19	16	17	120	90	97	99	96	100	76	74	97	22	22	22	22	19	20	18	20	14	30-Jan	72.79%									
31-Jan	18	19	15	15	14	15	17	17	17	124	99	100	69	64	68	70	95	113	20	21	21	19	16	14	18	19	20	31-Jan	76.47%									
TOTAL:	402	400	387	375	371	380	392	381	352	2574	2227	2183	2115	2115	2118	2178	2295	2461	428	425	409	395	355	353	337	349	350											
AVG:	20	20	19	19	19	19	20	19	18	129	111	109	106	106	106	109	115	123	21	21	20	20	18	18	17	17	18											

Min.	18	18	14	15	13	15	16	16	13	Vacant	111	90	97	69	64	68	70	74	97	20	19	12	13	12	12	10	12	14	Min.	
Avg.	20	20	19	19	19	19	20	19	18	Vacant	129	111	109	106	106	106	109	115	123	21	21	20	20	18	18	17	17	18	Avg.	
Max.	21	21	21	21	21	21	23	22	20	Vacant	146	135	129	134	136	134	138	141	143	22	22	22	22	22	21	21	21	21	Max.	

Vacancy Factor 74%

Vacancy Factor 45%

Vacancy Factor 86%

Peak	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	Occupied	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	Occupied	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	Peak	
Avg.	30.77%	30.77%	46.15%	42.31%	50.00%	42.31%	38.46%	38.46%	50.00%	Occupied	55.24%	63.71%	60.89%	72.18%	74.19%	72.58%	71.77%	70.16%	60.89%	Occupied	9.09%	13.64%	45.45%	40.91%	45.45%	45.45%	54.55%	45.45%	36.36%	Avg.	
Min.	19.23%	19.23%	19.23%	19.23%	19.23%	19.23%	11.54%	15.38%	23.08%	Occupied	41.13%	45.56%	47.98%	45.97%	45.16%	45.97%	44.35%	43.15%	42.34%	Occupied	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	4.55%	4.55%	4.55%	Min.	

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
FEBRUARY 2019

HOURLY PARKING										GENERAL PARKING								LIBRARY								Date	Peak					
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00					
1-Feb	20	18	19	19	19	19	19	20	17	128	11	96	103	107	118	102	118	124	21	22	22	22	22	20	22	22	17	1-Feb				
2-Feb																												2-Feb	100.00%			
3-Feb																												3-Feb	100.00%			
4-Feb	20	20	20	20	18	19	18	19	19	120	106	96	100	101	97	99	106	106	20	20	15	19	18	17	18	19	20	4-Feb	64.71%			
5-Feb	20	20	20	18	18	18	20	19	16	115	106	105	100	98	101	66	74	115	20	22	22	21	16	20	19	9	3	5-Feb	75.74%			
6-Feb	19	18	18	17	16	17	16	16	17	120	118	109	102	69	72	100	116	86	20	20	20	21	13	16	18	18	19	6-Feb	74.63%			
7-Feb	19	20	2	19	18	18	19	19	17	109	93	109	102	106	108	84	86	110	22	22	21	18	21	20	17	19	16	7-Feb	69.12%			
8-Feb	18	18	19	20	18	17	20	20	20	123	109	102	105	108	101	78	102	109	21	22	22	22	22	20	18	13	18	8-Feb	71.32%			
9-Feb																												9-Feb	100.00%			
10-Feb																												10-Feb	100.00%			
11-Feb	19	19	20	21	19	19	19	18	17	123	110	107	104	102	104	109	113	109	22	22	16	21	21	20	17	17	11	11-Feb	62.50%			
12-Feb	21	19	19	19	21	20	20	18	12	117	99	98	96	89	90	106	118	102	21	22	21	22	18	17	18	10	8	12-Feb	67.28%			
13-Feb	18	18	18	19	19	18	14	17	16	124	91	90	85	84	85	76	84	114	22	21	21	21	17	19	18	15	22	13-Feb	72.06%			
14-Feb	18	20	18	18	20	20	20	21	16	115	115	99	98	108	106	94	102	109	20	22	21	21	20	18	17	20	14	14-Feb	65.44%			
15-Feb	19	18	18	19	20	20	20	20	20	118	110	107	105	102	107	106	112	115	22	22	22	22	20	20	19	19	18	15-Feb	62.50%			
16-Feb																												16-Feb	100.00%			
17-Feb																												17-Feb	100.00%			
18-Feb	NO ENFORCEMENT - PRESIDENT'S DAY									NO ENFORCEMENT - PRESIDENT'S DAY																					18-Feb	100.00%
19-Feb	20	19	18	17	17	16	19	15	10	112	97	109	96	100	98	76	85	112	21	22	21	18	18	17	6	2	12	19-Feb	72.06%			
20-Feb	20	20	20	20	19	19	18	19	20	122	100	99	95	109	105	99	109	103	21	22	22	22	18	17	20	19	22	20-Feb	65.07%			
21-Feb	19	19	19	17	18	17	19	18	15	111	95	89	91	92	92	108	113	103	22	22	22	22	20	19	14	11	9	21-Feb				
22-Feb	20	21	21	19	19	18	17		19	130	116	112	107	108	106	114	117	127	21	22	22	22	22	19	22		20	22-Feb				
23-Feb																												23-Feb	100.00%			
24-Feb																												24-Feb	100.00%			
25-Feb	19	19	19	19	19	19	17	20	16	116	98	99	95	98	101	103	118	115	21	22	12	13	20	19	19	20	22	25-Feb	65.07%			
26-Feb	20	19	20	20	19	19	17	20	17	131	106	98	96	97	101	96	121	124	21	22	22	22	20	19	16	2	5	26-Feb	64.71%			
27-Feb	21	21	21	21	18	19	20	20	15	129	99	100	100	93	94	93	101	117	21	21	21	21	20	21	21	21	18	27-Feb	65.81%			
28-Feb	19	20	21	21	19	19	19	21	17	129	110	98	95	93	98	97	118	126	22	22	22	21	18	19	21	7	14		65.81%			
TOTAL:	369	366	350	363	354	351	351	340	316	2292	1889	1922	1875	1864	1884	1806	2013	2126	401	412	387	391	364	357	340	263	288					
AVG:	19	19	18	19	19	18	18	19	17	121	99	101	99	98	99	95	106	112	21	22	20	21	19	19	18	15	15					

Min.	18	18	2	17	16	16	14	15	10	Vacant	109	11	89	85	69	72	66	74	86	Vacant	20	20	12	13	13	16	6	2	3	Min.	
Avg.	19	19	18	19	19	18	18	19	17		121	99	101	99	98	99	95	106	112		21	22	20	21	19	19	18	15	15	Avg.	Vacant
Max.	21	21	21	21	21	20	20	21	20		131	118	112	107	109	118	114	121	127		22	22	22	22	22	21	22	22	22	Max.	

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Vacancy Factor										Vacancy Factor										Vacancy Factor											
71%										42%										86%											
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		
Peak	30.77%	30.77%	92.31%	34.62%	38.46%	38.46%	46.15%	42.31%	61.54%	Occupied	56.05%	95.56%	64.11%	65.73%	72.18%	70.97%	73.39%	70.16%	65.32%	Occupied	9.09%	9.09%	45.45%	40.91%	40.91%	27.27%	72.73%	90.91%	86.36%	Peak	
Avg.	25.30%	25.91%	29.15%	26.52%	28.34%	28.95%	28.95%	27.35%	36.03%		51.36%	59.91%	59.21%	60.21%	60.44%	60.02%	61.67%	57.28%	54.88%			4.07%	1.44%	7.42%	6.46%	12.92%	14.59%	18.66%	33.59%	31.10%	Avg.
Min.	19.23%	19.23%	19.23%	19.23%	19.23%	23.08%	23.08%	19.23%	23.08%		47.18%	52.42%	54.84%	56.85%	56.05%	52.42%	54.03%	51.21%	48.79%			0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	0.00%	0.00%	Min.

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE

MARCH 2019

HOURLY PARKING										GENERAL PARKING										LIBRARY																		
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Date	Peak							
1-Mar	21	20	19	18	18	15	15	13	8	155 16 of 155 Vacant	140	109	96	93	108	98	105	109	97	155 16 of 155 Vacant	21	21	22	22	22	19	18	17	7	1-Mar								
2-Mar																																2-Mar	100.00%					
3-Mar																																3-Mar	100.00%					
4-Mar	18	19	20	20	20	19	19	19	14			116	106	106	98	98	99	99	106		129		22	22	17	21	19	18	19	22	10	4-Mar	63.97%					
5-Mar	20	17	17	17	17	18	18	16	18			122	99	97	100	97	99	90	127		133		21	21	21	22	20	21	17	9	14	5-Mar	66.91%					
6-Mar	20	19	18	17	17	18	18	19	18			118	101	95	97	106	101	102	104		129		22	21	21	17	15	13	13	16	14	6-Mar	65.07%					
7-Mar	21	20	19	15	17	17	18	18	17			139	104	99	95	95	98	98	104		121		22	21	21	22	21	16	19	20	18	7-Mar	65.07%					
8-Mar	20	20	20	19	19	19	21	18	19			152	110	107	107	108	108	107	107		117		21	2	21	22	22	22	21	18	14	8-Mar	60.66%					
9-Mar																																9-Mar	100.00%					
10-Mar																																10-Mar	100.00%					
11-Mar	20	19	19	19	17	19	19	18	12			120	114	110	68	99	113	101	112		129		22	22	18	20	19	20	20	19	19	11-Mar	75.00%					
12-Mar	18	17	18	18	18	18	18	19	16			111	105	98	93	90	88	95	114		136		22	22	22	14	15	16	16	18	19	12-Mar	67.65%					
13-Mar	17	17	16	17	16	16	18	18	15			113	109	97	94	95	94	91	96		109		21	21	22	22	19	19	17	18	16	13-Mar	66.54%					
14-Mar	18	17	17	15	13	14	14	14	12			118	111	97	93	100	103	102	105		120		22	21	22	19	19	18	20	21	20	14-Mar	65.81%					
15-Mar	19	18	18	18	17	15	15	15	16			120	112	106	95	102	99	100	111		129		21	22	22	22	21	20	18	19	20	15-Mar	65.07%					
16-Mar																																16-Mar	100.00%					
17-Mar																																17-Mar	100.00%					
18-Mar	19	18	18	13	17	18	16	15	14			136	114	97	93	101	100	101	109		125		21	22	17	19	18	18	20	21	20	18-Mar	65.81%					
19-Mar	17	15	14	13	17	16	14	15	17			131	115	109	99	110	107	106	118		134		21	21	22	22	22	21	18	19	21	19-Mar	63.60%					
20-Mar	19	17	15	15	13	13	13	16	17			118	112	103	97	98	108	102	108		131		22	22	21	21	15	16	17	19	18	20-Mar	64.34%					
21-Mar	18	18	18	12	12	13	13	15	15			133	117	113	102	107	108	110	111		140		21	21	22	22	14	17	19	17	17	21-Mar	62.50%					
22-Mar	19	16	16	16	16	16	17	14	17			136	119	116	16	113	116	116	121		126		21	21	21	22	22	20	21	22	20	22-Mar	94.12%					
23-Mar																																23-Mar	100.00%					
24-Mar																																24-Mar	100.00%					
25-Mar	NO ENFORCEMENT - SEWARD'S DAY										NO ENFORCEMENT - SEWARD'S DAY																								25-Mar	100.00%		
26-Mar	19	19	19	17	16	14	12	14	12			129	100	100	90	97	84	95	114		131		22	22	22	21	21	21	4	4	6	26-Mar	69.12%					
27-Mar	20	17	17	17	18	18	17	16	14			122	97	90	95	88	87	86	98		119		22	22	22	22	19	15	18	12	16	27-Mar	68.38%					
28-Mar	17	16	17	16	15	14	16	16	14			168	94	91	97	100	98	105	116		127		22	22	22	20	17	18	20	20	19	28-Mar						
29-Mar	21	17	17	16	18	18	17	19	17			135	110	104	110	103	102	107	117		136		22	21	22	22	22	19	19	22	20	29-Mar						
30-Mar																																30-Mar						
31-Mar																																31-Mar	100.00%					
TOTAL:	381	356	352	328	331	328	328	327	302		2577	2158	2031	1832	2015	2010	2018	2207	2518		431	410	420	414	382	367	354	353	328									
AVG:	19	18	18	16	17	16	16	16	15		129	108	102	92	101	101	101	110	126		22	21	21	21	19	18	18	18	16									
Min.	17	15	14	12	12	13	12	13	8	155 16 of 155 Vacant	111	94	90	16	88	84	86	96	97	155 16 of 155 Vacant	21	2	17	14	14	13	4	4	6	Min.	155 16 of 155 Vacant							
Avg.	19	18	18	16	17	16	16	15	11		129	108	102	92	101	101	101	110	126		11	22	21	21	21	19	18	18	16	Avg.								
Max.	21	20	20	20	20	19	21	19	16		168	119	116	110	113	116	116	127	140		16	22	22	22	22	22	22	21	22	21		Max.						
Vacancy Factor				65%		Vacancy Factor				43%		Vacancy Factor				87%																						
Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	155 16 of 155 Occupied	55.24%	62.10%	63.71%	93.55%	64.52%	66.13%	65.32%	61.29%	60.89%	155 16 of 155 Occupied	4.55%	90.91%	22.73%	36.36%	36.36%	40.91%	81.82%	81.82%	72.73%	Peak	155 16 of 155 Occupied							
Avg.	26.73%	31.54%	32.31%	36.92%	36.35%	36.92%	36.92%	37.12%	41.92%		48.04%	56.49%	59.05%	63.06%	59.38%	59.48%	59.31%	55.50%	49.23%		4.05%	6.82%	4.55%	5.91%	13.18%	16.59%	19.55%	19.77%	25.45%	Avg.								
Min.	19.23%	23.08%	23.08%	23.08%	23.08%	26.92%	19.23%	26.92%	26.92%		32.26%	52.02%	53.23%	55.65%	54.44%	53.23%	53.23%	48.79%	43.55%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	4.55%	Min.								

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
APRIL 2019

HOURLY PARKING										GENERAL PARKING								LIBRARY											
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Date	Peak
1-Apr	14	16	16	18	18	18	18	20	14	115	111	104	101	105	99	108	115	127	22	22	18	19	18	18	19	19	15	1-Apr	63.60%
2-Apr	17	18	17	15	16	16	18	18	12	142	108	98	94	94	98	99	113	126	22	22	22	21	20	21	16	19	19	2-Apr	65.44%
3-Apr	18	19	19	18	18	18	18	18	16	112	103	96	97	97	94	91	116	130	22	22	22	21	12	11	15	17	19	3-Apr	66.54%
4-Apr	16	16	16	13	11	11	12	13	9	112	105	95	93	97	99	100	107	120	22	21	22	20	17	18	18	19	12	4-Apr	
5-Apr	18	18	16	14	15	16	16	17		121	115	109	110	112	111	109	110		22	22	22	22	19	20	13	14		5-Apr	
6-Apr																												6-Apr	100.00%
7-Apr																												7-Apr	100.00%
8-Apr	17	17	15	16	17	17	19	19	14	119	117	106	101	101	101	103	118	126	22	22	15	15	16	17	21	19	22	8-Apr	62.87%
9-Apr	16	16	15	15	16	17	17	17	13	126	102	92	88	95	92	90	101	112	22	22	21	20	18	15	14	14	16	9-Apr	67.65%
10-Apr	20	20	18	20	20	20	18	20	15	111	101	93	90	94	89	85	86	91	22	22	21	21	20	20	19	18	14	10-Apr	68.75%
11-Apr	18	16	16	14	15	14	14	14	11	110	105	97	95	84	93	93	90	98	22	22	22	22	20	17	17	18	12	11-Apr	69.12%
12-Apr	20	19	20	19	17	17	18	19	17	107	102	93	87	95	98	99	106	112	21	21	20	21	21	19	21	14	14	12-Apr	68.01%
13-Apr																												13-Apr	100.00%
14-Apr																												14-Apr	100.00%
15-Apr	17	19	17	16	15	17	18	17	14	126	111	106	100	105	98	99	107	117	22	21	15	21	18	18	18	16	15	15-Apr	63.97%
16-Apr	18	17	18	19	18	21	20	20	20	118	99	106	95	94	95	93	95	96	21	22	22	21	26	20	17	8	21	16-Apr	65.81%
17-Apr	19	19	19	16	16	17	17	15	15	115	101	98	99	99	98	98	101	99	22	20	20	21	21	19	18	20	21	17-Apr	63.97%
18-Apr	20	18	16	14	12	10	14	14	16	120	109	105	100	98	99	101	102	104	22	22	21	21	18	15	19	19	22	18-Apr	63.97%
19-Apr	17	19	14	14	13	13	14	16	10	125	111	69	102	107	104	104	99	97	21	22	22	22	22	22	17	16	18	19-Apr	74.63%
20-Apr																												20-Apr	100.00%
21-Apr																												21-Apr	100.00%
22-Apr	19	20	19	18	17	17	16	15	20	121	67	55	49	110	108	53	62	111	22	21	12	17	19	19	18	18	21	22-Apr	#REF!
23-Apr	21	16	16	16	17	17	16	14	20	118	58	50	47	81	58	47	55	63	21	22	22	21	22	17	12	16	18	23-Apr	81.99%
24-Apr	18	19	15	15	19	17	16	13	15	120	61	58	55	59	59	57	60	65	20	20	20	20	21	21	19	18	15	24-Apr	82.72%
25-Apr	21	20	18	18	8	13	16	16	13	119	65	60	55	60	56	57	58	57	22	22	22	17	21	21	19	18	20	25-Apr	
26-Apr	19	21	20	20	16	16	16	16	20	115	65	66	61	51	50	64	78	90	21	21	21	21	22	22	21	22	20	26-Apr	
27-Apr																												27-Apr	100.00%
28-Apr																												28-Apr	100.00%
29-Apr	19	19	15	14	12	12	12	14	13	118	74	65	69	55	59	77	75	70	21	21	19	20	11	22	20	21	20	29-Apr	79.78%
30-Apr	21	16	15	14	12	12	14	15	14	123	79	67	64	53	57	56	61	69	22	22	19	19	20	20	19	20	22	30-Apr	80.51%
TOTAL:	403	398	370	356	338	346	357	360	311	2613	2069	1888	1852	1946	1915	1883	2015	2080	476	474	440	443	422	412	390	383	376		
AVG:	18	18	17	16	15	16	16	16	15	119	94	86	84	88	87	86	92	99	22	22	20	20	19	19	18	17	18		

Min.	14	16	14	13	8	10	12	13	9	Vacant	107	58	50	47	51	50	47	55	57	20	20	12	15	11	11	12	8	12	Min.	
Avg.	18	18	17	16	15	16	16	16	15	Vacant	119	94	86	84	88	87	86	92	99	22	22	20	20	19	19	18	17	18	Avg.	Vacant
Max.	21	21	20	20	20	21	20	20	20	Vacant	142	117	109	110	112	111	109	118	130	22	22	22	22	26	22	21	22	22	Max.	

Vacancy Factor 63%

Vacancy Factor 37%

Vacancy Factor 88%

Peak	46.15%	38.46%	46.15%	50.00%	69.23%	61.54%	53.85%	50.00%	65.38%	Occupied	56.85%	76.61%	79.84%	81.05%	79.44%	79.84%	81.05%	77.82%	77.02%	9.09%	9.09%	45.45%	31.82%	50.00%	50.00%	45.45%	63.64%	45.45%	Peak	
Avg.	29.55%	30.42%	35.31%	37.76%	40.91%	39.51%	37.59%	37.06%	43.04%	Occupied	52.11%	62.08%	65.40%	66.06%	64.33%	64.90%	65.49%	63.07%	60.06%	1.65%	2.07%	9.09%	8.47%	12.81%	14.88%	19.42%	20.87%	18.61%	Avg.	Occupied
Min.	19.23%	19.23%	23.08%	23.08%	23.08%	19.23%	23.08%	23.08%	23.08%	Occupied	42.74%	52.82%	56.05%	55.65%	54.84%	55.24%	56.05%	52.42%	47.58%	0.00%	0.00%	0.00%	0.00%	-18.18%	0.00%	4.55%	0.00%	0.00%	Min.	

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
MAY 2019

HOURLY PARKING										GENERAL PARKING								LIBRARY								Date	Peak		
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		
1-May	18	14	9	9	0	1	3	3	3	120	71	62	32	49	54	15	62	62	22	22	22	22	17	17	19	19	19	1-May	94.49%
2-May	16	13	10	6	3	6	8	7	0	115	59	40	28	20	26	21	21	24	21	22	22	21	20	20	16	15	17	2-May	
3-May	19	18	17	13	6	6	4	2	0	118	57	51	47	28	21	23	28	31	22	22	21	21	17	17	20	18	19	3-May	
4-May																												4-May	100.00%
5-May																												5-May	100.00%
6-May	17	14	14	6	2	3	19	18	0	96	60	59	50	47	46	0	1	49	22	20	22	22	20	17	20	19	19	6-May	100.00%
7-May	16	13	10	10	0	1	3	2	1	83	66	51	20	0	0	1	2	2	21	22	22	18	18	15	12	13	14	7-May	100.00%
8-May	18	13	12	10	5	5	1	0	0	93	66	46	48	10	10	11	13	13	21	22	22	20	18	20	10	12	15	8-May	96.32%
9-May	19	10	10	9	0	0	2	2	1	95	61	43	39	13	7	1	3	3	21	17	17	16	20	18	10	7	9	9-May	99.63%
10-May	17	14	10	9	5	5	7	8	10	90	72	59	42	25	24	16	12	10	20	17	17	17	17	17	15	13	18	10-May	96.32%
11-May																												11-May	100.00%
12-May																												12-May	100.00%
13-May	17	16	5	1	0	0	0	1	0	105	61	41	33	8	6	10	10	9	20	14	14	15	13	13	12	14	14	13-May	97.79%
14-May	18	1	0	1	0	0	1	1	0	93	42	22	18	10	6	1	8	8	21	16	15	14	8	8	9	10	10	14-May	99.63%
15-May	5	4	1	1	5	5	2	2	1	89	16	5	1	8	6	1	0	2	19	13	15	11	8	8	10	10	8	15-May	100.00%
16-May	6	7	4	2	4	4	9	8	5	90	34	27	24	10	8	16	7	10	20	14	14	12	12	14	15	13	12	16-May	97.43%
17-May	16	15	12	4	0	2	2	5	3	92	69	61	51	50	52	44	32	36	20	14	11	13	10	10	10	17	16	17-May	88.24%
18-May																												18-May	100.00%
19-May																												19-May	100.00%
20-May	15	9	8	6	3	1	2	1	1	95	62	37	19	11	0	13	18	31	20	19	18	19	18	13	14	16	13	20-May	100.00%
21-May	13	3	1	1	1	3	1	1	0	90	14	4	3	4	2	1	13	33	20	17	12	11	10	10	11	10	8	21-May	99.63%
22-May	12	11	1	2	0	0	0	4	1	91	23	20	14	14	12	14	17	40	21	14	13	10	5	14	12	10	11	22-May	95.59%
23-May	15	8	5	4	1	1	2	4	0	87	45	38	22	20	21	17	31	42	20	17	15	12	13	13	13	14	9	23-May	93.75%
24-May	15	12	12	11	0	0	5	4	2	89	60	55	51	30	33	45	40	50	20	17	17	16	17	10	11	10	12	24-May	88.97%
25-May																												25-May	100.00%
26-May																												26-May	100.00%
27-May	NO ENFORCEMENT - MEMORIAL DAY									NO ENFORCEMENT - MEMORIAL DAY									NO ENFORCEMENT - MEMORIAL DAY									27-May	100.00%
28-May	10	9	7	5		2	2	1	0	90	30	25	11	2	0	17		11	21	17	17	14		4	10	12	6	28-May	100.00%
29-May	13	8	4	3		1	3	2	8	91	46	35	31		27	22		34	21	15	15	10		11	8	6	12	29-May	91.91%
30-May	13	6	0	0	0	1	2	0	1	88	40	26	25	21	27	33	35	45	21	17	15	15	13	13	12	13	9	30-May	
31-May	14	15	9	2	0	1	1	1	3	90	68	56	44	57	50	55	60	69	21	17	15	14	12	13	11	13	11	31-May	
TOTAL:	322	233	161	115	35	48	79	77	40	2090	1122	863	653	437	438	377	413	614	455	385	371	343	286	295	280	284	281		
AVG:	15	11	7	5	2	2	4	4	2	95	51	39	30	21	20	17	21	28	21	18	17	16	14	13	13	13	13		

Min.	5	1	0	0	0	0	0	0	0	83	14	4	1	0	0	0	0	2	19	13	11	10	5	4	8	6	6	Min.	
Avg.	15	11	7	5	2	2	4	4	2	95	51	39	30	21	20	17	21	28	21	18	17	16	14	13	13	13	13	Avg.	
Max.	19	18	17	13	6	6	19	18	10	120	72	62	51	57	54	55	62	69	22	22	22	22	20	20	20	19	19	Max.	

