



**WALKER**  
PARKING CONSULTANTS

PARKING PLAN UPDATE

**CITY OF UTICA**  
UTICA, NEW YORK

Prepared for:  
Department of Urban and Economic  
Development





**WALKER**  
PARKING CONSULTANTS

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March 16, 2004

Brian Thomas, Director of Urban Planning  
Department of Urban and Economic Development  
City of Utica  
1 Kennedy Plaza  
Utica, New York 13502

Re: Parking Plan Update - Final Report  
City of Utica  
Utica, New York

Dear Brian:

Enclosed please find twenty (20) copies of the final report, per your requirements as stated in the RFP.

Based on your March 12, 2004 request, we updated our analysis and made minor revisions to reflect the relocation of the Utica National site to the former OTB block. Our findings now indicate that there should be adequate supply within the West Government sub-district to support the new demand created when Utica National Insurance relocates 225 employees to the site later this spring.

We found that this relocation of the Utica National development will not mitigate the existing parking deficits in around the APAC and ACS call centers (77 spaces) and the East Government sub-district (88 spaces). By not relocating to the Harza Building as planned, roughly 87,000 square feet of Class A office space will become available on the open market. If, as expected, this space is absorbed within the next 18 to 24 months, the parking deficit in the East Government area could compound quickly, increased to 345 spaces by 2007.

We are pleased to present this final report and stand ready to assist you further in your parking endeavors.

Sincerely,  
WALKER PARKING CONSULTANTS

Andrew S. Hill  
Parking Consultant

Enclosure

*J:\16-1488.00 City of Utica Parking Plan Update\Reports\Final\Final Report.doc*



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PARKING PLAN UPDATE

## CITY OF UTICA

UTICA, NEW YORK

Prepared for:

DEPARTMENT OF URBAN  
AND ECONOMIC  
DEVELOPMENT

PROJECT NO. 16-1488.10

MARCH 16, 2004

MARCH 2004

PROJECT # 16-1488.10

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**EXECUTIVE SUMMARY**

Walker Parking Consultants was retained by the Department of Urban and Economic Development with the City of Utica to update the city's Parking Plan for the Central Business District. The ultimate goal of this update is to render a parking plan that will guide the parking system through the next decade. Walker's initial charge was to review the status of parking supply, demand and adequacy within the CBD.

Our critical findings were as follows:

- ◆ There are 10,333 parking spaces in the study area. Roughly 35% of the supply is controlled by public agencies, while 65% belongs to private parties.
- ◆ On our survey day (June 2002), the gross parking supply in the study area was only 53% utilized at peak, containing roughly 5,506 cars. The areas of highest utilization were the Call Center district, anchored by APS and APAC, and the East Government district, containing New York State and Oneida County office buildings as well as other structures.
- ◆ Under peak annual conditions for 2002, we projected a peak hour utilization of 71.6% of the current supply. Our projections include a 77-space deficit in the Call Center district and an 88-space deficit in the East Government district.
- ◆ When Utica National Insurance moves 225 employees onto the old OTB site later this year (2004), utilization across the area will increase to 72.9% of the total supply. However, the parking surplus in the West Government sub-district should be adequate to absorb the new demand without inflating existing deficits.
- ◆ Absorption of the office space (87,000 sf) previously dedicated to Utica National in the Harza Building will drive up demand in the East Government sub-district by 235 spaces. Compounded by modest growth in parking demand exerted by existing demand generators, the parking deficit in the sub-district could increase to 345 spaces by 2007.
- ◆ While Transportation Demand Management (TDM) strategies may be employed to address a small portion of the projected deficits, the provision of additional off-street parking facilities must be considered. Given the density of development within the central business district, the addition of structured parking facilities must be considered to adequately address the projected deficit of nearly 400 vehicles; several potential sites exist in close proximity to both the Call Center and the East Government sub-districts.

## **INTRODUCTION**

Walker Parking Consultants was retained by the Department of Urban and Economic Development with the City of Utica to update the city's Parking Plan for the Central Business District. The ultimate goal of this update is to render a parking plan that will guide the parking system through the next decade. Walker's initial charge was to review the status of parking supply, demand and adequacy within the CBD.

### **BACKGROUND**

The City of Utica is home to 62,000 residents and the socio-economic hub of Oneida County. Prime demand generators within the CBD include private and government office structures, other institutions and support businesses. The study area outlined in the RFP contains an auditorium, two hotels, local, county and federal courts, the Utica School of Commerce and the Munson-Williams-Proctor Institute of Art. In addition, the study area contains two commercial call centers.

The Downtown Utica Development Association commissioned a study of the downtown parking system in 1992. The 1992 study, performed by several local firms, was concentrated on the impact of the demolition of the State parking garage and subsequent redevelopment of that site. The municipal parking system is a mix of publicly and privately held and managed garages and lots. The Utica Parking Authority administers three municipal garages.

Currently the system is subject to two principal criticisms:

- There is a lack of adequate parking supply; and
- The existing municipal supply is ineffectively managed.

The following report quantifies parking supply, demand and adequacy within the study area and offers suggestions for addressing projected parking deficits.

### **OBJECTIVES**

In the following report, Walker Parking Consultants will:

- Quantify parking supply within the study area by ownership, facility, and sub-district.
- Quantify observed occupancy for a typical weekday.
- Project demand under current peak conditions.
- Project demand at pre-determined planning horizons.
- Quantify adequacy of the parking system for current and future peak demands.



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- Recommend actions, initiatives and corrections to meet any projected deficiencies in the parking supply.

## SCOPE OF SERVICES

- 1) Meet with representatives of the City of Utica to further clarify study objectives, define study areas and parking analysis zones, if required, and review and update the work plan and schedule.
- 2) Obtain and review pertinent reports, studies, and statistical data regarding the study area. Data requested from the client includes:
  - a) **Land Use Data** – Walker Parking Consultants will need square footage for each building within the area of influence and breakdown of land uses within each building, if available. For uses such as hotels, the number of rooms plus square footage of meeting spaces is preferred. For theaters and auditoriums, seating capacity is preferred. Walker has allocated a limited amount of time to spot-checking and updating this data as needed.
  - b) **Building Occupancy** – for major buildings and demand generators. Walker has allocated a limited amount of time to spot-checking and updating this data as needed.
  - c) **Employment Statistics** – including the most recent and accurate data that can be provided for the study area.
  - d) **Emerging Developments** – Data required includes type of land use, square footage, seating capacity and/or number of rooms, expected completion date, location, planned parking supply and/or existing parking displacement.
  - e) **Aerial photographs** and **CAD compatible maps** of the study area.
- 3) Identify major stakeholders in the community and individually interview concerned parties as identified by the city.
- 4) Inventory the on-street and off-street parking facilities within the influence area. Record the type of parking (e.g. public or private and whether surface lot or structure), number of spaces, and the type of access control (if any is in place).
- 5) Record the number of vehicles parked by facility every two hours for one weekday during normal business hours (8 AM – 5 PM).



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- 6) Analyze field survey data to determine parking characteristics, peak hour demand and parking durations and present in tabular and graphic form.
- 7) Using shared parking methodology, calculate existing parking demand on a block-by-block basis in the study area based upon parking demand ratios determined from Walker's database of similar land uses. Adjust ratios to reflect drive ratios, seasonal factors and captive market effects. Develop a computer model of parking demand and calibrate against field observations.
- 8) Determine the future parking demand under two to three development scenarios prepared by the city. Typically, the scenarios include:
  - a) committed development that reflects projects either currently in construction or expected to begin within five years;
  - b) expected development that reflects projects likely occur within six to ten years; and
  - c) optimistic development that may come to fruition in the longer term.
- 9) Compare the parking supply with projected future demand to determine the impact each of the development scenarios will have on area parking conditions.
- 10) Identify areas with parking deficiencies that are likely to require expansion of the parking supply.
- 11) Identify positive elements of the parking system, including those that can be further exploited.
- 12) Prepare fifteen copies of a draft report for review and discuss findings with city staff.
- 13) Incorporate the city's comments, prepare final report, and submit 20 copies to the city. Also included in the submission will be:
  - a) one electronic copy of the final report on CD in PDF format;
  - b) electronic copies of relevant maps in negotiated scale; and
  - c) mylar copies of all relevant maps in negotiated scale.





## REPORT ORGANIZATION

The report is organized in four main sections: *Supply*, *Occupancy*, *Demand* and *Recommendations*.

The *Supply* sections examines total supply for the study area, shows distribution of supply by ownership, facility, and sub-district. It explains the methodology Walker Parking Consultants used in determining total supply, distribution and effective supply.

The *Occupancy* section reports observations of occupancy patterns for a typical weekday. This section also compares supply to observed occupancy and reports utilization under those conditions.

The *Demand* section explains the methodology Walker Parking Consultants used in determining parking demand by land use. It briefly reports the results of the study area-wide Land Use Inventory and explains how those findings were use to determine current and future peak demand. The section illustrates projections for peak demand under current conditions. The report goes on to outline assumptions for future growth in the area and project peak demand for 2003, 2007, 2012 and 2017. Finally, this section reports on the adequacy of the parking system to meet this projected demand.

The *Recommendations* section identifies areas with current or projected parking supply deficits and recommends actions to correct these shortfalls.

## STUDY AREA

The principal area of study is bounded roughly by:



- Whitesboro Street and the railroad tracks between Route 5 and Second Street to the north;
- State Street between Whitesboro Street and Genesee Street to the west;
- Park Avenue between Genesee Street and Elizabeth Street to the south; and -
- Second Street between the railroad tracks and Jay Street to the east.

The exact boundaries of the study area are shown in Figure 1, next page. (*Note* at the client's request, the boundaries for the study area were altered from those outlined in the initial RFP.)



FIGURE 1: STUDY AREA

LEGEND:

-  Study Area Border
-  Block
- Block Number



## DEFINITION OF TERMS

The following definitions are provided to clarify the terms used in this document.

- ***Inventory*** - This is the total number of spaces counted during survey day observations within the study area.
- ***Public*** - Any facility owned and operated by a municipal body and open for use by the general public.
- ***Private*** - Any facility owned or operated by a private entity or dedicated for use by a select group.
- ***Effective Supply*** - This the inventory adjusted by the ***optimum utilization factor***.
- ***Optimum Utilization Factor*** - The occupancy rate at which a parking facility operates at peak efficiency. This factor allows patrons to spend less time looking for last available spaces and allows for the dynamics of vehicles moving in and out of spaces. It also allows for spaces lost to poor or improper parking, snow removal, repair, derelict vehicles, and the like.
- ***Patron*** or ***User***: Any individual parking in the study area, unless modified by attachment to specific business or land use. (I.e. a ***patron*** or ***user*** is someone parking in the system, where as a ***retail patron*** is a shopper and may or may not be a parking ***patron***.)
- ***Occupancy*** - The number of vehicles observed parked on a survey day.
- ***Demand*** - The number of spaces required to satisfy visitor, employee and resident needs on a given day. Demand is calculated by applying a parking demand model, designed by Walker in conjunction with other agencies, to project demand based on existing and future land use with the study area.
- ***Demand Generator***: Any building, structure, business, or event that brings individuals into the study area.
- ***Utilization*** - The percent of the total available supply used at a given moment.
- ***Adequacy*** - The difference between parking supply and demand.





Walker inventoried 10,333 spaces within the study area.

**SUPPLY**

**METHODOLOGY**

Walker performed a parking supply inventory in June 2002 to determine total parking supply within the study area and specific distributions of supply by type of ownership, facility, and sub-district. First, Walker organized the study area into fifty-nine parcels of roughly one block each. Then, Walker personnel walked the length and breadth of the study area, inventorying block-by-block the number of available spaces according to facility. A copy of the parking supply detail for the entire study area, block-by-block, can be seen in Appendix A.

In the interest of providing a detailed analysis of utilization demands, Walker organized the study area into seven sub-districts: *Industrial, Transportation, Call Center, Mill Square, West Government, East Government,* and *South Cultural*. This was to facilitate the later comparisons between parking supply and parking demand.

Walker had to consider two factors when designating sub-district. The first factor was predominate land uses or demand generators. The area bounded by Whitesboro Street, Route 5, Lafayette Street and Genesee Street contains the municipal auditorium, the Hotel Utica, the offices for Traveler's Insurance and Utica Police Headquarters. However, the most significant land use across this twelve block area is industrial; either in the form of warehouses or light manufacturing facilities. Thus, Walker organized the area made of blocks one through six and eighteen through twenty-three into the *Industrial Sub-District*.

The *Transportation Sub-District*, comprised of blocks seven through seventeen and bordered by rail road tracks, Genesee Street, Oriskany Street and Second Street, contains the city's intermodal center (Union Station) as well as the local offices for the Department of Motor Vehicles.

The *Call Center Sub-District* is bounded by Genesee Street, Mohawk Street, Oriskany Street and Bleecker Street. The area contains the Utica School of Commerce, the Chancellor Apartments housing community and some restaurant, office, retail and industrial uses. However, the two anchoring elements in the area are the APAC (600 employees) and ACS (1,100 employees) call centers at either end of Bleecker.

The *East Government Sub-district* is bounded roughly by Bleecker, Genesee and Hopper Streets and Park Avenue. The area contains a



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mix of medical offices, general office space, restaurants, retail stores, banks and residences. The area is home to the New York State government offices, the Oneida County government offices and the Oneida County courthouses.

