Central Business District Parking Analysis and Long Term Public Parking Strategy

Final Report

Submitted to:

City of Hudson /
Hudson Area Chamber of Commerce
and Tourism Bureau

March 2017

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March 24, 2017

Mr. Denny Darnold
Community Development Director
City of Hudson
505 Third Street
Hudson, WI 54016-1694

Dear Denny,

We are pleased to submit our Final Report of the Central Business District Parking Analysis and Long Term Public Parking Strategy. This Final Report addresses questions posed by the Mayor and members of the City of Hudson Common Council during the review and presentation of the Draft Report to this body.

As requested, the report quantifies and qualifies the parking needs at various critical points during the year understanding the unique qualities of Hudson. It uses the collected information to assess and recommend solutions to identified deficiencies within the parking system, in order to help the City to continue to make Downtown Hudson a great destination for residents and visitors alike.

We very much appreciate your efforts in bringing this project to this conclusion and wish to thank you, the Mayor and members of the Hudson Common Council for your diligent review and constructive comments regarding the preliminary analysis and draft final reports. We also wish to thank those business owners, members of City staff and others who graciously shared their time with us during our data collection and analysis efforts. Without this involvement, our task would have been much more difficult and certainly lacking in the benefits that were obtained from this collaboration. On behalf of Rich & Associates it has been our pleasure to work with all of you.

Finally, on a personal note, I wish you the best for a long, happy and healthy retirement. Your efforts in this analysis have been much appreciated and reflect positively on the beneficial service you have provided to the residents of Hudson. It has been my pleasure to work with you throughout this process.

Sincerely,
Rich & Associates, Inc.

David W Burr

David W. Burr
Senior Project Manager

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APPENDIX

SECTION 1 – EXECUTIVE SUMMARY

Introduction

Rich & Associates have conducted an analysis of the existing and future parking needs for downtown Hudson, Wisconsin. The primary focus of the analysis has been to compare the amount of parking needed at various times of the year to the amount of public and private parking provided. To accomplish this, the analysis has quantified and compared the amount of parking supply to the calculated and observed existing parking demand. Applying the parking generation rates from the existing analysis to future estimates of land use, Rich has projected the anticipated future parking demand versus available parking supply.

An additional goal of the analysis has been to look at other factors affecting the use of parking downtown. These other issues included the allocation of public versus private supply, zoning requirements particularly for new development within the downtown, enforcement and payment policies and potential regulations for certain special use needs.

Summary Results

Within the 27-block study area there is an existing parking supply of 1,956 spaces of which 1,178 spaces are publicly available (60%) and 778 spaces are privately controlled. The proportion of publicly available versus privately controlled parking exceeds Rich's best practice recommendation that a minimum of 50 percent of the total parking supply be publicly available.

Analysis of three two-day periods where the parking supply within the downtown was directly observed by Rich & Associates showed that peak needs occurred on a Friday evening during the summer months when 69 percent of the total supply was occupied and as much as 84 percent of the publicly available parking. Peak occupancy occurring during the evening hours was consistently observed over the six days of observations. This was preceded by a smaller early afternoon peak,

followed by a decline in utilization before increasing to each day's overall peak.

In evaluating the parking demand versus parking supply, there are two ways of comparing these values. The first method, referred to as the "gross basis", compares total demand against total parking supply. However, this can misrepresent conditions because frequently surplus parking spaces in privately owned parking lots are not available to users from other businesses or blocks. The more accurate method to relate parking demand and supply is to eliminate these surplus private spaces from the calculations. After discounting surplus private parking, the parking demand model developed to demonstrate the parking needs has determined that the entire 27-block study area has a current surplus that ranges from 71± spaces to 195± spaces. This is referred to as the "net basis". These values compare to a surplus calculated on the gross basis that ranges from 500 to 623 spaces. In both cases, the variable range in the values is due to factoring for the impact that activity at the Phipps Center for the Arts has on downtown parking needs. This is because the Phipps Center has two auditoriums for public performances, a 125-seat theater and 250-seat theater. The demand variation therefore comes from whether the large or smaller capacity is considered.

Alternatively, if just the 14 "core" blocks are considered, which are those blocks south of Vine Street to Buckeye Street and west of 3rd Street; the downtown has a deficit on the net basis which ranges from 230± spaces to 353± spaces. This variation again is based on factoring for the level of activity at the Phipps Center.

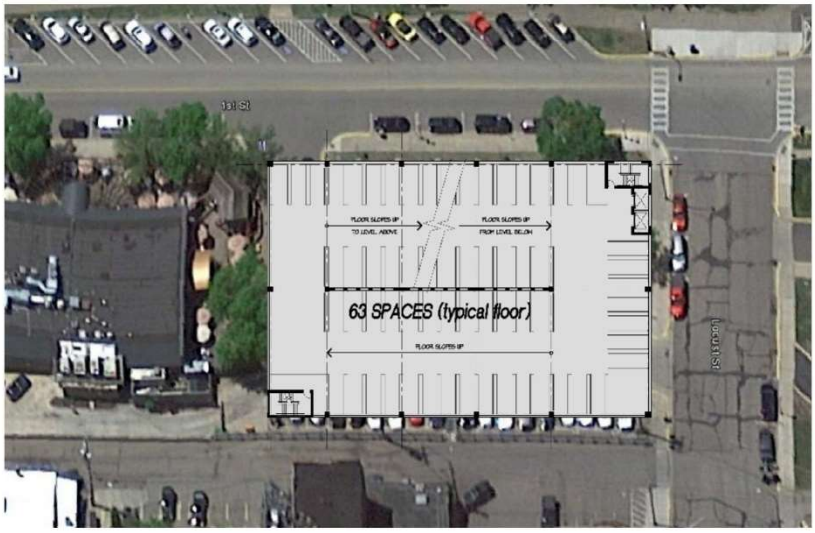
Given planned publicly announced projects occurring in the downtown, the overall (27-block) surplus could be reduced to as few as 42± spaces. Within the core blocks, the deficit will increase and will range from 258± spaces to as many as 382± spaces. This assumes however that all existing parking demand remains, including the Grand Duchess dinner cruise in the summer months. The potential deficit conditions also assume the level of utilization of existing public and private parking remain unchanged.

Analysis of the parking system revenues and expenses, although showing that the parking system is covering existing costs of operation, it is doing so minimally. Existing revenues do not appear to be sufficient to cover capital investment in new facilities or upgrading equipment. Currently, just 31 percent of the designated public spaces downtown are metered or require use of a permit. Current permit rates of $100.00 annually (or $10.00 monthly if paid on this basis) are effectively providing parking for as little as $0.05 per hour (assuming a full-time employee working 2,000 hours per year).

Fines from parking enforcement have declined from a high of $86,000 in 2011 to an amount reported for 2015 of just $34,000. Enforcement is a necessary task in a well-run and successful parking system.

Current zoning requirements exclude the first 6,000 square feet from applications of the City's parking requirements which encourages developers to stay below this threshold.

Recommendations



Given existing conditions, development of a public parking structure is likely needed to address the current and projected deficit of parking. This may be reduced however, if the City and private businesses can work together to find opportunities to increase the use of surplus private parking during the evening peaks by evening restaurant staff or staff of other businesses. Getting some staff out of public parking into what may otherwise be un-used private spaces may mitigate the amount of additional parking that may be needed. Parking structure options on three alternative sites have been developed that can provide net parking additions to the downtown parking supply ranging from 337± spaces to 352± spaces. However, development of any one of these facilities is likely to require that these new spaces in the structure, plus additional existing parking spaces, be made part of the paid parking system. Even with these new spaces added to the paid parking system, because of the high costs of a new parking garage, rates would likely have to increase.

Increasing the number of parking spaces requiring payment can be done using either single space meters or multi-space pay stations. The first option would be to eliminate all single space parking meters and cover the required number of paid parking spaces downtown using up to 41 multi-space pay stations. This option would cost just over $285,000, not including costs of installation or maintenance. The second option would require replacing all the old existing on-street single space parking meters with new units combined with additional new units to cover an expanded proportion of the public parking supply. Rich estimates that 465 single-space meters would be needed for the on-street spaces (for replacement and expansion) plus eight multi-space pay stations to cost-effectively cover the five City-owned parking lots. This option would cost approximately $300,000, again not including costs of installation or maintenance. Return on Investment calculations show that these two options would be virtually identical.

Additional changes are recommended for time limitations of certain on-street parking, particularly within the core blocks as well as designating where city-issued permits can be used. Rich is also recommending that changes to the parking enforcement be implemented to ensure not only consistent enforcement but customer friendly options such as “courtesy tickets”. Modifications to the zoning ordinance is also recommended related to new and existing construction within the Central Business District.

SECTION 2 – CURRENT PARKING CONDITIONS ANALYSIS

Introduction

Current perceptions are of a parking system struggling to meet the needs of visitors, employees and business owners, particularly during evening hours when the many fine restaurants downtown experience heavy use. When coupled with other evening activities at the Phipps Center or elsewhere, the parking in certain core blocks can become very congested.

Methodology

Rich & Associates performed a series of steps to accurately assess the parking need and compare this against the parking supply for both the existing and projected future conditions. This included:

a) a complete inventory of the existing public and private parking supply within the defined 27-block study area

b) an assessment of existing land uses including type of use, square footage, available parking etc. From this, an assessment of current and future parking demand versus supply could be completed

c) Stakeholder interviews with key groups including businesses, City staff, chamber of commerce staff and police department

d) Observations of the existing utilization of parking conducted on six dates over three different observation periods

    a. Late July during the height of the vacation season

    b. Early October after the tourist's season peaks

    c. Holiday shopping period which was conducted in early December

e) parking supply versus parking demand determination

    a. current and future

f) an economic assessment of the expenses and revenues from the parking system to identify the revenue needs for funding potential parking improvements.

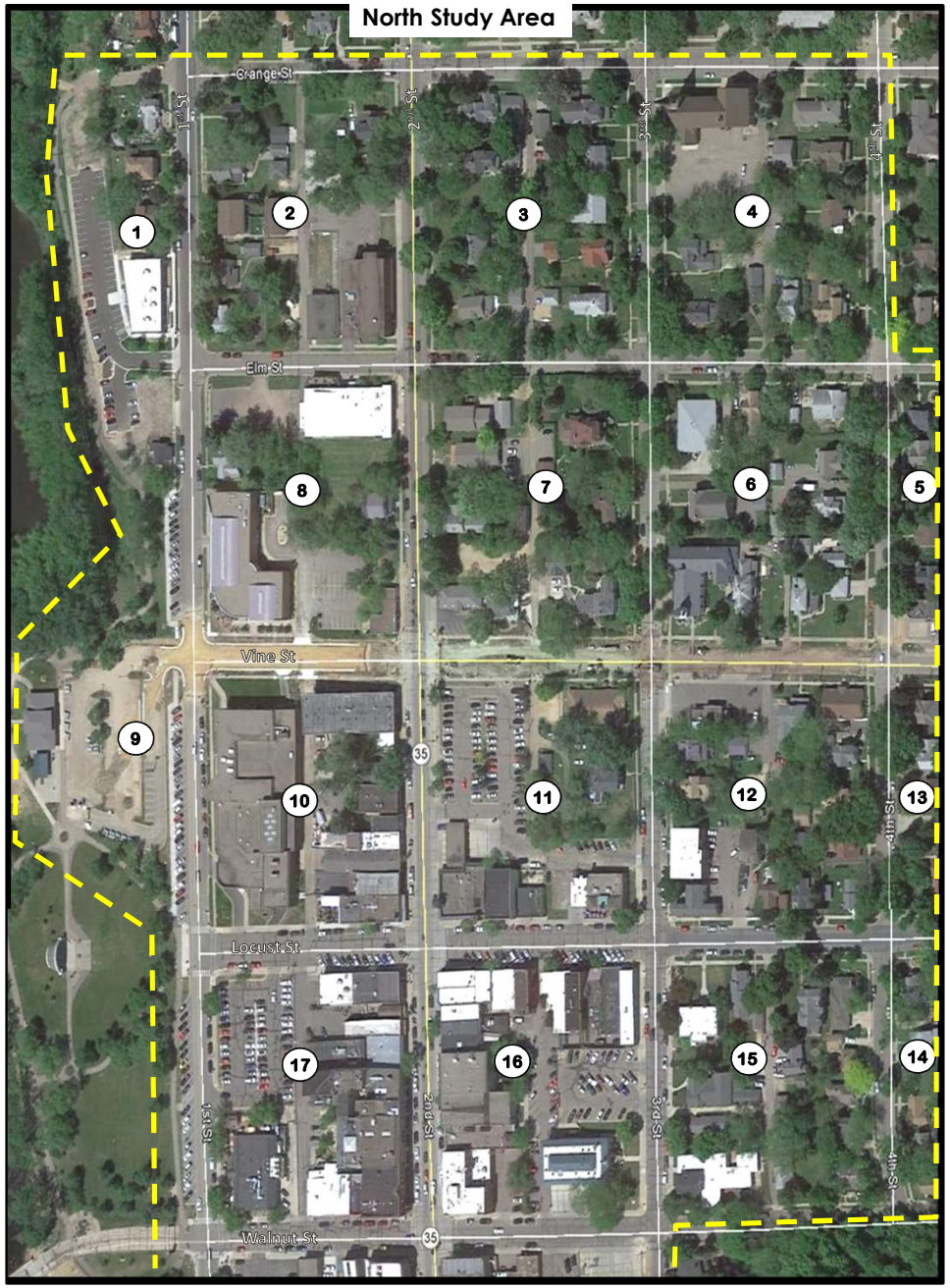
Parking Supply

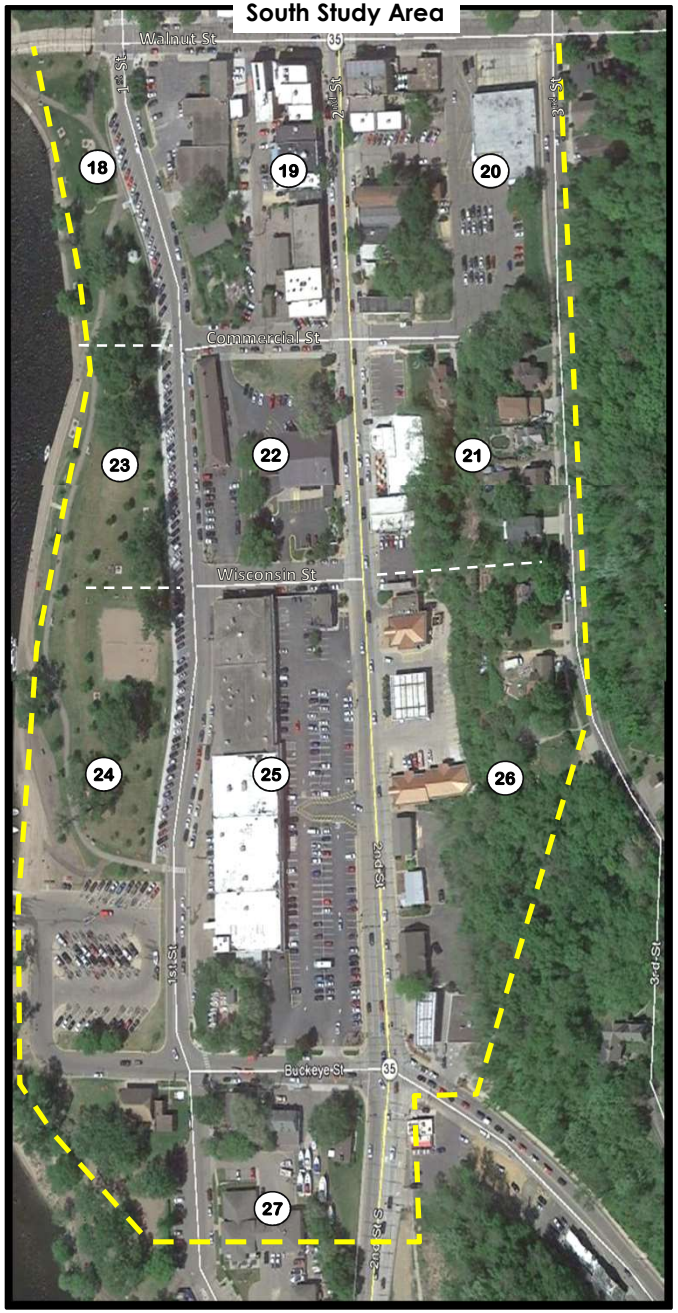
Among the first task completed was quantifying and qualifying all parking supply available to patrons, staff and businesses in downtown Hudson. This included all public and private supply both on-street and off-street within the defined 27 block study area. The included blocks extended from the Marina on the south to Orange Street on the north and from the St. Croix River east to 4th Street. Map 1 shows the defined study area with each block numbered.

Total available parking in downtown Hudson totals just short of 2,000 spaces (1,956). Of this number, 60 percent is publicly available with the balance of 40 percent privately provided. This ratio of public to private parking supply meets Rich's best practice that at least 50 percent of the parking in a downtown environment be publicly available. This is intended to facilitate not only an efficient use of parking but helps make for a more walkable community and helps the municipality control parking rates. When there is too high a proportion of privately provided parking, patrons are generally required to move their vehicle when visiting multiple destinations within the downtown (as the business owner would want the parking space available for the next customer) which restricts the walkability of the community. Under Rich's definition of publicly provided parking there are no restrictions on where someone may go once parked or the parking is not intended just for specific users such as the boat launch lot (which is the reason Rich defines the boat launch lot as private).

Table 1 – Parking Supply Summary

Type of Supply	Public	Private	Total
On-Street Supply	827	0	**827**
Percentage	100%	0%	**100%**
Off-Street Supply	351	778	**1,129**
Percentage	31%	69%	**100%**
Total	**1,178**	**778**	**1,956**
Percentage	**60%**	**40%**	**100%**





CITY OF HUDSON

Hudson, Wisconsin

PARKING STUDY

Sheet Title:

PARKING SUPPLY

Study Area

LEGEND:

Study Area

(#) BLOCK NUMBER

BLOCK FACE KEY PLAN:

A
D (#) B
C

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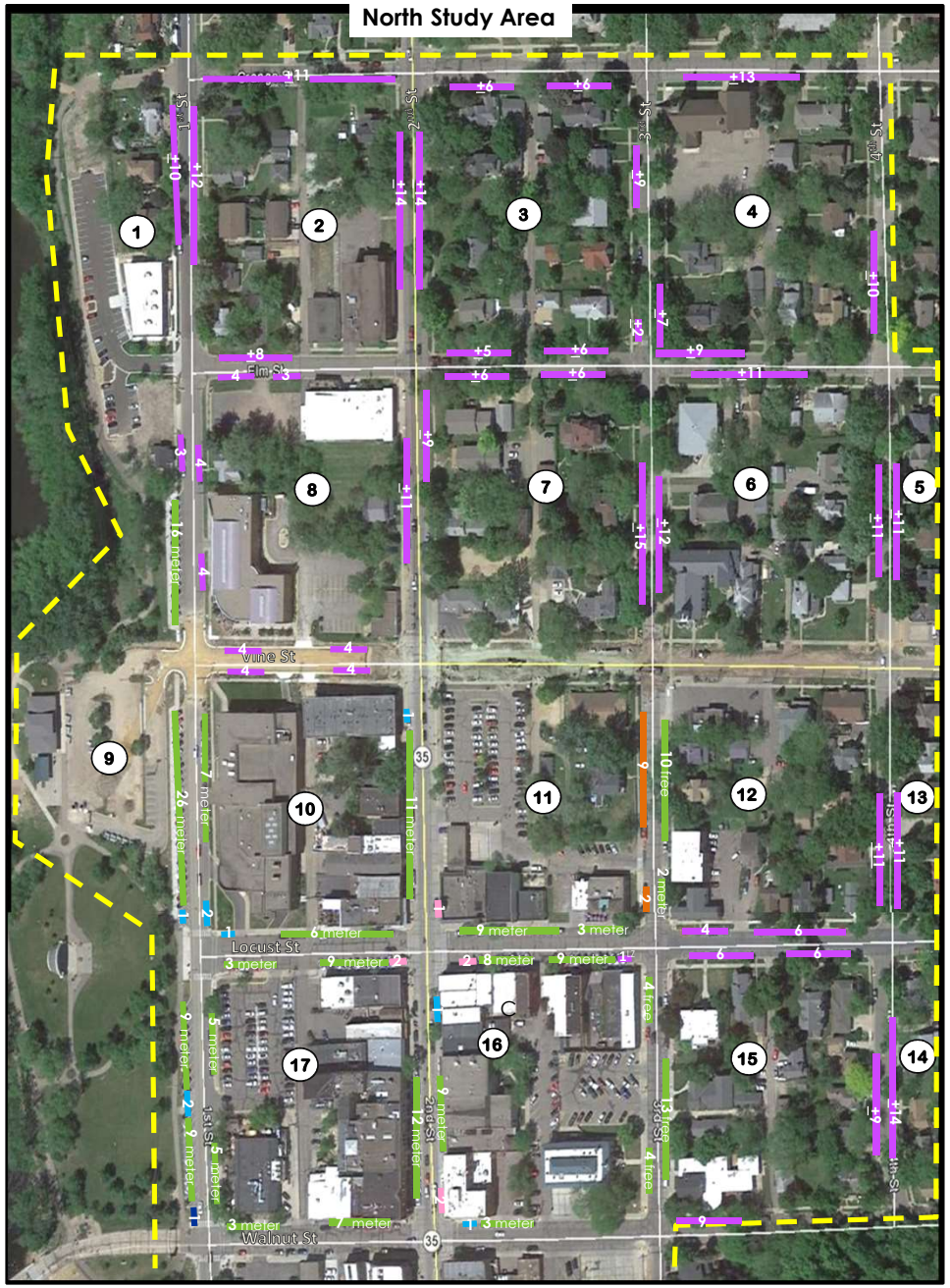
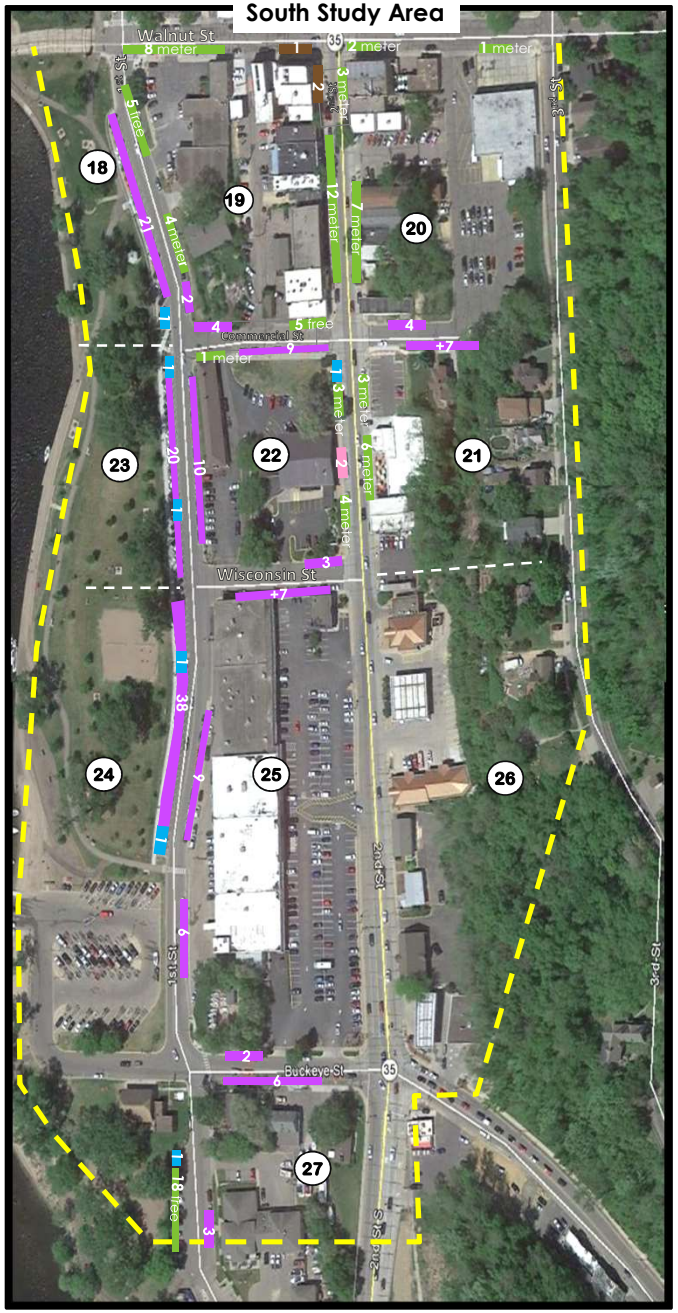
On-Street Parking

The on-street supply summary demonstrated by Table 2 below shows that on street parking is a mixture of designated paid and free parking spaces. Some of the free parking (65 spaces) is time limited (two or four hours) while many other free spaces (503 spaces) carry no restrictions on length of stay. Locations showing the amount and type of on-street parking is shown on Map 2 on page 8. Detailed tables showing the on-street and off-street supply by block are included in the Appendix of this report.

Table 2 – On-Street Parking Supply Summary

		Free (Un-Striped)	Free (Striped)	2H Meter	2-Hour Free	4-Hour Free (Striped)	Barrier Free (Handicap Accessible)	Loading	10 Min	15 Min	TOTAL
GRAND TOTAL		**366**	**137**	**230**	**46**	**19**	**16**	**1**	**3**	**9**	**827**
% of Total		**44.3%**	**16.6%**	**27.8%**	**5.6%**	**2.3%**	**1.9%**	**0.1%**	**0.4%**	**1.1%**	**100.0%**





CITY OF HUDSON

Hudson, Wisconsin

PARKING STUDY

Sheet Title:

PARKING SUPPLY
ON-STREET

LEGEND:

Study Area

(#) BLOCK NUMBER

BLOCK FACE KEY PLAN:

A
D (#) B
C

ON-STREET PARKING

- 10 MINUTES
- 15 MINUTES
- 30 MINUTES
- 1 HOUR
- 2 HOURS
- 4 HOUR
- UNRESTRICTED
- BARRIER FREE
- MOTORCYCLE

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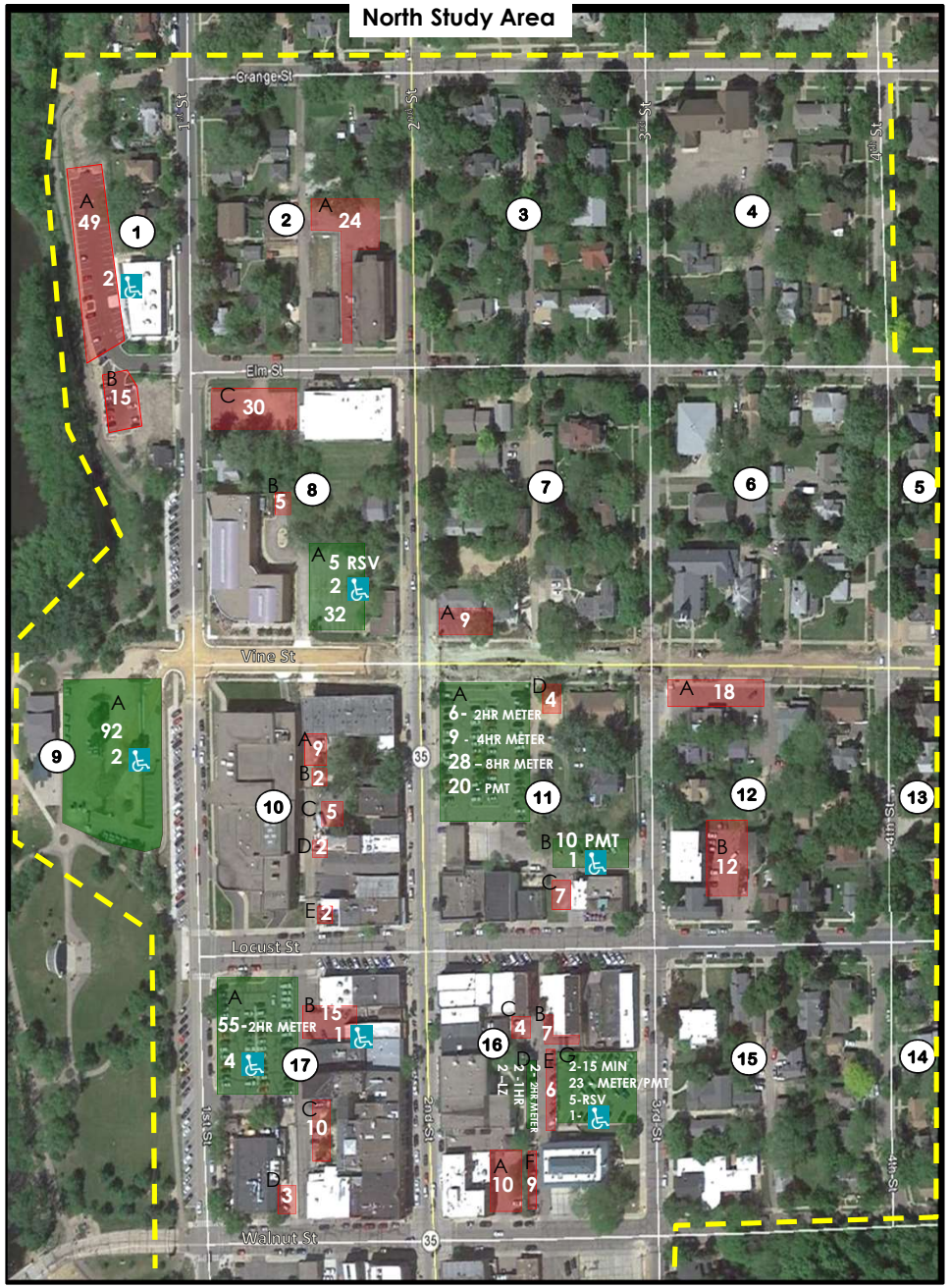
Off-Street Parking

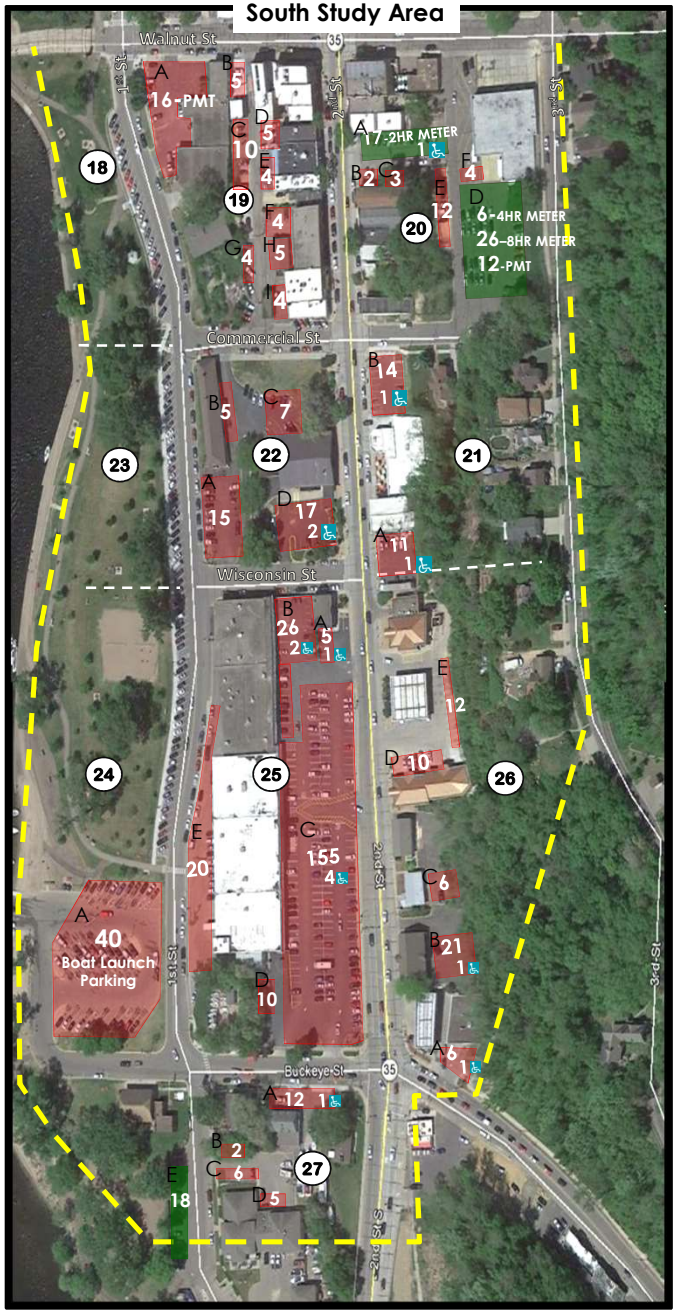
The off-street supply in the downtown study area is similarly a mixture of paid and free city provided parking. Additionally, the off-street supply consists of numerous small lots (with several large lots) provided by businesses, buildings or commercial developments intended only for use by their tenants, visitors or staff.

Table 3 below shows that only about one-third of the off-street parking is publicly provided. The fact that overall 60 percent of all parking downtown is publicly provided means that the majority of public parking is on-street. The location and capacity of off-street parking is demonstrated by Map 3 on page 10.

Table 3 – Off-Street Parking Supply Summary

	Public Parking										
Name	Permit	Permit / Meter	Reserved	Handicap	Free (No Limit)	15Min (Free)	2-Hour (Meter)	2-Hour (Free)	4-Hour (Free)	8-Hour (Free)	TOTAL
Total Off-Street	42	37	0	11	130	2	60	0	15	54	351
Percentage Public/Private	12%	11%	0%	3%	37%	1%	17%	0%	4%	15%	100%
											31%
					Private Parking						Total
					Private	HCP	Permit	30 Min LZ	Reserved	TOTAL	
Total Off-Street					716	20	30	2	10	778	1,129
Percentage Public/Private					92%	3%	4%	0%	1%	100%	
										69%	





CITY OF HUDSON

Hudson, Wisconsin

PARKING STUDY

Sheet Title:

PARKING SUPPLY
OFF-STREET

LEGEND:

Study Area

(#) BLOCK NUMBER

BLOCK FACE KEY PLAN:

A
D (#) B
C

OFF-STREET PARKING

- PRIVATE
- PUBLIC
- RSV Reserved
- PMT Permit
- BARRIER FREE

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Parking Occupancy Counts

A significant component of the analysis completed for the City of Hudson was the completion of six days of parking utilization counts as noted in the Methodology Section. The City requested that these counts be conducted over three different observation periods:

A) During the height of the summer tourists season (Friday July 22 / Saturday July 23, 2016)

B) In the fall after the tourist season (Friday October 14 / Saturday October 15, 2016)

C) Between Thanksgiving and Christmas during the holiday shopping season (Friday December 9/Saturday December 10, 2016)

On a Friday and Saturday during each of these three observation periods, Rich & Associates staff recorded the occupancy of many on-street and off-street parking spaces. The counts began at 8:00 am on each day and continued until approximately 8:00 pm (the last set of counts started at 7:00 pm on each date). This data is detailed in the Appendix of the report.

Table 4 below summarizes the hourly results from the six daily counts. This information shows that there were slight variations in the number of spaces observed on several dates as various construction projects in on-street or off-street parking lots prevented access to some spaces. The results show that peak occupancy occurred coincident with the evening counts on Friday July 22nd.