Vacancy Factor 22%

Vacancy Factor 14%

Vacancy Factor 69%

Peak	80.77%	96.15%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	66.53%	94.35%	98.39%	99.60%	100.00%	100.00%	100.00%	99.19%	13.64%	40.91%	50.00%	54.55%	77.27%	81.82%	63.64%	72.73%	72.73%	Peak	
Avg.	43.71%	59.27%	71.85%	79.90%	93.27%	91.61%	86.19%	86.54%	93.01%	61.69%	79.44%	84.18%	88.03%	91.61%	91.97%	93.09%	91.67%	5.99%	20.45%	23.35%	29.13%	35.00%	39.05%	42.15%	41.32%	41.94%	Avg.	
Min.	26.92%	30.77%	34.62%	50.00%	76.92%	76.92%	26.92%	30.77%	61.54%	51.61%	70.97%	75.00%	79.44%	77.02%	78.23%	77.82%	75.00%	0.00%	0.00%	0.00%	0.00%	9.09%	9.09%	9.09%	13.64%	13.64%	Min.	

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
JUNE 2019

HOURLY PARKING										GENERAL PARKING								LIBRARY								Date	Peak		
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00			3:00	4:00
1-Jun																												1-Jun	
2-Jun																												2-Jun	69.49%
3-Jun	15	17	8	8	3	0	3	2	0	89	81	64	49	42	28	27	20	32	20	10	13	11	8	9	8	9	9	3-Jun	92.65%
4-Jun	13	6	4	4	0	0	1	1	0	89	51	29	32	26	17	23	29	31	20	17	14	13	10	11	12	8	9	4-Jun	93.75%
5-Jun	14	14	7	4	0	2	3	3	0	90	62	48	45	35	24	27	46	48	21	16	10	10	2	3	10	9	5	5-Jun	91.18%
6-Jun	15	4	1	1	1	0	1	0	2	89	71	61	48	43	23	35	33	35	20	16	14	11	11	10	13	10	11	6-Jun	
7-Jun	15	13	3	2	1	2	1	0	1	90	85	79	67	58	57	60	63	67	20	17	15	15	15	16	16	15	17	7-Jun	
8-Jun																												8-Jun	100.00%
9-Jun																												9-Jun	100.00%
10-Jun	15	17	6	6	1	1	2	2	3	90	91	76	63	56	36	24	31	49	20	7	8	8	12	14	9	7	5	10-Jun	91.18%
11-Jun	15	7	2	0	2	0	2	1	2	88	52	40	43	29	16	12	21	27	22	15	14	13	12	10	8	8	9	11-Jun	95.59%
12-Jun	14	12	4	2	0	1	2	0	0	88	69	60	52	34	32	34	32	30	20	14	12	8	5	6	6	9	5	12-Jun	88.97%
13-Jun	15	2	0	0	3	3	2	2	0	89	61	59	35	35	34	39	35	30	20	13	10	10	8	8	8	10	3	13-Jun	88.97%
14-Jun	11	15	12	10	6	4	1	2	3	85	88	85	78	88	78	85	50	55	20	16	16	14	9	8	13	11	12	14-Jun	81.62%
15-Jun																												15-Jun	100.00%
16-Jun																												16-Jun	100.00%
17-Jun	14	14	10	4	0	1	2	1	0	92	99	83	58	44	36	37	36	35	20	17	8	6	13	12	6	12	4	17-Jun	87.13%
18-Jun	15	4	1	2	0	0	1	3	1	95	60	48	46	35	16	18	30	35	20	14	15	13	4	8	11	10	9	18-Jun	94.12%
19-Jun	11	10	2	0	0	0	2	2	1	78	77	57	50	43	43	28	30	43	18	17	16	11	4	6	13	12	5	19-Jun	89.71%
20-Jun	13	5	2	1	1	1	1	1	0	80	67	58	50	56	43	48	45	47	19	15	14	13	11	13	12	10	10	20-Jun	84.19%
21-Jun	14	9	5	2	0	0	4	0	1	116	89	71	65	65	65	51	56	58	18	12	15	14	8	5	9	6	6	21-Jun	81.25%
22-Jun																												22-Jun	100.00%
23-Jun																												23-Jun	100.00%
24-Jun	16	15	7	1	0	0	2	0	1	90	98	91	71	50	38	43	42	40	20	8	6	13	5	11	9	6	5	24-Jun	86.03%
25-Jun	16	5	2	2	0	0	1	1	1	95	68	51	45	65	60	31	56	58	20	18	18	13	8	5	7	9	6	25-Jun	88.60%
26-Jun	18	8	1	1	0	1	1	1	0	92	69	60	47	45	50	43	48	11	22	14	12	11	10	8	9	11	9	26-Jun	95.96%
27-Jun	14	5	3	3	0	0	3	4	0	89	73	59	65	35	51	56	55	60	21	14	14	13	13	12	10	10	9	27-Jun	87.13%
28-Jun	16	9	1	1	0	0	2	3	0	88	85	76	73	44	49	54	45	50	21	15	12	15	13	14	11	13	12	28-Jun	83.82%
29-Jun																												29-Jun	100.00%
30-Jun																												30-Jun	100.00%
TOTAL:	289	191	81	54	18	16	37	29	16	1802	1496	1255	1082	928	796	775	803	841	402	285	256	235	181	189	200	195	160		
AVG:	14	10	4	3	1	1	2	1	1	90	75	63	54	46	40	39	40	42	20	14	13	12	9	9	10	10	8		

Min.	11	2	0	0	0	0	1	0	0	Vacant	78	51	29	32	26	16	12	20	11	Vacant	18	7	6	6	2	3	6	6	3	Min.	Vacant
Avg.	14	10	4	3	1	1	2	1	1	Vacant	90	75	63	54	46	40	39	40	42	Vacant	20	14	13	12	9	9	10	10	8	Avg.	Vacant
Max.	18	17	12	10	6	4	4	4	3	Vacant	116	99	91	78	88	78	85	63	67	Vacant	22	18	18	15	15	16	16	15	17	Max.	Vacant

Vacancy Factor 16%

Vacancy Factor 22%

Vacancy Factor 53%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		
Peak	57.69%	92.31%	100.00%	100.00%	100.00%	100.00%	96.15%	100.00%	100.00%	Occupied	68.55%	79.44%	88.31%	87.10%	89.52%	93.55%	95.16%	91.94%	95.56%	Occupied	18.18%	68.18%	72.73%	72.73%	90.91%	86.36%	72.73%	72.73%	86.36%	Peak	Occupied
Avg.	44.42%	63.27%	84.42%	89.62%	96.54%	96.92%	92.88%	94.42%	96.92%	Occupied	63.67%	69.84%	74.70%	78.19%	81.29%	83.95%	84.38%	83.81%	83.04%	Occupied	8.64%	35.23%	41.82%	46.59%	58.86%	57.05%	54.55%	55.68%	63.64%	Avg.	Occupied
Min.	30.77%	34.62%	53.85%	61.54%	76.92%	84.62%	84.62%	84.62%	88.46%	Occupied	53.23%	60.08%	63.31%	68.55%	64.52%	68.55%	65.73%	74.60%	72.98%	Occupied	0.00%	18.18%	18.18%	31.82%	31.82%	27.27%	27.27%	31.82%	22.73%	Min.	Occupied

VACANCY RATE FOR GENERAL PARKING

MPG July 2014: 31%

MPG August 2014:

MPG September 2014:

MPG October 2014:

MPG November 2014:

MPG December 2014:

MPG January 2015

MPG February 2015

MPG March 2015

MPG April 2015

MPG May 2015

MPG June 2015

HOURLY PARKING

<u>Date</u>	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00
July	97	39	74	66	63	75	63	93	126
August	86	80	72	66	67	63	78	92	137

Downtown Transportation Center

HOURS: Monday through Friday 8am to 6pm

PARKING GARAGE RATE:

Weekly Permits: \$61.00 + \$4.00 (tax) = \$65.00

Annual Permits: \$666.69 + \$33.31 (tax) = \$700.00

PARKING LAYOUT:

Garage: 200 total general parking space, not numbered

PARKING LOT RATE:

Hourly: 75¢ per hour, cash or coin only.

Payments must be made in hourly increments.

(Example: to pay for 1 1/2 hours, the cost is \$1.50)

Payments can be deposited into the pay boxes at the entrance of each lot.

PARKING LAYOUT:

Shopper's Lot: 21 total general parking spaces, numbered 1-21

North Franklin Lot: 23 total general parking spaces, numbered 1-23

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
JULY 2019

DTC GARAGE										LEGISLATIVE								NORTH FRANKLIN LOT								SHOPPER'S LOT								Date	Peak				
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00			
1-Jul	127	92	87	75	85	73	73	70	73										18	10	7	6	0	0	3	0	0	19	7	0	0	0	0	1	0	0	1-Jul	65.00%	
2-Jul	119	86	77	75	80	72	67	68	65										14	15	13	6	4	0	3	2	3	19	4	4	0	0	2	1	3	0	2-Jul	67.50%	
3-Jul	120	88	79	72	80	80	75	72	74										16	5	2	1	0	0	0	1	0	20	9	9	0	2	1	1	1	0	3-Jul	64.00%	
4-Jul	NO ENFORCEMENT - INDEPENDENCE DAY									NO ENFORCEMENT - INDEPENDENCE DAY									NO ENFORCEMENT - INDEPENDENCE DAY									NO ENFORCEMENT - INDEPENDENCE DAY									4-Jul		
5-Jul	123	110	112	111	115	109	83	81	85										18	7	2	0	1	0	1	0	0	14	5	2	1	0	1	0	0	0	5-Jul	59.50%	
6-Jul																																					6-Jul		
7-Jul																																					7-Jul		
8-Jul	105	76	70	67	45	48	50	55	60										15	9	4	4	0	0	1	0	0	15	12	2	0	0	0	0	0	0	8-Jul	75.00%	
9-Jul	106	84	67	69	68	61	50	55	60										16	11	3	0	0	2	2	0	0	13	11	0	2	0	0	3	1	4	9-Jul	75.50%	
10-Jul	102	73	66	70	50	49	52	65	70										20	12	6	2	2	0	0	1	0	14	10	0	2	3	0	1	1	0	10-Jul	71.00%	
11-Jul	102	81	69	73	75	58	63	71	85										17	9	8	8	0	3	1	0	0	20	8	2	3	0	1	2	4	0	11-Jul	71.00%	
12-Jul	100	82	67	70	75	70	67	69	89										16	12	9	3	4	3	0	2	3	12	12	1	1	0	0	0	3	2	12-Jul	66.50%	
13-Jul																																					13-Jul		
14-Jul																																					14-Jul		
15-Jul	97	83	74	73	73	70	77	80	83										18	11	6	3	0	0	1	0	0	13	13	5	0	1	0	0	1	0	15-Jul	65.00%	
16-Jul	105	85	75	67	67	62	63	72	102										18	15	12	10	0	0	1	1	1	12	9	4	4	2	0	0	0	2	16-Jul	69.00%	
17-Jul	93	82	70	65	66	63	62	37	39										18	11	9	5	1	0	0	3	7	15	15	6	3	0	0	0	0	4	17-Jul	81.50%	
18-Jul	94	87	68	65	71	62	61	64	65										19	14	11	9	1	3	2	0	0	19	11	4	0	0	1	0	0	1	18-Jul	69.50%	
19-Jul	102	81	85	77	78	76	62	65	67										18	10	4	4	0	3	0	1	1	11	11	1	0	1	1	0	3	0	19-Jul	69.00%	
20-Jul																																					20-Jul		
21-Jul																																					21-Jul		
22-Jul	89	74	69	73	72	65	56	61	75										14	7	0	1	2	3	1	0	1	16	16	13	4	1	3	3	2	0	22-Jul	100.00%	
23-Jul	97	85	76	63	62	59	60	65	72										19	10	1	0	1	0	0	0	1	9	9	1	0	1	2	2	1	1	23-Jul	70.50%	
24-Jul	104	87	75	68	72	64	75	70	67										19	11	6	0	1	0	2	0	1	12	11	4	2	1	0	1	1	0	24-Jul	68.00%	
25-Jul	119	87	78	75	73	76	75	73	70										13	11	3	0	2	0	2	3	1	13	5	1	2	0	2	1	2	2	25-Jul	65.00%	
26-Jul	105	93	87	84	85	88	70	73	75										14	11	5	2	1	0	1	1	0	10	7	1	0	0	0	1	0	0	26-Jul	65.00%	
27-Jul																																					27-Jul		
28-Jul																																					28-Jul		
29-Jul	105	87	71	63	68	61	63	64	67										13	9	0	0	0	0	1	2	1	17	8	2	4	0	0	0	1	1	29-Jul	100.00%	
30-Jul	117	90	69	73	73	68	50	53	57										15	13	0	0	0	0	2	1	1	16	12	5	2	0	1	1	2	0	30-Jul	75.00%	
31-Jul	110	92	80	79	101	85	87	89	90										18	12	7	1	2	2	1	0	2	20	10	7	5	2	7	1	4	1	31-Jul	60.50%	
TOTAL:	2341	1885	1671	1607	1634	1519	1441	1472	1590	0	0	0	0	0	0	0	0	0	366	235	118	65	22	19	25	18	23	329	215	74	35	14	22	19	30	18			
AVG:	106	86	76	73	74	69	66	67	72	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	17	11	5	3	1	1	1	1	1	15	10	3	2	1	1	1	1	1			
Min.	89	73	66	63	45	48	50	37	39										13	5	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0			
Avg.	106	86	76	73	74	69	66	67	72										17	11	5	3	1	1	1	1	1	15	10	3	2	1	1	1	1	1			
Max.	127	110	112	111	115	109	87	89	102										20	15	13	10	4	3	3	3	7	20	16	13	5	3	7	3	4	4			
Vacancy Factor 38%										Vacancy Factor 20%										Vacancy Factor 18%																			
Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00										8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00			
Avg.	55.50%	63.50%	67.00%	68.50%	77.50%	76.00%	75.00%	81.50%	80.50%										43.48%	78.26%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	57.14%	80.95%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%			
Min.	36.50%	45.00%	44.00%	44.50%	42.50%	45.50%	56.50%	55.50%	49.00%										13.04%	34.78%	43.48%	56.52%	82.61%	86.96%	86.96%	86.96%	69.57%	4.76%	23.81%	38.10%	76.19%	85.71%	66.67%	85.71%	80.95%	80.95%			

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
AUGUST 2019

DTC GARAGE										LEGISLATIVE										NORTH FRANKLIN LOT										SHOPPER'S LOT										Date	Peak						
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00											
1-Aug	100	89	77	68	82	66	53	55	56										10	8	3	2	0	1	1	0	1	3	0	0	0	1	1	1	0	0	1-Aug	73.50%									
2-Aug	113	79	84	95	95	88	99	105	108										13	11	11	10	2	4	8	6	1	11	8	3	3	1	1	3	4	4	2-Aug	60.50%									
3-Aug																																						3-Aug									
4-Aug																																						4-Aug									
5-Aug	115	77	71	63	71	65	68	66	65										13	7	2	2	0	1	1	0	0	10	4	2	0	0	0	1	1	0	5-Aug	100.00%									
6-Aug	102	84	71	66	69	70	63	65	61										17	15	4	3	0	0	1	0	0	18	12	2	0	0	2	1	3	1	6-Aug	69.50%									
7-Aug	111	89	83	70	72	74	60	63	62										15	12	3	2	0	3	1	0	1	12	6	1	3	2	0	0	0	1	7-Aug	70.00%									
8-Aug	131	104	94	90	89	81	65	64	62										14	13	12	6	0	1	2	4	0	15	11	4	1	0	2	1	1	0	8-Aug	69.00%									
9-Aug	109	100	91	90	92	91	90	85	86										18	13	0	0	0	0	0	1	2	7	7	0	1	0	0	1	0	0	9-Aug	57.50%									
10-Aug																																						10-Aug									
11-Aug																																						11-Aug									
12-Aug	110	88	80	76	68	66	60	55	61										12	10	9	7	2	2	1	1	0	12	7	2	0	1	0	0	2	1	12-Aug	100.00%									
13-Aug	112	96	89	77	77	81	71	64	67										18	19	6	2	0	0	1	1	0	15	12	9	3	2	1	2	1	0	13-Aug	68.00%									
14-Aug	115	104	90	87	86	79	73	89	95										15	13	8	5	4	1	0	0	0	13	9	5	5	0	0	0	2	4	14-Aug	63.50%									
15-Aug	107	99	97	96	97	88	71	102	103										18	10	3	2	1	0	1	1	0	19	13	11	8	2	0	2	1	7	15-Aug	64.50%									
16-Aug	125	119	116	112	112	108	105	104	99										15	11	9	8	3	1	0	1	2	17	10	2	3	1	0	1	0	0	16-Aug	50.50%									
17-Aug																																						17-Aug									
18-Aug																																						18-Aug									
19-Aug	118	96	91	83	75	72	70	63	61										2	3	1	0	0	0	0	1	1	17	13	9	6	0	1	1	0	0	19-Aug	100.00%									
20-Aug	116	102	94	87	83	79	65	63	76										9	4	1	0	0	0	1	0	0	15	11	9	10	0	1	0	3	0	20-Aug	68.50%									
21-Aug	105	88	75	70	68	52	50	52	55										17	10	2	1	1	1	0	0	1	13	8	0	1	1	0	0	2	1	21-Aug	75.00%									
22-Aug	111	85	79	77	82	75	78	78	80										12	6	4	5	2	0	1	5	4	18	10	10	9	1	1	1	8	5	22-Aug	62.50%									
23-Aug	110	84	85	80	82	77	61	60	55										7	1	0	2	1	3	1	2	1	14	10	3	4	2	1	0	4	1	23-Aug	72.50%									
24-Aug																																						24-Aug									
25-Aug																																						25-Aug									
26-Aug	104	74	72	55	55	54	56	59	60										15	8	7	1	0	0	1	0	1	10	10	6	7	2	2	0	5	1	26-Aug	100.00%									
27-Aug	107	79	72	70	74	71	69	61	60										17	13	8	4	0	1	1	2	0	13	9	0	2	0	0	0	2	0	27-Aug	70.00%									
28-Aug	92	64	70	66	68	63	60	55	53										15	12	5	3	0	1	0	5	0	8	9	4	3	0	0	0	1	1	28-Aug	73.50%									
29-Aug	110	85	81	76	79	68	62	60	55										15	12	6	6	5	4	0	9	5	6	6	0	0	0	0	1	2	1	29-Aug	72.50%									
30-Aug	109	93	88	85	84	79	61	60	56										16	10	5	3	2	0	1	2	2	11	9	1	0	1	0	1	5	1	30-Aug	72.00%									
31-Aug																																						31-Aug									
TOTAL:	2432	1978	1850	1739	1760	1647	1510	1528	1536										303	221	109	74	23	24	23	41	22	277	194	83	69	17	13	17	47	29											
AVG:	111	90	84	79	80	75	69	69	70	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	14	10	5	3	1	1	1	2	1	13	9	4	3	1	1	1	2	1											
Min.	92	64	70	55	55	52	50	52	53	Vacant										2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	Vacant									
Avg.	111	90	84	79	80	75	69	69	69	Vacant										14	10	5	3	1	1	1	2	1	13	9	4	3	1	1	1	2	1	Vacant									
Max.	131	119	116	112	112	108	105	105	108	Vacant										18	19	12	10	5	4	8	9	5	19	13	11	10	2	2	3	8	7	Vacant									
Vacancy Factor 40%										Vacancy Factor 18%										Vacancy Factor 18%																											
Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied										8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied									
Avg.	54.00%	68.00%	65.00%	72.50%	72.50%	74.00%	75.00%	74.00%	73.50%	Occupied										91.30%	95.65%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	40.04%	58.01%	82.03%	85.06%	96.32%	97.19%	96.32%	89.83%	93.72%	Occupied									
Min.	34.50%	40.50%	42.00%	44.00%	44.00%	46.00%	47.50%	47.50%	46.00%	Occupied										21.74%	17.39%	47.83%	56.52%	78.26%	82.61%	65.22%	60.87%	78.26%	9.52%	38.10%	47.62%	52.38%	90.48%	90.48%	85.71%	61.90%	66.67%	Occupied									

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Package

Vacant

Vacant

Occupied

Occupied

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
SEPTEMBER 2019

Date	DTC GARAGE									LEGISLATIVE									NORTH FRANKLIN LOT									SHOPPER'S LOT											
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
1-Sep																																							
2-Sep	NO ENFORCEMENT - LABOR DAY										NO ENFORCEMENT - LABOR DAY										NO ENFORCEMENT - LABOR DAY										NO ENFORCEMENT - LABOR DAY								
3-Sep	105	99	72	69	71	64	51	60	61												14	11	1	0	0	0	3	1	0		11	10	5	4	1	1	4	0	0
4-Sep	109	75	74	68	73	72	74	71	69												15	11	3	2	2	0	1	3	0		12	10	2	0	1	3	0	2	0
5-Sep	104	81	77	54	56	60	61	65	72												16	8	4	1	2	0	1	1	0		16	13	9	8	5	6	4	1	0
6-Sep	121	87	80	79	81	85	81	79	75												18	13	7	8	5	1	1	4	3		16	13	8	7	4	4	2	12	9
7-Sep																																							
8-Sep																																							
9-Sep	94	83	67	66	78	72	65	80	95												17	12	9	8	3	0	0	8	7		9	10	5	6	4	3	2	6	8
10-Sep	103	86	74	70	73	68	55	59	64												14	10	5	3	1	0	0	3	0		10	9	2	3	0	2	1	2	1
11-Sep	100	80	73	69	68	65	61	67	65												17	9	3	2	0	0	1	4	1		12	12	9	8	5	10	4	4	2
12-Sep	93	78	70	60	62	58	61	67	65												18	13	8	6	4	5	1	4	1		14	13	4	3	2	2	4	4	2
13-Sep	96	72	81	74	86	75	70	79	74												15	11	7	4	3	1	1	2	1		17	11	4	2	1	2	2	5	4
14-Sep																																							
15-Sep																																							
16-Sep	112	82	77	71	71	61	65	67	70												13	9	4	2	3	2	0	1	1		6	5	0	0	0	0	0	1	2
17-Sep	107	78	66	62	56	53	41	49	40												13	9	3	5	0	2	1	0	2		18	17	8	7	0	0	1	1	1
18-Sep	102	72	68	62	65	57	51	57	51												12	9	6	4	0	3	1	1	0		15	11	8	8	6	5	4	8	3
19-Sep	95	80	72	67	73	67	69	71	77												16	10	1	3	2	2	1	6	5		13	8	2	3	0	3	1	0	0
20-Sep	115	81	79	78	73	71	70	71	75												16	10	7	7	4	6	5	3	4		14	11	11	9	3	2	1	9	7
21-Sep																																							
22-Sep																																							
23-Sep	109	72	60	57	61	55	60	61	61												17	12	11	9	1	4	2	1	0		15	13	8	7	7	7	11	9	4
24-Sep	105	72	62	63	58	61	47	41	40												16	13	8	6	4	3	2	0	1		19	17	13	13	10	10	7	4	3
25-Sep	104	100	97	67	62	57	54	51	50												15	9	7	7	4	3	1	4	2		18	13	12	6	3	1	0	1	4
26-Sep	107	87	75	76	81	74	65	61	55												16	11	7	7	8	6	5	1	2		15	16	11	11	5	1	2	7	5
27-Sep	135	102	98	84	81	86	81	84	85												16	11	9	6	4	1	0	2	3		15	12	9	6	2	4	3	11	5
28-Sep																																							
29-Sep																																							
30-Sep	91	68	63	62	71	58	53	57	59												19	16	14	13	14	8	8	8	5		17	16	14	13	8	7	7	5	3
TOTAL:	2107	1635	1485	1358	1400	1319	1235	1297	1303	0	0	0	0	0	0	0	0	0	0	313	217	124	103	64	47	35	57	38	282	240	144	124	67	73	60	92	63		
AVG:	105	82	74	68	70	66	62	65	65	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	16	11	6	5	3	2	2	3	2	14	12	7	6	3	4	3	5	3		