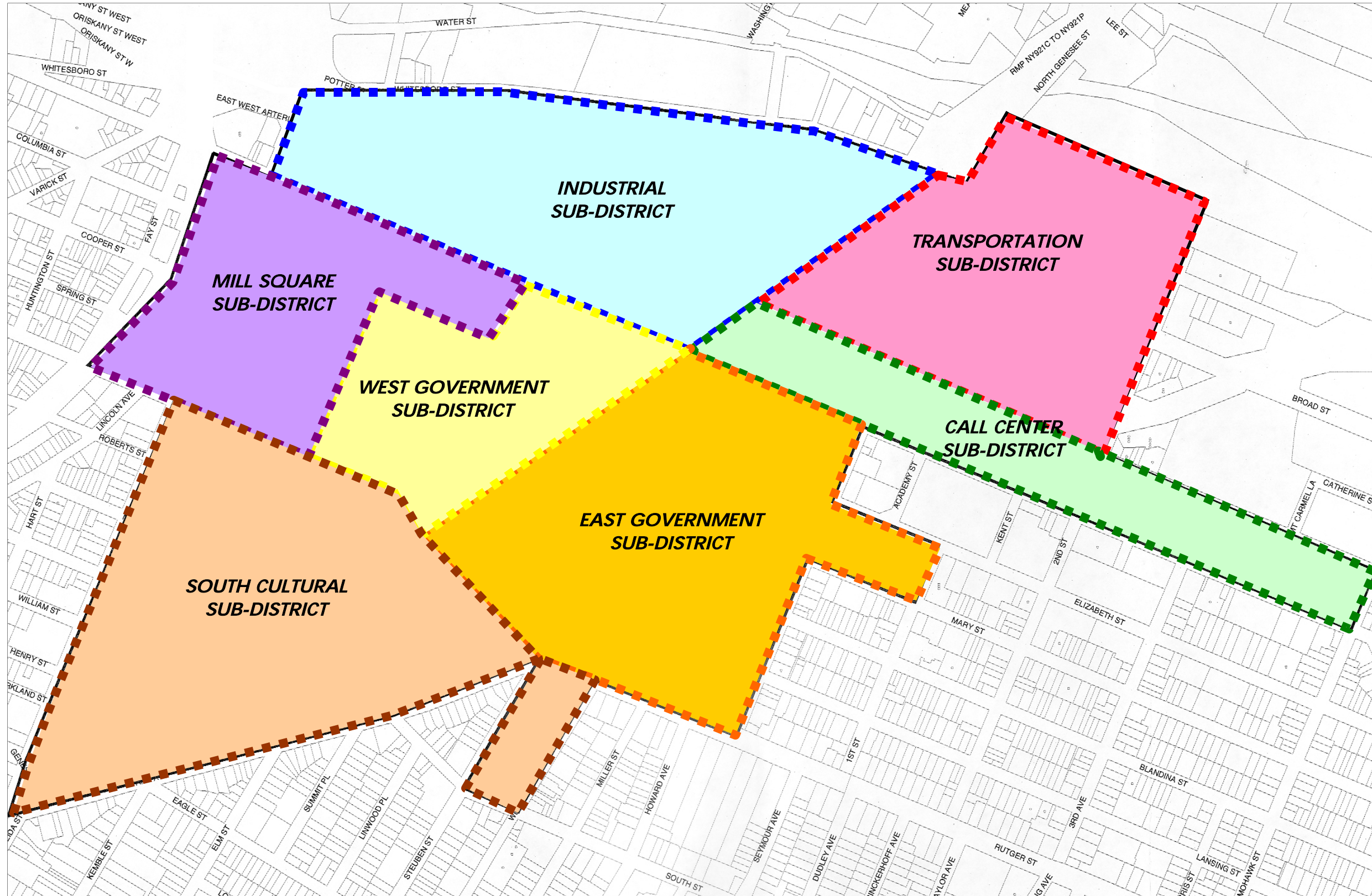
The *West Government Sub-district* is bounded roughly by Lafayette, Genesee, Cornelia and Court Streets. The area contains the Radisson general office space, restaurants, retail stores, banks and residences, Hanna Park and Utica City Hall.

The *Mill Square Sub-District* is anchored on one end by Mill Square, an old mill converted into an office complex, and the Kennedy Plaza Apartments housing community. The area also contains industrial, general office, medical office and limited retail land uses. The area is bounded by Route 5, Court Street, Lafayette Street and Cornelia Street.

The *South Cultural Sub-District* is bounded State, Hopper and Court Streets and Park Avenue. The area contains the Utica Public Library, the Munson-Proctor-Williams Institute, banks, offices, retail stores, restaurants, churches, clinics and the Stanley Theater.




The second factor considered in creating sub-districts was acceptable walking distance between parking facilities and destinations. Acceptable walking distance varies widely among municipalities and there is no universal standard of measure. Rather, acceptable walking distance is dictated according to the local parking market conditions. For example, natives of New York City are used to intense competition for available parking spaces and accustomed to parking several blocks away from their intended destination. Inversely, residents of Pawling, New York may consider any distance greater than a single block length unacceptable.

As a general rule, Walker organized sub-districts such that from the center of the area, the patron would not have to travel further than two blocks to any destination within the sub-district. The distance appeared to be the outer boundary of acceptable walking distance in downtown Utica, based on our field observations. Walker also attempted to organize the boundaries of the various sub-districts to reflect the CBD's traffic patterns. Busy or broad roadways create psychological barriers pedestrians are loathe to pass over and serve as natural borders. Genesee Street, Court Street, Hopper Street, Park Avenue and Oriskany Street are all examples of this effect. The sole exception to this application is the Industrial Sub-district, which unlikely to support much pedestrian traffic between business and thus would be subject to the effect. Sub-districts are illustrated in Figure 2 on the following page.



**FIGURE 2: SUB-DISTRICTS**

**LEGEND:**

-  Study Area Border
-  Block
-  Block Number

Analysis of supply and demand at the sub-district level provides a more accurate evaluation of the adequacy of the parking system. A very fundamental aspect of any area being studied is the interplay of activities from block to block and immediately outside of the study area; parking is one of these dynamic factors. The traditional method of analyzing parking in a downtown mixed-use area is to determine the parking supply and parking demand on each block and compare them to determine the parking adequacy.

However, it is important **not** to focus on the balance for any individual block. Parking demand is generated only by the users in each building; people do not come to a municipality's CBD merely to park. Not all users bound for a particular block will choose to park there, even if sufficient spaces are available. Market factors, especially price and walking distance, will result in substantial interaction between blocks both within and outside of the study area. In organizing the study area into sub-districts, Walker attempted to encapsulate and pair parking supplies with parking demand within reasonable walking distances to accurately reflect "true-life" conditions within the downtown parking market.

**DISTRIBUTION**

Walker first evaluated supply by ownership. The City of Utica provides a total of 3,595 spaces within the study area, 35% of the total supply. The other 6,720 spaces are owned privately, constituting the other 65% of supply. Distribution by facility is illustrated in Figure 3.

**Figure 3: Distribution by Facility and Ownership**

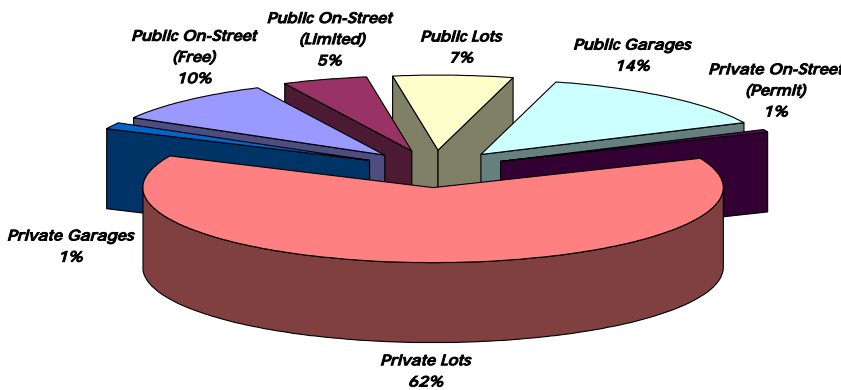







Figure 4, following page, illustrates the location of public and private facilities containing 75 or more spaces within the study area.





FIGURE 4: SUPPLY FACILITIES

LEGEND:

-  Study Area Border
-  Public Lot
-  Public Garage
-  Private Lot
-  Private Garage
- ##** Block Number



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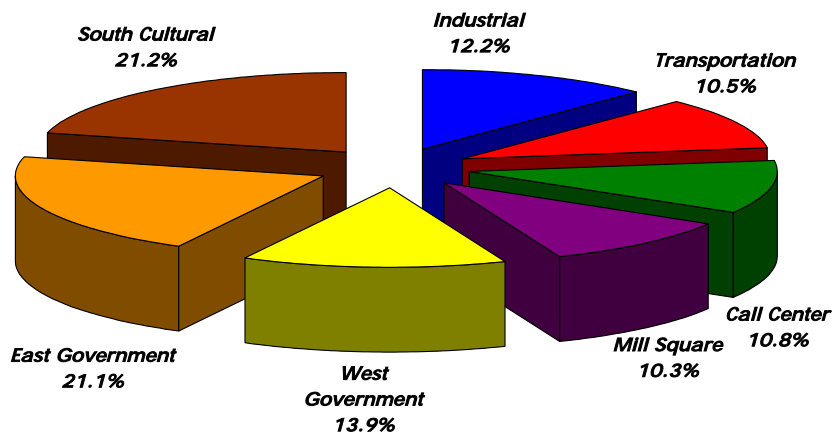
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Of the publicly owned spaces, 41% (1,474) are on-street spaces, totaling 983 unrestricted spaces and 491 spaces under some type of time restriction. Surface lots accounted for 19% of all public parking spaces, totaling 689 spaces. Finally, the municipal garages provide 1,432 public spaces, 40% of the public supply.

Privately held (permitted) curbside spaces accounted for less than 1% of the private parking supply with just 52 of 6,720 spaces. Surface lots accounted for the bulk (97%) of the private parking supply with 6,529 spaces. The only private garage, held by ACS, accounted for only 139 spaces and 2% of the private supply.

Among the sub-districts, the South Cultural area contained the most number of spaces, followed closely by the East Government Sub-District. Distribution among the sub-districts is illustrated in Figure 5.

Figure 5: Distribution by Sub-District



### EFFECTIVE PARKING SUPPLY

Often a facility will be perceived as full by potential patrons, even when there are still a small number of spaces available. Additionally, once a facility reaches a certain occupancy level, relative to total capacity, the facility is operating at peak efficiency. While there may still be a handful of available spaces to be had, the effort to locate them negates their usefulness to the average patron. Users may experience frustration and delays as they have to search for the last few vacant spaces or wait for other vehicles to exit the facility. Some patrons may avoid parking altogether, taking their business elsewhere.



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To protect against this, Walker applies an *optimum utilization factor* adjustment to the base parking supply inventory. The optimum utilization factor engineers a “cushion” against the perception of inadequate parking, assuring both the perception and reality of available spaces. The optimum utilization factor is also applied as a “cushion” against patrons whom mispark, small repairs on facilities or city streets, derelict vehicles, and snow piles during the winter months.

Optimum utilization factors are adjusted by the type of patron and type of facility. For on-street parking, a factor of 85% is employed because of the relative difficulty of finding an open space during peak times. Surface lots and structures may require a factor of 85-95% depending on the type of patron. Visitors, retail patrons, or persons unfamiliar with the area will require a factor of 85%, whereas employees and residents who tend to park in the same place every day may necessitate a factor of 90-95%. Facilities served by valet parking have a factor of 100%, because those attendants parking the vehicles have detailed knowledge of the structure and can utilize its supply to fullest advantage.

When the optimum utilization factor is applied to the inventory, the *effective parking supply* is rendered. For the purposes of this study, Walker did applied an optimum utilization factor of 85% to all on-street parking facilities, a 90% factor to all public garages, a 95% factor to both public and private lots and a 100% factor to private garages. This reduced the raw supply inventory of 10,333 spaces to an effective parking supply of 9,723 spaces. A detailed table of optimum utilization factor adjustments on a block-by-block basis is included in Appendix A.

Table 1 shows the conversion of raw inventory into effective parking supply for each of the sub-districts.

**Table 1: Sub-District Effective Parking Supply**

<b>SUB - DISTRICT</b>	<b>RAW INVENTORY</b>	<b>OPTIMUM UTILIZATION FACTOR</b>	<b>EFFECTIVE PARKING SUPPLY</b>
Industrial	1,267	94%	1,194
Transportation	1,084	95%	1,031
Call Center	1,130	94%	1,059
Mill Square	1,064	95%	1,009
West Government	1,492	91%	1,359
East Government	2,150	96%	2,067
South Cultural	2,146	97%	2,074
<b>TOTAL</b>	<b>10,333</b>	<b>95%</b>	<b>9,793</b>

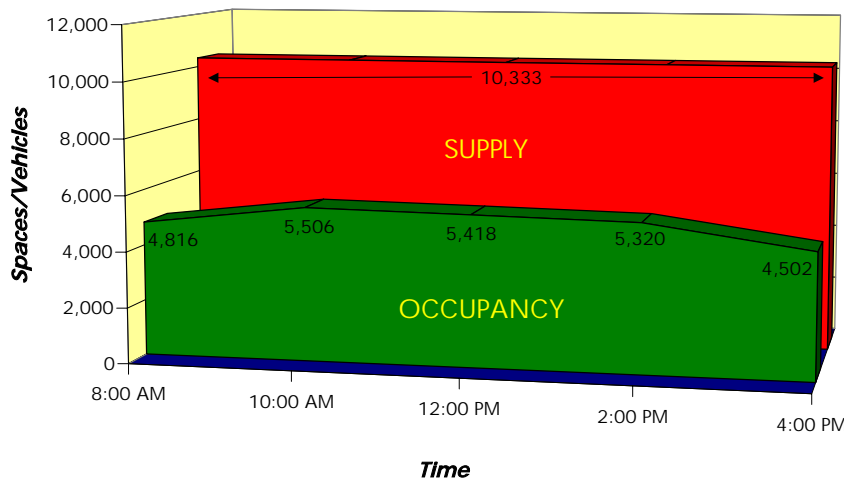
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Walker observed 5,506 vehicles parked across the study area at 10:00 AM on June 25, 2002, a Thursday, rendering the peak weekday occupancy for the entire study area. At peak, 53% of the raw inventory's capacity was utilized. Figure 6 illustrates the general trend across the study area.

