

**April 2019**

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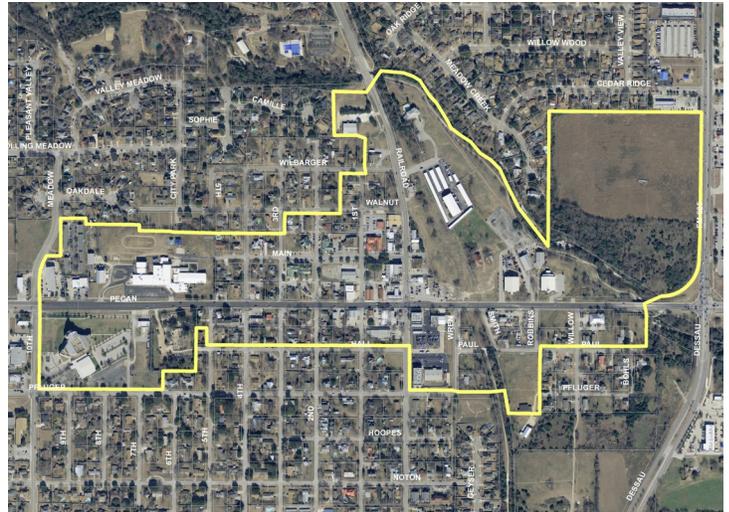
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## Introduction

In September 2018, the Pflugerville City Council adopted the Downtown Action Plan 2019-2021 by resolution to reinvigorate Downtown planning efforts by implementing the action initiatives per the 2009 Old Town Pflugerville Vision Report (“Vision Report”). Per the Vision Report, public parking is listed as one of the top 5 action initiatives.

The purpose of this study is to: 1.) analyze current parking conditions; 2.) identify immediate, short-term, and long-term opportunities for public parking; and 3.) provide recommendations and considerations for parking improvements and management. Furthermore, the recommendations for parking improvements and management will provide support for future code amendments regarding site development design and parking standards in the Downtown.

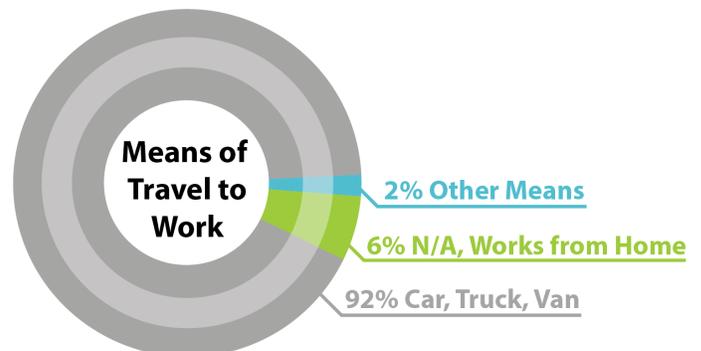
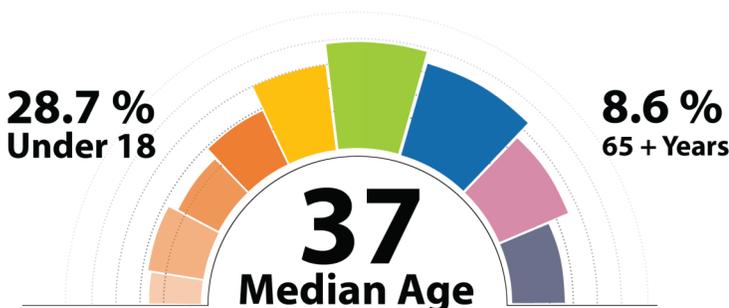


Regulatory Downtown Overlay District

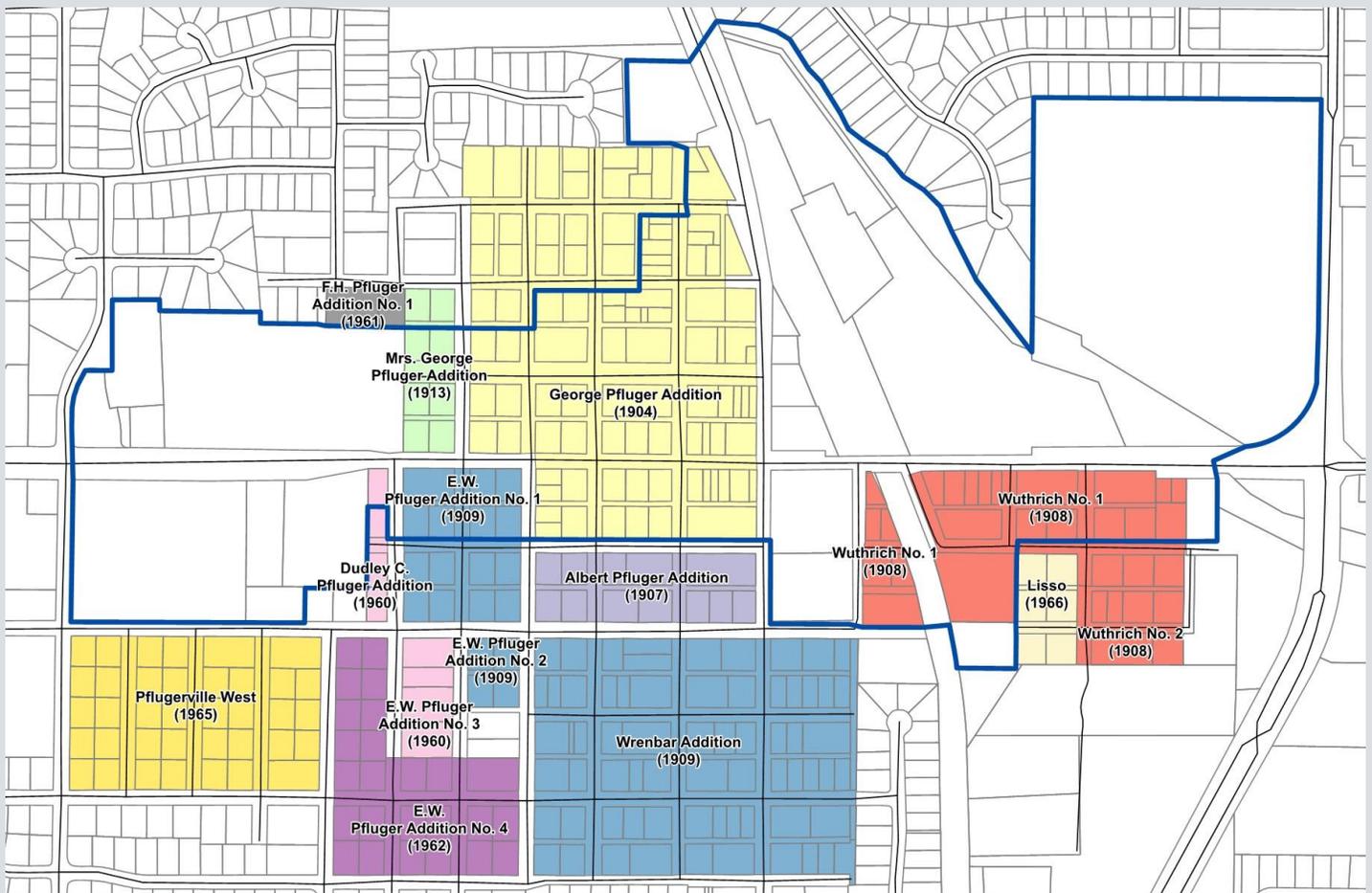
## Community Overview

Pflugerville was incorporated as a city in 1965; however, Pflugerville’s history dates back to the 1850s when German farmers immigrated to the area. Pflugerville is currently the 2<sup>nd</sup> largest city in Travis County, encompassing 24.9 square miles within the city limits and another 39.3 square miles within the extraterritorial jurisdiction (ETJ). The City is bounded by the cities of Round Rock and Hutto to the north and by the City of Austin to the west and south. There is primarily agricultural land immediately east of the City. The Central Texas region has seen an explosion of growth over the past decade, and that growth pattern is expected to continue. Pflugerville’s population has grown from 16,335 in 2000 to 46,936 in 2010 with a current estimated population of 67,238 for the end of the year 2018.

Historically, Pflugerville was an agricultural and bedroom community to the state’s capital, Austin. Since 2000, Pflugerville has seen a rise in employment opportunities with an influx of retail and improved transportation systems due to the opening of the State highway routes, SH 130 and SH 45 toll facilities, which aide in the ability of residents to live and work within Pflugerville. As Pflugerville continues to experience rapid residential growth and an increase in retail and employment opportunities in the community, there is a surge of interest in revitalizing Downtown Pflugerville and reactivating Downtown planning efforts.



# Downtown Parking Study



## Downtown Area Subdivisions Timeline

- 1904 - Pflugerville, Texas (George Pfluger)
- 1907 - Albert Pfluger Addition
- 1908 - Wuthrich Addition No 1 & 2
- 1909 - Wrenbar Addition
- 1909 - E.W. Pfluger Addition No. 1
- 1909 - E.W. Pfluger Addition No. 2
- 1913 - Mrs. George Pfluger Addition
- 1960 - Dudley C. Pfluger Addition
- 1960 - E.W. Pfluger Addition No. 3
- 1961 - F.H. Pfluger Addition No. 1
- 1962 - E.W. Pfluger Addition No. 4
- 1965 - Pflugerville West
- 1966 - Lisso

## Downtown Pflugerville - On the Grid

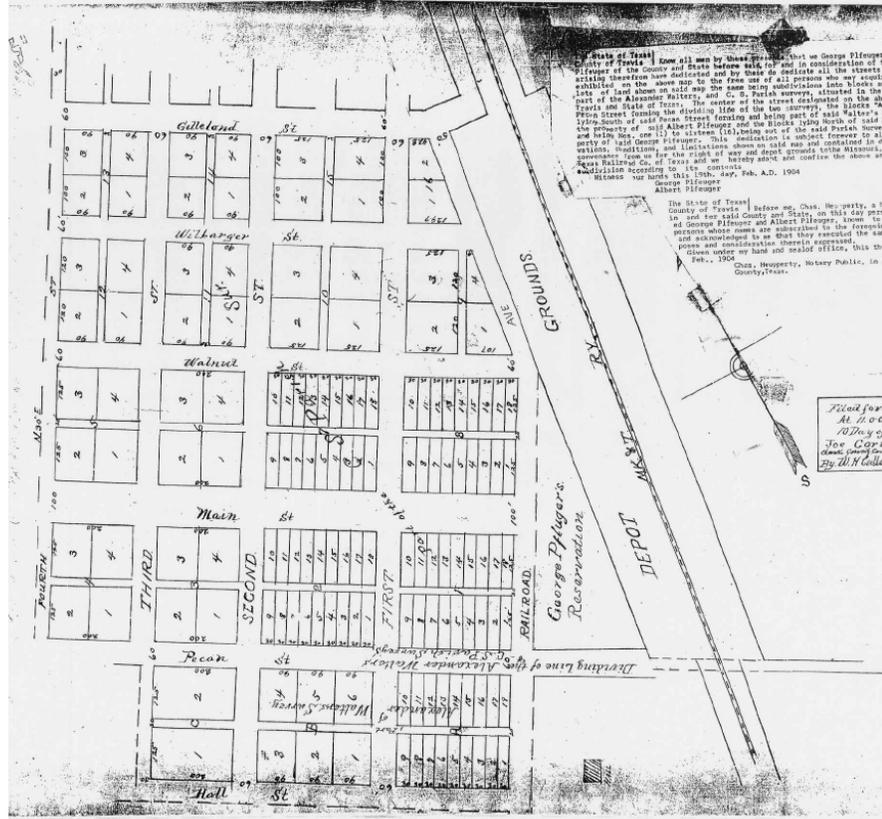
Historic downtowns in the U.S. typically share common subdivision characteristics. The most notable element is the grid street plan type, a city development plan in which streets are laid out in block form where streets primarily run at right angles to each other (parallel).

Unlike the sprawling development pattern in the high growth areas of the City, the Downtown exhibits a tighter gridded street network with a mixture of land uses lending itself to opportunities for more density and redevelopment over time.

Public rights-of-way provided within gridded street networks were traditionally designed to account for heightened pedestrian activity, on-street parking, and a variety of transportation modes.

## Downtown Area Overview - Then

The establishment of the Missouri-Kansas (MoKan) railroad through the area spurred growth and development of Downtown Pflugerville. In 1904, the first “Pflugerville Texas” subdivision of land (also known as a plat), was established by George Pfluger. The original 1904 Pflugerville subdivision was designed as a gridded street network with 20’ public alleyways bisecting five commercial city blocks and fourteen residential city blocks, thus providing for a commercial core situated west of the MoKan depot grounds and rail station and opportunities for city living at the time. The residential blocks surround the commercial blocks on the north, west, and south sides. Main Street was established as a 100’ right-of-way width to account for on-street parking and an active pedestrian environment. The other streets established in the Downtown range from 50’ to 60’ of right-of-way widths, classified by today’s standards as local and minor collector roadways based on right-of-way widths, but not necessarily in terms of functionality.



## Downtown Vision Statement

Old Town is a vibrant, community-oriented city center revered as the iconic heart of Pflugerville. Blending old and new, Old Town retains its historical charm through purposeful revitalization and a balance of opportunities to live, learn, work, and play. Old Town’s neighborhoods, businesses, and heritage are valued and complemented by a significant civic/government presence. By preserving our natural resources and creating opportunities for connectivity, Old Town provides an accessible, safe, and beautiful atmosphere for all to enjoy. Old Town Pflugerville is where the past meets the future – “where quality meets life.”

## Downtown Area Overview - Now

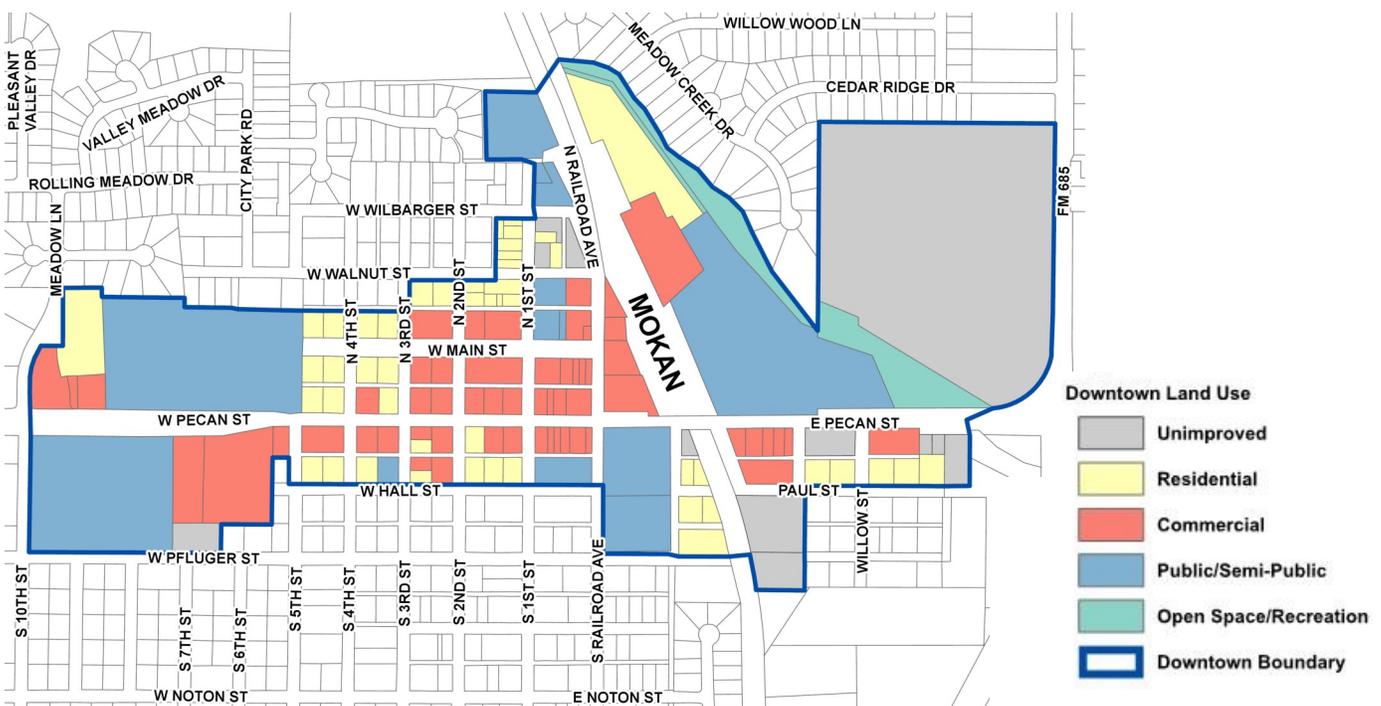
While the MoKan railroad line is no longer traversing the Downtown, much of the gridded street and alley network remains within the Downtown commercial core in its original configuration, with the exception of the alley bisecting the block where City Hall and Hanovers is located. A few alleys within the residential blocks have been vacated by the City. The MoKan tract is currently primarily owned by the State of Texas and managed by TxDOT. Long-term transportation plans for the MoKan tract remains undetermined by the region. Pecan Street within Downtown, despite the relatively narrow right-of-way measuring 60' in width, functions as an arterial street. Per the 2015 Transportation Master Plan, Pecan Street, between 10<sup>th</sup> Street and FM 685, provides for three lanes travel (one of which is a center turning lane) as the ultimate street cross-section.

In the 1970s, half of the buildings along the south side of Main Street were lost due to fire damage. However, Main Street remains a focal point in Downtown. The old bank building located at the southwest corner of the intersection of Main Street and Railroad Avenue is one of the more notable old buildings preserved in the Downtown. Most of the existing public parking is located along Main Street and on-site at City Hall.



Similar to when Downtown was first established in 1904, the area continues to have a mixture of residential and commercial uses within the gridded street network. However, the Downtown area is now bordered by modern suburban single-family residential subdivisions with curvilinear and cul-de-sac street design. Due to the existence of gridded streets in the Downtown and Old Town and the proximity to Pecan Street, Downtown will continue to experience development and redevelopment pressure.

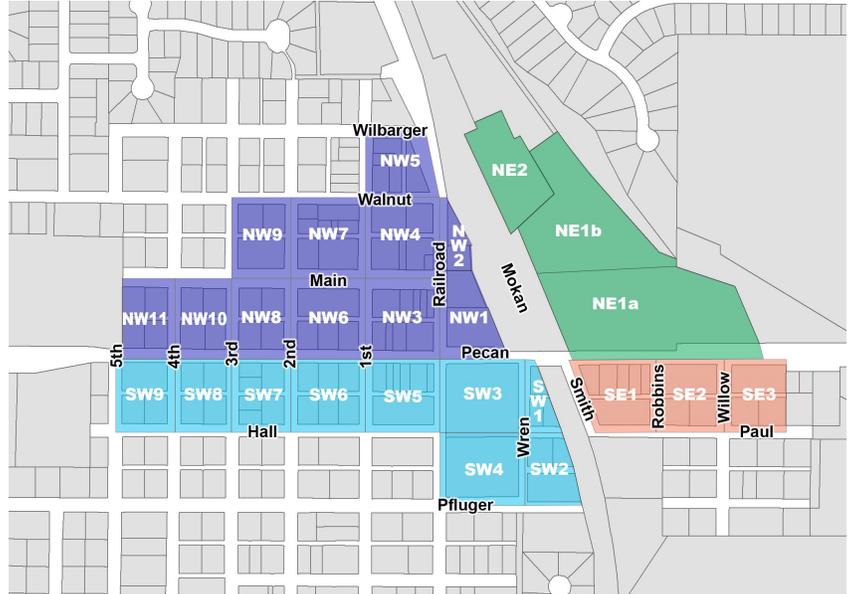
## Current Land Use Map



## Parking Study Area

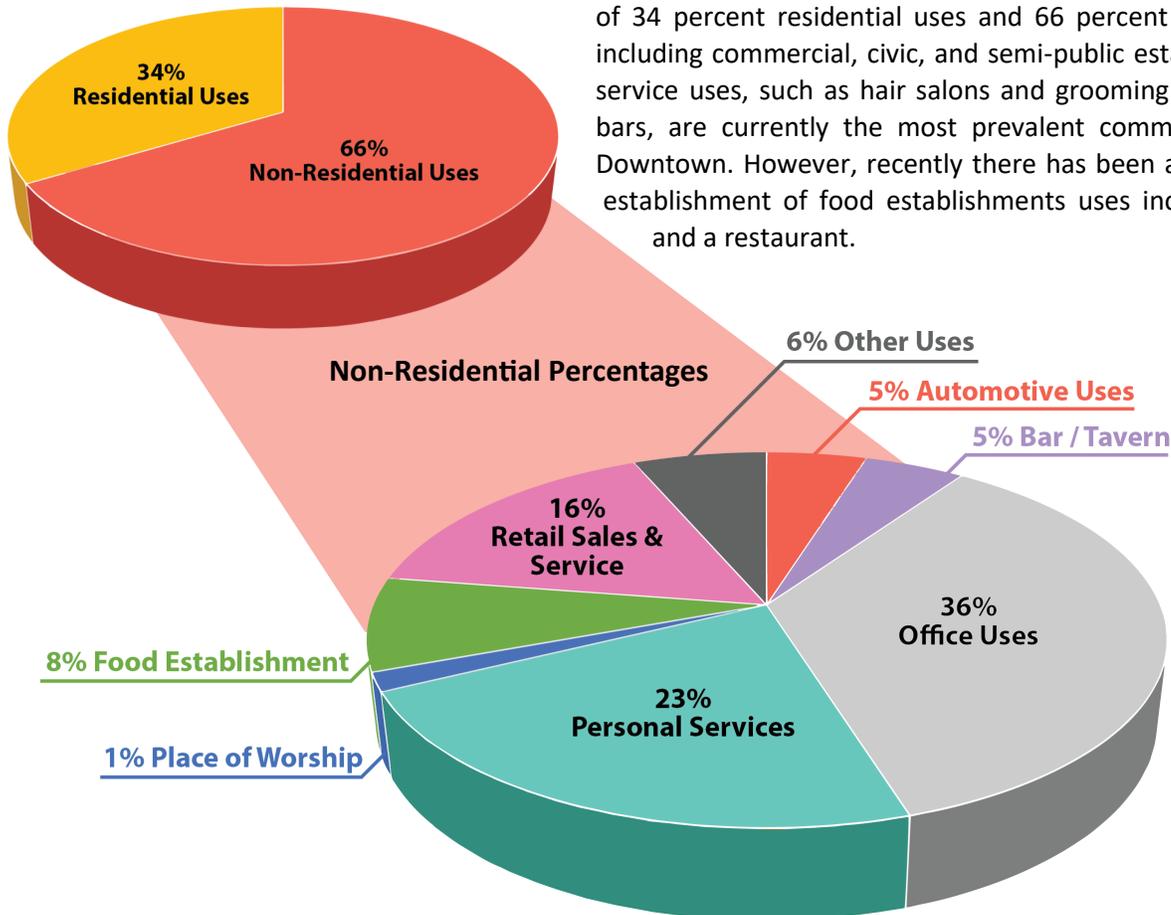
### Overview

While the regulatory Downtown Overlay District boundary consists of approximately 156 acres, the parking study area will focus primarily on the commercial core of downtown, where street blocks are situated adjacent to Main Street, Pecan Street, and Railroad Avenue or are large tracts of land adjacent to the MoKan right-of-way. The study area includes a 26-block area, separated into four quadrants with Pecan Street and the MoKan right-of-way as the lines of demarcation between the quadrants. The quadrants are based on physical and perceived barriers for pedestrians. Generally, each street block within the study area represents a parking block, as shown in the diagram.



### Land Use Percentages

Based on the number of non-residential establishments and parcels used for residential purposes, the Downtown study area is composed of 34 percent residential uses and 66 percent non-residential uses, including commercial, civic, and semi-public establishments. Personal service uses, such as hair salons and grooming services, offices, and bars, are currently the most prevalent commercial establishments Downtown. However, recently there has been a relative surge in the establishment of food establishments uses including a coffee shop and a restaurant.



## Existing Conditions



Parking along 1st Street at the Princess Craft Site



Parking along Main Street between N. 1st and Railroad Ave.