Min.	91	68	60	54	56	53	41	41	40	Vacant Page 125 of 155
Avg.	105	82	74	68	70	66	62	65	65	
Max.	135	102	98	84	86	86	81	84	95	

Vacancy Factor 36%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
Peak	54.50%	66.00%	70.00%	73.00%	72.00%	73.50%	79.50%	79.50%	80.00%	Occupied
Avg.	47.33%	59.13%	62.88%	66.05%	65.00%	67.03%	69.13%	67.58%	67.43%	
Min.	32.50%	49.00%	51.00%	58.00%	57.00%	57.00%	59.50%	58.00%	52.50%	

12	8	1	0	0	0	0	0	0	0	Vacant
16	11	6	5	3	2	2	3	2	2	
19	16	14	13	14	8	8	8	7	7	

Vacancy Factor 24%

8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
47.83%	65.22%	95.65%	#####	100.00%	100.00%	100.00%	100.00%	100.00%	Occupied
31.96%	52.83%	73.04%	77.61%	86.09%	89.78%	92.39%	87.61%	91.74%	
17.39%	30.43%	39.13%	43.48%	39.13%	65.22%	65.22%	65.22%	69.57%	

Vacancy Factor 30%

8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
71.43%	76.19%	100.00%	100.00%	100.00%	100.00%	100.00%	#####	100.00%	Occupied
32.86%	42.86%	65.71%	70.48%	84.05%	82.62%	85.71%	78.10%	85.00%	
9.52%	19.05%	33.33%	38.10%	52.38%	52.38%	47.62%	42.86%	57.14%	

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
OCTOBER 2019

DTC GARAGE										LEGISLATIVE								NORTH FRANKLIN LOT								SHOPPER'S LOT								Date	Peak				
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00			
1-Oct	105	87	69	68	83	65	57	59	100										16	11	7	6	4	3	3	2	4	18	18	13	12	13	10	11	19	11	1-Oct	71.50%	
2-Oct	110	75	66	61	62	57	55	51	60										18	14	10	8	3	9	8	7	4	12	9	6	4	9	10	7	6	5	2-Oct	74.50%	
3-Oct	110	85	67	62	74	64	61	55	59										20	17	10	10	11	9	7	4	2	16	14	11	10	7	7	4	9	5	3-Oct	72.50%	
4-Oct	110	98	92	81	79	83	81	85	83										18	11	9	11	8	7	4	3	3	18	13	11	9	6	8	5	8	4	4-Oct	60.50%	
5-Oct																																						5-Oct	
6-Oct																																						6-Oct	
7-Oct	110	89	79	78	82	81	80	70	71										20	15	10	8	9	3	4	7	6	18	16	16	16	15	15	15	15	17	7-Oct	65.00%	
8-Oct	107	89	74	72	73	68	54	41	56										15	8	4	4	2	2	1	2	3	17	12	7	9	5	8	7	6	4	8-Oct	79.50%	
9-Oct	100	75	68	59	69	64	61	60	55										20	15	12	11	7	5	4	8	7	18	16	6	8	6	4	3	6	5	9-Oct	72.50%	
10-Oct			79	78	82	71	70	65	70												7	8	7	2	2	2	4			6	6	2	2	1	6	2	10-Oct	67.50%	
11-Oct	108	91	75	74	77	78	74	70	71										18	13	6	7	4	7	5	3	5	19	12	11	10	7	6	5	11	9	11-Oct	65.00%	
12-Oct																																						12-Oct	
13-Oct																																						13-Oct	
14-Oct	110	87	75	76	81	74	71	70	69										16	19	12	9	11	14	11	14	15	20	16	15	15	15	10	12	11	12	14-Oct	100.00%	
15-Oct	108	59	75	69	71	71	65	63	61										18	16	8	6	7	6	5	9	7	21	18	10	9	11	8	5	13	10	15-Oct	70.50%	
16-Oct	108	85	85	87	84	67	69	71	74										15	3	0	0	1	2	1	7	4	21	18	14	14	9	9	7	10	7	16-Oct	66.50%	
17-Oct	115	107	101	100	102	99	97	90	95										15	7	2	2	3	4	2	9	4	21	20	17	17	16	16	15	12	17	17-Oct	55.00%	
18-Oct	NO ENFORCEMENT - ALASKA DAY									NO ENFORCEMENT - ALASKA DAY								NO ENFORCEMENT - ALASKA DAY								NO ENFORCEMENT - ALASKA DAY												18-Oct	
19-Oct																																						19-Oct	
20-Oct																																						20-Oct	
21-Oct	118	99	93	91	95	84	69	65	61										18	14	12	11	12	11	10	11	9	20	17	15	12	11	11	14	12	10	21-Oct	63.00%	
22-Oct	110	93	87	86	86	80	76	74	71										23	17	13	11	11	10	9	8	7	21	20	16	15	9	10	8	13	12	22-Oct	64.50%	
23-Oct	105	93	79	75	75	81	65	63	55										19	14	7	9	8	11	10	11	14	19	17	14	15	13	13	12	14	13	23-Oct	72.50%	
24-Oct	113	103	96	91	92	84	82	78	74										20	14	11	10	7	3	2	10	6	19	14	10	12	9	10	9	8	7	24-Oct	63.00%	
25-Oct	120	112	100	102	110	99	97	95	99										20	17	13	11	8	10	11	9	7	21	16	10	13	12	12	11	12	10	25-Oct	52.50%	
26-Oct																																						26-Oct	
27-Oct																																						27-Oct	
28-Oct	112	84	75	72	81	71	61	64	69										16	14	7	5	7	7	6	5	4	10	9	4	5	8	9	6	7	4	28-Oct	100.00%	
29-Oct	109	89	84	75	78	71	70	69	67										15	12	8	4	1	4	3	10	9	19	17	15	15	14	15	10	14	7	29-Oct	66.50%	
30-Oct	110	82	67	65	71	66	65	67	69										19	12	5	6	1	2	7	4	8	18	13	12	14	7	11	11	12	10	30-Oct	67.50%	
31-Oct	93	82	69	69	68	59	64	43	42										18	12	8	4	3	4	3	0	0	17	16	15	15	14	13	10	1	0	31-Oct	79.00%	
TOTAL:	2291	1864	1755	1691	1775	1637	1544	1468	1531	0	0	0	0	0	0	0	0	0	377	275	181	161	135	135	118	145	132	383	321	254	255	218	217	188	225	181			
AVG:	109	89	80	77	81	74	70	67	70	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	18	13	8	7	6	6	5	7	6	18	15	12	12	10	10	9	10	8			

Min.	93	59	66	59	62	57	54	41	42	Packaged Page 126 of 155
Avg.	109	89	80	77	81	74	70	67	67	
Max.	120	112	101	102	110	99	97	95	100	

Vacancy Factor 40%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
Peak	53.50%	70.50%	67.00%	70.50%	69.00%	71.50%	73.00%	79.50%	79.00%	Occupied
Avg.	45.45%	55.62%	60.11%	61.57%	59.66%	62.80%	64.91%	66.64%	65.20%	
Min.	40.00%	44.00%	49.50%	49.00%	45.00%	50.50%	51.50%	52.50%	50.00%	

Vacancy Factor 37%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
Peak	34.78%	86.96%	100.00%	100.00%	95.65%	91.30%	95.65%	#####	100.00%	Occupied
Avg.	21.95%	43.06%	64.23%	68.18%	73.32%	73.32%	76.68%	71.34%	73.91%	
Min.	0.00%	17.39%	43.48%	52.17%	47.83%	39.13%	52.17%	39.13%	34.78%	

Vacancy Factor 55%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
Peak	52.38%	57.14%	80.95%	80.95%	90.48%	90.48%	95.24%	95.24%	100.00%	Occupied
Avg.	13.15%	27.21%	45.02%	44.81%	52.81%	53.03%	59.31%	51.30%	60.82%	
Min.	0.00%	4.76%	19.05%	19.05%	23.81%	23.81%	28.57%	9.52%	19.05%	

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
NOVEMBER 2019

Date	DTC GARAGE									LEGISLATIVE									NORTH FRANKLIN LOT									SHOPPER'S LOT								
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
1-Nov	103	91	76	69	77	76	75	77	79										20	12	9	7	2	5	7	4	6	20	22	14	15	8	9	8	11	9
2-Nov																																				
3-Nov																																				
4-Nov	120	92	80	75	85	73	65	67	69										20	16	12	12	12	11	15	13	16	19	19	17	16	15	16	14	13	17
5-Nov	112	73	70	68	66	66	67	69	70										17	13	8	7	0	3	2	3	2	16	14	11	10	6	2	1	9	6
6-Nov	117	78	70	70	66	62	65	67	69										20	17	10	8	8	7	7	6	10	17	17	13	12	7	9	10	12	14
7-Nov	116	93	82	81	87	70	64	65	69										18	10	7	7	8	9	8	5	4	18	14	13	13	10	10	7	13	10
8-Nov	112	91	87	90	97	85	83	81	76										15	11	7	7	4	5	4	0	2	19	18	15	14	13	13	12	17	16
9-Nov																																				
10-Nov																																				
11-Nov	NO ENFORCEMENT - VETERANS' DAY									NO ENFORCEMENT - VETERANS' DAY									NO ENFORCEMENT - VETERANS' DAY									NO ENFORCEMENT - VETERANS' DAY								
12-Nov	100	84	67	72	74	67	64	67	70										17	14	11	10	5	8	6	5	4	11	10	7	7	2	2	5	7	5
13-Nov	107	89	77	76	78	67	67	61	55										20	14	5	6	8	5	4	4	3	19	18	14	14	9	12	10	15	13
14-Nov	100	77	64	67	74	67	66	67	76										20	18	16	13	12	10	6	10	7	19	16	15	15	8	6	10	11	7
15-Nov	117	100	82	81	81	79	79	81	87										18	13	3	4	2	5	6	5	4	19	18	17	16	9	10	7	15	11
16-Nov																																				
17-Nov																																				
18-Nov	115	83	77	76	85	74	75	78	80										20	15	10	10	13	7	9	8	7	19	16	16	15	11	11	15	17	11
19-Nov	105	90	77	75	74	67	68	69											22	13	9	7	2	3	2	9	7	20	18	17	15	7	9	7	14	10
20-Nov	107	58	77	68	70	71	70	74	77										19	16	10	9	3	3	13	15	14	19	18	16	16	13	12	15	16	13
21-Nov	135	87	76	70	74	70	74	75	76										19	16	10	6	2	0	1	2	3	19	18	13	13	13	14	14	14	17
22-Nov	122	91	78	78	83	87	85	89	90										19	19	8	7	4	5	4	4	5	18	15	13	11	7	12	10	12	10
23-Nov																																				
24-Nov																																				
25-Nov	110	77	74	76	83	77	74	80	91										17	15	13	11	8	9	10	8	7	19	19	15	14	14	14	14	13	11
26-Nov	118	101	87	81	89	84	87	61	78										20	18	16	17	5	8	8	8	0	18	19	16	14	10	10	11	11	3
27-Nov	112	97	90	88	96	92	98	109	112										20	18	16	14	10	6	5	7	0	18	14	13	13	11	11	15	15	11
28-Nov	NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING								
29-Nov	NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING								
30-Nov																																				
TOTAL:	2028	1552	1391	1361	1439	1334	1326	1337	1324	0	0	0	0	0	0	0	0	0	341	268	180	162	108	109	117	116	101	327	303	255	243	173	182	185	235	194
AVG:	113	86	77	76	80	74	74	74	78	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	19	15	10	9	6	6	7	6	6	18	17	14	14	10	10	10	13	11

Min.	100	58	64	67	66	62	64	61	55	Vacant
Avg.	113	86	77	76	80	74	74	74	79	
Max.	135	101	90	90	97	92	98	109	112	

Vacancy Factor 41%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied
Peak	50.00%	71.00%	68.00%	66.50%	67.00%	69.00%	68.00%	69.50%	72.50%	
Avg.	43.67%	56.89%	61.36%	62.19%	60.03%	62.94%	63.17%	62.86%	61.06%	
Min.	32.50%	49.50%	55.00%	55.00%	51.50%	54.00%	51.00%	45.50%	44.00%	

15	10	3	4	0	0	1	0	0	Vacant
19	15	10	9	6	6	7	6	6	
22	19	16	17	13	11	15	15	16	

Vacancy Factor 40%

8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied
34.78%	56.52%	86.96%	82.61%	#####	#####	95.65%	#####	100.00%	
17.63%	35.27%	56.52%	60.87%	73.91%	73.67%	71.74%	71.98%	75.60%	
4.35%	17.39%	30.43%	26.09%	43.48%	52.17%	34.78%	34.78%	30.43%	

Vacancy Factor 62%

8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied
47.62%	52.38%	66.67%	66.67%	90.48%	90.48%	95.24%	66.67%	85.71%	
13.49%	19.84%	32.54%	35.71%	54.23%	51.85%	51.06%	37.83%	48.68%	
4.76%	-4.76%	19.05%	23.81%	28.57%	23.81%	28.57%	19.05%	19.05%	

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER

DTC GARAGE										LEGISLATIVE								NORTH FRANKLIN LOT								SHOPPER'S LOT																											
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		Date	Peak											
1-Dec										DTC Garage Occupied										North Franklin Lot Occupied										Shopper's Lot Occupied										1-Dec													
2-Dec	107	91	84	77	76	74	77	91	107												18	12	9	8	5	10	5	10	11											18	18	16	17	17	15	15	16	16	2-Dec	63.00%			
3-Dec	107	84	75	76	80	76	78	91	129												18	9	11	9	5	4	4	6	5											20	17	16	15	8	7	14	15	14	3-Dec	62.50%			
4-Dec	100	77	71	72	76	72	80	87	89												19	15	7	7	5	2	6	7	6											19	17	11	11	8	6	8	9	7	4-Dec	64.50%			
5-Dec	100	80	84	83	84	79	75	79	80												20	18	12	6	9	9	8	1	6											18	18	12	11	12	10	7	16	10	5-Dec	62.50%			
6-Dec	108	98	89	90	95	81	76	75	73												23	17	10	8	5	3	2	0	1											20	17	14	13	8	7	9	6	7	6-Dec	63.50%			
7-Dec																																								7-Dec													
8-Dec																																								8-Dec													
9-Dec	111	81	74	77	74	74	75	77	79												20	15	9	7	3	9	7	9	8											20	17	18	18	8	4	3	14	10	9-Dec	100.00%			
10-Dec	104	93	84	82	87	84	70	79	80												19	16	10		3		2	6	5											19	19	15		10		1	9	6	10-Dec	65.00%			
11-Dec	107	85	74	70	68	71	74	75	81												19	16	13	11	5	6	12	14	10											20	18	14	13	9	9	8	8	7	11-Dec	66.00%			
12-Dec	104	90	89	90	95	81	73	75	77												17	15	10	8	5	3	2	3	0											19	18	14	13	8	7	10	12	13	12-Dec	63.50%			
13-Dec	112	101	88	84	86	84	87	90	94												18	14	8	5	0	2	1	15	10											19	16	10	8	4	7	5	14	12	13-Dec	58.00%			
14-Dec																																								14-Dec													
15-Dec																																								15-Dec													
16-Dec	111	83	73	69			69	77	88												20	15	8	8			5	5	4											21	17	15	12			13	12	16	16-Dec	100.00%			
17-Dec	108	85	75	71	74	75	76	92	114												20	16	6	4	0	0	2	5	4											21	19	16	16	0	1	8	12	12	17-Dec	64.50%			
18-Dec	108	84	76	74	81	80	72	87	93												20	16	9	7	6	4	5	8	6											21	19	14	15	6	6	10	11	14	18-Dec	64.00%			
19-Dec	112	89	66	60	65	69	79	84	93												23	19	13	11	7	4	7	8	9											21	19	11	11	2	1	4	6	9	19-Dec	70.00%			
20-Dec	111	91	81	78	85	78	80	90	108												19	14	5	3	0	1	3	3	0											20	17	15	14	9	6	6	14	7	20-Dec	61.00%			
21-Dec																																								21-Dec													
22-Dec																																								22-Dec													
23-Dec	125	119	110	106	92	99	105	111	97												20	16	12	13	5	3	0	1	1											21	18	18	18	9	7	3	1	0	23-Dec	100.00%			
24-Dec	160	150	145	138	127	125	161	170	169												23	18	15	12	2	1	4	8	11											21	18	17	19	10	12	15	8	10	24-Dec	54.00%			
25-Dec	NO ENFORCEMENT - CHRISTMAS										DTC Garage Occupied	NO ENFORCEMENT - CHRISTMAS									North Franklin Lot Occupied	NO ENFORCEMENT - CHRISTMAS									Shopper's Lot Occupied	NO ENFORCEMENT - CHRISTMAS									25-Dec												
26-Dec	158	139	135	134	132	120	117	115	127													23	21	19	17	15	12	19	7			0										21	20	16	12	8	7	10	1	1	26-Dec	42.50%	
27-Dec	161	131	121	120	121	127	122	125	133													23	19	14	12	15	12	2	3			0										21	17	17	18	8	7	9	2	2	27-Dec	40.00%	
28-Dec																																									28-Dec												
29-Dec																																									29-Dec												
30-Dec	130	114	106	104	95	93	99	104	112													25	18	16	15	13	14	6	2			1										21	19	18	19	17	17	17	12	10	30-Dec	100.00%	
31-Dec	128	119	107	104	104	105	104	113	148													23	19	12	9	10	9	6	3			0										21	20	16	18	10	17	16	10	9	31-Dec	48.00%	
TOTAL:	2472	2084	1907	1859	1797	1747	1849	1987	2171										0	0		0	0	0	0	0	0											422	378	313	291	171	153	191	208								
AVG:	118	99	91	89	90	87	88	95	103										#DIV/0!	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!										20	18	15	15	9	8	9	10	9							
Min.	100	77	66	60	65	69	69	75	73	Packaging Page 128 of 155												17	9	5	3	0	0	0	0	0		Vacant										18	16	10	8	0	1	1	1	0	Vacant		
Avg.	118	99	91	89	90	87	88	95	103													20	16	11	9	6	6	5	6	5												20	18	15	15	9	8	9	10	9			
Max.	161	150	145	138	132	127	161	170	169													25	21	19	17	15	14	19	15	11												21	20	18	19	17	17	16	16				
Vacancy Factor				48%																Vacancy Factor				40%																Vacancy Factor				59%									
Peak	50.00%	61.50%	67.00%	70.00%	67.50%	65.50%	65.50%	62.50%	63.50%	Occupied												26.09%	60.87%	78.26%	86.96%	100.00%	100.00%	100.00%	100.00%	100.00%		Occupied										14.29%	23.81%	52.38%	61.90%	#####	95.24%	95.24%	95.24%	100.00%	Occupied		
Avg.	41.14%	50.38%	54.60%	55.74%	55.08%	56.33%	55.98%	52.69%	48.31%													10.97%	30.02%	52.80%	60.87%	74.35%	75.29%	77.64%	74.33%	79.71%												4.31%	14.29%	29.02%	30.71%	59.29%	61.65%	56.69%	52.83%	56.46%			
Min.	19.50%	25.00%	27.50%	31.00%	34.00%	36.50%	19.50%	15.00%	15.50%													-8.70%	8.70%	17.39%	26.09%	34.78%	39.13%	17.39%	34.78%	52.17%												0.00%	4.76%	14.29%	9.52%	19.05%	19.05%	19.05%	23.81%	23.81%			

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
JANUARY 2020

DTC GARAGE										LEGISLATIVE								NORTH FRANKLIN LOT								SHOPPER'S LOT								Date	Peak											
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00										
1-Jan	NO ENFORCEMENT - NEW YEAR'S DAY									NO ENFORCEMENT - NEW YEAR'S DAY								NO ENFORCEMENT - NEW YEAR'S DAY								NO ENFORCEMENT - NEW YEAR'S DAY								1-Jan												
2-Jan	118	94	90	83	85	90	94	96	129									20	12	11	11	9	8	9	10	4	19	14	8	12	11	15	14	12	9	2-Jan	40.29%									
3-Jan	115	105	98	93	97	95	93	103	110									22	16	11	11	11	11	12	6	7	21	19	20	20	13	13	14	12	9	3-Jan	33.09%									
4-Jan																																		4-Jan												
5-Jan																																		5-Jan												
6-Jan	120	86	68	67	65	60	62	73	97									21	12	10	10	6	7	10	9	8	21	18	18	17	14	16	16	17	17	6-Jan	100.00%									
7-Jan	110	77	53	52	51	51	51	64	77									23	12	7	6	7	6	5	9	9	21	19	21	20	14	13	13	15	15	7-Jan	63.31%									
8-Jan	111	79	64	63	61	60	60	72	95									20	16	7	7	9	11	10	11	9	21	20	18	19	17	17	14	15	14	8-Jan	56.83%									
9-Jan	109	77	68	67	61	60	62	78	89									23	18	15	14	9	8	10	13	9	21	18	15	14	17	14	15	16	18	9-Jan	56.83%									
10-Jan	115	100	84	82	84	90	90	100	99									20	11	8	7	5	5	7	4	2	21	19	19	18	14	16	13	15	17	10-Jan	41.01%									
11-Jan																																		11-Jan												
12-Jan																																		12-Jan												
13-Jan	102	77	56	54	59	59	51	67	73									20	15	12	10	9	19	9	11	6	21	20	18	18	16	18	15	16	17	13-Jan	100.00%									
14-Jan	97	58	45	48	49	49	48	60	79									20	13	11	10	9	7	6	8	2	20	18	13	12	10	14	14	15	16	14-Jan	97.12%									
15-Jan	93	56	47	42	47	75	44	54	53									19	14	10	8	5	6	1	9	3	21	16	13	12	10	11	13	13	14	15-Jan	97.84%									
16-Jan	96	57	49	45	47	50	51	61	70									20	15	16	16	7	9	9	13	8	19	16	15	13	10	12	9	9	13	16-Jan	67.63%									
17-Jan	92	69	54	54	54	50	53	57	63									23	13	14	10	9	1	4	3	0	21	18	17	15	14	9	11	11	10	17-Jan	64.03%									
18-Jan																																		18-Jan												
19-Jan																																		19-Jan												
20-Jan	NO ENFORCEMENT - MLK JR'S BDAY									NO ENFORCEMENT - MLK JR'S BDAY								NO ENFORCEMENT - MLK JR'S BDAY								NO ENFORCEMENT - MLK JR'S BDAY								20-Jan												
21-Jan	65	41	30	30	28	25	25	34	51									18	14	9	10	5	4	7	7	7	19	20	20	18	4	4	9	9	14	21-Jan	97.12%									
22-Jan	26	17	8	4	5	6	10	11	29	12	11	7	4	5	3	2	1	3	17	16	5	6	2	2	1	1	2	16	16	11	11	6	13	10	11	13	22-Jan	97.84%								
23-Jan	47	17	10	3	12	8	12	29	47	22	10	5	7	5	4	3	2	0	15	16	12	12	2	3	2	8	4	20	15	14	12	9	11	9	15	13	23-Jan	84.17%								
24-Jan	57	45	52	50	30	24	22	35	55	16	7	6	5	9	10	9	8	13	18	12	11	10	10	11	6	4	0	18	18	14	13	14	16	14	16	11	24-Jan	100.00%								
25-Jan																																		25-Jan												
26-Jan																																		26-Jan												
27-Jan	70	24	13	12	12	10	7	13	26	35	11	11	10	5	4	7	9	10	19	16	16	17	10	7	6	9	7	21	20	19	18	17	16	15	16	19	27-Jan	100.00%								
28-Jan	68	21	11	15	10	12	11	19	34	34	19	13	11	7	7	10	11	16	20	18	10	11	6	5	2	1	4	20	16	15	12	5	11	9	9	8	28-Jan	92.81%								
29-Jan	63	19	11	4	3	7	10	18	23	30	13	7	9	7	9	10	14	14	23	14	12	10	7	4	2	5	0	21	18	13	12	7	9	7	9	10	29-Jan	97.84%								
30-Jan	66	18	11	12	10	16	18	38	68	31	8	4	6	7	4	5	7	19	20	6	9	8	7	6	2	6	3	21	16	12	12	10	7	4	7	6	30-Jan	92.81%								
31-Jan																																		31-Jan	100.00%											
TOTAL:	1740	1137	922	880	870	897	874	1082	1367	180	79	53	52	45	41	46	52	75	401	279	216	204	144	140	120	147	94	403	354	313	298	232	255	238	258	263										
AVG:	87	57	46	44	44	45	44	54	68	26	11	8	7	6	6	7	7	11	20	14	11	10	7	7	6	7	5	20	18	16	15	12	13	12	13	13										
Min.	26	17	8	3	3	6	7	11	23	12	7	4	4	5	3	2	1	0	15	6	5	6	2	1	1	1	0	16	14	8	11	4	4	4	7	6										
Avg.	87	57	46	44	44	45	44	54	68	26	11	8	7	6	6	7	7	11	20	14	11	10	7	7	6	7	5	20	18	16	15	12	13	12	13	13										
Max.	120	105	98	93	97	95	94	103	129	35	19	13	11	9	10	10	14	19	23	18	16	17	11	19	12	13	9	21	20	21	20	17	18	16	17	19										
Vacancy Factor				39%		Vacancy Factor				16%		Vacancy Factor				42%		Vacancy Factor				69%																								
Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
Avg.	81.29%	87.77%	94.24%	97.84%	97.84%	95.68%	94.96%	92.09%	83.45%	80.33%	88.52%	93.44%	93.44%	91.80%	95.08%	96.72%	98.36%	#####	34.78%	73.91%	78.26%	73.91%	91.30%	95.65%	95.65%	95.65%	100.00%	23.81%	33.33%	61.90%	47.62%	80.95%	80.95%	80.95%	66.67%	71.43%	37.41%	59.10%	66.83%	68.35%	68.71%	67.73%	68.56%	61.08%	50.83%	Occupied
Min.	13.67%	24.46%	29.50%	33.09%	30.22%	31.65%	32.37%	25.90%	7.19%	42.62%	68.85%	78.69%	81.97%	85.25%	83.61%	83.61%	77.05%	68.85%	0.00%	21.74%	30.43%	26.09%	52.17%	17.39%	47.83%	43.48%	60.87%	4.05%	15.71%	25.48%	29.05%	44.76%	39.29%	43.33%	38.57%	37.38%	13.67%	24.46%	29.50%	33.09%	30.22%	31.65%	32.37%	25.90%	7.19%	Occupied