**OCCUPANCY**

Figure 6: Occupancy Trends, 6/25/02



A detailed table, showing block-by-block totals for each count across the survey day, is included in Appendix A.

**METHODOLOGY**

Occupancy is the number of parked vehicles counted within the study area on survey day. The survey day occupancy does not represent the peak demand that will be experienced by an area in the course of one-year, but does represent typical parking conditions.

Walker chose to survey demand for a weekday, as municipal officials indicated that weekend and evening utilization was not a concern within the CBD at this time. Offices, both private and governmental, are the largest driver of demand in the Utica CBD and exert the greatest influence on the study area during normal business hours.

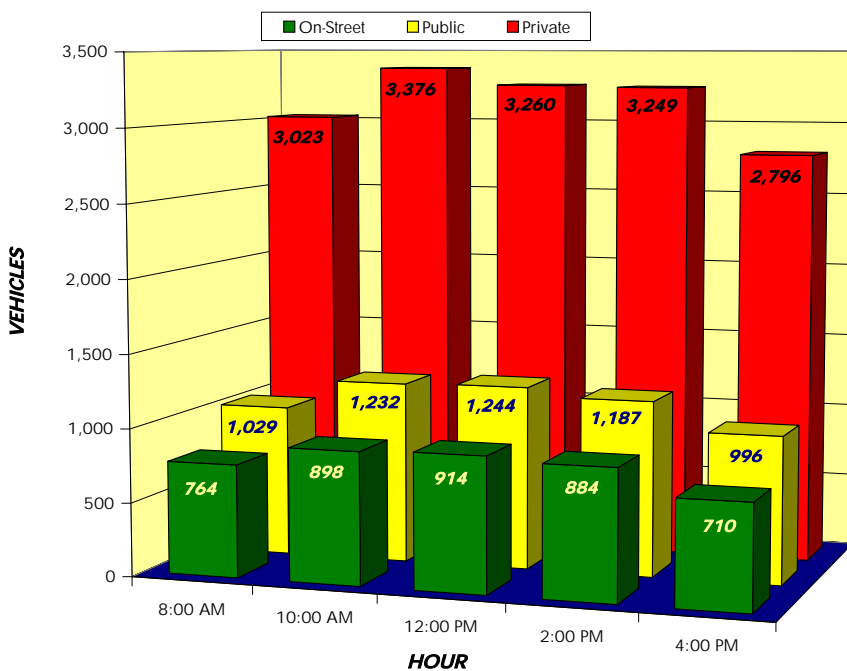
A Thursday was chosen as the survey day. Walker traditionally performs occupancy inventories mid-week, as fewer individuals are likely to be absent beginning or finishing a long weekend. Mid-morning to early afternoon provides the maximum capture of individuals at work, accommodating those late arriving or early leaving their place of employment.

Utilizing volunteers provided by the City of Utica, occupancy counts were taken for each block within the study area. Occupancy counts were performed every other hour by necessity, as the study area was so large that hourly counts traversing the entire CBD could not accurately be executed. The entire study area was traversed on foot, counting vehicles on a block-by-block basis and recording the results.

**DISTRIBUTION**

Distribution of occupancy for on-street, public and private facilities was proportionate to the distribution of supply for the most part. On-street parking was slightly more utilized than public facilities and public lots and garages were slightly more utilized than private facilities. Figure 7 illustrates occupancy levels for each grouping.

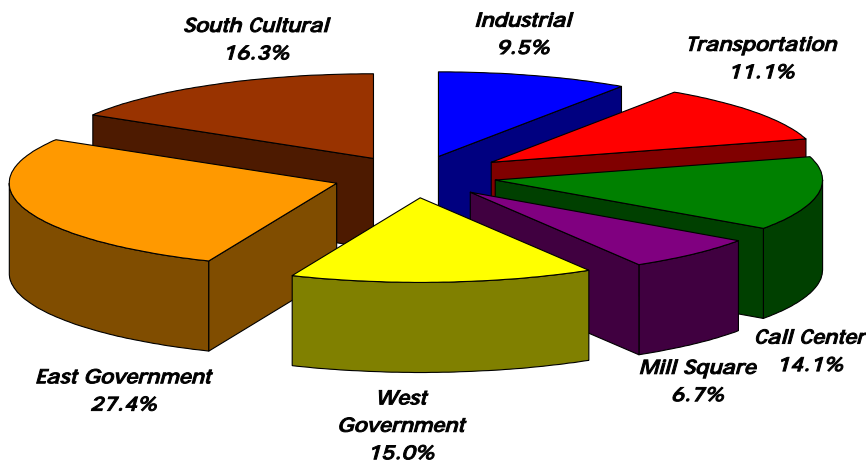
**Figure 7: Occupancy by Facility**



Distribution of occupancy to supply by sub-district was not proportionate. This does not mean that there is necessary a parking shortage in a particular area, but when the share of total occupancy is greater than the share of total parking supply, the imbalance does predispose the area for parking shortage during periods of peak parking demand.

For example, the East Government Sub-District experienced 27.4% of the total occupancy on the survey day, but contains only 21.1% of the total parking supply inventory. This 6.3% difference between supply and occupancy distribution indicates that the area may have more demand generators than the local parking facilities can support. Similar imbalances between distributions of supply and occupancy were noted for the West Government Sub-District (1.1%) and the Call Center Sub-District (3.3%). Imbalances between supply and occupancy favoring the supply side were noted in the South Cultural Sub-District (4.9%), the Industrial Sub-District (2.7%), the Transportation Sub-District (.6%) and the Mill Square Sub-District (3.6%). Distribution of peak occupancy across the seven areas is shown in Figure 8.

Figure 8: Occupancy by Sub-District



### UTILIZATION

Utilization is the measure of the total capacity of the supply inventory occupied at a given moment. Utilization is not a measure of adequacy, but it can indicate current or future supply shortages under peak conditions.

June is typically a “slow” month in municipal CBDs. Office occupancy can drop as much a 20% during the month as employees are absent on holiday. Because office space is such a large component of the typical CBD, a reduction in office occupancy can translate into a near proportionate reduction in parking occupancy. The majority of retail stores and restaurants in downtown Utica exist to serve employees, so there are few other demand generators in the CBD to compensate for the reduction in day-to-day demand. As a result, utilization rates

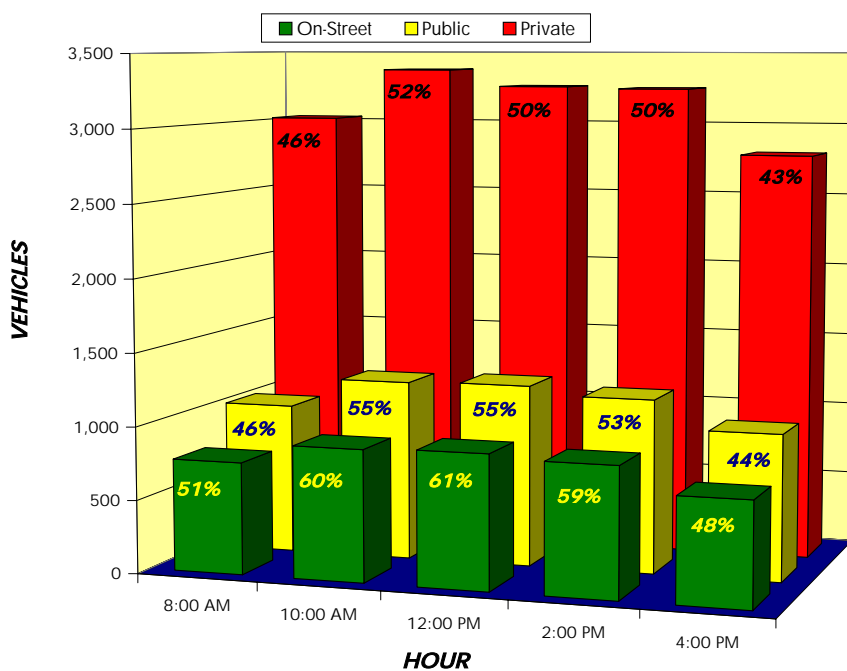
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recorded on the survey day were not considered typical. Only a handful of blocks within the study area exceeded 80% of capacity during the course of the day.

On-street spaces had the highest utilization overall. This is typical for a CBD as these spots offer the best proximity to most destinations. Utilization of public parking facilities was slightly higher than utilization of private facilities for two reasons. First, private facilities include driveways and lots reserved for residences, which experience a lower utilization during the day while residents are away at work. Second, the majority of the public (off-street) facilities were located near major demand generators such as the APAC Call Center, the Radisson and City Hall, where as private (off-street) facilities served a wider range of large and small demand generators. Utilization trends are shown in Figure 9.

Figure 9: Utilization by Facility



Sub-district utilization indicated pockets of high demand around the East Government and Call Center Sub-Districts. This was due, in part, to the density of development in these areas, as well as the kind of demand generators. The other sub-districts, with fewer high-rise buildings and smaller concentrations of office space, experienced lower utilization levels. Utilization levels by sub-district are shown in Table 2 on the following page.



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Table 2: Utilization by Sub-Districts

<b><i>SUB - DISTRICT</i></b>	<b><i>INVENTORY</i></b>	<b><i>OCCUPANCY</i></b>	<b><i>UTILIZATION</i></b>
Industrial	1,267	521	41%
Transportation	1,084	611	56%
Call Center	1,130	775	69%
Mill Square	1,064	368	35%
West Government	1,492	826	55%
East Government	2,150	1,507	70%
South Cultural	2,146	898	42%
<b><i>TOTAL</i></b>	<b><i>10,333</i></b>	<b><i>5,506</i></b>	<b><i>53%</i></b>

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Under 2002 conditions, Walker projected a peak demand of 7,011 vehicles against the effective parking supply of 9,793 spaces, rendering 2,782 spaces available at peak and a utilization rate of 71.6%. Parking deficits were of 77 spaces and 88 spaces were identified for the Call Center and East Government Sub-Districts.

## **DEMAND**

When Utica National Insurance relocates 225 employees to the OTB site in mid- to late 2004, peak demand is projected to increase to 7,135 spaces against the effective parking supply of 9,793 spaces. The system will post a parking surplus of 2,658 spaces at this time, utilizing 72.9% of the capacity of the total effective parking supply. However, due to the parking surplus in the West Government Sub-District, the parking supply deficits projected for the Call Center the East Government Sub-Districts will remain unchanged.

## **METHODOLOGY**

For the purposes of this study, Walker chose to focus on weekday demand. As noted in the previous section, City of Utica officials indicated that during weekend and evenings the current supply should be adequate now and during the foreseeable future. This is not to say the parking supply inadequacies could not exist with specific blocks or facilities during weekends or evenings. However, Walker's experience with similar sized municipalities has been that when these parking supply shortages on certain blocks or in certain facilities during weekends and evenings do occur, there is typically other parking spaces available to meet this demand within reasonable walking distance.

To assess parking adequacy, Walker first had to project demand under peak conditions. Parking demand is defined as the peak accumulation of parkers generated by the building and land uses present in the study area. The parking demand is determined by multiplying the square feet of building space by a parking demand ratio, which is the number of parkers generated per 1,000 square feet of land use. The base demand ratios were based on longitudinal studies of various land uses performed by the Institute of Transportation Engineers, the Urban Land Institute, the International Council of Shopping Centers and Walker Parking Consultants and regarded within the real estate industry as accurate predictors of parking demand under peak conditions. The basic demand ratios can be examined in Table 3 on the following page.