Parking along S. 1st Street at 5 p.m. on a Saturday



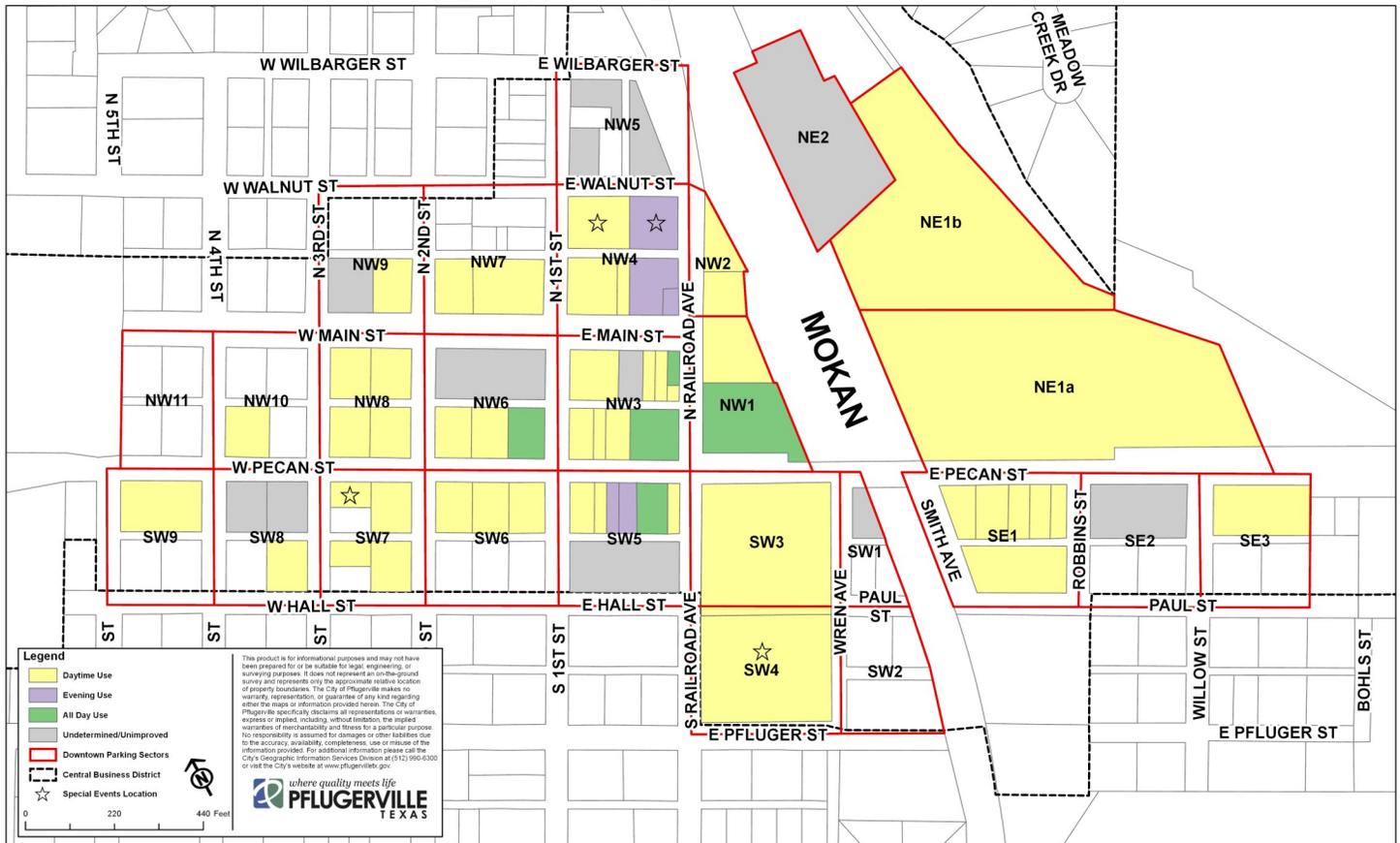
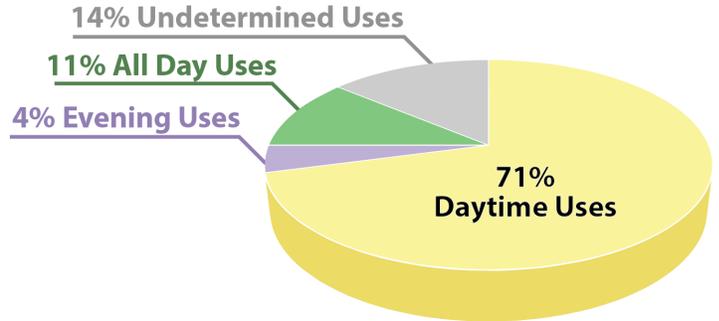
Pedestrian Safety Elements along Main Street



Loading along N. Railroad Ave.

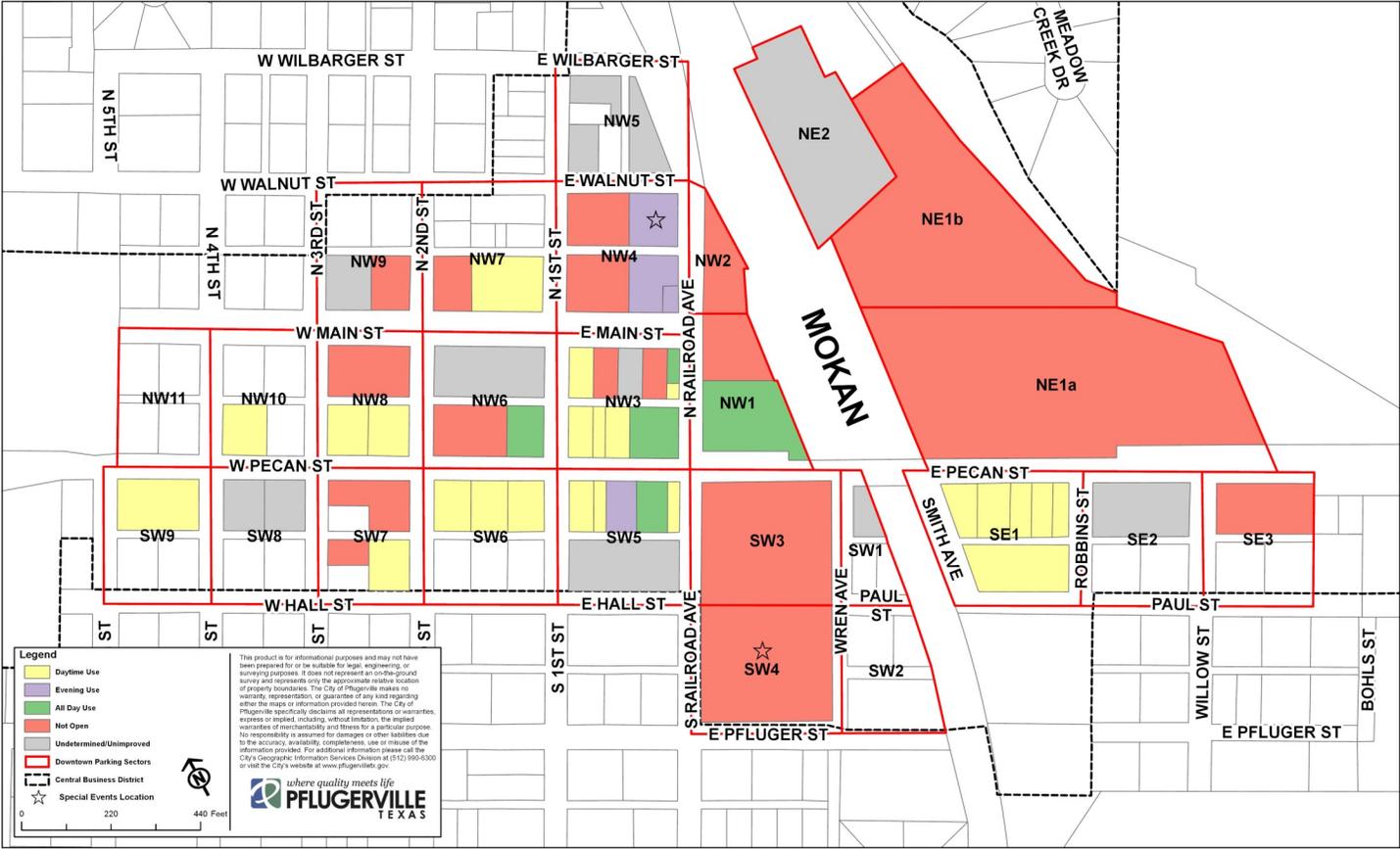
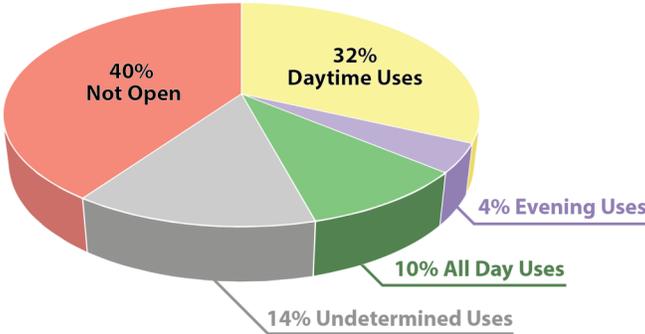
## Weekday Business Hours of Operation

Office, personal services, and retail sales and service uses make up the bulk of the daytime uses. All day uses are establishments which generally remain open throughout the day (i.e., open in the mornings and close in the evenings after 7 p.m.). Evening uses include commercial establishments generally open in the late afternoon to late in the evening or early morning hours. Undetermined uses represent unimproved parcels, vacant tenant spaces, or establishments where hours of operation are unknown at the time of the study.



## Saturday Business Hours of Operation

Personal services, such as nail and hair salons, barbershops, pet services, and retail sales and service uses make up the bulk of the daytime uses. Bars, taverns, restaurants, eateries, and a gas station are included within the all day and evening uses. All day uses are establishments which generally remain open throughout the day (i.e., open in the mornings and close in the evenings after 7 p.m.). Evening uses include commercial establishments generally open in the late afternoon to late in the evening or early morning hours. Undetermined uses represent unimproved parcels, vacant tenant spaces, or establishments where hours of operation are unknown at the time of the study.



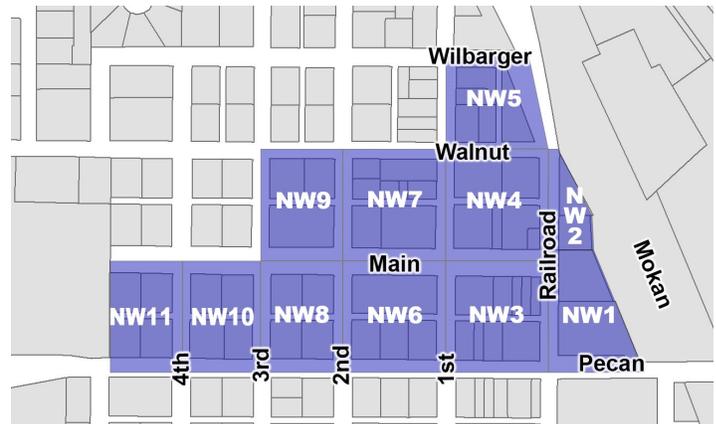
### Parking Study Area

#### Northwest Quadrant

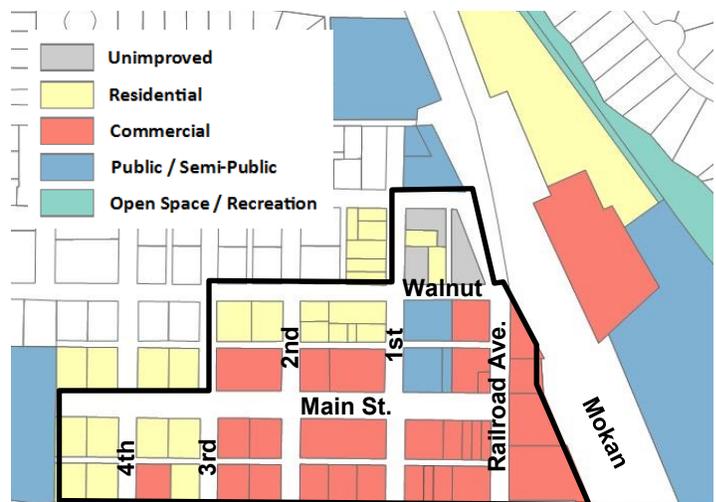
The northwest (NW) quadrant contains 11 parking blocks, four blocks of which are from the original commercial core represented in the 1904 Pflugerville, Texas subdivision. The NW quadrant is bounded by Pecan Street to the south and the MoKan right-of-way to the east. Most of the more active, entertainment uses are situated within the NW quadrant. The non-residential uses are generally located along Pecan Street, Railroad Avenue, and Main Street and constitute approximately 68% of the land area within the quadrant. The most notable historic commercial brick buildings are located within the NW quadrant at the intersection of Main Street and Railroad Avenue.

Residential uses are generally located within the northern and western portion of the quadrant and constitute approximately 26% of the land area within the quadrant. Roughly half of the residential structures within this area are of historical significance, being approximately 100 years old. There are a few relatively modern residential structures dating back to the '70s, '80s, and '00s on infill lots.

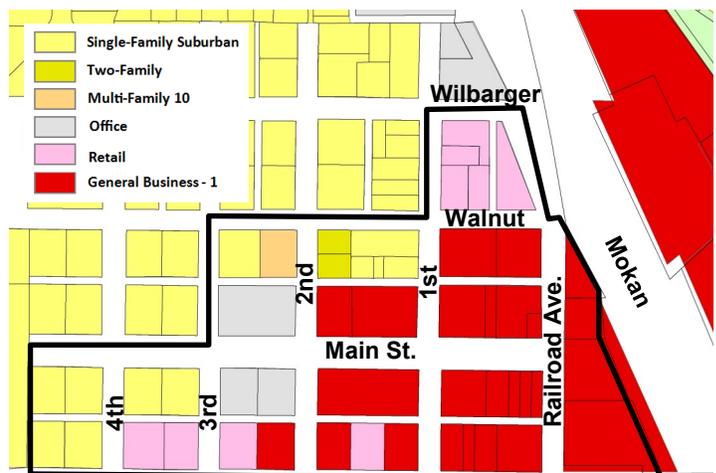
Due to the prominence of non-residential land uses and the density of the built environment, the parking study focuses primarily on the northwest quadrant as well as the southwest quadrant. Refer to pages 22 through 63 for parking data collected through a parking occupancy survey.



Northwest Quadrant Area



Current Land Uses



Current Base Zoning Districts

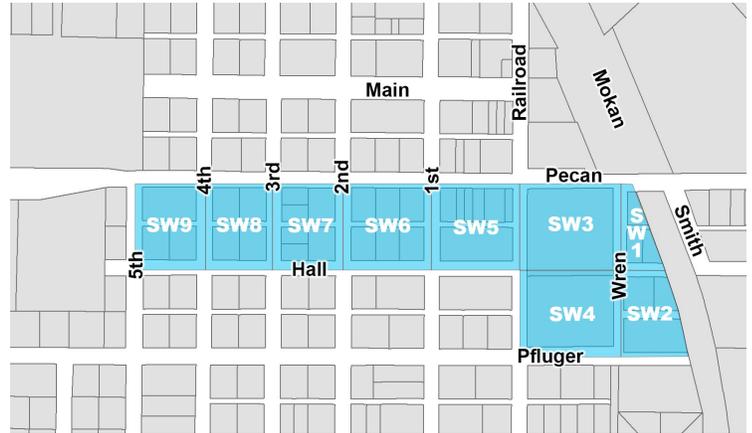
## Parking Study Area

### Southwest Quadrant

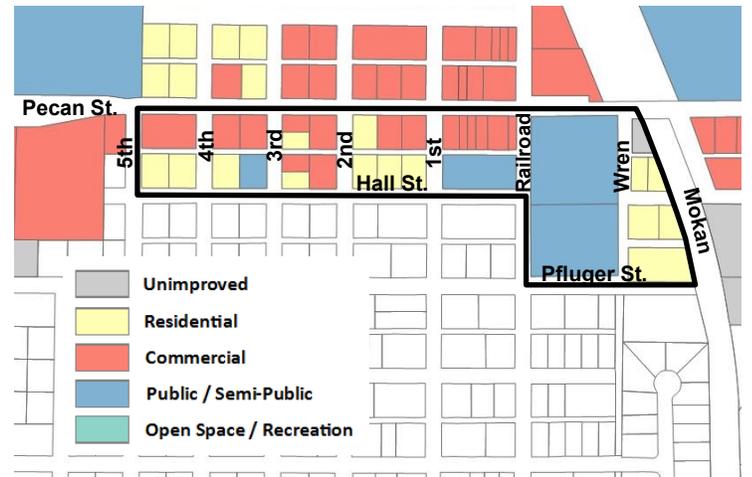
The southwest (SW) quadrant contains nine parking blocks, one block of which is from the original commercial core represented in the 1904 Pflugerville, Texas subdivision. The SW quadrant is bounded by Pecan Street to the north and the MoKan right-of-way to the east. Similar to the NW quadrant, some of the more active, entertainment uses are situated within the SW quadrant. The non-residential uses are generally located along Pecan Street and Railroad Avenue and constitute approximately 69% of the land within the quadrant. The most notable historic non-residential structures located within the SW quadrant are situated along Pecan Street near the intersections of Railroad Avenue and 1<sup>st</sup> Street.

Residential uses are generally located within the southern portion of the quadrant along Hall Street and Wren Avenue and constitute approximately 29% of the land within the quadrant.

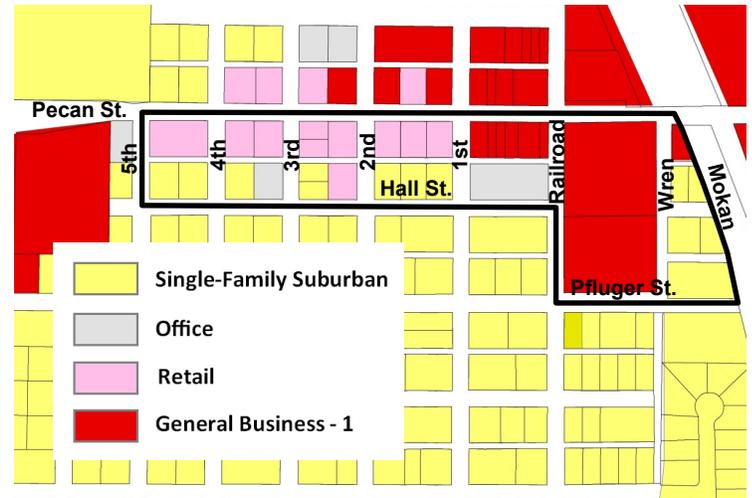
Since the SW quadrant represents a portion of the Downtown commercial core, a parking occupancy survey was conducted. Refer to pages 22 through 63 for the results of the parking occupancy survey.



Southwest Quadrant Area



Current Land Uses



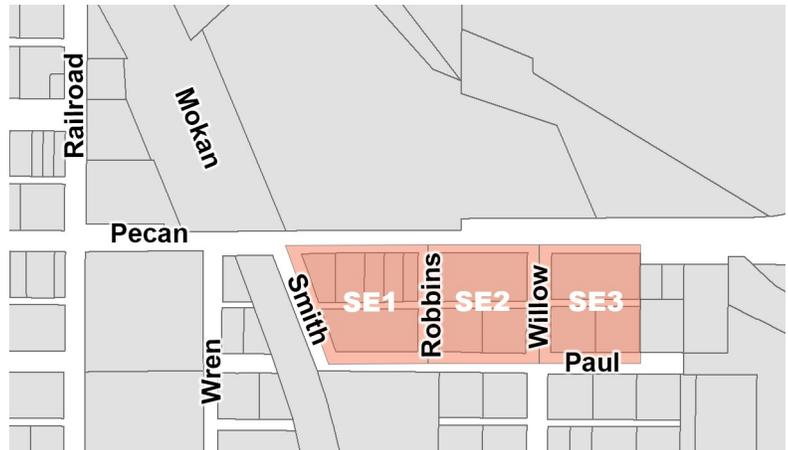
Current Base Zoning Districts

## Parking Study Area

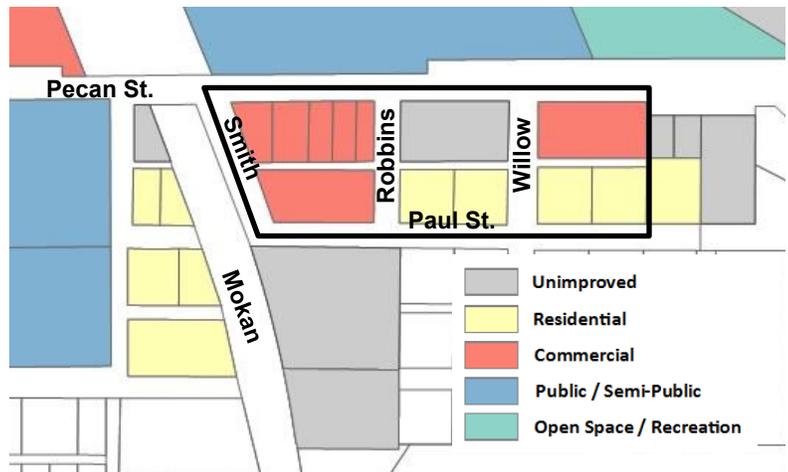
### Southeast Quadrant

The southeast (SE) quadrant is the smallest quadrant containing three parking blocks and totaling approximately four acres of land. The SE quadrant is bounded by Pecan Street to the north and the MoKan right-of-way to the west. The non-residential uses are generally located along Pecan Street and Smith Avenue and constitute approximately 52% of the land area within the quadrant. Residential uses are generally located within the southern portion of the quadrant along Paul Street and constitute approximately 31% of the land area within the quadrant. Parking block number one (SE1) within the SE quadrant has the greatest potential for development and redevelopment. Parking block number two (SE2) also has development potential for the parcel located along Pecan Street; however, the earthen drainage channel that exists on this block may need to be redesigned to accommodate development.

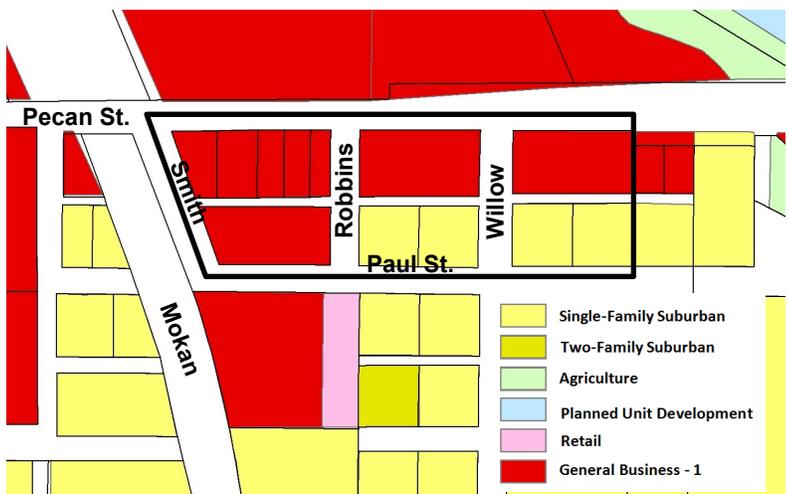
A basic inventory of existing on-site parking and right-of-way parking has been performed. However, due to the level of intensity of non-residential uses in the area, no further analysis was conducted. Due to the existence of residential uses along Paul Street and to the south, further parking analysis is recommended to be conducted at the time development is proposed.



**Southeast Quadrant Area**



**Current Land Uses**



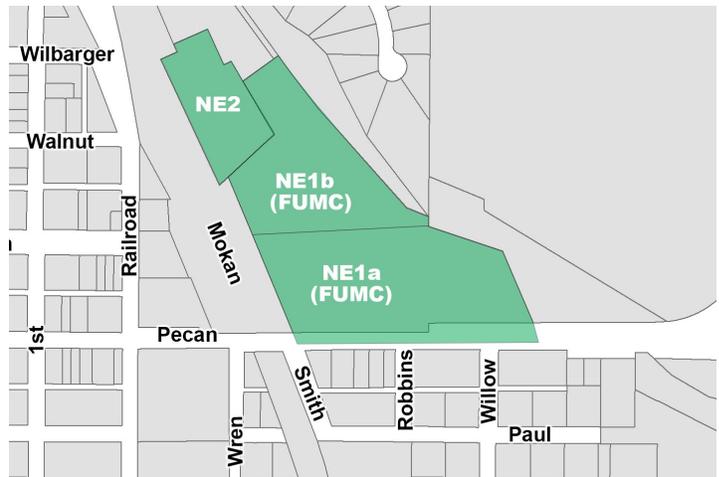
**Current Base Zoning Districts**

## Parking Study Area

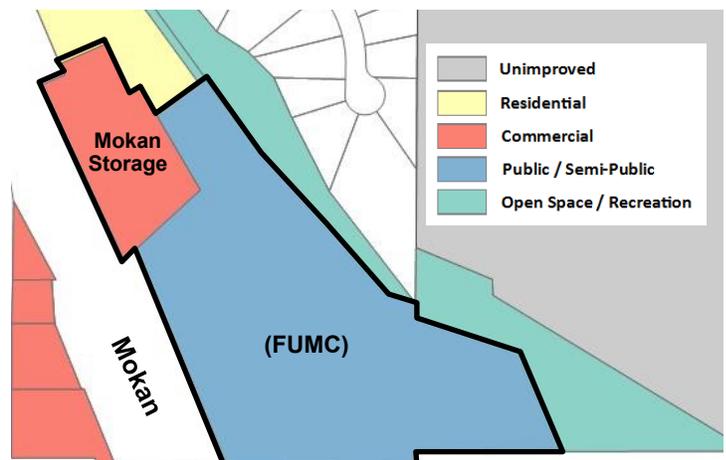
### Northeast Quadrant

The northeast (NE) quadrant is the largest quadrant within the study area in terms of total land area equaling approximately 14 acres. However, it is unique in the sense that the parking blocks are not established based on a gridded street network as exhibited within the other quadrants in the study area. Generally, the three parking blocks are established based on parcel boundaries as well as the possibility of a Main Street extension through the largest tract, currently owned by the First United Methodist Church (FUMC).