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
FEBRUARY 2020

Date	DTC GARAGE									LEGISLATIVE									NORTH FRANKLIN LOT									SHOPPER'S LOT									Date	Peak	
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00			
1-Feb																																						1-Feb	
2-Feb																																						2-Feb	
3-Feb	55	17	11	11	13	4	8	16	23	33	12	7	8	11	6	6	5	8	19	15	15	14	10	14	9	12	11	21	21	18	20	17	20	17	17	17	3-Feb	100.00%	
4-Feb	58	31	22	18	31	29	13	17	21	28	11	4	4	4	4	3	7	7	15	10	5	7	5	4	2	7	1	20	13	12	12	12	12	9	13	12	4-Feb	100.00%	
5-Feb	40	21	11	3	5	3	6	17	27	20	11	8	6	7	4	2	5	12	18	6	0	2	1	1	0	4	0	20	17	9	4	4	3	7	10	10	5-Feb	100.00%	
6-Feb	39	14	0	1	12	10	8	13	16	23	10	7	5	7	7	8	10	10	19	10	5	5	2	4	4	3	2	19	15	14	12	4	4	3	3	5	6-Feb	100.00%	
7-Feb	52	25	13	11	15	13	15	18	25	25	14	9	9	12	11	12	11	11	17	11	13	11	2	1	4	2	1	20	16	13	11	11	8	10	6	9	7-Feb	100.00%	
8-Feb																																						8-Feb	
9-Feb																																						9-Feb	
10-Feb	45	24	18	16	17	15	16	22	29	25	17	10	8	7	9	9	10	13	15	12	12	11	11	4	5	7	1	19	17	15	16	10	14	15	15	15	10-Feb	100.00%	
11-Feb	45	24	11	16	10	11	9	23	53	25	17	9	9	7	8	10	9	12	15	12	9	11	10	5	8	9	0	19	17	14	11	5	3	10	10	14	11-Feb	100.00%	
12-Feb	40	23	18	14	12	12	12	18	56	18	4	5	8	7	5	1	3	4	20	16	6	8	7	4	0	4	1	21	18	15	12	10	8	10	10	10	12-Feb	100.00%	
13-Feb	30	12	2	3	6	5	10	11	13	19	9	8	6	7	10	9	7	11	23	15	10	11	9	7	10	7	9	21	18	13	10	13	14	15	16	14	13-Feb	100.00%	
14-Feb	44	33	20	18	17	20	26	29	60	27	12	10	9	8	10	14	19	23	21	12	5	7	6	4	1	2	0	21	17	15	13	10	12	13	13	8	14-Feb	100.00%	
15-Feb																																						15-Feb	
16-Feb																																						16-Feb	
17-Feb	NO ENFORCEMENT - PRESIDENTS' DAY									NO ENFORCEMENT - PRESIDENTS' DAY									NO ENFORCEMENT - PRESIDENTS' DAY									NO ENFORCEMENT - PRESIDENTS' DAY										17-Feb	
18-Feb	43	18	2	6	5	6	6	11	32	31	10	6	4	2	7	3	6	7	20	14	1	3	2	7	3	2	4	21	17	14	9	10	5	9	10	15	18-Feb	100.00%	
19-Feb	37	14	14	13	10	9	1	16	48	33	9	6	7	6	3	4	6	10	20	4	2	2	1	2	5	4	1	20	15	12	12	10	8	9	11	11	19-Feb	100.00%	
20-Feb	40	17	14	11	10	11	12	31	37	30	11	7	6	5	3	2	4	6	18	5	4	6	5	1	5	7	7	20	4	13	14	10	13	12	13	12	20-Feb	100.00%	
21-Feb	59	41	25	22	21	28	30	37	60	40	16	11	14	13	10	11	20	23	20	15	9	8	7	6	4	8	0	21	19	17	13	11	6	12	11	8	21-Feb	100.00%	
22-Feb																																						22-Feb	
23-Feb																																						23-Feb	
24-Feb	58	17	11	10	9	9	13	33	42	30	13	10	9	10	12	9	10	13	17	9	5	8	8	6	8	2	2	19	17	8	12	10	11	11	9	11	24-Feb	100.00%	
25-Feb	47	19	14	13	11	17	19	22	31	25	8	4	4	5	3	3	3	2	16	7	2	1	2	1	0	0	0	21	17	14	15	14	11	5	8	9	25-Feb	100.00%	
26-Feb	45	16	12	11	12	11	10	21	60	22	3	3	1	1	4	5	7	11	8	0	0	0	2	3	1	1	0	21	18	10	12	11	10	11	11	12	26-Feb	100.00%	
27-Feb	58	30	21	19	15	20	22	29	46	23	11	9	8	7	8	8	10	11	13	11	6	7	4	6	5	4	1	18	13	12	14	10	11	10	11	15	27-Feb	100.00%	
28-Feb	60	31	23	16	12	15	22	30	45	30	15	17	16	14	15	15	17	29	18	12	12	11	10	3	5	7	0	21	19	16	16	15	12	11	12	6	28-Feb	100.00%	
29-Feb																																						29-Feb	
TOTAL:	895	427	262	232	243	248	258	414	724	507	213	150	141	140	139	134	169	223	332	196	121	133	104	83	79	92	41	383	308	254	238	197	185	199	209	213		100.00%	
AVG:	45	21	13	12	12	12	13	21	36	25	11	8	7	7	7	7	8	11	17	10	6	7	5	4	4	5	2	19	15	13	12	10	9	10	10	11	#DIV/0!	100.00%	

Min.	30	12	0	1	5	3	1	11	13	Vacant	18	3	3	1	1	3	1	3	2	8	0	0	0	1	1	0	0	0	18	4	8	4	4	3	3	3	5	Vacant
Avg.	47	22	14	12	13	13	14	14	15	Vacant	27	11	8	7	7	7	7	9	12	17	10	6	7	5	4	4	5	2	20	16	13	13	10	10	10	11	11	Vacant
Max.	60	41	25	22	31	29	30	37	60	Vacant	40	17	17	16	14	15	15	20	29	23	16	15	14	11	14	10	12	11	21	21	18	20	17	20	17	17	17	Vacant

Vacancy Factor 16%

Vacancy Factor 17%

Vacancy Factor 30%

Vacancy Factor 61%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		
Peak	78.42%	91.37%	100.00%	99.28%	96.40%	97.84%	99.28%	92.09%	90.65%	Occupied	70.49%	95.08%	95.08%	98.36%	98.36%	95.08%	98.36%	95.08%	96.72%	Occupied	65.22%	#####	#####	100.00%	95.65%	95.65%	100.00%	100.00%	100.00%	14.29%	80.95%	61.90%	80.95%	80.95%	85.71%	85.71%	85.71%	76.19%	Occupied		
Avg.	66.11%	83.83%	90.08%	91.22%	90.80%	90.61%	90.23%	84.32%	72.59%		56.26%	81.62%	87.06%	87.83%	87.92%	88.01%	88.44%	85.42%	80.76%		76.20%	81.01%	81.92%	78.95%	90.62%	100.00%	100.00%	100.00%	100.00%	100.00%	4.01%	22.81%	36.34%	40.35%	50.63%	53.63%	50.13%	47.62%		46.62%	Occupied
Min.	56.83%	70.50%	82.01%	84.17%	77.70%	79.14%	78.42%	73.38%	56.83%		34.43%	72.13%	72.13%	73.77%	77.05%	75.41%	75.41%	67.21%	52.46%		67.21%	52.46%	0.00%	30.43%	34.78%	39.13%	52.17%	39.13%	56.52%	47.83%	52.17%	0.00%	0.00%	14.29%	4.76%	19.05%	19.05%	19.05%		19.05%	Occupied

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
MARCH 2020

DTC GARAGE										LEGISLATIVE								NORTH FRANKLIN LOT								SHOPPER'S LOT								Date	Peak				
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00			
1-Mar																																						1-Mar	
2-Mar	43	17	11	7	10	13	14	16	20	30	12	7	8	7	8	8	9	11	23	15	14	14	10	9	9	10	5	21	18	17	16	15	14	14	14	15	2-Mar		
3-Mar	46	23	12	11	12	14	13	24	40	30	17	11	11	11	10	7	9	9	22	16	10	10	6	4	5	6	1	21	17	11	13	14	7	9	6	7	3-Mar	100.00%	
4-Mar	38	2	2	2	1	4	5	14	21	23	12	12	12	14	10	11	10	10	17	8	0	3	3	3	3	0	6	17	18	10	9	5	9	10	7	5	4-Mar	100.00%	
5-Mar	39	14	1	0	7	4	11	16	28	27	12	10	11	10	12	11	11	12	18	11	7	7	5	3	3	6	1	21	15	6	8	4	6	5	4	9	5-Mar	100.00%	
6-Mar	51	30	22	14	19	20	23	35	43	37	22	19	15	18	18	19	21	22	20	15	10	11	11	10	8	11	0	20	18	16	15	15	11	13	11	4	6-Mar	100.00%	
7-Mar																																						7-Mar	
8-Mar																																						8-Mar	
9-Mar	50	27	6	5	6	5	7	10	30	30	17	8	5	6	6	5	8	15	20	12	10	9	10	11	8	7	7	20	14	13	13	11	9	9	10	12	9-Mar	100.00%	
10-Mar	36	11	4	4	7	10	11	15	22	21	7	4	5	9	4	5	8	12	23	15	11	9	7	5	9	10	10	20	13	10	3	6	7	8	8	11	10-Mar	100.00%	
11-Mar	35	17	11	7	10	11	11	11	10	28	5	4	4	10	5	4	5	7	19	11	10	10	9	6	7	6	7	19	15	13	18	11	10	7	9	10	11-Mar	100.00%	
12-Mar	35	13	11	7	7	10	10	15	20	39	18	5	4	4	5	7	9	12	18	9	6	4	5	4	5	0	0	21	11	9	7	7	8	7	6	3	12-Mar	100.00%	
13-Mar	58	39	37	30	40	55	52	53	28	35	12	12	15	19	20	15	15	18	18	9	9	9	8	7	5	6	0	21	17	14	16	14	12	15	10	4	13-Mar	100.00%	
14-Mar																																						14-Mar	
15-Mar																																						15-Mar	
16-Mar	58	39	32	30	30	34	37	59	60	32	10	12	11	6	5	6	7	40	23	18	15	15	13	12	15	14	3	20	18	12	12	14	14	12	11	9	16-Mar	100.00%	
17-Mar	60	47	44	49	50	52	53	55	55	35	25	23	21	17	16	19	20	10	23	15	15	16	14	15	17	16	11	21	19	17	18	20	17	15	14	12	17-Mar	100.00%	
18-Mar	80	67	57	57	59	59	60	65	69	30	17	14	13	16	15	14	17	20	20	17	14	13	13	12	13	14	17	20	19	17	17	14	15	14	18	20	18-Mar	100.00%	
19-Mar	26	20	65	57	55	58	64	62	64	25	19	19	20	20	20	18	18	20	23	20	19	19	17	18	18	18	21	21	19	15	15	17	19	19	19	19	19-Mar	100.00%	
20-Mar	83	72	64	63	65	65	67	77	71	33	26	25	24	21	25	21	22	25	13	19	18	17	17	17	17	17	17	21	19	19	18	15	15	15	18	14	20-Mar	100.00%	
21-Mar																																						21-Mar	
22-Mar																																						22-Mar	
23-Mar	88	78	75	80	81	80	87	89	90	38	27	23	24	23	25	29	32	40	23	18	19	19	28	22	21	20	19	21	19	17	17	19	19	20	19	20	23-Mar	100.00%	
24-Mar	91	85	81	80	71	73	74	85	89	40	32	24	28	21	23	23	25	31	23	18	19	18	18	18	18	19	20	21	20	18	17	17	20	20	29	20	24-Mar	100.00%	
25-Mar	90	84	83	81	85	89	87	91	100	40	31	28	25	27	26	25	27	27	23	21	20	21	20	20	20	22	23	21	20	20	18	17	19	20	20	18	25-Mar	100.00%	
26-Mar	87	80	82	85	85	87	84	92	95	39	32	31	33	31	30	30	30	30	23	21	20	20	23	23	25	25	25	21	19	18	18	19	20	20	20	20	26-Mar	100.00%	
27-Mar	92	92	89	88	88	88	90	98	99	35	33	29	31	35	35	39	38	40	23	20	20	20	20	23	23	22	22	21	19	19	19	14	18	18	20	20	27-Mar	100.00%	
28-Mar																																						28-Mar	
29-Mar																																						29-Mar	
30-Mar	NO ENFORCEMENT - SEWARD'S DAY									NO ENFORCEMENT - SEWARD'S DAY									NO ENFORCEMENT - SEWARD'S DAY									NO ENFORCEMENT - SEWARD'S DAY									30-Mar		
31-Mar	100	94	93	93	93	97	100	107	110	55	54	53	53	51	50	53	55	52	22	50	21	21	21	21	21	22	22	21	20	20	20	20	19	20	21	21	31-Mar	100.00%	
TOTAL:	1286	951	882	850	881	928	960	1089	1164	702	440	373	373	376	368	369	396	463	437	358	287	285	278	263	270	271	237	430	367	311	307	288	288	290	294	273			
AVG:	61	45	42	40	42	44	46	52	55	33	21	18	18	18	18	18	19	22	21	17	14	14	13	13	13	13	11	20	17	15	15	14	14	14	14	13			
Min.	26	2	1	0	1	4	5	10	10	21	5	4	4	4	4	4	5	7	13	8	0	3	3	3	3	0	0	17	11	6	3	4	6	5	4	3			
Avg.	61	45	42	40	42	44	46	52	55	33	21	18	18	18	18	18	19	22	21	17	14	14	13	13	13	13	11	20	17	15	15	14	14	14	14	13			
Max.	100	94	93	93	93	97	100	107	110	55	54	53	53	51	50	53	55	52	23	50	21	21	28	23	25	25	25	21	20	20	20	20	20	20	29	21			
Vacancy Factor				34%		Vacancy Factor				33%		Vacancy Factor				62%		Vacancy Factor				72%																	
Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00			
Avg.	81.29%	98.56%	99.28%	100.00%	99.28%	97.12%	96.40%	92.81%	92.81%	65.57%	91.80%	93.44%	93.44%	93.44%	93.44%	93.44%	93.44%	88.52%	43.48%	65.22%	#####	86.96%	86.96%	86.96%	86.96%	#####	#####	19.05%	47.62%	71.43%	85.71%	80.95%	71.43%	76.19%	80.95%	85.71%			
Min.	55.94%	67.42%	69.78%	70.88%	69.82%	68.21%	67.11%	62.69%	60.12%	45.20%	65.65%	70.88%	70.88%	70.65%	71.27%	71.19%	69.09%	63.86%	9.52%	25.88%	40.58%	40.99%	42.44%	45.55%	44.10%	43.89%	50.93%	2.49%	16.78%	29.48%	30.39%	34.69%	34.69%	34.24%	33.33%	38.10%			
	28.06%	32.37%	33.09%	33.09%	33.09%	30.22%	28.06%	23.02%	20.86%	9.84%	11.48%	13.11%	13.11%	16.39%	18.03%	13.11%	9.84%	14.75%	0.00%	#####	8.70%	8.70%	-21.74%	0.00%	-8.70%	-8.70%	-8.70%	0.00%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	-38.10%	0.00%			

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
APRIL 2020

DTC GARAGE										LEGISLATIVE								NORTH FRANKLIN LOT								SHOPPER'S LOT								1:00	2:00	3:00	4:00			
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	1:00	2:00	3:00	4:00
1-Apr	100	101	97	98	99	99	100	98	102	55	55	53	50	51	50	45	47	47	23	20	20	20	20	20	2	21	21	21	21	20	20	20	20	20	0	21	21	21	1-Apr	30.22%
2-Apr	101	103	97	101	101	102	101	110	114	55	54	53	50	55	49	49	48	47	23	19	20	20	22	21	21	20	20	21	20	18	20	20	19	20	20	20	20	2-Apr	30.22%	
3-Apr	100	104	99	99	100	99	98	99	100	53	57	55	53	54	54	54	50	52	23	19	21	20	20	20	20	19	19	20	19	19	19	19	20	20	20	20	3-Apr	29.50%		
4-Apr																																						4-Apr		
5-Apr																																						5-Apr		
6-Apr	105	102	99	99	100	100	101	105	107	57	57	56	56	56	53	53	60	65	23	22	23	22	22	22	22	23	23	21	19	19	19	19	19	19	19	19	19	6-Apr	100.00%	
7-Apr	105	102	101	101	101	105	109	110	112	56	56	56	56	56	57	58	60	62	23	19	20	20	20	20	20	20	20	21	19	19	18	18	18	18	18	18	7-Apr	100.00%		
8-Apr	104	105	102	102	102	107	110	112	120	56	56	56	56	50	59	60	63	65	23	21	21	21	21	21	20	21	21	21	20	20	19	19	19	19	19	19	8-Apr	26.62%		
9-Apr	104	101	99	101	101	101	101	107	110	56	56	56	58	58	58	59	60	60	23	18	19	20	20	20	20	20	20	21	19	19	19	19	19	19	19	19	9-Apr	28.78%		
10-Apr	110	108	92	104	104	102	101	103	105	55	55	51	56	57	54	54	54	54	20	20	20	19	19	20	21	21	21	20	20	20	19	19	19	19	19	19	10-Apr	33.81%		
11-Apr																																						11-Apr		
12-Apr																																						12-Apr		
13-Apr	111	109	109	108	108	109	110	110	112	55	55	55	55	55	55	55	55	55	22	20	19	18	18	20	20	20	20	21	19	19	19	19	19	19	19	19	19	13-Apr	100.00%	
14-Apr	111	109	109	108	108	108	109	110	110	58	58	58	58	58	58	59	60	60	23	19	19	20	20	20	20	21	21	21	19	19	19	19	19	19	18	18	18	14-Apr	100.00%	
15-Apr	111	110	105	103	105	105	105	105	111	58	58	54	54	54	53	53	52	52	21	22	22	22	22	21	21	21	20	21	18	18	18	18	19	18	18	20	15-Apr	25.90%		
16-Apr	111	111	111	111	111	111	107	105	111	58	58	59	58	58	58	60	59	60	23	22	22	22	22	22	22	23	23	21	18	18	18	18	18	18	18	18	18	16-Apr	24.46%	
17-Apr	111	108	104	103	103	103	103	105	107	59	59	57	56	56	56	56	55	56	22	22	22	22	22	19	19	20	20	21	18	18	18	18	20	18	18	18	17-Apr	25.90%		
18-Apr																																						18-Apr		
19-Apr																																						19-Apr		
20-Apr	109	108	106	106	106	106	107	110	110	56	56	56	56	56	56	56	57	58	20	21	21	22	22	20	22	23	23	21	19	19	19	19	19	19	21	21	20-Apr	100.00%		
21-Apr	109	109	110	110	110	110	112	112	112	59	59	59	60	60	60	61	61	61	22	22	22	22	22	22	22	23	23	21	19	19	18	18	19	19	19	19	21-Apr	100.00%		
22-Apr	109	109	110	110	110	110	110	112	112	59	59	59	60	60	60	60	61	61	22	22	22	22	22	22	22	23	23	21	19	19	18	18	17	17	20	20	22-Apr	21.58%		
23-Apr	105	94	91	91	91	91	93	93	95	59	59	58	58	58	58	59	59	60	22	23	23	22	22	22	22	23	23	21	19	19	19	19	19	19	21	21	23-Apr	34.53%		
24-Apr	111	110	110	108	108	108	109	109	110	58	58	59	59	58	58	59	59	60	23	21	21	20	20	20	20	20	20	21	19	19	19	19	19	19	19	19	24-Apr	25.90%		
25-Apr																																						25-Apr		
26-Apr																																						26-Apr		
27-Apr	112	109	109	109	104	104	105	105	107	58	58	58	58	58	58	58	58	58	19	19	20	22	22	22	22	22	22	21	19	18	19	19	19	19	19	19	27-Apr	100.00%		
28-Apr	115	112	111	112	112	112	112	113	120	58	58	59	59	59	59	59	59	59	19	19	19	19	19	19	19	19	19	21	19	17	17	17	17	17	18	18	28-Apr	100.00%		
29-Apr	112	110	110	109	109	110	110	110	110	58	58	58	58	58	58	58	59	59	20	20	20	20	20	22	22	22	22	21	18	18	17	17	17	17	21	21	29-Apr	21.58%		
30-Apr	111	110	104	104	104	104	105	105	110	59	59	59	59	59	59	60	60	60	21	21	22	22	22	22	22	22	22	21	19	19	19	19	19	19	19	19	30-Apr	25.18%		
TOTAL:	2377	2344	2285	2297	2297	2306	2318	2348	2407	1255	1258	1244	1243	1244	1240	1245	1256	1271	480	451	458	457	459	457	441	467	466	460	418	413	411	410	413	391	423	425	#####			
AVG:	108	107	104	104	104	105	105	107	109	57	57	57	57	57	56	57	57	58	22	21	21	21	21	21	20	21	21	21	19	19	19	19	19	18	19	19				

Min.	100	94	91	91	91	91	93	93	95	Vacant	53	54	51	50	50	49	45	47	47	Vacant	19	18	19	18	18	19	2	19	19	Vacant	20	18	17	17	17	17	0	18	18	Vacant
Avg.	108	107	104	104	104	105	105	107	109	Vacant	57	57	57	57	57	56	57	57	58	Vacant	22	21	21	21	21	21	20	21	21	Vacant	21	19	19	19	19	19	18	19	19	Vacant
Max.	115	112	111	112	112	112	112	113	120	Vacant	59	59	59	60	60	60	61	63	65	Vacant	23	23	23	22	22	22	22	23	23	Vacant	21	20	20	20	20	20	20	21	21	Vacant