Table 4 – Summary Occupancy Results

			Total Observed Spaces					
Day of Week	**Date**	**Supply Inventoried**	**8:00 - 10:00**	**10:00 - 12:00**	**1:00 - 3:00**	**3:00 - 5:00**	**5:00 - 7:00**	**7:00 - 9:00**
			Percentage of Observed Spaces Occupied					
Friday	**7-22-16**	1,591	25%	43%	58%	48%	59%	69%
Saturday	**7-23-16**	1,616	23%	35%	45%	40%	48%	60%
Friday	**10-14-16**	1,608	26%	44%	56%	47%	57%	66%
Saturday	**10-15-16**	1,632	25%	41%	53%	45%	55%	60%
Friday	**12-9-16**	1,633	28%	39%	54%	45%	56%	63%
Saturday	**12-10-16**	1,632	19%	36%	50%	43%	43%	45%

Figure 1 below shows the comparative percentage of observed spaces that were occupied during each hourly count period across the six observation dates. Table 4 and Figure 1 show that the highest occupancies occurred (for the most part) coincident with the Friday July 22nd counts. Contrary to expectations, occupancy counts were lower than expected during the daytime hours coincident with the Saturday July 23rd counts but this *may* be due to the significant rain that occurred on that date. Similarly, the significantly lower values observed during the later afternoon and evening on the Saturday December 10th counts compared to earlier in the day *are likely* to have been due to snow occurring during the afternoon and evening.

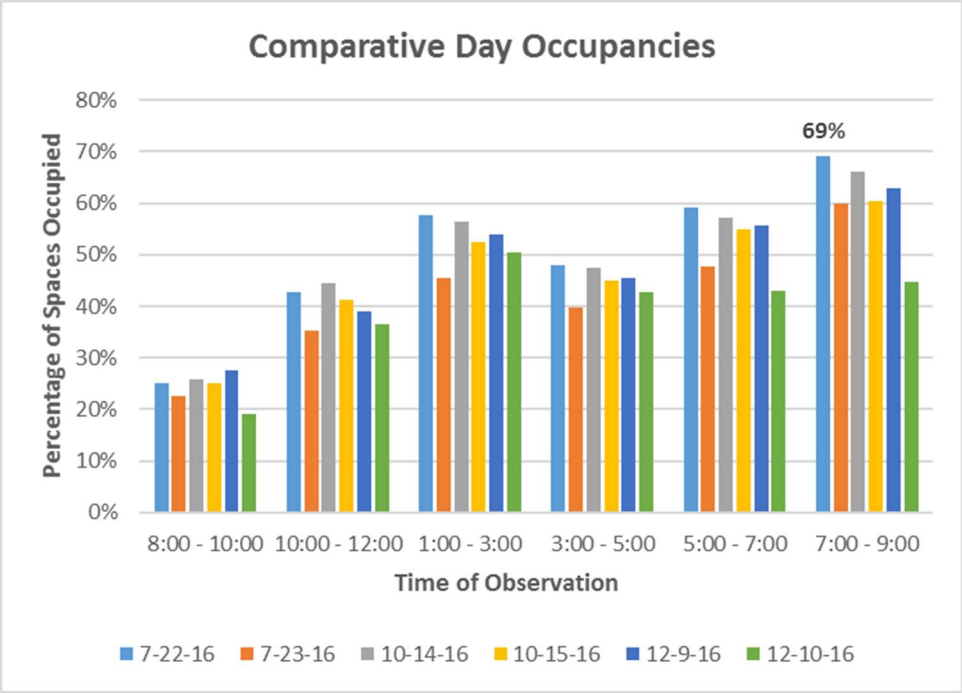


Figure 1- Comparative Percentage Occupancy - Six Occupancy Count Dates

Public Parking Occupancy

Rich also detailed the occupancy counts separating the utilization of public and private space occupancies. Public parking includes all on-street parking and various city-owned lots and comprises approximately 60 percent of the downtown parking supply.

Figures 2 and 3 demonstrate the Public parking space occupancies separately for the Friday and Saturday observation dates respectively. The spaces that are publicly available (meaning patrons can park in them regardless of their ultimate destination) showed that the maximum occupancy occurred coincident with the summer Friday counts when 84 percent of the observed spaces were occupied. This is demonstrated by Figure 2 below. This occurred during the evening counts (counts beginning at 7:00 pm). Results were

somewhat similar for the Saturday counts in the summer with peak occupancy reaching 77 percent in the evening, although the Saturday summertime daytime counts (prior to about 3:00 pm) on this date were lower than both the October and December counts presumably due to the significant rain that fell much of the day before clearing in late afternoon.

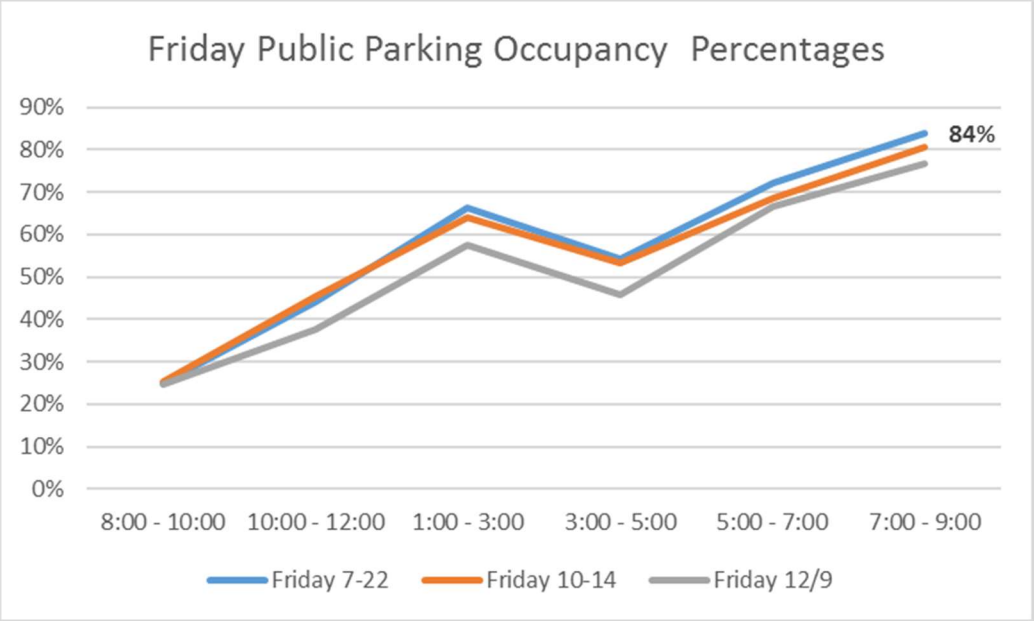


Figure 2- Public Space Parking Occupancy - 3 Friday Occupancy Count Dates

Table 5 - Public Parking Occupancy Results

			Public Parking					
Day of Week	**Date**	**Supply Inventoried**	**8:00 - 10:00**	**10:00 - 12:00**	**1:00 - 3:00**	**3:00 - 5:00**	**5:00 - 7:00**	**7:00 - 9:00**
			Percentage of Public Spaces Occupied					
Friday	**7-22-16**	1,007	25%	44%	66%	54%	72%	84%
Saturday	**7-23-16**	1,045	22%	38%	54%	48%	59%	77%
Friday	**10-14-16**	1,040	25%	45%	64%	53%	68%	80%
Saturday	**10-15-16**	1,064	25%	43%	61%	55%	68%	76%
Friday	**12-9-16**	1,066	25%	38%	57%	46%	67%	77%
Saturday	**12-10-16**	1,065	15%	37%	60%	50%	52%	56%

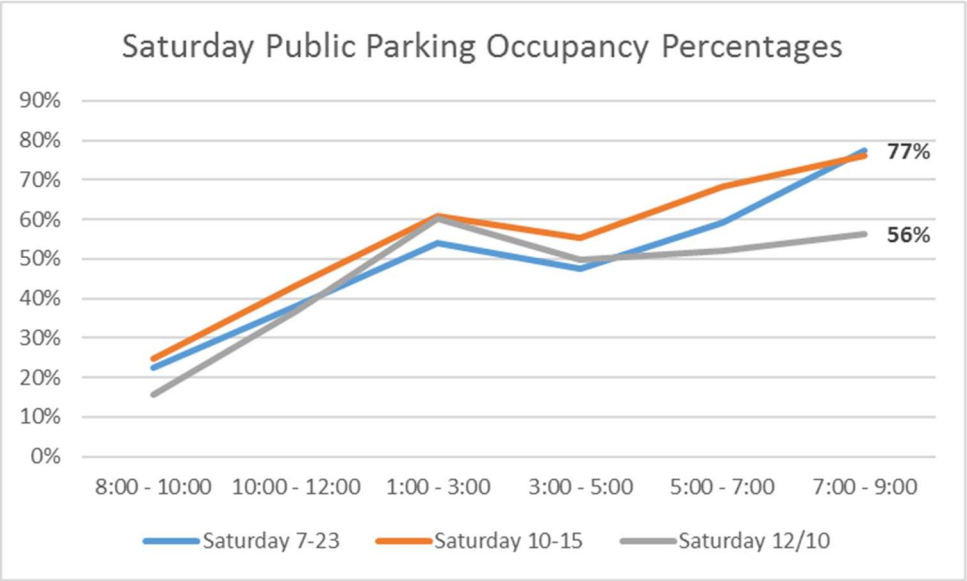


Figure 3 - Public Space Parking Occupancy - 3 Saturday Occupancy Count Dates

Private Parking Occupancy

These observed results of the public spaces can be contrasted with the observed occupancies in privately controlled spaces where the maximum observed occupancy was less than one-half of the number of available privately controlled parking at peak time. This is not unexpected since 1) private parking is generally only available if someone's destination is that business and 2) the patron is generally expected to move their vehicle when their visit is concluded unlike use of public parking where patrons could visit multiple destinations.

Table 6 - Private Lots Parking Occupancy Results

			Private Parking					
Day of Week	**Date**	**Supply Inventoried**	**8:00 - 10:00**	**10:00 - 12:00**	**1:00 - 3:00**	**3:00 - 5:00**	**5:00 - 7:00**	**7:00 - 9:00**
			Percentage of Private Spaces Occupied					
Friday	**7-22-16**	584	25%	40%	43%	37%	37%	43%
Saturday	**7-23-16**	571	23%	30%	30%	25%	26%	28%
Friday	**10-14-16**	568	27%	42%	43%	37%	36%	40%
Saturday	**10-15-16**	568	26%	38%	37%	26%	30%	31%
Friday	**12-9-16**	567	33%	42%	48%	45%	35%	37%
Saturday	**12-10-16**	567	26%	36%	32%	29%	26%	23%

Figure 4 demonstrates the Friday results for the privately controlled spaces observed. In all cases, the Friday results for private parking spaces were higher than the values observed on the adjoining Saturday, which is to be expected since many offices would be closed then.

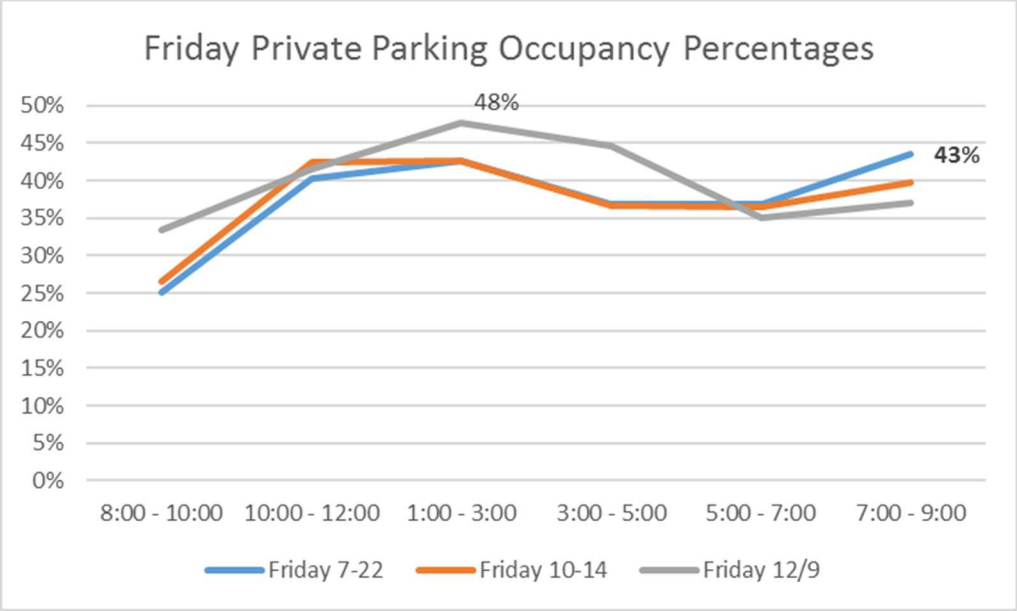
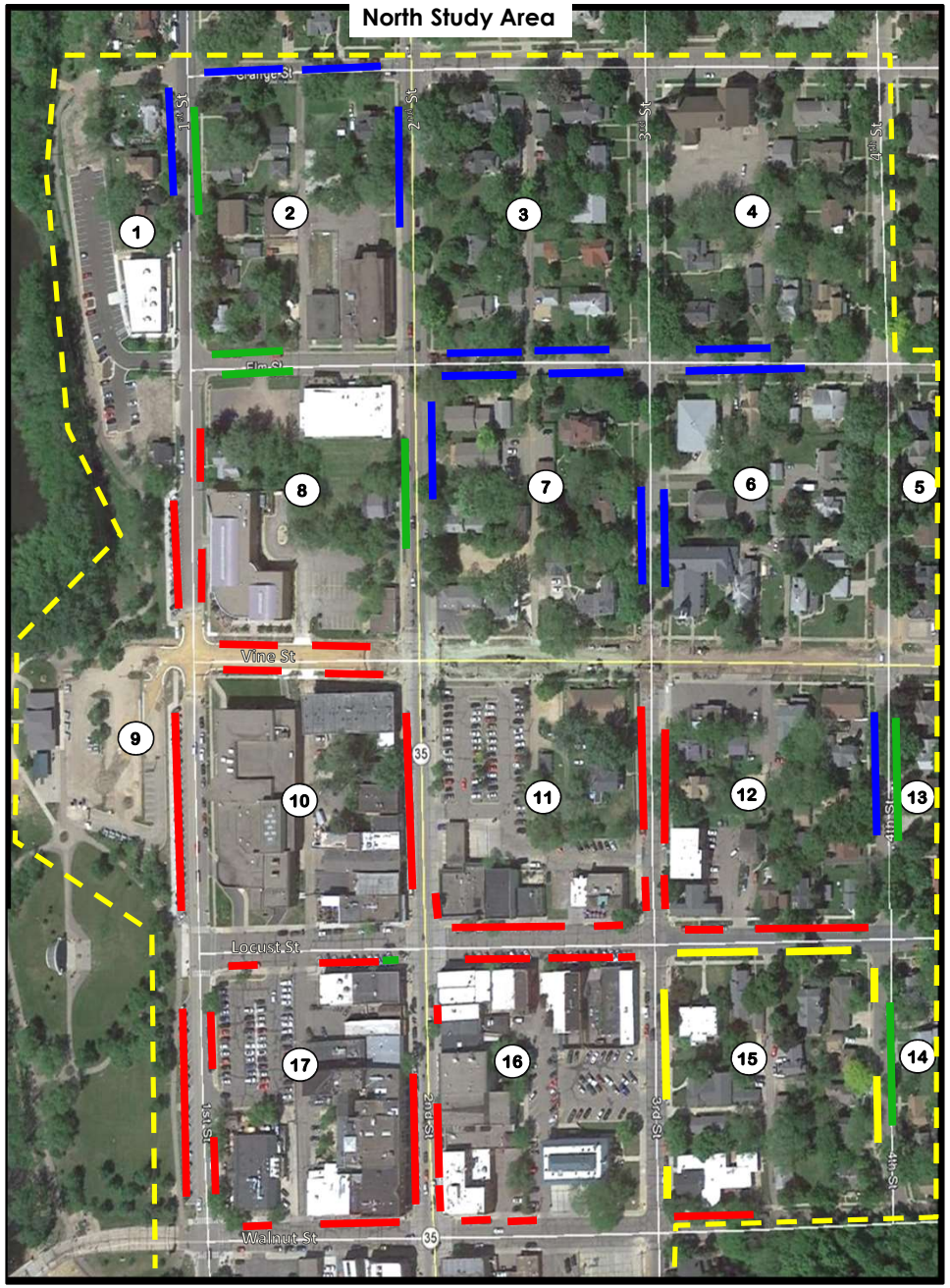


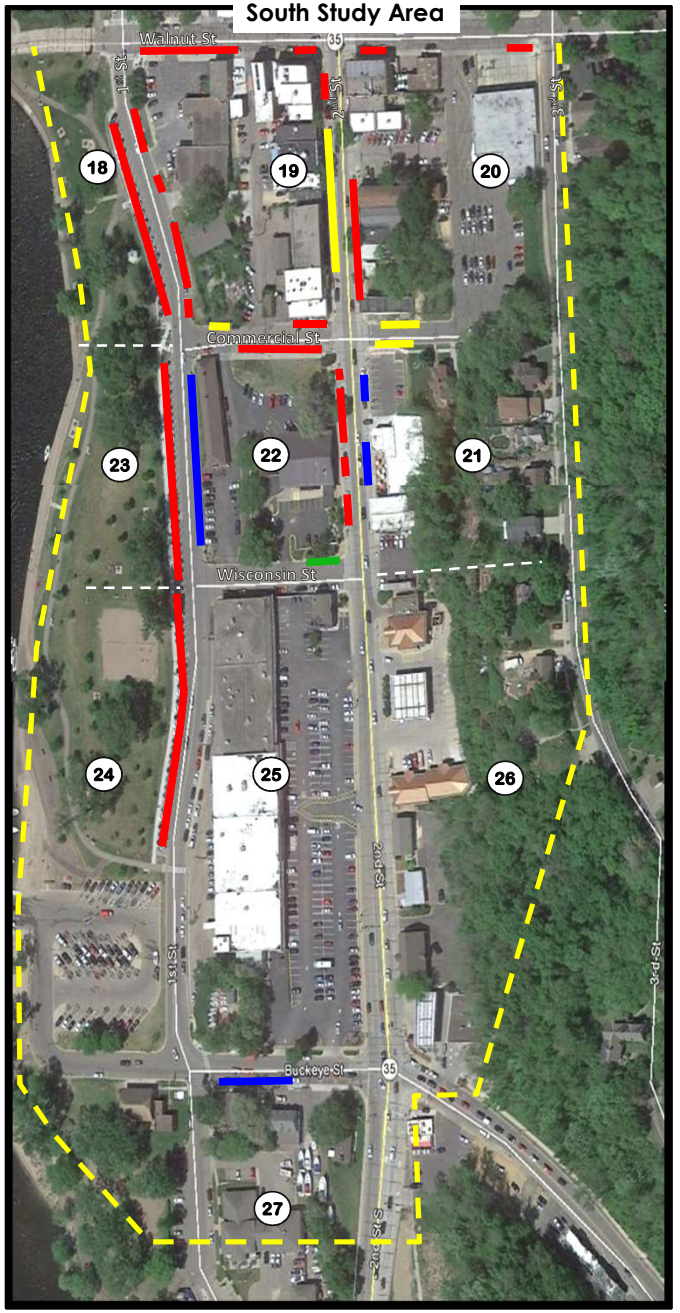
Figure 4 - Privately Controlled Parking Occupancies

Summary Occupancy Counts

For the three Friday observations, the daily peak of observed spaces in all three cases coincided with the counts conducted beginning at 7:00 pm. For the Saturday observations, the counts corresponding to the December date (encompassing the holiday shopping season) showed a significantly reduced occupancy during the evening hours compared to the previous two dates. Again, this is likely due to the weather since there was a fairly significant snow event that occurred on that date that may have discouraged some patrons from coming downtown for dinner.

During the summer observations, the Saturday counts (July 23, 2016) of parking occupancy showed that utilization of parking during the daytime hours was lower than the other two Saturday observation dates. This was also likely due to the weather on this date with the day being rather rainy. Conditions did improve by evening which allowed nearly the same peak occupancy as the Friday date as patrons came downtown for dinner and/or other events.





CITY OF HUDSON

Hudson, Wisconsin

PARKING STUDY

Sheet Title:

ON-STREET OCCUPANCY
Friday July 22, 2016
PEAK HOUR
7:00 PM – 9:00 PM

LEGEND:

Study Area

(#) BLOCK NUMBER

BLOCK FACE KEY PLAN:

A
D (#) B
C

PARKING OCCUPANCY

- 85% through 100%
- 75% through 84%
- 50% through 74%
- 0 through 49%

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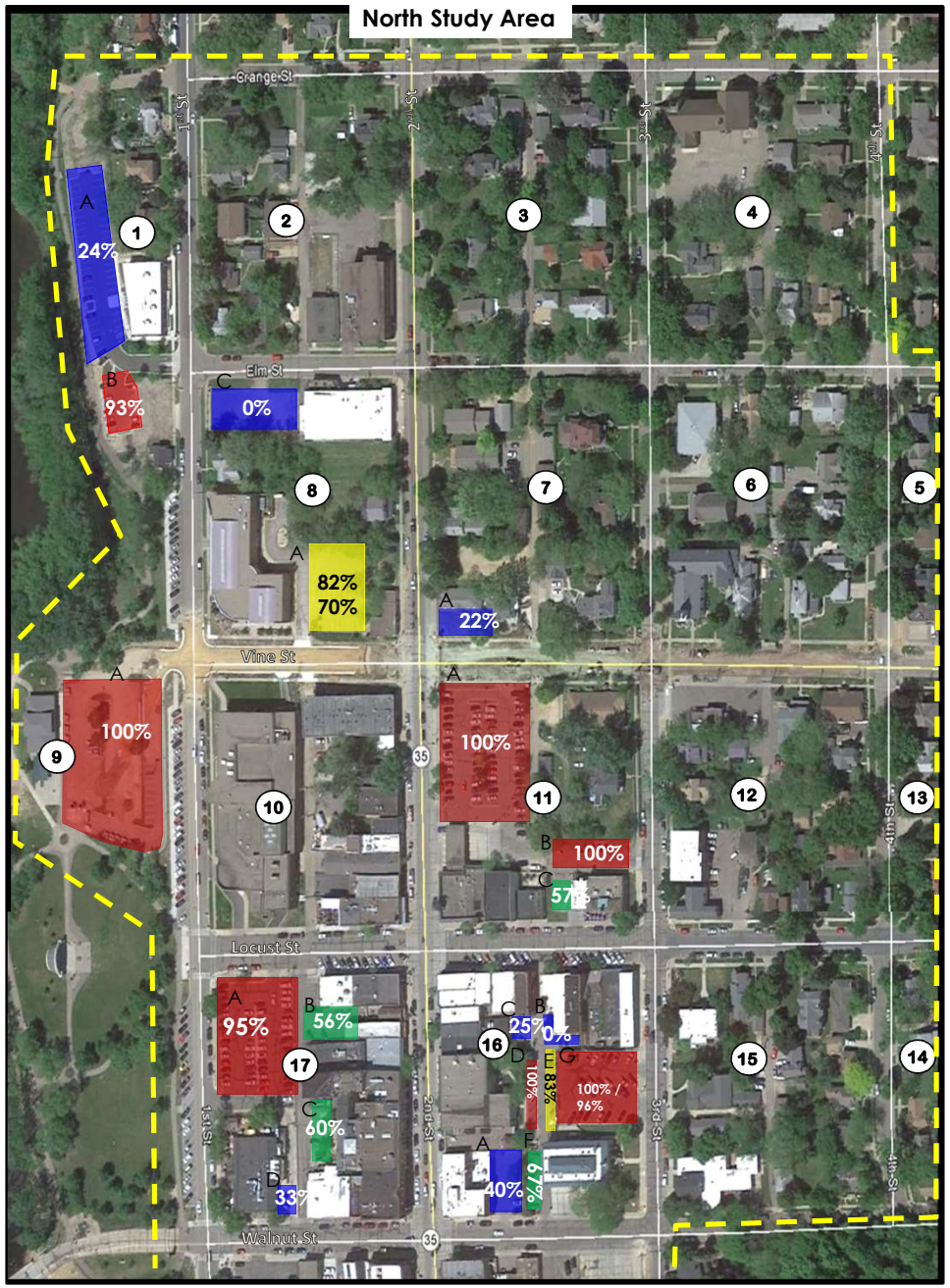

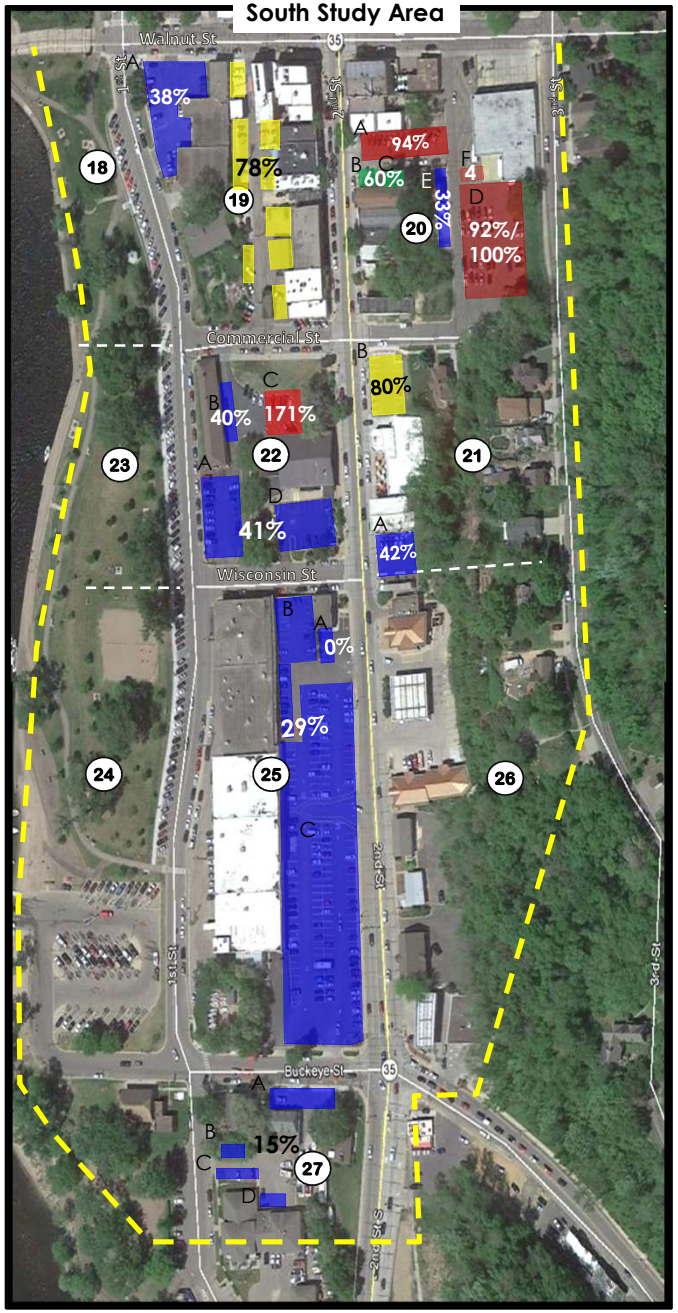

CITY OF HUDSON

Hudson, Wisconsin

PARKING STUDY

Sheet Title:

OFF-STREET OCCUPANCY
Friday July 22, 2016
PEAK HOUR
7:00 PM – 9:00 PM

LEGEND:

Study Area

BLOCK NUMBER

BLOCK FACE KEY PLAN:

A
D # B
C

PARKING OCCUPANCY

- 85% through 100%
- 75% through 84%
- 50% through 74%
- 0 through 49%

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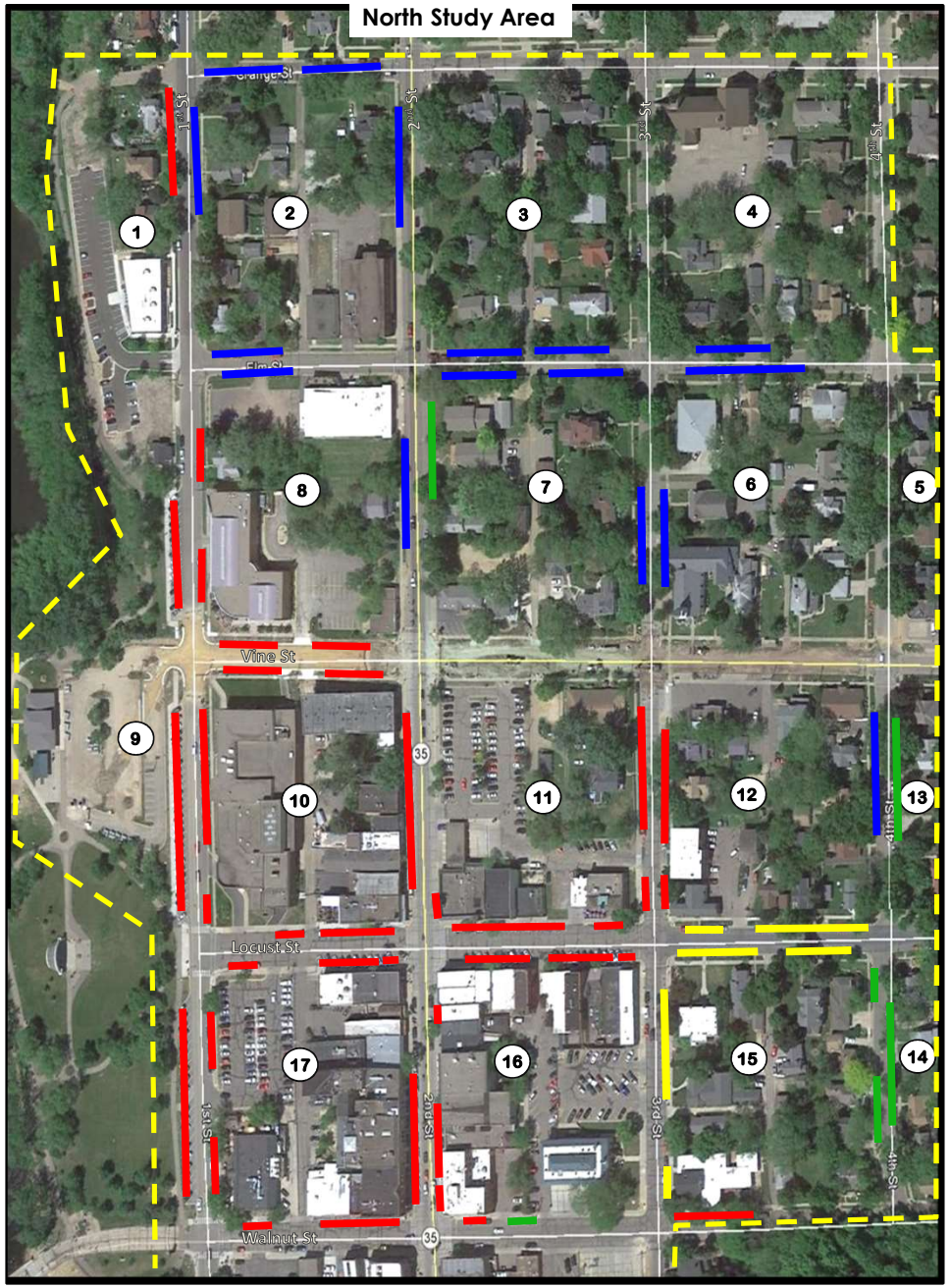
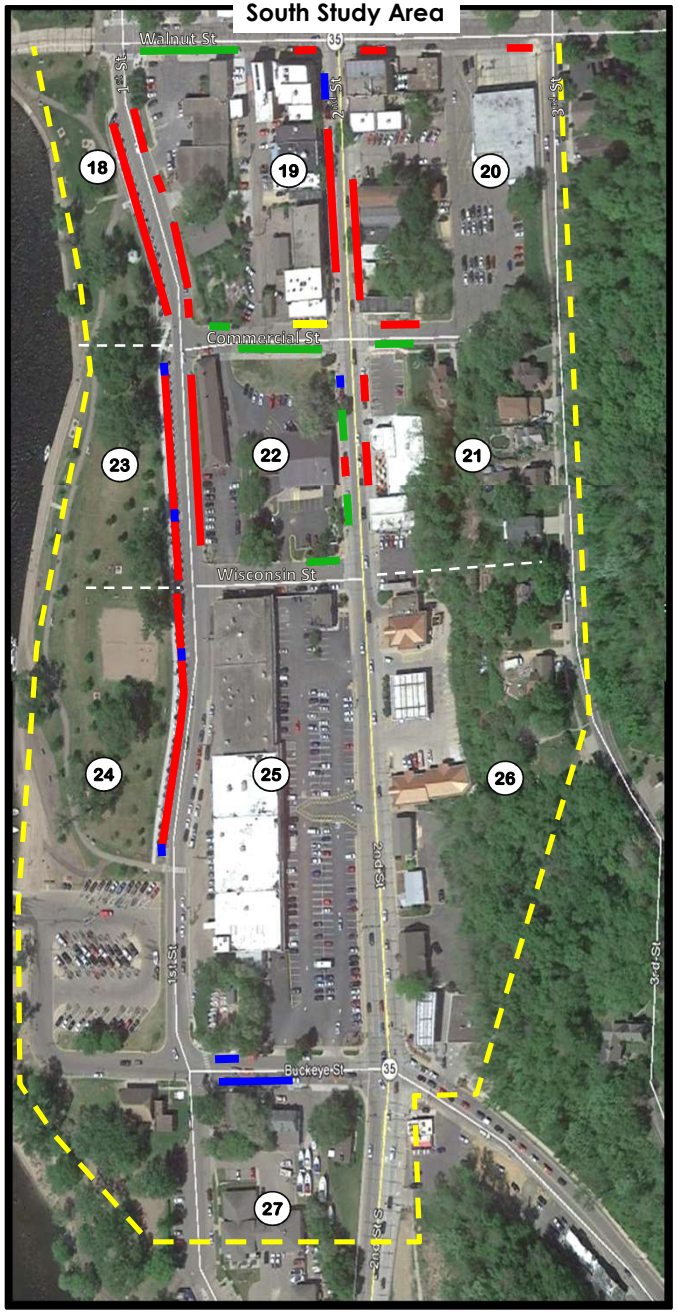
File No.	1703
Date	12/5/16
Checked by	DWB

NORTH

MAP Number: **5**

Page Number:





CITY OF HUDSON

Hudson, Wisconsin

PARKING STUDY

Sheet Title:

ON-STREET OCCUPANCY
Saturday July 23, 2016
PEAK HOUR
7:00 PM – 9:00 PM

LEGEND:

Study Area

(#) BLOCK NUMBER

BLOCK FACE KEY PLAN:

A
D (#) B
C

PARKING OCCUPANCY

- 85% through 100%
- 75% through 84%
- 50% through 74%
- 0 through 49%

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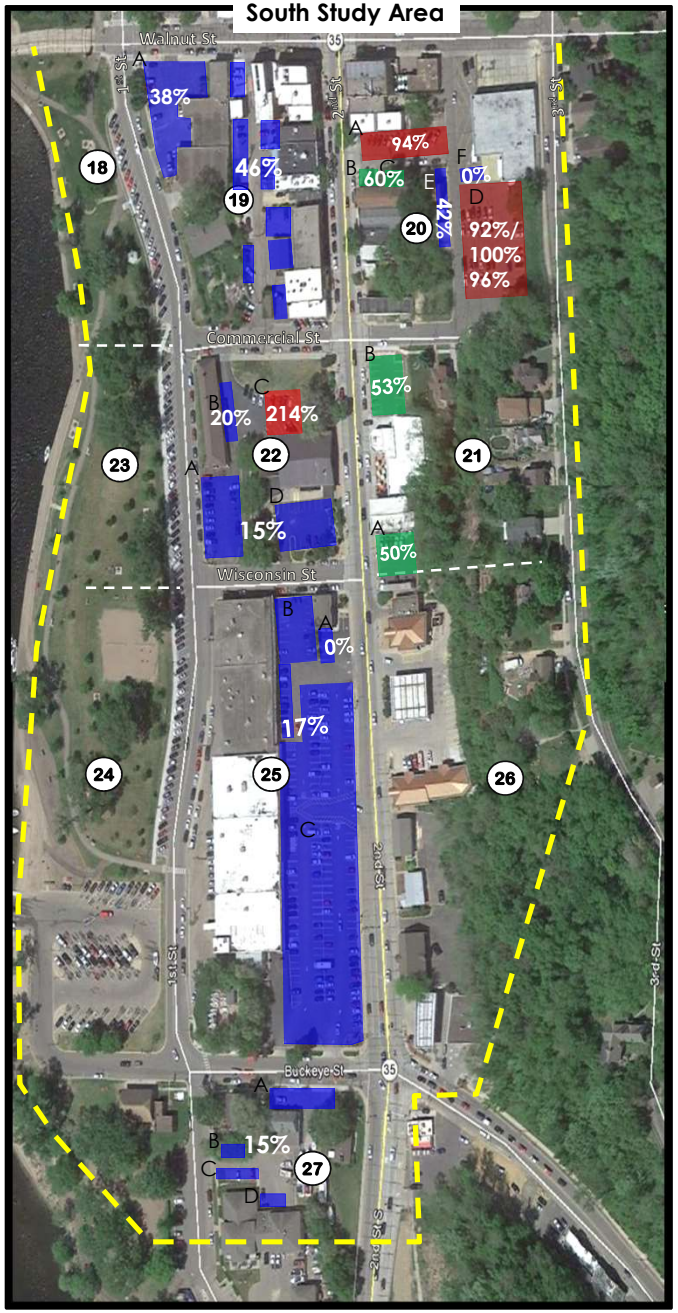
MAP Number: 6

Page Number:



CITY OF HUDSON

Hudson, Wisconsin

PARKING STUDY

Sheet Title:

OFF-STREET OCCUPANCY
Saturday July 23, 2016
PEAK HOUR
7:00 PM – 9:00 PM

LEGEND:

Study Area

(#) BLOCK NUMBER

BLOCK FACE KEY PLAN:

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D (#) B
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PARKING OCCUPANCY

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File No.	1703
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MAP Number: 7

Page Number:

Detailed tables demonstrating the occupancy results from the July, October and December dates are shown in the Appendix of the report.