**Table 3: Basic Parking Demand Ratios**

<b>Basic Parking Generation Ratios</b>						
<b>Spaces required per unit land use</b>						
<b>Land Use</b>	<b>User Group</b>	<b>Weekday</b>	<b>Saturday</b>	<b>Unit</b>	<b>Primary Source</b>	
Retail	Customers	2.75	3.40	/1000 sf	ULI Shopping Ctr	
	Employees	0.50	0.60	/1000 sf		
Fast Food	Customers	8.80	10.60	/1000 sf	ITE Parking Generation	
	Employees	2.90	3.50	/1000 sf		
Theater/Auditorium	Customers	0.30	0.32	/seat	Walker Database	
	Employees	0.10	0.10	/seat		
Bar/Lounge	Customers	9.30	13.30	/1000 sf	ULI Shared Parking & Walker Database	
	Employees	4.70	6.70	/1000 sf		
Restaurant	Customers	6.10	5.00	/1000 sf	ITE Parking Generation	
	Employees	3.00	2.00	/1000 sf		
Museum	Customers	0.33	0.33	/att	Walker Database	
	Employees	1.00	1.00	/emp		
Health Club	Customers	10.00	10.00	/1000 sf	Walker Database	
	Employees	1.50	1.50	/1000 sf		
Hotel	Guests	1.00	1.00	/room	Walker Database	
	Ballroom	Guests	20.00	29.00	/1000 sf	Urban Land "Hotel Parking"
	Meeting Rooms	Guests	20.00	29.00	/1000 sf	Urban Land "Hotel Parking"
	Restaurant/Lounge	Guests	10.00	10.00	/1000 sf	ULI Shared Pkg.
	Employees	Employees	0.33	0.25	/room	Urban Land "Hotel Parking"
Residential	Residents	1.00	1.00	/unit	ULI Shared Pkg.	
	Visitors	0.05	0.10	/unit		
Bank	Visitors	2.54	1.24	/1000 sf	ITE Parking Generation	
	Employees	1.69	0.83	/1000 sf		
Medical Office	Visitors	2.22	2.22	/1000 sf	ITE Parking Generation	
	Employees	1.89	1.89	/1000 sf		
Industrial	Visitors	0.10	0.02	/1000 sf	ITE Parking Generation	
	Employees	1.47	0.48	/1000 sf		
General Office	Visitors	0.15	0.02	/1000 sf	ULI Shared Pkg.	
	Employees	2.85	0.48	/1000 sf		
Government Office	Visitors	0.84	0.02	/1000 sf	ITE Parking Generation	
	Employees	3.00	0.48	/1000 sf		
College	Students	0.82	0.82	/stu	ITE Parking Generation	
	Employees	0.50	0.50	/emp		
Church	Visitors	0.36	0.36	/vis	ITE Parking Generation	
	Employees	1.00	1.00	/emp		
Courthouse	Visitors	0.50	0.35	/vis	Project Specific	
	Employees	0.75	0.75	/emp		

**REFERENCES:**

*ULI-the Urban Land Institute, "Shared Parking". Washington, DC. ULI-the Urban Land Institute, 1983.*  
*Institute of Transportation Engineers, "Parking Generation". Washington, DC.. ITE, 1987.*  
*ICSC - International Council of Shopping Centers, "Parking Regulations for Shopping Centers".*  
*Urban Land, "Hotel Parking", January 1988.*



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Adjustments were then applied to these base ratios to reflect field observations, user characteristics and project specific variations from typical municipal parking demand trends. Adjusted parking generation ratios for each land use were determined by multiplying Walker's basic parking demand ratios by the non-captive ratio (one minus the percent captive), a modal split ratio (one minus the percent driving their car and parking it in the study area) and local adjustment factors.

Overall, the effects of the non-captive ratio can be very significant. Nationally, seventy percent (70%) of restaurant customers have been determined to be CBD employees, while fifty percent (50%) of the retail patrons are captive. These patrons may park at their place of work, but patronize other land uses such as a restaurant, bank or retail on foot. The use of the non-captive ratio ensures that captive patrons are not counted twice in the overall parking demand estimate for the CBD core area. For this project, non-captive ratios for each land use were based on Walker's observations during survey periods and Walker's experience with similar projects.

While there is an operating bus system and rail service to the city, most parkers still arrive and depart from the study area by personal vehicle. As a result, only about 10% of the total demand could be reduced for any one land use by modal split as it applied to commuters entering the study area via mass transit, on foot, by bicycle or via rideshare.

Local adjustment factors are variations in demand specific to the project. A local adjustment factor is the ratio of observed overall parking occupancy to the calculated parking demand after all other adjustments are applied. Local adjustment factors may be influenced by: vacancy rates for particular land uses, local variations in density of use from national standards and other environmental factors specific to the study area or locality.

For example, office space in major metropolitan center is typically staffed roughly three persons per 1,000 square feet. This ratio is the result of the availability and cost of office space; the 3 per 1,000 is generally the most efficient and cost effective ratio. However, in a smaller municipality, where office space is more abundant or cheaper, staffing to square footage ratios may be reduced as employers can afford to lease more space. Local adjustment factors are applied to reflect changes in staffing to floor space ratios specific to a project or municipality.

The factors applied and resulting project specific demand ratios are shown in Table 4, following page.

Table 4: Project Demand Ratios

Land Use	User Group	Weekday					Saturday					
		Base Ratio	Local Adj	Non-Mode		Project Ratio	Base Ratio	Local Adj	Non-Modal		Project Ratio	Unit
				Captive Ratio	Split Adj				Captive Ratio	Split Adj		
Retail	Customers	2.75	0.8	0.2	0.9	0.40 /1000 sf	3.40	0.8	0.2	0.9	0.49 /1000 sf	
	Employees	0.50	0.8	1	0.9	0.36 /1000 sf	0.60	0.8	1	0.9	0.43 /1000 sf	
Fast Food	Customers	8.80	0.8	0.1	0.9	0.63 /1000 sf	10.60	0.8	0.1	0.9	0.76 /1000 sf	
	Employees	2.90	0.8	1	0.9	2.09 /1000 sf	3.50	0.8	1	0.9	2.52 /1000 sf	
Theater/Auditorium	Customers	0.30	0.8	1	0.9	0.22 /seat	0.32	0.8	1	0.9	0.23 /seat	
	Employees	0.10	0.8	1	0.9	0.07 /seat	0.10	0.8	1	0.9	0.07 /seat	
Bar/Lounge	Customers	9.30	0.8	0.25	0.9	1.67 /1000 sf	13.30	0.8	0.75	0.9	7.18 /1000 sf	
	Employees	4.70	0.8	1	0.9	3.38 /1000 sf	6.70	0.8	1	0.9	4.82 /1000 sf	
Restaurant	Customers	6.10	0.8	0.25	0.9	1.10 /1000 sf	5.00	0.8	0.75	0.9	2.70 /1000 sf	
	Employees	3.00	0.8	1	0.9	2.16 /1000 sf	2.00	0.8	1	0.9	1.44 /1000 sf	
Museum	Customers	0.33	0.8	1	0.8	0.21 /att	0.33	0.8	1	0.8	0.21 /att	
	Employees	1.00	0.8	1	0.9	0.72 /emp	1.00	0.8	1	0.9	0.72 /emp	
Health Club	Customers	10.00	0.8	0.5	0.9	3.60 /1000 sf	10.00	0.8	0.75	0.9	5.40 /1000 sf	
	Employees	1.50	0.8	1	0.9	1.08 /1000 sf	1.50	0.8	1	0.9	1.08 /1000 sf	
Hotel	Guests	1.00	0.05	1	0.9	0.05 /room	1.00	0.6	1	0.9	0.54 /room	
Ballroom	Guests	20.00	0.8	1	0.9	14.40 /1000 sf	29.00	0.8	1	0.9	20.88 /1000 sf	
Meeting Rooms	Guests	20.00	0.8	1	0.9	14.40 /1000 sf	29.00	0.8	1	0.9	20.88 /1000 sf	
Restaurant/Lounge	Guests	10.00	0.8	0.5	0.9	3.60 /1000 sf	10.00	0.8	0.5	0.9	3.60 /1000 sf	
	Employees	0.33	0.8	1	0.9	0.24 /room	0.25	0.8	1	0.9	0.18 /room	
Residential	Residents	1.00	0.8	1	0.9	0.72 /unit	1.00	0.8	1	0.9	0.72 /unit	
	Visitors	0.05	0.8	1	0.9	0.04 /unit	0.10	0.8	1	0.9	0.07 /unit	
Bank	Visitors	2.54	0.8	0.25	0.9	0.46 /1000 sf	1.24	0.8	0.75	0.9	0.67 /1000 sf	
	Employees	1.69	0.8	1	0.9	1.22 /1000 sf	0.83	0.8	1	0.9	0.60 /1000 sf	
Medical Office	Visitors	2.22	0.8	0.9	0.9	1.44 /1000 sf	2.22	0.8	0.9	0.9	1.44 /1000 sf	
	Employees	1.89	0.8	1	0.9	1.36 /1000 sf	1.89	0.8	1	0.9	1.36 /1000 sf	
Industrial	Visitors	0.10	0.1	1	0.9	0.01 /1000 sf	0.02	0.1	1	0.9	0.00 /1000 sf	
	Employees	1.47	0.1	1	0.9	0.13 /1000 sf	0.48	0.1	1	0.9	0.04 /1000 sf	
General Office	Visitors	0.15	0.6	1	0.9	0.08 /1000 sf	0.02	0.6	1	0.9	0.01 /1000 sf	
	Employees	2.85	0.6	1	0.9	1.54 /1000 sf	0.48	0.6	1	0.9	0.26 /1000 sf	
Government Office	Visitors	0.84	0.75	0.75	0.9	0.43 /1000 sf	0.02	0.75	0.75	0.9	0.01 /1000 sf	
	Employees	3.00	0.75	1	0.9	2.03 /1000 sf	0.48	0.75	1	0.9	0.32 /1000 sf	
College	Students	0.82	0.8	0.9	0.9	0.53 /stu	0.82	0.8	0.9	0.9	0.53 /stu	
	Employees	0.50	0.8	1	0.9	0.36 /emp	0.50	0.8	1	0.9	0.36 /emp	
Church	Visitors	0.36	0.8	0.9	0.9	0.23 /vis	0.36	0.8	0.9	0.9	0.23 /vis	
	Employees	1.00	0.8	1	0.9	0.72 /emp	1.00	0.8	1	0.9	0.72 /emp	
Courthouse	Visitors	0.50	0.8	0.9	0.9	0.32 /vis	0.35	0.8	0.9	0.9	0.23 /vis	
	Employees	0.75	0.8	1	0.9	0.54 /emp	0.75	0.8	1	0.9	0.54 /emp	

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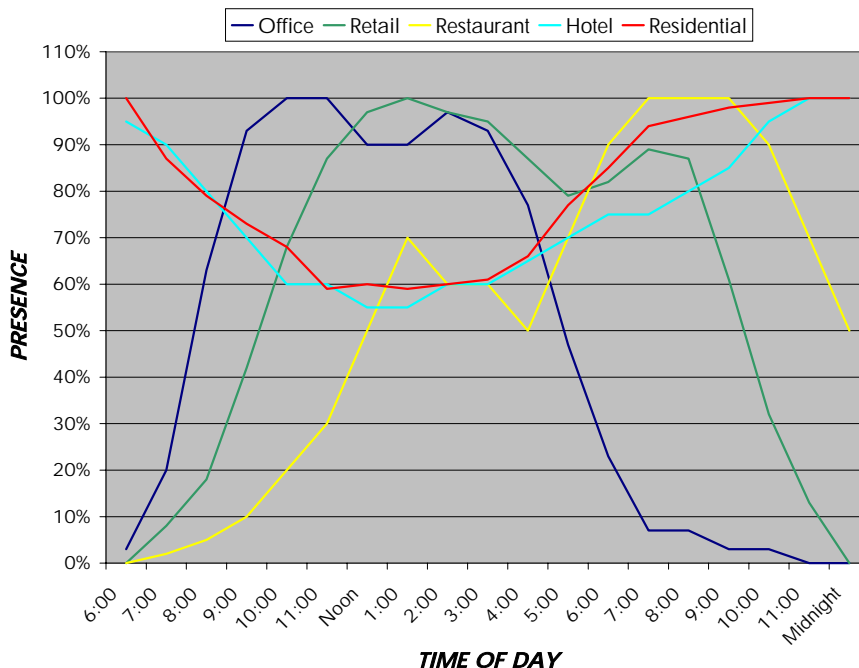
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Once project specific demand ratios were calculated, the model was used to calculate peak demand for each block and the entire study area by entering land use data provided by the Utica Department of Urban Planning. Peak demand was projected for each land use and summed as the peak of all land uses. This sum figure was inflated as it assumed that all land uses would experience peak demand simultaneously. In reality, different land uses experience peak demand at different times.

To reflect 'real life' conditions, Walker took the peak demand projections and applied two adjustments to render a more accurate forecast of peak demand. These adjustments were a time of day adjustment and a month of year adjustment. Adjustments for time of day and month of year are referred to in the parking industry as *presence*.

*Presence* refers to the presence of users at a land use. Adjustments for presence reflect the fact that different land uses accumulate demand at different times of the day or year. For example, presence for an office building climbs significantly during the early morning hours, remains static from late morning to late afternoon and then drops dramatically during the evening as office workers arrive for the day, work and then depart for home. Inversely, hotel presence will be fairly low during the day as many guests checkout in the morning or are elsewhere conducting personal business and don't check-in or return until the late afternoon or evening. This is illustrated in Figure 10.