Vacancy Factor 76%

Vacancy Factor 93%

Vacancy Factor 91%

Vacancy Factor 91%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
Peak	28.06%	32.37%	34.53%	34.53%	34.53%	34.53%	33.09%	33.09%	31.65%	Occupied	61.87%	61.15%	63.31%	64.03%	64.03%	64.75%	67.63%	66.19%	66.19%	Occupied	86.33%	87.05%	86.33%	87.05%	87.05%	86.33%	98.56%	86.33%	86.33%	Occupied	85.61%	87.05%	87.77%	87.77%	87.77%	87.77%	#####	87.05%	87.05%	Occupied
Avg.	22.27%	23.35%	25.28%	24.89%	24.89%	24.59%	24.20%	23.22%	21.29%	Occupied	58.96%	58.86%	59.32%	59.35%	59.32%	59.45%	59.29%	58.93%	58.44%	Occupied	84.30%	85.25%	85.02%	85.06%	84.99%	85.06%	85.58%	84.73%	84.76%	Occupied	84.96%	86.33%	86.49%	86.56%	86.59%	86.49%	87.21%	86.17%	86.10%	Occupied
Min.	17.27%	19.42%	20.14%	19.42%	19.42%	19.42%	19.42%	18.71%	13.67%	Occupied	57.55%	57.55%	57.55%	56.83%	56.83%	56.83%	56.12%	54.68%	53.24%	Occupied	83.45%	83.45%	83.45%	84.17%	84.17%	84.17%	84.17%	83.45%	83.45%	Occupied	84.89%	85.61%	85.61%	85.61%	85.61%	85.61%	85.61%	84.89%	84.89%	Occupied

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
MAY 2020

Date	DTC GARAGE									LEGISLATIVE									NORTH FRANKLIN LOT									SHOPPER'S LOT								
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
1-May	111	111	108	111	110	107	107	107	111	58	58	58	58	55	58	58	55	57	22	22	22	22	22	22	22	21	21	21	18	17	18	18	18	18	18	19
2-May																																				
3-May																																				
4-May	115	112	111	111	108	106	106	104	110	58	58	58	58	55	55	55	54	57	23	23	23	23	23	23	23	23	23	20	18	18	17	18	18	18	18	18
5-May	108	107	107	105	95	95	94	102	107	58	58	58	58	58	58	56	56	57	23	23	23	23	23	23	23	23	23	21	19	19	16	18	19	18	17	18
6-May	114	114	112	111	111	111	111	112	112	58	58	58	58	58	58	59	59	59	21	21	21	22	22	22	22	21	21	20	19	15	14	14	18	18	21	21
7-May	113	110	110	110	110	110	111	112	112	59	59	59	58	58	58	59	60	60	21	21	21	21	21	21	21	21	21	21	20	20	20	20	20	20	20	20
8-May	119	117	115	115	115	115	115	160	162	58	58	58	58	58	58	59	59	60	22	22	22	21	23	23	23	23	23	21	17	19	19	19	19	19	19	20
9-May																																				
10-May																																				
11-May	112	111	106	105	105	105	105	110	110	58	58	58	57	57	59	59	59	60	23	22	22	22	22	22	22	22	22	21	18	18	18	18	18	18	18	18
12-May	110	106	105	105	105	105	107	110	110	58	58	59	58	58	58	59	60	60	23	20	20	20	20	20	20	20	20	21	19	16	16	16	16	16	16	16
13-May	110	105	99	99	99	100	100	101	105	57	57	56	56	56	50	54	54	54	23	20	21	21	21	21	21	21	21	21	18	18	18	18	17	17	17	17
14-May	110	103	103	98	103	104	100	101	103	57	57	56	56	56	57	54	54	54	21	20	20	20	20	21	21	21	21	21	20	20	18	20	20	17	17	17
15-May	111	108	98	98	104	404	103	102	101	59	59	56	56	55	55	55	55	55	22	21	20	19	21	22	22	21	21	21	19	20	20	19	19	17	19	19
16-May																																				
17-May																																				
18-May	114	107	101	101	101	102	102	105	105	57	52	50	50	50	50	51	52	55	21	21	20	21	21	21	21	21	21	21	20	16	16	16	16	16	21	21
19-May	110	102	100	100	100	10	101	102	102	50	44	43	45	45	45	43	45	47	20	20	20	15	15	15	16	16	17	21	16	18	15	15	15	16	16	16
20-May	110	107	105	105	105	105	105	110	110	55	51	51	53	53	53	54	55	55	20	20	20	19	19	19	19	20	20	21	19	19	18	18	18	19	19	20
21-May	105	104	104	100	100	100	102	111	112	60	59	58	58	58	58	58	59	59	20	20	20	20	20	20	20	21	22	20	19	19	20	20	20	20	20	20
22-May	110	109	109	101	101	101	101	105	106	60	60	60	59	59	59	59	60	60	19	19	18	17	17	17	18	18	18	21	19	19	19	19	19	19	20	20
23-May																																				
24-May																																				
25-May	NO ENFORCEMENT - MEMORIAL DAY									NO ENFORCEMENT - MEMORIAL DAY									NO ENFORCEMENT - MEMORIAL DAY									NO ENFORCEMENT - MEMORIAL DAY								
26-May	110	107	101	101	101	101	103	105	105	59	59	60	60	60	60	60	60	60	18	18	18	18	18	18	18	19	19	20	19	18	19	19	19	19	21	21
27-May	109	103	100	97	99	99	99	100	100	59	59	60	61	61	61	62	62	63	18	18	18	18	18	18	18	19	20	20	18	16	16	15	16	16	16	17
28-May	101	96	91	91	91	91	92	92	93	61	61	61	61	61	61	61	61	61	19	19	19	20	20	20	20	21	21	20	19	19	19	19	19	19	19	20
29-May	113	111	110	110	110	110	110	110	113	61	61	61	61	61	62	63	63	63	18	18	18	18	18	18	18	14	19	20	18	18	18	18	18	18	19	
30-May																																				
31-May																																				
TOTAL:	2215	2150	2095	2074	2073	2281	2074	2161	2189	1160	1144	1138	1139	1132	1133	1138	1142	1156	417	408	406	400	404	406	408	406	414	413	372	362	354	357	362	358	370	377
AVG:	111	108	105	104	104	114	104	108	109	58	57	57	57	57	57	57	57	58	21	20	20	20	20	20	20	20	21	21	19	18	18	18	18	18	19	19

Min.	101	96	91	91	91	10	92	92	93
Avg.	111	108	105	104	104	114	104	108	109
Max.	119	117	115	115	115	404	115	160	162

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Vacant	18	18	18	15	15	15	16	14	17
	21	20	20	20	20	20	20	20	21
	23	23	23	23	23	23	23	23	23

Vacant

Vacant

Vacancy Factor 54%

Vacancy Factor 89%

Vacancy Factor 88%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	
Peak	49.50%	52.00%	54.50%	54.50%	54.50%	95.00%	54.00%	54.00%	53.50%		21.74%	21.74%	21.74%	34.78%	34.78%	34.78%	30.43%	39.13%	26.09%		4.76%	23.81%	28.57%	33.33%	33.33%	28.57%	23.81%	23.81%	23.81%	
Avg.	44.63%	46.25%	47.63%	48.15%	48.18%	42.98%	48.15%	45.98%	45.28%		9.35%	11.30%	11.74%	13.04%	12.17%	11.74%	11.30%	11.74%	10.00%		1.67%	11.43%	13.81%	15.71%	15.00%	13.81%	14.76%	11.90%	10.24%	
Min.	40.50%	41.50%	42.50%	42.50%	42.50%	#####	42.50%	20.00%	19.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		0.00%	4.76%	4.76%	4.76%	4.76%	4.76%	4.76%	0.00%	0.00%	

Occupied

Occupied

Occupied

Occupied

HOURLY EMPTY SPACE COUNT FOR DOWNTOWN TRANSPORTATION CENTER
JUNE 2020

DTC GARAGE										LEGISLATIVE										NORTH FRANKLIN LOT										SHOPPER'S LOT										Date	Peak
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00					
1-Jun	110	100	100	98	98	98	99	100	100	61	61	61	61	61	61	61	61	61	18	18	18	18	18	18	19	19	19	20	17	18	17	17	18	18	18	19	1-Jun	99.98%			
2-Jun	104	98	95	93	93	94	95	95	66	61	61	60	60	60	60	61	61	61	20	16	16	16	16	16	16	17	18	19	19	17	16	16	16	16	17	19	2-Jun	51.00%			
3-Jun	104	96	96	89	89	89	89	90	90	61	61	60	60	60	60	60	61	61	16	16	16	16	16	16	16	23	23	20	19	19	17	17	17	17	21	21	3-Jun	67.00%			
4-Jun	108	99	94	96	96	96	96	97	97	61	61	61	60	60	60	60	60	61	18	17	17	10	10	10	10	17	17	18	15	15	15	15	16	17	20	20	4-Jun	53.00%			
5-Jun	106	102	98	95	95	96	96	97	97	61	61	61	61	61	61	61	61	61	20	20	18	17	17	17	18	21	21	19	17	18	18	18	18	18	16	16	5-Jun	52.50%			
6-Jun																																					6-Jun				
7-Jun																																					7-Jun				
8-Jun	106	92	92	88	88	88	89	90	90	60	60	60	60	60	60	60	60	60	21	222	19	18	18	18	18	19	19	18	15	16	16	15	16	16	16	16	17	8-Jun	56.00%		
9-Jun	99	97	90	92	92	93	93	94	95	60	60	60	60	60	60	60	60	60	24	21	19	19	19	19	19	20	20	18	15	16	16	15	16	16	16	16	17	9-Jun	55.00%		
10-Jun	102		89	87	87	87	88	88	89	59		59	59	59	59	60	60	60	22		18	16	16	13	13	11	12	19		19	19	19	19	19	19	19	19	10-Jun	56.50%		
11-Jun	105	92	88	86	86	90	92	97	97	60	59	58	58	58	59	57	57	58	21	21	21	20	20	16	17	16	16	19	19	19	19	19	19	19	19	19	19	11-Jun	57.00%		
12-Jun	107	101	86		93	90	90	90	91	60	59	59		57	58	58	58	59	16	15	16		15	15	13	14	14	21	19	19		17	17	17	17	17	12-Jun	57.00%			
13-Jun																																						13-Jun			
14-Jun																																						14-Jun			
15-Jun	108	89	84	83	92	82	82	83	84	61	60	59	60	57	57	58	60	60	22	21	21	19	19	19	19	19	19	20	16	16	17	18	16	16	14	15	15-Jun	100.00%			
16-Jun	104	89	85	64	80	78	78	78	79	60	60	59	58	57	58	58	59	59	21	19	15	16	18	16	16	15	16	18	16	16	16	16	17	17	20	20	16-Jun	100.00%			
17-Jun	98	92	85	64	88	90	90	91	91	60	60	59	58	59	59	59	60	60	21	21	15	16	17	16	16	15	15	18	17	16	16	18	18	18	17	18	17-Jun	68.00%			
18-Jun	102	87	60	54	56	58	58	59	59	59	59	58	56	57	57	57	57	57	19	16	16	10	10	15	15	14	14	20	18	17	15	16	16	14	14	15	18-Jun	73.00%			
19-Jun	100	92	85	84	89	88	88	88	89	59	59	58	57	57	57	57	58	58	18	17	15	13	17	14	14	13	15	19	18	18	18	15	13	13	15	16	19-Jun	58.00%			
20-Jun																																						20-Jun			
21-Jun																																						21-Jun			
22-Jun	102	92	82	82	89	85	85	85	86	59	59	59	59	59	58	59	59	59	20	18	18	19	18	17	17	19	20	20	18	18	18	17	17	16	16	18	18	22-Jun	100.00%		
23-Jun	105	91	90	88	85	85	85	87	89	61	60	60	59	59	57	57	58	59	20	21	21	17	17	10	10	16	16	18	18	17	18	19	17	17	14	15	23-Jun	100.00%			
24-Jun	103	88	84	84	84	84	84	85	86	59	59	59	59	59	59	59	60	60	21	19	19	18	18	10	11	15	16	20	18	18	17	17	10	11	14	15	24-Jun	58.00%			
25-Jun	103	92	86	78	79	79	79	80	80	59	59	59	57	55	55	56	56	56	20	20	20	17	17	17	17	10	11	19	13	11	10	10	10	11	11	12	25-Jun	61.00%			
26-Jun	105	98	97	97	95	95	95	96	97	60	60	60	60	59	59	59	59	60	20	17	17	16	15	15	16	18	19	19	15	13	13	12	15	10	14	15	26-Jun	52.50%			
27-Jun																																						27-Jun			
28-Jun																																						28-Jun			
29-Jun	110	89	86	86	85	85	85	89	89	60	60	57	57	56	56	56	57	58	18	17	17	17	17	18	18	14	13	19	15	15	15	15	14	13	13	13	14	29-Jun	100.00%		
30-Jun	105	92	89	86	86	86	87	88	88	60	60	59	59	58	58	58	59	60	20	18	15	13	14	10	10	19	20	19	17	16	16	15	16	16	15	15	30-Jun	100.00%			
TOTAL:	2296	1968	1941	1774	1925	1916	1923	1947	1929	1321	1258	1305	1238	1288	1288	1291	1301	1308	436	590	387	341	362	335	339	365	374	420	352	366	341	355	349	345	358	372					
AVG:	104	94	88	84	88	87	87	89	88	60	60	59	59	59	59	59	59	59	20	28	18	16	16	15	15	17	17	19	17	17	16	16	16	16	16	16	17				

Min.	98	87	60	54	56	58	58	59	59	Vacant
Avg.	104	94	88	84	88	87	87	89	89	
Max.	110	102	100	98	98	98	99	100	100	

Vacancy Factor 45%

Vacant	16	15	15	10	10	10	10	10	11	Vacant
	20	28	18	16	16	15	15	17	17	
	24	222	21	20	20	19	19	23	23	

Vacancy Factor 78%

Vacancy Factor 79%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied
Peak	51.00%	56.50%	70.00%	73.00%	72.00%	71.00%	71.00%	70.50%	70.50%	
Avg.	47.82%	53.14%	55.89%	57.76%	56.25%	56.45%	56.30%	55.75%	56.16%	
Min.	45.00%	49.00%	50.00%	51.00%	51.00%	51.00%	50.50%	50.00%	50.00%	

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied
Peak	30.43%	34.78%	34.78%	56.52%	56.52%	56.52%	56.52%	56.52%	52.17%	
Avg.	13.83%	-22.15%	23.52%	29.40%	28.46%	33.79%	33.00%	27.87%	26.09%	
Min.	-4.35%	#####	8.70%	13.04%	13.04%	17.39%	17.39%	0.00%	0.00%	

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied
Peak	14.29%	38.10%	47.62%	52.38%	52.38%	52.38%	52.38%	47.62%	42.86%	
Avg.	9.09%	20.18%	20.78%	22.68%	23.16%	24.46%	25.32%	22.51%	19.48%	
Min.	0.00%	9.52%	9.52%	9.52%	9.52%	9.52%	9.52%	0.00%	0.00%	

MARINE PARK PARKING GARAGE

HOURS: Monday through Friday 8am to 6pm

RATE: Hourly parking is available in spaces 5-25; spaces 24 and 25 are restricted to electric vehicles only. Permit parking
Weekends and CBJ holidays are free. Free parking is
is available in spaces 26 and up.
available to library patrons in the library parking area (spaces A-V)

Hourly: 75¢ per hour, cash or coin only.

Payments must be made in hourly increments. (Example: to pay for 1 1/2 hours, the cost is \$1.50 (\$0.75 * 2)

Payments can be deposited into the pay box at the entrance of the garage.

Monthly Permits: \$47.62 + \$2.38 (tax) = \$50.00

Annual Permits: \$523.81 + \$26.19 (tax) = \$550.00

PARKING LAYOUT:

Hourly: 20 total spaces numbered 5 - 25 (electric vehicle only in spaces 24 & 25)

Permit: 248 total spaces numbered 26 - 260 (7 ADA #73 van access, #75, #149 van access, #151, #224, #225, #226)

Oversize Parking: 4 total spaces (small lot outside)

Library Free Parking: 23 total spaces (1 ADA)

Motorcycle Parking: 6 total spaces (spaces located near stair access)

Top Floor Cage for CBJ Vehicles: 10 total spaces (area is gated, CDD and Engineering use this)

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
JULY 2019

Date	HOURLY PARKING									GENERAL PARKING									LIBRARY									Date	Peak
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		
1-Jul	16	17	4	4	0	0	3	2	0	95	105	86	75	52	55	47	57	59	20	14	15	16	8	6	8	7	5	1-Jul	82.72%
2-Jul	15	6	1	0	0	0	1	1	0	91	72	54	55	52	55	47	47		20	16	13	13	8	6	12	7	5	2-Jul	82.72%
3-Jul	10	4	0	1	0	1	1	0	1	87	72	57	53	45	43	38	47	42	20	16	12	3	11	12	11	12	10	3-Jul	86.03%
4-Jul	NO ENFORCEMENT - INDEPENDENCE DAY									NO ENFORCEMENT - INDEPENDENCE DAY									NO ENFORCEMENT - INDEPENDENCE DAY									4-Jul	
5-Jul	17	12	5	0	0	0	2	0	1	89	104	92	88	82	85	87	86	84	20	13	11	15	13	12	13	14	12	5-Jul	69.85%
6-Jul																												6-Jul	
7-Jul																												7-Jul	
8-Jul	15	13	3	0	0	0	2	3	0	144	99	24	63	34	37	37	40	42	21	18	12	16	8	9	9	8	10	8-Jul	91.18%
9-Jul	10	7	0	1	0	0	0	0	1	140	50	36	20	21	30	17	12	40	18	17	17	16	7	9	11	10	8	9-Jul	95.59%
10-Jul	11	4	1	1	0	0	1	0	0	82	57	46	32	29	25	30	37	40	17	16	16	13	12	12	10	14	12	10-Jul	90.81%
11-Jul	11	7	4	2	0	0	0	0	0	90	79	56	45	49	47	49	52	43	20	15	5	12	11	13	13	14	4	11-Jul	84.19%
12-Jul	14	12	5	2	2	2	1	0	1	103	77	75	50	65	55	62	71	84	17	16	14	14	8	11	9	10	11	12-Jul	81.62%
13-Jul																												13-Jul	
14-Jul																												14-Jul	
15-Jul	16	12	10	1	0	0	2	3	0	118	83	76	57	61	63	26	53	55	16	10	8	11	12	13	8	9	8	15-Jul	90.44%
16-Jul	4	3	1	1	0	0	2	4	3	89	78	62	49	53	24	26	29	38	17	14	15	11	6	5	5	4	8	16-Jul	91.18%
17-Jul	9	3	0	2	1	3	2	2	0	90	68	63	47	42	33	31	39	30	17	13	14	13	7	13	9	12	3	17-Jul	88.97%
18-Jul	3	1	1	0	0	0	2	1	1	94	62	58	44	50	52	31	30	66	17	15	15	13	9	4	7	10	12	18-Jul	88.97%
19-Jul	15	14	12	6	0	0	2	4	1	102	83	82	76	50	55	72	60	63	17	16	15	16	12	12	9	10	15	19-Jul	81.62%
20-Jul																												20-Jul	
21-Jul																												21-Jul	
22-Jul	18	17	13	13	6	2	1	2	0	126	100	91	91	75	60	50	75	76	19	15	15	15	13	7	9	9	10	22-Jul	100.00%
23-Jul	9	3	2	1	0	1	1	0	1	108	61	87	65	60	63	55	70	70	15	17	16	14	11	14	5	15	14	23-Jul	79.78%
24-Jul	10	2	1	2	2	0	2	0	1	110	72	69	30	60	67	40	45	50	15	14	11	11	9	7	8	11	7	24-Jul	88.97%
25-Jul	4	3	2	2	2	1	0	0	1	95	58	52	48	60	70	72	73	76	14	13	15	13	12	13	19	8	7	25-Jul	82.35%
26-Jul	11	6	4	2	1	1	2	2	1	117	93	88	75	74	73	77	70	73	18	16	17	14	12	11	11	13	18	26-Jul	74.26%
27-Jul																												27-Jul	
28-Jul																												28-Jul	
29-Jul	17	16	8	5	0	1	1	1	1	125	109	97	62	55	60	41	64	69	16	9	2	13	9	10	10	11	10	29-Jul	100.00%
30-Jul	4	1	2	0	1	2	0	1	0	106	55	53	36	35	30	24	20	40	12	13	13	15	12	10	6	6	3	30-Jul	92.65%
31-Jul	2	2	3	5	1	1	0	0	2	115	69	75	58	54	55	51	53	52	15	14	12	12	8	9	12	11	10	31-Jul	81.25%
TOTAL:	241	165	82	51	16	15	28	26	16	2316	1706	1479	1219	1158	1137	1010	1130	1192	381	320	283	289	218	218	214	225	202		
AVG:	11	8	4	2	1	1	1	1	1	105	78	67	55	53	52	46	51	57	17	15	13	13	10	10	10	10	9		

Min.	2	1	0	0	0	0	0	0	0	82	50	24	20	21	24	17	12	30	12	9	2	3	6	4	5	4	3	Min.	
Avg.	11	8	4	2	1	1	1	1	1	105	78	67	55	53	52	46	51	57	17	15	13	13	10	10	10	10	9	Avg.	
Max.	18	17	13	13	6	3	3	4	3	144	109	97	91	82	85	87	86	84	21	18	17	16	13	14	19	15	18	Max.	

Vacancy Factor 12%

Vacancy Factor 25%

Vacancy Factor 54%

Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Peak
Avg.	92.31%	96.15%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	Occupied	66.94%	79.84%	90.32%	91.94%	91.53%	90.32%	93.15%	95.16%	87.90%	Occupied	45.45%	59.09%	90.91%	86.36%	72.73%	81.82%	77.27%	81.82%	86.36%	Occupied
Min.	57.87%	71.15%	85.66%	91.08%	97.20%	97.38%	95.10%	95.45%	97.20%	Occupied	57.55%	68.73%	72.89%	77.66%	78.78%	79.16%	81.49%	79.29%	77.11%	Occupied	21.28%	33.88%	41.53%	40.29%	54.96%	54.96%	55.79%	53.51%	58.26%	Occupied
	30.77%	34.62%	50.00%	50.00%	76.92%	88.46%	88.46%	84.62%	88.46%		41.94%	56.05%	60.89%	63.31%	66.94%	65.73%	64.92%	65.32%	66.13%		4.55%	18.18%	22.73%	27.27%	40.91%	36.36%	13.64%	31.82%	18.18%	Min.