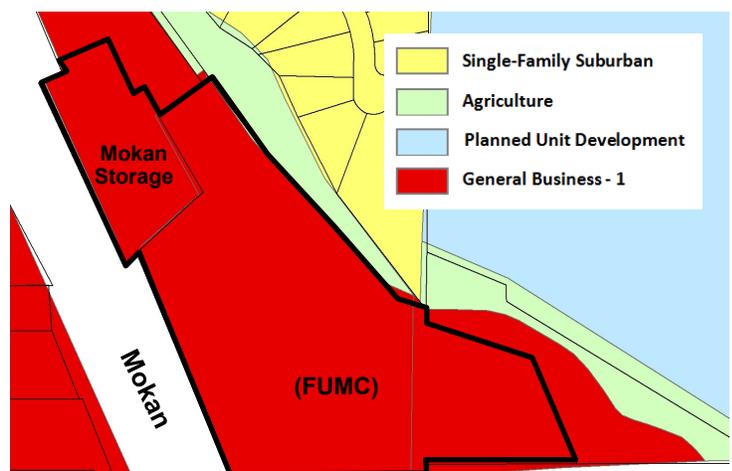
A basic inventory of existing on-site parking has been performed. There is no right-of-way parking within this quadrant. Due to the level of intensity of non-residential uses in the area and the prevalence of on-site parking, no further analysis was conducted. If Main Street is extended, thus bifurcating the FUMC tract such that parking on the north side of the tract is separated from the principal structures by the Main Street extension, further parking analysis is recommended to be conducted. For example, if the northern parking lot is separated by the street extension, even though it represents a challenge, it also represents a parking opportunity for the redevelopment or adaptive reuse of the MoKan Storage site generally located north of the FUMC tract or parking for the public parkland and trail system in the area.



Northeast Quadrant Area



Current Land Uses

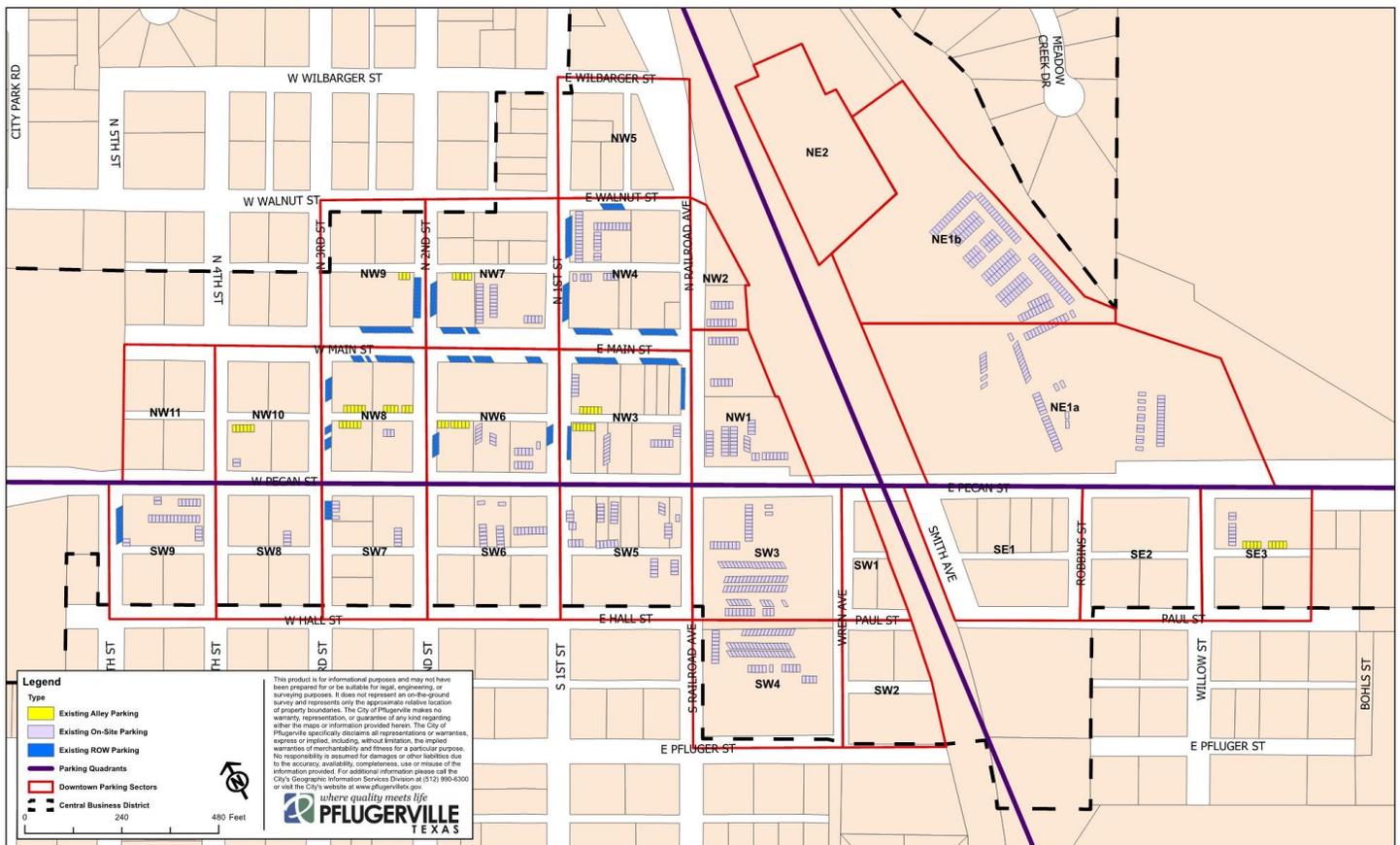


Current Base Zoning Districts

## Parking Supply

### Inventory

The City conducted an inventory of existing parking within the Downtown Parking Study area. Of the existing parking spaces inventoried, both public and private parking was accounted for, including off-street parking, on-street public parking within the public right-of-way, and unrestricted public parking lots. Off-street private parking includes alley-loaded parking where such parking spaces are situated on private property. Unstriped, overflow off-street parking on private property and unstriped on-street parking are not included within the inventory. Some on-site parking lots are not paved, therefore in those cases, the counts included are based on the dimensional requirements of parking (i.e., 90-degree angled parking is measured as 9'x19') to estimate existing parking.



# Downtown Parking Study

## Parking Supply Calculations

Parking Block	Private Parking	Public On-Street & Public Parking Lots			Private & Public Parking
	Total # Private Off-Street Parking Spaces	Total # Existing On-Street Parking Spaces	Total # Existing Off-Street Public Parking Lot Spaces	Total # Public Parking Spaces	Total # of Parking Spaces
NW1	54	0	0	0	54
NW2	14	0	0	0	14
NW3	35	30	0	30	65
NW4	0	47	39	86	86
NW5	0	0	0	0	0
NW6	27	26	0	26	53
NW7	30	18	0	18	48
NW8	22	25	0	25	47
NW9	3	25	0	25	28
NW10	8	0	0	0	8
NW11	0	0	0	0	0
NW Totals	193	171	39	210	403
SW1	0	0	0	0	0
SW2	0	0	0	0	0
SW3	93	0	0	0	93
SW4	73	0	0	0	73
SW5	44	0	0	0	44
SW6	23	0	0	0	23
SW7	9	5	0	5	14
SW8	4	0	0	0	4
SW9	28	10	0	10	38
SW10	0	0	0	0	0
SW Totals	274	15	0	15	289
SE1	0	0	0	0	0
SE2	0	0	0	0	0
SE3	18	0	0	0	18
SE Totals	18	0	0	0	18
NE1a	72	0	0	0	72
NE1b	155	0	0	0	155
NE2	0	0	0	0	0
NE Totals	227	0	0	0	227
<b>Total</b>	<b>712</b>	<b>186</b>	<b>39</b>	<b>225</b>	<b>937</b>

### Parking Supply

#### On-Street Parking

A total of 186 on-street parking spaces were inventoried within the parking study area, all of which are located within the NW and SW quadrants. There are 171 on-street (striped) parking spaces within the NW quadrant, while the SW quadrant only has 15 striped, on-street parking spaces. However, parking is generally permitted on-street, with the exception of Pecan Street and portions of N. Railroad Avenue.

#### Off-Street Parking

A total of 751 off-street parking spaces were inventoried within the parking study area, 39 spaces of which are public parking spaces located at City Hall within a surface parking lot. The largest surface parking lot area has a total of 227 parking spaces, situated on property owned by the First United Methodist Church in the NE quadrant. The second largest surface parking lot area has a total of 166 parking spaces, classified as private parking as such parking is reserved for the tenants, and is owned by Travis County ESD#2 in the SW quadrant.

#### Public vs. Private

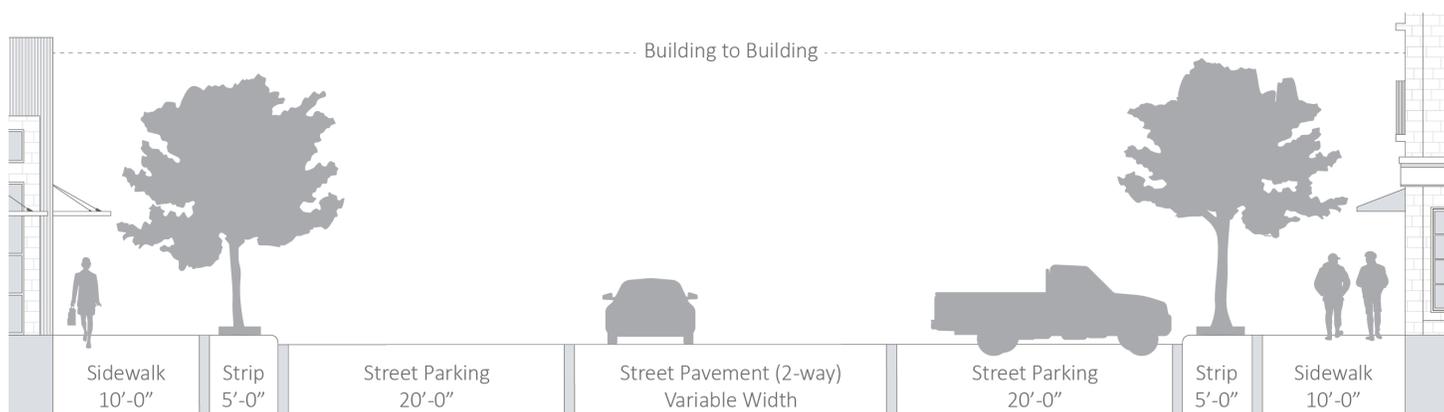
There are a total of 937 parking spaces within the study area, in which 225 (24%) parking spaces are public. Therefore, businesses in the study area currently rely heavily upon private parking to accommodate parking demand. This condition can be challenging if private parties are unwilling to share parking to meet the peak parking demand.

A common best management practice in business districts, especially in smaller downtowns, is for public parking to total at least 50% of the total supply of parking. Advantages of a well-balanced public parking supply include:

- ◆ Opportunities for the management of parking allocation, shifts in demand, market pricing, and enforcement.
- ◆ Opportunities for a more sustainable, densely built environment and walkability.



	Private	Public	Private & Public
NW Totals	193	210	403
SW Totals	274	15	289
SE Totals	18	0	18
NE Totals	227	0	227
<b>Total (%)</b>	<b>712 (76%)</b>	<b>225 (24%)</b>	<b>937</b>



## Stakeholder Input

### Downtown Business Owner Parking Survey

The City solicited stakeholder input by conducting a parking survey for Downtown businesses. The purpose of the survey was to confirm business hours of operation and gather information related to the business owners' perception of Downtown parking conditions and needs. In February 2019, the City met with the Downtown Business Association (DBA) to inform them of the parking study being conducted by the City. The survey was subsequently sent out to Downtown business owners of the DBA. Also, the City emailed the survey out to 41 Downtown business owners directly and received 13 survey responses.

### Key Takeaways

- **54 %** of the respondents were office businesses.
- **80%** of the respondents indicated that Downtown parking is adequate for their business; however, a few of them specifically noted that there would not be enough parking if more entertainment or restaurant uses locate Downtown.
- All office businesses that participated in the survey believe there is sufficient parking for their customers either on-site or along the street abutting their site.
- **92%** of the respondents indicated their customers park on-site or up to one block away from their site. Only one respondent indicated that their customers have had to park up to two blocks away on occasion.
- **54%** of the respondents do not believe or are unsure as to whether the parking conditions Downtown affect their customer's decision to visit Downtown.
- **46%** of the respondents do not believe or are unsure as to whether the on-street parking areas have sufficient lighting.



### Parking Demand

#### Estimating Overview

Parking demand may be evaluated in a variety of ways including base parking ratios for specific land use classifications provided by the Urban Land Institute (ULI) or the Institute of Transportation Engineers (ITE), parking occupancy surveys, and parking duration and turnover surveys. Parking demand may be affected by factors such as demographics, available alternative modes of transportation, walkability, and density of the development pattern.

#### Base Parking Ratios

The Urban Land Institute provides for recommended base parking ratios for specific land use classifications. These recommendations are based on previous parking studies provided throughout the United States in different contexts. For instance, a recommended parking ratio for a specific land use in an urban environment may differ from a recommended parking ratio for the same land use in a suburban context. For the context of Downtown Pflugerville, it may be more appropriate to utilize models which reflect suburban environments combined with other “smart growth” parking policies that accommodate a shared parking system to achieve a more walkable, built environment Downtown.

As a frame of reference, most suburban municipalities adopt minimum parking ratios that govern new development and existing sites. Such parking ratios are generally based on recommendations provided by the Urban Land Institute and the Institute of Transportation Engineers. It is important to note that such recommendations are based on limited parking studies throughout the U.S. conducted in different geographic, cultural, and socio-economic environments; therefore, it is imperative for each community to tailor such recommendations to suit the context of the community and re-evaluate such parking policies over time. However, many municipalities have reduced parking requirements or require no parking minimums in their respective downtowns, as such is the case in nearby cities of Round Rock, Georgetown, Hutto, and Taylor. Round Rock has no parking minimums with the exception of residential development.

Pflugerville has adopted a separate set of minimum parking ratios for the Downtown District Overlay in the Code of Ordinances. Generally, the Downtown minimum parking ratios are similar to the parking requirements established city-wide in the Unified Development Code (UDC); however, it is a simplified list with less stratification. The City has also adopted other parking policies for the Downtown where suburban type parking ratios are coupled with a form of reduced on-site parking requirements in which 50% of the required parking is required off-site within the public realm or a shared parking lot. Refer to page 19 for more information relating to the City’s current Downtown parking requirements.

#### Parking Occupancy Surveys

A parking occupancy survey is a method by which parking data is collected in the field and further analyzed for temporal and spatial variations of parking utilization. It is one of the more effective methods for analyzing parking demand with field verification; therefore, this parking study incorporated a parking occupancy survey as one of the prominent elements in examining existing parking conditions Downtown. However, the parking occupancy survey was limited to the Northwest and the Southwest quadrants.

#### Parking Duration and Turnover Surveys

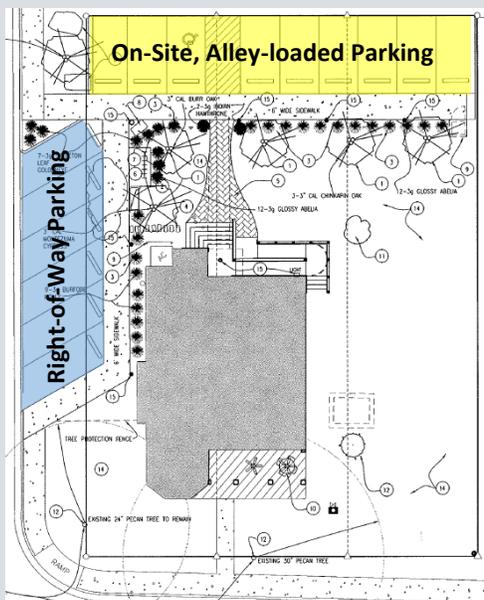
A parking duration and turnover survey is a method by which parking data is collected on each car, typically by license plate number, where the length of time each car remains parked is monitored and recorded. Based on the existing level of public parking management in Downtown Pflugerville and other more appropriate estimating tools for the context of Downtown Pflugerville, parking duration and turnover surveys were not conducted. However, a question was provided within the business owner survey to help gauge parking turnover.

## Existing Parking Code Requirements

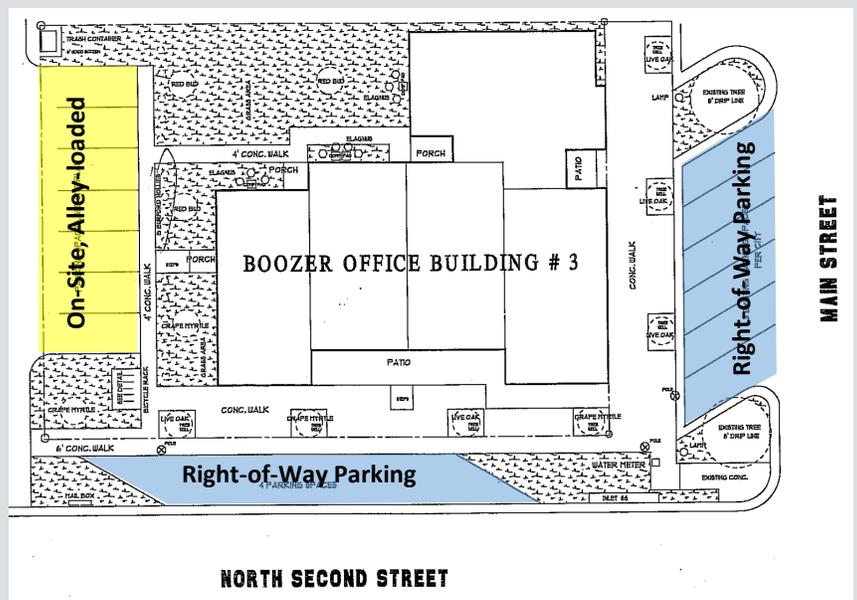
The following table represents code requirements for parking in the Downtown Overlay District. Of the parking ratios listed below for each land use category, 50% of the minimum number of parking spaces required shall be provided off-site, and shall be provided in the following preferred order: 1.) Spaces in the right-of-way abutting the site; 2.) Spaces in the right-of-way within 200 feet of the site; 3.) Surface lots within 400 feet of the site. The 50% public parking guideline is currently represented within the Downtown Overlay District code requirements and was established in order to implement a previous Downtown parking plan which broadly outlined a framework for future right-of-way parking and alley-loaded private parking. Examples are provided below where the current parking standards, established in 2007, were applied to a change in land use from single-family residential to a non-residential land use.

Table 3. Required Parking Ratios (Sites More than One Acre)	
Use	Spaces Required
Single-family residential	3 per dwelling unit
Multifamily or two-family residential	2 per dwelling unit
Hotel or motel	1 per guestroom
Dormitory, lodging or boarding house	1 per bed
Convalescent home or hospital	0.5 per bed
Restaurant, including active outdoor areas	1 per 100 SF
Nightclub, including active outdoor areas	1 per 50 SF
Church, funeral home or theater	1 per 4 seats
Bank, office, clinic, service or retail use	1 per 300 SF

**Pfluger Haus, 112 W. Pecan St.**



**Boozer Bldg. No. 3, 104 W. Main Street**

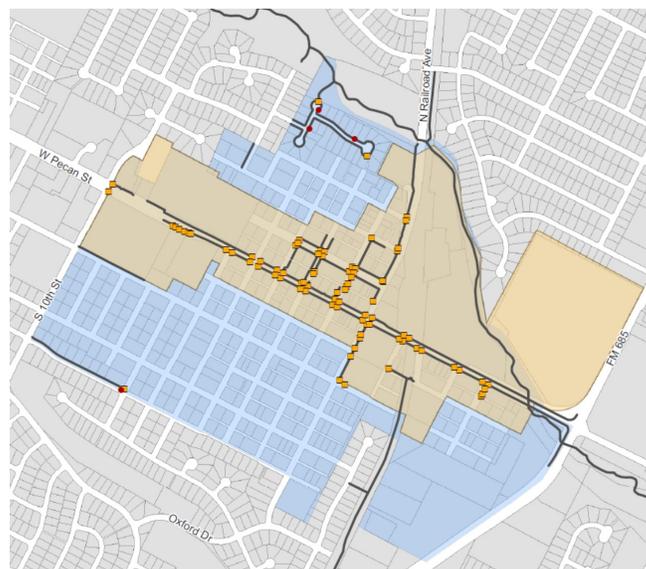


## Parking Demand

### Walkability

Parking demand can be influenced by such factors as the existing and anticipated development pattern, existing and anticipated land uses, and walkability. As previously discussed, the presence of the gridded street pattern Downtown creates opportunities for more infill development and a mixture of land uses. Therefore, the parking needs are anticipated to shift over time and should be continued to be monitored. Walkability is a lesser-known factor contributing to people’s perception of parking demand.

Previously, City staff conducted an inventory and an ADA assessment of sidewalks in the in Downtown and the Old Town Neighborhood. From that assessment, the City found that most sidewalk ADA ramps are noncompliant. However, walkability is more than the presence, accessibility, and connectivity of sidewalks. A critical first step in improving walkability is identifying factors that affect people’s decisions to walk or to take another active mode of transportation. According to Project for Public Spaces (PPS), a non-profit planning organization dedicated to building sustainable communities, factors that affect people’s decisions to walk places are closely related to the four principle elements of creating great places: uses & activities, access & linkages, comfort & image, and sociability.



Walkability can be influenced by both physical and perceived barriers. For example, Pecan Street is both a physical barrier, a physical attribute limiting pedestrian activities, and a perceived barrier of walkability, a pedestrian sense or feeling about restricting their activities. More examples of barriers to walkability are provided below.

### Physical Barriers to Walkability

- ◆ Street cross-section – pedestrian crossing distances
- ◆ Sidewalk connectivity and ADA accessibility

### Perceived Barriers to Walkability

- ◆ Lack of lighting along sidewalks leading to safety concerns
- ◆ Visual aesthetics and continuity



## Parking Demand

### Walkshed

A comfortable walking distance is highly relative based on the context of the place. Generally, the City of Pflugerville is situated within a suburban environment where the primary mode of transportation is the personal vehicle. For Pflugerville's suburban context, a comfortable customer walking distance may range between 250' – 350', approximately the length of one street block in Downtown Pflugerville or the equivalent to parking within a big-box retail store's parking lot. In more urban, more dense environments, a comfortable walking distance may be much further based on parking supply and demand, pedestrian expectations, and the existing transportation system.

### On-Street Parking

While on-street parking is known to slow vehicular traffic, on-street parking creates opportunities for enhanced streetscapes, thus fostering improved walkability and vibrancy. On-street parking establishes a shared parking framework which creates less development sprawl and a waste of surface space.

### Walking Distance Comparisons - Downtown Street Block vs. Big Box Retail

Much like the concept of streetscape design to promote walkability, big box retail plan-o-grams are carefully crafted to encourage more walking throughout the store. For example, end aisle displays are similar to storefront displays in the sense that they entice people to stop and look around.