The compiled parking occupancy data for the peak condition showed that this occurred coincident with the Friday, July 22nd observations when just under 70 percent of the total observed spaces were occupied. On the two subsequent Friday observations (October and December), values relatively close to this peak at 66 percent and 63 percent respectively were observed. Because the peak condition occurred in the summer and in all cases during the evening hours, Rich is benchmarking to this peak in developing the parking demand model (to be discussed). As Table 4 showed, Rich & Associates inventoried 1,591 spaces on the Friday survey date in July which represents about 81 percent of the 1,956-space total downtown parking supply. The actual number of spaces observed on each date varied and never totaled 100 percent of the downtown parking supply. This is due to two reasons. The first is the inability to cover 100 percent of the supply due to the difficulty in covering every possible parking space in an efficient circuit. Therefore, Rich typically seeks to observe as many spaces as possible given these conditions and then "corrects" for spaces not directly observed. The second reason for the variation in the number of spaces observed as shown in Table 4 was due to some spaces being inaccessible due to construction of on-street spaces or off-street lots on different days which may have either prevented some spaces from being used (and therefore excluded) or it may have affected the route.

Table 7 and Figure 5 on the following pages demonstrate the correction of observed parking occupancy to reflect the expected parking occupancy if 100 percent of the parking supply had been observed. It is necessary to have this information in order to determine the validity of the calculated parking demand as determined by the parking demand model which encompasses all the various land uses and therefore would be using parking supply that was not necessarily included in the observations but which must be accounted for.

Table 7 shows, for example, how 903 off-street spaces were inventoried on the peak Friday survey date. With 1,129 total off-street spaces, this would mean 226 spaces were not directly observed. Rich therefore applied the proportion of observed occupied spaces during each observation period (8:00 – 10:00, 10:00 – 12:00 etc.) to the 226 off-street spaces not directly observed to reflect the expected number of additional occupied parking stalls. This example shows that at peak time coinciding with the 7:00 pm circuit that an additional 142± of the 226 unobserved off-street spaces would be expected to be occupied for a total of 710± occupied off-street spaces. Similar corrections for the on-street parking based on the observations would add 107

additional occupied spaces at peak time for a total expected peak occupancy of 1,350± spaces of 1,956 total spaces (69%) coinciding with the 7:00 pm circuit. This information is shown graphically by Figure 5 showing the observed occupancy and the additional corrected spaces for each observation period.

Table 7 – Corrected Parking Occupancy

Description	Type	# of spaces	8:00 - 10:00	10:00 - 12:00	1:00 - 3:00	3:00 - 5:00	5:00 - 7:00	7:00 - 9:00
			Spaces Directly Observed					
Off-Street Total		903	229	379	503	416	492	568
On-Street Total		688	169	300	413	346	449	532
Total Observed Occupied		**1,591**	**398**	**679**	**916**	**762**	**941**	**1,100**
Pct Observed Occupied			**25%**	**43%**	**58%**	**48%**	**59%**	**69%**
			Correction for Spaces not Directly Observed					
Total Off-Street Observed		903	229	379	503	416	492	568
Added Off-Street		226	57	95	126	104	123	142
Off-Street Total Expected Occupied		**1,129**	**286**	**474**	**629**	**520**	**615**	**710**
Total On-Street Observed		688	169	300	413	346	449	532
Added On-Street		139	34	61	83	70	91	107
On-Street Total Expected Occupied		**827**	**203**	**361**	**496**	**416**	**540**	**639**
			Corrected Spaces Expected to be Occupied					
Corrected Number of Occupied Parking		**1,956**	**489**	**834**	**1,125**	**936**	**1,155**	**1,350**
Pct of Total Occupied			**25%**	**43%**	**58%**	**48%**	**59%**	**69%**

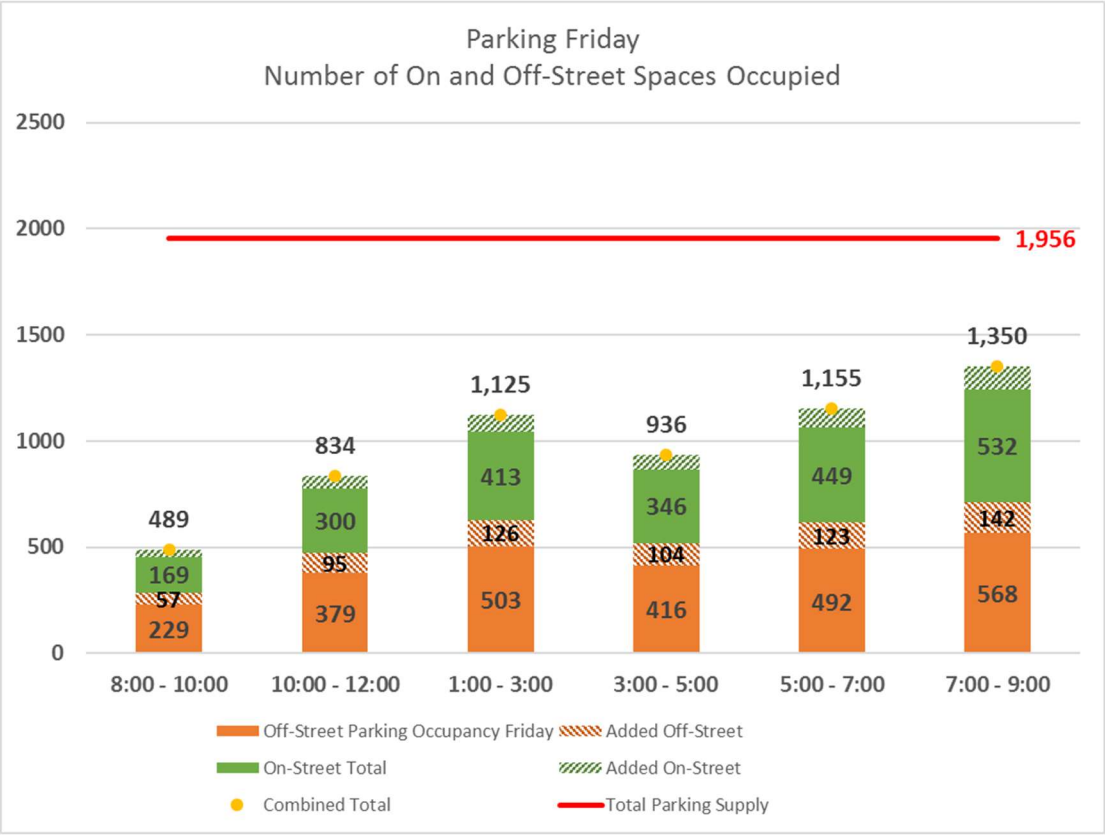


Figure 5 - Corrected Occupancy Friday July 22, 2016

Parking Demand

The next step in the process was to calculate the amount of parking needed by block reflecting existing conditions benchmarked to the expected parking occupancies as just described. Rich calculates the parking demand using a "shared-use" model which reflects the parking needed by applying not only a ratio of parking spaces needed per variable (square footage, residential unit, theater or dinner cruise seat etc.) but also by applying a percentage factor representing the proportion of use needed by time of day. This percentage is based on the Urban Land Institute (ULI) shared-use model which recognizes that different groups experience their peak needs at different times of the day. Office uses, for example, may have their peak need in late morning whereas restaurants will have their peak need coinciding with early evening hours. The number of quality restaurants downtown plus the existence of the summer dinner cruise demand and Phipps Center events in the evening are all factors in the peak needs coinciding with the evening period.

Therefore, the goal of the demand model is to reflect parking needs which are close to the observed conditions as demonstrated by Table 7 and Figure 5. This begins with land use data as collected by Rich from

the field inventory, supported by square footage data for each building as provided by the City. This information is shown by Table 8 below.

This information permitted quantifying the amount of parking needed by block by land use type which was then compared against the available public and private parking supply. Within the study area, the table shows that there is approximately 543,000 square feet of building area not including the Phipps Center for the Arts or residential buildings. The total square footage however does include approximately 10,000 square feet of existing vacant space, some of which is expected to be occupied in the near future leaving approximately 533,000 square feet currently occupied.

Table 8 - Current Land Use Information

Current Land Use Assignment (SF)												
	Retail	Restaurant (Food / Beverage Service)	Offices	Residential (Dwelling units	Performing Arts Theater (Seats)*	Medical Office / Dentist	Government	Special	Dinner Cruise (Seats)	Total Square Footage	Vacant	Total
Block												
1								16,500		16,500		16,500
2										0		0
3										0		0
4										0		0
5										0		0
6				12						0		0
7			5,588			7,004				12,592		12,592
8				3			5,000	28,800		33,800	3,440	37,240
9									315	0		0
10	3,710	8,342	6,655	29	125					18,832		18,832
11	5,635	3,540	500			2,288				11,963		11,963
12			4,920	18				1,173		6,093		6,093
13										0		0
14										0		0
15			10,934					2,644		13,578		13,578
16	42,942	6,327	34,201	1			21,300			104,770		104,770
17	26,008	19,115	12,691							57,814		57,814
18										0		0
19	18,516	16,926	10,511	3				10,520		56,473		56,473
20	8,683	1,680	1,644	4		3,152	81,750	4,329		101,238	3,449	104,687
21		13,134	1,840							14,974		14,974
22	8,050									8,050		8,050
23										0		0
24										0		0
25	21,263							26,848		48,111		48,111
26	8,769		6,565							15,334	2,664	17,998
27		2,893	1,781					8,500		13,174		13,174
TOTAL	143,576	71,957	97,830	70	125	12,444	108,050	99,314	315	533,296	9,553	542,849

* Two theaters one with 125 seats and one with 250. The smaller theater was in use at the time of the summer occupancy counts

Figure 6 shows the observed parking occupancy as well as the extrapolated intermediate values for a peak day. Applying the square footage values as shown in Table 8 to appropriate parking generation rates (parking spaces required per 1,000 square feet, individual dwelling unit or theater seat) modified by the shared-use percentages, Rich calculated the amount of parking needed for the study area and how this compared to the expected values per the observations. This peak hour calculation is shown by Table 9 on page 27. As Figure 6 shows, the model shows a very good correlation to the anticipated peak day parking needs with the demand model very closely matching the expected parking occupancy at numerous points throughout the day.

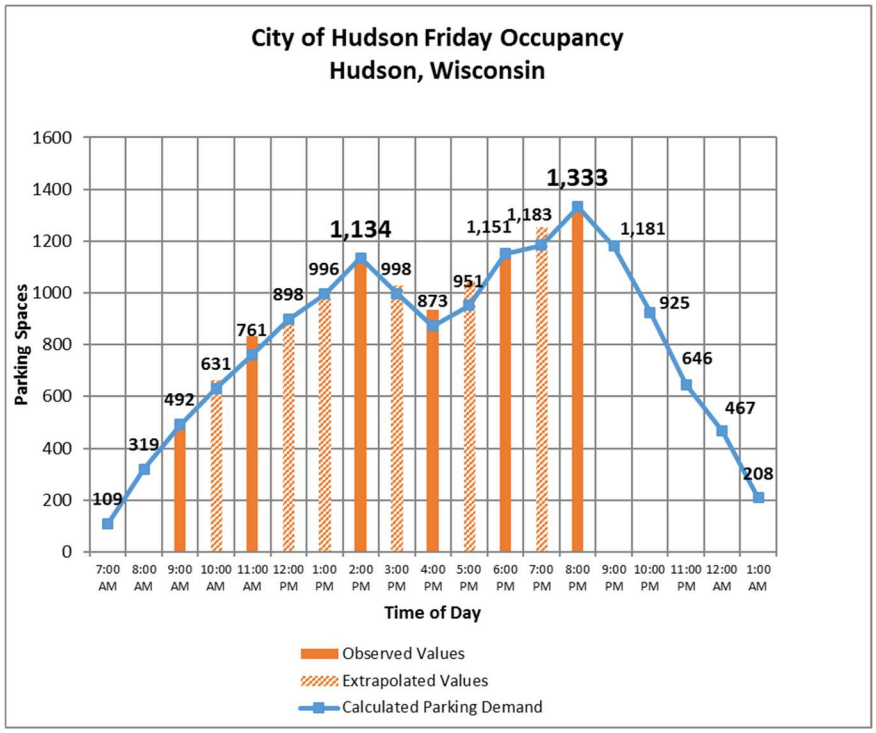


Figure 6 - Observed vs. Calculated Parking Need by Time of Day - Peak Day

At the overall peak (coinciding with the 7:00 pm observation), the expected occupancy would be 1,350 spaces whereas the calculated value is very close at 1,333 spaces or a difference of just 17 spaces. During the afternoon peak (coinciding with the 1:00 pm to 3:00 pm observation time) when the corrected observed occupancy is expected to be 1,125 spaces, the calculated value based on the parking demand model is 1,134 spaces expected occupied which again is very close.

The composite results were then compared and benchmarked to the peak hour occupancy as determined from the Friday, July 22nd occupancy counts which showed the highest occupancy of the six observation dates. This may be partially due to the impact of the additional parking needed by patrons of the Grand Duchess dinner cruise. Although this was still in operation at the time of the October counts, the passenger traffic may have been reduced for this and other activities by October with the completion of the summer vacation season.

As previously noted, Rich & Associates calculates the parking demand using a shared-use model. This concept recognizes that different uses frequently experience their periods of peak needs at different times during the day and therefore parking spaces can be used by more than one group. For example, office users may have a greater need for parking during the late morning and early afternoon whereas restaurants are

likely to generate their highest needs in the late afternoon or early evening. Therefore, the same parking can be used by different groups, particularly in a City such as Hudson where approximately 60 percent of the parking supply is publicly available. This is further demonstrated where Rich observed some "private spaces", such as several banks, where nighttime patrons to other uses were obviously using these parking spaces.

Figure 7 below demonstrates the relative parking requirements for various land uses by time of day reflecting peak summertime conditions in Hudson achieving the same peaks as were shown by Figure 6 using the square footage values and appropriate parking generation rates.

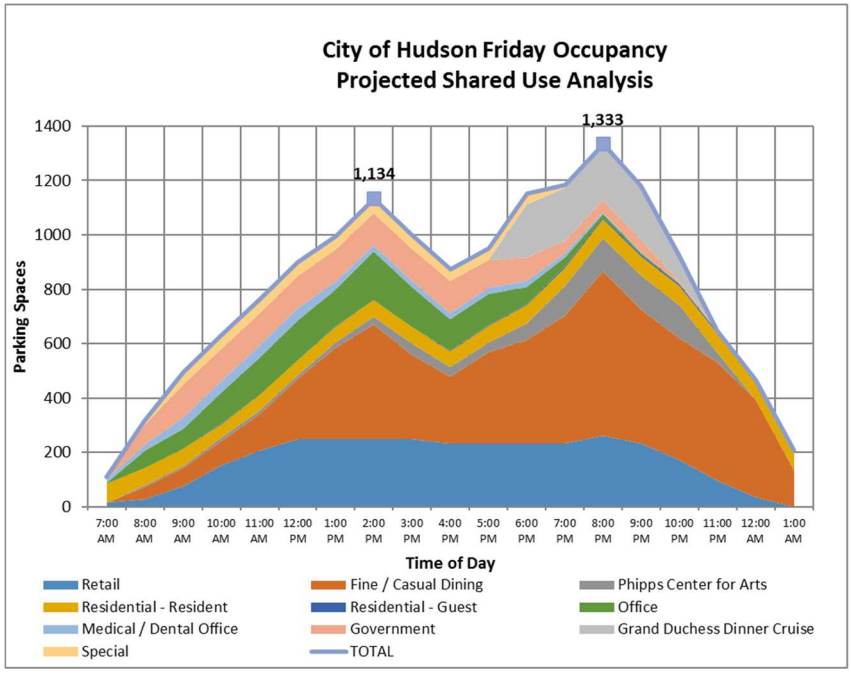


Figure 7- Relative Parking Demand by Land Use - Peak Day

Peak Hour Parking Demand vs. Parking Supply – Existing Condition

Total Study Area

As previously noted, using values generated by the shared use model, Rich compared the peak hour (7:00 pm) parking needs against the available parking supply on each block and for the study area in total. This comparison of parking demand to parking supply by block for the existing condition is demonstrated by Table 9 on the following page. This shows the total parking demand and compares it against the available parking supply developing to a gross or net parking surplus or deficit by block and for the study area in total.

Table 9 – Existing Peak Hour Surplus / Deficit Table by Block and Land use

Current Surplus / (Deficit) - Peak Evening (7:00 PM - 8:00 PM)																				
	Retail	Restaurant (Food / Beverage Service)	Offices	Residential (units)	Performing Arts Theater	Medical Office / Dentist	Government	Special	Dinner Cruise	Total Demand	Public Parking			Private Parking	Total			Gross Surplus / (Deficit)	Net Surplus / (Deficit)
	Parking Generation Rate (Shared Use)										On-Street	Off-Street	Total	Off-Street	On-Street	Off-Street	Combined		
	1.82	8.37	0.10	1.10	0.99	0.56	0.42	0.11	0.62										
Block #	Parking Spaces Required at Parking Generation Rate																		
1	0	0	0	0	0	0	0	2	0	2	29	0	29	66	29	66	95	93	29
2	0	0	0	0	0	0	0	0	0	0	45	0	45	24	45	24	69	69	45
3	0	0	0	0	0	0	0	0	0	0	48	0	48	0	48	0	48	48	48
4	0	0	0	0	0	0	0	0	0	0	39	0	39	0	39	0	39	39	39
5	0	0	0	0	0	0	0	0	0	0	11	0	11	0	11	0	11	11	11
6	0	0	0	13	0	0	0	0	0	13	34	0	34	0	34	0	34	21	21
7	0	0	1	0	0	4	0	0	0	4	36	0	36	9	36	9	45	41	36
8	0	0	0	3	0	0	2	3	0	9	34	34	68	40	34	74	108	99	68
9	0	0	0	0	0	0	0	0	195	195	47	94	141	0	47	94	141	(54)	(54)
10	7	70	1	32	124	0	0	0	0	233	36	0	36	20	36	20	56	(177)	(177)
11	10	30	0	0	0	1	0	0	0	41	24	74	98	11	24	85	109	68	68
12	0	0	0	20	0	0	0	0	0	20	33	0	33	30	33	30	63	43	33
13	0	0	0	0	0	0	0	0	0	0	11	0	11	0	11	0	11	11	11
14	0	0	0	0	0	0	0	0	0	0	14	0	14	0	14	0	14	14	14
15	0	0	1	0	0	0	0	0	0	1	43	0	43	0	43	0	43	42	42
16	78	53	3	1	0	0	9	0	0	145	44	28	72	51	44	79	123	(22)	(22)
17	47	160	1	0	0	0	0	0	0	209	46	59	105	29	46	88	134	(75)	(75)
18	0	0	0	0	0	0	0	0	0	0	22	0	22	0	22	0	22	22	22
19	34	142	1	3	0	0	0	1	0	181	43	0	43	57	43	57	100	(81)	(81)
20	16	14	0	4	0	2	34	0	0	71	25	62	87	21	25	83	108	37	37
21	0	110	0	0	0	0	0	0	0	110	16	0	16	27	16	27	43	(67)	(67)
22	15	0	0	0	0	0	0	0	0	15	33	0	33	46	33	46	79	64	33
23	0	0	0	0	0	0	0	0	0	0	22	0	22	0	22	0	22	22	22
24	0	0	0	0	0	0	0	0	0	0	40	0	40	40	40	40	80	80	40
25	39	0	0	0	0	0	0	3	0	42	24	0	24	224	24	224	248	206	24
26	16	0	1	0	0	0	0	0	0	17	0	0	0	57	0	57	57	40	0
27	0	24	0	0	0	0	0	1	0	25	28	0	28	26	28	26	54	29	28
Total	261	602	10	77	124	7	45	11	195	1,333	827	351	1,178	778	827	1,129	1,956	623	195

Gross parking simply compares total demand against total supply on each block and for the study area in total. The net surplus or deficit basis discounts surplus private parking since these are generally not available to visitors or tenants of businesses in adjacent buildings or blocks. It reflects a more "real-world" condition experienced by parking patrons. As Table 9 demonstrated, for the entire 27-block study area, there is a "gross surplus" of 623± spaces. However, on the more appropriate "net" basis for the reasons described above, the surplus for the entire study area is just 195± spaces representing an occupancy rate of about 90 percent of the total supply.

Core Blocks

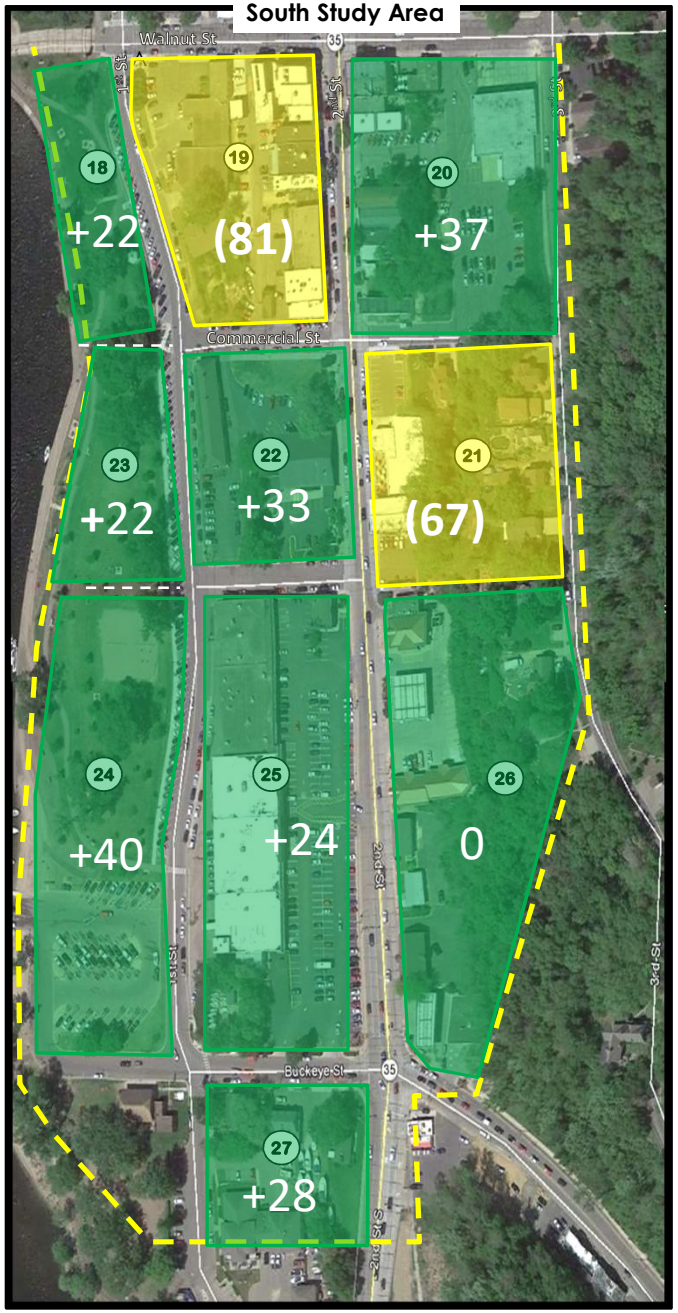
Because the total study area and the determination of net surplus and deficit parking includes parking supply in residential areas and areas with limited commercial activity to the north, south and east away from the center of activity, Rich calculated the parking demand for the "core" blocks. Rich is defining the core blocks as those blocks south of Vine Street between the River and 3rd Street, north of Buckeye Street. Table 10 below shows the parking demand compared against the parking supply for the core blocks alone and shows that on the "net" basis, the core blocks have a current parking deficit of 230± spaces. Even including all parking supply within this area would mean a surplus of just 65± spaces.

Table 10 – Existing Peak Hour Surplus / Deficit by block and Land Use (Core Blocks)

Current Surplus / (Deficit) - Peak Evening (7:00 PM - 8:00 PM)

	Retail	Restaurant (Food / Beverage Service)	Offices	Residential	Performing Arts Theater	Medical Office / Dentist	Govern-ment	Special	Dinner Cruise	Total Demand	Public Parking			Private Parking	Total			Gross Surplus / (Deficit)	Net Surplus / (Deficit)
	Parking Generation Rate (Shared Use)										On-Street	Off-Street	Total	Off-Street	On-Street	Off-Street	Combined		
	1.82	8.37	0.10	1.10	0.99	0.56	0.42	0.11	0.62										
Block #	Parking Spaces Required at Parking Generation Rate																		
9	0	0	0	0	0	0	0	0	195	195	47	94	141	0	47	94	141	(54)	(54)
10	7	70	1	32	124	0	0	0	0	233	36	0	36	20	36	20	56	(177)	(177)
11	10	30	0	0	0	1	0	0	0	41	24	74	98	11	24	85	109	68	68
16	78	53	3	1	0	0	9	0	0	145	44	28	72	51	44	79	123	(22)	(22)
17	47	160	1	0	0	0	0	0	0	209	46	59	105	29	46	88	134	(75)	(75)
18	0	0	0	0	0	0	0	0	0	0	22	0	22	0	22	0	22	22	22
19	34	142	1	3	0	0	0	1	0	181	43	0	43	57	43	57	100	(81)	(81)
20	16	14	0	4	0	2	34	0	0	71	25	62	87	21	25	83	108	37	37
21	0	110	0	0	0	0	0	0	0	110	16	0	16	27	16	27	43	(67)	(67)
22	15	0	0	0	0	0	0	0	0	15	33	0	33	46	33	46	79	64	33
23	0	0	0	0	0	0	0	0	0	0	22	0	22	0	22	0	22	22	22
24	0	0	0	0	0	0	0	0	0	0	40	0	40	40	40	40	80	80	40
25	39	0	0	0	0	0	0	3	0	42	24	0	24	224	24	224	248	206	24
26	16	0	1	0	0	0	0	0	0	17	0	0	0	57	0	57	57	40	0
Total	261	578	7	41	124	3	43	5	195	1,257	422	317	739	583	422	900	1,322	65	(230)

This information showing the net surplus or deficit by block is shown by Map 8 on the following page.



CITY OF HUDSON

Hudson, Wisconsin

PARKING STUDY

Sheet Title:

CURRENT SURPLUS/(DEFICIT)
PEAK EVENING
7:00 PM – 9:00 PM

LEGEND:

Study Area

(#) BLOCK NUMBER

BLOCK FACE KEY PLAN:

A
D (#) B
C

PARKING OCCUPANCY

- More than 100 Short
- 0 – 100 Short
- 0 – 100 Surplus
- More than 100 Surplus

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SECTION 3 - FUTURE PARKING DEMAND VS. PARKING SUPPLY

At the time of the field data collection, several projects were announced that would re-occupy existing vacant space with additional restaurant and office space. Because peak demand occurs coincident with the evening hours, additional office space would have minimal, if any, impact on these peak parking needs. The approximately 5,000 sf in additional restaurant space planned within the downtown however would add approximately 30 spaces to the peak hour demand. Assuming similar conditions as experienced when quantifying existing conditions such as use of the smaller auditorium at the Phipps Center for an evening performance, the added restaurant parking demand would decrease the 27-block net surplus from the existing 195± spaces to 166± spaces in the near future. Considering just the "core" blocks, the existing deficit would increase from 230± spaces to 258± spaces in the near future.

Alternatively, factoring in the additional restaurant parking demand plus adjusting for a larger event at the Phipps Center for the Arts (using the larger 250-seat auditorium instead of the 125-seat venue) reduces the net surplus from 166 spaces down to just 42 spaces for all 27 blocks. It also increases the core block deficit from 230± spaces to as many as 382± spaces in the future.

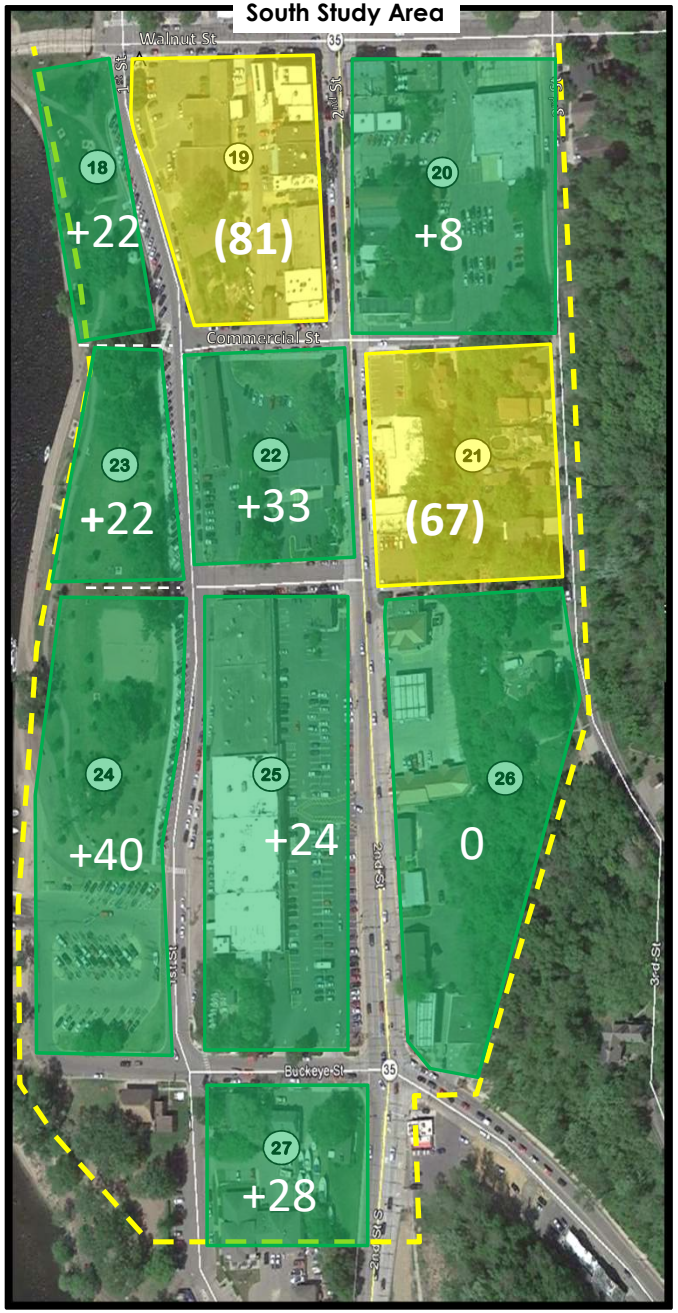
It should also be noted that since the time that this information was provided, it has been reported that there are several (as yet to be announced) additional projects that could further increase the need for parking within downtown Hudson. Because of the confidentiality of these projects, it is not possible at this time to define their impact on individual blocks.

Table 11 on the following page shows the block by block parking demand detailed by land use compared against the available existing parking supply for the future condition given the known projects and using the larger auditorium at the Phipps Center. This information is also shown by Map 9 on page 32.