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
AUGUST 2019

Date	HOURLY PARKING								
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
1-Aug	5	9	1	1	0	2	1	0	1
2-Aug	11	0	1	1	1	0	1	5	3
3-Aug									
4-Aug									
5-Aug	16	16	15	0	1	1	0	1	0
6-Aug	5	1	0	2	0	1	2	2	1
7-Aug	9	6	3	2	2	1	2	1	1
8-Aug	7	6	5	2	2	2	2	0	2
9-Aug	7	7	3	2	2	1	4	2	0
10-Aug									
11-Aug									
12-Aug	13	14	4	2	1	2	1	1	2
13-Aug	7	2	2	1	0	1	0	1	2
14-Aug	10	8	5	4	4	1	0	0	1
15-Aug	12	9	8	9	2	0	1	0	4
16-Aug	15	9	7	4	2	0	0	1	1
17-Aug									
18-Aug									
19-Aug	17	13	8	2	1	0	1	2	1
20-Aug	16	6	12	1	4	2	2	2	1
21-Aug	18	13	9	6	3	1	1	3	1
22-Aug	7	1	8	3	1	2	4	2	1
23-Aug	16	12	10	10	4	3	1	1	0
24-Aug									
25-Aug									
26-Aug	18	18	10	11	1	0	2	1	5
27-Aug	9	5	2	2	1	4	2	3	1
28-Aug	11	8	3	4	2	0	1	0	1
29-Aug	12	8	2	1	2	1	0	1	2
30-Aug	12	8	4	4	3	1	4	2	1
31-Aug									
TOTAL:	253	179	122	74	39	26	32	31	32
AVG:	12	8	6	3	2	1	1	1	1

GENERAL PARKING								
8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
110	66	64	59	45	41	37	36	38
118	90	73	67	60	69	62	68	75
124	109	93	78	74	75	49	69	61
89	69	60	53	55	40	38	37	35
92	69	63	55	55	57	46	43	42
91	68	57	44	51	35	44	40	42
105	102	100	70	90	95	73	74	76
130	103	82	60	62	67	34	32	30
127	55	50	45	46	14	24	23	30
120	76	55	47	43	40	45	50	72
121	72	61	43	40	40	42	56	61
118	73	86	77	75	75	80	81	81
118	107	88	67	60	55	48	30	79
115	57	60	45	52	40	35	32	30
109	58	79	62	42	39	42	40	41
92	93	55	44	55	42	54	55	60
108	71	84	79	75	70	72	70	65
121	103	89	82	61	65	67	61	50
90	73	60	55	43	40	31	30	31
100	72	59	50	51	40	36	29	30
84	66	58	50	55	50	49	45	43
104	81	55	51	50	43	65	61	62
2386	1733	1531	1283	1240	1132	1073	1062	1134
108	79	70	58	56	51	49	48	52

LIBRARY								
8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
15	13	12	12	8	6	2	1	0
18	16	16	12	15	7	12	13	10
17	15	15	15	6	4	12	11	10
15	15	12	14	8	7	8	7	10
10	11	10	11	5	1	11	0	1
12	10	10	11	10	10	5	6	8
13	12	12	10	9	6	5	4	5
20	12	13	13	10	11	8	9	5
22	14	14	16	14	12	8	7	8
18	15	15	14	10	13	10	8	1
20	13	15	12	10	11	9	7	7
22	14	20	18	15	16	15	16	10
18	17	17	16	10	9	13	19	6
11	14	16	16	10	9	8	15	19
20	15	16	15	8	6	9	11	14
18	18	18	14	11	10	13	12	10
20	16	17	15	14	12	10	10	11
19	25	12	11	10	12	10	9	4
18	6	16	14	11	9	10	11	6
17	16	18	15	9	10	11	10	11
17	18	18	17	9	11	13	11	10
18	17	15	16	11	9	11	10	8
378	322	327	307	223	201	213	207	174
17	15	15	14	10	9	10	9	8

Date	Peak
1-Aug	86.76%
2-Aug	77.94%
3-Aug	
4-Aug	
5-Aug	100.00%
6-Aug	87.13%
7-Aug	84.56%
8-Aug	87.13%
9-Aug	74.26%
10-Aug	
11-Aug	
12-Aug	100.00%
13-Aug	94.85%
14-Aug	85.29%
15-Aug	85.29%
16-Aug	73.16%
17-Aug	
18-Aug	
19-Aug	100.00%
20-Aug	88.97%
21-Aug	85.66%
22-Aug	84.56%
23-Aug	76.10%
24-Aug	
25-Aug	
26-Aug	100.00%
27-Aug	88.97%
28-Aug	89.34%
29-Aug	84.19%
30-Aug	84.19%
31-Aug	

Min.	5	0	0	0	0	0	0	0	0
Avg.	12	8	6	3	2	1	1	1	1
Max.	18	18	15	11	4	4	4	5	5

Vacancy Factor 15%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
Peak	80.77%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Avg.	55.77%	68.71%	78.67%	87.06%	93.18%	95.45%	94.41%	94.58%	94.41%
Min.	30.77%	30.77%	42.31%	57.69%	84.62%	84.62%	84.62%	80.77%	80.77%

0
0
0

Occupied

84	55	50	43	40	14	24	23	30
108	79	70	58	56	51	49	48	52
130	109	100	82	90	95	80	81	81

Vacancy Factor 26%

8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
66.13%	77.82%	79.84%	82.66%	83.87%	94.35%	90.32%	90.73%	87.90%
56.27%	68.24%	71.94%	76.48%	77.27%	79.25%	80.33%	80.54%	79.22%
47.58%	56.05%	59.68%	66.94%	63.71%	61.69%	67.74%	67.34%	67.34%

Vacant

Occupied

10	6	10	10	5	1	2	0	0
17	15	15	14	10	9	10	9	8
22	25	20	18	15	16	15	19	19

Vacancy Factor 54%

8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
54.55%	72.73%	54.55%	54.55%	77.27%	95.45%	90.91%	100.00%	100.00%
21.90%	33.47%	32.44%	36.57%	53.93%	58.47%	55.99%	57.23%	64.05%
0.00%	-13.64%	9.09%	18.18%	31.82%	27.27%	31.82%	13.64%	13.64%

Min.
Avg.
Max.

Peak
Avg.
Min.

Vacant

Occupied

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
SEPTEMBER 2019

Date	HOURLY PARKING									GENERAL PARKING									LIBRARY									Date	Peak
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		
1-Sep																												1-Sep	
2-Sep	NO ENFORCEMENT - LABOR DAY									NO ENFORCEMENT - LABOR DAY									NO ENFORCEMENT - LABOR DAY									2-Sep	
3-Sep	12	2	0	1	4	3	0	1	0	127	64	51	91	40	39	41	50	49	19	14	15	13	14	11	9	10	14	3-Sep	100.00%
4-Sep	17	13	11	6	4	5	5	2	4	115	73	62	55	52	41	29	31	20	18	16	15	14		15	11	9	4-Sep	92.65%	
5-Sep	10	8	2	2	2	3	0	1	2	91	74	62	57	50	45	56	57	55	16	19	18	17	13	11	4	5	7	5-Sep	83.46%
6-Sep	10	15	10	10	9	8	0	1	2	106	93	83	79	72	75	56	57	55	18	17	15	15	16	16	15	14	17	6-Sep	79.78%
7-Sep																												7-Sep	
8-Sep																												8-Sep	
9-Sep	18	17	11	3	0	0	3	4	2	123	101	82	75	70	67	39	42	55	19	13	14	17	16	15	19	10	6	9-Sep	100.00%
10-Sep	11	8	4	3	2	1	6	1	1	94	76	61	67	43	44	47	39	41	17	17	17	16	11	9	13	11	12	10-Sep	85.66%
11-Sep	11	5	1	1	2	2	2	1	3	93	74	56	48	47	51	36	41	47	16	15	16	14	12	11	9	3	1	11-Sep	86.76%
12-Sep	7	7	3	2	2	1	2	1	0	87	69	71	55	41	52	46	43	45	18	16	15	17	11	12	9	8	9	12-Sep	84.93%
13-Sep	12	8	5	4	2	1	2	2	3	102	81	68	73	70	69	62	60	54	20	18	17	16	11	9	8	7	10	13-Sep	80.15%
14-Sep																												14-Sep	
15-Sep																												15-Sep	
16-Sep	18	17	16	11	1	2	3	1	3	121	94	79	66	51	49	43	43	47	17	17	12	14	11	13	10	11	11	16-Sep	100.00%
17-Sep	18	9	4	3	1	1	2	2	1	115	87	82	75	58	57	48	47	46	18	17	17	16	11	10	13	14	15	17-Sep	83.09%
18-Sep	16	6	1	1	1	2	2	3	1	123	58	47	41	43	40	35	37	31	19	18	17	15	12	11	10	1	7	18-Sep	88.60%
19-Sep	14	6	5	2	1	4	1	2	1	90	70	73	65	50	52	52	57	60	19	19	19	19	7	11	13	14	17	19-Sep	81.62%
20-Sep	18	15	9	7	8	4	2	1	3	105	86	70	71	77	75	71	69	70	19	19	17	11	10	12	9	11	10	20-Sep	74.63%
21-Sep																												21-Sep	
22-Sep																												22-Sep	
23-Sep	13	11	3	1	2	4	3	1	2	82	68	65	62	61	57	59	57	55	19	11	13	13	12	11	11	11	11	23-Sep	100.00%
24-Sep	20	17	17	15	7	4	4	1	2	119	106	85	77	56	57	36	29	20	20	19	20	19	13	10	10	11	9	24-Sep	92.65%
25-Sep	15	16	17	16	15	4	3	2	1	107	99	76	77	71	63	47	39	40	18	17	14	13	13	12	15	13	14	25-Sep	85.66%
26-Sep	18	17	10	11	14	15	14	13	17	124	109	110	100	99	98	99	120	101	19	19	16	14	5	17	17	13	14	26-Sep	63.97%
27-Sep	15	14	15	15	15	12	10	12	11	132	121	120	83	81	87	116	85	80	19	22	22	22	19	17	13	19	20	27-Sep	70.59%
28-Sep																												28-Sep	
29-Sep																												29-Sep	
30-Sep	18	18	19	14	13	14	2	1	1	120	103	99	85	89	71	65	4	69	20	15	14	13	10	12	17	12	11	30-Sep	100.00%
TOTAL:	291	229	163	128	105	90	66	53	60	2176	1706	1502	1402	1221	1189	1083	1007	1040	368	338	323	308	227	230	239	209	224		
AVG:	15	11	8	6	5	5	3	3	3	109	85	75	70	61	59	54	50	52	18	17	16	15	12	12	12	10	11		

Min.	7	2	0	1	0	0	0	1	0
Avg.	15	11	8	6	5	5	3	3	3
Max.	20	18	19	16	15	15	14	13	17

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Vacant

82	58	47	41	40	39	29	4	20
109	85	75	70	61	59	54	50	52
132	121	120	100	99	98	116	120	101

Vacant

16	11	12	11	5	9	4	1	1
18	17	16	15	12	12	12	10	11
20	22	22	22	19	17	19	19	20

Vacant

Vacancy Factor 63%

Vacancy Factor 45%

Vacancy Factor 91%

Peak	73.08%	92.31%	100.00%	96.15%	100.00%	100.00%	100.00%	96.15%	100.00%
Avg.	44.04%	55.96%	68.65%	75.38%	79.81%	82.69%	87.31%	89.81%	88.46%
Min.	23.08%	30.77%	26.92%	38.46%	42.31%	42.31%	46.15%	50.00%	34.62%

Occupied

66.94%	76.61%	81.05%	83.47%	83.87%	84.27%	88.31%	98.39%	91.94%
56.13%	65.60%	69.72%	71.73%	75.38%	76.03%	78.17%	79.70%	79.03%
46.77%	51.21%	51.61%	59.68%	60.08%	60.48%	53.23%	51.61%	59.27%

Occupied

27.27%	50.00%	45.45%	50.00%	77.27%	59.09%	81.82%	95.45%	95.45%
16.36%	23.18%	26.59%	30.00%	45.69%	44.98%	45.68%	52.50%	49.09%
9.09%	0.00%	0.00%	0.00%	13.64%	22.73%	13.64%	13.64%	9.09%

Peak Avg. Min.

Occupied

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
OCTOBER 2019

Date	HOURLY PARKING								
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
1-Oct	18	14	11	9	4	3	3	1	2
2-Oct	20	20	19	19	13	4	0	1	4
3-Oct	19	16	17	16	70	19	17	16	14
4-Oct	18	20	20	19	3	1	2	2	4
5-Oct									
6-Oct									
7-Oct	18	20	20	19	18	18	20	21	23
8-Oct	19	19	19	20	21	20	19	10	14
9-Oct	17	19	19	19	19	19	19	19	20
10-Oct		20			25	23	19	17	16
11-Oct	21	18	16	16	17	20	19	20	21
12-Oct									
13-Oct									
14-Oct	19	20	19	20	24	20	19	18	12
15-Oct	15	19	16	16	20	21	17	18	16
16-Oct	17	20	20	19	20	20	21	20	23
17-Oct	18	21	21	21	20	24	20	24	17
18-Oct	NO ENFORCEMENT - ALASKA DAY								
19-Oct									
20-Oct									
21-Oct	20	20	20	19	22	22	19	21	20
22-Oct	17	21	21	21	22	21	20	25	19
23-Oct	18	18	19	19	20	20	18	19	18
24-Oct	19	19	19	19	17	18	19	19	16
25-Oct	19	20	17	17	17	117	18	20	16
26-Oct									
27-Oct									
28-Oct	20	20	19	19	19	23	18	23	21
29-Oct	17	17	18	19	17	17	16	15	14
30-Oct	20	20	20	19	18	19	16	15	17
31-Oct	18	20	19	17	14	14	15	13	11
TOTAL:	387	421	389	382	440	483	354	357	338
AVG:	18	19	19	18	20	22	16	16	15

GENERAL PARKING								
8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
125	95	94	91	89	83	76	75	79
111	101	100	94	71	69	67	71	75
121	111	108	105	100	101	103	110	111
140	132	126	126	110	120	136	135	140
151	141	145	142	142	145	147	150	152
160	150	145	144	140	145	137	120	121
157	153	147	130	131	135	146	149	152
	142			150	147	145	149	150
165	150	147	147	143	146	145	147	152
156	147	140	138	136	144	141	140	150
150	143	144	146	145	134	136	130	134
160	134	141	139	123	125	126	135	120
153	152	194	190	143	141	143	141	139
NO ENFORCEMENT - ALASKA DAY								
160	153	145	140	130	125	153	129	130
157	148	150	141	139	137	135	129	127
163	130	129	129	143	139	128	147	142
163	158	143	148	147	139	138	110	144
168	150	152	154	150	153	152	147	149
150	137	142	144	150	155	134	132	135
152	139	126	124	124	127	126	123	120
150	131	130	127	115	120	130	132	115
153	139	137	132	135	137	139	135	130
3165	3036	2885	2831	2856	2867	2883	2836	2867
151	138	137	135	130	130	131	129	130

LIBRARY								
8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
20	15	18	20	20	18	15	14	12
20	19	19	15	7	8	16	15	11
20	14	17	15	4	7	12	13	10
21	19	19	19	15	13	16	17	18
20	20	12	13	16	16	17	14	10
20	18	18	18	18	20	17	20	21
20	20	20	19	20	11	12	12	13
	17			14	20	16	17	15
22	18	20	20	19	18	18	10	19
20	10	11	12	11	12	19	20	23
22	17	20	20	16	13	13	11	10
22	19	19	19	11	10	16	17	14
18	18	19	20	17	18	18	20	17
NO ENFORCEMENT - ALASKA DAY								
20	18	10	11	21	20	19	19	17
19	18	21	21	20	19	17	11	17
20	18	20	17	18	17	18	13	17
20	19	18	20	17	16	14	13	14
20	18	20	20	20	21	20	16	17
20	16	14		17	19	19	20	20
15	14	16	18	17	17	18	20	17
15	14	16	18	17	19	20	21	20
18	17	20	21	19	20	17	17	14
412	376	367	356	354	352	367	350	346
20	17	17	18	16	16	17	16	16

Date	Peak
1-Oct	72.43%
2-Oct	75.37%
3-Oct	63.24%
4-Oct	100.00%
5-Oct	
6-Oct	
7-Oct	48.16%
8-Oct	55.88%
9-Oct	52.21%
10-Oct	47.79%
11-Oct	47.43%
12-Oct	
13-Oct	
14-Oct	50.00%
15-Oct	52.21%
16-Oct	55.88%
17-Oct	48.90%
18-Oct	
19-Oct	
20-Oct	
21-Oct	54.04%
22-Oct	53.31%
23-Oct	52.94%
24-Oct	59.56%
25-Oct	45.96%
26-Oct	
27-Oct	
28-Oct	51.47%
29-Oct	55.88%
30-Oct	57.72%
31-Oct	52.21%

Min.	15	14	11	9	3	1	0	1	2
Avg.	18	19	19	18	20	22	16	16	15
Max.	21	21	21	21	70	117	21	25	23

Vacancy Factor 70%

Vacancy Factor 54%

Vacancy Factor 77%

	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
Peak	42.31%	46.15%	57.69%	65.38%	88.46%	96.15%	100.00%	96.15%	92.31%
Avg.	29.12%	26.40%	28.75%	30.04%	23.08%	15.56%	38.11%	37.59%	40.91%
Min.	19.23%	19.23%	19.23%	19.23%	#####	#####	19.23%	3.85%	11.54%

111	95	94	91	71	69	67	71	75
151	138	137	135	130	130	131	129	130
168	158	194	190	150	155	153	150	152

15	10	10	11	4	7	12	10	10
20	17	17	18	16	16	17	16	16
22	20	21	21	21	21	20	21	23

Vacant

Vacant

Vacant

Vacant

Occupied

8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
55.24%	61.69%	62.10%	63.31%	71.37%	72.18%	72.98%	71.37%	69.76%
39.23%	44.35%	44.60%	45.64%	47.65%	47.45%	47.16%	48.02%	47.45%
32.26%	36.29%	21.77%	23.39%	39.52%	37.50%	38.31%	39.52%	38.71%

8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
31.82%	54.55%	54.55%	50.00%	81.82%	68.18%	45.45%	54.55%	54.55%
10.82%	22.31%	20.56%	19.09%	26.86%	27.27%	24.17%	27.69%	28.51%
0.00%	9.09%	4.55%	4.55%	4.55%	4.55%	9.09%	4.55%	-4.55%

Peak	Avg.	Min.
Occupied		

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
NOVEMBER 2019

HOURLY PARKING										GENERAL PARKING								LIBRARY								Date	Peak		
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00			3:00	4:00
1-Nov	19	17	17	18	18	20	15	15	14	157	137	137	136	139	140	143	149	150	20	17	19	19	19	16	16	18	15	1-Nov	100.00%
2-Nov																												2-Nov	
3-Nov																												3-Nov	
4-Nov	19	17	17	18	18	17	17	17	18	152	134	128	128	131	135	131	149	147	20	17	13	14	10	11	12	16	19	4-Nov	52.94%
5-Nov	17	16	18	18	24	23	19	20	19	147	129	127	126	135	130	124	120	119	20	20	20	20	19	17	16	14	13	5-Nov	56.25%
6-Nov	18	18	18	0	21	23	19	16	20	133	130	128	126	115	112	122	124	170	17	17	19	0	15	15	19	19	20	6-Nov	58.82%
7-Nov	18	18	18	17	17	20	16	17	19	148	140	134	132	130	142	142	145	147	20	19	16	20	21	21	18	15	17	7-Nov	52.21%
8-Nov	18	18	18	18	23	13	18	20	20	153	155	136	136	134	132	135	137	139	21	18	20	20	17	19	18	18	17	8-Nov	51.47%
9-Nov																												9-Nov	
10-Nov																												10-Nov	
11-Nov	NO ENFORCEMENT - VETERAN'S DAY									NO ENFORCEMENT - VETERAN'S DAY								NO ENFORCEMENT - VETERAN'S DAY									11-Nov		
12-Nov	17	18	19	19	22	22	16	19	17	157	137	131	128	130	134	138	137	140	21	18	19	19	13	13	19	20	20	12-Nov	52.94%
13-Nov	19	19	19	20	23	23	19	22	20	153	137	127	128	128	130	136	137	140	20	21	20	19	17	18	19	17	16	13-Nov	53.31%
14-Nov	16	17	18	19	23	23	20	24	21	150	124	133	127	135	137	130	137	140	22	21	22	22	18	19	15	20	19	14-Nov	54.41%
15-Nov	19	19	20	20	20	19	18	18	17	152	134	130	129	120	130	129	127	128	22	19	17	17	23	23	18	23	20	15-Nov	55.88%
16-Nov																												16-Nov	
17-Nov																												17-Nov	
18-Nov	18	18	18	18	22	23	17	18	17	160	140	139	139	173	140	138	134	130	22	20	16	15	19	18	18	18	17	18-Nov	52.21%
19-Nov	18	20	21	21	21	18	19	23	20	154	141	136	135	137	138	136	140	142	22	20	19	19	19	17	17	18	17	19-Nov	50.37%
20-Nov	17	19	21	20	24	24	20	24	27	152	136	129	131	131	135	133	137	140	22	17	18	19	17	16	11	11	14	20-Nov	52.57%
21-Nov	18	18	18	19	19	19	18	23	20	146	136	135	133	137	135	136	137	140	21	21	21	20	20	19	16	17	15	21-Nov	51.10%
22-Nov	21	21	21	21	25	24	20	18	18	157	140	140	139	137	140	144	145	150	21	20	21	21	17	18	12	14	14	22-Nov	100.00%
23-Nov																												23-Nov	
24-Nov																												24-Nov	
25-Nov	20	20	21	21	20	20	19	17	15	140	139	134	135	137	136	137	149	155	22	16	19	19	20	21	16	15	8	25-Nov	50.74%
26-Nov	18	20	19	20	19	20	20	21	20	151	146	147	140	130	132	131	130	172	21	19	21	21	20	18	17	18	12	26-Nov	52.21%
27-Nov	21	21	21	20	18	18	19	20	20	144	144	142	143	141	144	151	154	161	19	20	19	17	16	17	16	18	9	27-Nov	48.16%
28-Nov	NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING								NO ENFORCEMENT - THANKSGIVING									28-Nov		
29-Nov	NO ENFORCEMENT - THANKSGIVING									NO ENFORCEMENT - THANKSGIVING								NO ENFORCEMENT - THANKSGIVING									29-Nov		
30-Nov																												30-Nov	
TOTAL:	331	334	342	327	377	369	329	352	342	2706	2479	2413	2391	2420	2422	2436	2488	2610	373	340	339	321	320	316	293	309	282		
AVG:	18	19	19	18	21	21	18	20	19	150	138	134	133	134	135	135	138	145	21	19	19	18	18	18	16	17	16		

Min.	16	16	17	0	17	13	15	15	14	Vacant	133	124	127	126	115	112	122	120	119	Vacant	17	16	13	0	10	11	11	11	8	Min.	
Avg.	18	19	19	18	21	21	18	19	19	Vacant	150	138	134	133	134	135	135	138	145	Vacant	21	19	19	18	18	18	16	17	16	Avg.	
Max.	21	21	21	21	25	24	20	24	27	Vacant	160	155	147	143	173	144	151	154	172	Vacant	22	21	22	22	23	23	19	23	20	Max.	

Vacancy Factor 74%

Vacancy Factor 56%

Vacancy Factor 81%

Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Peak	
Avg.	38.46%	38.46%	34.62%	100.00%	34.62%	50.00%	42.31%	42.31%	46.15%	Occupied	46.37%	50.00%	48.79%	49.19%	53.63%	54.84%	50.81%	51.61%	52.02%	Occupied	22.73%	27.27%	40.91%	100.00%	54.55%	50.00%	50.00%	50.00%	63.64%	Avg.	
Min.	19.23%	19.23%	19.23%	19.23%	3.85%	7.69%	23.08%	7.69%	-3.85%	Occupied	35.48%	37.50%	40.73%	42.34%	30.24%	41.94%	39.11%	37.90%	30.65%	Occupied	0.00%	4.55%	0.00%	0.00%	-4.55%	-4.55%	13.64%	-4.55%	9.09%	Min.	

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
DECEMBER 2019

HOURLY PARKING										GENERAL PARKING								LIBRARY								Date	Peak		
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		
1-Dec																												1-Dec	
2-Dec	20	20	21	19	20	20	19	19	19	138	144	133	130	139	139	142	151	163	20	20	17	17	16	20	19	18	15	2-Dec	52.21%
3-Dec	20	19	20	20	17	17	19	19	18	146	144	138	136	137	135	134	141	160	18	18	21	20	18	19	18	13	16	3-Dec	50.74%
4-Dec	18	20	20	20	19	18	21	20	19	142	137	135	132	129	131	137	135	137	22	19	20	20	15	19	17	19	17	4-Dec	100.00%
5-Dec	21	20	20	20	24	24	20	25	24	150	137	136	135	139	145	134	135	137	21	18	18	21	18	19	16	17	20	5-Dec	52.21%
6-Dec	21	20	21	21	24	22	19	23	0	149	138	137	135	130	142	142	147	149	22	16	18	19	20	20	18	18	0	6-Dec	100.00%
7-Dec																												7-Dec	
8-Dec																												8-Dec	
9-Dec	18	21	21	18	17	24	16	16	17	157	138	138	135	137	140	132	131	127	22	17	17	13	12	17	16	16	17	9-Dec	53.31%
10-Dec	21	21	21	20	20	23	19	20	24	141	136	135	130	135	139	129	135	137	19	19	21	19	20	17	15	16	15	10-Dec	52.57%
11-Dec	18	21	21	21	24	25	19	19	24	141	146	132	129	111	115	137	129	132	20	20	19	19	20	21	19	19	20	11-Dec	59.19%
12-Dec	21	21	21	21	24	23	16	18	16	147	145	136	134	121	127	136	135	140	21	20	21	21	19	19	16	19	20	12-Dec	55.51%
13-Dec	19	20	21	21	20	24	18	19	20	153	142	145	143	146	140	137	140	145	20	20	21	20	20	18	17	18	17	13-Dec	49.63%
14-Dec																												14-Dec	
15-Dec																												15-Dec	
16-Dec	21	21	19	18	16	17		21	19	159	130	122	122	125	122		137	146	22	19	20	20	17	13		15	13	16-Dec	55.15%
17-Dec	20	21	20	19	18	15	14	23	19	153	135	135	133	132	131	134	136	141	22	19	19	17	18	18	17	20	18	17-Dec	51.84%
18-Dec	21	21	21	20	18	19	23	23	18	155	131	130	131	133	134	139	145	150	22	19	20	19	11	11	20	20	16	18-Dec	52.21%
19-Dec	21	20	20	19	17	16	14	17	21	157	144	138	135	133	129	137	140	150	22	17	19	19	15	13	17	17	14	19-Dec	52.57%
20-Dec	21	19	20	20	18	16	19	19	18	160	147	143	141	133	143	131	141	143	22	19	19	19	19	20	20	20	17	20-Dec	51.84%
21-Dec																												21-Dec	
22-Dec																												22-Dec	
23-Dec	21	19	17	17	17	18	13	16	16	165	142	149	148	148	147	130	137	153	22	19	22	21	14	16	12	18	18	23-Dec	52.21%
24-Dec	20	20	20	20	17	18	17	23	19	168	154	153	151	158	160	161	162	169	22	20	22	22	19	20	20	20	20	24-Dec	44.49%
25-Dec	NO ENFORCEMENT - CHRISTMAS									NO ENFORCEMENT - CHRISTMAS									NO ENFORCEMENT - CHRISTMAS									25-Dec	
26-Dec	20	20	21	21	20	20	24	18	17	165	153	151	151	153	151	140	159	164	22	21	20	21	14	15	21	18	18	26-Dec	48.53%
27-Dec	18	20	21	20	21	21	20	23	24	160	149	151	151	151	152	159	163	167	22	20	20	20	18	20	21	18	17	27-Dec	45.22%
28-Dec																												28-Dec	
29-Dec																												29-Dec	
30-Dec	20	20	21	18	19	20	23	23	21	160	143	144	143	143	143	145	145	151	20	17	20	19	18	17	14	17	15	30-Dec	47.43%
31-Dec	20	20	20	20	21	20	17	16	19	159	139	143	143	152	155	150	159	164	22	19	20	20	18	18	17	16	21	31-Dec	48.90%
TOTAL:	420	424	427	413	411	420	370	420	392	3225	2974	2924	2888	2885	2920	2786	3003	3125	445	396	414	406	359	370	350	372	344		
AVG:	20	20	20	20	20	20	19	20	19	154	142	139	138	137	139	139	143	149	21	19	20	19	17	18	18	18	16		
Min.	18	19	17	17	16	15	13	16	0	138	130	122	122	111	115	129	129	127	18	16	17	13	11	11	12	13	0	Min.	
Avg.	20	20	20	20	20	20	19	20	19	154	142	139	138	137	139	139	143	149	21	19	20	19	17	18	18	18	16	Avg.	
Max.	21	21	21	21	24	25	24	25	24	168	154	153	151	158	160	161	163	169	22	21	22	22	20	21	21	20	21	Max.	
Vacancy Factor				76%		Vacancy Factor				57%		Vacancy Factor				84%													
Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Peak	
Avg.	30.77%	26.92%	34.62%	34.62%	38.46%	42.31%	50.00%	38.46%	100.00%	44.35%	47.58%	50.81%	50.81%	55.24%	53.63%	47.98%	47.98%	48.79%	3.68%	22.34%	21.79%	24.36%	24.73%	23.08%	28.85%	23.08%	28.21%	Avg.	
Min.	19.23%	19.23%	19.23%	19.23%	7.69%	3.85%	7.69%	3.85%	7.69%	32.26%	37.90%	38.31%	39.11%	36.29%	35.48%	35.08%	34.27%	31.85%	0.00%	4.55%	0.00%	0.00%	9.09%	4.55%	4.55%	9.09%	4.55%	Min.	