Commercial Street Block in Downtown Pflugerville, TX



Target at Stone Hill, Pflugerville, TX

## Parking Demand

### Parking Occupancy Survey - Parking Utilization

A parking occupancy survey of on-street and off-street parking spaces was conducted for the northwest and southwest quadrants, as such quadrants generally represent the commercial core of Downtown Pflugerville. The following surveying dates are provided below:

Monday, 3/11/19

Tuesday, 3/26/19 (\*Hanovers Club Volleyball & City Council Meeting)

Wednesday, 3/27/19

Friday, 3/8/19

Saturday, 3/9 (\* Special event observed at Pfluger Hall)

The survey times were chosen based on the following observations from the land use and hours of operation inventory:

- ◆ Establishments on Sundays are primarily closed; therefore, a parking occupancy survey was not conducted on Sunday.
- ◆ Office uses, the most prominent non-residential land use in the study area, are primarily Monday-Friday from 8 a.m. to 5 p.m.; therefore a couple of weekdays were selected in order to get an average for peak parking demand for weekdays.
- ◆ Personal services, the second most predominant land use in the study area, are typically closed on Mondays, but open on Saturdays. Therefore, a Monday was selected to gauge what the parking conditions were like on an anticipated lowest parking demand weekday.
- ◆ While personal service and office uses typically have a steady flow of customers in which most operations are by appointment only, food/beverage establishments typically have an influx of customers at specific times of the day centered on breakfast, lunch and dinner timeframes. Therefore, the parking occupancy surveys were conducted throughout the day from 8 a.m. through 7 p.m. on weekdays.
- ◆ Entertainment uses were anticipated to be the busiest during evening hours and on the weekend, therefore, a Saturday was surveyed throughout the day from 8 a.m. through 7 p.m.

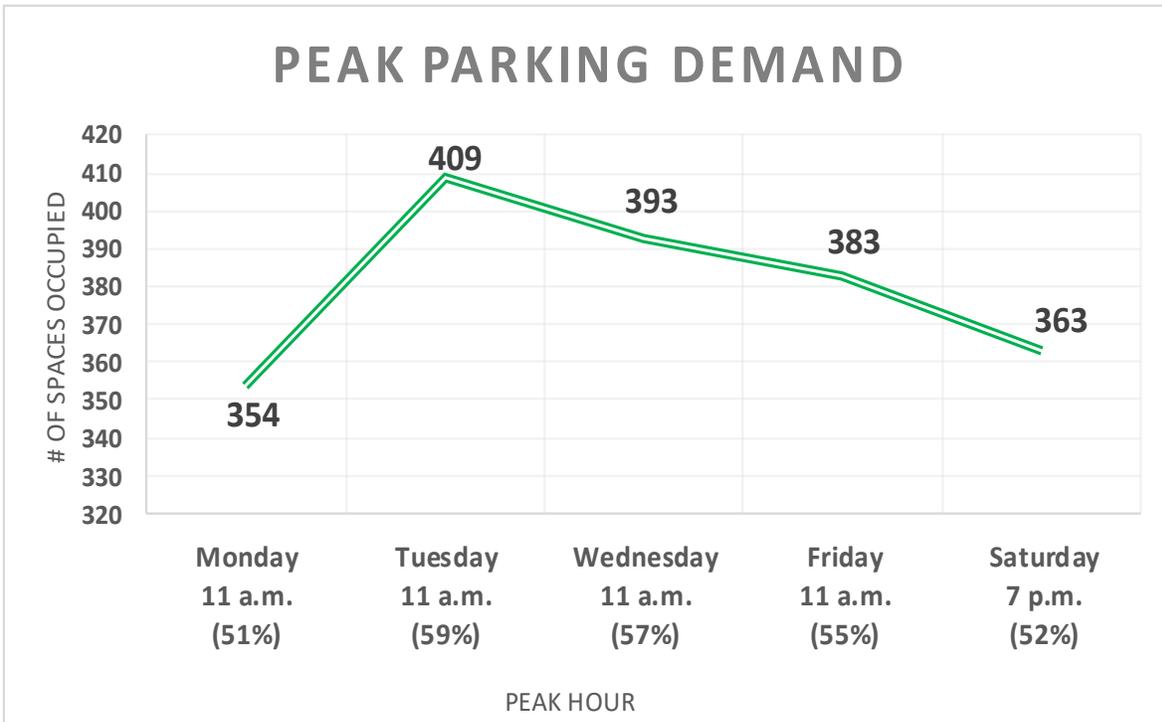


**Parking on-site at on the Princess Craft lot and along W. Main Street observed at 2 p.m. on a weekday**

## Parking Demand

### Peak Parking Demand - Overview

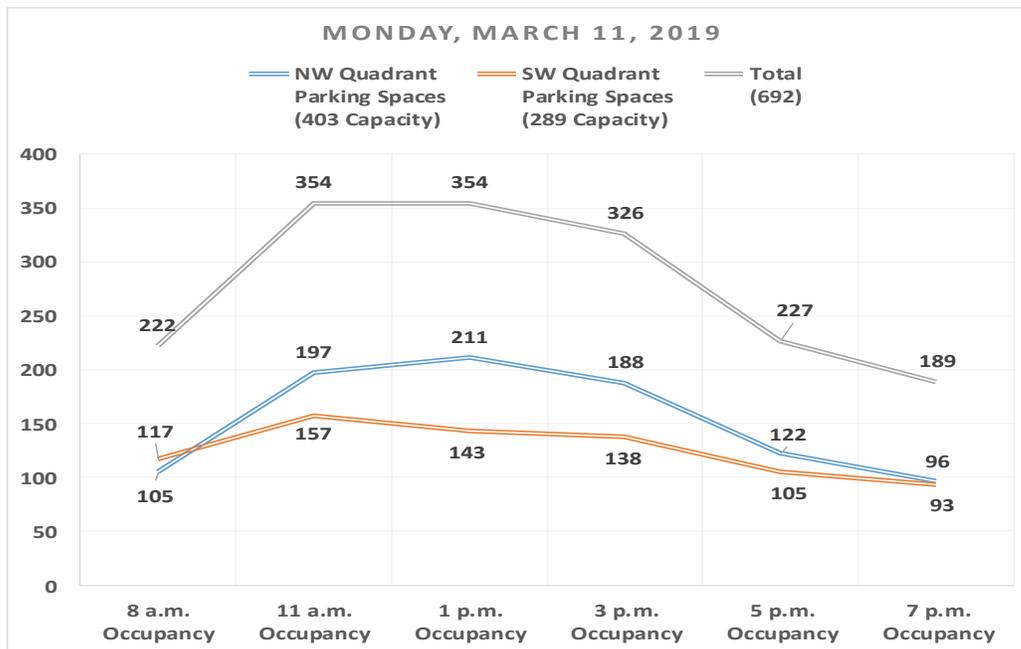
Peak parking occupancy was found to be midday between the hours of 11 a.m. and 1 p.m. on a weekday, with the exception of Monday as most personal service businesses are closed on Mondays, and 7 p.m. on a weekend. The parking supply ranges between 51% - 59% occupied at peak demand on a weekday.



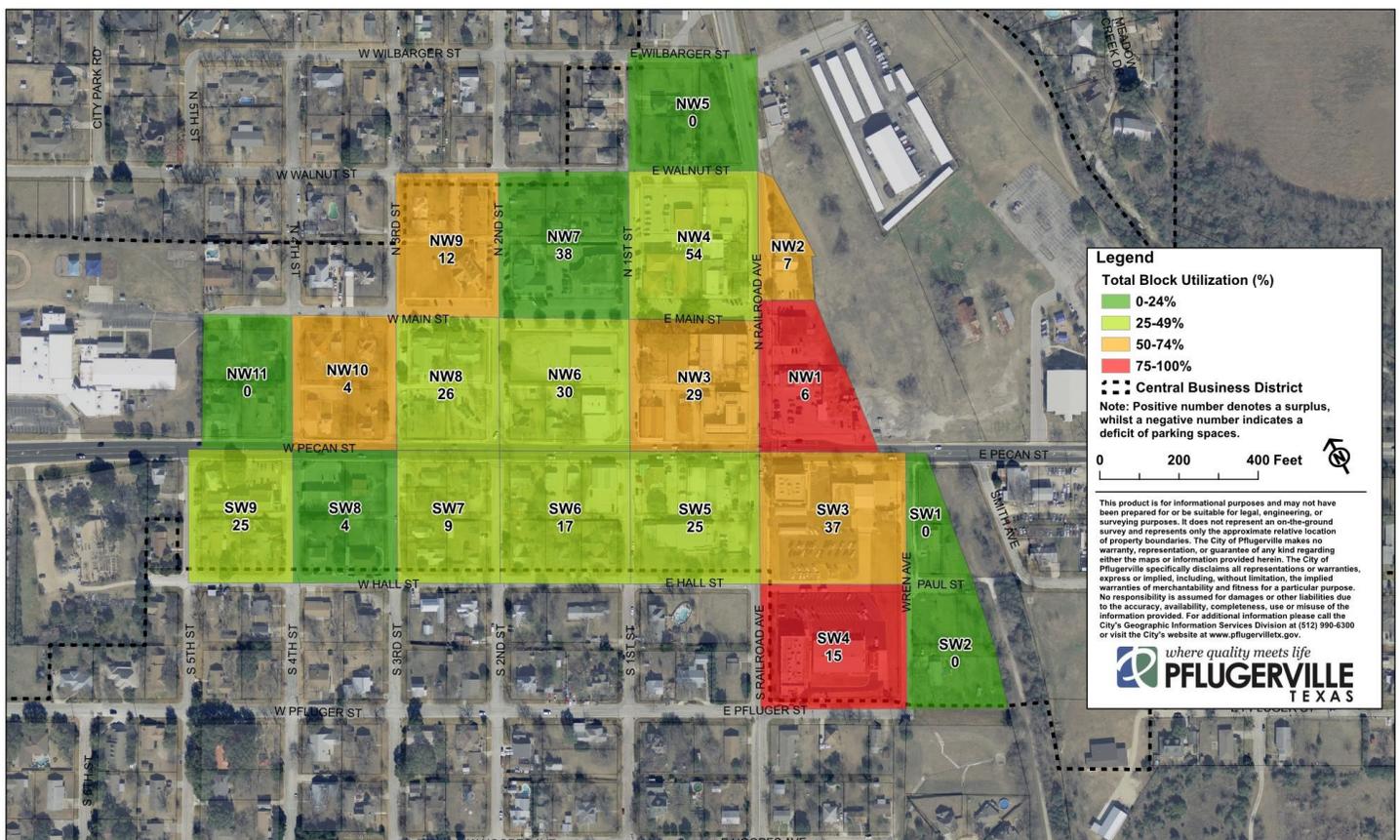
### Parking Occupancy Comparison - 692 Available Parking Spaces (Capacity) in NW and SW quadrants

Day of the Week	Weekday				Weekend
	March Monday (3/11/19)	March *Tuesday (3/26/19)	March Wednesday (3/27/19)	March Friday (3/8/19)	March *Saturday (3/9/19)
Peak Occupancy	354	409	393	383	363
Percent Occupied	51%	59%	57%	55%	52%
Peak Hour - Time of Day	11 a.m.	11 a.m.	11 a.m.	11 a.m.	7 p.m.
*Special Event Observed ♦ 3/9/19 - Pfluger Hall event ♦ 3/26/19 - City Council Meeting and Club Volleyball at Hanovers Draught Haus					

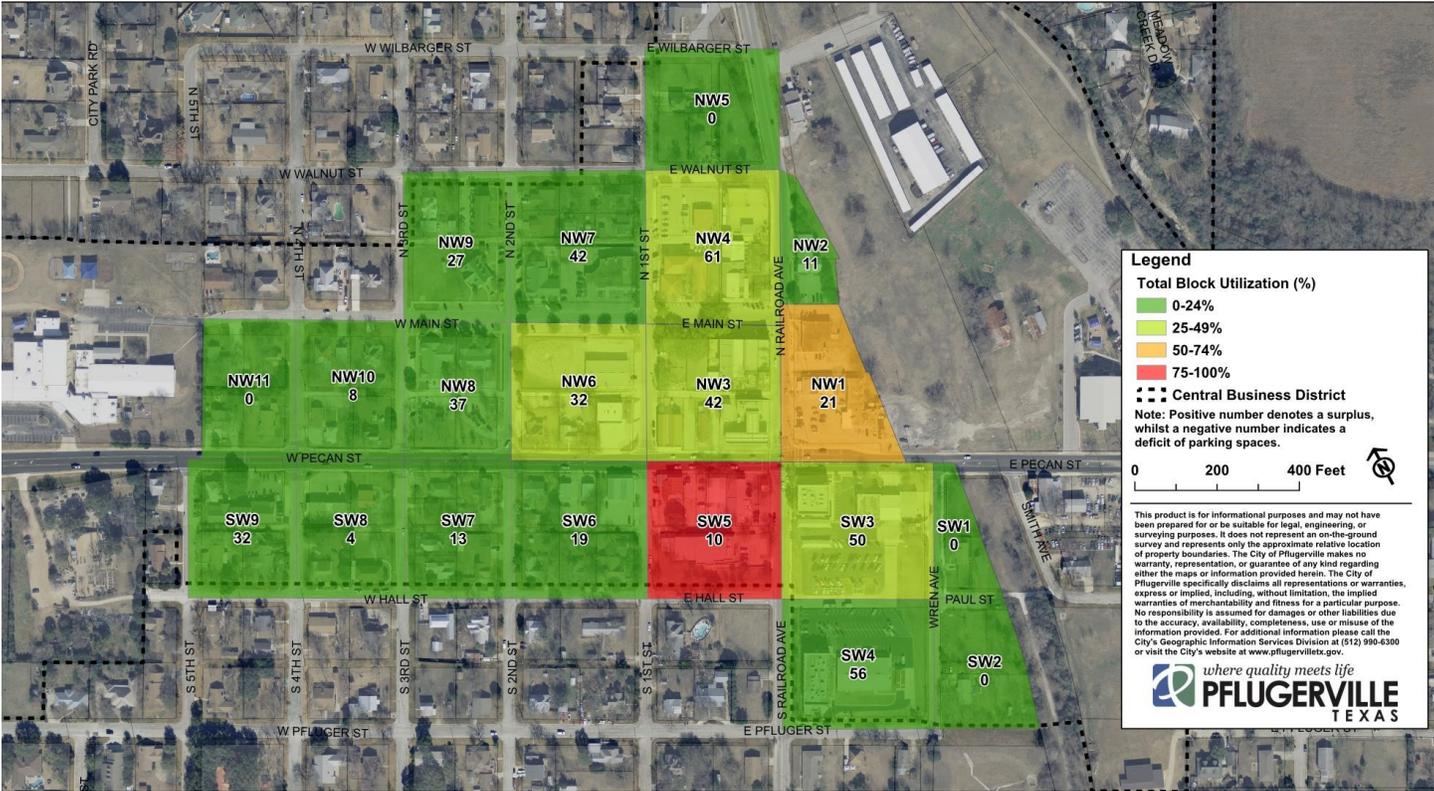
## Parking Demand - Monday, March 11, 2019 (Weekday)



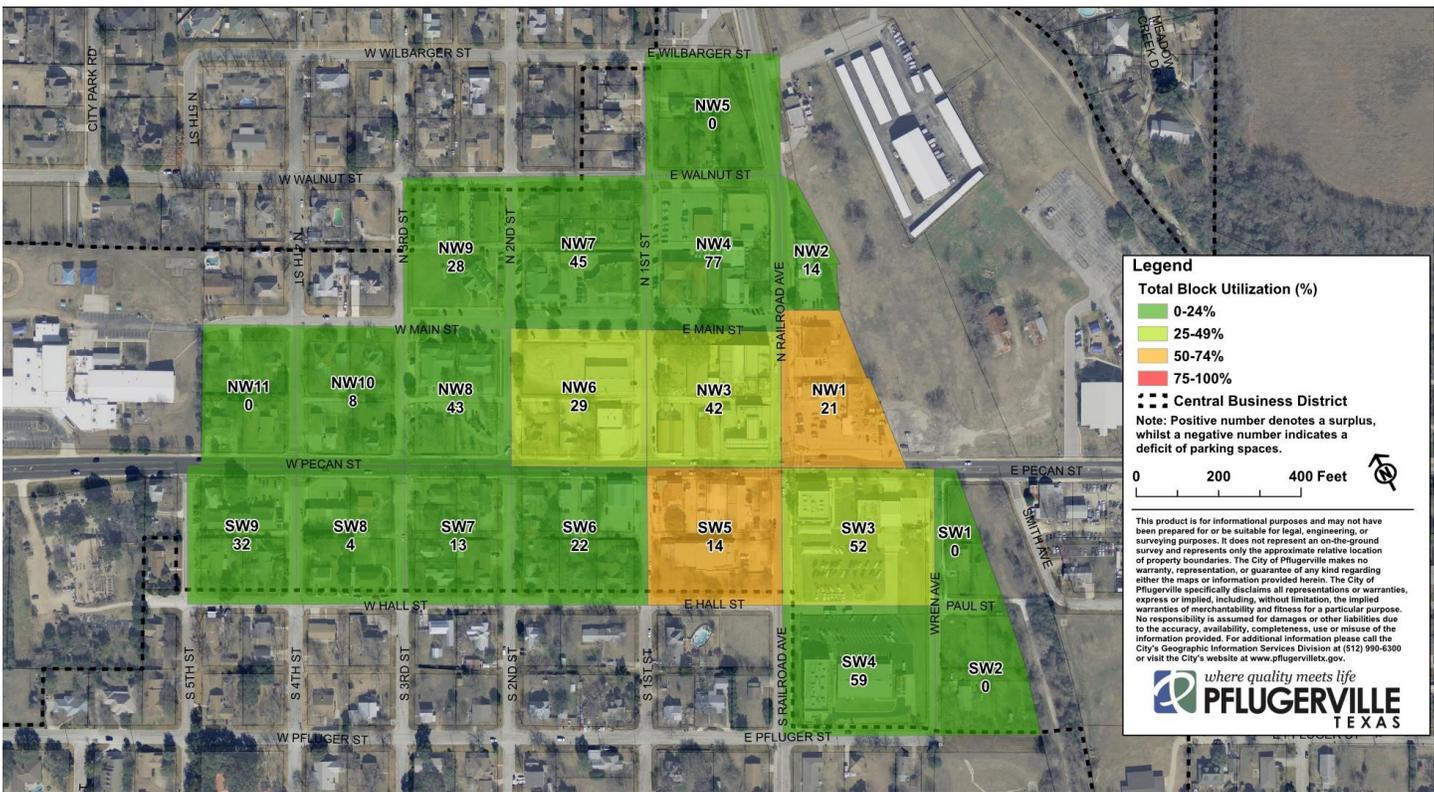
## Peak Parking Demand - Monday, March 11, 2019 @ 11 a.m. (Midday)



## Parking Demand - Monday, March 11, 2019 @ 5 p.m. (Evening)



## Parking Demand - Monday, March 11, 2019 @ 7 p.m. (Evening)



**Parking Demand - Monday, March 11, 2019 at 8 a.m. (Weekday)**

<b>3/11/19 (Monday @ 8 a.m.)</b>	<b>Total # of Parking Spaces</b>	<b>Total # On-Site Parking Spaces</b>	<b>On-Site Occupancy</b>	<b>Total # On-Street Parking Spaces</b>	<b>On-Street Occupancy</b>	<b>Total Block Occupancy</b>	<b>Total Block Surplus / Deficit</b>	<b>Total Block Utilization (%)</b>
<b>NW1</b>	54	54	19	0	0	19	35	35%
<b>NW2</b>	14	14	6	0	0	6	8	43%
<b>NW3</b>	65	35	6	30	5	11	54	17%
<b>NW4</b>	86	39	17	47	12	29	57	34%
<b>NW5</b>	0	0	0	0	0	0	0	0%
<b>NW6</b>	53	27	6	26	3	9	44	17%
<b>NW7</b>	48	30	6	18	3	9	39	19%
<b>NW8</b>	47	22	9	25	0	9	38	19%
<b>NW9</b>	28	3	1	25	12	13	15	46%
<b>NW10</b>	8	8	0	0	0	0	8	0%
<b>NW11</b>	0	0	0	0	0	0	0	0%
<b>NW Totals</b>	<b>403</b>	<b>232</b>	<b>70</b>	<b>171</b>	<b>35</b>	<b>105</b>	<b>298</b>	<b>26%</b>
<b>SW1</b>	0	0	0	0	0	0	0	0%
<b>SW2</b>	0	0	0	0	0	0	0	0%
<b>SW3</b>	93	93	56	0	0	56	37	60%
<b>SW4</b>	73	73	36	0	6	42	31	58%
<b>SW5</b>	44	44	7	0	1	8	36	18%
<b>SW6</b>	23	23	2	0	0	2	21	9%
<b>SW7</b>	14	9	1	5	0	1	13	7%
<b>SW8</b>	4	4	0	0	0	0	4	0%
<b>SW9</b>	38	28	5	10	3	8	30	21%
<b>SW Totals</b>	<b>289</b>	<b>274</b>	<b>107</b>	<b>15</b>	<b>10</b>	<b>117</b>	<b>172</b>	<b>40%</b>
<b>Total</b>	<b>692</b>	<b>506</b>	<b>177</b>	<b>186</b>	<b>45</b>	<b>222</b>	<b>470</b>	<b>32%</b>

## Parking Demand - Monday, March 11, 2019 at 11 a.m. (Weekday)

3/11/19 (Monday @ 11 a.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	48	0	0	48	6	89%
NW2	14	14	7	0	0	7	7	50%
NW3	65	35	13	30	23	36	29	55%
NW4	86	39	18	47	14	32	54	37%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	9	26	14	23	30	43%
NW7	48	30	8	18	2	10	38	21%
NW8	47	22	9	25	12	21	26	45%
NW9	28	3	1	25	15	16	12	57%
NW10	8	8	4	0	0	4	4	50%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	117	171	80	197	206	49%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	56	0	0	56	37	60%
SW4	73	73	53	0	5	58	15	79%
SW5	44	44	18	0	1	19	25	43%
SW6	23	23	6	0	0	6	17	26%
SW7	14	9	5	5	0	5	9	36%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	10	10	3	13	25	34%
SW Totals	289	274	148	15	9	157	132	54%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>265</b>	<b>186</b>	<b>89</b>	<b>354</b>	<b>338</b>	<b>51%</b>

**Parking Demand - Monday, March 11, 2019 at 1 p.m. (Weekday)**

3/11/19 (Monday @ 1 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / *Deficit	Total Block Utilization (%)
NW1	54	54	56	0	0	56	-2	104%
NW2	14	14	5	0	0	5	9	36%
NW3	65	35	11	30	26	37	28	57%
NW4	86	39	15	47	15	30	56	35%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	12	26	12	24	29	45%
NW7	48	30	13	18	3	16	32	33%
NW8	47	22	13	25	13	26	21	55%
NW9	28	3	1	25	11	12	16	43%
NW10	8	8	5	0	0	5	3	63%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	131	171	80	211	192	52%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	52	0	2	54	39	58%
SW4	73	73	45	0	5	50	23	68%
SW5	44	44	20	0	0	20	24	45%
SW6	23	23	4	0	0	4	19	17%
SW7	14	9	3	5	0	3	11	21%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	9	10	3	12	26	32%
SW Totals	289	274	133	15	10	143	146	49%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>264</b>	<b>186</b>	<b>90</b>	<b>354</b>	<b>338</b>	<b>51%</b>

\*A total block deficit represents a situation where a total number of cars were parked on-site in striped parking spaces and along the public right-of-way or on-site, in unstriped parking areas, where such total exceeded the supply of parking spaces.