Table 11 – Future Surplus / Deficit of Parking

Future Surplus / (Deficit) - Peak Evening (7:00 PM - 8:00 PM)

	Retail	Restaurant (Food / Beverage Service)	Offices	Residential	Performing Arts Theater	Medical Office / Dentist	Government	Special	Dinner Cruise	Total Demand	Public Parking			Private Parking	Total			Gross Surplus / (Deficit)	Net Surplus / (Deficit)
	Parking Generation Rate (Shared Use)										On-Street	Off-Street	Total	Off-Street	On-Street	Off-Street	Combined		
	1.82	8.37	0.10	1.10	0.99	0.56	0.42	0.11	0.62										
Block #	Parking Spaces Required at Parking Generation Rate																		
1	0	0	0	0	0	0	0	2	0	2	29	0	29	66	29	66	95	93	29
2	0	0	0	0	0	0	0	0	0	0	45	0	45	24	45	24	69	69	45
3	0	0	0	0	0	0	0	0	0	0	48	0	48	0	48	0	48	48	48
4	0	0	0	0	0	0	0	0	0	0	39	0	39	0	39	0	39	39	39
5	0	0	0	0	0	0	0	0	0	0	11	0	11	0	11	0	11	11	11
6	0	0	0	13	0	0	0	0	0	13	34	0	34	0	34	0	34	21	21
7	0	0	1	0	0	4	0	0	0	4	36	0	36	9	36	9	45	41	36
8	0	0	0	3	0	0	2	3	0	9	34	34	68	40	34	74	108	99	68
9	0	0	0	0	0	0	0	0	195	195	47	94	141	0	47	94	141	(54)	(54)
10	7	70	1	32	248	0	0	0	0	357	36	0	36	20	36	20	56	(301)	(301)
11	10	30	0	0	0	1	0	0	0	41	24	74	98	11	24	85	109	68	68
12	0	0	0	20	0	0	0	0	0	20	33	0	33	30	33	30	63	43	33
13	0	0	0	0	0	0	0	0	0	0	11	0	11	0	11	0	11	11	11
14	0	0	0	0	0	0	0	0	0	0	14	0	14	0	14	0	14	14	14
15	0	0	1	0	0	0	0	0	0	1	43	0	43	0	43	0	43	42	42
16	78	53	3	1	0	0	9	0	0	145	44	28	72	51	44	79	123	(22)	(22)
17	47	160	1	0	0	0	0	0	0	209	46	59	105	29	46	88	134	(75)	(75)
18	0	0	0	0	0	0	0	0	0	0	22	0	22	0	22	0	22	22	22
19	34	142	1	3	0	0	0	1	0	181	43	0	43	57	43	57	100	(81)	(81)
20	16	43	0	4	0	2	34	0	0	100	25	62	87	21	25	83	108	8	8
21	0	110	0	0	0	0	0	0	0	110	16	0	16	27	16	27	43	(67)	(67)
22	15	0	0	0	0	0	0	0	0	15	33	0	33	46	33	46	79	64	33
23	0	0	0	0	0	0	0	0	0	0	22	0	22	0	22	0	22	22	22
24	0	0	0	0	0	0	0	0	0	0	40	0	40	40	40	40	80	80	40
25	39	0	0	0	0	0	0	3	0	42	24	0	24	224	24	224	248	206	24
26	16	0	1	0	0	0	0	0	0	17	0	0	0	57	0	57	57	40	0
27	0	24	0	0	0	0	0	1	0	25	28	0	28	26	28	26	54	29	28
Total	**261**	**631**	**10**	**77**	**248**	**7**	**45**	**11**	**195**	**1,486**	**827**	**351**	**1,178**	**778**	**827**	**1,129**	**1,956**	**470**	**42**



CITY OF HUDSON

Hudson, Wisconsin

PARKING STUDY

Sheet Title:

FUTURE SURPLUS/(DEFICIT)
PEAK EVENING
7:00 PM – 9:00 PM

LEGEND:

Study Area

(#) BLOCK NUMBER

BLOCK FACE KEY PLAN:

A
D (#) B
C

PARKING OCCUPANCY

- More than 100 Short
- 0 – 100 Short
- 0 – 100 Surplus
- More than 100 Surplus

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Southfield, MI 48033
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Date	12/5/16
Checked by	DWB

NORTH

MAP Number:	Page Number:
9	

SECTION 4 – FINANCIAL ASSESSMENT

A requested critical aspect of the analysis of the parking system is a review of existing revenues and its sources, coupled with assessment of new sources for parking revenue. Revenues generated by the parking system are earmarked for the Parking Utility Fund which, as an Enterprise Fund, is designed to cover all capital and operating costs of the parking system.

Figure 8 below and Table 12 on page 34 summarize the historical parking system revenues from 2011 through 2015. This data shows that system revenues have declined from their high in 2013, which appears to be a result of declining parking ticket revenue. This will be discussed.

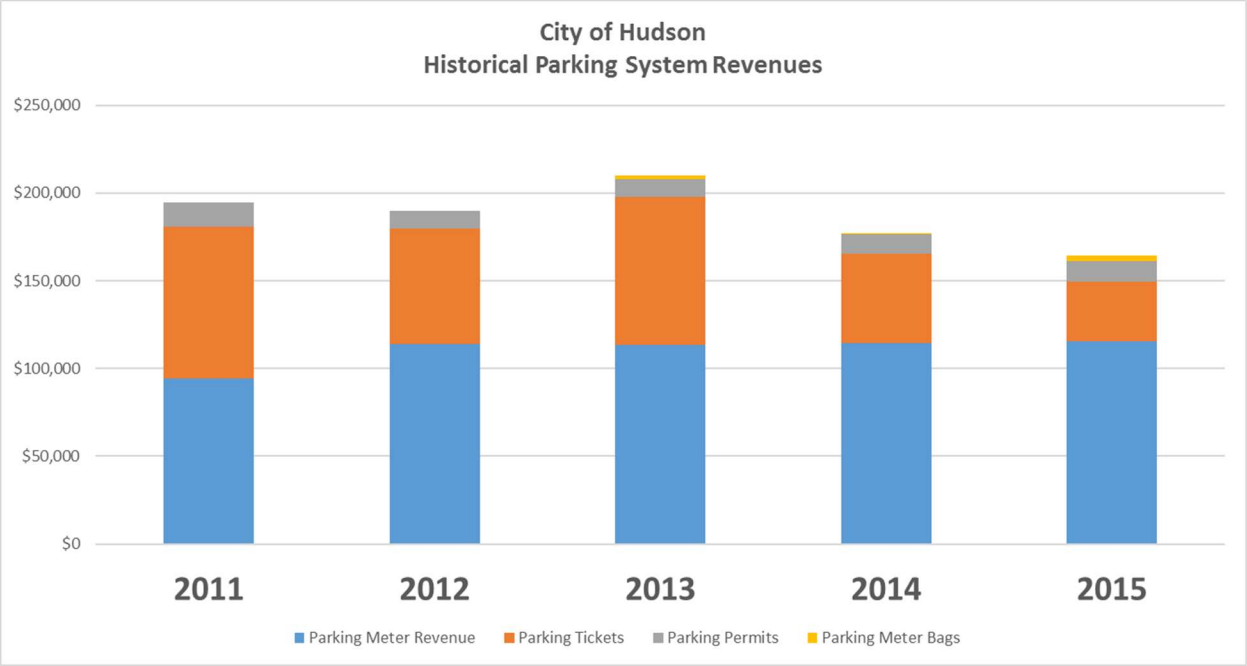


Figure 8 - Historical Parking System Revenues

Table 12 – Parking System Revenues vs. Expenses

	2011	2012	2013	2014	2015
Revenues					
Parking Meter Revenue	$94,131	$113,852	$113,400	$114,430	$115,746
Parking Tickets	$86,839	$65,632	$84,513	$51,120	$33,719
Parking Permits	$13,546	$10,171	$10,171	$10,967	$11,763
Parking Meter Bags			**$2,001**	$344	$3,265
Sub-Total	**$194,516**	**$189,655**	**$210,085**	**$176,861**	**$164,493**
Fines & Forfeitures	**$194,515**	**$189,655**	**$208,085**	**$176,861**	**$164,493**
Charges for Service	$990	$985	$860	$1,050	$1,215
Other Revenues	$3,519	$2,882	$6,381	**$78,004**	$8,720
Total Revenues	**$199,024**	**$193,522**	**$215,326**	**$255,915**	**$174,428**
Expenditures by Activity					
Parking	$90,603	$94,033	$101,066	$111,410	$119,715
Parking Lots	$2,291	$433	$832	$2,452	$11,880
Parking Meters	$9,168	$132	$1,996	$1,850	$3,305
Total Expeditures	**$102,062**	**$94,598**	**$103,894**	**$115,712**	**$134,900**
Expenditures by Object					
Personnel	$55,523	$49,499	$53,720	$55,454	$57,327
Contractual Services	$8,001	$10,296	$13,752	$14,807	$19,060
Supplies and Expense	$10,893	$5,311	$7,468	$5,211	$7,081
Fixed Charges	$3,670	$3,808	$3,906	$4,641	$4,684
Debt Service					
Capital Outlay					
Depreciation	$23,976	$25,684	$25,048	$35,599	$46,748
Total Expeditures	**$102,063**	**$94,598**	**$103,894**	**$115,712**	**$134,900**
Gross Surplus	**$96,962**	**$98,924**	**$111,432**	**$140,203**	**$39,528**
Cash Balance					
Unrestricted	$188,915	$283,541	$376,136	$454,172	$214,052
Future Facilities	$30,238	$59,185	$94,199	($286,099)	$5,470
Total	**$219,153**	**$342,726**	**$470,335**	**$168,073**	**$219,522**

Paid Spaces vs. Free Spaces

In examining the City's publicly available parking, it is important to understand the proportion of spaces which generate parking revenue to support the parking system versus the number of parking spaces which are "free". Compiling information from Tables 2 and 3 shows that just 230 of 827 on-street parking spaces have meters attached to them combined with 139 of 351 off-street spaces that either have meters or require a permit to park in them. As demonstrated by Table 13 below, combined these spaces total 369 of nearly 1,200 spaces or just 31 percent of the publicly available parking supply. It is significant that only the revenue from this small proportion is intended to support the operating and capital costs of providing parking for the City of Hudson. In 2015 this revenue totaled just $127,509 or slightly below $350.00 per ***paid*** parking space. Parking Tickets generated another $34,000. This total revenue ($161,228) when divided by the 1,178 public parking spaces in the system equals just $137.00 per public parking space. Expenditures totaled $134,900 or $115.00 per parking space leaving just $22.00 per parking space. Obviously, this leaves little available for capital improvements

Table 13 – Revenue Generated per Paid Parking Space

	Total	Permit	Meter
Revenue Generating Spaces			
Designated Permit Spaces	42	42	
Permit / Meter*	15	15	
Permit / **Meter***	22		22
Metered Spaces (On-Street)	230		230
Metered Spaces (Off-Street)	60		60
Total	**369**	**57**	**312**
Total Public Spaces	**1,178**		
% Public Spaces Generating Income	**31%**		
Revenue / Space			
2015 Revenues (Meter/Permit Only)	$127,509	$11,763	$115,746
Revenue / Paid Space	**$345.55**	**$206.37**	**$370.98**
Days / Yr (225)	225	225	225
Revenue / Operating Day	**$ 1.54**	**$ 0.92**	**$ 1.65**
Average Use (Hours)			3.30
Rate / Hr			**$0.50**

** of 37 spaces designated as either permit or meter, Rich is allocating 15 as permit and 22 as metered*

Other information as demonstrated by Table 13 shows that each of the 312 metered parking spaces downtown are generating just $1.65 per day which at the $0.50 per hour rate equates to an average daily use of 3.3 hours (3 hours and 18 minutes).

Enforcement

Historical parking system revenues as was shown by Figure 8 and Table 12 on pages 33 and 34 respectively, showed a decline of 22 percent for 2015, compared to 2013 values. While revenue from parking meters and permits have remained relatively constant, revenue from parking tickets have shown a significant decline since 2011. The significant reduction in parking ticket revenue experienced in 2012 had virtually recovered by 2013 but since then has dropped off by 60 percent to just $34,000. This is concerning because enforcement is a critical element of any sound parking system. If the decline in revenue is not simply the result of greater compliance with the time restrictions then it may be due to other potential issues with enforcement. Without adequate and appropriate enforcement, regulations and time limitations are ignored and the system can suffer as revenues become insufficient to cover not only operating costs but leave little funding for necessary capital improvements.

Parking fines at $7.00 for exceeding a time limitation are relatively low, which may encourage some to run the risk of not paying for parking since, if caught, the fine is relatively inexpensive. Although the ordinance does allow for second and subsequent violations at the same meter within any 24-hour period increasing to $15.00 per violation, enforcement currently conducted on foot limits the number of parking spaces that can be covered multiple times per day. This may further encourage violations since a violator may actually only get one parking citation on any given day. In 2015, most violations (73%) were written for exceeding meters, or in designated two or four-hour spaces with 1,961 citations issued. When this number of citations issued is compared to the 370± spaces designated with meters or these time restrictions, then this means that each of the 370 spaces recorded, on average, five violations annually.

Table 14 – Parking Violations Summary (2015)

Description	Sun	Mon	Tue	Wed	Thu	Fri	Sat	TOTAL	
Overparked Violations	1	375	422	409	363	391	0	1,961	72.8%
Fire Lane/Fire Plug Violations	0	1	4	2	2	7	2	18	0.7%
Blocking Driveway Violations	0	1	1	0	0	1	0	3	0.1%
Prohibited by Sign Violations	7	61	61	63	40	30	6	268	9.9%
Improper Parking Violations	5	17	36	31	42	22	9	162	6.0%
Yellow Line Violations	18	6	12	11	8	18	6	79	2.9%
Handicap Parking Violations	1	2	4	2	0	0	1	10	0.4%
Boat Launch/Snow/Other Violations	6	5	100	33	3	38	8	193	7.2%
Total Violations	38	468	640	551	458	507	32	2,694	100.0%

Table 15 – Overtime Parked Spaces

	On-Street	Off-Street	Total
Metered Spaces	230	60	290
2-Hour Time Limit Spaces	46	0	46
4-Hour Time Limit Spaces	19	15	34
Total	**295**	**75**	370

SECTION 5 – CONCLUSIONS AND RECOMMENDATIONS

Parking Demand vs. Parking Supply

Analysis of the existing parking system has shown that the amount of available parking is insufficient to support continued growth in activity within Hudson's Central Business District. The analysis shows, at best, given existing levels of land use and ***reflecting the net basis of parking demand versus supply*** (which discounts surplus privately owned parking spaces) that there is a limited surplus (+195 spaces) within the entire 27-block study area which equates to an occupancy rate of 90 percent. If just the 14 "core" blocks are considered, there is an existing deficit (again on the net basis) of as many as 230± spaces assuming use of the smaller theater at the Phipps Center for the Arts. This was the condition encountered coinciding with the occupancy counts. Alternatively, if we assume existing conditions (existing level of building occupancy) but project use of the larger auditorium at the Phipps Center, the entire 27-block study area would have a surplus of just 71± spaces while the 14-block core area would have a deficit of 353± spaces, again under both conditions on the net basis[1].

In the future with additional demand and programming for a larger event at the Phipps Center than what was experienced at the time that the current analysis was conducted could result in a deficit within the core blocks of as many as 382± spaces. Even including all 27 blocks and potential on-street parking in residential areas a minimal surplus of just 42 spaces would exist, on the net basis.

Public vs. Private Parking Supply

When considering public versus private parking the proportion of spaces that are publicly available is 60 percent. This level, which supports a walkable community since patrons can park once and walk to multiple destinations without having to move their vehicle, exceeds Rich's best practice benchmark of a minimum of 50 percent of parking spaces publicly available. Developing additional parking should further increase this proportion.

Paid Parking Spaces

A. Revenues from the parking system which are intended to pay for property purchased, acquired, improved, equipped and made operational for parking lot use is to be deposited in the Parking Utility

[1] Discounting surplus private parking

Fund. The Parking Utility Fund also has the responsibility for maintenance costs of the parking lots, including lights, insurance, seal coating, striping, snow removal, in-lot curbing, grooming and trimming.

B. Although the parking utility fund has generated surpluses in the period from 2011 through 2015, there have been no expenditures associated with debt service or capital outlays. The surplus generated in 2015 was just $39,000.

Many of the existing meters are old and in poor condition with frequent reports of failed meters. Parts are becoming increasingly difficult to find further reducing the number of revenue generating spaces. There are also issues with the poor appearance of meters with fogged glass and rusted meter heads and poles that does not convey a positive image for Hudson.

The City has implemented an option with pay by phone through the Passport® parking application. However, this is not well marketed. The link on the City's website is broken and the only known marketing is stickers on meter heads or some signs near parking lots. Some patrons may be hesitant to sign up while standing on a street corner and therefore, parking patrons who do not wish to use this option would then be required to either have sufficient change to pay the meter or seek a free space, many of which are likely to be occupied by downtown employees, particularly during busier times. Rich observed numerous occasions where many of the free spaces were occupied while large blocks of metered spaces (particularly early in the day) were still available. The hours of parking enforcement are also not clear as we observed individuals apparently attempting to pay for parking after hours (after 5:00 pm weekdays and on Saturdays).

In addition to the lower proportion of parking spaces that generate revenue, there are some convenient spaces within the downtown in which patrons can pay for their parking either by paying the meter or having a permit. In the case of using a permit and given the existing permit rates of $100.00 per year (if purchased on an annual basis) or $10.00 per month if paid monthly these spaces are in effect charging equivalent hourly rates of as little as $0.05 per hour (assuming a full-time employee with a permit parking for 2,000 hours per year).

Meter Alternatives

There are very few alternatives to the use of traditional on-street meters or pay stations that would have sufficient mass market penetration. The City's use of the Passport® parking system is already one alternative. Other alternatives are essentially derivatives of this system that require that the user have an account with a provider. By either using a smart-phone app or calling a number, a patron can initiate a parking session. One system recently demonstrated to Rich & Associates, collects no actual money at the meter, but simply has an electronic sign at each location. The user, with an account and a smart-phone with an installed app, enters the stall number from the sign, the amount of time desired and the sign displays "Paid". The parking fee is then deducted from their account. The user then gets a countdown on their phone of the time remaining. Once the time has expired, the paid text is no longer displayed on the sign so that parking enforcement can issue an overtime violation if the vehicle is still present. These signs are significantly less than the cost of a traditional parking meter (approximately $130 per stall compared to about $525) but require that everyone using the system have an account. Stations with a meter attached that can accept money are not yet ready by this vendor. While digital payment technologies may eventually have the mass appeal and use necessary to eliminate individual meters or multi-space payment stations, anecdotal evidence suggests that this is still a number of years off. Given these limitations, Rich is of the opinion that in order to support the parking system, the use of traditional meters and/or multi-space pay stations will need to be used and expanded supplemented by the use of the Passport® system.

Remaining consistent with the traditional payment methods of either individual parking meters and/or multi-space pay stations, will not be without cost. As noted above, individual meters could cost approximately $525 per unit. For about $50 less per unit, the coin boxes from the existing meters could be repainted and re-used in conjunction with new meter heads (at about $475 per unit).

Additional choices available would eliminate all individual parking meters and replace them with strategically placed multi-space pay stations. Although these are significantly costlier per unit (at about $7,000 per station), they handle multiple spaces (cost-wise equivalent to 13 individual meters) and if properly located could offer a cost-effective solution. There is however another consideration with this option and that is the potential for lower compliance because of the reduced level of convenience from having to walk down to a pay station as opposed to having the payment point right at the vehicle. Rich has attempted to mitigate this issue somewhat with the number of pay stations provided so that they are both relatively convenient (although they still will not be as convenient as an individual meter) and in sufficient quantity that large queues are not created with multiple users waiting to pay for parking. The current industry standard for method of operation with these systems is pay-by-plate whereby the patron enters their license plate number. This method is more convenient than the older method of pay-and-display that required the user to return to their vehicle and display the receipt on the dashboard. With the pay-by-plate system, a patron can enter their information at any pay station. Even so, it is still less convenient than individual meters. Pay by plate also has a potential drawback that not everyone remembers their license plate number and which therefore still may require returning to the vehicle to get it. Rich would recommend adding signs around downtown to remind users to have their license plate number handy.

Return on Investment

Given the need to either use multi-space pay stations or individual parking meters to expand the paid parking system and the cost of acquiring these units, the City has asked for a return-on-investment (ROI) assessment. The return on investment calculation employed determines the "net profit" from the investment (revenue from the meters minus the cost of meters)divided by the cost of meters divided by the number of years to get the average ROI per year. Therefore, the formula is:

$$\frac{\text{(Accumulated revenue from meters (pay-stations) – Cost of meters (pay-stations)}}{\text{Cost of meters (pay-stations)}} \div \text{Number of Years}$$

As previously noted, cost estimates for multi-space pay stations average approximately $7,000 per machine while individual meters would cost approximately $525 per unit. It is being assumed that the multi-space pay stations would be pay-by-plate. This would eliminate the need to individually number every space (under pay-by-space) as well as eliminate having the patron returning to their vehicle to put a receipt on the dashboard under the pay-and-display method of operation. Using similar factors for average use per day per stall (3.3 hours per day from 2015 data for paid stalls and approximately 225 days of service per year) and existing parking rates of $0.50 per hour and assuming a 10-year life for the equipment for purposes of depreciation, Rich has calculated the return on investment at various points (1, 3, 5, 7 and 10 years) under two options.

1) Under the first option all single head meters would be replaced with strategically located multi-space pay stations. Rich has estimated that the existing municipally owned parking lots (Beach House Lot, North Lot, Phipps Lot, Harbor Lot, Williams Lot and Library Lot) will require a total of 8 multi-space pay stations while the approximately 425 on-street spaces to be controlled would require an additional 33 multi-space pay stations[2]. This 425-spaces is slightly below the number of projected on-street spaces that would have individual meters (465) as there are several locations where the number of spaces to be handled by the pay station together with the projected utilization does not seem to justify placement of a multi-space pay station.
2) Under option 2, the lots would have the pay stations while the existing on-street meters would be replaced with new units and the number of included parking stalls expanded such that there would be a total of approximately 465 individual parking meters in the system.

The calculated revenue under option 1 would be just under $261,000 assuming $0.50 per hour for all affected public on and off-street parking spaces. The cost to purchase 41 multi-space pay stations would be approximately $287,000. The results of the ROI calculations for the multi-space meters showing the ROI both with and without factoring for depreciation are shown in Table 16 below. Assuming 10-year depreciation on a straight-line basis, the ROI at the end of year 1 for option 1 would be 1 percent. By the end of year 3, the average annual ROI for the three-year period is 68 percent increasing to a 10-year average by year 10 of 91 percent per year for the previous 10 years. This does not include any maintenance costs or per unit fees paid to the manufacturer. Without depreciation factored in, the ROI is about 10 percent less at each interim period.

[2] The unit for the library lot would also cover adjacent street parking.

Table 16 – Average Annual Return on Investment – Multi-Space Pay Stations

`

	Annual Average Return on Investment				
	1	**3**	**5**	**7**	**10**
Revenue x Year	$260,989	$782,967	$1,304,945	$1,826,923	$2,609,890
Initial Costs	$287,000	$287,000	$287,000	$287,000	$287,000
Depreciation (Yr. x Annual $)	$28,700	$86,100	$143,500	$200,900	$287,000
Net Costs	$258,300	$200,900	$143,500	$86,100	$0
Average Annual ROI (with Depreciation)	1%	68%	81%	87%	91%
Average Annual ROI (without Depreciation)	-9%	58%	71%	77%	81%

Table 17 below shows the ROI calculations for the single space meters using the same factors of 3.3 average hours of use per day per stallover 225 operating days per year and the existing rates ($0.50 per hour for on and off-street parking). In this case the first-year revenue using the individual single space meters would be approximately $173,000. Because of the 40 additional spaces with meters compared to the pay station option, revenues are projected to be about $15,000 higher. However, the cost to purchase the number of needed meter heads would be $244,000 that when combined with the purchase cost for the eight multi-space meters controlling the lots, results in the initial costs as well that would be about $13,000 higher than the option with all multi-space pay stations ($300,000 vs. $287,000 for just the 41 multi-space pay stations). The higher revenue offset by the higher acquisition costs however means that the ROI between the two options are similar at each evaluation period, two percent the first year (up from 1 percent) to 69 percent average per year by the third year compared to 68 percent under the first option and 92 percent per year average by year 10, up by one percent compared to option 1. In summary, virtually identical.

Table 17 – Average Annual Return on Investment – Single Space Meters

	Annual Average Return on Investment				
	1	**3**	**5**	**7**	**10**
Revenue x Year	$275,839	$827,517	$1,379,195	$1,930,873	$2,758,390
Initial Costs	$300,125	$300,125	$300,125	$300,125	$300,125
Depreciation (Yr. x Annual $)	$30,013	$90,038	$150,063	$210,088	$300,125
Net Costs	$270,113	$210,088	$150,063	$90,038	$0
Average Annual ROI (with Depreciation)	2%	69%	82%	88%	92%
Average Annual ROI (without Depreciation)	-8%	59%	72%	78%	82%

Zoning Requirements

For new development within the downtown, the first 6,000 square feet of building area is excluded in the determination of parking requirements which effectively encourages developers to stay below this threshold and therefore puts the responsibility on the City to provide the parking. The City does have a fee-in-lieu policy which requires buildings that do not meet the parking requirements to pay a set fee per parking space for which they are deficient. Also, the City is not obligated to provide the parking spaces necessarily convenient to any specific development project and payment of the fee does not provide for any claim or reservation of a specific number of spaces.

Parking Space Allocation

Four designated EMS spaces in the lot adjacent to City Hall could be provided across the street adjacent to the Public Safety Building in the striped area designated for public safety building employees. This move would freeup these four spaces in the City Hall lot for customer/visitor use.

Parking Signage

Signs indicating the various city parking lots were consistent in their color scheme and naming convention. Several other directional signs were noted that also had the same color scheme. This follows best practices to have consistent form and color for signage in a downtown so that drivers will know what to look for.

Parking Stall Markings

Issues were also noted where some on-street stalls are marked out whereas others are not. Painting stall markings allows for more consistent parking and maximizes the number of spaces that can be provided on-street.

Recommendations

In addition to quantifying the amount of parking supply able to satisfy the parking need for downtown Hudson, the City has also requested that various strategies be identified to help address other identified deficiencies. These potential solutions however require that the amount of parking be quantified, not only in total for the study area, but by block and land use type so that the strategies can be analyzed in this context. Therefore, the parking demand has been quantified in this manner reflecting not only existing conditions by block but carrying this further by looking at future needs and considering the "core" blocks which focus much of the commercial activity downtown. Blocks outside the core are likely to have lower levels of commercial activity and the potential for reduced parking demand as well as less available parking or are adjacent or consist of residential properties.

1. Parking Demand vs. Supply

Discussion: Given the existing and projected level of deficit within the core blocks, it appears that additional parking should be created. Considering all 27-blocks in the assessment results in a calculated surplus of parking. However, some of the surplus spaces consist of on-street parking in residential areas to the north and east of downtown. Directing patrons to use these spaces could have a detrimental effect on these residents having access to parking for their and their guests use. The distance and in some cases current lack of lighting either in the neighborhoods or along the pedestrian pathways is likely to hinder use of these spaces. Considering the core block deficits which range from 230± spaces currently to as many as 382± spaces in the near future with a larger event at the Phipps Center and given the need to use residential parking suggests the need to develop additional parking within the downtown. The number of additional spaces needed however, could be mitigated to some extent if businesses with surplus parking spaces could work with some restaurants or other businesses with evening employee parking needs to use these "extra" spaces. This is particularly a valid option considering that peak needs are occurring during the evening hours when the spaces may not be needed by some businesses for their own staff or customers. The implementation of additional paid parking spaces may also have some impact on the number of needed parking spaces. When parking is free, there is no economic incentive to use alternative forms of transportation such as car-pooling, walking or bicycling. With peak needs occurring during the warmer months, the conversion of more spaces to paid parking may incentivize patrons to seek alternative forms of transportation and help reduce the peak period parking needs.

While surface parking would be less expensive to construct there is no vacant land of sufficient size to develop additional surface parking in Hudson. Demolition of buildings to create surface parking is not the best use of limited land. Given the limited level of parking surplus for both the existing and future conditions if considering the entire study area and the magnitude of the parking deficit if considering the core blocks, Rich is of the opinion that structured parking may be needed in the future if some other space-sharing or demand reducing alternatives do not generate sufficient parking capacity. However, this would not be without challenges as it would require that more of the existing parking spaces be paid rather than free as well as any parking developed in the structure require payment. This may also require time to increase revenues sufficiently to cover the debt service on newly developed parking as well as the higher operating costs associated with a parking garage.

Parking Supply Recommendation:

Should mitigation strategies of attempting to re-direct some evening staff into available private parking not provide a sufficient reduction in use of available public parking spaces to make more of these spaces available to downtown visitors, then the City should consider development of a public parking garage. In this case:

A) Construct a parking garage on one of the three alternative sites.
   1) Phipps Lot
   2) North Lot
   3) Williams Lot adjacent the Public Safety Building.

On the Phipps and North Lot, garages could be developed providing approximately 63 cars per floor. Approximately 5 floors of parking would be needed on either of these sites to accommodate the current 230± space deficit and recoup the spaces lost on-site. Two options for the Williams lot have been developed. One keeps the garage south of the existing Public Safety Building and could provide the same 63 cars per floor. An alternative scheme would extend the garage to the north to Walnut Street and require accommodating the functions of the Public Safety Building within the garage. This garage could provide 139 cars per floor. These alternative schemes are shown on pages47 through 50.

Parking Garage Costs

Rich has also estimated the costs to develop a 400-car garage[3] that would produce net additions to the downtown parking supply ranging from 337± spaces to 352± spaces. Using an estimate of $19,500 per space would result in construction costs of $7.8 million. Design and other fees and costs would increase the project cost to be financed to $8.7 million. Assuming that the garage was financed on a 20-year General Obligation Bond with annual interest rate of 3.291%, costs associated with financing would add nearly $590,000 for a total issuance of $9.32 million. Annual debt service on this amount would be approximately $644,000. This is detailed by Table 18 on the following page.

This level of debt service is obviously a challenging amount and would likely require a substantial increase in parking rates. With 41 pay stations, and hourly rates of $1.50 per hour (and the current levels of utilization) annual revenue of about $780,000 could be generated which is an amount that should cover the debt service and operating costs for the parking system. Under the alternative operation with the 465 single spaces meters controlling the street spaces and the pay stations controlling the surface lots, the projected revenues at the $1.50 per hour parking rates would be about $827,000 per year. Getting to these rates cannot be done overnight and may require a period of incremental rate increases.

[3] Does not include the costs of the Public Safety Building

Table 18 – Project / Finance Cost Estimate

City of Hudson Wisconsin
Propoosed 400 Space Garage
General Obligation Bond Financing

1	**Construction Cost**	400 x $19,500	**$7,800,000**
2	**Professional Fees** (Architectural/Engineering & Reimbursed)		**$390,000**
3	**Construction Insurance**		**$30,000**
4	**Legal & Accounting**		**$25,000**
5	**Geotech and Survey**		**$25,000**
6	**Construction Contingency**	@ 5.0%	**$466,000**
7	**Project Cost to be Financed**		**$8,736,000**

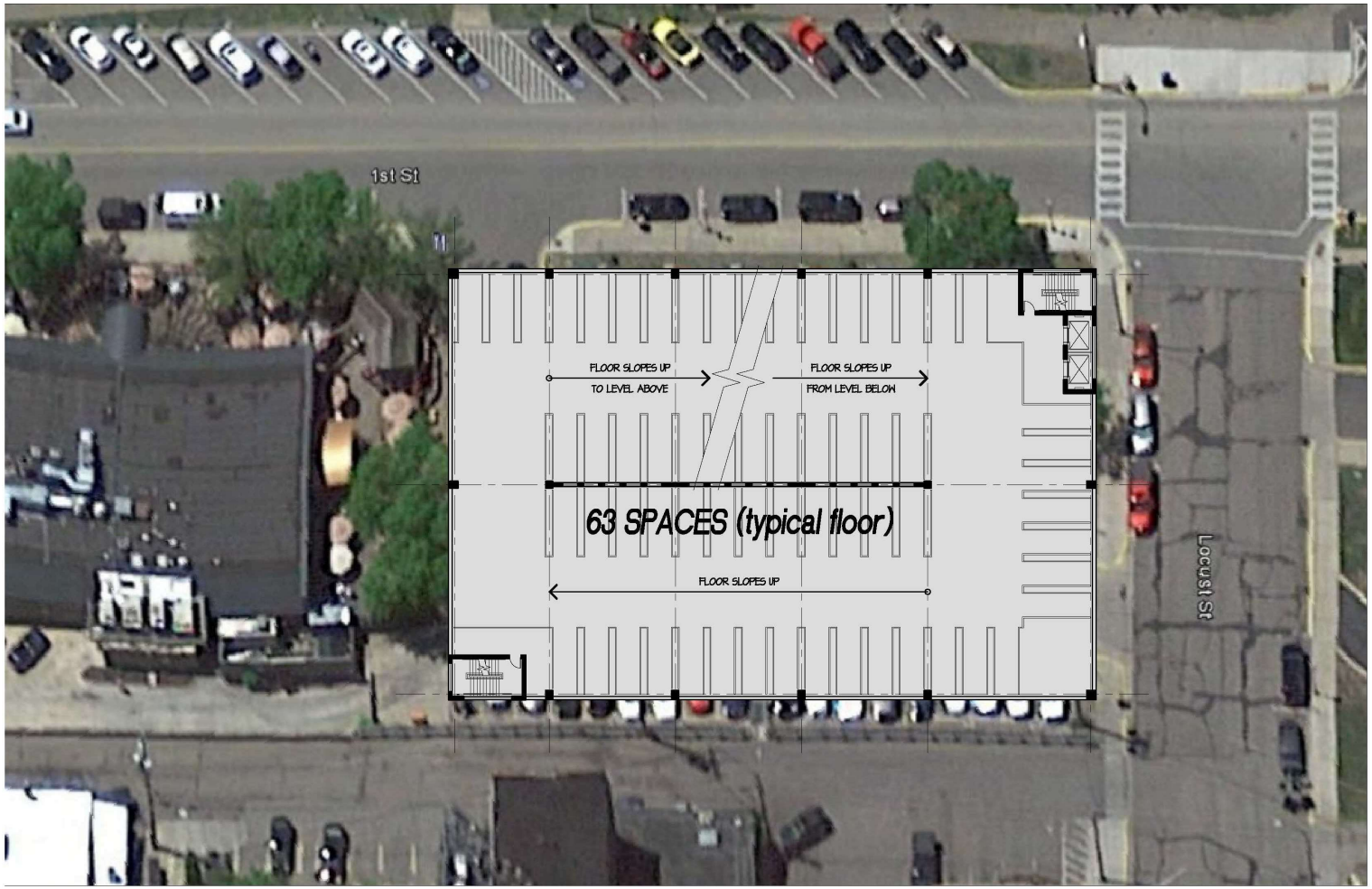
8	**Financing Term**	20 Years
9	**Interest Rate**	3.291 %
10	**Term of Construction**	12 Months

Financing Costs

11	**Interest During Construction**		**$307,000**
12	**Legal & Accounting Fees**	@ 1.00%	**$93,000**
13	**Financing Fees (Points)**	2.00%	**$186,000**

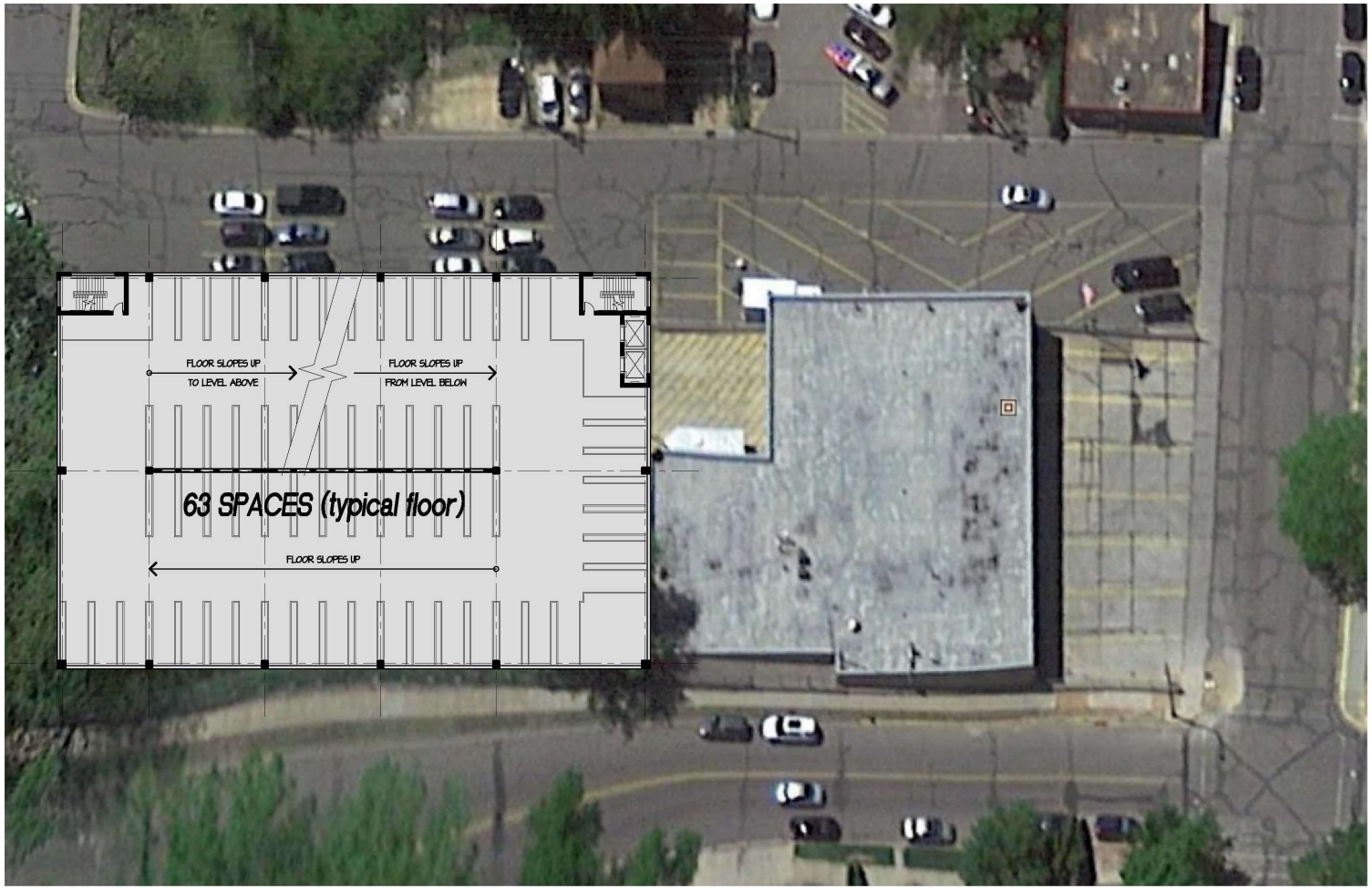
14	***Total Financing Costs***	**$586,000**
15	**+ Project Cost to Be Financed**	**$8,736,000**
16	**Total Amount of Bonds**	**$9,322,000**
17	**Debt Service**	**$644,000**