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
JANUARY 2020

HOURLY PARKING										GENERAL PARKING										LIBRARY										Date	Peak
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00				
1-Jan	NO ENFORCEMENT - NEW YEAR'S DAY									NO ENFORCEMENT - NEW YEAR'S DAY									NO ENFORCEMENT - NEW YEAR'S DAY									1-Jan			
2-Jan	18	20	20	20	19	18	19	23	19	149	139	134	135	142	143	145	148	156	22	18	17	19	17	15	15	16	8	2-Jan	50.74%		
3-Jan	18	20	20	21	21	21	22	24	23	150	146	143	143	148	147	145	147	150	20	17	17	17	17	17	16	17	19	3-Jan	47.43%		
4-Jan																												4-Jan			
5-Jan																												5-Jan			
6-Jan	17	20	21	20	19	19	20	19	18	152	143	138	132	120	118	120	127	136	22	18	13	13	16	14	18	17	15	6-Jan	56.62%		
7-Jan	20	20	20	18	19	18	17	16	17	149	121	124	123	119	115	120	126	134	20	18	19	18	16	16	17	18	17	7-Jan	57.72%		
8-Jan	19	19	18	19	20	20	21	22	19	150	124	121	118	116	115	120	121	134	22	17	19	19	9	11	10	18	15	8-Jan	57.72%		
9-Jan	21	18	19	18	18	17	16	15	17	146	123	133	129	133	130	130	130	138	22	19	21	19	16	17	16	15	17	9-Jan	54.78%		
10-Jan	18	18	17	19	17	17	17	12	19	160	133	135	133	132	131	130	135	140	20	19	20	20	16	17	15	14	13	10-Jan	52.21%		
11-Jan																												11-Jan			
12-Jan																												12-Jan			
13-Jan	21	19	20	19	18	18	20	24	19	159	123	145	141	126	127	125	131	137	20	19	16	17	1	12	13	20	19	13-Jan	54.78%		
14-Jan	19	20	20	19	18	20	19	19	19	148	134	135	135	127	122	127	128	134	22	19	21	20	15	16	15	19	14	14-Jan	55.15%		
15-Jan	21	20	21	20	18	20	22	25	21	147	129	137	134	124	126	127	131	134	22	18	21	21	15	13	15	17	14	15-Jan	54.41%		
16-Jan	21	18	17	17	17	18	19	23	19	156	123	141	140	124	125	127	132	142	22	20	22	22	18	19	19	20	16	16-Jan	54.78%		
17-Jan	20	17	16	18	16	18	17	19	20	149	135	138	137	138	139	140	140	143	21	19	22	22	19	21	20	15	14	17-Jan	50.37%		
18-Jan																												18-Jan			
19-Jan																												19-Jan			
20-Jan	NO ENFORCEMENT - MLK JR'S BDAY									NO ENFORCEMENT - MLK JR'S BDAY									NO ENFORCEMENT - MLK JR'S BDAY									20-Jan			
21-Jan	18	20	19	15	14	22	21	18	22	132	123	119	110	113	115	120	123	116	19	19	18	19	19	19	20	21	21	21-Jan	59.56%		
22-Jan	20	19	18	19	20	22	21	24	24	124	116	111	110	112	121	130	131	136	19	18	18	12	14	15	16	19	17	22-Jan	59.56%		
23-Jan	21	21	19	23	23	19	20	19	24	127	119	113	102	102	110	112	124	128	19	19	19	17	17	17	18	20	21	23-Jan	62.50%		
24-Jan	21	21	20	19	19	17	24	24	19	119	112	109	109	115	118	120	134	123	20	19	19	19	22	19	20	19	19	24-Jan	59.93%		
25-Jan																												25-Jan			
26-Jan																												26-Jan			
27-Jan	20	19	20	20	18	19	18	19	20	155	115	131	129	112	111	120	123	128	22	19	18	15	14	15	14	16	17	27-Jan	59.19%		
28-Jan	21	21	21	21	20	20	20	19	20	137	115	116	113	114	110	112	113	121	22	20	22	20	17	17	18	17	19	28-Jan	59.56%		
29-Jan	21	20	21	21	19	19	19	19	19	137	111	115	114	120	118	121	124	127	22	19	21	21	18	18	17	15	13	29-Jan	59.19%		
30-Jan	16	18	17	16	15	17	16	23	17	123	104	101	105	101	97	100	107	132	22	22	20	22	17	17	18	20	19	30-Jan	64.34%		
31-Jan	25	18	18	17	19	18	17	25	23	127	115	112	112	117	120	125	120	127	21	21	20	20	20	18	19	21	20	31-Jan	58.82%		
TOTAL:	416	406	402	399	387	397	405	431	418	2996	2603	2651	2604	2555	2558	2616	2695	2816	441	397	403	392	333	343	349	374	347				
AVG:	20	19	19	19	18	19	19	21	20	143	124	126	124	122	122	125	128	134	21	19	19	19	16	16	17	18	17				
Min.	16	17	16	15	14	17	16	12	17	119	104	101	102	101	97	100	107	116	19	17	13	12	1	11	10	14	8	Min.			
Avg.	20	19	19	19	18	19	19	21	20	143	124	126	124	122	122	125	128	134	21	19	19	19	16	16	17	18	17	Avg.			
Max.	25	21	21	23	23	22	24	25	24	160	146	145	143	148	147	145	148	156	22	22	22	22	22	21	20	21	21	Max.			
Vacancy Factor				75%						Vacancy Factor				51%						Vacancy Factor				81%							
Peak	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	Peak			
Avg.	38.46%	34.62%	38.46%	42.31%	46.15%	34.62%	38.46%	53.85%	34.62%	42.47%	50.02%	49.10%	50.00%	50.94%	50.88%	49.77%	48.25%	45.93%	4.55%	14.07%	12.77%	15.15%	27.92%	25.76%	24.46%	19.05%	24.89%	Avg.			
Min.	3.85%	19.23%	19.23%	11.54%	11.54%	15.38%	7.69%	3.85%	7.69%	35.48%	41.13%	41.53%	42.34%	40.32%	40.73%	41.53%	40.32%	37.10%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	9.09%	4.55%	4.55%	Min.			

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
FEBRUARY 2020

Date	HOURLY PARKING									GENERAL PARKING									LIBRARY									Date	Peak
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		
1-Feb																												1-Feb	
2-Feb																												2-Feb	
3-Feb	19	18	18	17	18	18	19	19	23	127	99	93	90	84	86	100	112	102	22	20	20	20	17	17	10	19	22	3-Feb	69.12%
4-Feb	18	20	20	19	18	18	19	19	25	125	105	78	81	99	96	96	110	115	21	20	20	19	11	13	14	14	19	4-Feb	71.32%
5-Feb	20	19	19	16	16	16	15	15	20	109	100	97	97	99	96	91	103	102	18	16	17	14	13	14	17	18	14	5-Feb	66.54%
6-Feb	19	19	18	18	19	19	17	18	20	112	94	95	93	93	96	97	104	106	21	16	20	19	20	21	17	18	18	6-Feb	65.81%
7-Feb	21	20	21	21	19	20	19	20	22	130	120	123	121	119	117	110	112	117	19	22	19	19	21	21	16	18	19	7-Feb	59.56%
8-Feb																												8-Feb	
9-Feb																												9-Feb	
10-Feb	19	19	19	20	19	19	17	19	18	136	118	126	122	114	112	116	117	125	22	18	13	19	19	20	19	20	18	10-Feb	58.82%
11-Feb	19	19	19	18	19	19	20	24	19	140	125	123	120	112	110	112	115	128	22	22	21	20	17	18	19	21	17	11-Feb	59.56%
12-Feb	21	20	20	19	20	20	19	10	18	138	116	123	123	114	107	110	111	117	22	19	22	22	17	17	18	19	17	12-Feb	60.66%
13-Feb	21	21	20	21	20	21	20	19	21	137	125	123	122	115	118	120	123	125	22	19	21	22	17	20	19	19	20	13-Feb	57.72%
14-Feb	21	19	18	18	20	20	21	22	20	138	119	119	115	125	133	121	132	145	20	17	20	21	20	20	21	18	17	14-Feb	57.72%
15-Feb																												15-Feb	
16-Feb																												16-Feb	
17-Feb	NO ENFORCEMENT - PRESIDENTS' DAY									NO ENFORCEMENT - PRESIDENTS' DAY									NO ENFORCEMENT - PRESIDENTS' DAY									17-Feb	
18-Feb	17	20	21	21	17	17	20	23	20	140	121	119	121	112	113	114	110	114	22	19	22	22	16	16	17	18	15	18-Feb	59.56%
19-Feb	19	19	19	17	17	19	20	23	19	141	118	124	121	119	115	113	115	128	19	19	22	22	15	14	17	18	15	19-Feb	58.46%
20-Feb	20	20	20	19	20	20	20	21	15	137	118	126	121	123	121	127	129	141	22	19	22	22	15	16	15	20	18	20-Feb	56.62%
21-Feb	21	20	20	19	20	20	21	23	20	140	131	131	131	131	125	131	133	145	22	19	22	22	19	19	18	19	17	21-Feb	54.04%
22-Feb																												22-Feb	
23-Feb																												23-Feb	
24-Feb	19	19	20	20	18	18	17	20	18	140	118	120	117	109	108	110	115	119	19	18	14	15	15	15	14	12	10	24-Feb	60.29%
25-Feb	19	18	18	18	17	17	16	19	19	135	116	115	115	111	108	109	115	127	22	22	19	19	16	15	16	10	11	25-Feb	60.29%
26-Feb	19	19	20	20	20	21	20	18	19	135	112	117	113	111	111	112	114	127	20	20	20	20	12	15	14	23	14	26-Feb	59.19%
27-Feb	21	17	18	16	17	17	16	21	17	133	111	115	110	108	105	106	109	115	21	19	19	16	14	14	15	13	7	27-Feb	61.40%
28-Feb	21	17	18	18	19	18	10	15	17	144	119	123	123	119	116	120	119	124	22	18	20	20	17	16	20	24	12	28-Feb	57.35%
29-Feb																												29-Feb	100.00%
TOTAL:	374	363	366	355	353	357	346	368	370	2537	2185	2190	2156	2117	2093	2115	2198	2322	398	362	373	373	311	321	316	341	300		
AVG:	20	19	19	19	19	19	18	19	19	134	115	115	113	111	110	111	116	122	21	19	20	20	16	17	17	18	16		

Min.	17	17	18	16	16	16	10	10	15	Vacant	109	94	78	81	84	86	91	103	102	Vacant	18	16	13	14	11	13	10	10	7	Min.	Vacant
Avg.	20	19	19	19	19	19	18	19	19	Vacant	134	115	115	113	111	110	111	116	122	Vacant	21	19	20	20	16	17	17	18	16	Avg.	Vacant
Max.	21	21	21	21	20	21	21	24	25	Vacant	144	131	131	131	131	133	131	133	145	Vacant	22	22	22	22	21	21	21	24	22	Max.	Vacant

Vacancy Factor 73%

Vacancy Factor 47%

Vacancy Factor 82%

Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Peak	Occupied
Avg.	34.62%	34.62%	30.77%	38.46%	38.46%	38.46%	61.54%	61.54%	42.31%	Occupied	56.05%	62.10%	68.55%	67.34%	66.13%	65.32%	63.31%	58.47%	58.87%	Occupied	18.18%	27.27%	40.91%	36.36%	50.00%	40.91%	54.55%	54.55%	68.18%	Avg.	Occupied
Min.	19.23%	19.23%	19.23%	19.23%	23.08%	19.23%	19.23%	7.69%	3.85%	Occupied	41.94%	47.18%	47.18%	47.18%	47.18%	46.37%	47.18%	46.37%	41.53%	Occupied	0.00%	0.00%	0.00%	0.00%	4.55%	4.55%	4.55%	-9.09%	0.00%	Min.	Occupied

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE

MARCH 2020

HOURLY PARKING										GENERAL PARKING										LIBRARY													
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Date	Peak		
1-Mar										144 of 155 Vacant										144 of 155 Vacant										144 of 155 Vacant	1-Mar		
2-Mar	21	19	19	19	20	20	20	20	20		150	116	120	118	114	118	120	121	125		22	18	13	11	16	18	19	20	18		2-Mar	58.09%	
3-Mar	18	19	19	19	17	18	23	9	18		144	124	124	124	120	127	125	124	129		22	19	21	20	16	17	18	17	14		3-Mar	55.88%	
4-Mar	20	20	19	18	19	23	21	22	14		131	119	115	114	123	125	125	129	122		18	18	17	16	7	14	15	18	15		4-Mar	58.09%	
5-Mar	20	21	20	19	18	21	19	20	18		146	118	121	119	121	118	112	117	120		22	17	19	19	18	17	15	19	16		5-Mar	58.82%	
6-Mar	18	18	18	18	20	20	20	21	18		150	120	127	130	126	128	125	122	122		20	18	17	19	21	22	12	17	14		6-Mar	55.88%	
7-Mar																															7-Mar		
8-Mar																															8-Mar		
9-Mar	17	17	18	19	18	20	20	24	20		137	127	125	119	122	120	120	125	129		22	19	18	13	16	15	12	19	20		9-Mar	56.25%	
10-Mar	19	19	19	19	18	18	20	24	21		144	132	127	128	127	127	129	132	136		19	17	19	17	17	16	17	17	19		10-Mar	53.31%	
11-Mar	21	18	17	16	18	19	20	24	22		139	136	130	140	137	128	129	132	135		22	19	19	18	16	16	17	22	20		11-Mar	52.94%	
12-Mar	17	19	19	20		19			22		143	138	134	132		133		135	137		20	20	20	18		19		20	12-Mar		51.47%		
13-Mar	21	21	21	21	21	19	24	25	18		141	133	134	131	129	135	127	130	145		22	19	19	19	20	20	16	17	20		13-Mar	53.31%	
14-Mar																															14-Mar		
15-Mar																															15-Mar		
16-Mar	21	18	19	20	19	18	17	18	19		138	117	126	123	126	127	128	130	140		22	19	21	20	18	18	19	20	22		16-Mar	56.99%	
17-Mar	19	21	20	20	19	17	23	25	21		140	133	127	127	125	127	130	132	141		22	21	21	21	21	21	22	22	22		17-Mar	54.04%	
18-Mar	21	21	21	21	21	20	20	14	20		143	138	135	135	131	137	139	140	142		21	21	21	21	21	21	21	21	21		18-Mar	51.84%	
19-Mar	21	21	21	21	25	25	25	24	23		145	138	137	143	142	145	143	134	140		21	21	21	22	22	22	21	22	22		19-Mar	50.74%	
20-Mar	21	21	21	21	21	21	21	21	25		150	142	141	141	142	145	124	125	142		21	14	19	19	11	16	21	17	18		20-Mar	54.41%	
21-Mar																															21-Mar		
22-Mar																															22-Mar		
23-Mar	20	20	19	19	19	20	23	21	21		161	154	150	150	151	149	149	150	160		21	20	19	20	20	21	21	21	21		21	23-Mar	45.22%
24-Mar	21	21	21	21	25	25	25	25	21		160	156	156	154	155	157	159	160	165		22	20	19	19	20	20	20	20	20		20	24-Mar	43.38%
25-Mar	21	21	21	20	24	24	23	21	24		160	159	156	156	167	164	163	163	160		22	22	21	20	20	20	21	20	20		25-Mar	42.65%	
26-Mar	21	21	20	20	20	24	24	24	24		160	160	153	160	160	160	163	164	164		22	22	22	21	21	22	22	22	22		26-Mar	43.75%	
27-Mar	21	23	18	18	22	23	23	23	23		162	165	160	160	159	160	164	164	172		22	20	22	22	20	20	20	20	20		27-Mar	41.54%	
28-Mar																															28-Mar		
29-Mar																															29-Mar		
30-Mar	NO ENFORCEMENT - SEWARD'S' DAY										NO ENFORCEMENT - SEWARD'S' DAY										NO ENFORCEMENT - SEWARD'S' DAY										30-Mar		
31-Mar	21	21	21	21	21	25	25	25	25		166	163	162	160	163	165	167	170	173		22	22	22	22	22	22	22	22	22		22	31-Mar	41.18%
TOTAL:	420	420	411	410	405	439	436	430	437		3110	2888	2860	2864	2740	2895	2741	2899	2999		447	406	410	397	363	397	371	393	406				
AVG:	20	20	20	20	20	21	22	22	21		148	138	136	136	137	138	137	138	143		21	19	20	19	18	19	19	20	19				
Min.	17	17	17	16	17	17	17	9	14	Vacant	131	116	115	114	114	118	112	117	120	Vacant	18	14	13	11	7	14	12	17	14	Min.	Vacant		
Avg.	20	20	20	20	20	21	22	22	21		148	138	136	136	137	138	137	138	143		21	19	20	19	18	19	19	20	19	Avg.			
Max.	21	23	21	21	25	25	25	25	25		166	165	162	160	167	165	167	170	173		22	22	22	22	22	22	22	22	22	22		Max.	
Vacancy Factor				79%						Vacancy Factor				56%						Vacancy Factor				88%									
Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occupied	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	Peak	Occupied		
Avg.	34.62%	34.62%	34.62%	38.46%	34.62%	34.62%	34.62%	65.38%	46.15%		47.18%	53.23%	53.63%	54.03%	54.03%	52.42%	54.84%	52.82%	51.61%		18.18%	36.36%	40.91%	50.00%	68.18%	36.36%	45.45%	22.73%	36.36%	Avg.			
Min.	23.08%	23.08%	24.73%	24.91%	22.12%	19.60%	16.15%	17.31%	19.96%		33.06%	33.47%	34.68%	35.48%	32.66%	33.47%	32.66%	31.45%	30.24%		3.25%	12.12%	11.26%	14.07%	17.50%	14.07%	15.68%	10.68%	12.12%	Min.			

APRIL 2020

[illegible]

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
MAY 2020

HOURLY PARKING										GENERAL PARKING								LIBRARY								Date	Peak		
Date	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00			3:00	4:00
1-May	21	20	20	19	21	18	20	20	21	162	162	163	163	159	160	162	161	160	18	18	18	18	18	18	17	18	19	1-May	41.54%
2-May																												2-May	
3-May																												3-May	
4-May	21	21	21	21	21	19	19	20	20	165	162	162	161	157	158	157	160	162	19	19	19	19	18	18	17	17	19	4-May	100.00%
5-May	21	20	21	21	20	20	21	21	21	155	151	150	150	158	157	157	159	159	16	16	17	17	18	18	18	18	19	5-May	100.00%
6-May	21	21	20	21	21	21	21	21	21	156	156	157	157	157	157	157	158	159	19	19	19	17	17	17	17	18	19	6-May	42.65%
7-May	21	21	21	21	21	21	21	21	22	155	152	152	150	150	152	152	153	154	17	16	16	16	16	16	17	17	17	7-May	44.85%
8-May	21	21	21	21	21	21	21	21	21	163	160	160	161	161	161	163	163	165	17	17	18	17	17	17	18	18	18	8-May	41.18%
9-May																												9-May	
10-May																												10-May	
11-May	21	21	21	21	21	21	21	21	21	163	160	158	158	158	158	159	159	160	13	13	13	13	13	13	15	15	15	11-May	100.00%
12-May	21	20	20	20	20	20	21	21	21	162	160	155	152	152	153	153	155	155	13	13	13	13	13	13	14	15	17	12-May	100.00%
13-May	21	22	20	20	23	23	23	23	23	170	165	15	165	162	164	164	165	165	14	14	14	14	16	14	14	14	15	13-May	94.49%
14-May	21	25	21	21	24	20	21	21	21	168	157	163	161	156	157	161	162	163	14	14	14	14	16	14	14	15	15	14-May	42.65%
15-May	21	21	21	21	21	21	21	21	21	160	156	156	156	157	156	156	157	158	13	12	12	12	12	12	12	12	12	15-May	42.65%
16-May																												16-May	
17-May																												17-May	
18-May	21	20	20	21	21	21	21	21	21	160	155	155	154	154	154	155	155	155	14	14	14	14	14	14	15	15	16	18-May	43.38%
19-May	21	20	20	21	21	21	22	22	22	160	151	148	147	147	147	148	149	149	13	13	13	13	13	13	14	15	16	19-May	45.96%
20-May	21	20	20	21	21	21	21	21	21	162	153	150	150	150	152	153	153	153	16	14	13	13	13	14	14	15	15	20-May	44.85%
21-May	21	20	21	21	21	21	22	22	22	165	162	161	160	160	162	161	162	162	15	15	14	14	14	14	14	15	15	21-May	41.18%
22-May	21	20	21	21	21	21	21	21	21	156	156	149	148	148	149	148	149	150	10	15	15	15	15	15	15	16	16	22-May	45.59%
23-May																												23-May	
24-May																												24-May	
25-May	NO ENFORCEMENT - MEMORIAL DAY									NO ENFORCEMENT - MEMORIAL DAY									NO ENFORCEMENT - MEMORIAL DAY									25-May	
26-May	20	20	18	18	18	18	18	21	21	131	125	120	111	111	111	111	112	113	13	13	13	13	13	13	13	14	15	26-May	59.19%
27-May	19	18	18	17	17	17	18	18	19	128	119	118	115	115	115	115	116	117	15	14	14	15	19	15	15	16	16	27-May	57.72%
28-May	20	20	20	20	20	20	21	21	21	133	128	126	124	124	124	125	128	127	13	13	13	13	13	14	14	15	15	28-May	54.41%
29-May	20	20	20	20	20	20	20	21	21	135	130	127	129	129	129	129	130	120	16	16	16	16	16	16	16	17	17	29-May	55.88%
30-May																												30-May	
31-May																												31-May	
TOTAL:	415	411	405	407	414	405	414	419	422	3109	3020	2845	2972	2965	2976	2986	3006	3006	298	298	298	296	304	298	303	315	326		
AVG:	21	21	20	20	21	20	21	21	21	155	151	142	149	148	149	149	150	150	15	15	15	15	15	15	15	16	16		

Min.	19	18	18	17	17	17	18	18	19	128	119	15	111	111	111	111	112	113	10	12	12	12	12	12	12	12	12	12	Min.	
Avg.	21	21	20	20	21	20	21	21	21	155	151	142	149	148	149	149	150	150	15	15	15	15	15	15	15	16	16	Avg.		
Max.	21	25	21	21	24	23	23	23	23	170	165	163	165	162	164	164	165	165	19	19	19	19	19	19	18	18	18	19	Max.	