## Parking Demand - Monday, March 11, 2019 at 3 p.m. (Weekday)

3/11/19 (Monday @ 3 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	41	0	0	41	13	76%
NW2	14	14	7	0	0	7	7	50%
NW3	65	35	9	30	17	26	39	40%
NW4	86	39	19	47	18	37	49	43%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	15	26	13	28	25	53%
NW7	48	30	8	18	3	11	37	23%
NW8	47	22	12	25	12	24	23	51%
NW9	28	3	1	25	13	14	14	50%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	112	171	76	188	215	47%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	51	0	2	53	40	57%
SW4	73	73	47	0	5	52	21	71%
SW5	44	44	21	0	0	21	23	48%
SW6	23	23	3	0	0	3	20	13%
SW7	14	9	5	5	0	5	9	36%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	4	10	0	4	34	11%
SW Totals	289	274	131	15	7	138	151	48%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>243</b>	<b>186</b>	<b>83</b>	<b>326</b>	<b>366</b>	<b>47%</b>

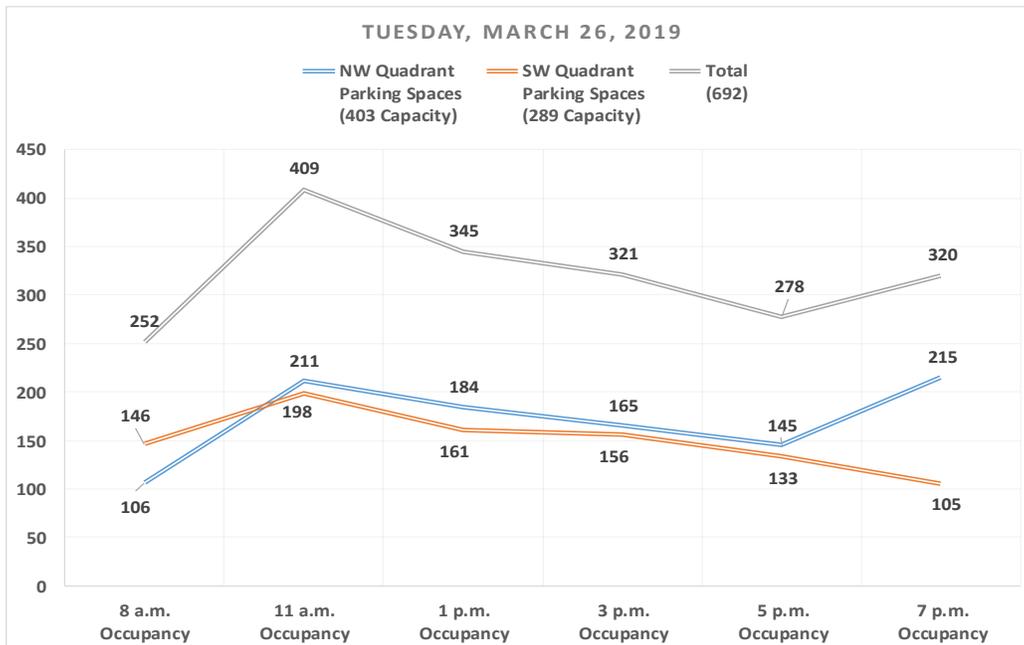
**Parking Demand - Monday, March 11, 2019 at 5 p.m. (Weekday)**

3/11/19 (Monday @ 5 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	33	0	0	33	21	61%
NW2	14	14	3	0	0	3	11	21%
NW3	65	35	5	30	18	23	42	35%
NW4	86	39	6	47	19	25	61	29%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	10	26	11	21	32	40%
NW7	48	30	6	18	0	6	42	13%
NW8	47	22	6	25	4	10	37	21%
NW9	28	3	0	25	1	1	27	4%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	69	171	53	122	281	30%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	41	0	2	43	50	46%
SW4	73	73	17	0	0	17	56	23%
SW5	44	44	32	0	2	34	10	77%
SW6	23	23	4	0	0	4	19	17%
SW7	14	9	1	5	0	1	13	7%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	6	10	0	6	32	16%
SW Totals	289	274	101	15	4	105	184	36%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>170</b>	<b>186</b>	<b>57</b>	<b>227</b>	<b>465</b>	<b>33%</b>

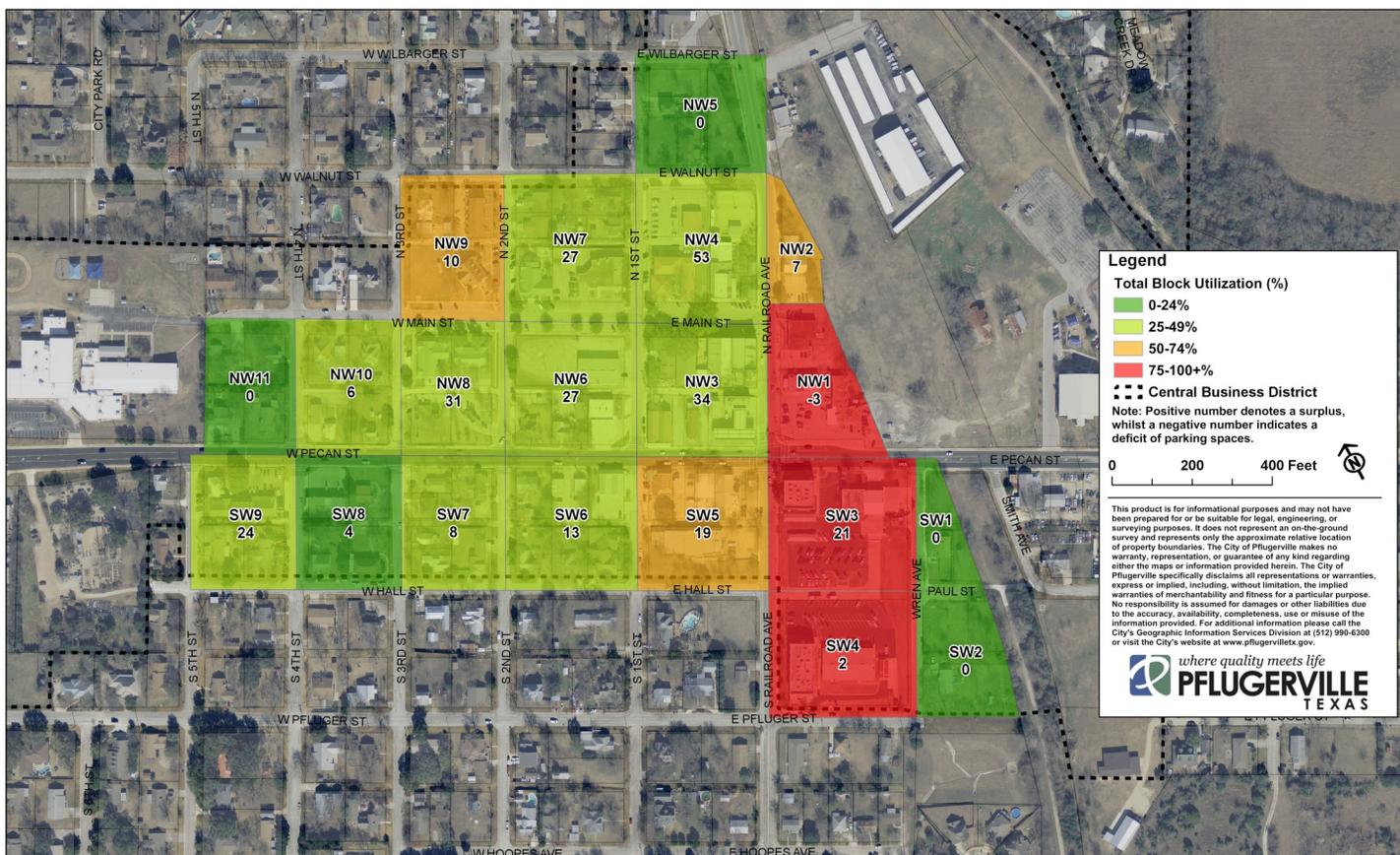
## Parking Demand - Monday, March 11, 2019 at 7 p.m. (Weekday)

3/11/19 (Monday @ 7 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	33	0	0	33	21	61%
NW2	14	14	0	0	0	0	14	0%
NW3	65	35	5	30	18	23	42	35%
NW4	86	39	8	47	1	9	77	10%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	13	26	11	24	29	45%
NW7	48	30	1	18	2	3	45	6%
NW8	47	22	1	25	3	4	43	9%
NW9	28	3	0	25	0	0	28	0%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	61	171	35	96	307	24%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	39	0	2	41	52	44%
SW4	73	73	14	0	0	14	59	19%
SW5	44	44	27	0	3	30	14	68%
SW6	23	23	1	0	0	1	22	4%
SW7	14	9	1	5	0	1	13	7%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	6	10	0	6	32	16%
SW Totals	289	274	88	15	5	93	196	32%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>149</b>	<b>186</b>	<b>40</b>	<b>189</b>	<b>503</b>	<b>27%</b>

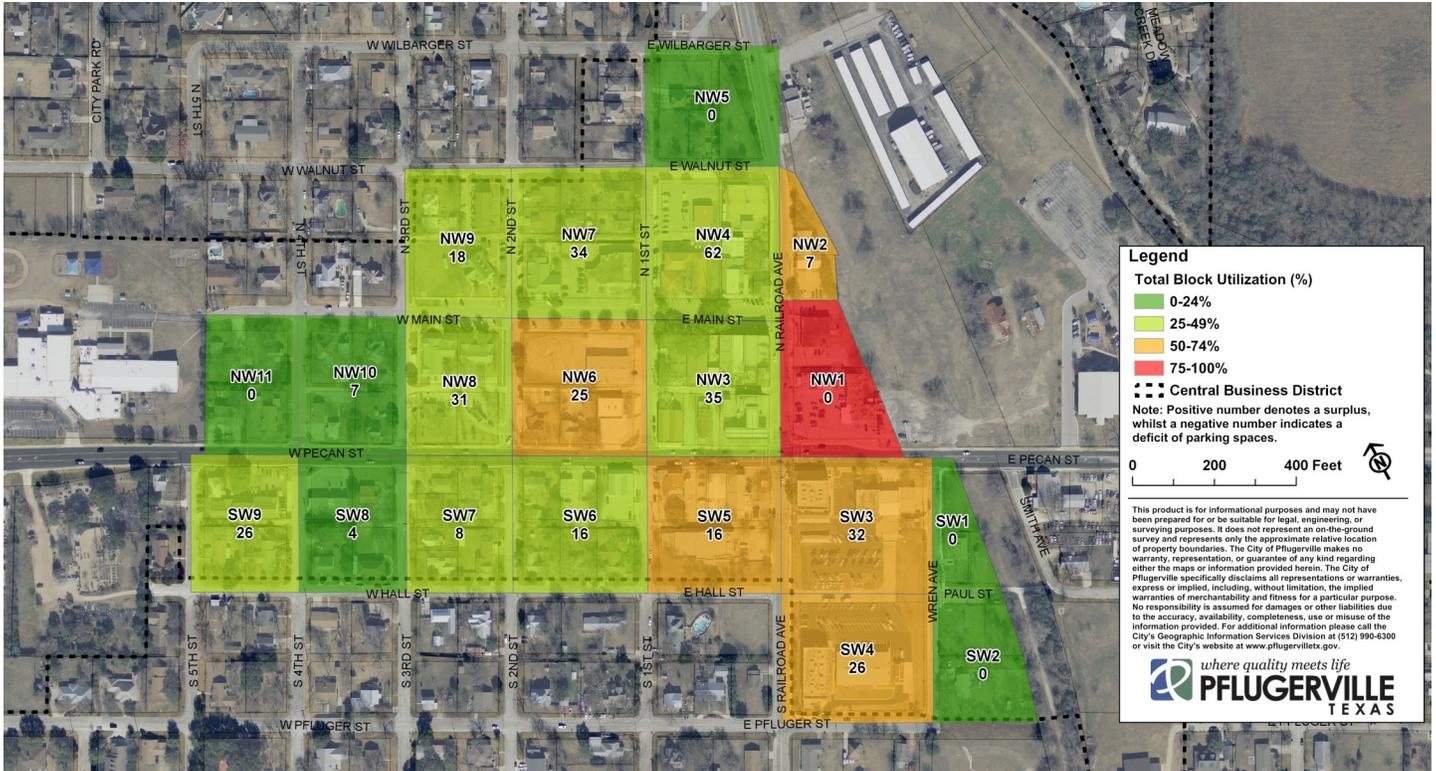
## Parking Demand - Tuesday, March 26, 2019 (Weekday)



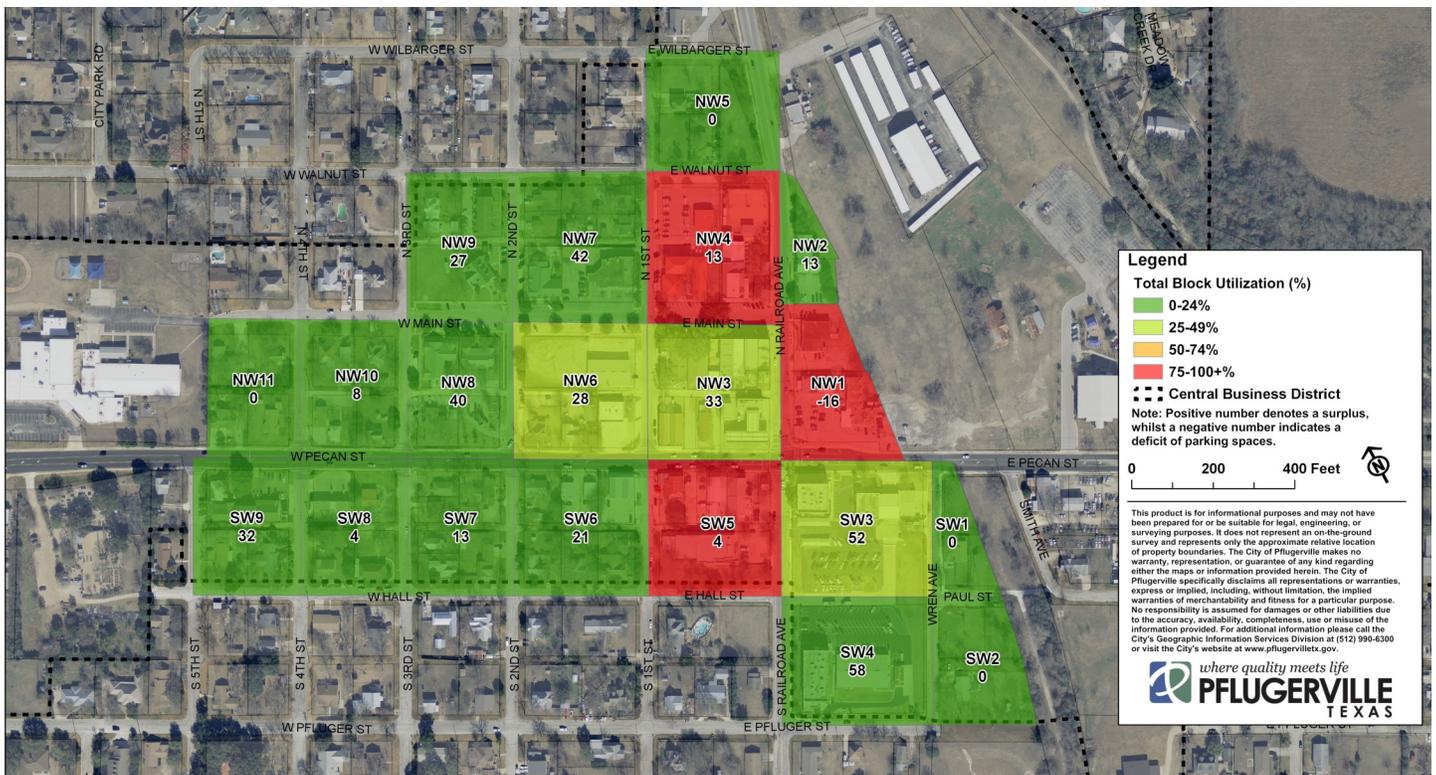
## Peak Parking Demand - Tuesday, March 26, 2019 @ 11 a.m. (Midday)



## Parking Demand - Tuesday, March 26, 2019 @ 1 p.m. (Midday)



## Parking Demand - Tuesday, March 26, 2019 @ 7 p.m. (Evening)



**Parking Demand - Tuesday, March 26, 2019 @ 8 a.m. (Weekday)**

3/26/19 (Tuesday @ 8 a.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	26	0	0	26	28	48%
NW2	14	14	4	0	0	4	10	29%
NW3	65	35	8	30	7	15	50	23%
NW4	86	39	18	47	9	27	59	31%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	4	26	4	8	45	15%
NW7	48	30	5	18	2	7	41	15%
NW8	47	22	5	25	3	8	39	17%
NW9	28	3	2	25	9	11	17	39%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	72	171	34	106	297	26%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	68	0	0	68	25	73%
SW4	73	73	52	0	6	58	15	79%
SW5	44	44	8	0	0	8	36	18%
SW6	23	23	1	0	0	1	22	4%
SW7	14	9	2	5	0	2	12	14%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	5	10	4	9	29	24%
SW Totals	289	274	136	15	10	146	143	51%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>208</b>	<b>186</b>	<b>44</b>	<b>252</b>	<b>440</b>	<b>36%</b>

## Parking Demand - Tuesday, March 26, 2019 @ 11 a.m. (Weekday)

3/26/19 (Tuesday @ 11 a.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / *Deficit	Total Block Utilization (%)
NW1	54	54	57	0	0	57	-3	106%
NW2	14	14	7	0	0	7	7	50%
NW3	65	35	14	30	17	31	34	48%
NW4	86	39	18	47	15	33	53	38%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	9	26	17	26	27	49%
NW7	48	30	19	18	2	21	27	44%
NW8	47	22	5	25	11	16	31	34%
NW9	28	3	2	25	16	18	10	64%
NW10	8	8	2	0	0	2	6	25%
NW11	0	0	0	0	0	0	0	0%
<b>NW Totals</b>	<b>403</b>	<b>232</b>	<b>133</b>	<b>171</b>	<b>78</b>	<b>211</b>	<b>192</b>	<b>52%</b>
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	72	0	0	72	21	77%
SW4	73	73	65	0	6	71	2	97%
SW5	44	44	22	0	3	25	19	57%
SW6	23	23	10	0	0	6	17	26%
SW7	14	9	6	5	0	6	8	43%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	11	10	3	14	24	37%
<b>SW Totals</b>	<b>289</b>	<b>274</b>	<b>186</b>	<b>15</b>	<b>12</b>	<b>198</b>	<b>91</b>	<b>69%</b>
<b>Total</b>	<b>692</b>	<b>506</b>	<b>319</b>	<b>186</b>	<b>90</b>	<b>409</b>	<b>283</b>	<b>59%</b>

\*A total block deficit represents a situation where a total number of cars were parked on-site in striped parking spaces and along the public right-of-way or on-site, in unstriped parking areas, where such total exceeded the supply of parking spaces.

### Parking Demand - Tuesday, March 26, 2019 @ 1 p.m. (Weekday)

3/26/19 (Tuesday @ 1 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	54	0	0	54	0	100%
NW2	14	14	7	0	0	7	7	50%
NW3	65	35	18	30	12	30	35	46%
NW4	86	39	15	47	9	24	62	28%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	12	26	16	28	25	53%
NW7	48	30	10	18	4	14	34	29%
NW8	47	22	7	25	9	16	31	34%
NW9	28	3	2	25	8	10	18	36%
NW10	8	8	1	0	0	1	7	13%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	126	171	58	184	219	46%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	61	0	0	61	32	66%
SW4	73	73	45	0	2	47	26	64%
SW5	44	44	24	0	4	28	16	64%
SW6	23	23	7	0	0	7	16	30%
SW7	14	9	6	5	0	6	8	43%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	9	10	3	12	26	32%
SW Totals	289	274	152	15	9	161	128	56%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>278</b>	<b>186</b>	<b>67</b>	<b>345</b>	<b>347</b>	<b>50%</b>

## Parking Demand - Tuesday, March 26, 2019 @ 3 p.m. (Weekday)

3/26/19 (Tuesday @ 3 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	33	0	0	33	21	61%
NW2	14	14	7	0	0	7	7	50%
NW3	65	35	13	30	13	26	39	40%
NW4	86	39	18	47	14	32	54	37%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	7	26	13	20	33	38%
NW7	48	30	13	18	2	15	33	31%
NW8	47	22	6	25	12	18	29	38%
NW9	28	3	2	25	12	14	14	50%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	99	171	66	165	238	41%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	57	0	0	57	36	61%
SW4	73	73	44	0	5	49	24	67%
SW5	44	44	18	0	5	23	21	52%
SW6	23	23	4	0	0	4	19	17%
SW7	14	9	7	5	0	7	7	50%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	14	10	2	16	22	42%
SW Totals	289	274	144	15	12	156	133	54%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>243</b>	<b>186</b>	<b>78</b>	<b>321</b>	<b>371</b>	<b>46%</b>

**Parking Demand - Tuesday, March 26, 2019 @ 5 p.m. (Weekday)**

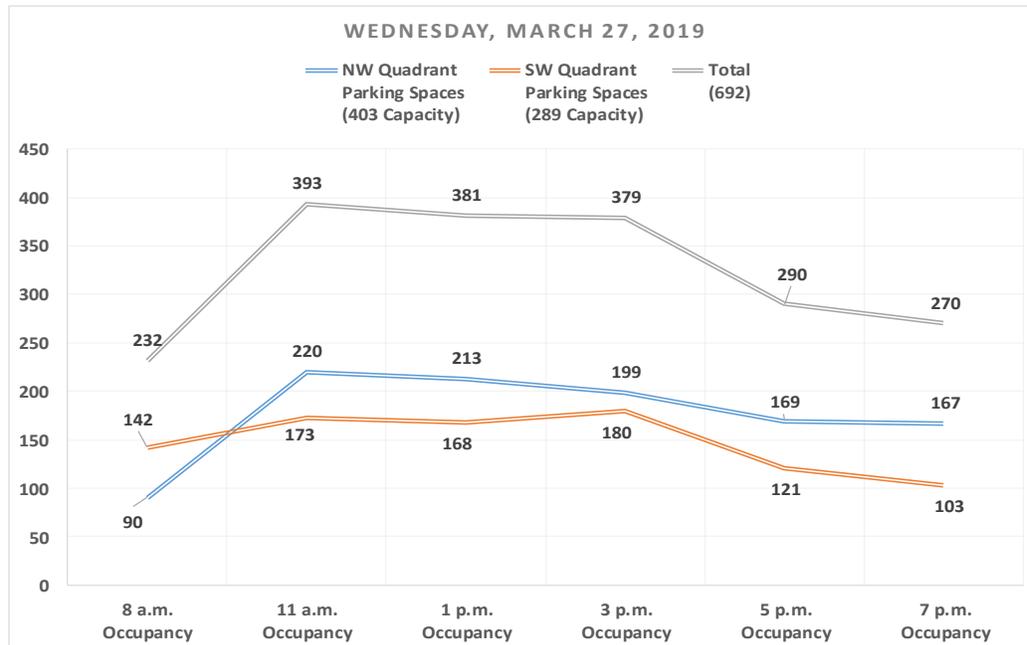
3/26/19 (Tuesday @ 5 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	53	0	0	53	1	98%
NW2	14	14	6	0	0	6	8	43%
NW3	65	35	10	30	11	21	44	32%
NW4	86	39	8	47	16	24	62	28%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	10	26	13	23	30	43%
NW7	48	30	4	18	1	5	43	10%
NW8	47	22	4	25	7	11	36	23%
NW9	28	3	1	25	1	2	26	7%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	96	171	49	145	258	36%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	47	0	4	51	42	55%
SW4	73	73	18	0	0	18	55	25%
SW5	44	44	34	0	7	41	3	93%
SW6	23	23	6	0	0	6	17	26%
SW7	14	9	2	5	0	2	12	14%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	13	10	2	15	23	39%
SW Totals	289	274	120	15	13	133	156	46%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>216</b>	<b>186</b>	<b>62</b>	<b>278</b>	<b>414</b>	<b>40%</b>

## Downtown Parking Study

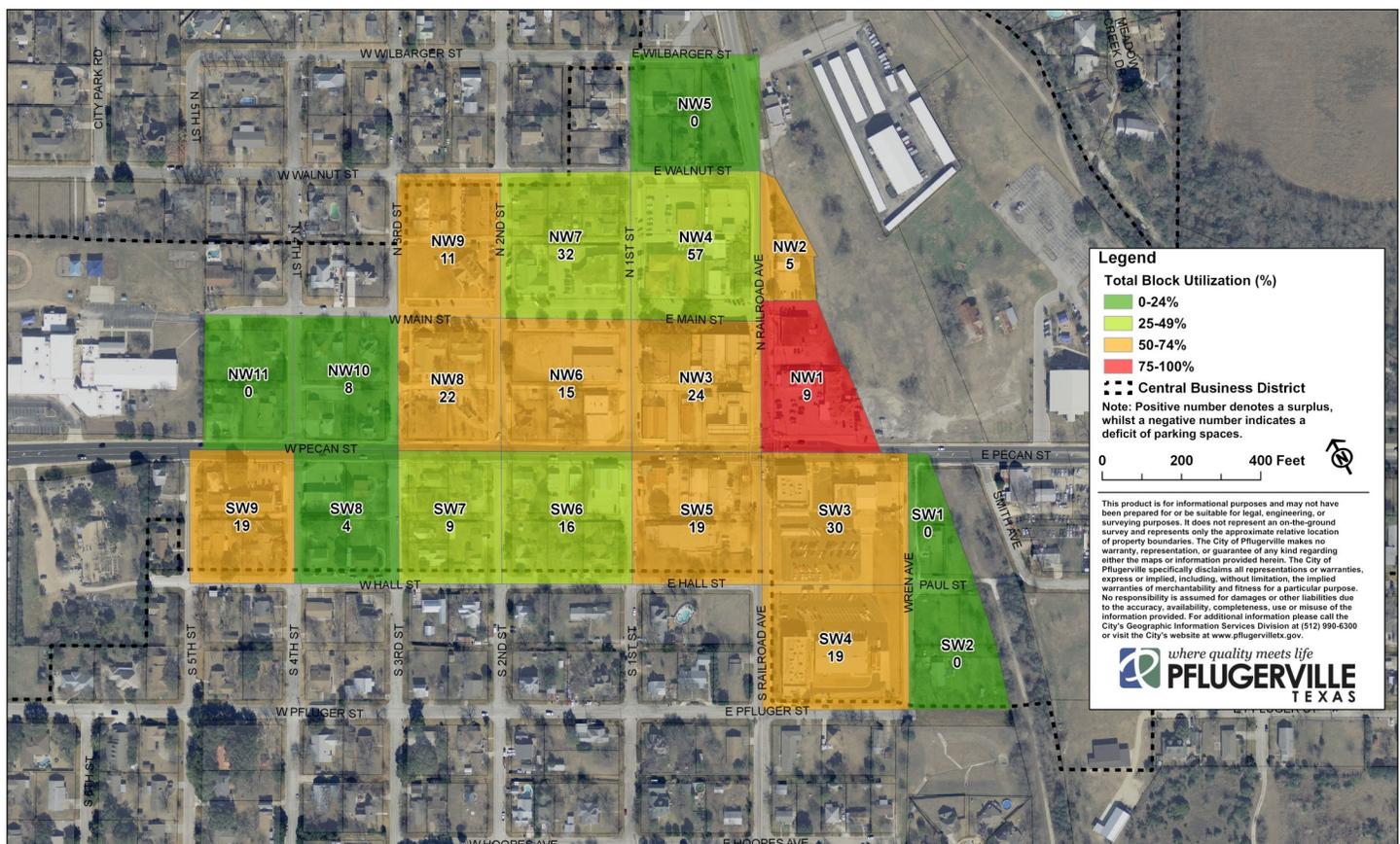
### Parking Demand - Tuesday, March 26, 2019 @ 7 p.m. (Weekday)