Phipps Lot Garage - 400 Cars (341± Net Add Cars)

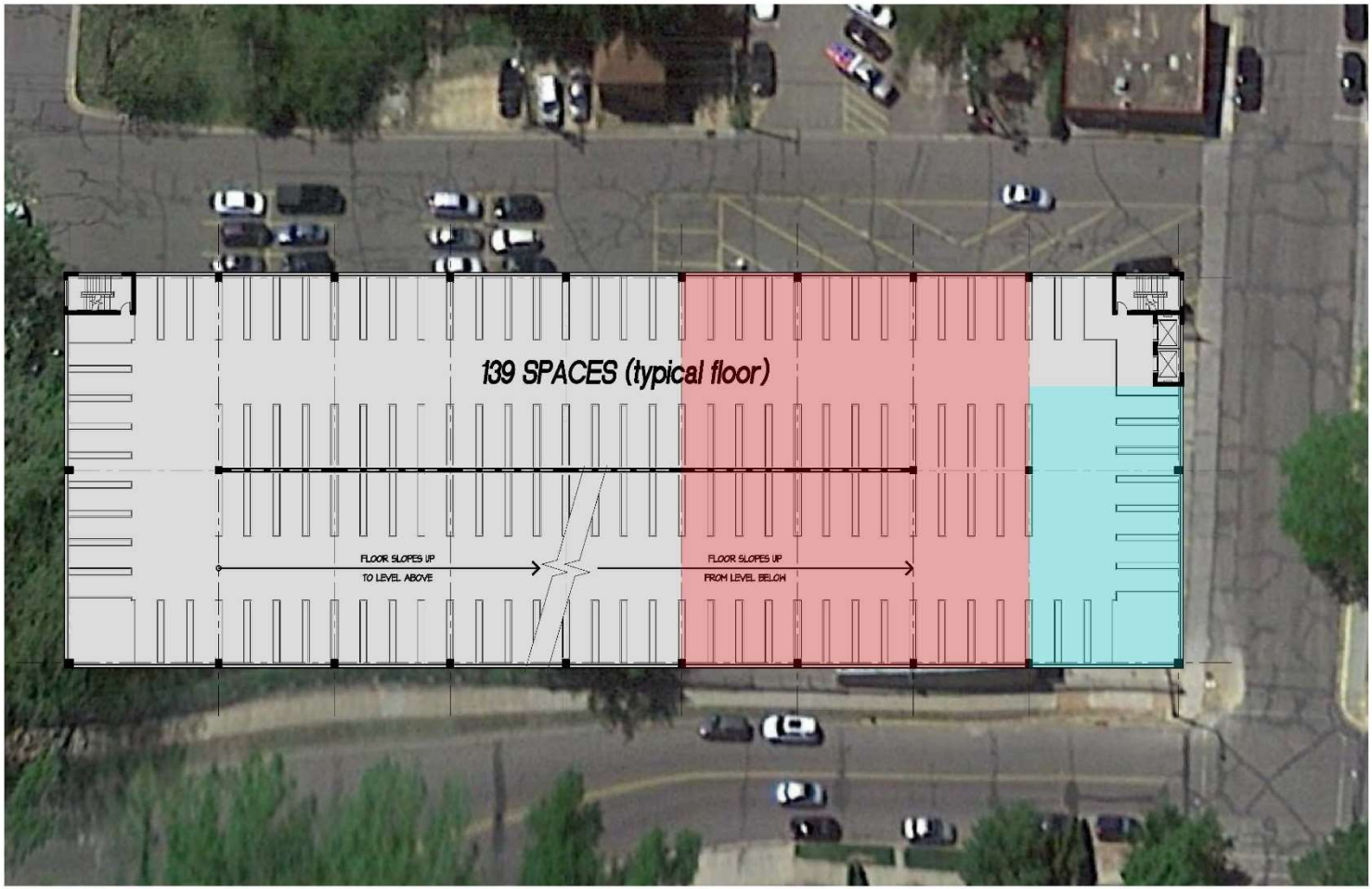


North Lot Garage - 400 Cars (337± Net Add Cars)

Williams Lot Garage Option 1 - 400 Cars (352± Net Add Cars)



Williams Lot Garage Option 2 – 400 Cars (352± Net Add Cars)



2. Paid Parking

Discussion: At present, just 31 percent of the public spaces in downtown Hudson are generating revenue. The remaining balance ofpublic parking supplyis all free parking. Revenues in 2015 showed a surplus of just $39,000. Obviously, this is not sufficient to cover the debt service or the added maintenance costs for a parking facility should one be developed and limits the amount of funding available for other capital improvements. The low proportion of paid parking also means that those patrons unlucky enough to find a "free" parking space are supporting a system that benefits a much larger population. Generating additional revenue can be done either by increasing permit and hourly parking rates or increasing the number of parking spaces requiring payment.

Increasing the number of paid parking spaces will have to be done either by replacing the old existing single-space meters with new updated single space meters while at the same time adding new single space meters or controlling the parking through the use of multi-space pay stations. If the choice is to use updated single space meters, the City could save about $50 per existing meter by having the coin boxes refurbished (sand-blasted and repainted) and new heads only purchased.

Rather than have to install so many additional meters in order to expand the number of paid parking spaces,particularly in the lots, as an alternative the City-owned parking lots could be controlled through the use of multi-space pay stations with the on-street spaces controlled by updated single space meters. Alternatively, all on and off-street parking could be controlled for about the same costs using multi-space pay stations strategically located downtown.

Paid Parking Recommendations:

A) Increase the number of paid spaces to help cover the operating costs of the parking system and provide for necessary capital improvements. Converting some existing free on-street spaces to metered parking could add 235± paid spaces to the revenue generating capacity of the downtown. Replacing 230 existing meters plus adding 235 new on-street is estimated to costs about $244,000. These amounts assume per meter costs of about $525 per unit. Manufacturers may be willing to discount the amount depending on the capabilities and quantity purchased. Alternatively, the City could choose to install multi-space pay stations. There are costs of pouring the pads for each pay station and removing the old meter poles, but this should still be less than the cost of installing the additional meters While the installation costs should be less, there should also be lower costs associated with operating the pay stations in terms of collections and maintenance but there will be added costs associated with adding signage and the parking ambassadors necessary during rollout of a new system. There may also be a lower level of compliance because of the reduced convenience from having to walk down to a pay station.

B) Using multi-space pay stations in the parking lots, Rich recommends rolling these out slowly by only doing one lot at a time. This should be completed in conjunction with hiring part-

time temporary ambassadors to help the public navigate the new machines. The City should monitor this and as the public gets comfortable with the new system, then roll out the next lot. As the individual lots are completed, the City could then begin to implement adding the pay stations around downtown should it choose to go this route rather than the single space meters. On the total cost basis and ROI calculation, it is virtually a wash between the use of individual meters or multi-space pay stations. With the multi-space pay station option there is however the added costs of signs to remind individuals about needing their license plate number and the temporary ambassadors to help use the pay stations.

C) Currently the Passport® application allows someone to add as much as two additional hours to their parking time (to a maximum of four hours). In spaces, particularly along 2nd Street, as well as cross streets in the core blocks from 1st Street, Rich is recommending that this not be allowed but that the two-hour time limit be maintained to facilitate turnover. Signs should indicate the two-hour limitation for all users including those using traditional meters or the pay stations. Except for spaces along 1st Street which would allow up to 8-hours of parking, other on-street spaces would allow a maximum time limit of 3-hours. The designation of new meter placement and the time limits are demonstrated by Table 20 and Map 10 on pages 54 and 55respectively. Alternatively using multi-space pay stations, the locations are shown by Map 11 on page 56.

D) Designate (two or three) spaces in the library lot to have individual meters that simply require enabling the meter for 15-minutes of free parking. The patron is not charged for parking in these spaces but is notified and is cognizant of the fact that they have 15 minutes of parking. This would allow someone to run into the library to drop off or pick up an item and not be required to pay for the parking but helps to ensure these spaces are turning over and available for others to use for a similar purpose.

E) In spaces designated for 8-hours, Rich is recommending that the 8-hour designated spaces allow someone to park there and not pay the meter with the proper display of a city issued parking permit. At the recommended permit rates (as they increase over the next several years), this would still allow parking at a discount from the metered rates.

F) Rich is also recommending increasing the costs of the parking permits over the next several years. Depending on the annual hours of use, even at the proposed eventual rate of $360 annually ($30.00 per month), permit holders may still pay as little as $0.18 per hour for parking. At lower levels of annual utilization, it may be more advantageous to pay the meters than purchase a permit. Table 21on page 57 demonstrates the equivalent annual hourly rates at varying levels of annual use.

G) Convert the Library Lot, Beach House Lot, North Lot and Williams Lots to paid parking. This would add an additional 140± paid parking spaces. Combined with the on-street parking would mean an additional 375± paid parking spaces. In these lots noted above it is likely to

be more economical to purchase multi-space pay stationsat $7,000 per station than purchase and install individual meters.

H) Assuming the same average use as the existing paid spaces ($1.65 per day and 3.3 hours use per day per stall times 225[4] days per year) the added single space meters and off-street pay stationswould potentially add more than $100,000 to the City's existing annual parking revenueof about $160,000, increasing it to about $276,000 annually at the existing parking rates.

Table 19 – Alternative meter quantity and replacement costs.

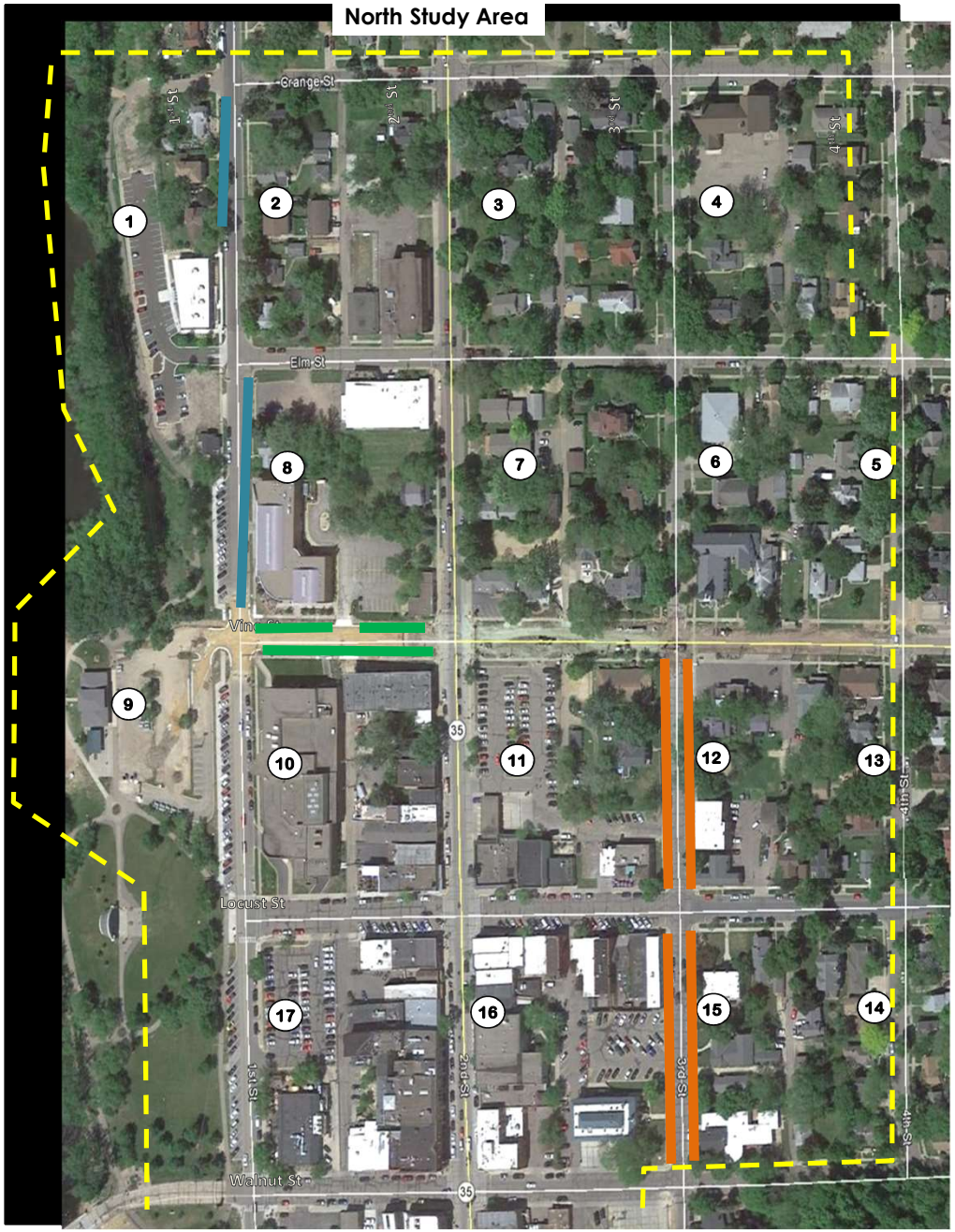
		Estimated Cost / Meter
		$525
Existing Meters	**Quantity**	230
	Costs	**$120,750**
New Meters	**Quantity**	235
	Costs	**$123,375**
Total	**Quantity**	**465**
	Costs	**$244,125**

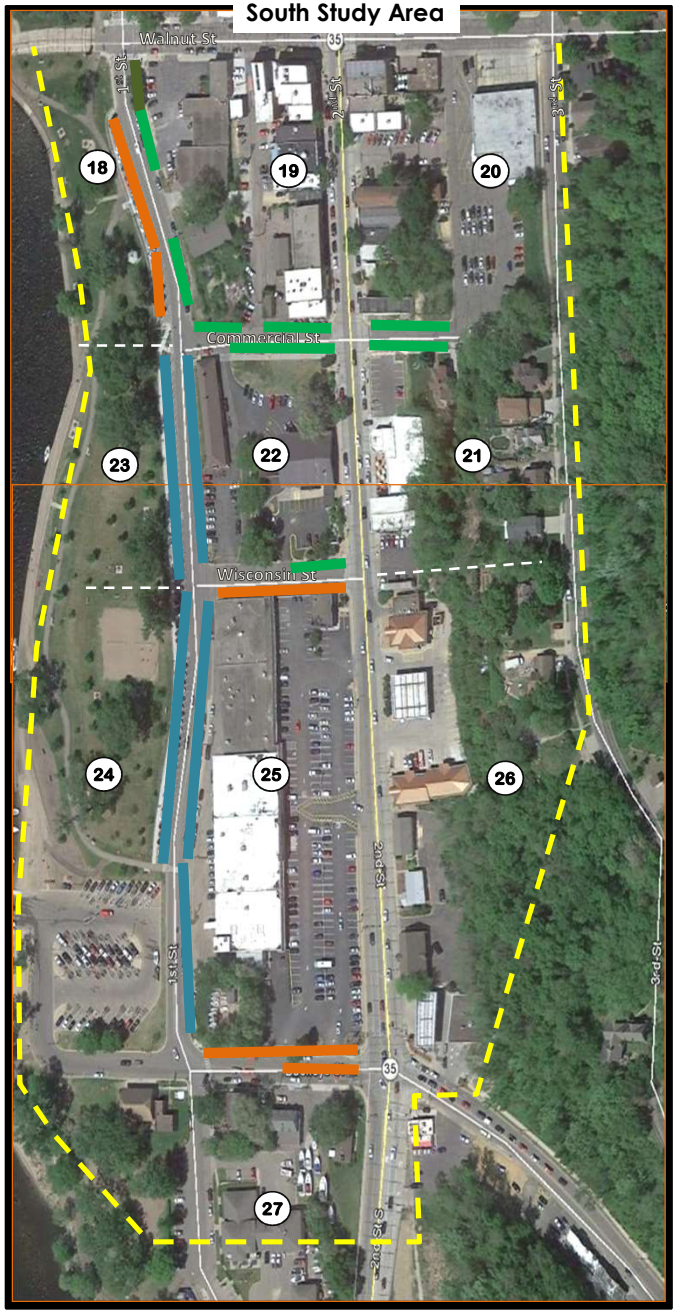
[4] Maintaining the policy of the first two hours free during the holiday shopping season between Thanksgiving and Christmas.

Table 20 below demonstrates the recommended placement of new parking meters together with the designated recommended time limitation. In spaces along 2nd Street and cross streets within the core block area, most meters should be limited to two-hours of parking. Other areas can be signed as either three or eight-hours. In these areas, continued use of the Passport® application should not allow a patron to add more parking beyond the maximum designated time limit. For example, if someone has initially paid for two-hours in a three-hour location, they can only add one additional hour. In two-hour designated spaces, adding parking beyond two-hours should not be permitted.

Table 20– Recommended New Meter Placement

	Existing Spaces					Recommended Meter Type (Time Limit)			
Block Face	On-Street (Free, Unstriped Spaces)	On-Street (Free, Striped Spaces)	2-Hour Free Spaces	4-Hour Free Spaces	TOTAL	2-Hour	3-Hour	8-Hour	TOTAL
1B	13				**13**			13	**13**
8C		8			**8**	8			**8**
8D	8				**8**			8	**8**
10A		8			**8**	8			**8**
11B	11				**11**		11		**11**
12D			10		**10**		10		**10**
15D			13		**13**		13		**13**
16B				8	**8**		8		**8**
18B		21			**21**		21		**21**
19C	4		5		**9**	9			**9**
19D			5		**5**	5			**5**
20C	4				**4**	4			**4**
21A	7				**7**	7			**7**
22A	9				**9**	9			**9**
22C		3			**3**	3			**3**
22D		10			**10**			10	**10**
23B		20			**20**			20	**20**
24B		38			**38**			38	**38**
25A		7			**7**		7		**7**
25C	2				**2**		2		**2**
25D	15				**15**			15	**15**
27A	6				**6**		6		**6**
	79	**115**	**33**	**8**	**235**	**53**	**78**	**104**	**235**





CITY OF HUDSON

Hudson, Wisconsin

PARKING STUDY

Sheet Title:

PARKING SUPPLY

New Metered Spaces

LEGEND:

Study Area

(#) BLOCK NUMBER

BLOCK FACE KEY PLAN:

A
D (#) B
C

8 Hour Limit

3 Hour Limit

2 Hour Limit

RICH & ASSOCIATES

Parking Consultants • Planners
Architects • Engineers
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Date	12/1/16
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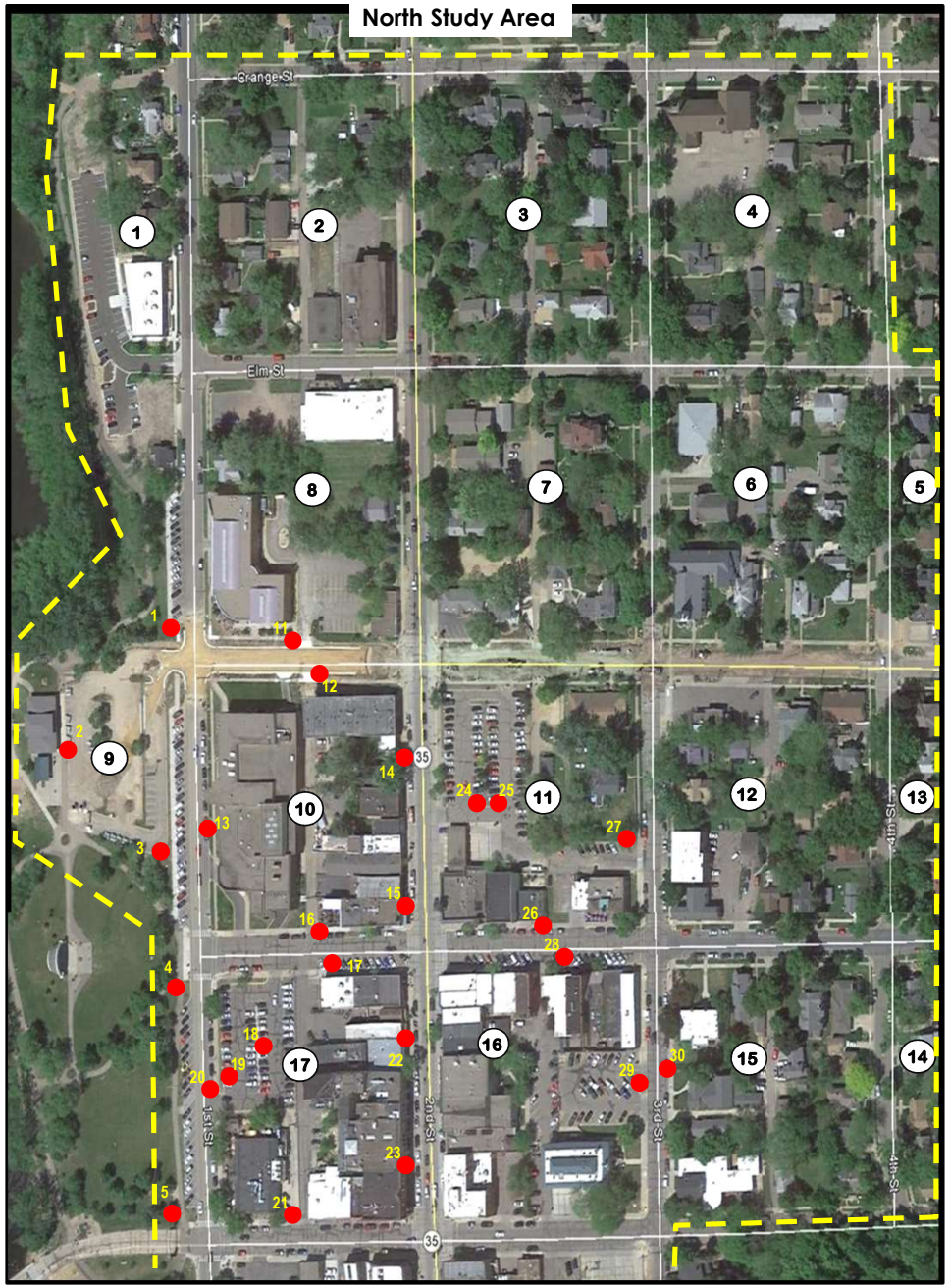
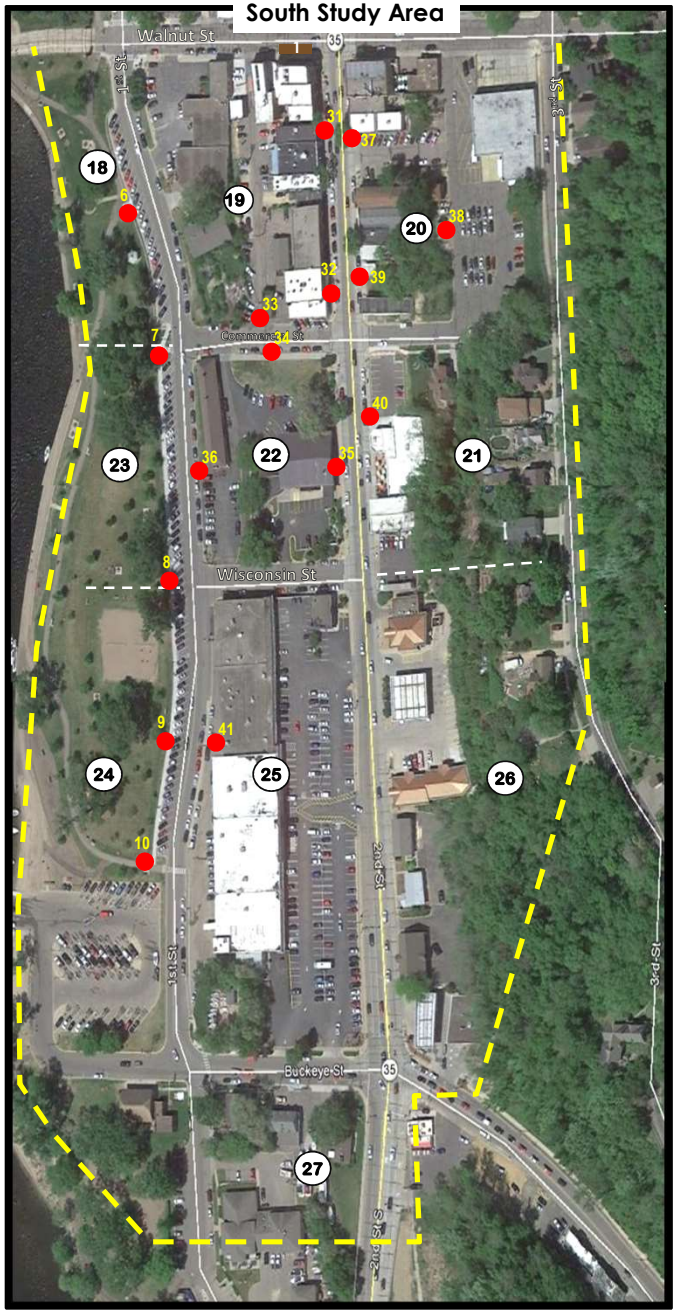
NORTH

MAP Number: 10

Page Number:





CITY OF HUDSON

Hudson, Wisconsin

PARKING STUDY

Sheet Title:

MULTI-SPACE PAY STATIONS

41 Total

LEGEND:

Study Area

BLOCK NUMBER

BLOCK FACE KEY PLAN:

A
D # B
C

Pay Station Locations

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MAP Number: **11**

Page Number:

Table 21 below demonstrates the relative costs of parking for purchasers of parking permits at varying levels of utilization and with the recommended increase in the cost for the permits. Areas highlighted in yellow demonstrate conditions where the cost of the permit would likely be higher than paying the meters (assuming the current rates of $0.50 per hour is maintained).

Table 21 – Per Hour Costs of Parking with Parking Permits at Recommended Rates

				Cost of Annual Permit					
Hours / Day	Days / Wk	Weeks / Yr	Hours of Use / Year	$100.00	$150.00	$200.00	$250.00	$300.00	$360.00
				Equivelent Hourly Cost for Parking					
2	2	50	200	$0.50	$0.75	$1.00	$1.25	$1.50	$1.80
3	2	50	300	$0.33	$0.50	$0.67	$0.83	$1.00	$1.20
4	2	50	400	$0.25	$0.38	$0.50	$0.63	$0.75	$0.90
5	2	50	500	$0.20	$0.30	$0.40	$0.50	$0.60	$0.72
6	2	50	600	$0.17	$0.25	$0.33	$0.42	$0.50	$0.60
7	2	50	700	$0.14	$0.21	$0.29	$0.36	$0.43	$0.51
8	2	50	800	$0.13	$0.19	$0.25	$0.31	$0.38	$0.45
2	3	50	300	$0.33	$0.50	$0.67	$0.83	$1.00	$1.20
3	3	50	450	$0.22	$0.33	$0.44	$0.56	$0.67	$0.80
4	3	50	600	$0.17	$0.25	$0.33	$0.42	$0.50	$0.60
5	3	50	750	$0.13	$0.20	$0.27	$0.33	$0.40	$0.48
6	3	50	900	$0.11	$0.17	$0.22	$0.28	$0.33	$0.40
7	3	50	1,050	$0.10	$0.14	$0.19	$0.24	$0.29	$0.34
8	3	50	1,200	$0.08	$0.13	$0.17	$0.21	$0.25	$0.30
2	4	50	400	$0.25	$0.38	$0.50	$0.63	$0.75	$0.90
3	4	50	600	$0.17	$0.25	$0.33	$0.42	$0.50	$0.60
4	4	50	800	$0.13	$0.19	$0.25	$0.31	$0.38	$0.45
5	4	50	1,000	$0.10	$0.15	$0.20	$0.25	$0.30	$0.36
6	4	50	1,200	$0.08	$0.13	$0.17	$0.21	$0.25	$0.30
7	4	50	1,400	$0.07	$0.11	$0.14	$0.18	$0.21	$0.26
8	4	50	1,600	$0.06	$0.09	$0.13	$0.16	$0.19	$0.23
2	5	50	500	$0.20	$0.30	$0.40	$0.50	$0.60	$0.72
3	5	50	750	$0.13	$0.20	$0.27	$0.33	$0.40	$0.48
4	5	50	1,000	$0.10	$0.15	$0.20	$0.25	$0.30	$0.36
5	5	50	1,250	$0.08	$0.12	$0.16	$0.20	$0.24	$0.29
6	5	50	1,500	$0.07	$0.10	$0.13	$0.17	$0.20	$0.24
7	5	50	1,750	$0.06	$0.09	$0.11	$0.14	$0.17	$0.21
8	5	50	2,000	$0.05	$0.08	$0.10	$0.13	$0.15	$0.18

3. Parking Enforcement

Discussion: Enforcement of parking regulations in a successful and functioning downtown is a critical element. Ensuring that the most convenient parking spaces are not taken over by early arriving employees who then stay all day is one aspect that enforcement must monitor. These spaces must be available for the customers and visitors on which the businesses depend. In practice, there are two key elements of parking enforcement. First is the writing of the citations for infractions with the second part being the collection on written citations. Failure in either of these elements means that parking regulations will be ignored. Apart from this aspect, given the costs associated with parking enforcement, it is also critical that the citations be collected. While enforcement does not necessarily have to be conducted every day nor should it seek to attempt to capture every infraction, it must be consistent and unbiased in operation. Random routes, days and hours of enforcement are intended to discourage the habitual offender.

Parking Enforcement Recommendations:

A) Implement a random schedule of enforcement. Enforcement does not have to occur every day but should be on a random basis to discourage abuse of the parking regulations. This may mean extended hours on some days as well as varying the routes and areas covered.

B) Take advantage of technology. Electronic Chalking in which hand-held devices report to the enforcement officer when the license number is input whether that vehicle has received a citation in the last x (typically 60 to 90) days should be used. If the vehicle has not been issued a citation for overstaying the time limit, the offender can be issued a courtesy ticket. This carries no fine, thanks them for visiting downtown Hudson but also directs the patron where longer term parking is located. Offenses such as yellow curb violations, improper handicap parking, boat launch or fire lane violations would not be subject to courtesy tickets. Subsequent overtime parking offenses would carry the specified fine. Such a system can also report if the vehicle has multiple violations (unpaid). This can permit additional actions to be taken such as immobilizing or towing the vehicle. The cost for such a system would run between $15,000 and $30,000.

C) Meters should be signed and enforced until 8:00 pm. This prevents afternoon restaurant staff from parking in the most convenient spaces.

D) Consider enacting an anti-shuffling ordinance to prevent patrons from moving their vehicle into a new space to defeat the time limitations of on-street or off-street parking.

E) Increase parking fine from $7.00 to $10.00 for overtime parking. Maintain the current policy whereby violations must be paid within 10 days of the date of the infraction. However, offer a discount if paid within five days in which case the fine is discounted to $7.00. If fine is not paid within 10 days, $10.00 amount doubles. After 30 days from the date of the infraction, fine doubles again ($40.00). Three or more unpaid tickets have vehicle registration withheld by State of Wisconsin.

4. Zoning Requirements

Discussion: The City's current zoning code currently requires that buildings require parking but excludes the first 6,000 square feet. This obviously encourages developers to stay below this threshold. Many communities do not require that parking be provided in central business districts. This is primarily due to the inability to provide parking adjacent many buildings given the existing configuration downtown and the desire to not have multiple individual parking lots which tends to break up the continuity and density of the downtown. Others may not require additional parking for changes in use but only for new construction. Rich & Associates is familiar with two communities local to our offices (Royal Oak, Michigan and Ferndale Michigan) which do not have any parking requirements for commercial buildings within their respective downtowns. The zoning requirements for the City of Kenosha, Wisconsin would seem to encourage development while at the same time recognizing the need to provide parking. New construction within the business district requires parking equal to 50% of the specified requirements as detailed in the zoning ordinance. Changes of use in the business district do not have a parking requirement.

Zoning Requirements Recommendation:

A) Adopt a similar policy as Kenosha. New construction will require parking at 50% of the specified requirements while any renovation or change of use within the Central Business District will not. Rich believes that this policy provides a balance where it encourages economic activity while at the same time recognizing that new construction should help address some of the parking need.

B) Failure to provide the required modified number of parking stalls will require payment of the specified fee in lieu of amount which is currently set at $2,500 per space. This amount however should be increased as it is considerably less than the cost to provide structured parking and would barely cover the cost to provide spaces even in a surface parking lot and even if property acquisition costs were excluded. Recognizing the publicly available spaces can be used by more than one use, the fee should be set at one-third to one-half of the current cost to provide structured parking (currently estimated at $19,500 per space) or $6,500 to $9,700 per deficient space. Rich is aware of municipalities that have fees similarly low like Hudson but also fees in excess of $10,000 per space.

5. Parking Allocation/Miscellaneous

Discussion: There are several other issues that may affect the functioning of parking downtown. These include policies for where permits can be used, reserved parking, stall markings, short-term and trailer parking policies as well as having in place a policy for valet parking.

Parking Allocation/Miscellaneous Recommendations:

A) Rich would recommend that the Phipps Lot during the summer months does not allow parking with a permit but require payment at the meters or pay stations (to be provided) and that the maximum time limit be four hours. This is to discourage use by employees and help ensure that these spaces are available to customers, downtown and waterfront visitors.

B) Eliminate four EMS spaces from the City Hall Lot and convert to public use. These vehicles should be parked in the area striped out adjacent to the Public Safety Building across Walnut.

C) Stall Markings should be painted where lacking in on-street parking spaces at least on all core blocks.

D) Short-term parking spaces should be consistent at 15 minutes. Some are 10 minutes and others are 15. Short-term parking, when requested, should be applied consistently at the beginning or end of blocks.

E) Valet Parking – Should a business desire to implement valet parking, the City should develop a policy that requires specifying hours of operation, number of on-street spaces that can be used for patron pickup and drop-off, specifying where the valet vehicles will be parked. If a private lot, a copy of the agreement with the property owner allowing this use. Use of City lots will require payment of associated parking fees (to be negotiated).