Vacancy Factor 79%

Vacancy Factor 60%

Vacancy Factor 69%

Peak	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	48.39%	52.02%	93.95%	55.24%	55.24%	55.24%	55.24%	54.84%	54.44%	54.55%	45.45%	45.45%	45.45%	45.45%	45.45%	45.45%	45.45%	45.45%	Peak	
Avg.	26.92%	30.77%	30.77%	34.62%	34.62%	34.62%	30.77%	30.77%	26.92%	37.32%	39.11%	42.64%	40.08%	40.22%	40.00%	39.80%	39.40%	39.40%	32.27%	32.27%	32.27%	32.73%	30.91%	32.27%	31.14%	28.41%	25.91%	Avg.	
Min.	19.23%	3.85%	19.23%	19.23%	7.69%	11.54%	11.54%	11.54%	11.54%	31.45%	33.47%	34.27%	33.47%	34.68%	33.87%	33.87%	33.47%	33.47%	13.64%	13.64%	13.64%	13.64%	13.64%	18.18%	18.18%	18.18%	13.64%	Min.	

HOURLY EMPTY SPACE COUNT FOR MARINE PARKING GARAGE
JUNE 2020

Date	HOURLY PARKING									GENERAL PARKING									LIBRARY									Date	Peak
	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00		
1-Jun	20	20	20	20	20	20	21	21	21	165	160	157	157	157	157	157	159	159	15	13	10	10	10	10	10	10	10	1-Jun	42.28%
2-Jun	17	17	17	17	17	17	18	18	19	160	153	150	151	151	151	152	153	153	15	15	15	14	14	15	15	16	17	2-Jun	44.85%
3-Jun	18	18	17	17	17	17	17	23	23	150	142	140	140	140	140	140	140	140	16	16	13	13	13	13	13	14	14	3-Jun	48.53%
4-Jun	18	17	17	17	17	17	17	23	23	159	155	151	153	153	153	154	155	156	17	15	15	13	13	13	13	13	13	4-Jun	44.49%
5-Jun	19	18	16	17	17	17	17	23	23	163	160	155	153	153	153	154	155	156	16	14	14	14	14	14	15	15	16	5-Jun	43.75%
6-Jun																												6-Jun	
7-Jun																												7-Jun	
8-Jun	18	18	18	18	18	18	18	18	18	158	149	148	148	148	149	149	149	150	12	12	13	13	13	13	13	13	13	8-Jun	45.59%
9-Jun	18	18	18	18	18	18	19	19	20	165	154	148	148	149	149	149	150	150	12	12	12	12	12	12	12	12	12	9-Jun	45.59%
10-Jun	18	18			18	18	18	18	18	164	160			160	160	161	161	161	13	13			13	13	13	13	13	10-Jun	41.18%
11-Jun	17	17	18	19	20	16	16	16	17	166	166	162	155	155	158	158	159	160	14	14	14	15	13	13	13	13	13	11-Jun	43.01%
12-Jun	18	17	18	19	19	20	16	18	20	165	156	163	160	160	159	155	158	163	14	13	13	13	13	13	14	15	21	12-Jun	43.01%
13-Jun																												13-Jun	
14-Jun																												14-Jun	
15-Jun	20	19	18	18	18	18	18	18	18	165	158	154	154	155	156	157	160	160	22	20	21	21	21	17	19	19	19	15-Jun	100.00%
16-Jun	18	18	17	17	17	17	17	28	23	155	151	153	150	150	154	161	161	162	18	16	18	13	13	13	13	13	13	16-Jun	100.00%
17-Jun	7	17	19	19	19	19	19	19	19	163	157	157	160	160	160	151	150	158	13	13	15	12	12	13	14	15	14	17-Jun	44.85%
18-Jun	19	19	21	20	20	20	20	20	19	165	163	160	158	158	159	159	160	160	14	14	14	14	14	14	14	13	14	18-Jun	41.91%
19-Jun	19	19	19	17	17	19	19	19	19	160	156	159	159	159	160	161	160	161	15	15	15	15	15	16	16	15	15	19-Jun	42.65%
20-Jun																												20-Jun	
21-Jun																												21-Jun	
22-Jun	17	17	17	17	17	17	18	18	19	152	148	149	150	150	152	153	153	154	16	15	15	14	14	15	14	14	15	22-Jun	45.59%
23-Jun	21	18	18	16	16	17	17	18	18	160	153	150	154	154	154	154	156	154	16	16	15	14	14	15	12	14	13	23-Jun	44.85%
24-Jun	19	18	18	18	18	21	21	22	22	161	154	154	152	152	152	153	153	154	17	16	16	16	16	16	16	17	18	24-Jun	44.12%
25-Jun	18	18	18	17	17	21	20	21	21	165	163	161	159	159	159	160	160	160	16	16	16	10	16	16	16	17	18	25-Jun	41.54%
26-Jun	19	17	17	18	18	21	20	20	20	163	161	161	160	160	161	162	162	103	17	16	16	16	16	16	16	16	16	26-Jun	62.13%
27-Jun																												27-Jun	
28-Jun																												28-Jun	
29-Jun	21	20	21	19	19	22	22	23	23	155	149	148	149	149	149	150	150	150	18	17	17	16	16	17	16	17	17	29-Jun	100.00%
30-Jun	20	20	20	20	20	20	20	20	20	165	163	159	159	159	159	160	160	160	17	17	17	17	17	17	18	18	18	30-Jun	100.00%
TOTAL:	399	398	382	378	397	410	408	443	443	3544	3431	3239	3229	3391	3404	3410	3424	3384	343	328	314	295	312	314	315	322	332		
AVG:	18	18	18	18	18	19	19	20	20	161	156	154	154	154	155	155	156	154	16	15	15	14	14	14	14	15	15		

Min.	7	17	16	16	16	16	16	16	17	Vacant	150	142	140	140	140	140	140	103	Vacant	12	12	10	10	10	10	10	10	Min.	Vacant			
Avg.	18	18	18	18	18	19	19	19	20	Vacant	161	156	154	154	155	155	156	154	Vacant	16	15	15	14	14	14	14	15	Avg.	Vacant			
Max.	21	20	21	20	20	22	22	28	23	Vacant	166	166	163	160	160	161	162	163	Vacant	22	20	21	21	21	17	19	19	21	Max.	Vacant		
Vacancy Factor										72%	Vacancy Factor										63%	Vacancy Factor										67%

Peak	73.08%	34.62%	38.46%	38.46%	38.46%	38.46%	38.46%	38.46%	34.62%	Occupied	39.52%	42.74%	43.55%	43.55%	43.55%	43.55%	43.55%	58.47%	Occupied	45.45%	45.45%	54.55%	54.55%	54.55%	54.55%	54.55%	54.55%	54.55%	Peak	Occupied
Avg.	30.24%	30.42%	30.04%	30.77%	30.59%	28.32%	28.67%	22.55%	22.55%	Occupied	35.04%	37.12%	37.81%	38.00%	37.85%	37.61%	37.50%	37.98%	Occupied	29.13%	32.23%	32.03%	36.15%	35.54%	35.12%	34.92%	33.47%	31.40%	Avg.	Occupied
Min.	19.23%	23.08%	19.23%	23.08%	23.08%	15.38%	15.38%	-7.69%	11.54%	Occupied	33.06%	33.06%	34.27%	35.48%	35.48%	35.08%	34.68%	34.27%	Occupied	0.00%	9.09%	4.55%	4.55%	4.55%	22.73%	13.64%	13.64%	4.55%	Min.	Occupied

VACANCY RATE FOR GENERAL PARKING

MPG July 2019: 31%

MPG August 2019:

MPG September 2019:

MPG October 2019:

MPG November 2019:

MPG December 2019:

MPG January 2020:

MPG February 2020:

MPG March 2020:

MPG April 2020:

MPG May 2020:

MPG June 2020:

<u>Date</u>	<i>HOURLY PARKING</i>								
	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00
July	97	39	74	66	63	75	63	93	126
August	86	80	72	66	67	63	78	92	137

T49 12/17/2020, Parking Ord Version 6 to 7

#	49.40.210(d)...	Comment	Commenter	Response	Responder
6	(1) map	Applicable boundaries: Enlarge PD1 to match the FIL. Revise the new boundary to continued down Gold Creek to the Ocean (Eliminate jog down Egan back to the Subport/Norwegian Lot). This would then encompass the old dock and the lots adjacent to the Subport.	TA		
7	(1) map	I do not support expanding to the Juneau geographic area. I do not believe this to be applicable to the residential zoning districts that are included in the Juneau geographic area. Multifamily units within the geographic area already have a parking reduction compared with the rest of CBJ. Single family/duplex units should also not see the reductions.	TA		
8	(1) map	Delete PD2. Previous PD2 area is now part of PD1.	TA	Draft ord 7 has one PD.	IMG
15	(1) MAP	Merge the PD1, PD1, and FIL boundaries into one yes, and look and extending the boundaries in down town Juneau and possible now or later include downtown Douglas or other TTC areas form the comp plan, and name the district TCPD (Town Center Parking District)	ND		
17	(1) PD	In the town center parking district, the off-street parking and loading requirements set forth in subsections (a) and (c)(2) of this section may be reduced as follows for expansion of an existing building or construction of a new building: (i) 75 percent for nonresidential uses; or 60 percent (ii) 90 percent for residential uses.	ND	ORD 7 reflects these proposed changes	IMG
9	(1)(A) PD	Leave "automatic" parking reduction within PD1 at 60% (for all of the various types of development). Justifications through the waiver process would allow for additional reductions as applicable and decided on a case by case basis.	TA	Draft Ord 7 has 60% reduction.	IMG
16	(1)(A) REDUCTION	Reduction: 60% is the max that I think is appropriate and think that there is an argument to be made for 30%, this is all based on allowing parking wavers for in the new TCPD	ND	Note: Discussions on if the "Town Center" designation could convey parking reductions to other nodes as they develop.	IMG
18	(1)(B)	In the parking district, the off-street parking and loading requirements set forth in subsections (a) and (c)(2) of this section shall not apply to existing buildings, except in the case of an expansion.	ND	ORD 7 reflects these proposed changes	IMG
10	(1)(B) PD	Keep 49.40.210.d.1 PD1 description (only applies in the case of expansion or new building, else no change in parking). Thus for example, if going from commercial to residential but existing building is not expanded; there would be no requirement for parking.	TA	CW	IMG
12	(5) FIL	reword 49.40.210.d.5. The spaces are not "waived". The spaces are paid for instead of constructed. The number of required spaces is not reduced. Confusing with 49.40.210.d.6 Parking Waivers.	TA	Reworded. "waiver" smoted.	IMG
21	(5) FIL	(C) The property seeking a waiver of the parking requirement must be located within the area shown on the Downtown Fee In Lieu of town center Parking District Map,	ND	"Town Center" moved to section lead in ORD 7, see (5)	IMG

#	49.40.210(d)...	Comment	Commenter	Response	Responder
19	(5)(A) FIL	Fee in lieu of parking spaces. In the town center parking district: (A) There is adopted the Downtown Fee in Lieu of Parking District Map, dated October 30, 2006, as the same may be amended from time to time by the assembly by ordinance.	ND	ORD 7 reflects these proposed changes	IMG
20	(5)(A) FIL	Off-street parking for new and existing developments, for any use, may be subverted waived if the requirements of this section are met.	ND	Proposed rewrite: <i>Off-street parking for new and existing developments, for any use, may be met by paying a fee in lieu of space construction if the requirements of this section are met. The determination of whether these requirements are met shall be made by the Director for minor development, or by the Commission for major development.</i>	IMG
13	(5)(B) FIL	Thoughts about revising d.5.B: change 5 and 6 spaces criteria to minor and major development like parking waivers? I like the change for consistency sake.	TA	Renumbered (5)(A), allocated authority based on major or minor development.	IMG
22	(5)(C) FIL	(i) Vacant on the effective date of this ordinance;	ND	ORD 7 reflects these proposed changes	IMG
23	(5)(C) FIL	(ii) Occupied by a building built within the 50 years prior to the date of adoption of this ordinance; PROVIDE A DATE?, or (iii) Occupied by a building built more than 50 years prior to the date of adoption of this ordinance PROVIDE A DATE?, and the Director or Commission, after considering the recommendation of the Historic Resources Advisory Committee, finds that the proposed development does not affect the historical significance, historical attributes, or otherwise compromise the historic integrity of the structure based on the United States Secretary of the Interior's Standards for Rehabilitation.	ND	Travis had same idea. Provisions remain. The intent is to clarify that historical properties are treated differently.	IMG
24	(5)(D) FIL	The applicant shall pay a one-time fee to the City and Borough of \$8,500.00 per parking space subverted waived under this section. For residential uses, this fee shall be reduced by 50 percent to \$4,250.00.	ND	Discussion point	IMG
25	(5)(E) FIL	in the case of existing developments, 45 days after the subversion waiver is granted,	ND	Language mod.	IMG
11	(5)(C) FIL	Leave FIL essentially as is.	TA	Proposed rewording for clarity and to remove coconflicts with 49.70 Article 5 (historic properties). Otherwise, fees and concepts the same.	IMG
14	(5)(C) FIL	Delete (i), (ii), and (iii). I do not see what the intent is of the current code for those sections.	TA	Eliminated need for building to be vacant. The other two provisions remain. The intent is to clarify that historical properties are treated differently.	IMG
26	(6) WAIVER	Waivers: (2) The development is located outside of the PD-1 parking district, PD-2 parking district, and Downtown Fee in Lieu of Parking District Map areas;	ND	ORD 7 reflects these proposed changes	IMG
3	(6)(A)(4) WAIVER	I think if a parking demand study is submitted, then you wouldn't have to do the items in B. The study is the "why" for the waiver. If you want to work through ideas with the director/commission, then you could propose items to use in B. That way either major or minor developments could choose to do a study or provide features (working with director or commission).	TA	If a project has a parking study AND pedestrian improvements AND traffic mitigation measures, should they enjoy a more significant waiver than a developer who just does a parking study? A professional parking study (done by a firm) would include those elements. A mom-and-pop providing parking numbers may need to be goosed to understand how other provisions could help them. Do we use the elements to define what a parking study is? (Per comment 5)	IMG

#	49.40.210(d)...	Comment	Commenter	Response	Responder
4	(6)(B) WAIVER	B) gives flexibility to the director or commission whether in amount of each item or various items vs number of spaces waiver. Each application would be subjective, which is hard for the developer.	TA		
5	(6)(B) WAIVER	We will need to define what a parking demand study is.	TA	See comment 3	IMG
27	(6)(B) WAIVER	(1) for major development? (i) The developer will may provide a parking demand study, conducted by an engineer licensed in the State of Alaska, to demonstrate the actual parking needs of the development or will provide sufficient information for the commission to make a determination (2) for minor development? (i) A parking demand study may be required, at the director's discretion, for minor development.	ND	See proposed rewrite of section	IMG
28	(6)(B) WAIVER	(6) The developer provides one or a mixture of the following, as determined by the director for minor development or planning commission for major development:.... (2) Parking demand study? For what size development? Even "major" development can be pretty small. (3) Density bonus items? (From 04 CBJAC 025.010) (6) Design bonuses (similar to what is proposed in Auke Bay: canopies, first floor transparency, covered patio seating, visual screening of parking areas, landscaping)	ND	See proposed rewrite of section	IMG
1	General Waiver	Revise parking waiver to apply within the entire CBJ (Delete 49.40.210.d.6.A.2).	TA	Waiver prohibition removed. Do we need to structure the ORD differently to avoid confusion?	IMG
2	General Waiver	I do not care for the point scoring based waiver criteria (i.e. how density bonus is setup).	TA	Point system not proposed in Ord 7	IMG

PROJECT AGNOSTIC

NARROWLY TAILORED

Mission:

Consider global parking code amendments with the opportunity for the public comment and ask them to prioritize this issue due to time constraints.

49.40.210 - Minimum space and dimensional standards for parking and off-street loading.

(d) *Exceptions.*

- (1) ~~Superimposed~~ Town Center parking districts. There is an adopted parking district map dated [date] as the same may be amended from time to time by the assembly by ordinance. In the parking district:

(A) The off-street parking ~~and loading~~ requirements set forth in subsections (a) and (c)(2) of this section may be reduced 60 percent for expansion of an existing building or construction of a new building.

(B) The off-street parking ~~and loading requirements~~ set forth in subsections (a) and (c)(2) of this section shall not apply to existing buildings, except in the case of an expansion.

- (5) Fee in lieu of parking spaces. In the Town Center parking district:

(A) Off-street parking for new and existing developments, for any use, may be met by paying a fee in lieu of space construction if the requirements of this section are met. The determination of whether these requirements are met shall be made by the Director for minor development, or by the Commission for major development.

~~(C) The property seeking fee-in-lieu payment to meet the parking requirement must be supported by a finding by the Director or Commission as set forth in CBJ 49.40.210(d)(5)(B), above, that it will not have significant adverse impacts on nearby on-street parking and is:~~

~~(i) Occupied by a building built within the 50 years prior to the date of adoption of this ordinance; OR~~

~~(iii) Occupied by a building built more than 50 years prior to the date of adoption of this ordinance, and the Director or Commission, after considering the recommendation of the Historic Resources Advisory Committee, finds that the proposed development does not affect the historical significance, historical attributes, or otherwise compromise the historic integrity of the structure based on the United States Secretary of the Interior's Standards for Rehabilitation.~~

(C REVISED) For a property seeking fee-in-lieu payment to meet parking requirements, the Director or Commission must provide a finding as set forth in CBJ 49.40.210(d)(5)(B), above, that:

(i) For lots occupied by a building built within the 50 years prior to the date of application, the waiver will not have significant adverse impacts on nearby on-street parking; OR

(iii) For lots occupied by a building built more than 50 years prior to the date of application, the waiver will not have significant adverse impacts on nearby on-street parking; AND

- If the lot is in the Historic District, a Historic Resources Advisory Committee review in accordance with 49.70.520; OR

Commented [IG1]: The PC asked us to smote language that seemed conflicting or confusing, such as using the term "waiver" in this section.

Commented [IG2]: Do we need to say that? Or is it obvious since it is in the fee-in-lieu section?

Commented [IG3]: Comparing to the existing language, the date of the ordinance is not a determinant on if a property may be historic. Neither, purely, is age, thus the following bullets.

Commented [IG4]: The existing language compels an HRAC review not required under 49.70 Article 5, and uses language that is more detailed than in this section of code. Really, the requirements for the HRAC should lie in Article 5.

- If the lot is not in the Historic District, an HRAC review can be required at the discretion of the Director.
- (D) The applicant shall pay a one-time fee to the City and Borough of \$8,500.00 per parking space ~~waived paid for~~ under this section. ~~For residential uses, this fee shall be reduced by 50 percent to \$4,250.00.~~ This fee shall be adjusted annually by the Finance Department to reflect the changes in the Consumer Price Index for Anchorage as calculated by the State of Alaska, Department of Labor; or the United States Department of Labor, Bureau of Labor Statistics.
- (E) Any fee due and not paid within 45 days after the development obtains temporary or permanent occupancy, or, in the case of existing developments, 45 days after the ~~waiver fee in lieu of construction~~ is granted, shall be a lien upon all real property involved and shall be paid in ten equal annual principal payments plus interest. The lien shall be recorded and shall have the same priority as a City and Borough special assessment lien. Except as provided herein, the annual payments shall be paid in the same manner and on the same schedule as provided for special assessments, including penalties and interest on delinquent payments, as provided in CBJ 15.10.220. The annual interest rate on unpaid fees shall be one percent above the Wall Street Journal Prime Rate, or similar published rate, on January 2nd of the calendar year the agreement is entered into, rounded to the nearest full percentage point, as determined by the finance director.
- (6) *Parking waivers.* The required number of non-accessible parking spaces required by this section may be reduced if the requirements of this subsection are met. The determination of whether these requirements are met, with or without conditions, deemed necessary for consistency with this title, shall be made by the Director in the case of minor development; the Commission in the case of major development; and the commission if the application relates to a series of applications for minor developments that, taken together, constitute major development, as determined by the director.
- (A) Any waiver granted under this subsection shall be in writing and shall include the following required findings and any conditions, such as public amenities, imposed by the director or commission that are consistent with the purpose of this title:
- (1) The granting of the waiver would result in more benefits than detriments to the community as a whole as identified by the comprehensive plan;
 - (3) Granting the waiver will not result in adverse impacts to property in the neighboring area; and
 - (4) The waiver will not materially endanger public health, safety, or welfare.
- (B) In making their determination, the Director or Commission will consider the following:
- (1) Parking studies, or data provided by the applicant that documents use.
 - (2) Pedestrian improvements that comply with CBJ standards
 - (3) Provision for alternative transportation
 - a. Transit improvements, such as pull-outs and transit shelters, must have the "approval" (too strong a word) of CBJ Capital Transit.
 - (4) Traffic mitigation measures, supported by industry standards
 - (5) Accommodations for emergency services
 - a. Accommodations for city emergency services must have the "approval" of Capital City Fire and Rescue.
 - (6) Bike and pedestrian amenities

Commented [IG5]: Committee direction was to remove subjectivity to the maximum extent possible, but soften the requirements. Not sure how to execute on that. We've not yet received ideas from Commissioners but here are some opening position items. Is this the language we want to use? (Director and Commish WILL)

a. Restrooms

b. Covered pathways or sidewalks

c. Covered bike racks

d. Bike lockers

(7) Storm drainage features, including permeable surfaces or landscaping

(8) Accommodations for electrically-powered vehicles

(9) Mixed use development

(10) Maintenance of scenic vistas, facilitated by reduced parking or site plan modifications facilitated by reduced parking (does that need to be said?)

(11) Crime Prevention through Environmental Design elements

a. Improvements must have the "approval" of the Juneau Police Department.

(12) Measures to transition from fossil fuels to renewable hydro for heating and transportation.

(13) Parking for compact vehicles

a. Size?

b. Number? Do we want to limit the percentage of spots that can be compact? If we do that, is it really something specific to a parking waiver, or should we put that elsewhere? Sum: How to trade off regular spots and compact spots.

(14) Historic Resources Advisory Committee review reports.

Commented [IG6]: Juneau Renewable Energy Strategy, do we want this to be part of a public plan or strategy?

Commented [IG7]: BluePrint visioning Report

Commented [IG8]: Will require mods to 49.40.210. An initial search has compact spaces weighing in at 8' wide and 16' long. Our regular spaces are 8.5 feet wide and 17' long.

- (C) Applications for parking waivers shall be on a form specified by the director and shall be accompanied by a one-time fee of \$400. If the application is filed in conjunction with a major development permit, the fee shall be reduced by 20 percent.
- (D) The director shall mail notice of any complete parking waiver application to the owners of record of all property located within a 250-foot radius of the site seeking the waiver. If the parking waiver application is filed in conjunction with a major development permit, notice of both applications shall be made concurrently in accordance with CBJ 49.15.230.
- (E) Approved parking waivers shall expire upon a change in use.

(Serial No. 87-49, § 2, 1987; Serial No. 89-05, § 4, 1989; Serial No. 89-33, § 5, 1989; Serial No. 92-11, §§ 3, 4, 1992; Serial No. 2006-14(b), § 2, 5-15-2006; Serial No. 2006-15, §§ 11, 12, 6-5-2006; Serial No. 2006-33am, § 2, 10-30-2006, eff. 11-20-2006; Serial No. 2007-18, § 2, 4-23-2007; Serial No. 2009-22(b), § 4, 10-12-2009; Serial No. 2010-22, § 5, 7-19-2010; [Serial No. 2016-14, § 2, 5-2-2016, eff. 6-2-2016](#); [Serial No. 2016-46, § 3, 3-6-2017, eff. 4-4-2017](#); [Serial No. 2018-31, § 3, 6-4-2018, eff. 7-5-2018](#); [Serial No. 2019-37, § 6, 3-16-2020, eff. 4-16-2020](#).)