Figure 10: Hourly Presence



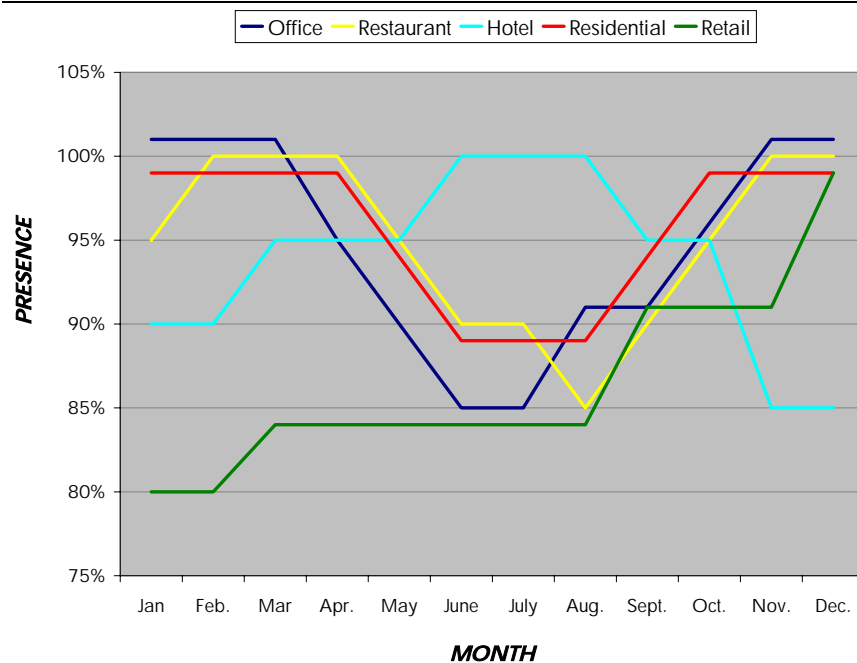


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Presence can also fluctuate according to month of the year. Using the same examples, differences in presence for an office building month-to-month will fluctuate according to the school year and vacation schedules, with demand decreasing during the summer months. Inversely, during the summer months, presence in a hotel will be higher to reflect the increased volume of tourists and visitors. Presence is likely to drop off significantly during November and December as fewer individuals are going to be inclined to travel far from home during the holidays. This is shown in Figure 11.

Figure 11: Monthly Presence



With these adjustments in presence made, peak demand could be projected. Once demand was projected, it could be compared to the existing parking supply and adequacy could be judged. Parking adequacy is defined as the balance of the effective parking supply as compared to parking demand. Walker projected demand and evaluated adequacy for the entire study area for the years 2003, 2007, 2012 and 2017.

**LAND USE INVENTORY**

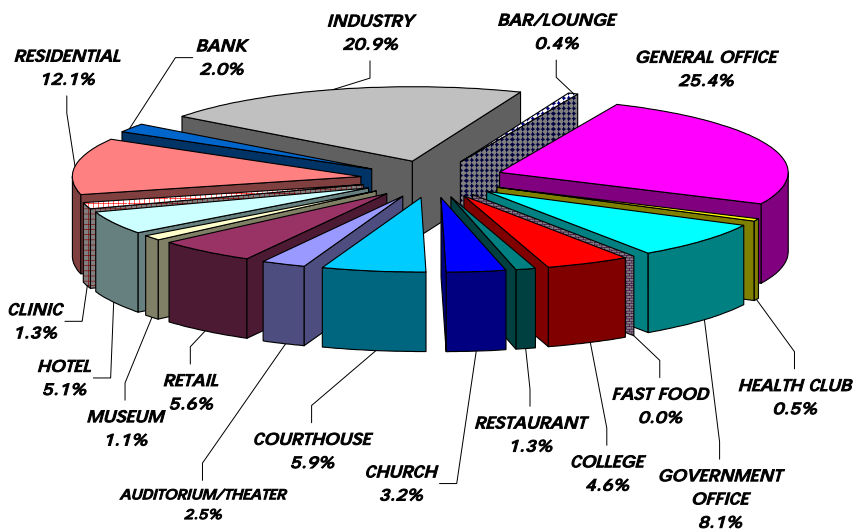
The City of Utica’s Department of Urban & Economic Development provided Walker with basic land use information regarding square footages and designations of different buildings across the study area. Working with block sketches made during field observations and local businessmen and representatives via phone interviews, Walker

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developed a land use inventory of all structures within the study area. Walker identified seventeen different land uses within the study area and over seven million square feet of programmed space. Results of the land use survey are include in Appendix B. Distribution of different land uses, by gross square footage, is illustrated in Figure 12.

Figure 12: Distribution of Land Use



### EMERGING DEVELOPMENTS

The only imminent development identified to Walker in the course of our fieldwork was the relocation of 225 employees of Utica National Insurance Group to the OTB site, effective mid- to late 2004. Formerly, Utica National was to relocate it employees to the Harza Building at 181 Genesee Street in the spring of 2003, absorbing 87,000 square feet of vacant Class A office space. However, the insurance company has instead elected to build a new 40,000 square foot facility on the empty parcel bounded by Lafayette, Broadway, Columbia and Washington Streets.

This change in plans has left the vacant office space (87,000 sf) available to the general market. Urban and Economic Development for the City of Utica speculates this space will be completely absorbed by a new tenant in the next 18 to 24 months.

In lieu of information regarding other substantial new developments within the study area, Walker assumed that future growth would most likely come in the form of expansion of existing enterprises or absorption of space currently vacant. Walker applied a conservative

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set of assumptions to model moderate growth within the study area, based on our understanding of local employment and growth trends. Our assumptions were as follows:

1. Over the next fifteen years, office space vacancy will decline 1% annually.
2. Over the next fifteen years, enrollment at the Utica School of Commerce and the Munson-Williams-Proctor Art Institute will increase by 2% annually.
3. Over the next fifteen years, faculty and staff at the Utica School of Commerce and the Munson-Williams-Proctor Art Institute will increase by 1% annually.
4. Over the next fifteen years, the number of available rooms at the Hotel Utica will increase from 112 to 176.

The five assumed factors were the drivers for Walker's future demand growth projections for the pre-determined planning horizons (2007, 2012 and 2017).

## 2002 CONDITIONS

If demand were calculated as a flat application (i.e. no adjustments for time of day or year), peak demand across the study area would equal 10,239 vehicles on a weekday and 7,020 vehicles on a Saturday. This demand figure is obviously overstated based on the observed peak parking occupancy, only 5,506 vehicles. The lower observed parking occupancy occurs because of the following three factors:

1. *Parking demand at different land uses peaks at different times of the day.*
2. *Many patrons will visit more than one establishment on a single trip downtown.*

Based on these factors, peak demand for current conditions was projected to be for **7,011 vehicles**. Walker arrived at this figure by applying the adjustments described in the Methodology section. Peak demand is projected to occur on a weekday morning in November. Peak demand projections under current conditions for each month through out the year are shown in Appendix B.

Utilization varied widely, block-to-block. Ten blocks exceeded the effective parking supply, while twenty-eight blocks exerted demand equal to less than 50% of their effective supply. Figure 13, next page, illustrates trends across the study area under peak conditions.



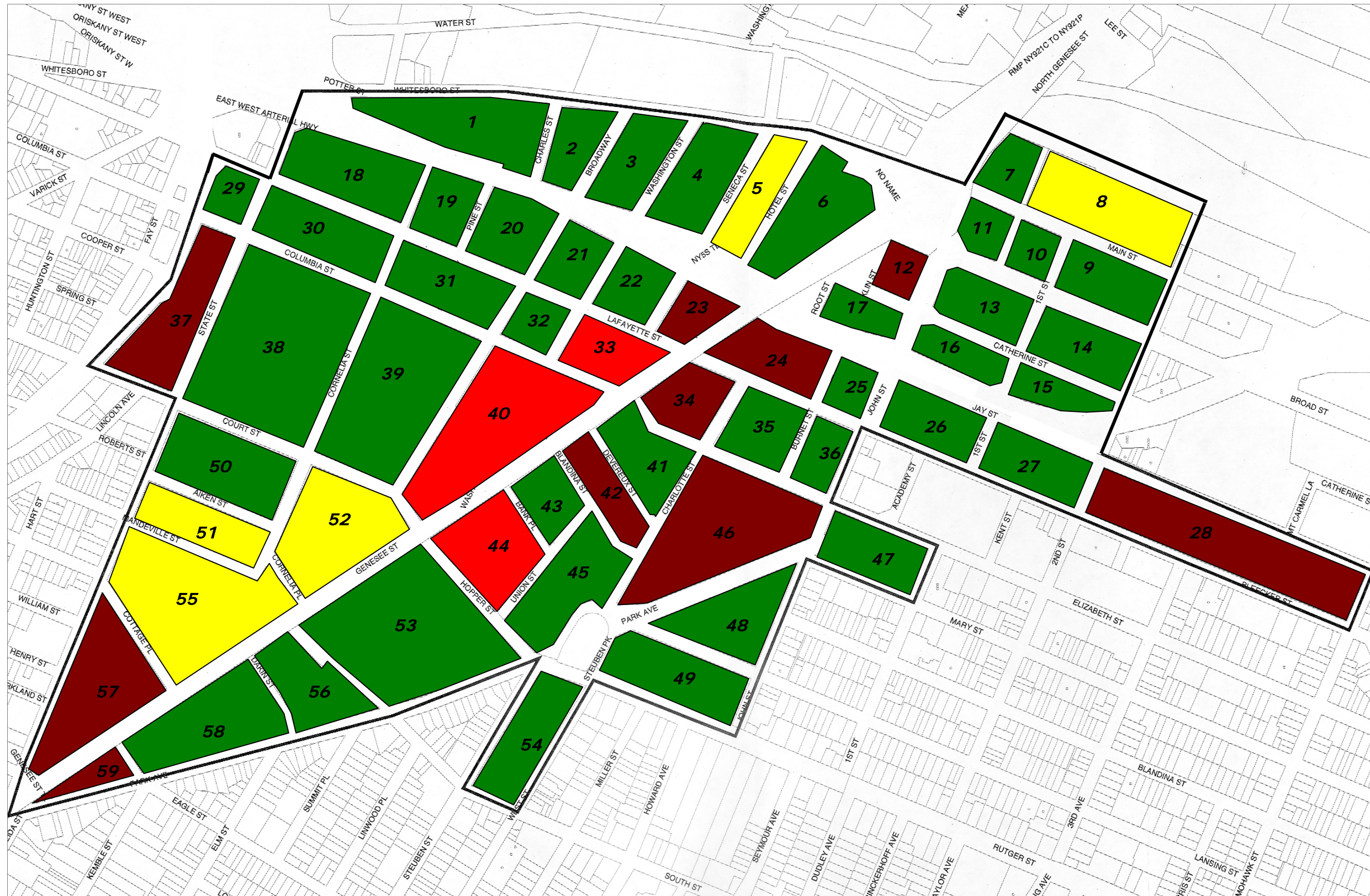







FIGURE 13: CURRENT UTILIZATION

LEGEND:

-  Study Area Border
- ##** Block Number
-  Up to 79% Utilization
-  80% to 89% Utilization
-  90% to 100% Utilization
-  Over to 100% Utilization





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Utilization at peak across the sub-districts varied widely. Demand is projected to exceed the effective parking supply in the Call Center and East Government Sub-Districts. Utilization projections for each sub-district are shown in Table 5.

**Table 5: Sub-District Utilization**

<b>SUB - DISTRICT</b>	<b>EFFECTIVE PARKING SUPPLY</b>	<b>2002 PEAK DEMAND</b>	<b>UTILIZATION</b>
Industrial	1,194	392	32.8%
Transportation	1,031	474	46.0%
Call Center	1,059	1,136	107.3%
Mill Square	1,009	555	55.0%
West Government	1,359	830	61.1%
East Government	2,067	2,155	104.3%
South Residential	2,074	1,469	70.8%
<b>TOTAL</b>	<b>9,793</b>	<b>7,011</b>	<b>71.6%</b>

**ADEQUACY**

Parking adequacy is defined as the balance of the effective parking supply as compared to parking demand. The traditional method of analyzing parking in a downtown mixed-use area is to determine the effective parking supply and peak demand and compare them to determine adequacy. A positive figure indicates there is more supply than demand to the balance; a negative figure indicates more demand than supply.

From a study area wide perspective, the effective parking supply of 9,793 spaces is adequate to meet the projected peak demand of 7,011 vehicles. At this peak hour, utilization of the effective parking supply will be 71.6% of the total capacity, with a surplus of 2,782 spaces. Block-by-block detail of 2002 parking supply, demand and adequacy is included in Appendix A.

A very fundamental aspect of any area being studied is the interplay of activities from block-to-block; parking is one of these dynamic factors. It is important not to just focus on the total balance for the study area. A study area can have a positive outcome and still contain parking shortages on individual blocks. These shortages occur when imbalances in the utilization of parking supply exist. Because parking spaces are unutilized does not automatically translate into availability.

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The available facilities on a given block may be too distant to access from where when parking deficits occur on another block.

By the same token, it is important not to focus on the balance for any individual block. Parking demand is generated only by the users in each building; people do not come to a municipality's CBD merely to park. Not all users bound for a particular block will choose to park there, even if sufficient spaces are available. Market factors, especially price and walking distance, will result in substantial interaction between blocks both within and outside of the study area. The positive/negative figure is merely the net parking balance that block contributes to its influence area (for example, within an acceptable walking distance for most users), and the CBD as a whole. It does not, and should not, represent the number of spaces which should be provided on a specific block, but rather the number of peak hour users generated by the land uses present on one block under peak conditions. For this reason, Walker's final step was to project current demand and evaluate adequacy according to sub-districts.

Parking deficits were identified in the Call Center and East Government Sub-Districts of 77 and 88 spaces, respectively. Because these areas are contiguous and separated by major roadways, patrons must either venture into residential areas adjacent to the two sub-districts or park at distances outside the acceptable range. Thus, while the study area analysis indicates a surplus of parking, effectively there is a 165-space deficit in the Utica CBD under peak conditions. Parking adequacy for each sub-district is shown in Table 6.