F) The City should begin negotiations with some of the big box stores for use of outlying parking for boat trailers. In conjunction with on-demand ridesharing services such as Uber or Lyft, patrons would be able to temporarily park their vehicle and trailer in these lots and use a ridesharing service to get back downtown and then to retrieve their vehicle and trailer at the end of the day.

Appendix
Parking Supply Tables
Occupancy Count Tables

Appendix Table A – On-Street Parking Supply Detail

Block	Face	Free (Un-Striped)	Free (Striped)	2H Meter	2-Hour Free	4-Hour Free (Striped)	Barrier Free (Handicap Accessible)	Loading	10 Min	15 Min	TOTAL
1	A										0
1	B	13		16							29
1	C										0
1	D										0
1	**Total**	**13**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**29**
2	A	11									11
2	B	14									14
2	C	8									8
2	D	12									12
2	**Total**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**
3	A	12									12
3	B	11									11
3	C	11									11
3	D	14									14
3	**Total**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
4	A	13									13
4	B	10									10
4	C	9									9
4	D	7									7
4	**Total**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**
5	A										0
5	B										0
5	C										0
5	D	11									11
5	**Total**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
6	A	11									11
6	B	11									11
6	C										0
6	D	12									12
6	**Total**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**
7	A	12									12
7	B	15									15
7	C										0
7	D	9									9
7	**Total**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**
8	A	7									7
8	B	11									11
8	C		8								8
8	D	8									8
8	**Total**	**26**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**

Appendix Table A – On-Street Parking Supply Detail (Continued)

Block	Face	Free (Un-Striped)	Free (Striped)	2H Meter	2-Hour Free	4-Hour Free (Striped)	Barrier Free (Handicap Accessible)	Loading	10 Min	15 Min	TOTAL
9	A										0
9	B			44			3				47
9	C										0
9	D										0
9	**Total**	**0**	**0**	**44**	**0**	**0**	**3**	**0**	**0**	**0**	**47**
10	A		8								8
10	B			11			1				12
10	C			6			1				7
10	D			7			2				9
10	**Total**	**0**	**8**	**24**	**0**	**0**	**4**	**0**	**0**	**0**	**36**
11	A										0
11	B					11					11
11	C			12							12
11	D									1	1
11	**Total**	**0**	**0**	**12**	**0**	**11**	**0**	**0**	**0**	**1**	**24**
12	A										0
12	B	11									11
12	C	6	4								10
12	D			2	10						12
12	**Total**	**17**	**4**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**33**
13	A										0
13	B										0
13	C										0
13	D	11									11
13	**Total**	**11**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**11**
14	A										0
14	B										0
14	C										0
14	D	14									14
14	**Total**	**14**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**14**
15	A	7	5								12
15	B	9									9
15	C		9								9
15	D				13						13
15	**Total**	**16**	**14**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**43**
16	A			17				1		2	20
16	B					8					8
16	C			3			1				4
16	D			9			1			2	12
16	**Total**	**0**	**0**	**29**	**0**	**8**	**2**	**1**	**0**	**4**	**44**

Appendix Table A – On-Street Parking Supply Detail (Continued)

Block	Face	Free (Un-Striped)	Free (Striped)	2H Meter	2-Hour Free	4-Hour Free (Striped)	Barrier Free (Handicap Accessible)	Loading	10 Min	15 Min	TOTAL
17	A			12						2	14
17	B			12							12
17	C			10							10
17	D			10							10
17	**Total**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**2**	**46**
18	A										0
18	B		21				1				22
18	C										0
18	D										0
18	**Total**	**0**	**21**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**22**
19	A			8					1		9
19	B			12					2		14
19	C	4			5						9
19	D		2	9							11
19	**Total**	**4**	**2**	**29**	**5**	**0**	**0**	**0**	**3**	**0**	**43**
20	A			3							3
20	B	8									8
20	C	4									4
20	D			10							10
20	**Total**	**12**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
21	A	7									7
21	B										0
21	C										0
21	D			9							9
21	**Total**	**7**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
22	A	9		1							10
22	B			7			1			2	10
22	C		3								3
22	D		10								10
22	**Total**	**9**	**13**	**8**	**0**	**0**	**1**	**0**	**0**	**2**	**33**
23	A										0
23	B		20				2				22
23	C										0
23	D										0
23	**Total**	**0**	**20**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**22**

Appendix Table A – On-Street Parking Supply Detail (Continued)

Block	Face	Free (Un-Striped)	Free (Striped)	2H Meter	2-Hour Free	4-Hour Free (Striped)	Barrier Free (Handicap Accessible)	Loading	10 Min	15 Min	TOTAL
24	A										0
24	B		38				2				40
24	C										0
24	D										0
24	**Total**	**0**	**38**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**40**
25	A		7								7
25	B										0
25	C		2								2
25	D	15									15
25	**Total**	**15**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**
26	A										0
26	B										0
26	C										0
26	D										0
26	**Total**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
27	A	6									6
27	B										0
27	C										0
27	D	3			18		1				22
27	**Total**	**9**	**0**	**0**	**18**	**0**	**1**	**0**	**0**	**0**	**28**
GRAND TOTAL		**366**	**137**	**230**	**46**	**19**	**16**	**1**	**3**	**9**	**827**
% of Total		**44.3%**	**16.6%**	**27.8%**	**5.6%**	**2.3%**	**1.9%**	**0.1%**	**0.4%**	**1.1%**	**100.0%**

Appendix Table B – Off-Street Parking Supply Detail

			Public Parking											Private Parking						Total
Block	Lot Designation	Name	Permit	Permit / Meter	Reserved	Handicap	Free (No Limit)	15Min (Free)	2-Hour (Meter)	2-Hour (Free)	4-Hour (Free)	8-Hour (Free)	TOTAL	Private	HCP	Permit	30 Min LZ	Reserved	TOTAL	
1	A-1	Office Building Lot											0	49	2				51	51
	B-1	Pier 500 Employee Lot											0	15					15	15
1		**Block Total**	0	0	0	0	0	0	0	0	0	0	0	64	2	0	0	0	66	66
2	A-2	AT & T Lot											0	24					24	24
2		**Block Total**	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	24	24
3	**No Off-Street Parking This Block**																			
4	**No Off-Street Parking This Block**																			
5	**No Off-Street Parking This Block**																			
6	**No Off-Street Parking This Block**																			
7	A-7	**Dentistry on Vine**											0	9					9	9
7		**Block Total**	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
8	A-8	Library Lot (Public)				2	32						34						0	34
	A-8	Library Lot (Authorized Veh)											0					3	3	3
	A-8	Library Lot (Police Visitors)											0					2	2	2
	B-8	Police Vehicle Parking											0	5					5	5
	C-8	Norlake Lot											0	30					30	30
8		**Block Total**	0	0	0	2	32	0	0	0	0	0	34	35	0	0	0	5	40	74
9	A-9	Beach House Lot				2	92						94						0	94
9		**Block Total**	0	0	0	2	92	0	0	0	0	0	94	0	0	0	0	0	0	94
10	A-10	Apartment Tenant Parking											0	9					9	9
	B-10	Court Report											0	2					2	2
	C-10	Office Bldg											0	5					5	5
	D-10	Art Doyles Bike Shop											0	2					2	2
	E-10	Sandeen Insurance											0	2					2	2
10		**Block Total**	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	20	20
11	A-11	North Lot	20						6		9	28	63						0	63
	B-11	Plaza Lot	10			1							11						0	11
	C-11	Postmark Grill											0	7					7	7
	D-11	220 Vine Street											0	4					4	4
11		**Block Total**	30	0	0	1	0	0	6	0	9	28	74	11	0	0	0	0	11	85
12	A-12	Nicks Auto											0	18					18	18
	B-12	Private Lot (Res?)											0	12					12	12
12		**Block Total**	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	30	30
13	**No Off-Street Parking This Block**																			
14	**No Off-Street Parking This Block**																			
15	**No Off-Street Parking This Block**																			
16	A-16	502 2nd Street											0	10					10	10
	B-16	Coco's (Alley)											0	7					7	7
	C-16	Urban Olive Parking (Back)											0	2					2	2
	D-16	Opera House					6		2				8	2			2		4	12
	E-16	Public Parking		6									6						0	6
	F-16	Private Parking											0	9					9	9
	G-16	City Hall Lot		9		1		2	2				14			14		5	19	33
16		**Block Total**	0	15	0	1	6	2	4	0	0	0	28	30	0	14	2	5	51	79

Appendix Table B – Off-Street Parking Supply Detail (Continued)

			Public Parking											Private Parking							Total
Block	Lot Designation	Name	Permit	Permit / Meter	Reserved	Handicap	Free (No Limit)	15Min (Free)	2-Hour (Meter)	2-Hour (Free)	4-Hour (Free)	8-Hour (Free)	TOTAL	Private	HCP	Permit	30 Min LZ	Reserved	TOTAL	
17	A-17	Phipps Lot (Public)		22		4			33				59						0	59
	B-17	Dough Boys Restaurant											0	15	1				16	16
	C-17	Alley Lot											0	10					10	10
	D-17	Pier 500 Handicap											0		3				3	3
17		Block Total	0	22	0	4	0	0	33	0	0	0	59	25	4	0	0	0	29	88
18	No Off-Street Parking This Block																			
19	A-19	Gagnon Private Parking											0			16			16	16
	B-19	Private Lot											0	5					5	5
	C-19	Private Parking											0	10					10	10
	D-19	Private Parking											0	5					5	5
	E-19	Private Parking											0	4					4	4
	F-19	Private Parking											0	4					4	4
	G-19	Guest Parking B & B											0	4					4	4
	H-19	Private Parking											0	5					5	5
	I-19	Private Lot											0	4					4	4
19		Block Total	0	0	0	0	0	0	0	0	0	0	0	41	0	16	0	0	57	57
20	A-20	Harbor Lot				1			17				18						0	18
	B-20	Imaging World Cust											0	2					2	2
	C-20	412 2nd Apts											0	3					3	3
	D-20	Public Safety Ctr Lot	12								6	26	44						0	44
	E-20	Private Parking (Alley)											0	12					12	12
	F-20	Public Safety Parking											0	4					4	4
20		Block Total	12	0	0	1	0	0	17	0	6	26	62	21	0	0	0	0	21	83
21	A-21	Pudges Liquors											0	11	1				12	12
	B-21	Negret Wine Co											0	14	1				15	15
21		Block Total	0	0	0	0		0	0	0	0	0	0	25	2	0	0	0	27	27
22	A-22	Associated Bank Lot											0	15					15	15
	B-22	Private Lot (Lakefront Frmng)											0	5					5	5
	C-22	Associated Bank Lot											0	7					7	7
	D-22	Associated Bank Lot											0	17	2				19	19
22		Block Total	0	0	0	0	0	0	0	0	0	0	0	44	2	0	0	0	46	46
23	No Off-Street Parking This Block																			
24	A-24	Boat Launch Lot											0	40					40	40
24		Block Total	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	40	40
25	A-25	1st State Bank Lot											0	5	1				6	6
	B-25	113 2nd Street											0	27	2				29	29
	C-25	Riverfront Center Lot											0	155	4				159	159
	D-25	Private											0	10					10	10
	E-25	Quality Moving & Storage											0	20					20	20
25		Block Total	0	0	0	0	0	0	0	0	0	0	0	217	7	0	0	0	224	224

Appendix Table B – Off-Street Parking Supply Detail (Continued)

			Public Parking											Private Parking						Total
Block	Lot Designation	Name	Permit	Permit / Meter	Reserved	Handicap	Free (No Limit)	15Min (Free)	2-Hour (Meter)	2-Hour (Free)	4-Hour (Free)	8-Hour (Free)	TOTAL	Private	HCP	Permit	30 Min LZ	Reserved	TOTAL	
17	A-17	Phipps Lot (Public)		22		4			33				59						0	59
	B-17	Dough Boys Restaurant											0	15	1				16	16
	C-17	Alley Lot											0	10					10	10
	D-17	Pier 500 Handicap											0		3				3	3
17		Block Total	0	22	0	4	0	0	33	0	0	0	59	25	4	0	0	0	29	88
18	No Off-Street Parking This Block																			
19	A-19	Gagnon Private Parking											0			16			16	16
	B-19	Private Lot											0	5					5	5
	C-19	Private Parking											0	10					10	10
	D-19	Private Parking											0	5					5	5
	E-19	Private Parking											0	4					4	4
	F-19	Private Parking											0	4					4	4
	G-19	Guest Parking B & B											0	4					4	4
26	A-26	Holiday Gas											0	6	1				7	7
	B-26	120 2nd St											0	21	1				22	22
	C-26	New Building											0	6					6	6
	D-26	206 2nd Street											0	10					10	10
	E-26	Freedom Convenience											0	12					12	12
26		Block Total	0	0	0	0	0	0	0	0	0	0	0	55	2	0	0	0	57	57
27	A-27	114 Buckeye Street											0	12	1				13	13
	B-27	Wine Bar Restaurant											0	2					2	2
	C-27	St. Croix Marina											0	6					6	6
	D-27	The Hair Shop											0	5					5	5
27		Block Total	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	0	26	21
																				0
		Total Off-Street	42	37	0	11	130	2	60	0	15	54	351	716	20	30	2	10	778	1,129
		Percentage Public/Private	12%	11%	0%	3%	37%	1%	17%	0%	4%	15%	100%	92%	3%	4%	0%	1%	100%	
													31%						69%	

Appendix Table C – On-Street Occupancy Counts (Friday July 22, 2016)

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
1B North	on-street	free	13	2	15%	3	23%	1	8%	2	15%	3	23%	**3**	23%
1B	on-street	2 hr meter	16	1	6%	1	6%	2	13%	2	13%	9	56%	**16**	100%
2D	on-street	free	12	3	25%	2	17%	4	33%	4	33%	1	8%	**7**	58%
2A	on-street	free	11	4	36%	3	27%	1	9%	3	27%	2	18%	**2**	18%
2B	on-street	free	14	8	57%	8	57%	5	36%	6	43%	0	0%	**0**	0%
2C	on-street	free	8	3	38%	3	38%	4	50%	4	50%	0	0%	**4**	50%
3C	on-street	free	11	5	45%	6	55%	5	45%	3	27%	0	0%	**0**	0%
4C	on-street	free	9	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	11%
6A	on-street	free	11	1	9%	2	18%	0	0%	0	0%	0	0%	**0**	0%
6D	on-street	free	12	6	50%	8	67%	5	42%	5	42%	6	50%	**3**	25%
7D	on-street	free	9	6	67%	8	89%	5	56%	4	44%	2	22%	**4**	44%
7A	on-street	free	12	3	25%	3	25%	4	33%	3	25%	0	0%	**0**	0%
7B	on-street	free	15	1	7%	3	20%	2	13%	3	20%	4	27%	**3**	20%
8D	on-street	free	8	2	25%	1	13%	0	0%	2	25%	3	38%	**7**	88%
8A	on-street	free	7	3	43%	3	43%	2	29%	3	43%	1	14%	**5**	71%
8B	on-street	free	11	5	45%	5	45%	8	73%	7	64%	2	18%	**6**	55%
8C	on-street	free	8	2	25%	7	88%	7	88%	8	100%	8	100%	**10**	125%
9B	on-street	2 hr meter	44	3	7%	4	9%	24	55%	10	23%	44	100%	**44**	100%
9B	on-street	HC	3	0	0%	0	0%	1	33%	0	0%	3	100%	**3**	100%
10A	on-street	free	8	1	13%	5	63%	6	75%	5	63%	7	88%	**8**	100%
10B	on-street	2 hr meter	11	4	36%	6	55%	11	100%	9	82%	11	100%	**11**	100%
10B	on-street	HC	1	1	100%	0	0%	1	100%	1	100%	1	100%	**1**	100%
10C	on-street	2 hr meter	6	3	50%	4	67%	6	100%	5	83%	8	133%	**8**	133%
10C	on-street	HC	1	0	0%	0	0%	0	0%	0	0%	1	100%	**1**	100%
10D	on-street	2 hr meter	7	0	0%	1	14%	5	71%	2	29%	4	57%	**7**	100%
10D	on-street	HC	2	0	0%	0	0%	1	50%	2	100%	0	0%	**2**	100%
11B	on-street	4 hr free	11	1	9%	7	64%	9	82%	7	64%	7	64%	**10**	91%
11C	on-street	2 hr meter	12	3	25%	9	75%	9	75%	10	83%	10	83%	**12**	100%
11D	on-street	15 min	1	0	0%	0	0%	0	0%	1	100%	1	100%	**1**	100%
12B	on-street	free	11	5	45%	4	36%	6	55%	5	45%	4	36%	**5**	45%

Appendix Table C – On-Street Occupancy Counts (Friday July 22, 2016)- Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
12C	on-street	free	10	7	70%	10	100%	10	100%	9	90%	7	70%	**9**	90%
12D	on-street	2 hr	12	3	25%	7	58%	7	58%	6	50%	9	75%	**12**	100%
13D	on-street	free	11	3	27%	8	73%	5	45%	3	27%	6	55%	**8**	73%
14D	on-street	free	14	2	14%	3	21%	3	21%	2	14%	4	29%	**8**	57%
15C	on-street	free	9	5	56%	7	78%	7	78%	8	89%	6	67%	**9**	100%
15CC	on-street	free	**12**	6	50%	9	75%	11	92%	8	67%	5	42%	**10**	83%
15B	on-street	free	9	3	33%	3	33%	6	67%	6	67%	6	67%	**7**	78%
15A	on-street	free	12	8	67%	11	92%	11	92%	11	92%	10	83%	**10**	83%
15D	on-street	free	13	4	31%	8	62%	8	62%	10	77%	11	85%	**10**	77%
16B	on-street	2 hr		CLOSED		CLOSED		CLOSED		CLOSED		CLOSED		**CLOSED**	
16C	on-street	2 hr meter	3	0	0%	2	67%	3	100%	3	100%	3	100%	**3**	100%
16C	on-street	HC	1	0	0%	0	0%	1	100%	0	0%	1	100%	**1**	100%
16D	on-street	2 hr meter	9	4	44%	6	67%	8	89%	7	78%	9	100%	**9**	100%
16D	on-street	15 min	2	0	0%	1	50%	1	50%	0	0%	0	0%	**2**	100%
16D	on-street	HC	1	0	0%	1	100%	0	0%	0	0%	1	100%	**1**	100%
16A	on-street	15 min	2	2	100%	1	50%	1	50%	1	50%	2	100%	**2**	100%
16A	on-street	2 hr meter	17	5	29%	16	94%	16	94%	12	71%	17	100%	**17**	100%
16A	loading zone	free	1	0	0%	1	100%	1	100%	0	0%	0	0%	**1**	100%
17C	on-street	2 hr meter	10	3	30%	8	80%	8	80%	10	100%	10	100%	**10**	100%
17D	on-street	2 hr meter	10	0	0%	2	20%	9	90%	9	90%	10	100%	**10**	100%
17A	on-street	2 hr meter	12	3	25%	8	67%	12	100%	10	83%	12	100%	**12**	100%
17A	on-street	15 min	2	1	50%	0	0%	1	50%	2	100%	1	50%	**1**	50%
17B	on-street	2 hr meter	12	2	17%	7	58%	12	100%	12	100%	12	100%	**11**	92%
18B	on-street	free	21	16	76%	19	90%	21	100%	20	95%	22	105%	**21**	100%
18B	on-street	HC	1	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	100%
19C	on-street	free	5	1	20%	2	40%	4	80%	1	20%	5	100%	**5**	100%
19C	on-street	free	4	0	0%	0	0%	2	50%	1	25%	0	0%	**3**	75%
19D	on-street	2 hr	11	1	9%	2	18%	9	82%	6	55%	11	100%	**11**	100%
19A	on-street	2 hr meter	8	2	25%	7	88%	6	75%	7	88%	8	100%	**8**	100%
19A	on-street	10 min	1	0	0%	0	0%	0	0%	0	0%	1	100%	**1**	100%

Appendix Table C – On-Street Occupancy Counts (Friday July 22, 2016)- Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
19B	on-street	2 hr meter	12	0	0%	0	0%	9	75%	10	83%	10	83%	**10**	83%
19B	on-street	10 min	2	1	50%	1	50%	1	50%	1	50%	2	100%	**2**	100%
20C	on-street	free	4	0	0%	2	50%	4	100%	2	50%	0	0%	**3**	75%
20D	on-street	2 hr meter	10	4	40%	8	80%	10	100%	8	80%	10	100%	**10**	100%
20A	on-street	free	3	0	0%	2	67%	3	100%	2	67%	3	100%	**3**	100%
21D	on-street	2 hr meter	9	0	0%	0	0%	6	67%	1	11%	9	100%	**8**	89%
21A	on-street	free	7	0	0%	3	43%	4	57%	4	57%	4	57%	**5**	71%
22C	on-street	free	3	0	0%	0	0%	1	33%	0	0%	1	33%	**2**	67%
22D	on-street	free	10	1	10%	7	70%	10	100%	4	40%	10	100%	**10**	100%
22A	on-street	2 hr	10	4	40%	5	50%	5	50%	7	70%	8	80%	**7**	70%
22B	on-street	2 hr meter	9	0	0%	1	11%	3	33%	0	0%	4	44%	**9**	100%
22B	on-street	HC	1	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	100%
23/24B	on-street	free	58	2	3%	16	28%	39	67%	26	45%	56	97%	**58**	100%
23/24B	on-street	HC	4	0	0%	0	0%	1	25%	1	25%	1	25%	**1**	25%
27A	on-street	free	6	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	0%
Totals			**688**	**169**	**25%**	**300**	**44%**	**413**	**60%**	**346**	**50%**	**449**	**65%**	**526**	**76%**

Appendix Table D – Off-Street Occupancy Counts (Friday July 22, 2016)

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
A-1	Office lot	private	51	2	4%	2	4%	2	4%	3	6%	1	2%	**12**	24%
B-1	Pier 500 Emp	private	15	0	0%	0	0%	0	0%	0	0%	0	0%	**14**	93%
A-7	Dentist lot	private	9	3	33%	6	67%	6	67%	3	33%	0	0%	**2**	22%
C-8	Norlake lot	private	30	17	57%	17	57%	17	57%	18	60%	2	7%	**0**	0%
A-8	Library lot	free	34	1	3%	16	47%	24	71%	15	44%	23	68%	**28**	82%
A-8	Police/Visitor	reserved	10	0	0%	6	60%	8	80%	6	60%	7	70%	**7**	70%
A-9	Lake Front lot	free	94	7	7%	34	36%	66	70%	50	53%	59	63%	**94**	100%
C-11	Post Mark Grille lot	private	7	0	0%	0	0%	5	71%	1	14%	5	71%	**4**	57%
B-11	Plaza Lot	permit	11	4	36%	5	45%	4	36%	4	36%	10	91%	**11**	100%
A-11	North Lot	2 hr meter	6	0	0%	3	50%	5	83%	5	83%	6	100%	**6**	100%
A-11	North Lot	4 hr free	9	0	0%	8	89%	9	100%	6	67%	9	100%	**9**	100%
A-11	North Lot	8 hr free	28	27	96%	28	100%	28	100%	25	89%	30	107%	**30**	107%
A-11	North Lot	permit	20	8	40%	13	65%	16	80%	13	65%	19	95%	**20**	100%
G-16	City Hall lot	HC	1	0	0%	0	0%	0	0%	1	100%	0	0%	**1**	100%
G-16	City Hall lot	15 min	2	0	0%	0	0%	0	0%	0	0%	0	0%	**2**	100%
G-16	City Hall lot	City reserved	3	2	67%	3	100%	1	33%	3	100%	3	100%	**3**	100%
G-16	City Hall lot	EMS	4	3	75%	4	100%	4	100%	3	75%	4	100%	**4**	100%
G-16	City Hall lot	8 hr/Permit	23	6	26%	12	52%	15	65%	13	57%	23	100%	**22**	96%
B-16	Coco's	private	7	1	14%	2	29%	2	29%	1	14%	0	0%	**0**	0%
C-16	Urban Olive	private	4	0	0%	3	75%	1	25%	1	25%	0	0%	**1**	25%
D-16	Alley	meters	2	0	0%	2	100%	0	0%	2	100%	2	100%	**2**	100%
D-16	Opera House	private	2	1	50%	2	100%	1	50%	1	50%	1	50%	**2**	100%
D-16	loading zone	private	2	0	0%	1	50%	1	50%	1	50%	1	50%	**2**	100%
F-16	Private	private	9	5	56%	5	56%	5	56%	5	56%	5	56%	**6**	67%
E-16	Alley meters	8 hr/Permit	6	5	83%	5	83%	5	83%	5	83%	5	83%	**5**	83%
D-17	Pier 500	private	3	2	67%	1	33%	2	67%	3	100%	2	67%	**1**	33%
A-17	Phipps lot	public	59	5	8%	2	3%	55	93%	32	54%	57	97%	**56**	95%
B-17	Dough Boy lot	private	16	0	0%	12	75%	12	75%	8	50%	13	81%	**9**	56%
C-17	Alley	private	10	2	20%	9	90%	5	50%	7	70%	7	70%	**6**	60%
B thru I - 19	Alley	private	41	11	27%	29	71%	31	76%	25	61%	29	71%	**32**	78%

Appendix Table D – Off-Street Occupancy Counts (Friday July 22, 2016) – Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
A-19	Gagnon lot	private	16	3	19%	5	31%	4	25%	1	6%	8	50%	**6**	38%
D-20	Williams Lot	8 hr/Permit	12	0	0%	0	0%	3	25%	5	42%	8	67%	**11**	92%
D-20	Williams Lot	4hr	6	5	83%	5	83%	6	100%	6	100%	6	100%	**6**	100%
D-20	Williams Lot	8hr	26	13	50%	26	100%	27	104%	24	92%	25	96%	**26**	100%
E-20	Alley	12	12	6	50%	6	50%	7	58%	9	75%	7	58%	**4**	33%
B thu C-20	Harbor lot	private	5	3	60%	3	60%	4	80%	3	60%	3	60%	**3**	60%
A-20	Harbor Lot	public	18	2	11%	2	11%	16	89%	11	61%	18	100%	**17**	94%
A-21	Pudges lot	private	12	2	17%	2	17%	3	25%	1	8%	7	58%	**5**	42%
B-21	Negret lot	private	15	0	0%	3	20%	4	27%	2	13%	15	100%	**12**	80%
A/D-22	Bank lot (A/D)	private	34	2	6%	8	24%	7	21%	8	24%	5	15%	**14**	41%
B-22	Depot building	private	5	2	40%	2	40%	2	40%	2	40%	1	20%	**2**	40%
C-22	Bank lot (c)	private	7	1	14%	3	43%	6	86%	4	57%	11	157%	**12**	171%
A-25	1st State Bank	private	6	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	0%
B thru D 25	Strip Mall	private	198	77	39%	80	40%	81	41%	78	39%	53	27%	**57**	29%
B thru D -27	Hair Salon/Rest	private	13	1	8%	4	31%	3	23%	2	15%	2	15%	**2**	15%
Totals			**903**	**229**	**25%**	**379**	**42%**	**503**	**56%**	**416**	**46%**	**492**	**54%**	**568**	**63%**

Appendix Table E – On-Street Occupancy Counts (Saturday July 23, 2016)

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
1B North	on-street	free	13	2	15%	2	15%	**1**	8%	1	8%	4	31%	**4**	31%
1B	on-street	2 hr meter	16	2	13%	4	25%	**0**	0%	5	31%	2	13%	**16**	100%
2D	on-street	free	12	1	8%	1	8%	**2**	17%	2	17%	1	8%	**2**	17%
2A	on-street	free	11	2	18%	2	18%	**1**	9%	1	9%	1	9%	**0**	0%
2B	on-street	free	14	0	0%	0	0%	**0**	0%	1	7%	0	0%	**0**	0%
2C	on-street	free	8	1	13%	0	0%	**0**	0%	0	0%	0	0%	**0**	0%
3C	on-street	free	11	0	0%	0	0%	**0**	0%	0	0%	0	0%	**0**	0%
4C	on-street	free	9	1	11%	1	11%	**0**	0%	1	11%	1	11%	**0**	0%
6A	on-street	free	11	0	0%	1	9%	**1**	9%	0	0%	0	0%	**2**	18%
6D	on-street	free	12	0	0%	2	17%	**6**	50%	2	17%	1	8%	**0**	0%
7D	on-street	free	9	1	11%	0	0%	**0**	0%	0	0%	1	11%	**6**	67%
7A	on-street	free	12	0	0%	0	0%	**0**	0%	0	0%	0	0%	**0**	0%
7B	on-street	free	15	2	13%	1	7%	**10**	67%	5	33%	3	20%	**5**	33%
8D	on-street	free	8	0	0%	0	0%	**2**	25%	0	0%	1	13%	**7**	88%
8A	on-street	free	7	0	0%	0	0%	**0**	0%	0	0%	0	0%	**1**	14%
8B	on-street	free	11	3	27%	3	27%	**4**	36%	1	9%	3	27%	**4**	36%
8C	on-street	free	8	3	38%	6	75%	**6**	75%	5	63%	6	75%	**8**	100%
9B	on-street	2 hr meter	44	5	11%	22	50%	**38**	86%	39	89%	43	98%	**44**	100%
9B	on-street	HC	3	0	0%	0	0%	**0**	0%	0	0%	0	0%	**3**	100%
10A	on-street	free	8	3	38%	6	75%	**7**	88%	5	63%	8	100%	**8**	100%
10B	on-street	2 hr meter	11	5	45%	9	82%	**9**	82%	7	64%	11	100%	**11**	100%
10B	on-street	HC	1	1	100%	1	100%	**1**	100%	0	0%	1	100%	**1**	100%
10C	on-street	2 hr meter	6	2	33%	4	67%	**6**	100%	5	83%	6	100%	**6**	100%
10C	on-street	HC	1	0	0%	0	0%	**0**	0%	1	100%	1	100%	**1**	100%
10D	on-street	2 hr meter	7	1	14%	5	71%	**7**	100%	4	57%	7	100%	**7**	100%
10D	on-street	HC	2	0	0%	0	0%	**1**	50%	0	0%	0	0%	**2**	100%
11B	on-street	4 hr free	11	3	27%	2	18%	**3**	27%	2	18%	5	45%	**11**	100%
11C	on-street	2 hr meter	12	1	8%	10	83%	**11**	92%	11	92%	12	100%	**12**	100%
11D	on-street	15 min	1	0	0%	1	100%	**1**	100%	1	100%	1	100%	**1**	100%
12B	on-street	free	11	2	18%	1	9%	**0**	0%	0	0%	0	0%	**0**	0%

Appendix Table E – On-Street Occupancy Counts (Saturday July 23, 2016)-Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
12C	on-street	free	10	3	30%	5	50%	**6**	60%	5	50%	6	60%	**8**	80%
12D	on-street	2 meter/ 10 free	12	2	17%	2	17%	**3**	25%	2	17%	7	58%	**11**	92%
13D	on-street	free	11	5	45%	5	45%	**5**	45%	4	36%	3	27%	**6**	55%
14D	on-street	free	14	5	36%	4	29%	**5**	36%	6	43%	6	43%	**8**	57%
15C	on-street	free	9	2	22%	2	22%	**2**	22%	1	11%	3	33%	**8**	89%
15CC	on-street	free	**12**	0	0%	0	0%	**1**	8%	1	8%	4	33%	**7**	58%
15B	on-street	free	9	4	44%	3	33%	**3**	33%	3	33%	4	44%	**5**	56%
15A	on-street	free	12	5	42%	8	67%	**8**	67%	10	83%	6	50%	**9**	75%
15D	on-street	free	12	1	8%	3	25%	**7**	58%	6	50%	6	50%	**10**	83%
16B	on-street	2 hr		Closed		Closed		Closed		Closed		Closed		**Closed**	
16C	on-street	2 hr meter	3	3	100%	2	67%	**3**	100%	3	100%	3	100%	**2**	67%
16C	on-street	HC	1	0	0%	0	0%	**1**	100%	0	0%	1	100%	**1**	100%
16D	on-street	free	9	2	22%	9	100%	**9**	100%	9	100%	9	100%	**9**	100%
16D	on-street	15 min	2	0	0%	0	0%	**2**	100%	0	0%	1	50%	**2**	100%
16D	on-street	HC	1	0	0%	0	0%	**1**	100%	1	100%	1	100%	**1**	100%
16A	on-street	2 hr meter	17	4	24%	14	82%	**16**	94%	17	100%	17	100%	**17**	100%
16A	on-street	15 min	2	0	0%	1	50%	**2**	100%	2	100%	2	100%	**2**	100%
16A	loading zone	free	1	0	0%	0	0%	**0**	0%	0	0%	1	100%	**1**	100%
17C	on-street	2 hr meter	10	4	40%	9	90%	**10**	100%	10	100%	10	100%	**10**	100%
17D	on-street	2 hr meter	10	1	10%	8	80%	**8**	80%	8	80%	10	100%	**10**	100%
17A	on-street	2 hr meter	12	7	58%	11	92%	**11**	92%	10	83%	12	100%	**11**	92%
17A	on-street	15 min	2	2	100%	1	50%	**1**	50%	1	50%	2	100%	**2**	100%
17B	on-street	2 hr meter	12	1	8%	7	58%	**12**	100%	11	92%	7	58%	**12**	100%
18B	on-street	free	21	12	57%	18	86%	**19**	90%	21	100%	21	100%	**21**	100%
18B	on-street	HC	1	0	0%	0	0%	**0**	0%	0	0%	1	100%	**1**	100%
19C	on-street	2 hr free	5	0	0%	0	0%	**5**	100%	4	80%	5	100%	**4**	80%
19C	on-street	free	4	0	0%	0	0%	**1**	25%	3	75%	2	50%	**2**	50%
19D	on-street	2 hr	11	3	27%	7	64%	**9**	82%	8	73%	9	82%	**10**	91%
19A	on-street	2 hr meter	8	3	38%	8	100%	**8**	100%	7	88%	8	100%	**5**	63%
19A	on-street	10 min	1	0	0%	1	100%	**1**	100%	0	0%	0	0%	**1**	100%

Appendix Table E – On-Street Occupancy Counts (Saturday July 23, 2016)-Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
19B	on-street	2 hr meter	12	5	42%	3	25%	**11**	92%	8	67%	12	100%	**12**	100%
19B	on-street	10 min	2	0	0%	1	50%	**0**	0%	0	0%	1	50%	**0**	0%
20C	on-street	free	4	0	0%	1	25%	**2**	50%	1	25%	2	50%	**4**	100%
20D	on-street	2 hr meter	10	9	90%	7	70%	**10**	100%	10	100%	10	100%	**10**	100%
20A	on-street	free	3	3	100%	2	67%	**3**	100%	2	67%	3	100%	**3**	100%
21D	on-street	2 hr meter	9	2	22%	3	33%	**5**	56%	3	33%	6	67%	**9**	100%
21A	on-street	free	7	0	0%	0	0%	**1**	14%	2	29%	4	57%	**5**	71%
22C	on-street	free	3	0	0%	1	33%	**1**	33%	1	33%	2	67%	**2**	67%
22D	on-street	free	10	1	10%	3	30%	**2**	20%	5	50%	7	70%	**10**	100%
22A	on-street	2 hr	10	1	10%	3	30%	**7**	70%	5	50%	6	60%	**6**	60%
22B	on-street	2 hr meter	7	0	0%	0	0%	**1**	14%	0	0%	4	57%	**4**	57%
22B	on-street	HC	1	0	0%	0	0%	**0**	0%	0	0%	0	0%	**0**	0%
22B	on-street	15 min	2	0	0%	0	0%	**0**	0%	0	0%	0	0%	**2**	100%
23/24B	on-street	free	58	9	16%	12	21%	**8**	14%	13	22%	16	28%	**50**	86%
23/24B	on-street	HC	4	0	0%	0	0%	**0**	0%	0	0%	0	0%	**0**	0%
25C	on-street	free	2	0	0%	0	0%	**0**	0%	0	0%	0	0%	**0**	0%
27A	on-street	free	6	0	0%	0	0%	**0**	0%	0	0%	0	0%	**1**	17%
Totals			**689**	**140**	**20%**	**248**	**36%**	**327**	**47%**	**302**	**44%**	**359**	**52%**	**476**	**69%**