3/26/19 (Tuesday @ 7 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	70	0	0	70	-16	130%
NW2	14	14	1	0	0	1	13	7%
NW3	65	35	9	30	23	32	33	49%
NW4	86	39	27	47	46	73	13	85%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	11	26	14	25	28	47%
NW7	48	30	4	18	2	6	42	13%
NW8	47	22	1	25	6	7	40	15%
NW9	28	3	0	25	1	1	27	4%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	123	171	92	215	188	53%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	40	0	1	41	52	44%
SW4	73	73	15	0	0	15	58	21%
SW5	44	44	34	0	6	40	4	91%
SW6	23	23	2	0	0	2	21	9%
SW7	14	9	1	5	0	1	13	7%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	6	10	0	6	32	16%
SW Totals	289	274	98	15	7	105	184	36%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>221</b>	<b>186</b>	<b>99</b>	<b>320</b>	<b>372</b>	<b>46%</b>

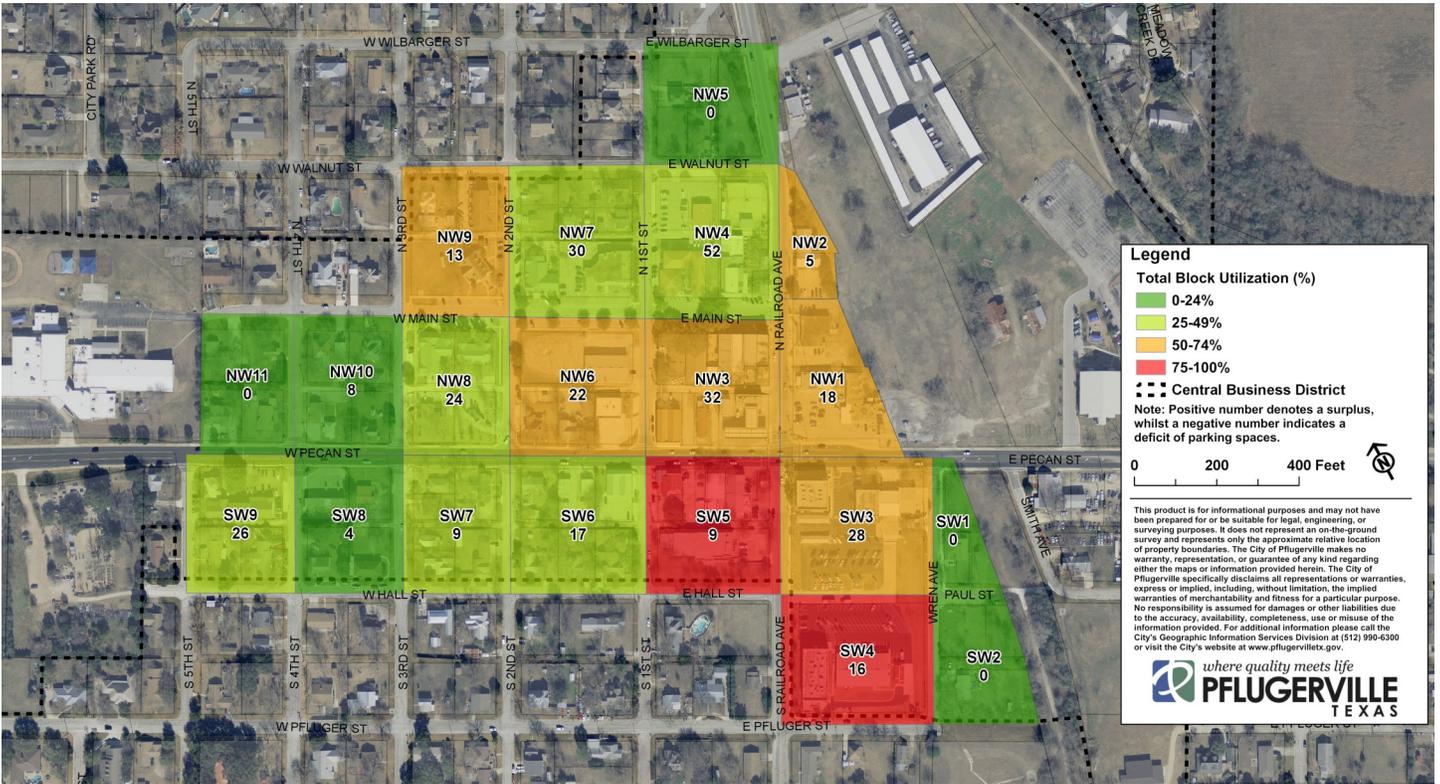
## Parking Demand - Wednesday, March 27, 2019 (Weekday)



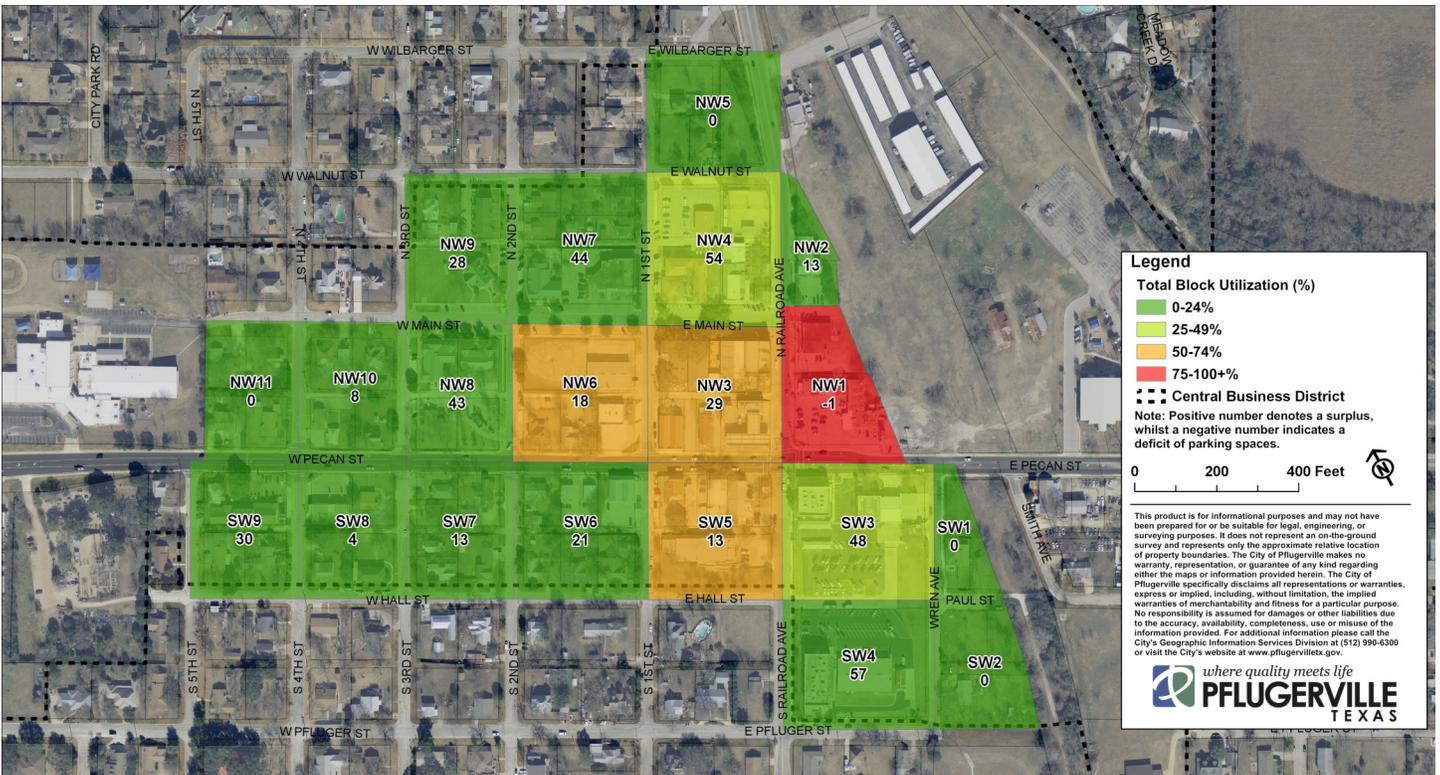
## Peak Parking Demand - Wednesday, March 27, 2019 @ 11 a.m. (Midday)



## Parking Demand - Wednesday, March 27, 2019 @ 3 p.m. (Afternoon)



## Parking Demand - Wednesday, March 27, 2019 @ 7 p.m. (Evening)



**Parking Demand - Wednesday, March 27, 2019 @ 8 a.m. (Weekday)**

<b>3/27/19 (Wednesday @ 8 a.m.)</b>	<b>Total # of Parking Spaces</b>	<b>Total # On-Site Parking Spaces</b>	<b>On-Site Occupancy</b>	<b>Total # On-Street Parking Spaces</b>	<b>On-Street Occupancy</b>	<b>Total Block Occupancy</b>	<b>Total Block Surplus / Deficit</b>	<b>Total Block Utilization (%)</b>
<b>NW1</b>	54	54	24	0	0	24	30	44%
<b>NW2</b>	14	14	6	0	0	6	8	43%
<b>NW3</b>	65	35	6	30	7	13	52	20%
<b>NW4</b>	86	39	10	47	11	21	65	24%
<b>NW5</b>	0	0	0	0	0	0	0	0%
<b>NW6</b>	53	27	4	26	2	6	47	11%
<b>NW7</b>	48	30	4	18	1	5	43	10%
<b>NW8</b>	47	22	3	25	4	7	40	15%
<b>NW9</b>	28	3	1	25	7	8	20	29%
<b>NW10</b>	8	8	0	0	0	0	8	0%
<b>NW11</b>	0	0	0	0	0	0	0	0%
<b>NW Totals</b>	<b>403</b>	<b>232</b>	<b>58</b>	<b>171</b>	<b>32</b>	<b>90</b>	<b>313</b>	<b>22%</b>
<b>SW1</b>	0	0	0	0	0	0	0	0%
<b>SW2</b>	0	0	0	0	0	0	0	0%
<b>SW3</b>	93	93	66	0	0	66	27	71%
<b>SW4</b>	73	73	51	0	3	54	19	74%
<b>SW5</b>	44	44	10	0	1	11	33	25%
<b>SW6</b>	23	23	1	0	0	1	22	4%
<b>SW7</b>	14	9	3	5	0	3	11	21%
<b>SW8</b>	4	4	0	0	0	0	4	0%
<b>SW9</b>	38	28	4	10	3	7	31	18%
<b>SW Totals</b>	<b>289</b>	<b>274</b>	<b>135</b>	<b>15</b>	<b>7</b>	<b>142</b>	<b>147</b>	<b>49%</b>
<b>Total</b>	<b>692</b>	<b>506</b>	<b>193</b>	<b>186</b>	<b>39</b>	<b>232</b>	<b>460</b>	<b>34%</b>

## Parking Demand - Wednesday, March 27, 2019 @ 11 a.m. (Weekday)

3/27/19 (Wednesday @ 11 a.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	45	0	0	45	9	83%
NW2	14	14	9	0	0	9	5	64%
NW3	65	35	17	30	24	41	24	63%
NW4	86	39	13	47	16	29	57	34%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	15	26	23	38	15	72%
NW7	48	30	11	18	5	16	32	33%
NW8	47	22	11	25	14	25	22	53%
NW9	28	3	3	25	14	17	11	61%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	124	171	96	220	183	55%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	63	0	0	63	30	68%
SW4	73	73	51	0	3	54	19	74%
SW5	44	44	21	0	4	25	19	57%
SW6	23	23	7	0	0	7	16	30%
SW7	14	9	5	5	0	5	9	36%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	14	10	5	19	19	50%
SW Totals	289	274	161	15	12	173	116	60%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>285</b>	<b>186</b>	<b>108</b>	<b>393</b>	<b>299</b>	<b>57%</b>

**Parking Demand - Wednesday, March 27, 2019 @ 1 p.m. (Weekday)**

3/27/19 (Wednesday @ 1 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	43	0	0	43	11	80%
NW2	14	14	9	0	0	9	5	64%
NW3	65	35	15	30	24	39	26	60%
NW4	86	39	16	47	19	35	51	41%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	13	26	25	38	15	72%
NW7	48	30	10	18	2	12	36	25%
NW8	47	22	11	25	11	22	25	47%
NW9	28	3	3	25	10	13	15	46%
NW10	8	8	2	0	0	2	6	25%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	122	171	91	213	190	53%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	67	0	0	67	26	72%
SW4	73	73	47	0	3	50	23	68%
SW5	44	44	16	0	4	20	24	45%
SW6	23	23	4	0	0	4	19	17%
SW7	14	9	4	5	0	4	10	29%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	20	10	3	23	15	61%
SW Totals	289	274	158	15	10	168	121	58%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>280</b>	<b>186</b>	<b>101</b>	<b>381</b>	<b>311</b>	<b>55%</b>

## Downtown Parking Study

### Parking Demand - Wednesday, March 27, 2019 @ 3 p.m. (Weekday)

3/27/19 (Wednesday @ 3 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	36	0	0	36	18	67%
NW2	14	14	9	0	0	9	5	64%
NW3	65	35	14	30	19	33	32	51%
NW4	86	39	15	47	19	34	52	40%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	14	26	17	31	22	58%
NW7	48	30	11	18	7	18	30	38%
NW8	47	22	7	25	16	23	24	49%
NW9	28	3	3	25	12	15	13	54%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	109	171	90	199	204	49%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	65	0	0	65	28	70%
SW4	73	73	55	0	2	57	16	78%
SW5	44	44	25	0	10	35	9	80%
SW6	23	23	6	0	0	6	17	26%
SW7	14	9	5	5	0	5	9	36%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	10	10	2	12	26	32%
SW Totals	289	274	166	15	14	180	109	62%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>275</b>	<b>186</b>	<b>104</b>	<b>379</b>	<b>313</b>	<b>55%</b>

**Parking Demand - Wednesday, March 27, 2019 @ 5 p.m. (Weekday)**

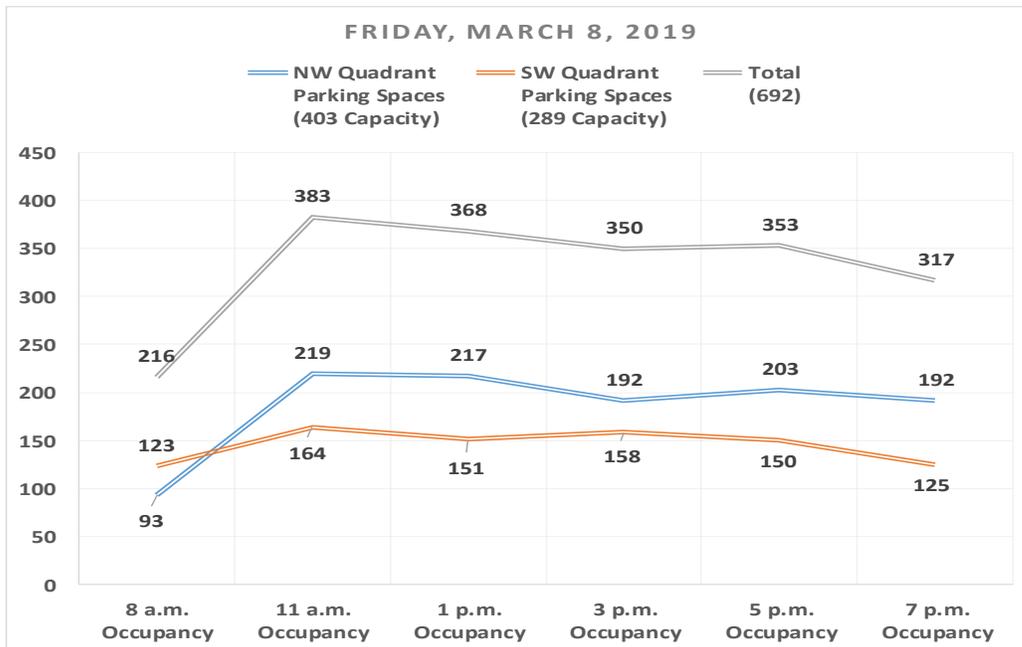
<b>3/27/19 (Wednesday @ 5 p.m.)</b>	<b>Total # of Parking Spaces</b>	<b>Total # On-Site Parking Spaces</b>	<b>On-Site Occupancy</b>	<b>Total # On-Street Parking Spaces</b>	<b>On-Street Occupancy</b>	<b>Total Block Occupancy</b>	<b>Total Block Surplus / Deficit</b>	<b>Total Block Utilization (%)</b>
NW1	54	54	40	0	0	40	14	74%
NW2	14	14	5	0	0	5	9	36%
NW3	65	35	17	30	25	42	23	65%
NW4	86	39	3	47	26	29	57	34%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	11	26	15	26	27	49%
NW7	48	30	6	18	4	10	38	21%
NW8	47	22	7	25	7	14	33	30%
NW9	28	3	1	25	2	3	25	11%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
<b>NW Totals</b>	<b>403</b>	<b>232</b>	<b>90</b>	<b>171</b>	<b>79</b>	<b>169</b>	<b>234</b>	<b>42%</b>
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	50	0	0	50	43	54%
SW4	73	73	17	0	0	17	56	23%
SW5	44	44	23	0	6	29	15	66%
SW6	23	23	4	0	0	4	19	17%
SW7	14	9	5	5	0	5	9	36%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	13	10	2	15	23	39%
<b>SW Totals</b>	<b>289</b>	<b>274</b>	<b>112</b>	<b>15</b>	<b>9</b>	<b>121</b>	<b>168</b>	<b>42%</b>
<b>Total</b>	<b>692</b>	<b>506</b>	<b>202</b>	<b>186</b>	<b>88</b>	<b>290</b>	<b>402</b>	<b>42%</b>

# Downtown Parking Study

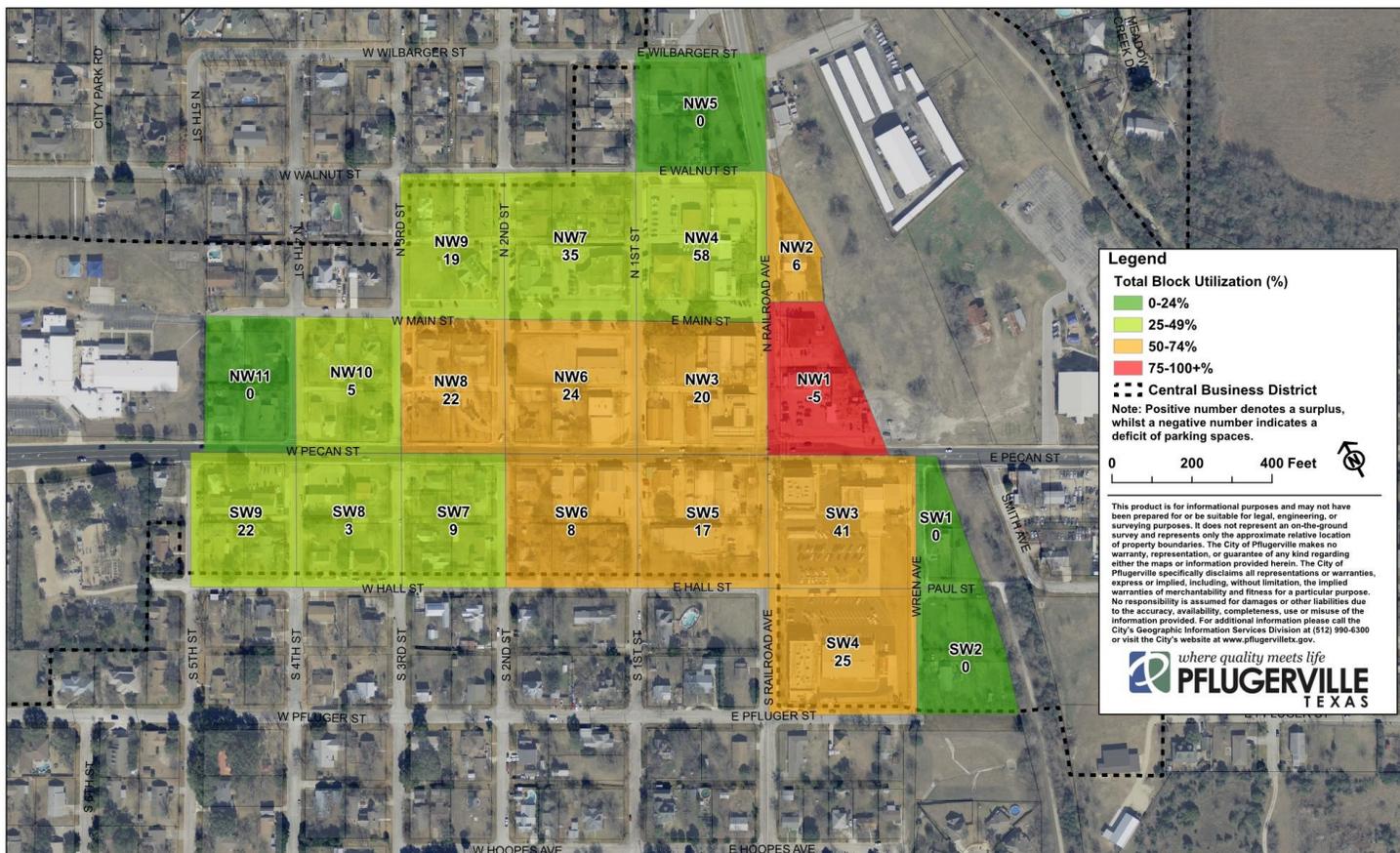
## Parking Demand - Wednesday, March 27, 2019 @ 7 p.m. (Weekday)

3/27/19 (Wednesday @ 7 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	55	0	0	55	-1	102%
NW2	14	14	1	0	0	1	13	7%
NW3	65	35	11	30	25	36	29	55%
NW4	86	39	7	47	25	32	54	37%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	14	26	21	35	18	66%
NW7	48	30	1	18	3	4	44	8%
NW8	47	22	1	25	3	4	43	9%
NW9	28	3	0	25	0	0	28	0%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	90	171	77	167	236	41%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	42	0	3	45	48	48%
SW4	73	73	16	0	0	16	57	22%
SW5	44	44	24	0	7	31	13	70%
SW6	23	23	2	0	0	2	21	9%
SW7	14	9	1	5	0	1	13	7%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	8	10	0	8	30	21%
SW Totals	289	274	93	15	10	103	186	36%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>183</b>	<b>186</b>	<b>87</b>	<b>270</b>	<b>422</b>	<b>39%</b>