**Table 6: 2002 Adequacy by Sub-District**

<i>SUB - DISTRICT</i>	<i>EFFECTIVE PARKING SUPPLY</i>	<i>2002 PEAK DEMAND</i>	<i>ADEQUACY</i>
Industrial	1,194	392	802
Transportation	1,031	474	557
Call Center	1,059	1,136	(77)
Mill Square	1,009	555	454
West Government	1,359	830	529
East Government	2,067	2,155	(88)
South Residential	2,074	1,469	605
<b>TOTAL</b>	<b>9,793</b>	<b>7,011</b>	<b>2,782</b>

**2004 CONDITIONS AND ADEQUACY**

As stated previously, the only emerging development factored into the 2004 analysis was the relocation of 225 Utica National Insurance Group employees onto the OTB parcel. This move will increase total peak parking demand to 7,214 vehicles. This figure is still 2,580 spaces less than the effective parking supply, utilizing just 73.7% of total capacity. Block-by-block detail of the 2004 projections of demand and adequacy are included in Appendix B.

The Utica National move will not increase the parking deficit in the Call Center or East Government Sub-Districts. The surplus for the West Government Sub-District should be adequate to absorb the new employees without creating a local parking shortage. Adequacy and utilization by sub-district for 2004 is shown in Table 7.

**Table 7: 2004 Adequacy by Sub-District**

<b>SUB - DISTRICT</b>	<b>EFFECTIVE PARKING SUPPLY</b>	<b>2004 PEAK DEMAND</b>	<b>ADEQUACY</b>	<b>UTILIZATION</b>
Industrial	1,194	392	802	32.8%
Transportation	1,031	474	557	46.0%
Call Center	1,059	1,136	(77)	107.3%
Mill Square	1,009	555	454	55.0%
West Government	1,359	1,033	327	76.0%
East Government	2,067	2,155	(88)	104.3%
South Residential	2,074	1,469	605	70.8%
<b>TOTAL</b>	<b>9,793</b>	<b>7,214</b>	<b>2,580</b>	<b>73.7%</b>

**2007 CONDITIONS AND ADEQUACY**

As stated previously, growth the Utica National relocation was predicated on absorption of the Harza Building vacancy (87,000 sf of Class A office space) and a series of conservative assumptions. In summary, these were:

1. Office space vacancy declines 5% from 2002 levels.
2. Enrollment at the Utica School of Commerce and the Munson-Williams-Proctor Art Institute increases by 10% since 2002.
3. Faculty and staff at the Utica School of Commerce and the Munson- Williams-Proctor Art Institute grows 5% above the 2002 payroll.
4. The Hotel Utica has 133 rooms available for occupancy.



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These changes will increase total peak parking demand to 7,589 vehicles, 2,205 spaces less than the total effective parking supply. At peak, 77.5% of total capacity will be utilized. Block-by-block detail of the 2007 projections of demand and adequacy are included in Appendix B.

This new growth will inflate the parking deficits in the Call Center and East Government Sub-Districts. The new deficit for the Call Center area will be 100 spaces, 129% of the projected deficit for 2002. The East Government area deficit will increase to 345 spaces, a full 392% increase over the 2002 deficit. When combined, total deficits will equal 445 spaces. Adequacy and utilization by sub-district for 2007 is shown in Table 8.

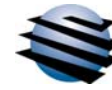
**Table 8: 2007 Adequacy by Sub-District**

<b>SUB - DISTRICT</b>	<b>EFFECTIVE PARKING SUPPLY</b>	<b>2007 PEAK DEMAND</b>	<b>ADEQUACY</b>	<b>UTILIZATION</b>
Industrial	1,194	396	798	33.2%
Transportation	1,031	474	557	46.0%
Call Center	1,059	1,159	(100)	109.4%
Mill Square	1,009	555	454	55.0%
West Government	1,359	1,061	299	78.0%
East Government	2,067	2,412	(345)	116.7%
South Residential	2,074	1,532	542	73.9%
<b>TOTAL</b>	<b>9,793</b>	<b>7,589</b>	<b>2,205</b>	<b>77.5%</b>

**2012 CONDITIONS AND ADEQUACY**

Growth assumptions for 2012 were identical to those used project growth between 2002 and 2007. (The Hotel Utica should have 154 rooms available for occupancy by 2012.) Additional growth from 2008 - 2012 will increase total peak parking demand to 7,774 vehicles. At peak, 79.4% of total capacity will be utilized, rendering a 2,020-space surplus. Block-by-block detail of the 2012 projections of demand and adequacy are included in Appendix B.

The supply deficit for the Call Center area is projected to increase by 68% to 168 spaces. The East Government area deficit will increase by 6% to 364 spaces. The combined deficits will equal 532 spaces. Adequacy and utilization by sub-district for 2012 is shown in Table 9, next page.



**Table 9: 2012 Adequacy by Sub-District**

<b>SUB - DISTRICT</b>	<b>EFFECTIVE PARKING SUPPLY</b>	<b>2012 PEAK DEMAND</b>	<b>ADEQUACY</b>	<b>UTILIZATION</b>
Industrial	1,194	402	792	33.7%
Transportation	1,031	474	557	46.0%
Call Center	1,059	1,227	(168)	115.9%
Mill Square	1,009	555	454	55.0%
West Government	1,359	1,090	270	80.2%
East Government	2,067	2,431	(364)	117.6%
South Residential	2,074	1,595	479	76.9%
<b>TOTAL</b>	<b>9,793</b>	<b>7,774</b>	<b>2,020</b>	<b>79.4%</b>

**2017 CONDITIONS AND ADEQUACY**

Growth assumptions for 2017 were identical to those used project growth 2008 - 2012. (The Hotel Utica should be completed with 176 rooms.) Peak parking demand is projected to increase to 7,969 vehicles, 81.4% of total capacity, rendering a 1,825-space surplus. Block-by-block detail of the 2017 projections of demand and adequacy are included in Appendix B.

By 2017, the supply deficit for the Call Center area is projected to equal 241 spaces. The East Government area deficit is projected to be 384 spaces. The combined deficits will equal 625 spaces. Adequacy and utilization by sub-district is shown in Table 10.

**Table 10: 2017 Adequacy by Sub-District**

<b>SUB - DISTRICT</b>	<b>EFFECTIVE PARKING SUPPLY</b>	<b>2017 PEAK DEMAND</b>	<b>ADEQUACY</b>	<b>UTILIZATION</b>
Industrial	1,194	408	786	34.2%
Transportation	1,031	474	557	46.0%
Call Center	1,059	1,300	(241)	122.8%
Mill Square	1,009	555	454	55.0%
West Government	1,359	1,118	242	82.2%
East Government	2,067	2,451	(384)	118.6%
South Residential	2,074	1,663	411	80.2%
<b>TOTAL</b>	<b>9,793</b>	<b>7,969</b>	<b>1,825</b>	<b>81.4%</b>



Before reviewing options for correcting the supply deficits outlined in the previous section, Walker cautions the reader to consider the nature of this analysis. Statistical findings can often be misleading. The parkers represented by these deficits are not being barred from Utica. As the study area wide analysis of parking in downtown has shown, there are parking spaces going wanting in the city and these users are finding them. So the question becomes not one of quantity in parking, but rather quality.

Quality in parking, also known as level of service, combines several factors: price, proximity, accessibility and availability. Parkers are finding parking spaces in downtown; however, they may not be finding the spaces they want or may be parking in spaces intended for another user group. This often results in complaints by users that they cannot find a parking space convenient to their destination. In order to satisfy any parking shortage, there must be adequate parking spaces allocated to short-term and long-term parking, and they must be convenient to the patron's destination.

A *qualitative* parking shortage occurs when there are available parking spaces, but those spaces are not close enough to the patron's destination (in the opinion of the patron), or the few remaining spaces are difficult to find, or an isolated circumstance occurs at a particular, short-lived point in time when all spaces are occupied. The reality is that under normal conditions, at walking distances acceptable to a majority of the population, there is adequate parking provided.

A secondary influence on the availability of parking is the effect of downtown employees parking in designated short-term spaces. This situation may occur due to the lack of available long-term parking spaces for employees, which forces employees to park illegally in the short-term spaces or requires that employees park at longer-than-desirable walking distances from their place of employment, which may result in office worker parking in adjacent residential or other restricted areas.

There is less incentive to violate parking regulations if adequate, convenient parking is provided for all user groups. Therefore, it is important that the allocation and distribution of the parking supply is appropriate to the short-term parking demand and long-term parking demand in each area. Acceptable walking distance for short-term parkers and long-term parkers is an important consideration in the short-term/long-term parking distribution.

## **OPTIONS**



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Perceived parking shortages can be corrected through a number of initiatives: pricing, subsidies, incentives, restriping, and adding new parking supply. Walker asserts that the solution to Utica's perceived parking problem lays in a combination these initiatives, introduced strategically to achieve the following goals:

1. Reallocate parking spaces so that there is adequate supply to meet short- and long-term demand.
2. Compel a greater percentage of users to park in facilities currently underutilized.
3. Where needed, create new parking supply that is positioned to most efficiently serve the largest number of users.

Improvements in the parking system can be affected two ways: through *program* changes and *infrastructure* improvements.

## PROGRAM

Parking deficits can be addressed programmatically by introducing incentives to reduce demand within an area. These programs are loosely referred to as *Transportation Demand Management* (TDM), a variety of strategies for reducing the total number of motor vehicles operating on common roadways. TDM efforts are commonly focused on reducing traffic volumes by shifting a user's mode of transport from single occupancy vehicles (SOV) to high occupancy vehicles (HOV) such as vans, buses, trains and ferries. TDM efforts typically target daily commuters, statistically the largest driving group in most urban settings.

TDM originated from efforts by planners and engineers to reduce pollution and congestion. However, in recent years, TDM strategies have been adopted as parking management strategies. This is a diversion from the traditional parking management protocol, which is to correct parking problems by building additional supply to meet growing demand. TDM strategies seek to resolve parking issues by maintaining the current parking supply and reducing parking demand at the site.

TDM strategies convert to parking management efforts as easily as anything that reduces traffic volume on roadways and will often result in lower occupancy rates in parking facilities as a destination point. Some of the TDM strategies applied to parking include:

1. Shared use agreements;
2. Reducing demand through price incentives;



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3. Subsidizing alternate transportations modes;
4. Offering Parking Cash Out to commuters.

*Shared use agreements* are created when complimentary land uses contract to use the same parking facility at different times of the day. For example, an office building typically needs parking during normal business hours (8 AM – 5 PM), while a hotel exerts demand after hours (6 PM – 6 AM). Because each facility experiences the bulk of parking demand at different times, they could effectively ‘share’ the same facility rather than building separate facilities. Shared use agreements are common in municipalities where available land is at a premium and the cost to develop parking is high. Shared use allows different land uses to share the cost of land acquisition, construction, maintenance and operation, effectively getting a full parking supply at half price.

Shared use agreements are also popular in municipalities where zoning requirements or building ordinance requires provision of parking spaces above and beyond what is needed on a typical day. In this instance, two land uses will share a portion of each other’s parking to meet requirements, even though they may only actually use the spaces a few times per year.

*Pricing* can have a significant impact on parking demand. Depending on how parking rates are structured, prices can reduce overall, short- or long-term demand or force a portion of users to use more distant parking facilities.

Given a choice, motorists usually prefer free parking. According to the Bureau of Transportation Statistics’ 1992 publication *Summary of Travel Trends: 1990 National Personal Transportation Survey*, of the 95% of U.S. employees who commute by automobile, only 5% pay full parking costs and 9% pay a subsidized rate. The BTS report also found that parking is free at more than 98% of non-commute trip destinations.

However, “free” parking is not really free. Consumers ultimately bear parking costs through higher taxes, prices for goods and services, reduced wages and benefits or elevated fines for other traffic infractions. The choice then is actually between paying for parking indirectly or directly. Direct charges for parking are more equitable to the public at large and efficient in terms of managing transportation and parking demand.





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The effect of assessing, revising or increasing fees for parking will vary according to user demographics, geographic area, the number and type of available transportation alternatives and the amount of fee. The Transportation Research Board of the National Academy of Sciences reported that parking demand generally decreases 1-3% for every 10% increase in parking fees (Richard H. Pratt, *Traveler Response to Transportation System Changes*, 1999.) The Comsis Corporation, under the direction of the U.S. Department of Transportation, researched and reported the effect of charging for parking in terms of automobile commute reductions per dollar increment charge in various environments.

In their 1993 report, *Implementing Effective Travel Demand Management Measures: Inventory of Measures and Synthesis of Experience*, Comsis found that commuter demand could be reduced 6.5% - 50% depending on the geographic setting and fee. These findings are illustrated in Table 11.

**Table 11: Percent of Vehicle Trips Reduced by Fee Increases**

Setting	Daily Parking Charge			
	\$1.00	\$2.00	\$3.00	\$4.00
Low density suburb	6.5%	15.1%	25.3%	36.1%
Activity center	12.3%	25.1%	37.0%	46.8%
Central business district	17.5%	31.8%	42.6%	50.0%

*Source: Comsis Corporation, 1993.*

It should be noted that the effects of increasing parking fees to reduce overall parking demand tends to increase over time as consumers have more opportunities to take prices into effect when making long-term decisions. For this reason, it may take many years for the full effect of a price change to be felt. Studies cited by Kenneth Button in *Transport Economics* (Second Edition, 1993, p. 41) estimate that short-term impacts are typically one-third of long-term changes. Joyce Dargay and Dermot Gately reported in the *Transportation Research Board Journal* ("Demand for Transportation Fuels: Imperfect Price-Reversibility?," Vol. 31, No. 1, 1997, pp. 71-82) that about 30% of the response to any transportation price change takes place within 1 year, and that virtually all takes place within 13 years. As a result, in instituting parking fee increases, the results indicated in the above table represent the end result, not the initial impact.