Appendix Table F – Off-Street Occupancy Counts (Saturday July 23, 2016)

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
A-1	Office lot	private	51	2	4%	1	2%	**1**	2%	0	0%	0	0%	**2**	4%
B-1	Pier 500 Emp	private	15	0	0%	1	7%	**1**	7%	1	7%	1	7%	**5**	33%
A-7	Dentist lot	private	9	2	22%	2	22%	**0**	0%	1	11%	1	11%	**1**	11%
C-8	Norlake lot	private	30	1	3%	1	3%	**1**	3%	1	3%	0	0%	**1**	3%
A-8	Library lot	free	34	1	3%	11	32%	**22**	65%	12	35%	10	29%	**30**	88%
A-8	Police/Visitor	reserved	10	0	0%	4	40%	**4**	40%	3	30%	1	10%	**4**	40%
A-9	BeachHouse Lot	free	94	14	15%	24	26%	**26**	28%	26	28%	36	38%	**82**	87%
A-10	Alley	Residential	9	7	78%	6	67%	**6**	67%	6	67%	6	67%	**6**	67%
B-10	Alley	Court Reporter	2	0	0%	1	50%	**0**	0%	0	0%	2	100%	**0**	0%
C-10	Alley	Office	5	0	0%	0	0%	**0**	0%	0	0%	0	0%	**2**	40%
D-10	Alley	Bike Shop	2	0	0%	0	0%	**1**	50%	1	50%	0	0%	**0**	0%
E-10	Alley	Sandeen	2	0	0%	0	0%	**0**	0%	0	0%	1	50%	**0**	0%
C-11	Post Mark Grille lot	private	7	0	0%	0	0%	**4**	57%	0	0%	6	86%	**7**	100%
B-11	N. Plaza lot	permit	11	3	27%	1	9%	**6**	55%	5	45%	8	73%	**10**	91%
A-11	North Lot	2 hr meter	6	0	0%	6	100%	**5**	83%	6	100%	6	100%	**6**	100%
A-11	North Lot	4 hr free	9	1	11%	3	33%	**9**	100%	8	89%	9	100%	**9**	100%
A-11	North Lot	8 hr free	28	14	50%	19	68%	**26**	93%	20	71%	28	100%	**28**	100%
A-11	North Lot	permit	20	9	45%	11	55%	**15**	75%	8	40%	21	105%	**21**	105%
G-16	City Hall lot	HC	1	0	0%	0	0%	**0**	0%	0	0%	0	0%	**1**	100%
G-16	City Hall lot	15 min	2	0	0%	0	0%	**0**	0%	0	0%	0	0%	**2**	100%
G-16	City Hall lot	City reserved	3	2	67%	2	67%	**2**	67%	2	67%	2	67%	**2**	67%
G-16	City Hall lot	EMS	4	2	50%	3	75%	**2**	50%	2	50%	2	50%	**3**	75%
G-16	City Hall lot	8 hr/Permit	23	4	17%	9	39%	**14**	61%	16	70%	23	100%	**21**	91%
B-16	Coco's	private	7	1	14%	2	29%	**1**	14%	1	14%	0	0%	**0**	0%
C-16	Urban Olive & Vine	private	4	0	0%	0	0%	**2**	50%	1	25%	0	0%	**1**	25%
D-16	Alley	meters	2	2	100%	2	100%	**2**	100%	1	50%	2	100%	**2**	100%
D-16	Opera House	private	2	2	100%	1	50%	**1**	50%	2	100%	2	100%	**2**	100%
D-16	loading zone	private	2	0	0%	0	0%	**1**	50%	0	0%	1	50%	**1**	50%
E-16	Alley meters	Meter/Pmt	6	5	83%	5	83%	**4**	67%	5	83%	5	83%	**4**	67%
F-16	Private lot	Private	9	1	11%	1	11%	**1**	11%	2	22%	3	33%	**6**	67%

Appendix Table F – Off-Street Occupancy Counts (Saturday July 23, 2016)-Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
D-17	Pier 500	private	3	1	33%	1	33%	**1**	33%	0	0%	1	33%	**2**	67%
A-17	Phipps lot	public	55	8	15%	26	47%	**55**	100%	45	82%	54	98%	**55**	100%
A-17	Phipps lot (HC)	public	4	0	0%	0	0%	**4**	100%	0	0%	4	100%	**4**	100%
B-17	Dough Boy lot	private	16	0	0%	3	19%	**11**	69%	4	25%	4	25%	**8**	50%
C-17	Alley	private	10	3	30%	6	60%	**4**	40%	3	30%	6	60%	**3**	30%
B thru I - 19	Alley	private	41	14	34%	26	63%	**29**	71%	24	59%	22	54%	**19**	46%
A-19	Gagnon lot	private	16	1	6%	3	19%	**3**	19%	6	38%	7	44%	**6**	38%
D-20	Williams lot	8 hr/Permit	12	2	17%	2	17%	**4**	33%	5	42%	10	83%	**11**	92%
D-20	Williams lot	4hr	6	5	83%	5	83%	**6**	100%	6	100%	6	100%	**6**	100%
D-20	Williams lot	8hr	26	14	54%	16	62%	**21**	81%	20	77%	23	88%	**25**	96%
F-20	Williams lot	EMS	4	1	25%	1	25%	**1**	25%	2	50%	1	25%	**0**	0%
E-20	Alley	12	12	3	25%	6	50%	**5**	42%	6	50%	5	42%	**5**	42%
A-20	Harbor lot	public	18	13	72%	11	61%	**18**	100%	13	72%	17	94%	**17**	94%
B/C-20	Harbor lot	private	5	3	60%	3	60%	**3**	60%	2	40%	2	40%	**3**	60%
A-21	Pudges lot	private	12	1	8%	2	17%	**2**	17%	4	33%	3	25%	**6**	50%
B-21	Negret lot	private	15	0	0%	0	0%	**9**	60%	8	53%	15	100%	**8**	53%
A/D-22	Bank lot (A/D)	private	34	6	18%	7	21%	**3**	9%	3	9%	3	9%	**5**	15%
B-22	Depot building	private	5	1	20%	2	40%	**2**	40%	2	40%	1	20%	**1**	20%
C-22	Bank lot (c)	private	7	2	29%	3	43%	**6**	86%	6	86%	12	171%	**15**	214%
A-25	1st State Bank	private	6	0	0%	0	0%	**0**	0%	0	0%	0	0%	**0**	0%
B thru D-25	Strip Mall	private	198	71	36%	77	39%	**58**	29%	47	24%	37	19%	**33**	17%
B thru D - 27	Hair Salon/Rest	private	13	4	31%	6	46%	**5**	38%	4	31%	2	15%	**2**	15%
Totals			**927**	**226**	**24%**	**322**	**35%**	**407**	**44%**	**340**	**37%**	**411**	**44%**	**493**	**53%**

Appendix Table G – On-Street Occupancy Counts (Friday October 14, 2016)

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
1B North	on-street	free	13	5	38%	5	38%	4	31%	6	46%	1	8%	**4**	**31%**
1B	on-street	2 hr meter	16	0	0%	0	0%	0	0%	0	0%	13	81%	**15**	**94%**
2D	on-street	free	12	5	42%	6	50%	4	33%	4	33%	0	0%	**3**	**25%**
2A	on-street	free	11	3	27%	2	18%	2	18%	1	9%	1	9%	**2**	**18%**
2B	on-street	free	14	8	57%	6	43%	5	36%	4	29%	0	0%	**0**	**0%**
2C	on-street	free	8	7	88%	7	88%	6	75%	6	75%	0	0%	**2**	**25%**
3C	on-street	free	11	5	45%	5	45%	5	45%	5	45%	0	0%	**0**	**0%**
4C	on-street	free	9	0	0%	0	0%	0	0%	0	0%	2	22%	**2**	**22%**
6A	on-street	free	11	1	9%	0	0%	3	27%	3	27%	1	9%	**1**	**9%**
6D	on-street	free	12	2	17%	9	75%	9	75%	2	17%	4	33%	**8**	**67%**
7D	on-street	free	9	6	67%	6	67%	6	67%	7	78%	0	0%	**0**	**0%**
7A	on-street	free	12	3	25%	5	42%	6	50%	6	50%	0	0%	**0**	**0%**
7B	on-street	free	15	6	40%	5	33%	14	93%	11	73%	5	33%	**6**	**40%**
8D	on-street	free	8	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
8A	on-street	free	7	8	114%	7	100%	6	86%	5	71%	2	29%	**4**	**57%**
8B	on-street	free	11	4	36%	6	55%	3	27%	3	27%	1	9%	**7**	**64%**
8C	on-street	free	8	1	13%	6	75%	8	100%	5	63%	7	88%	**8**	**100%**
9B	on-street	2 hr meter	44	1	2%	1	2%	9	20%	6	14%	42	95%	**42**	**95%**
9B	on-street	HC	3	0	0%	0	0%	0	0%	0	0%	3	100%	**2**	**67%**
10A	on-street	free	8	4	50%	6	75%	8	100%	6	75%	7	88%	**8**	**100%**
10B	on-street	2 hr meter	11	1	9%	2	18%	9	82%	5	45%	11	100%	**10**	**91%**
10B	on-street	HC	1	1	100%	1	100%	1	100%	1	100%	1	100%	**1**	**100%**
10C	on-street	2 hr meter	6	3	50%	2	33%	5	83%	5	83%	6	100%	**6**	**100%**
10C	on-street	HC	1	0	0%	0	0%	0	0%	0	0%	1	100%	**1**	**100%**
10D	on-street	2 hr meter	7	0	0%	0	0%	1	14%	0	0%	4	57%	**7**	**100%**
10D	on-street	HC	2	0	0%	1	50%	1	50%	1	50%	0	0%	**2**	**100%**
11B	on-street	4 hr free	11	6	55%	5	45%	10	91%	5	45%	11	100%	**11**	**100%**
11C	on-street	2 hr meter	12	2	17%	3	25%	8	67%	9	75%	12	100%	**11**	**92%**
11D	on-street	15 min	1	0	0%	0	0%	0	0%	1	100%	1	100%	**1**	**100%**
12B	on-street	free	11	4	36%	4	36%	7	64%	1	9%	2	18%	**8**	**73%**

Appendix Table G – On-Street Occupancy Counts (Friday October 14, 2016) – Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
12C	on-street	free	10	8	80%	9	90%	9	90%	9	90%	9	90%	**10**	**100%**
12D	on-street	2 meter/ 10 free	12	2	17%	3	25%	8	67%	5	42%	12	100%	**12**	**100%**
13D	on-street	free	11	4	36%	5	45%	8	73%	5	45%	6	55%	**6**	**55%**
14D	on-street	free	14	3	21%	0	0%	4	29%	6	43%	3	21%	**11**	**79%**
15C	on-street	free		*Blocked off for Road Construction (Resurfacing)*											
15CC	on-street	free		*Blocked off for Road Construction (Resurfacing)*											
15B	on-street	free	9	0	0%	3	33%	2	22%	3	33%	4	44%	**7**	**78%**
15A	on-street	free	12	9	75%	12	100%	11	92%	11	92%	12	100%	**12**	**100%**
15D	on-street	free	12	4	33%	7	58%	10	83%	8	67%	12	100%	**12**	**100%**
16B	on-street	2 hr	7	5	71%	5	71%	5	71%	4	57%	7	100%	**7**	**100%**
16C	on-street	2 hr meter	3	0	0%	1	33%	3	100%	2	67%	3	100%	**3**	**100%**
16C	on-street	HC	1	0	0%	0	0%	1	100%	0	0%	0	0%	**1**	**100%**
16D	on-street	free	9	0	0%	9	100%	9	100%	9	100%	9	100%	**9**	**100%**
16D	on-street	15 min	2	0	0%	2	100%	0	0%	1	50%	0	0%	**1**	**50%**
16D	on-street	HC	1	0	0%	0	0%	0	0%	1	100%	1	100%	**1**	**100%**
16A	on-street	2 hr meter	17	5	29%	15	88%	17	100%	17	100%	17	100%	**17**	**100%**
16A	on-street	15 min	2	1	50%	2	100%	2	100%	2	100%	2	100%	**2**	**100%**
16A	loading zone	free	1	0	0%	0	0%	1	100%	0	0%	1	100%	**1**	**100%**
17C	on-street	2 hr meter	10	1	10%	6	60%	7	70%	10	100%	10	100%	**10**	**100%**
17D	on-street	2 hr meter	10	0	0%	0	0%	4	40%	1	10%	10	100%	**10**	**100%**
17A	on-street	2 hr meter	12	4	33%	7	58%	11	92%	9	75%	12	100%	**12**	**100%**
17A	on-street	15 min	2	1	50%	1	50%	2	100%	2	100%	2	100%	**2**	**100%**
17B	on-street	2 hr meter	12	1	8%	5	42%	12	100%	12	100%	12	100%	**12**	**100%**
18B	on-street	free	21	14	67%	19	90%	19	90%	11	52%	21	100%	**20**	**95%**
18B	on-street	HC	1	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
19C	on-street	2 hr free	5	0	0%	3	60%	5	100%	3	60%	5	100%	**4**	**80%**
19C	on-street	free	4	0	0%	3	75%	3	75%	2	50%	3	75%	**3**	**75%**
19D	on-street	2 hr	11	0	0%	3	27%	5	45%	5	45%	10	91%	**10**	**91%**
19A	on-street	2 hr meter	8	1	13%	5	63%	6	75%	7	88%	8	100%	**8**	**100%**
19A	on-street	10 min	1	0	0%	0	0%	1	100%	0	0%	0	0%	**1**	**100%**

Appendix Table G – On-Street Occupancy Counts (Friday October 14, 2016) – Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
19B	on-street	2 hr meter	12	2	17%	8	67%	10	83%	7	58%	12	100%	**12**	**100%**
19B	on-street	10 min	2	0	0%	1	50%	0	0%	1	50%	2	100%	**1**	**50%**
20C	on-street	free	4	0	0%	0	0%	2	50%	2	50%	0	0%	**5**	**125%**
20D	on-street	2 hr meter	10	1	10%	7	70%	10	100%	9	90%	8	80%	**10**	**100%**
20A	on-street	free	3	1	33%	1	33%	3	100%	2	67%	3	100%	**3**	**100%**
21D	on-street	2 hr meter	3	2	67%	2	67%	2	67%	2	67%	3	100%	**3**	**100%**
21A	on-street	free	7	0	0%	1	14%	1	14%	2	29%	3	43%	**4**	**57%**
22C	on-street	free	3	2	67%	3	100%	3	100%	3	100%	2	67%	**3**	**100%**
22D	on-street	free	10	0	0%	2	20%	5	50%	1	10%	9	90%	**10**	**100%**
22A	on-street	2 hr	10	1	10%	6	60%	7	70%	7	70%	6	60%	**5**	**50%**
22B	on-street	2 hr meter	7	0	0%	3	43%	3	43%	1	14%	5	71%	**6**	**86%**
22B	on-street	HC	1	0	0%	0	0%	0	0%	1	100%	0	0%	**0**	**0%**
22B	on-street	15 min	2	0	0%	0	0%	0	0%	0	0%	1	50%	**2**	**100%**
23B	on-street	free	20	1	5%	3	15%	10	50%	7	35%	20	100%	**19**	**95%**
23B	on-street	Hc	2	0	0%	0	0%	0	0%	0	0%	1	50%	**1**	**50%**
24B	on-street	free	38	3	8%	5	13%	5	13%	1	3%	16	42%	**33**	**87%**
24B	on-street	HC	2	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
25C	on-street	free	2	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	**50%**
27A	on-street	free	3	1	33%	1	33%	2	67%	2	67%	2	67%	**1**	**33%**
Totals			**666**	**163**	**24%**	**268**	**40%**	368	**55%**	**301**	**45%**	**422**	**63%**	**495**	**74%**

Appendix Table H – Off-Street Occupancy Counts (Friday October 14, 2016)

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
A-1	Office lot	private	51	2	4%	5	10%	2	4%	2	4%	3	6%	**2**	**4%**
B-1	Pier 500 Emp	private	15	5	33%	5	33%	5	33%	0	0%	0	0%	**0**	**0%**
A-7	Dentist lot	private	9	5	56%	7	78%	4	44%	4	44%	1	11%	**0**	**0%**
C-8	Norlake lot	private	30	7	23%	8	27%	7	23%	8	27%	2	7%	**0**	**0%**
A-8	Library lot	free	32	3	9%	15	47%	27	84%	23	72%	21	66%	**31**	**97%**
A-8	Library lot	HC	2	0	0%	1	50%	1	50%	1	50%	0	0%	**0**	**0%**
A-8	Library lot	Authorized	3	0	0%	1	33%	1	33%	2	67%	1	33%	**2**	**67%**
A-8	Police Visitor	private	2	0	0%	2	100%	1	50%	1	50%	2	100%	**1**	**50%**
B-8	Police Only	private	5	0	0%	2	40%	1	20%	1	20%	2	40%	**1**	**20%**
A-9	BeachHouse Lot	free	92	17	18%	73	79%	82	89%	79	86%	49	53%	**86**	**93%**
B-9	BeachHouse Lot	HC	2	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
A-10	Alley	Residential	9	8	89%	6	67%	5	56%	4	44%	6	67%	**9**	**100%**
B-10	Alley	Court Reporter	2	1	50%	2	100%	1	50%	1	50%	0	0%	**0**	**0%**
C-10	Alley	Office	5	0	0%	2	40%	5	100%	2	40%	2	40%	**4**	**80%**
D-10	Alley	Bike Shop	2	0	0%	1	50%	0	0%	0	0%	0	0%	**0**	**0%**
E-10	Alley	Sandeen	2	0	0%	2	100%	2	100%	2	100%	0	0%	**0**	**0%**
C-11	Post Mark Grille lot	private	7	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
B-11	N. Plaza lot	permit	11	4	36%	5	45%	6	55%	4	36%	10	91%	**11**	**100%**
A-11	North Lot	2 hr meter	6	1	17%	0	0%	2	33%	2	33%	6	100%	**6**	**100%**
A-11	North Lot	4 hr free	9	2	22%	4	44%	8	89%	7	78%	8	89%	**8**	**89%**
A-11	North Lot	8 hr free	28	24	86%	25	89%	28	100%	21	75%	28	100%	**28**	**100%**
A-11	North Lot	permit	20	9	45%	11	55%	13	65%	11	55%	20	100%	**20**	**100%**
G-16	City Hall lot	HC	1	0	0%	0	0%	0	0%	1	100%	0	0%	**0**	**0%**
G-16	City Hall lot	15 min	2	1	50%	0	0%	2	100%	0	0%	2	100%	**0**	**0%**
G-16	City Hall lot	EMS/Rsvd	5	2	40%	4	80%	4	80%	5	100%	5	100%	**5**	**100%**
G-16	City Hall lot	8 hr/Permit	23	10	43%	16	70%	19	83%	18	78%	23	100%	**23**	**100%**
B-16	Coco's	private	7	2	29%	2	29%	3	43%	2	29%	1	14%	**2**	**29%**
A-16	502 2nd St	private	10	5	50%	8	80%	9	90%	5	50%	1	10%	**4**	**40%**
C-16	Urban Olive & Vine	private	4	0	0%	1	25%	1	25%	1	25%	4	100%	**4**	**100%**
D-16	Alley	meters	2	0	0%	1	50%	1	50%	2	100%	2	100%	**2**	**100%**

Appendix Table H – Off-Street Occupancy Counts (Friday October 14, 2016) - Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
D-16	Opera House	private	2	0	0%	1	50%	1	50%	2	100%	2	100%	**2**	**100%**
D-16	loading zone	private	2	0	0%	0	0%	0	0%	0	0%	2	100%	**1**	**50%**
E-16	Alley meters	Meter/Pmt	6	4	67%	5	83%	4	67%	5	83%	6	100%	**5**	**83%**
F-16	Private lot	Private	9	3	33%	6	67%	7	78%	7	78%	5	56%	**7**	**78%**
D-17	Pier 500	private	3	0	0%	2	67%	2	67%	0	0%	1	33%	**1**	**33%**
A-17	Phipps lot	public	55	5	9%	11	20%	50	91%	36	65%	55	100%	**55**	**100%**
A-17	Phipps lot (HC)	public	4	0	0%	0	0%	3	75%	3	75%	3	75%	**2**	**50%**
B-17	Dough Boy lot	private	16	0	0%	4	25%	7	44%	8	50%	9	56%	**12**	**75%**
C-17	Alley	private	10	4	40%	8	80%	11	110%	11	110%	9	90%	**11**	**110%**
B thru I - 19	Alley	private	41	13	32%	27	66%	36	88%	33	80%	31	76%	**34**	**83%**
A-19	Gagnon lot	private	16	4	25%	7	44%	10	63%	4	25%	11	69%	**11**	**69%**
D-20	Williams lot	8 hr/Permit	12	1	8%	4	33%	6	50%	8	67%	11	92%	**10**	**83%**
D-20	Williams lot	4hr	6	4	67%	5	83%	4	67%	5	83%	5	83%	**5**	**83%**
D-20	Williams lot	8hr	26	11	42%	25	96%	25	96%	17	65%	19	73%	**25**	**96%**
F-20	Williams lot	EMS	4	3	75%	4	100%	4	100%	4	100%	4	100%	**4**	**100%**
E-20	Alley	12	12	4	33%	10	83%	10	83%	11	92%	8	67%	**4**	**33%**
A-20	Harbor lot	public	18	3	17%	2	11%	15	83%	6	33%	17	94%	**19**	**106%**
B/C-20	Harbor lot	private	5	1	20%	2	40%	2	40%	2	40%	2	40%	**2**	**40%**
A-21	Pudges lot	private	***Under Construction***												
B-21	Negret lot	private	15	0	0%	1	7%	3	20%	6	40%	11	73%	**14**	**93%**
A/D-22	Bank lot (A/D)	private	34	4	12%	7	21%	7	21%	7	21%	6	18%	**20**	**59%**
B-22	Depot building	private	5	1	20%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
C-22	Bank lot (c)	private	7	1	14%	4	57%	6	86%	5	71%	7	100%	**7**	**100%**
A-24	Boat Launch Lot	private	40	7	18%	9	23%	6	15%	4	10%	4	10%	**0**	**0%**
A-25	1st State Bank	private	6	1	17%	4	67%	6	100%	5	83%	6	100%	**6**	**100%**
B thru D-25	Strip Mall	private	159	67	42%	84	53%	69	43%	58	36%	56	35%	**53**	**33%**
27E	City Park	public	18	1	6%	2	11%	2	11%	4	22%	6	33%	**7**	**39%**
B thru D - 27	Hair Salon/Rest	private	13	1	8%	3	23%	3	23%	1	8%	2	15%	**2**	**15%**
Totals			**942**	**251**	**27%**	**446**	**47%**	539	**57%**	**461**	**49%**	**497**	**53%**	**568**	**60%**

Appendix Table I – On-Street Occupancy Counts (Saturday October 15, 2016)

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
1B North	on-street	free	13	1	8%	1	8%	1	8%	1	8%	1	8%	**1**	**8%**
1B	on-street	2 hr meter	16	0	0%	5	31%	5	31%	0	0%	15	94%	**16**	**100%**
2D	on-street	free	12	1	8%	1	8%	0	0%	0	0%	1	8%	**9**	**75%**
2A	on-street	free	11	2	18%	2	18%	2	18%	1	9%	3	27%	**2**	**18%**
2B	on-street	free	14	0	0%	0	0%	0	0%	2	14%	0	0%	**0**	**0%**
2C	on-street	free	8	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
3C	on-street	free	11	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
4C	on-street	free	9	0	0%	0	0%	0	0%	1	11%	1	11%	**1**	**11%**
6A	on-street	free	11	2	18%	2	18%	2	18%	2	18%	2	18%	**1**	**9%**
6D	on-street	free	12	2	17%	7	58%	2	17%	4	33%	3	25%	**7**	**58%**
7D	on-street	free	9	0	0%	0	0%	1	11%	0	0%	0	0%	**0**	**0%**
7A	on-street	free	12	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	**8%**
7B	on-street	free	15	0	0%	2	13%	2	13%	1	7%	1	7%	**4**	**27%**
8D	on-street	free	8	0	0%	1	13%	2	25%	1	13%	0	0%	**6**	**75%**
8A	on-street	free	7	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
8B	on-street	free	11	2	18%	2	18%	0	0%	2	18%	3	27%	**3**	**27%**
8C	on-street	free	8	1	13%	5	63%	7	88%	6	75%	8	100%	**8**	**100%**
9B	on-street	2 hr meter	44	18	41%	35	80%	35	80%	41	93%	44	100%	**44**	**100%**
9B	on-street	HC	3	0	0%	0	0%	1	33%	1	33%	2	67%	**3**	**100%**
10A	on-street	free	8	3	38%	6	75%	8	100%	4	50%	8	100%	**8**	**100%**
10B	on-street	2 hr meter	11	0	0%	6	55%	11	100%	10	91%	10	91%	**11**	**100%**
10B	on-street	HC	1	1	100%	1	100%	1	100%	1	100%	0	0%	**1**	**100%**
10C	on-street	2 hr meter	6	5	83%	5	83%	5	83%	6	100%	6	100%	**6**	**100%**
10C	on-street	HC	1	0	0%	0	0%	1	100%	0	0%	0	0%	**1**	**100%**
10D	on-street	2 hr meter	7	0	0%	7	100%	6	86%	4	57%	7	100%	**7**	**100%**
10D	on-street	HC	2	0	0%	0	0%	2	100%	1	50%	1	50%	**2**	**100%**
11B	on-street	4 hr free	11	4	36%	1	9%	11	100%	5	45%	7	64%	**10**	**91%**
11C	on-street	2 hr meter	12	3	25%	10	83%	12	100%	10	83%	12	100%	**12**	**100%**
11D	on-street	15 min	1	0	0%	1	100%	1	100%	1	100%	1	100%	**1**	**100%**
12B	on-street	free	11	2	18%	3	27%	1	9%	4	36%	4	36%	**3**	**27%**

Appendix Table I – On-Street Occupancy Counts (Saturday October 15, 2016) - Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	Description	Type	# of spaces	Number	Pct	Number	Pct	Number	Pct	Number	Pct	Number	Pct	Number	Pct
12C	on-street	free	10	7	70%	7	70%	9	90%	9	90%	7	70%	**7**	**70%**
12D	on-street	2 meter/ 10 free	12	0	0%	3	25%	7	58%	6	50%	6	50%	**10**	**83%**
13D	on-street	free	11	4	36%	2	18%	4	36%	2	18%	4	36%	**4**	**36%**
14D	on-street	free	14	2	14%	2	14%	2	14%	2	14%	3	21%	**3**	**21%**
15C	on-street	free	9	1	11%	1	11%	3	33%	2	22%	2	22%	**3**	**33%**
15CC	on-street	free	9	0	0%	0	0%	3	33%	0	0%	1	11%	**2**	**22%**
15B	on-street	free	9	0	0%	0	0%	3	33%	1	11%	5	56%	**3**	**33%**
15A	on-street	free	12	2	17%	3	25%	10	83%	9	75%	12	100%	**11**	**92%**
15D	on-street	free	12	2	17%	3	25%	9	75%	6	50%	12	100%	**11**	**92%**
16B	on-street	2 hr	7	2	29%	3	43%	5	71%	3	43%	6	86%	**6**	**86%**
16C	on-street	2 hr meter	3	2	67%	3	100%	2	67%	3	100%	3	100%	**3**	**100%**
16C	on-street	HC	1	0	0%	1	100%	1	100%	1	100%	1	100%	**1**	**100%**
16D	on-street	free	9	4	44%	5	56%	9	100%	9	100%	9	100%	**9**	**100%**
16D	on-street	15 min	2	1	50%	1	50%	0	0%	1	50%	1	50%	**2**	**100%**
16D	on-street	HC	1	0	0%	0	0%	1	100%	1	100%	1	100%	**1**	**100%**
16A	on-street	2 hr meter	17	8	47%	14	82%	15	88%	15	88%	16	94%	**17**	**100%**
16A	on-street	15 min	2	0	0%	2	100%	2	100%	1	50%	2	100%	**2**	**100%**
16A	loading zone	free	1	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
17C	on-street	2 hr meter	10	7	70%	7	70%	10	100%	9	90%	10	100%	**10**	**100%**
17D	on-street	2 hr meter	10	8	80%	9	90%	9	90%	9	90%	10	100%	**10**	**100%**
17A	on-street	2 hr meter	12	9	75%	12	100%	11	92%	10	83%	12	100%	**12**	**100%**
17A	on-street	15 min	2	2	100%	0	0%	1	50%	1	50%	2	100%	**2**	**100%**
17B	on-street	2 hr meter	12	3	25%	10	83%	11	92%	11	92%	12	100%	**12**	**100%**
18B	on-street	free	21	18	86%	17	81%	18	86%	21	100%	21	100%	**21**	**100%**
18B	on-street	HC	1	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
19C	on-street	2 hr free	5	0	0%	2	40%	4	80%	5	100%	5	100%	**5**	**100%**
19C	on-street	free	4	0	0%	3	75%	3	75%	3	75%	3	75%	**4**	**100%**
19D	on-street	2 hr	11	5	45%	7	64%	10	91%	10	91%	11	100%	**11**	**100%**
19A	on-street	2 hr meter	8	8	100%	6	75%	7	88%	9	113%	8	100%	**6**	**75%**
19A	on-street	10 min	1	0	0%	0	0%	0	0%	0	0%	1	100%	**1**	**100%**

Appendix Table I – On-Street Occupancy Counts (Saturday October 15, 2016) - Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
19B	on-street	2 hr meter	12	4	33%	11	92%	12	100%	11	92%	12	100%	**8**	**67%**
19B	on-street	10 min	2	0	0%	1	50%	2	100%	1	50%	2	100%	**2**	**100%**
20C	on-street	free	4	0	0%	0	0%	3	75%	2	50%	1	25%	**2**	**50%**
20D	on-street	2 hr meter	10	5	50%	8	80%	9	90%	9	90%	10	100%	**9**	**90%**
20A	on-street	free	3	1	33%	2	67%	3	100%	3	100%	3	100%	**3**	**100%**
21D	on-street	2 hr meter	9	1	11%	1	11%	5	56%	7	78%	6	67%	**8**	**89%**
21A	on-street	free	7	0	0%	0	0%	1	14%	0	0%	1	14%	**3**	**43%**
22C	on-street	free	3	1	33%	2	67%	2	67%	1	33%	1	33%	**1**	**33%**
22D	on-street	free	10	0	0%	3	30%	9	90%	5	50%	10	100%	**10**	**100%**
22A	on-street	2 hr	10	2	20%	6	60%	6	60%	6	60%	7	70%	**7**	**70%**
22B	on-street	2 hr meter	7	1	14%	0	0%	4	57%	2	29%	4	57%	**7**	**100%**
22B	on-street	HC	1	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	**100%**
22B	on-street	15 min	2	0	0%	0	0%	1	50%	2	100%	2	100%	**2**	**100%**
23B	on-street	free	20	1	5%	4	20%	12	60%	10	50%	17	85%	**17**	**85%**
23B	on-street	Hc	2	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
24B	on-street	free	38	14	37%	16	42%	20	53%	19	50%	24	63%	**27**	**71%**
24B	on-street	HC	2	0	0%	0	0%	0	0%	1	50%	0	0%	**0**	**0%**
25C	on-street	free	2	2	100%	0	0%	0	0%	1	50%	1	50%	**2**	**100%**
27A	on-street	free	3	2	67%	2	67%	2	67%	2	67%	1	33%	**1**	**33%**
Totals			**690**	**176**	**26%**	**282**	**41%**	379	**55%**	**350**	**51%**	**428**	**62%**	**467**	**68%**

Appendix Table J – Off-Street Occupancy Counts (Saturday October 15, 2016)

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
A-1	Office lot	private	51	0	0%	0	0%	0	0%	0	0%	1	2%	**10**	**20%**
B-1	Pier 500 Emp	private	15	0	0%	0	0%	0	0%	1	7%	1	7%	**12**	**80%**
A-7	Dentist lot	private	9	0	0%	1	11%	0	0%	0	0%	0	0%	**0**	**0%**
C-8	Norlake lot	private	30	0	0%	1	3%	2	7%	2	7%	2	7%	**1**	**3%**
A-8	Library lot	free	32	0	0%	22	69%	28	88%	23	72%	15	47%	**32**	**100%**
A-8	Library lot	HC	2	0	0%	0	0%	0	0%	1	50%	0	0%	**0**	**0%**
A-8	Library lot	Authorized	3	0	0%	0	0%	1	33%	0	0%	0	0%	**0**	**0%**
A-8	Police Visitor	private	2	0	0%	0	0%	1	50%	0	0%	0	0%	**2**	**100%**
B-8	Police Only	private	5	1	20%	1	20%	0	0%	0	0%	2	40%	**2**	**40%**
A-9	BeachHouse Lot	free	92	16	17%	34	37%	41	45%	39	42%	68	74%	**92**	**100%**
B-9	BeachHouse Lot	HC	2	0	0%	0	0%	0	0%	0	0%	0	0%	**2**	**100%**
A-10	Alley	Residential	9	7	78%	6	67%	6	67%	5	56%	4	44%	**6**	**67%**
B-10	Alley	Court Reporter	2	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
C-10	Alley	Office	5	0	0%	1	20%	3	60%	2	40%	3	60%	**4**	**80%**
D-10	Alley	Bike Shop	2	0	0%	1	50%	1	50%	1	50%	1	50%	**0**	**0%**
E-10	Alley	Sandeen	2	0	0%	0	0%	0	0%	0	0%	2	100%	**2**	**100%**
C-11	Post Mark Grille lot	private		*Under Construction*											
B-11	N. Plaza lot	permit	11	1	9%	2	18%	8	73%	7	64%	11	100%	**8**	**73%**
A-11	North Lot	2 hr meter	6	0	0%	2	33%	6	100%	6	100%	6	100%	**6**	**100%**
A-11	North Lot	4 hr free	9	3	33%	5	56%	9	100%	7	78%	9	100%	**9**	**100%**
A-11	North Lot	8 hr free	28	13	46%	13	46%	27	96%	22	79%	28	100%	**27**	**96%**
A-11	North Lot	permit	20	11	55%	14	70%	19	95%	12	60%	20	100%	**20**	**100%**
G-16	City Hall lot	HC	1	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
G-16	City Hall lot	15 min	2	1	50%	1	50%	1	50%	1	50%	1	50%	**2**	**100%**
G-16	City Hall lot	EMS/Rsvd	5	3	60%	3	60%	2	40%	3	60%	2	40%	**3**	**60%**
G-16	City Hall lot	8 hr/Permit	23	4	17%	7	30%	17	74%	18	78%	20	87%	**21**	**91%**
B-16	Coco's	private	7	1	14%	4	57%	4	57%	3	43%	2	29%	**1**	**14%**
A-16	502 2nd St	private	10	0	0%	2	20%	4	40%	3	30%	2	20%	**4**	**40%**
C-16	Urban Olive & Vine	private	4	0	0%	2	50%	4	100%	4	100%	4	100%	**4**	**100%**
D-16	Alley	meters	2	1	50%	1	50%	2	100%	2	100%	2	100%	**2**	**100%**