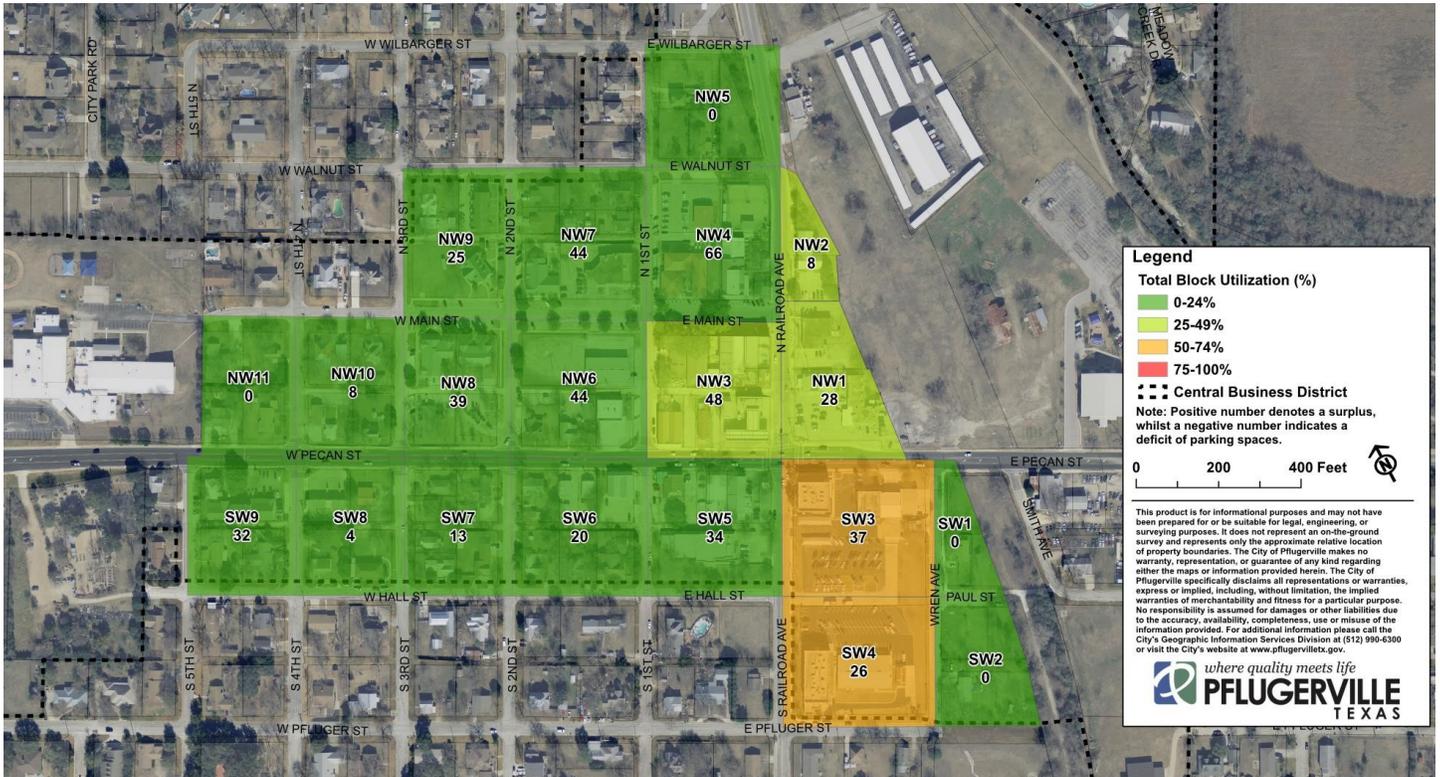
## Parking Demand - Friday, March 8, 2019 (Weekday)



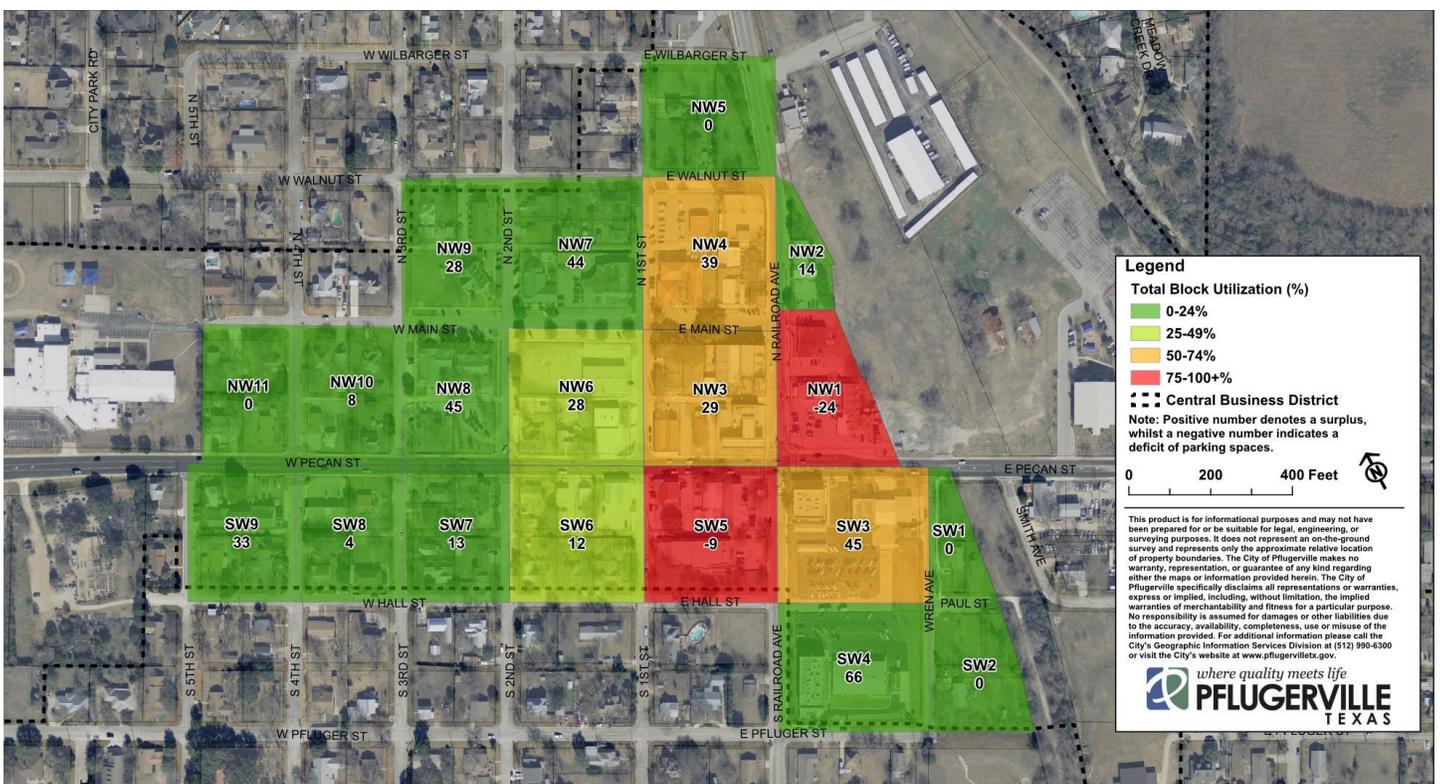
## Peak Parking Demand - Friday, March 8, 2019 @ 11 a.m. (Midday)



## Parking Demand - Friday, March 8, 2019 @ 8 a.m. (Morning)



## Parking Demand - Friday, March 8, 2019 @ 7 p.m. (Evening)



**Parking Demand - Friday, March 8, 2019 at 8 a.m. (Weekday)**

<b>3/8/19 (Friday @ 8 a.m.)</b>	<b>Total # of Parking Spaces</b>	<b>Total # On-Site Parking Spaces</b>	<b>On-Site Occupancy</b>	<b>Total # On-Street Parking Spaces</b>	<b>On-Street Occupancy</b>	<b>Total Block Occupancy</b>	<b>Total Block Surplus / Deficit</b>	<b>Total Block Utilization (%)</b>
NW1	54	54	26	0	0	26	28	48%
NW2	14	14	6	0	0	6	8	43%
NW3	65	35	8	30	9	17	48	26%
NW4	86	39	9	47	11	20	66	23%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	4	26	5	9	44	17%
NW7	48	30	3	18	1	4	44	8%
NW8	47	22	3	25	5	8	39	17%
NW9	28	3	0	25	3	3	25	11%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
<b>NW Totals</b>	<b>403</b>	<b>232</b>	<b>59</b>	<b>171</b>	<b>34</b>	<b>93</b>	<b>310</b>	<b>23%</b>
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	56	0	0	56	37	60%
SW4	73	73	42	0	5	47	26	64%
SW5	44	44	10	0	0	10	34	23%
SW6	23	23	3	0	0	3	20	13%
SW7	14	9	1	5	0	1	13	7%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	2	10	4	6	32	16%
<b>SW Totals</b>	<b>289</b>	<b>274</b>	<b>114</b>	<b>15</b>	<b>9</b>	<b>123</b>	<b>166</b>	<b>43%</b>
<b>Total</b>	<b>692</b>	<b>506</b>	<b>173</b>	<b>186</b>	<b>43</b>	<b>216</b>	<b>476</b>	<b>31%</b>

## Parking Demand - Friday, March 8, 2019 at 11 a.m. (Weekday)

3/8/19 (Friday @ 11 a.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / *Deficit	Total Block Utilization (%)
NW1	54	54	59	0	0	59	-5	109%
NW2	14	14	8	0	0	8	6	57%
NW3	65	35	25	30	20	45	20	69%
NW4	86	39	14	47	14	28	58	33%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	13	26	16	29	24	55%
NW7	48	30	10	18	3	13	35	27%
NW8	47	22	12	25	13	25	22	53%
NW9	28	3	0	25	9	9	19	32%
NW10	8	8	3	0	0	3	5	38%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	144	171	75	219	184	54%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	52	0	0	52	41	56%
SW4	73	73	44	0	4	48	25	66%
SW5	44	44	24	0	3	27	17	61%
SW6	23	23	15	0	0	15	8	65%
SW7	14	9	5	5	0	5	9	36%
SW8	4	4	1	0	0	1	3	25%
SW9	38	28	11	10	5	16	22	42%
SW Totals	289	274	152	15	12	164	125	57%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>296</b>	<b>186</b>	<b>87</b>	<b>383</b>	<b>309</b>	<b>55%</b>

\*A total block deficit represents a situation where a total number of cars were parked on-site in striped parking spaces and along the public right-of-way or on-site, in unstriped parking areas, where such total exceeded the supply of parking spaces.

**Parking Demand - Friday, March 8, 2019 at 1 p.m. (Weekday)**

3/8/19 (Friday @ 1 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / *Deficit	Total Block Utilization (%)
NW1	54	54	78	0	0	78	-24	144%
NW2	14	14	7	0	0	7	7	50%
NW3	65	35	16	30	18	34	31	52%
NW4	86	39	13	47	20	33	53	38%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	16	26	10	26	27	49%
NW7	48	30	9	18	1	10	38	21%
NW8	47	22	10	25	10	20	27	43%
NW9	28	3	0	25	7	7	21	25%
NW10	8	8	2	0	0	2	6	25%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	151	171	66	217	186	54%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	50	0	0	50	43	54%
SW4	73	73	26	0	5	31	42	42%
SW5	44	44	30	0	3	33	11	75%
SW6	23	23	14	0	3	17	6	74%
SW7	14	9	5	5	0	5	9	36%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	11	10	4	15	23	39%
SW Totals	289	274	136	15	15	151	138	52%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>287</b>	<b>186</b>	<b>81</b>	<b>368</b>	<b>324</b>	<b>53%</b>

\*A total block deficit represents a situation where a total number of cars were parked on-site in striped parking spaces and along the public right-of-way or on-site, in unstriped parking areas, where such total exceeded the supply of parking spaces.

## Parking Demand - Friday, March 8, 2019 at 3 p.m. (Weekday)

3/8/19 (Friday @ 3 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	40	0	0	40	14	74%
NW2	14	14	11	0	0	11	3	79%
NW3	65	35	22	30	20	42	23	65%
NW4	86	39	13	47	20	33	53	38%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	13	26	14	27	26	51%
NW7	48	30	9	18	3	12	36	25%
NW8	47	22	7	25	11	18	29	38%
NW9	28	3	1	25	5	6	22	21%
NW10	8	8	3	0	0	3	5	38%
NW11	0	0	0	0	0	0	0	0%
<b>NW Totals</b>	<b>403</b>	<b>232</b>	<b>119</b>	<b>171</b>	<b>73</b>	<b>192</b>	<b>211</b>	<b>48%</b>
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	54	0	2	56	37	60%
SW4	73	73	28	0	2	30	43	41%
SW5	44	44	34	0	2	36	8	82%
SW6	23	23	11	0	5	16	7	70%
SW7	14	9	4	5	0	4	10	29%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	13	10	3	16	22	42%
<b>SW Totals</b>	<b>289</b>	<b>274</b>	<b>144</b>	<b>15</b>	<b>14</b>	<b>158</b>	<b>131</b>	<b>55%</b>
<b>Total</b>	<b>692</b>	<b>506</b>	<b>263</b>	<b>186</b>	<b>87</b>	<b>350</b>	<b>342</b>	<b>51%</b>

**Parking Demand - Friday, March 8, 2019 at 5 p.m. (Weekday)**

3/8/19 (Friday @ 5 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / *Deficit	Total Block Utilization (%)
NW1	54	54	65	0	0	65	-11	120%
NW2	14	14	3	0	0	3	11	21%
NW3	65	35	12	30	31	43	22	66%
NW4	86	39	9	47	32	41	45	48%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	18	26	19	37	16	70%
NW7	48	30	5	18	2	7	41	15%
NW8	47	22	5	25	2	7	40	15%
NW9	28	3	0	25	0	0	28	0%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
<b>NW Totals</b>	<b>403</b>	<b>232</b>	<b>117</b>	<b>171</b>	<b>86</b>	<b>203</b>	<b>200</b>	<b>50%</b>
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	47	0	5	52	41	56%
SW4	73	73	9	0	0	9	64	12%
SW5	44	44	45	0	9	54	-10	123%
SW6	23	23	11	0	7	18	5	78%
SW7	14	9	3	5	0	3	11	21%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	12	10	2	14	24	37%
<b>SW Totals</b>	<b>289</b>	<b>274</b>	<b>127</b>	<b>15</b>	<b>23</b>	<b>150</b>	<b>139</b>	<b>52%</b>
<b>Total</b>	<b>692</b>	<b>506</b>	<b>244</b>	<b>186</b>	<b>109</b>	<b>353</b>	<b>339</b>	<b>51%</b>

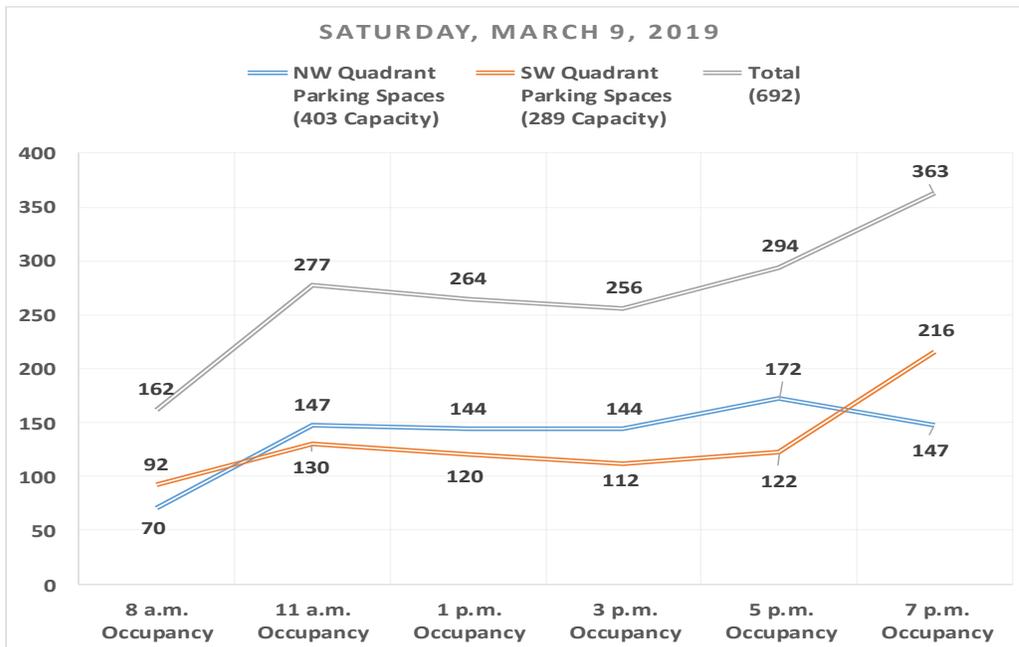
\*A total block deficit represents a situation where a total number of cars were parked on-site in striped parking spaces and along the public right-of-way or on-site, in unstriped parking areas, where such total exceeded the supply of parking spaces.

## Parking Demand - Friday, March 8, 2019 at 7 p.m. (Weekday)

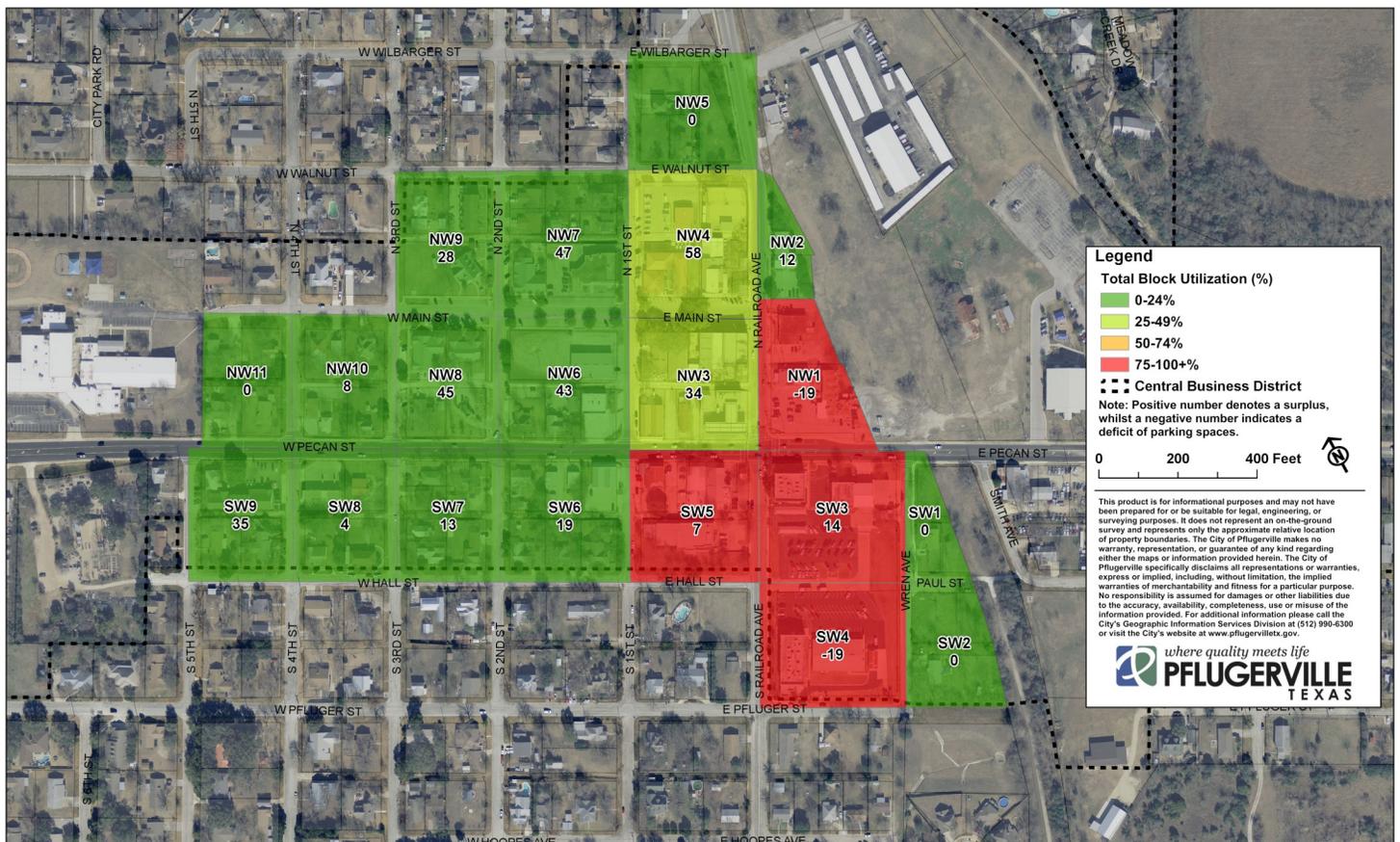
3/8/19 (Friday @ 7 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / *Deficit	Total Block Utilization (%)
NW1	54	54	78	0	0	78	-24	144%
NW2	14	14	0	0	0	0	14	0%
NW3	65	35	5	30	31	36	29	55%
NW4	86	39	12	47	35	47	39	55%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	10	26	15	25	28	47%
NW7	48	30	2	18	2	4	44	8%
NW8	47	22	2	25	0	2	45	4%
NW9	28	3	0	25	0	0	28	0%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	109	171	83	192	211	48%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	44	0	4	48	45	52%
SW4	73	73	7	0	0	7	66	10%
SW5	44	44	45	0	8	53	-9	120%
SW6	23	23	7	0	4	11	12	48%
SW7	14	9	1	5	0	1	13	7%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	4	10	1	5	33	13%
SW Totals	289	274	108	15	17	125	164	43%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>217</b>	<b>186</b>	<b>100</b>	<b>317</b>	<b>375</b>	<b>46%</b>

\*A total block deficit represents a situation where a total number of cars were parked on-site in striped parking spaces and along the public right-of-way or on-site, in unstriped parking areas, where such total exceeded the supply of parking spaces.