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Parking fees can also be manipulated to shift users away from one area or to shift a portion of the total constituency from one facility to another. By introducing or raising hourly fees on curbside spaces, but offering a flat fee for all day parking in an off-street facility, long-term users can be discouraged from parking curbside. Inversely, if rates are low or non-existent for curbside spaces and charged in off-street facilities, the on-street spaces will be heavily used. Shifting users from one facility or area to another can be caused by elevating rates in parking facilities close to a major demand generator and lowering rates in more distant facilities.

The City of Chicago (IL) raised fees at municipal lots 30 - 120%, bringing them to levels at nearby commercial lots. The number of cars parked declined 35%, with no significant increase in parking at nearby lots.

The City of Eugene (OR) approximately doubled monthly rates at municipal parking lots from a minimum of \$6 to \$16 for surface lots and from \$16 to \$30 for garages. Parking demand declined 35%, about half changing parking locations and the other half switching to public transit or other alternative modes.

Reducing demand through *alternative transportation incentives* is very popular in urban areas with dense populations and limited available land. These incentives can be offered in the form of subsidized transit passes, reduced or eliminated parking fees for carpools or vanpools, direct subsidies to employees organizing and operating carpools or vanpools.

The effectiveness of each type of incentive depends on the geographic setting of the business, the nature of available alternative transportation modes and the amount of incentive offered. Comsis Corporation, in their 1993 study for the U.S Department of Transportation, researched and reported on the net effect of various transit and rideshare subsidies on commuter behavior based on the geographic location, mode orientation and the amount of subsidy.

Geographic locations were identified as suburban settings, activity centers such as corporate, educational and medical campuses and urban CBDs. Mode orientations were identified as *rideshare oriented* (locations where ridesharing provides more than half of all commute travel by alternative modes), *mode neutral* (locations where ridesharing and transit represent about the same portion of alternative commute travel) and *transit oriented* (locations where transit provides more than half of all commute travel by alternative modes).



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Reductions through transit subsidies are likely to have limited impact in Utica, as the majority of weekday users are employees living outside the local transit service area. The effect, therefore, of transit subsidies is expected to be quite limited in terms of total number of spaces freed up by the incentive.

Inversely, ridesharing opportunities for employees and commuters entering the area from outside downtown, where mass transit is non-existent, are likely to have a larger effect. Typically, ridesharing works better in cities like Utica because it can cover a larger geographic area than transit and offers more flexibility in scheduling and routing.

Comsis Corporation calculated that offering a subsidy for commuters to rideshare would reduce vehicle trip and resulting parking demand by 8.4% - 31.4% at a setting similar to Utica, depending on the size of subsidy. Table 12 illustrates estimates of vehicle trip reduction based on a daily rideshare subsidy.

**Table 12: Demand Reduction Through Rideshare Subsidy**

<b>Worksite Setting</b>	<b>Daily Subsidy</b>			
	<b>\$0.50</b>	<b>\$1.00</b>	<b>\$2.00</b>	<b>\$4.00</b>
Low density suburb, rideshare oriented	6.5%	12.6%	20.2%	27.6%
Low density suburb, mode neutral	2.5%	6.1%	11.0%	17.0%
Low density suburb, transit oriented	1.4%	3.6%	6.8%	11.1%
Activity center, rideshare oriented	8.4%	17.0%	24.9%	31.4%
Activity center, mode neutral	4.1%	9.4%	15.3%	21.3%
Activity center, transit oriented	0.5%	1.2%	2.4%	4.3%
Central business district, rideshare orientec	8.1%	14.7%	19.6%	23.0%
Central business district, mode neutral	3.9%	8.1%	2.3%	15.9%
Central business district, transit oriented	0.5%	1.2%	2.3%	3.8%

*Source: Comsis Corporation, 1993.*

Subsidizing alternative transportation has been effective in a variety of settings. Upon moving into new offices in the Seattle suburb of Bellevue, WA, the 430 employees of the engineering firm of CH2M Hill were offered a new deal: a \$49 per month charge for commuters arriving by SOV; a \$40 per month subsidy if they walked, bicycled or took transit to work; or free parking if they carpooled. The firm’s drive-alone rate promptly fell from 89% to 54%, and stayed there. Parking demand dropped by 39%, and the firm’s problem of “too many parkers for too few spaces” evaporated.

Pacific Northwest Bell charged employees who drive alone \$60 per month to park, while offering discounts for carpools. This resulted in



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only 25% of employees driving alone to work, compared with 80% for other employers in the area.

The suburban City of Pleasanton (CA) offers \$1.50 per day to employees who use a commute alternative instead of driving to work alone. All city employees are eligible to participate with no minimum days required. The program has resulted in an annual savings of 20,625 trips. In 1993, the year before the program was implemented, only 28 employees were commuting to work using alternative modes. Average participation in 1994 was 55 employees per month and grew to 66 participants in 1995.

When mass transit and ridesharing is not available, *Parking Cash Out* is always another option for providing incentives to use alternate transportation and reduce parking demand. Parking Cash Out is a simple, effective, and powerful method of reducing parking demand by increasing commuter choice and increasing utilization of the commuting alternatives. It is most commonly offered as part of a program of managed employee benefits. Parking Cash Out is now more attractive as a benefit option because recent changes in the Federal tax code have expanded its applicability. In this format, it is popular with both employees and employers because it serves as an employee benefit and it holds the potential to reduce parking demand and save money.

In essence, Parking Cash Out is a transportation benefit that offers commuters the option of giving up their "free" parking space in exchange for its equivalent monetary value. For example, if an employer currently pays \$50 per month to lease a parking space, under a cash-out program the employer could also offer the choice of a cash payment to employees who choose to give up their parking space. Because offering such a choice removes a strong monetary incentive to not drive, Parking Cash Out can result in substantial reductions in parking demand. It also improves equity among workers by offering equal benefits to parkers and non-parkers.

The key element is choice. Parking Cash Out gives users the choice to forgo their parking space, pocket some or all of their now unhidden parking subsidy, and commute using alternate modes. By being given an explicit choice whether or not to spend money on parking, drivers are made aware of the real value of their parking place. This simple act of uncovering parking subsidies and offering a choice can significantly reduce SOV commuting and parking demand.

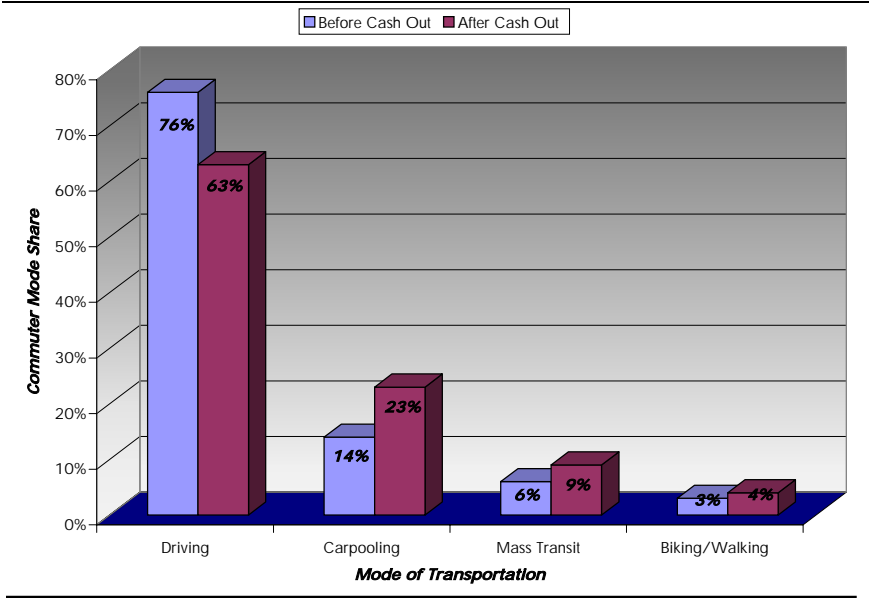
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In 1992, the State of California enacted legislation requiring many employers who subsidize their employee parking to offer a parking cash out program. The law defines a parking cash-out program as "an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space."

Donald C. Shoup, a professor with the School of Public Policy and Social Research at UCLA, studied eight municipalities that implemented Parking Cash Out and its impact on commuter behaviors ("Evaluating the Effects of California's Parking Cash-out Law: Eight Case Studies," *Transport Policy*, Vol. 4, No. 4, 1997, pp. 201-216.) Shoup found that parking Cash Out alone created a 13% shift in modal choice for commuters. Shoup's findings are illustrated in Figure 14.

**Figure 14: Impact of Parking Cash Out on Commuter Behaviors**



Parking Cash Out allows employers to offer its employees the option of receiving non-taxable benefit (up to \$285 in value) in lieu of an on-site parking space if they elect to participate in a qualifying rideshare or transit pass program. If the employee elects to not participate in one of the programs or drive alone to work, employers may offer their employees the cash value of a rented parking space as taxable additional income. In essence, the employee "cashes out" their transportation benefits to increase their net income.

Parking Cash Out also allows employees to refuse the cash and keep the parking space *or* accept tax-free transit or vanpooling benefits (up



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to \$100 worth) in its place. If an employee does accept the cash option, the cash is subject to income taxes like any other type of direct compensation. However, both parties ultimately benefit from implementing parking cash-out: employees' income rises while employers' business expenses decrease from not having to subsidize as much parking.

Some firms and municipalities have been able to dramatically reduce demand and overall costs by cashing out their parking. In Kentucky, the **Louisville and Jefferson County Metropolitan Sewer District** saved over \$125,000 a year by offering Parking Cash Out to its employees. When 21% of employees switched from single-occupant cars to transportation alternatives, the District was able to eliminate parking it had been leasing.

In 1997, the **City of Oakland, CA** successfully implemented Parking Cash Out as a short-term solution to the loss of 88 employee parking spaces due to construction. All employees at the site were offered \$40 a month in Commuter Checks to not drive to work at least three days a week. Employees who agreed not to drive to work just one day a week were offered a \$20 Commuter Check each month. In one year, the program saved 14,650 commute trips.

Parking Cash Out would be most effective applied to employees parking and/or working in the Call Center and East Government Sub-Districts as part of a total benefits package. It could also appeal to commuting students, but only if there was more realized benefit to not driving in every day other than suspension of parking fees or fines. Some sort of tangible fiscal benefit would have to be paired with the avoidance of fees or fines; either a cash incentive or some of other benefit that could be construed a "payment" for agreeing not to drive to destination.

## INFRASTRUCTURE

The easiest and cheapest way to gain additional parking supply is through simple restriping of existing lots and garages. *Restriping* is the function of resurfacing a parking lot and reapplying the paint that marks stalls dimensions, lanes, and turn aisles. Gains are usually accomplished by reducing the width of parking stalls or by realigning stalls and lanes in a more efficient manner to increase the number of stalls in a parking lot. Restriping, performed in tandem with resurfacing a lot, typically costs about \$2.10 per square foot or \$672 per space, based on a 320 square foot stall.



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Long span (60') modules with bi-directional flow and 90° stalls typically present the most efficient layout for maximizing capacity. Marginal gains can be realized by changing the angle of a stall in small modules or converting on-street parking from parallel to angled parking as road width allows. Further study is required to determine if opportunities exist for gains through restriping public facilities within the study area and what the cost-benefit of such action might be.

Walker identified three options for expanding parking in the Call Center Sub-District and nine options for expanding parking in the East Government Sub-District. The following passages represent a *conceptual* examination of sites relative to identified parking deficits and demand generators in each area. More extensive analysis is required to render an accurate and comprehensive evaluation of each site's potential, liabilities and benefits. Walker proposed such an analysis as a deduct-alternate item in our initial response and remains available to execute such tasks as the City deems appropriate. However, based on this limited investigation, Walker can offer no guarantees of facility capacity, cost or functionality.

Four sites were identified to assist correcting projected deficits for the Call Center Sub-District:

- *Site A* is bounded by Oriskany, Burnett and John Streets. The site is currently a 45-space surface lot serving Gannett delivery vehicles. The site could be restriped to increase capacity up to roughly 90-spaces.
- *Site B* is bounded by Oriskany and Jay Streets. This currently vacant parcel next to an apartment complex could be converted into a surface lots of approximately 110 spaces.
- *Site C* is bounded by Mary, Elizabeth and Second Streets. The site contains one building that would have to acquired by the City and an unimproved surface lot. The site could converted into a paved surface lot of roughly 120 spaces.

Options for expansion in both sub-districts are shown in Figure 15 on the following page.