Appendix Table J – Off-Street Occupancy Counts (Saturday October 15, 2016)- Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
D-16	Opera House	private	2	0	0%	0	0%	1	50%	1	50%	1	50%	**2**	**100%**
D-16	loading zone	private	2	0	0%	0	0%	1	50%	1	50%	0	0%	**1**	**50%**
E-16	Alley meters	Meter/Pmt	6	4	67%	5	83%	5	83%	5	83%	5	83%	**2**	**33%**
F-16	Private lot	Private	9	1	11%	1	11%	1	11%	1	11%	3	33%	**2**	**22%**
D-17	Pier 500	private	3	1	33%	1	33%	1	33%	2	67%	1	33%	**1**	**33%**
A-17	Phipps lot	public	55	10	18%	33	60%	48	87%	47	85%	55	100%	**55**	**100%**
A-17	Phipps lot (HC)	public	4	0	0%	0	0%	3	75%	2	50%	0	0%	**4**	**100%**
B-17	Dough Boy lot	private	16	0	0%	5	31%	9	56%	6	38%	9	56%	**8**	**50%**
C-17	Alley	private	10	4	40%	7	70%	10	100%	11	110%	7	70%	**7**	**70%**
B thru I - 19	Alley	private	41	14	34%	33	80%	30	73%	22	54%	23	56%	**19**	**46%**
A-19	Gagnon lot	private	16	3	19%	3	19%	5	31%	6	38%	7	44%	**8**	**50%**
D-20	Williams lot	8 hr/Permit	12	2	17%	3	25%	9	75%	6	50%	9	75%	**10**	**83%**
D-20	Williams lot	4hr	6	5	83%	5	83%	5	83%	5	83%	6	100%	**6**	**100%**
D-20	Williams lot	8hr	26	9	35%	16	62%	23	88%	21	81%	26	100%	**25**	**96%**
F-20	Williams lot	EMS	4	5	125%	5	125%	2	50%	4	100%	3	75%	**4**	**100%**
E-20	Alley	12	12	3	25%	5	42%	7	58%	7	58%	7	58%	**4**	**33%**
A-20	Harbor lot	public	18	6	33%	14	78%	18	100%	14	78%	17	94%	**18**	**100%**
B/C-20	Harbor lot	private	5	1	20%	1	20%	1	20%	1	20%	2	40%	**2**	**40%**
A-21	Pudges lot	private		***Under Construction***											
B-21	Negret lot	private	15	0	0%	0	0%	6	40%	5	33%	10	67%	**9**	**60%**
A-22	Assoc. Bank	private	15	4	27%	4	27%	1	7%	2	13%	3	20%	**3**	**20%**
B-22	Depot building	private	5	0	0%	1	20%	1	20%	0	0%	0	0%	**0**	**0%**
C-22	Assoc. Bank	private	7	1	14%	2	29%	8	114%	7	100%	12	171%	**13**	**186%**
D-22	Assoc. Bank	private	19	1	5%	8	42%	0	0%	0	0%	0	0%	**0**	**0%**
C-22	Bank lot (c)	private	7	1	14%	2	29%	7	100%	7	100%	7	100%	**7**	**100%**
A-24	Boat Launch Lot	private	40	33	83%	33	83%	24	60%	6	15%	5	13%	**4**	**10%**
A-25	1st State Bank	private	6	0	0%	0	0%	1	17%	0	0%	0	0%	**0**	**0%**
B thru D-25	Strip Mall	private	159	57	36%	74	47%	60	38%	32	20%	38	24%	**28**	**18%**
27E	City Park	public	18	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	**6%**
B thru D - 27	Hair Salon/Rest	private	13	5	38%	6	46%	5	38%		0%	5	38%	**4**	**31%**
Totals			**942**	**232**	**25%**	**390**	**41%**	478	**51%**	**383**	**41%**	**467**	**50%**	**519**	**55%**

Appendix Table K – On-Street Occupancy Counts (Friday December 9, 2016)

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
1B North	on-street	free	13	2	15%	2	15%	4	31%	2	15%	0	0%	**6**	**46%**
1B	on-street	2 hr meter	16	0	0%	0	0%	0	0%	0	0%	7	44%	**15**	**94%**
2D	on-street	free	12	1	8%	1	8%	2	17%	3	25%	1	8%	**7**	**58%**
2A	on-street	free	11	2	18%	1	9%	0	0%	0	0%	2	18%	**1**	**9%**
2B	on-street	free	14	6	43%	3	21%	5	36%	6	43%	0	0%	**0**	**0%**
2C	on-street	free	8	1	13%	1	13%	1	13%	1	13%	0	0%	**4**	**50%**
3C	on-street	free	11	9	82%	9	82%	9	82%	9	82%	0	0%	**0**	**0%**
4C	on-street	free	9	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
6A	on-street	free	11	1	9%	1	9%	1	9%	2	18%	2	18%	**2**	**18%**
6D	on-street	free	12	0	0%	1	8%	2	17%	6	50%	2	17%	**5**	**42%**
7D	on-street	free	9	6	67%	6	67%	5	56%	6	67%	0	0%	**0**	**0%**
7A	on-street	free	12	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
7B	on-street	free	15	6	40%	8	53%	5	33%	3	20%	3	20%	**6**	**40%**
8D	on-street	free	8	3	38%	3	38%	3	38%	3	38%	2	25%	**4**	**50%**
8A	on-street	free	7	6	86%	6	86%	6	86%	6	86%	0	0%	**0**	**0%**
8B	on-street	free	11	5	45%	5	45%	5	45%	7	64%	1	9%	**6**	**55%**
8C	on-street	free	8	0	0%	3	38%	2	25%	5	63%	6	75%	**8**	**100%**
9B	on-street	2 hr meter	44	2	5%	2	5%	10	23%	2	5%	44	100%	**44**	**100%**
9B	on-street	HC	3	0	0%	0	0%	1	33%	0	0%	2	67%	**2**	**67%**
10A	on-street	free	8	2	25%	3	38%	7	88%	7	88%	7	88%	**8**	**100%**
10B	on-street	2 hr meter	11	0	0%	5	45%	8	73%	8	73%	11	100%	**11**	**100%**
10B	on-street	HC	1	1	100%	1	100%	1	100%	1	100%	1	100%	**1**	**100%**
10C	on-street	2 hr meter	6	3	50%	3	50%	6	100%	6	100%	7	117%	**7**	**117%**
10C	on-street	HC	1	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	**100%**
10D	on-street	2 hr meter	7	0	0%	0	0%	1	14%	1	14%	6	86%	**7**	**100%**
10D	on-street	HC	2	0	0%	0	0%	2	100%	1	50%	2	100%	**2**	**100%**
11B	on-street	4 hr free	11	4	36%	7	64%	7	64%	7	64%	11	100%	**11**	**100%**
11C	on-street	2 hr meter	12	4	33%	4	33%	9	75%	9	75%	12	100%	**12**	**100%**
11D	on-street	15 min	1	0	0%	1	100%	1	100%	1	100%	1	100%	**1**	**100%**
12B	on-street	free	11	2	18%	6	55%	4	36%	5	45%	4	36%	**6**	**55%**

Appendix Table K – On-Street Occupancy Counts (Friday December 9, 2016)- Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
12C	on-street	free	10	9	90%	9	90%	8	80%	9	90%	8	80%	**7**	**70%**
12D	on-street	2 meter/ 10 free	12	5	42%	4	33%	6	50%	4	33%	12	100%	**11**	**92%**
13D	on-street	free	11	3	27%	3	27%	4	36%	3	27%	2	18%	**3**	**27%**
14D	on-street	free	14	2	14%	1	7%	2	14%	3	21%	3	21%	**3**	**21%**
15C	on-street	free	9	4	44%	5	56%	8	89%	5	56%	3	33%	**7**	**78%**
15CC	on-street	free	**9**	2	22%	3	33%	6	67%	5	56%	3	33%	**6**	**67%**
15B	on-street	free	9	0	0%	3	33%	5	56%	5	56%	3	33%	**4**	**44%**
15A	on-street	free	12	11	92%	12	100%	12	100%	11	92%	10	83%	**13**	**108%**
15D	on-street	free	13	7	54%	12	92%	11	85%	10	77%	13	100%	**11**	**85%**
16B	on-street	2 hr	7	2	29%	3	43%	6	86%	2	29%	8	114%	**8**	**114%**
16C	on-street	2 hr meter	3	1	33%	2	67%	3	100%	2	67%	3	100%	**3**	**100%**
16C	on-street	HC	1	0	0%	0	0%	1	100%	1	100%	1	100%	**0**	**0%**
16D	on-street	free	9	0	0%	6	67%	9	100%	8	89%	9	100%	**9**	**100%**
16D	on-street	15 min	2	0	0%	1	50%	0	0%	0	0%	2	100%	**2**	**100%**
16D	on-street	HC	1	0	0%	1	100%	1	100%	1	100%	1	100%	**1**	**100%**
16A	on-street	2 hr meter	17	3	18%	12	71%	17	100%	13	76%	17	100%	**16**	**94%**
16A	on-street	15 min	2	2	100%	2	100%	2	100%	2	100%	2	100%	**1**	**50%**
16A	10 Min LZ	free	1	0	0%	0	0%	0	0%	0	0%	1	100%	**1**	**100%**
17C	on-street	2 hr meter	10	2	20%	5	50%	9	90%	7	70%	10	100%	**10**	**100%**
17D	on-street	2 hr meter	10	1	10%	1	10%	9	90%	3	30%	10	100%	**10**	**100%**
17A	on-street	2 hr meter	12	4	33%	5	42%	12	100%	9	75%	11	92%	**13**	**108%**
17A	on-street	15 min	2	2	100%	1	50%	0	0%	0	0%	2	100%	**2**	**100%**
17B	on-street	2 hr meter	12	2	17%	8	67%	11	92%	10	83%	12	100%	**11**	**92%**
18B	on-street	free	21	9	43%	16	76%	18	86%	19	90%	21	100%	**21**	**100%**
18B	on-street	HC	1	0	0%	0	0%	0	0%	0	0%	1	100%	**1**	**100%**
19C	on-street	2 hr free	5	3	60%	4	80%	5	100%	5	100%	5	100%	**6**	**120%**
19C	on-street	free	4	0	0%	1	25%	3	75%	2	50%	3	75%	**3**	**75%**
19D	on-street	2 hr	11	0	0%	1	9%	10	91%	6	55%	11	100%	**11**	**100%**
19A	on-street	2 hr meter	8	3	38%	5	63%	6	75%	6	75%	9	113%	**9**	**113%**
19A	on-street	10 min	1	1	100%	0	0%	1	100%	1	100%	1	100%	**1**	**100%**

Appendix Table K – On-Street Occupancy Counts (Friday December 9, 2016)- Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
19B	on-street	2 hr meter	12	3	25%	4	33%	10	83%	7	58%	12	100%	**12**	**100%**
19B	on-street	10 min	2	1	50%	0	0%	0	0%	1	50%	1	50%	**2**	**100%**
20C	on-street	free	4	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
20D	on-street	2 hr meter	10	1	10%	8	80%	7	70%	10	100%	10	100%	**9**	**90%**
20A	on-street	free	3	0	0%	2	67%	2	67%	0	0%	2	67%	**2**	**67%**
21D	on-street	2 hr meter	9	1	11%	2	22%	7	78%	6	67%	5	56%	**7**	**78%**
21A	on-street	free	7	0	0%	1	14%	2	29%	1	14%	0	0%	**3**	**43%**
22C	on-street	free	3	3	100%	3	100%	3	100%	1	33%	0	0%	**0**	**0%**
22D	on-street	free	10	0	0%	1	10%	6	60%	2	20%	7	70%	**9**	**90%**
22A	on-street	2 hr	10	0	0%	3	30%	8	80%	6	60%	8	80%	**7**	**70%**
22B	on-street	2 hr meter	7	0	0%	0	0%	6	86%	2	29%	5	71%	**6**	**86%**
22B	on-street	HC	1	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
22B	on-street	15 min	2	0	0%	1	50%	1	50%	1	50%	1	50%	**1**	**50%**
23B	on-street	free	20	0	0%	2	10%	3	15%	2	10%	15	75%	**15**	**75%**
23B	on-street	Hc	2	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	**50%**
24B	on-street	free	38	1	3%	4	11%	2	5%	1	3%	0	0%	**7**	**18%**
24B	on-street	HC	2	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
25C	on-street	free	2	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	**50%**
27A	on-street	free	3	0	0%	0	0%	1	33%	1	33%	1	33%	**3**	**100%**
Totals			**691**	**154**	**22%**	**239**	**35%**	**350**	**51%**	**300**	**43%**	**398**	**58%**	**466**	**67%**

Appendix Table L – Off-Street Occupancy Counts (Friday December 9, 2016)

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
A-1	Office lot	private	51	1	2%	2	4%	1	2%	2	4%	0	0%	**8**	**16%**
B-1	Pier 500 Emp	private	15	2	13%	2	13%	2	13%	1	7%	1	7%	**15**	**100%**
A-7	Dentist lot	private	9	3	33%	3	33%	5	56%	3	33%	1	11%	**1**	**11%**
C-8	Norlake lot	private	30	23	77%	25	83%	21	70%	26	87%	4	13%	**3**	**10%**
A-8	Library lot	free	32	4	13%	16	50%	27	84%	21	66%	29	91%	**32**	**100%**
A-8	Library lot	HC	2	0	0%	0	0%	0	0%	1	50%	1	50%	**0**	**0%**
A-8	Library lot	Authorized	3	0	0%	1	33%	3	100%	2	67%	1	33%	**0**	**0%**
A-8	Police Visitor	private	2	0	0%	0	0%	1	50%	1	50%	1	50%	**0**	**0%**
B-8	Police Only	private	5	2	40%	0	0%	4	80%	3	60%	4	80%	**0**	**0%**
A-9	BeachHouse Lot	free	92	7	8%	15	16%	42	46%	24	26%	63	68%	**92**	**100%**
A-9	BeachHouse Lot	HC	2	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	**50%**
A-10	Alley	Residential	9	8	89%	8	89%	6	67%	6	67%	8	89%	**8**	**89%**
B-10	Alley	Court Reporter	2	2	100%	2	100%	3	150%	3	150%	1	50%	**0**	**0%**
C-10	Alley	Office	5	1	20%	1	20%	0	0%	2	40%	1	20%	**1**	**20%**
D-10	Alley	Bike Shop	2	0	0%	1	50%	1	50%	0	0%	0	0%	**1**	**50%**
E-10	Alley	Sandeen	2	3	150%	3	150%	4	200%	2	100%	0	0%	**2**	**100%**
C-11	Post Mark Grille lot	private	7	0	0%	0	0%	3	43%	0	0%	4	57%	**4**	**57%**
B-11	N. Plaza lot	permit	11	6	55%	8	73%	6	55%	5	45%	11	100%	**11**	**100%**
A-11	North Lot	2 hr meter	6	0	0%	1	17%	4	67%	5	83%	6	100%	**6**	**100%**
A-11	North Lot	4 hr free	9	3	33%	7	78%	7	78%	4	44%	9	100%	**9**	**100%**
A-11	North Lot	8 hr free	28	26	93%	26	93%	28	100%	19	68%	28	100%	**27**	**96%**
A-11	North Lot	permit	20	13	65%	12	60%	10	50%	9	45%	20	100%	**20**	**100%**
G-16	City Hall lot	HC	1	0	0%		0%	0	0%	0	0%	1	100%	**1**	**100%**
G-16	City Hall lot	15 min	2	1	50%	1	50%	2	100%	2	100%	2	100%	**1**	**50%**
G-16	City Hall lot	EMS/Rsvd	5	5	100%	5	100%	5	100%	5	100%	5	100%	**5**	**100%**
G-16	City Hall lot	8 hr/Permit	23	**10**	43%	**17**	74%	**20**	87%	**23**	100%	**23**	100%	**18**	**78%**
B-16	Coco's	private	7	2	29%	3	43%	2	29%	1	14%	1	14%	**1**	**14%**
A-16	502 2nd St	private	10	8	80%	10	100%	10	100%	11	110%	5	50%	**9**	**90%**
C-16	Urban Olive & Vine	private	4	0	0%	0	0%	1	25%	1	25%	2	50%	**3**	**75%**
D-16	Alley	meters	2	1	50%	2	100%	2	100%	2	100%	2	100%	**2**	**100%**

Appendix Table L – Off-Street Occupancy Counts (Friday December 9, 2016) - Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
D-16	Opera House	private	2	1	50%	1	50%	1	50%	2	100%	2	100%	**1**	**50%**
D-16	loading zone	private	2	1	50%	2	100%	1	50%	1	50%	2	100%	**1**	**50%**
E-16	Alley meters	Meter/Pmt	6	5	83%	5	83%	5	83%	5	83%	5	83%	**6**	**100%**
F-16	Private lot	Private	9	3	33%	7	78%	6	67%	7	78%	5	56%	**8**	**89%**
D-17	Pier 500	private	3	0	0%	2	67%	1	33%	2	67%	2	67%	**2**	**67%**
A-17	Phipps lot	public	55	3	5%	11	20%	52	95%	30	55%	55	100%	**55**	**100%**
A-17	Phipps lot (HC)	public	4	0	0%	0	0%	2	50%	1	25%	0	0%	**4**	**100%**
B-17	Dough Boy lot	private	16	3	19%	4	25%	13	81%	9	56%	8	50%	**13**	**81%**
C-17	Alley	private	10	3	30%	8	80%	10	100%	9	90%	10	100%	**8**	**80%**
B thru I - 19	Alley	private	41	8	20%	31	76%	38	93%	31	76%	25	61%	**29**	**71%**
A-19	Gagnon lot	private	16	8	50%	7	44%	8	50%	4	25%	10	63%	**11**	**69%**
D-20	Williams lot	8 hr/Permit	9	2	22%	8	89%	8	89%	5	56%	6	67%	**9**	**100%**
D-20	Williams lot	Permit	12	4	33%	4	33%	4	33%	5	42%	7	58%	**10**	**83%**
D-20	Williams lot	4hr	6	3	50%	6	100%	6	100%	6	100%	6	100%	**5**	**83%**
D-20	Williams lot	8hr	17	16	94%	18	106%	17	100%	12	71%	17	100%	**17**	**100%**
F-20	Williams lot	EMS	4	3	75%	2	50%	1	25%	1	25%	0	0%	**1**	**25%**
E-20	Alley	12	12	7	58%	8	67%	10	83%	10	83%	6	50%	**6**	**50%**
A-20	Williams lot	public	17	3	18%	4	24%	17	100%	6	35%	17	100%	**16**	**94%**
A-20	Williams lot	HC	1	0	0%	0	0%	1	100%	1	100%	1	100%	**1**	**100%**
B/C-20	Williams lot	private	5	2	40%	1	20%	2	40%	1	20%	1	20%	**3**	**60%**
A-21	Pudges lot	private	*Under Construction*												
B-21	Negret lot	private	15	0	0%	0	0%	8	53%	7	47%	6	40%	**8**	**53%**
A/D-22	Bank lot (A/D)	private	34	7	21%	8	24%	9	26%	13	38%	4	12%	**2**	**6%**
B-22	Depot building	private	5	0	0%	1	20%	1	20%	1	20%	0	0%	**0**	**0%**
C-22	Bank lot (c)	private	7	0	0%	1	14%	5	71%	3	43%	10	143%	**16**	**229%**
A-24	Boat Launch Lot	private	40	0	0%	1	3%	0	0%	0	0%	0	0%	**0**	**0%**
A-25	1st State Bank	private	6	0	0%	0	0%	3	50%	0	0%	0	0%	**0**	**0%**
B thru D-25	Strip Mall	private	159	81	51%	83	52%	77	48%	81	51%	67	42%	**38**	**24%**
27E	City Park	public	18	2	11%	2	11%	2	11%	2	11%	4	22%	**8**	**44%**
B thru D - 27	Hair Salon/Rest	private	13	2	15%	3	23%	4	31%	2	15%	2	15%	**2**	**15%**
Totals			**942**	**298**	**32%**	**399**	**42%**	**532**	**56%**	**441**	**47%**	**512**	**54%**	**561**	**60%**

Appendix Table M – On-Street Occupancy Counts (Saturday December 10, 2016)

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
1B North	on-street	free	13	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
1B	on-street	2 hr meter	16	0	0%	0	0%	9	56%	5	31%	1	6%	**10**	**63%**
2D	on-street	free	12	1	8%	0	0%	2	17%	1	8%	1	8%	**0**	**0%**
2A	on-street	free	11	1	9%	2	18%	0	0%	0	0%	1	9%	**0**	**0%**
2B	on-street	free	14	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
2C	on-street	free	8	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
3C	on-street	free	11	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
4C	on-street	free	9	0	0%	0	0%	1	11%	0	0%	0	0%	**0**	**0%**
6A	on-street	free	11	2	18%	1	9%	1	9%	0	0%	0	0%	**0**	**0%**
6D	on-street	free	12	0	0%	6	50%	2	17%	0	0%	0	0%	**0**	**0%**
7D	on-street	free	9	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
7A	on-street	free	12	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
7B	on-street	free	15	0	0%	2	13%	2	13%	0	0%	0	0%	**0**	**0%**
8D	on-street	free	8	1	13%	1	13%	1	13%	1	13%	1	13%	**1**	**13%**
8A	on-street	free	7	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
8B	on-street	free	11	1	9%	1	9%	1	9%	0	0%	1	9%	**2**	**18%**
8C	on-street	free	8	0	0%	2	25%	8	100%	3	38%	5	63%	**4**	**50%**
9B	on-street	2 hr meter	44	4	9%	19	43%	35	80%	35	80%	45	102%	**44**	**100%**
9B	on-street	HC	3	0	0%	0	0%	0	0%	1	33%	1	33%	**2**	**67%**
10A	on-street	free	8	2	25%	4	50%	8	100%	6	75%	5	63%	**8**	**100%**
10B	on-street	2 hr meter	11	1	9%	8	73%	7	64%	11	100%	10	91%	**11**	**100%**
10B	on-street	HC	1	1	100%	1	100%	1	100%	1	100%	1	100%	**1**	**100%**
10C	on-street	2 hr meter	5	5	100%	5	100%	6	120%	4	80%	6	120%	**6**	**120%**
10C	on-street	HC	1	0	0%	0	0%	0	0%	0	0%	1	100%	**0**	**0%**
10D	on-street	2 hr meter	7	0	0%	2	29%	7	100%	4	57%	7	100%	**5**	**71%**
10D	on-street	HC	2	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	**50%**
11B	on-street	4 hr free	11	0	0%	8	73%	6	55%	6	55%	7	64%	**7**	**64%**
11C	on-street	2 hr meter	12	1	8%	6	50%	12	100%	8	67%	9	75%	**12**	**100%**
11D	on-street	15 min	1	1	100%	1	100%	1	100%	1	100%	1	100%	**1**	**100%**
12B	on-street	free	11	5	45%	2	18%	1	9%	1	9%	0	0%	**1**	**9%**

Appendix Table M – On-Street Occupancy Counts (Saturday December 10, 2016)- Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	Description	Type	# of spaces	Number	Pct	Number	Pct	Number	Pct	Number	Pct	Number	Pct	Number	Pct
12C	on-street	free	10	3	30%	4	40%	9	90%	5	50%	7	70%	**7**	**70%**
12D	on-street	2 meter/ 10 free	12	0	0%	5	42%	10	83%	5	42%	7	58%	**8**	**67%**
13D	on-street	free	11	1	9%	2	18%	0	0%	1	9%	1	9%	**2**	**18%**
14D	on-street	free	14	1	7%	0	0%	1	7%	1	7%	1	7%	**2**	**14%**
15C	on-street	free	9	0	0%	0	0%	4	44%	2	22%	1	11%	**1**	**11%**
15CC	on-street	free	**9**	0	0%	0	0%	5	56%	3	33%	2	22%	**1**	**11%**
15B	on-street	free	9	3	33%	2	22%	5	56%	1	11%	2	22%	**1**	**11%**
15A	on-street	free	12	3	25%	5	42%	8	67%	7	58%	3	25%	**4**	**33%**
15D	on-street	free	13	2	15%	7	54%	10	77%	11	85%	6	46%	**4**	**31%**
16B	on-street	2 hr	7	1	14%	3	43%	8	114%	4	57%	6	86%	**3**	**43%**
16C	on-street	2 hr meter	3	2	67%	3	100%	3	100%	3	100%	3	100%	**1**	**33%**
16C	on-street	HC	1	1	100%	1	100%	0	0%	0	0%	0	0%	**1**	**100%**
16D	on-street	free	9	2	22%	9	100%	9	100%	9	100%	9	100%	**9**	**100%**
16D	on-street	15 min	2	0	0%	0	0%	2	100%	2	100%	2	100%	**2**	**100%**
16D	on-street	HC	1	0	0%	1	100%	1	100%	0	0%	0	0%	**1**	**100%**
16A	on-street	2 hr meter	17	4	24%	14	82%	15	88%	15	88%	16	94%	**16**	**94%**
16A	on-street	15 min	2	0	0%	1	50%	2	100%	2	100%	1	50%	**2**	**100%**
16A	loading zone	free	1	0	0%	0	0%	1	100%	1	100%	1	100%	**1**	**100%**
17C	on-street	2 hr meter	10	3	30%	9	90%	9	90%	10	100%	10	100%	**9**	**90%**
17D	on-street	2 hr meter	10	2	20%	8	80%	9	90%	9	90%	9	90%	**10**	**100%**
17A	on-street	2 hr meter	12	8	67%	12	100%	12	100%	11	92%	12	100%	**12**	**100%**
17A	on-street	15 min	2	0	0%	2	100%	1	50%	2	100%	2	100%	**2**	**100%**
17B	on-street	2 hr meter	12	3	25%	9	75%	12	100%	12	100%	11	92%	**12**	**100%**
18B	on-street	free	21	5	24%	15	71%	18	86%	15	71%	21	100%	**20**	**95%**
18B	on-street	HC	1	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
19C	on-street	2 hr free	5	1	20%	3	60%	4	80%	4	80%	2	40%	**2**	**40%**
19C	on-street	free	4	0	0%	0	0%	3	75%	3	75%	0	0%	**1**	**25%**
19D	on-street	2 hr	11	4	36%	9	82%	9	82%	5	45%	9	82%	**11**	**100%**
19A	on-street	2 hr meter	8	6	75%	6	75%	7	88%	8	100%	8	100%	**8**	**100%**
19A	on-street	10 min	1	0	0%	0	0%	1	100%	1	100%	0	0%	**1**	**100%**

Appendix Table M – On-Street Occupancy Counts (Saturday December 10, 2016)- Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
19B	on-street	2 hr meter	12	3	25%	8	67%	11	92%	11	92%	9	75%	**9**	**75%**
19B	on-street	10 min	2	0	0%	0	0%	2	100%	2	100%	0	0%	**1**	**50%**
20C	on-street	free	4	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
20D	on-street	2 hr meter	10	6	60%	10	100%	10	100%	9	90%	9	90%	**9**	**90%**
20A	on-street	free	3	2	67%	2	67%	2	67%	2	67%	2	67%	**1**	**33%**
21D	on-street	2 hr meter	9	0	0%	1	11%	7	78%	9	100%	8	89%	**6**	**67%**
21A	on-street	free	7	0	0%	0	0%	4	57%	4	57%	3	43%	**2**	**29%**
22C	on-street	free	3	0	0%	0	0%	0	0%	1	33%	0	0%	**0**	**0%**
22D	on-street	free	10	0	0%	1	10%	5	50%	4	40%	5	50%	**5**	**50%**
22A	on-street	2 hr	10	0	0%	1	10%	8	80%	5	50%	4	40%	**3**	**30%**
22B	on-street	2 hr meter	7	1	14%	0	0%	2	29%	4	57%	3	43%	**3**	**43%**
22B	on-street	HC	1	0	0%	0	0%	0	0%	1	100%	0	0%	**0**	**0%**
22B	on-street	15 min	2	0	0%	1	50%	1	50%	1	50%	2	100%	**0**	**0%**
23B	on-street	free	20	0	0%	1	5%	7	35%	3	15%	4	20%	**10**	**50%**
23B	on-street	Hc	2	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
24B	on-street	free	38	0	0%	0	0%	1	3%	1	3%	0	0%	**0**	**0%**
24B	on-street	HC	2	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
25C	on-street	free	2	1	50%	1	50%	0	0%	0	0%	0	0%	**0**	**0%**
27A	on-street	free	3	1	33%	1	33%	0	0%	1	33%	3	100%	**3**	**100%**
Totals			**690**	**95**	14%	**228**	33%	349	51%	**298**	43%	**307**	44%	**322**	**47%**

Appendix Table N – Off-Street Occupancy Counts (Saturday December 10, 2016)

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
A-1	Office lot	private	51	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
B-1	Pier 500 Emp	private	15	1	7%	1	7%	1	7%	1	7%	1	7%	**1**	**7%**
A-7	Dentist lot	private	9	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
C-8	Norlake lot	private	30	2	7%	2	7%	1	3%	1	3%	1	3%	**1**	**3%**
A-8	Library lot	free	32	0	0%	16	50%	23	72%	9	28%	10	31%	**17**	**53%**
A-8	Library lot	HC	2	0	0%	0	0%	1	50%	0	0%	0	0%	**0**	**0%**
A-8	Library lot	Authorized	3	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
A-8	Police Visitor	private	2	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
B-8	Police Only	private	5	0	0%	0	0%	3	60%	3	60%	0	0%	**1**	**20%**
A-9	BeachHouse Lot	free	92	2	2%	10	11%	45	49%	21	23%	24	26%	**58**	**63%**
B-9	BeachHouse Lot	HC	2	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
A-10	Alley	Residential	9	9	100%	7	78%	4	44%	4	44%	7	78%	**7**	**78%**
B-10	Alley	Court Reporter	2	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
C-10	Alley	Office	5	0	0%	2	40%	5	100%	5	100%	3	60%	**1**	**20%**
D-10	Alley	Bike Shop	2	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
E-10	Alley	Sandeen	2	0	0%	0	0%	0	0%	0	0%	0	0%	**1**	**50%**
C-11	Post Mark Grille lot	private	7	0	0%	0	0%	1	14%	3	43%	3	43%	**4**	**57%**
B-11	N. Plaza lot	permit	11	5	45%	6	55%	8	73%	8	73%	7	64%	**8**	**73%**
A-11	North Lot	2 hr meter	6	1	17%	6	100%	6	100%	5	83%	6	100%	**5**	**83%**
A-11	North Lot	4 hr free	9	5	56%	6	67%	9	100%	7	78%	7	78%	**5**	**56%**
A-11	North Lot	8 hr free	28	8	29%	13	46%	26	93%	23	82%	28	100%	**22**	**79%**
A-11	North Lot	permit	20	5	25%	9	45%	17	85%	12	60%	16	80%	**15**	**75%**
G-16	City Hall lot	HC	1	0	0%	0	0%	1	100%	0	0%	0	0%	**0**	**0%**
G-16	City Hall lot	15 min	2	0	0%	0	0%	1	50%	0	0%	0	0%	**0**	**0%**
G-16	City Hall lot	EMS/Rsvd	5	4	80%	5	100%	5	100%	5	100%	5	100%	**5**	**100%**
G-16	City Hall lot	8 hr/Permit	23	**5**	22%	**9**	39%	**21**	91%	**20**	87%	**16**	70%	**17**	**74%**
B-16	Coco's	private	7	1	14%	2	29%	5	71%	4	57%	2	29%	**3**	**43%**
A-16	502 2nd St	private	10	2	20%	5	50%	6	60%	7	70%	5	50%	**5**	**50%**
C-16	Urban Olive & Vine	private	4	0	0%	0	0%	2	50%	1	25%	1	25%	**1**	**25%**
D-16	Alley	meters	2	2	100%	2	100%	2	100%	2	100%	1	50%	**2**	**100%**

Appendix Table N – Off-Street Occupancy Counts (Saturday December 10, 2016)- Continued

				8:00 - 10:00		10:00 - 12:00		1:00 - 3:00		3:00 - 5:00		5:00 - 7:00		7:00 - 9:00	
Block Face	**Description**	**Type**	**# of spaces**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**	**Number**	**Pct**
D-16	Opera House	private	2	0	0%	1	50%	2	100%	2	100%	2	100%	**2**	**100%**
D-16	loading zone	private	2	0	0%	1	50%	2	100%	1	50%	0	0%	**1**	**50%**
E-16	Alley meters	Meter/Pmt	6	4	67%	5	83%	6	100%	6	100%	6	100%	**5**	**83%**
F-16	Private lot	Private	9	0	0%	2	22%	6	67%	7	78%	6	67%	**5**	**56%**
D-17	Pier 500	private	3	1	33%	2	67%	0	0%	0	0%	1	33%	**3**	**100%**
A-17	Phipps lot	public	55	10	18%	44	80%	54	98%	54	98%	55	100%	**55**	**100%**
A-17	Phipps lot (HC)	public	4	0	0%	0	0%	2	50%	2	50%	2	50%	**2**	**50%**
B-17	Dough Boy lot	private	16	0	0%	3	19%	11	69%	10	63%	7	44%	**8**	**50%**
C-17	Alley	private	10	3	30%	6	60%	7	70%	6	60%	9	90%	**5**	**50%**
B thru I - 19	Alley	private	41	13	32%	26	63%	28	68%	27	66%	26	63%	**18**	**44%**
A-19	Gagnon lot	private	16	2	13%	5	31%	7	44%	7	44%	5	31%	**6**	**38%**
D-20	Williams lot	8 hr/Permit	12	1	8%	2	17%	8	67%	7	58%	9	75%	**9**	**75%**
D-20	Williams lot	4hr	6	4	67%	6	100%	6	100%	4	67%	4	67%	**6**	**100%**
D-20	Williams lot	8hr	26	11	42%	17	65%	27	104%	25	96%	26	100%	**25**	**96%**
F-20	Williams lot	EMS	4	4	100%	5	125%	6	150%	6	150%	0	0%	**0**	**0%**
E-20	Alley	12	12	9	75%	9	75%	8	67%	7	58%	6	50%	**4**	**33%**
A-20	Harbor lot	public	18	6	33%	14	78%	18	100%	15	83%	18	100%	**18**	**100%**
B/C-20	Harbor lot	private	5	2	40%	3	60%	3	60%	3	60%	2	40%	**3**	**60%**
A-21	Pudges lot	private	*Under Construction*												
B-21	Negret lot	private	15	0	0%	0	0%	9	60%	6	40%	10	67%	**10**	**67%**
A/D-22	Bank lot (A/D)	private	34	2	6%	5	15%	0	0%	0	0%	0	0%	**0**	**0%**
B-22	Depot building	private	5	0	0%	1	20%	1	20%	0	0%	0	0%	**0**	**0%**
C-22	Bank lot (c)	private	7	1	14%	1	14%	7	100%	5	71%	6	86%	**5**	**71%**
A-24	Boat Launch Lot	private	40	0	0%	0	0%	0	0%	0	0%	0	0%	**0**	**0%**
A-25	1st State Bank	private	6	0	0%	1	17%	0	0%	1	17%	0	0%	**0**	**0%**
B thru D-25	Strip Mall	private	159	85	53%	101	64%	49	31%	39	25%	35	22%	**29**	**18%**
27E	City Park	public	18	1	6%	0	0%	12	67%	13	72%	12	67%	**7**	**39%**
B thru D - 27	Hair Salon/Rest	private	13	5	38%	6	46%	3	23%	4	31%	3	23%	**3**	**23%**
Totals			**942**	**216**	**23%**	**367**	**39%**	475	**50%**	**398**	**42%**	**393**	**42%**	**408**	**43%**