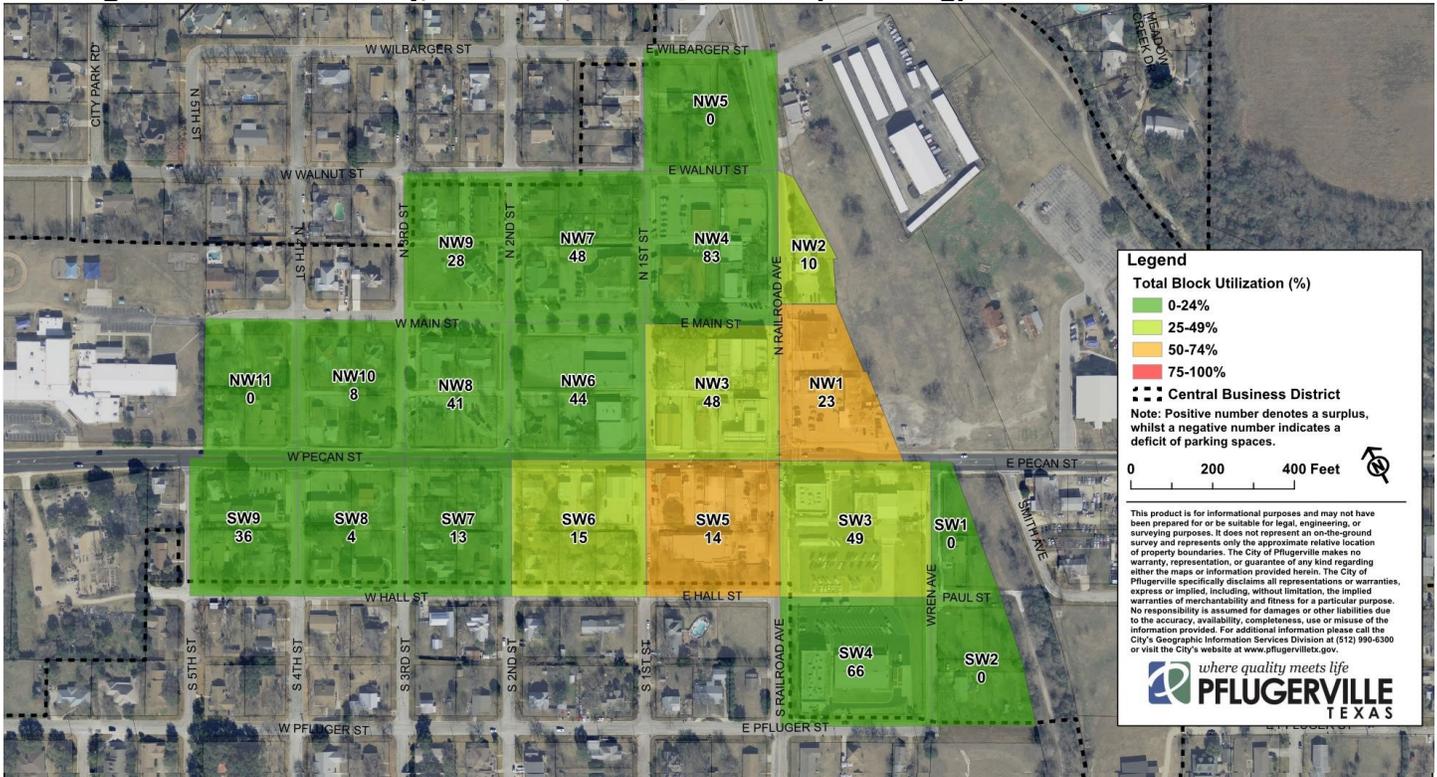
## Parking Demand - Saturday, March 9, 2019 (Weekend)



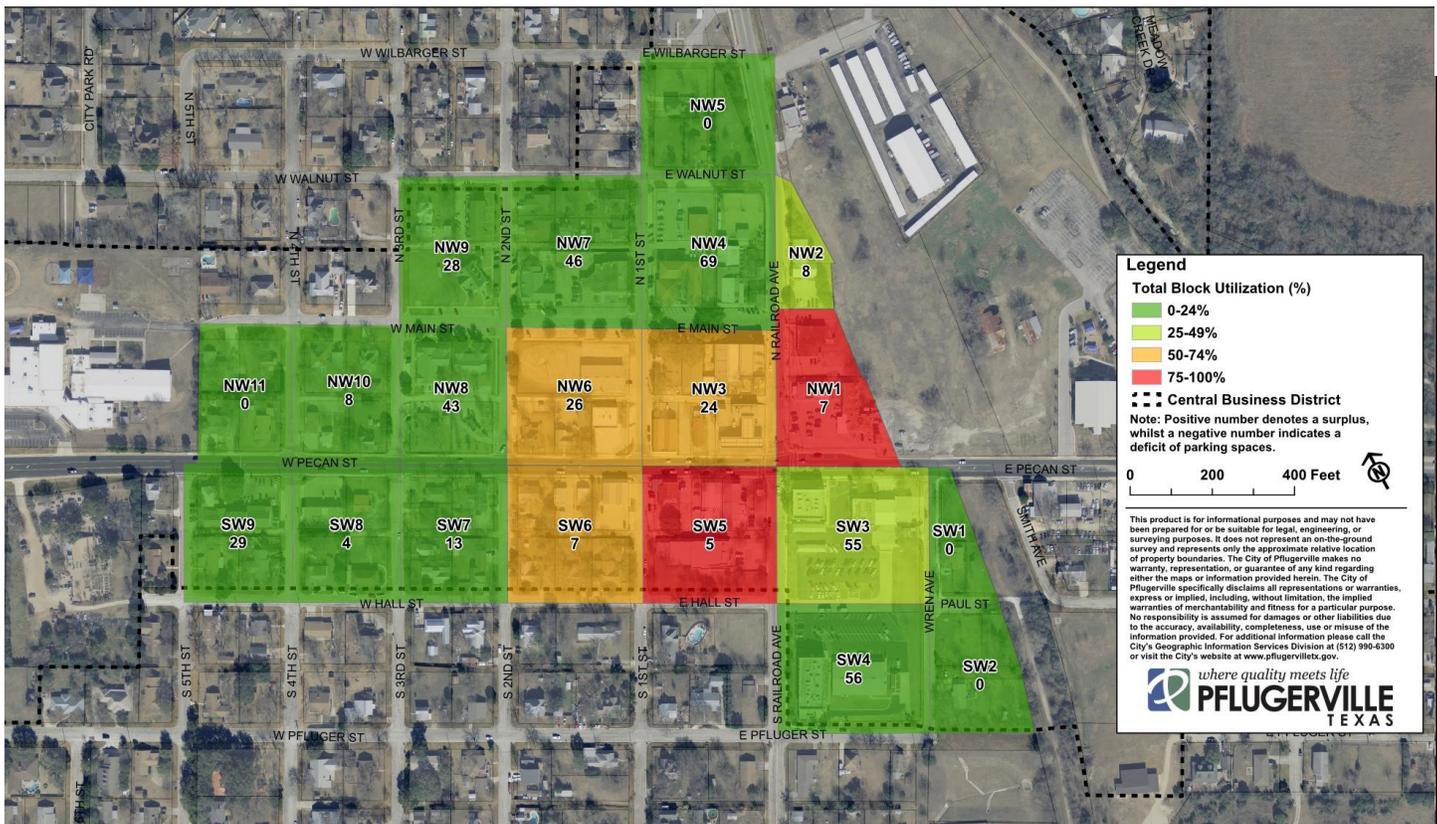
## Peak Parking Demand - Saturday, March 9, 2019 @ 7 p.m. (Evening)



## Parking Demand - Saturday, March 9, 2019 @ 8 a.m. (Morning)



## Parking Demand - Saturday, March 9, 2019 @ 1 p.m. (Midday)



**Parking Demand - Saturday, March 9, 2019 at 8 a.m. (Weekend)**

<b>3/9/19 (Saturday @ 8 a.m.)</b>	<b>Total # of Parking Spaces</b>	<b>Total # On-Site Parking Spaces</b>	<b>On-Site Occupancy</b>	<b>Total # On-Street Parking Spaces</b>	<b>On-Street Occupancy</b>	<b>Total Block Occupancy</b>	<b>Total Block Surplus / Deficit</b>	<b>Total Block Utilization (%)</b>
NW1	54	54	31	0	0	31	23	57%
NW2	14	14	4	0	0	4	10	29%
NW3	65	35	7	30	10	17	48	26%
NW4	86	39	1	47	2	3	83	3%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	7	26	2	9	44	17%
NW7	48	30	0	18	0	0	48	0%
NW8	47	22	6	25	0	6	41	13%
NW9	28	3	0	25	0	0	28	0%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	56	171	14	70	333	17%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	44	0	0	44	49	47%
SW4	73	73	7	0	0	7	66	10%
SW5	44	44	24	0	6	30	14	68%
SW6	23	23	5	0	3	8	15	35%
SW7	14	9	1	5	0	1	13	7%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	1	10	1	2	36	5%
SW Totals	289	274	82	15	10	92	197	32%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>138</b>	<b>186</b>	<b>24</b>	<b>162</b>	<b>530</b>	<b>23%</b>

## Parking Demand - Saturday, March 9, 2019 at 11 a.m. (Weekend)

3/9/19 (Saturday @ 11 a.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / *Deficit	Total Block Utilization (%)
NW1	54	54	60	0	0	60	-6	111%
NW2	14	14	6	0	0	6	8	43%
NW3	65	35	17	30	19	36	29	55%
NW4	86	39	1	47	6	7	79	8%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	14	26	10	24	29	45%
NW7	48	30	5	18	1	6	42	13%
NW8	47	22	6	25	2	8	39	17%
NW9	28	3	0	25	0	0	28	0%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	109	171	38	147	256	36%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	45	0	0	45	48	48%
SW4	73	73	19	0	0	19	54	26%
SW5	44	44	36	0	2	38	6	86%
SW6	23	23	12	0	1	13	10	57%
SW7	14	9	1	5	0	1	13	7%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	11	10	3	14	24	37%
SW Totals	289	274	124	15	6	130	159	45%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>233</b>	<b>186</b>	<b>44</b>	<b>277</b>	<b>415</b>	<b>40%</b>

\*A total block deficit represents a situation where a total number of cars were parked on-site in striped parking spaces and along the public right-of-way or on-site, in unstriped parking areas, where such total exceeded the supply of parking spaces.

**Parking Demand - Saturday, March 9, 2019 at 1 p.m. (Weekend)**

3/9/19 (Saturday @ 1 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	47	0	0	47	7	87%
NW2	14	14	6	0	0	6	8	43%
NW3	65	35	18	30	23	41	24	63%
NW4	86	39	1	47	16	17	69	20%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	16	26	11	27	26	51%
NW7	48	30	0	18	2	2	46	4%
NW8	47	22	4	25	0	4	43	9%
NW9	28	3	0	25	0	0	28	0%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	92	171	52	144	259	36%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	37	0	1	38	55	41%
SW4	73	73	17	0	0	17	56	23%
SW5	44	44	35	0	4	39	5	89%
SW6	23	23	15	0	1	16	7	70%
SW7	14	9	1	5	0	1	13	7%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	7	10	2	9	29	24%
SW Totals	289	274	112	15	8	120	169	42%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>204</b>	<b>186</b>	<b>60</b>	<b>264</b>	<b>428</b>	<b>38%</b>

## Parking Demand - Saturday, March 9, 2019 at 3 p.m. (Weekend)

3/9/19 (Saturday @ 3 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / Deficit	Total Block Utilization (%)
NW1	54	54	49	0	0	49	5	91%
NW2	14	14	4	0	0	4	10	29%
NW3	65	35	16	30	23	39	26	60%
NW4	86	39	1	47	18	19	67	22%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	15	26	13	28	25	53%
NW7	48	30	0	18	0	0	48	0%
NW8	47	22	3	25	0	3	44	6%
NW9	28	3	2	25	0	2	26	7%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	90	171	54	144	259	36%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	36	0	3	39	54	42%
SW4	73	73	18	0	0	18	55	25%
SW5	44	44	33	0	3	36	8	82%
SW6	23	23	9	0	2	11	12	48%
SW7	14	9	1	5	0	1	13	7%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	5	10	2	7	31	18%
SW Totals	289	274	102	15	10	112	177	39%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>192</b>	<b>186</b>	<b>64</b>	<b>256</b>	<b>436</b>	<b>37%</b>

**Parking Demand - Saturday, March 9, 2019 at 5 p.m. (Weekend)**

3/9/19 (Saturday @ 5 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / *Deficit	Total Block Utilization (%)
NW1	54	54	62	0	0	62	-8	115%
NW2	14	14	1	0	0	1	13	7%
NW3	65	35	16	30	23	39	26	60%
NW4	86	39	1	47	28	29	57	34%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	17	26	19	36	17	68%
NW7	48	30	0	18	0	0	48	0%
NW8	47	22	5	25	0	5	42	11%
NW9	28	3	0	25	0	0	28	0%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	102	171	70	172	231	43%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	35	0	1	36	57	39%
SW4	73	73	26	0	0	26	47	36%
SW5	44	44	41	0	1	42	2	95%
SW6	23	23	9	0	2	11	12	48%
SW7	14	9	1	5	0	1	13	7%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	4	10	2	6	32	16%
SW Totals	289	274	116	15	6	122	167	42%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>218</b>	<b>186</b>	<b>76</b>	<b>294</b>	<b>398</b>	<b>42%</b>

\*A total block deficit represents a situation where a total number of cars were parked on-site in striped parking spaces and along the public right-of-way or on-site, in unstriped parking areas, where such total exceeded the supply of parking spaces.

## Parking Demand - Saturday, March 9, 2019 at 7 p.m. (Weekend)

3/9/19 (Saturday @ 7 p.m.)	Total # of Parking Spaces	Total # On-Site Parking Spaces	On-Site Occupancy	Total # On-Street Parking Spaces	On-Street Occupancy	Total Block Occupancy	Total Block Surplus / *Deficit	Total Block Utilization (%)
NW1	54	54	73	0	0	73	-19	135%
NW2	14	14	2	0	0	2	12	14%
NW3	65	35	8	30	23	31	34	48%
NW4	86	39	1	47	27	28	58	33%
NW5	0	0	0	0	0	0	0	0%
NW6	53	27	4	26	6	10	43	19%
NW7	48	30	1	18	0	1	47	2%
NW8	47	22	2	25	0	2	45	4%
NW9	28	3	0	25	0	0	28	0%
NW10	8	8	0	0	0	0	8	0%
NW11	0	0	0	0	0	0	0	0%
NW Totals	403	232	91	171	56	147	256	36%
SW1	0	0	0	0	0	0	0	0%
SW2	0	0	0	0	0	0	0	0%
SW3	93	93	75	0	4	79	14	85%
SW4	73	73	91	0	1	92	-19	126%
SW5	44	44	35	0	2	37	7	84%
SW6	23	23	4	0	0	4	19	17%
SW7	14	9	1	5	0	1	13	7%
SW8	4	4	0	0	0	0	4	0%
SW9	38	28	1	10	2	3	35	8%
SW Totals	289	274	207	15	9	216	73	75%
<b>Total</b>	<b>692</b>	<b>506</b>	<b>298</b>	<b>186</b>	<b>65</b>	<b>363</b>	<b>329</b>	<b>52%</b>

\*A total block deficit represents a situation where a total number of cars were parked on-site in striped parking spaces and along the public right-of-way or on-site, in unstriped parking areas, where such total exceeded the supply of parking spaces.

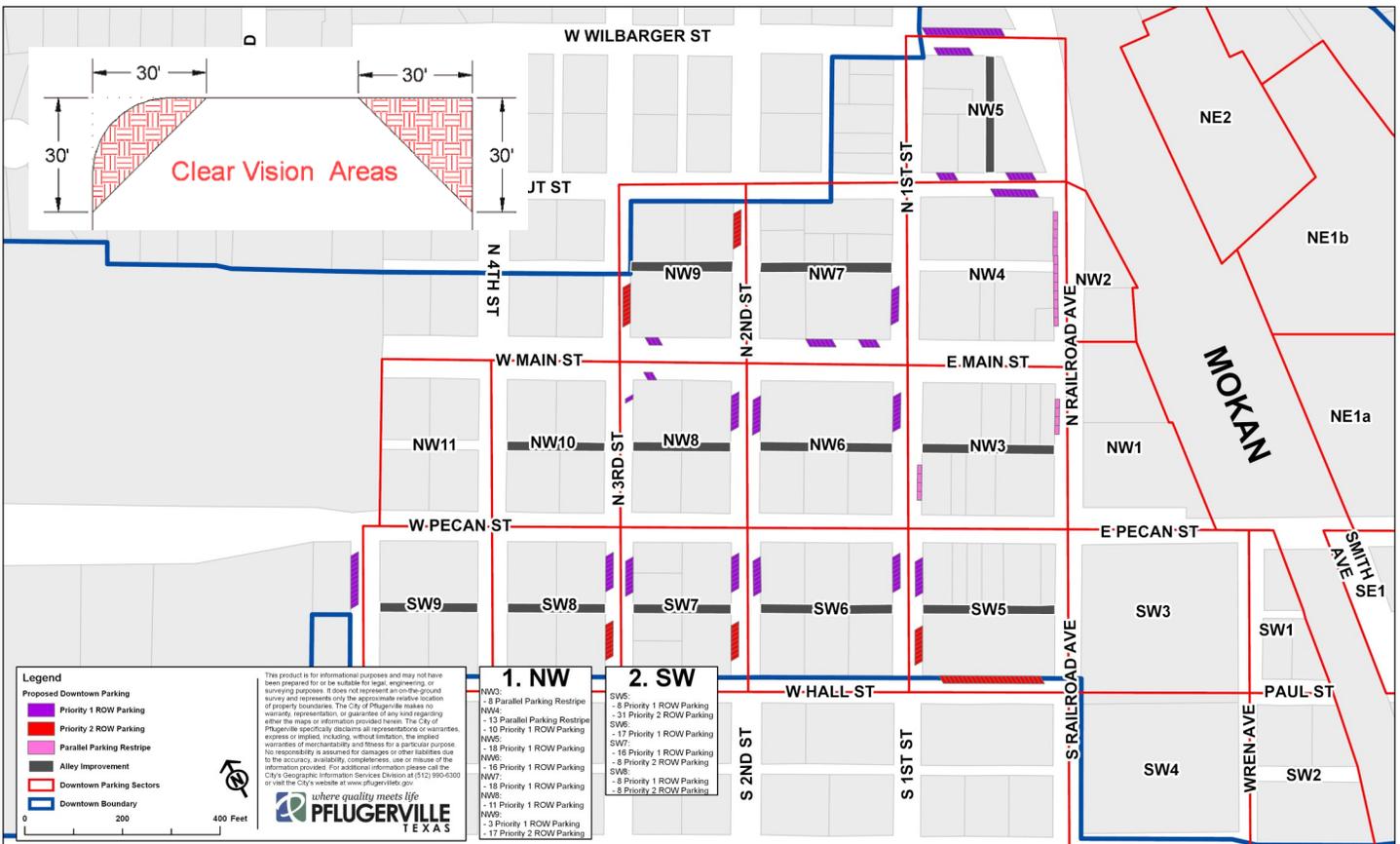
## Parking Needs Analysis

### Parking Needs Analysis Factors

- ◆ Results from the parking occupancy survey
- ◆ Maximizing opportunities for additional on-street parking within the commercial core of Downtown in order to address the following: 1.) Minimize potential impacts on the residential component of Downtown and the Old Town Neighborhood. 2.) Account for more flexibility of a mixture of land uses that require more parking.

### Maximize Opportunities for On-Street Parking

The parking occupancy survey yielded results indicating that the current parking supply is fairly adequate based on comfortable walking distances from the supply of parking to their destinations with the current land use mix. However, the parking occupancy survey does not account for changes in land uses within the current building stock or potential redevelopment. Therefore, the City should consider maximizing all opportunities for on-street parking within the commercial core of Downtown to minimize potential impacts to the residential areas of Downtown and the Old Town Neighborhood. The map, shown below, identifies potential on-street parking improvement opportunities that should be further analyzed for compatibility with the residential areas, the sufficiency of right-of-way widths, and sightline safety dimensions.



## Parking Needs Analysis

### Structured Parking

Based on existing market conditions in Downtown Pflugerville, it is more likely the future construction of a parking garage will be a publicly-funded capital improvement. In benchmark communities in the area such as Georgetown and Round Rock, the existing parking garages are publicly-owned facilities associated with public offices and facilities. However, both garages in Georgetown and Round Rock contribute to the overall economic health of their respective downtowns.

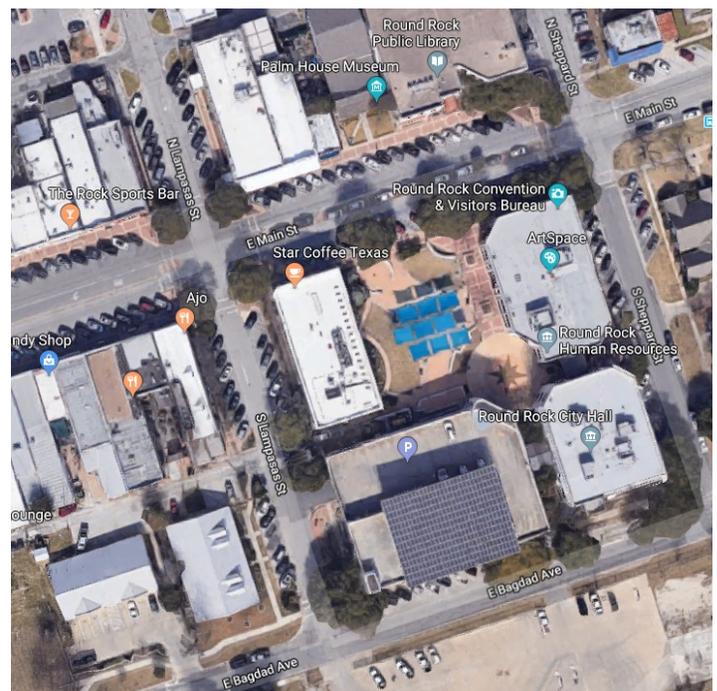
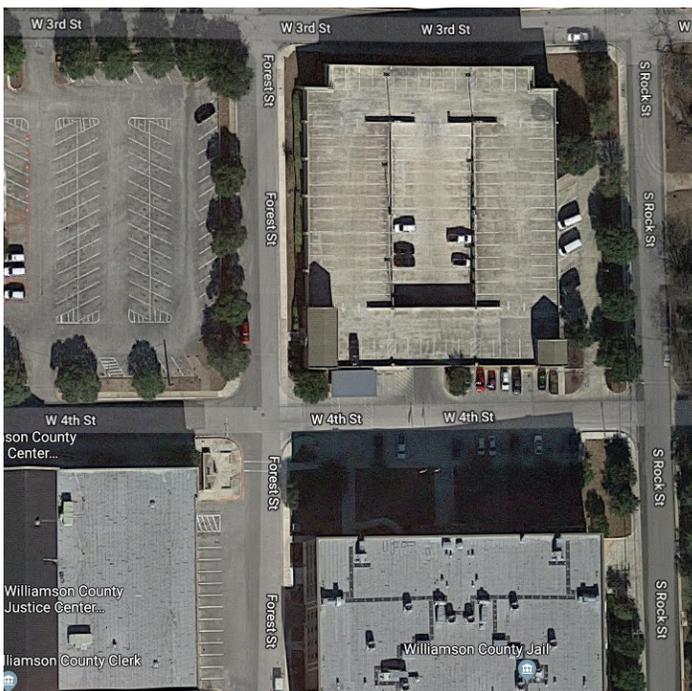
It is important to note; if the City envisions a more densely-built redevelopment pattern for Downtown in the commercial core with less private surface parking to accommodate such development, the City should consider pursuing site selection for and the construction of a public parking garage. However, this may also be accommodated by the City actively participating in the redevelopment of Downtown through economic incentives and public-private partnerships.

### Georgetown, TX, Williamson County Jail

- ◆ Publicly-owned
- ◆ Garage situated on 1.3 acres of land
- ◆ 4 - Stories
- ◆ 481 total number parking spaces
- ◆ All access parking / No restrictions on public parking
- ◆ Serves as employee and customer parking

### Round Rock, TX, City Hall

- ◆ Publicly-owned
- ◆ Garage situated on 1/2 acre of land
- ◆ 4 - Stories
- ◆ 195 total number of parking spaces
- ◆ All access parking / No restrictions on public parking
- ◆ Serves as employee and customer parking



## Considerations

**Financing** – The City should consider all available financing opportunities for the construction of public parking, including the inclusion of Downtown in the City’s Tax Increment Reinvestment Zone (TIRZ). The first TIRZ in Pflugerville was established in 2010 to facilitate the construction of public improvements and encourage economic development within a high growth area of the City. The TIRZ provides for the establishment of a separate fund, which directs the increase in ad valorem tax revenues, or increment, of property within the TIRZ boundary over time, to fund public improvements within the benefiting the zone. Per the Downtown Action Plan (2019-2021) adopted in September 2018, the Downtown is proposed to be linked to a larger TIRZ boundary to ensure the original center of the City remains a vibrant part of the community. This is accomplished without imposing any additional taxes within the Zone.



Another financing option, which is also another form of public-private partnership, include the creation of a Public Improvement District (PID). A PID is similar to a TIRZ as an effective economic development tool, but a PID generates another revenue source for public improvements by levying assessments on property that run with the land within district boundaries. A PID may be created by property owners within the benefitted area pursuant to Ch. 372 of the Texas Local Government Code. However, PID assessments are in addition to any/all local property taxes

**Code Amendments** – Through the code amendment process, evaluate the minimum parking ratios required and other parking policies that may influence the City’s ability to achieve the goal of having a total of at least 50% public parking requirements fulfilled in order to support the City’s desired development and redevelopment pattern for Downtown.

**Parking Garage** – While a parking garage is not immediately necessary to meet current parking demand, a new City Hall Downtown could provide the opportunity to incorporate a parking garage that serves the needs of the City during business hours while meeting the long-term parking needs of the Downtown core and overall revitalization of Downtown

### Improve Walkability (Mitigate for barriers to Walkability)

- ◆ Mitigate the physical barriers to walkability by improving sidewalk connectivity and ADA accessibility and further analyzing opportunities for pedestrian crossings along Pecan Street and better connectivity across the MoKan right-of-way, owned and managed by the State of Texas.
- ◆ Mitigate the perception of barriers to walkability by incorporating streetscape lighting and other safety measures, landscaping, decorative elements, and street furniture to improve the comfort and wellbeing of pedestrians.



# Downtown Parking Study

## Considerations

**On-Street Parking & Loading Zones** – Maximize the amount of right-of-way parking opportunities with context-sensitive solutions, whereby all opportunities for on-street parking and necessary loading zones within the commercial core of Downtown should be further evaluated, including safety and functionality considerations. (e.g., sightlines, lighting, accessibility, etc.)

**Improve Visibility of On-Street Parking Supply** – To improve the perception of the adequacy of parking Downtown, the City should consider improving the visibility of the on-street parking supply. Restriping existing on-street parking spaces and correcting any safety concerns. Also, considering providing for striped parallel parking along acceptable segments of roadway whereby such street cross-sections are only suitable for parallel parking.

**Parking Signage & Wayfinding** – Parking signage and wayfinding is another important element of improving the perception of parking adequacy. The City should consider installing public parking signage on the City Hall parking lot. The signage may include verbiage identifying such parking as unrestricted, public parking access or may be limited to after 5 p.m. Monday – Friday.

**Shared Parking Program** – The City should continue to promote a shared parking program amongst Downtown businesses. Since the majority of the existing parking supply Downtown is privately owned, the City may only function as facilitators for promoting shared parking agreements between private parties. The City may only manage public parking assets within the public rights-of-way or on city-owned property. There are opportunities for the City to work with other public entities, including PfISD and Travis County ESD#2, to enter upon public parking agreements in order to increase the public parking supply.

**Further Analysis** – Consider re-evaluating parking conditions in 5 years or when there are notable changes in the parking conditions that necessitate further analysis.

**Other parking management tools available, but not recommended at this time:**

- ◆ Time Limits for On-Street Parking
- ◆ Metered Parking



Delivery trucks parked along N. Railroad Ave.



Parking along N. Railroad Ave. in the evening