FIGURE 15: EXPANSION SITES

LEGEND:

- Study Area Border
- Block Number
- Block
- Call Center Options
- East Gov't Options





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Eight sites were identified to assist correcting projected deficits for the East Government Sub-District. Due to the density of development within the area, Walker focused primarily on sites that could be converted into structured parking. These sites include:

- *Site 1* is bounded by Bleecker and Elizabeth Streets and would span over Charlotte Street. By taking a significant portion of the existing private lot behind the Harza Building and the full width of Charlotte between Bleecker and Elizabeth, the City could introduce a two-bay structure supporting roughly 150 spaces per level.
- *Site 2* is bounded by Charlotte and Elizabeth Streets. The site is behind Grace Church and includes existing (private) surface parking and a small law office building on the corner. The site could be acquired and converted to support a small two-bay structure with a per floor capacity of roughly 90 spaces.
- *Site 3* is bounded by Charlotte, Devereux and Blandina Streets. The site is currently an 84-space lot serving the New York State Government office building and was formerly the site of structured parking. The site could be converted back to a two-bay structure again, supporting roughly 75-spaces per level.
- *Site 4* is bounded by Blandina, Union and Charlotte Streets. The site is partially occupied currently a 225-space public parking lot. The other half of the site has five structures on it: the 800 Blandina Building, Adirondack Bank, Verdict Inn, Arcott Office and Dictograph Alarms. These would have to be acquired and eliminated to support the three-bay structure that would occupy the northern end of the Union/Blandina lot. The lot would lose roughly 100 spaces but the new structure could support approximately 120 spaces per level.
- *Site 5* would convert the 53-space lot behind the Mayro Building and the 67-space lot behind the Arc Building into a two-bay structure supporting roughly 90 spaces per floor.
- *Site 6* would absorb some of the surface lot serving visitors the Oneida County Government office building and a county employee lot on the other side of Park Avenue. Conceptually the two-bay structure could span over Park

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Avenue and could support roughly 150 spaces for every complete floor plate.

- *Site 7* is similar to the previous option, but would only require one corner to span Park Avenue and would feature three-bays. The structure could support up to 180 spaces per level.
- *Site 8* would require the city to gain and demolish the old Bagel Company and a private residence fronting Mary Street. The option would most likely require the permanent closure of Park Avenue between Elizabeth and Mary Streets and would eliminate roughly 50 spaces currently used by county employees in the unimproved lot. The site would support a two-bay structure with roughly 120-space per floor.

Again, this is only a cursory review of options for reducing demand or introducing new surface or structured parking into downtown Utica. The solution to Utica's parking issues most likely lies in a combination of programming initiatives and new facilities. A more comprehensive review of each option, including estimating potential gains and costs to implementation, as well as development of conceptual design drawings for new parking facilities is included as part of our proposed Alternatives Analysis. We are pleased to conclude this phase of work for the City and stand ready to execute the Alternative Analysis should the City wish to investigate options further from a functional perspective, or perform a Financial Analysis as proposed to the Parking Authority (per the city's request), should you wish to review options from a fiscal vantage.



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## APPENDIX A

**CITY OF UTICA  
APPENDIX A  
SUPPLY INVENTORY**

BLOCK #	PUBLIC				PRIVATE			TOTAL SUPPLY
	On-Street		Off - Street		On-Street	Lot	Garage	
	Time Limit	Free	Lot	Garage				
1	16	10	140					166
2	6	10				25		41
3	8	18	80			57		163
4	12	22						34
5	16					4		20
6	24	13				140		177
7	14		32			28		74
8	12		42			114		168
9		4				34		38
10	14		48					62
11	6		64			36		106
12						121		121
13		20				138		158
14		10				110		120
15		10				52		62
16		4				56		60
17		9				106		115
18						212		212
19	10				10	12		32
20		22			15	140		177
21	23					32		55
22	23					141		164
23	15	11						26
24	27			432				459
25	9					45		54
26		22				45		67
27		32				67		99
28		89				223	139	451
29		14				87		101
30	10	48				123		181
31	43	8				48		99
32	48							48
33	43	5				108		156
34	42					109		151
35	41					120		161
36	28					62		90
37	6					132		138
38		42				503		545
39	20		58	450	27	132		687
40	43			550		8		601
41	30					100		130
42	33					84		117
43	27					82		109
44	26					205		231
45	17		225			71		313
46	43					305		348
47		21				155		176
48	70					157		227
49		31				66		97
50						302		302
51	42	6				113		161
52	21					336		357
53	17		132			160		309
54						50		50
55	29	10				324		363
56	10					125		135
57	18					190		208
58	37					192		229
59	20					12		32
<b>TOTAL</b>	<b>999</b>	<b>491</b>	<b>821</b>	<b>1,432</b>	<b>52</b>	<b>6,399</b>	<b>139</b>	<b>10,333</b>

**CITY OF UTICA  
APPENDIX A  
EFFECTIVE PARKING SUPPLY**

BLOCK #	PUBLIC									PRIVATE									TOTAL EFFECTIVE PARKING SUPPLY
	Optimum Effective			Optimum Effective			Optimum Effective			Optimum Effective			Optimum Effective			EFFECTIVE PARKING SUPPLY			
	On - Street	Utilization Factor	Parking Supply	Surface Street	Utilization Factor	Parking Supply	Garage	Factor	Supply	On - Street	Utilization Factor	Parking Supply	Surface Street	Utilization Factor	Parking Supply		Garage	Factor	
1	26	85%	22	140	95%	133	-	90%	-	-	100%	-	-	95%	-	-	100%	-	155
2	16	85%	14	-	95%	-	-	90%	-	-	100%	-	25	95%	24	-	100%	-	38
3	26	85%	22	80	95%	76	-	90%	-	-	100%	-	57	95%	54	-	100%	-	152
4	34	85%	29	-	95%	-	-	90%	-	-	100%	-	-	95%	-	-	100%	-	29
5	16	85%	14	-	95%	-	-	90%	-	-	100%	-	4	95%	4	-	100%	-	18
6	37	85%	31	-	95%	-	-	90%	-	-	100%	-	140	100%	140	-	100%	-	171
7	14	85%	12	32	95%	30	-	90%	-	-	100%	-	28	95%	27	-	100%	-	69
8	12	85%	10	42	95%	40	-	90%	-	-	100%	-	114	95%	108	-	100%	-	158
9	4	85%	3	-	95%	-	-	90%	-	-	100%	-	34	95%	32	-	100%	-	35
10	14	85%	12	48	95%	46	-	90%	-	-	100%	-	-	95%	-	-	100%	-	58
11	6	85%	5	64	95%	61	-	90%	-	-	100%	-	36	95%	34	-	100%	-	100
12	-	85%	-	-	95%	-	-	90%	-	-	100%	-	121	100%	121	-	100%	-	121
13	20	85%	17	-	95%	-	-	90%	-	-	100%	-	138	95%	131	-	100%	-	148
14	10	85%	9	-	95%	-	-	90%	-	-	100%	-	110	95%	105	-	100%	-	114
15	10	85%	9	-	95%	-	-	90%	-	-	100%	-	52	95%	49	-	100%	-	58
16	4	85%	3	-	95%	-	-	90%	-	-	100%	-	56	95%	53	-	100%	-	56
17	9	85%	8	-	95%	-	-	90%	-	-	100%	-	106	100%	106	-	100%	-	114
18	-	85%	-	-	95%	-	-	90%	-	-	100%	-	212	95%	201	-	100%	-	201
19	10	85%	9	-	95%	-	-	90%	-	10	100%	10	12	95%	11	-	100%	-	30
20	22	85%	19	-	95%	-	-	90%	-	15	100%	15	140	100%	140	-	100%	-	174
21	23	85%	20	-	95%	-	-	90%	-	-	100%	-	32	95%	30	-	100%	-	50
22	23	85%	20	-	95%	-	-	90%	-	-	100%	-	141	95%	134	-	100%	-	154
23	26	85%	22	-	95%	-	-	90%	-	-	100%	-	-	95%	-	-	100%	-	22
24	27	85%	23	-	95%	-	432	90%	389	-	100%	-	-	95%	-	-	100%	-	412
25	9	85%	8	-	95%	-	-	90%	-	-	100%	-	45	100%	45	-	100%	-	53
26	22	85%	19	-	95%	-	-	90%	-	-	100%	-	45	95%	43	-	100%	-	62
27	32	85%	27	-	95%	-	-	90%	-	-	100%	-	67	100%	67	-	100%	-	94
28	89	85%	76	-	95%	-	-	90%	-	-	100%	-	223	100%	223	139	100%	139	438
29	14	85%	12	-	95%	-	-	90%	-	-	100%	-	87	95%	83	-	100%	-	95
30	58	85%	49	-	95%	-	-	90%	-	-	100%	-	123	95%	117	-	100%	-	166
31	51	85%	43	-	95%	-	-	90%	-	-	100%	-	48	95%	46	-	100%	-	89
32	48	85%	41	-	95%	-	-	90%	-	-	100%	-	-	95%	-	-	100%	-	41
33	48	85%	41	-	95%	-	-	90%	-	-	100%	-	108	100%	108	-	100%	-	149
34	42	85%	36	-	95%	-	-	90%	-	-	100%	-	109	100%	109	-	100%	-	145
35	41	85%	35	-	95%	-	-	90%	-	-	100%	-	120	100%	120	-	100%	-	155
36	28	85%	24	-	95%	-	-	90%	-	-	100%	-	62	95%	59	-	100%	-	83
37	6	85%	5	-	95%	-	-	90%	-	-	100%	-	132	95%	125	-	100%	-	130
38	42	85%	36	-	95%	-	-	90%	-	-	100%	-	503	98%	493	-	100%	-	529
39	20	85%	17	58	95%	55	450	90%	405	27	100%	27	132	95%	125	-	100%	-	629
40	43	85%	37	-	95%	-	550	90%	495	-	100%	-	8	100%	8	-	100%	-	540
41	30	85%	26	-	95%	-	-	90%	-	-	100%	-	100	100%	100	-	100%	-	126
42	33	85%	28	-	95%	-	-	90%	-	-	100%	-	84	100%	84	-	100%	-	112
43	27	85%	23	-	95%	-	-	90%	-	-	100%	-	82	98%	80	-	100%	-	103
44	26	85%	22	-	95%	-	-	90%	-	-	100%	-	205	100%	205	-	100%	-	227
45	17	85%	14	225	95%	214	-	90%	-	-	100%	-	71	98%	70	-	100%	-	298
46	43	85%	37	-	95%	-	-	90%	-	-	100%	-	305	98%	299	-	100%	-	336
47	21	85%	18	-	95%	-	-	90%	-	-	100%	-	155	100%	155	-	100%	-	173
48	70	85%	60	-	95%	-	-	90%	-	-	100%	-	157	100%	157	-	100%	-	217
49	31	85%	26	-	95%	-	-	90%	-	-	100%	-	66	100%	66	-	100%	-	92
50	-	85%	-	-	95%	-	-	90%	-	-	100%	-	302	98%	296	-	100%	-	296
51	48	85%	41	-	95%	-	-	90%	-	-	100%	-	113	98%	111	-	100%	-	152
52	21	85%	18	-	95%	-	-	90%	-	-	100%	-	336	100%	336	-	100%	-	354
53	17	85%	14	132	95%	125	-	90%	-	-	100%	-	160	98%	157	-	100%	-	296
54	-	85%	-	-	95%	-	-	90%	-	-	100%	-	50	100%	50	-	100%	-	50
55	39	85%	33	-	95%	-	-	90%	-	-	100%	-	324	100%	324	-	100%	-	357
56	10	85%	9	-	95%	-	-	90%	-	-	100%	-	125	98%	123	-	100%	-	132
57	18	85%	15	-	95%	-	-	90%	-	-	100%	-	190	95%	181	-	100%	-	196
58	37	85%	31	-	95%	-	-	90%	-	-	100%	-	192	95%	182	-	100%	-	213
59	20	85%	17	-	95%	-	-	90%	-	-	100%	-	12	95%	11	-	100%	-	28
<b>TOTAL</b>	<b>1,490</b>		<b>1,271</b>	<b>821</b>		<b>780</b>	<b>1,432</b>		<b>1,289</b>	<b>52</b>		<b>52</b>	<b>6,399</b>		<b>6,262</b>	<b>139</b>		<b>139</b>	<b>9,793</b>

**CITY OF UTICA  
APPENDIX A  
ON-STREET OCCUPANCY**

<b>BLOCK #</b>	<b>Supply</b>	<b>8:00 AM</b>	<b>10:00 AM</b>	<b>12:00 PM</b>	<b>2:00 PM</b>	<b>4:00 PM</b>
1	26	14	22	17	13	7
2	16	14	16	14	15	14
3	26	1	1	3	0	0
4	34	8	6	7	6	6
5	16	20	17	17	21	20
6	37	20	20	21	21	20
7	14	5	4	3	7	7
8	12	0	0	1	1	0
9	4	0	0	0	0	0
10	14	9	14	9	11	9
11	6	0	2	2	2	3
12	0	2	3	6	4	2
13	20	7	7	6	8	1
14	10	5	5	4	4	2
15	10	5	5	5	5	5
16	4	0	0	0	0	0
17	9	5	4	6	9	5
18	0	0	0	0	0	0
19	10	10	9	7	8	10
20	22	10	8	9	7	16
21	23	5	8	6	5	5
22	23	16	15	18	16	12
23	26	12	16	20	15	9
24	27	22	26	27	27	25
25	9	1	2	6	8	5
26	22	3	7	5	6	3
27	32	20	23	28	31	30
28	89	74	77	79	79	79
29	14	2	4	3	4	2
30	58	3	4	4	4	4
31	51	7	9	8	7	7
32	48	7	10	9	7	7
33	48	27	28	28	29	23
34	42	31	36	38	35	28
35	41	31	34	36	31	31
36	28	12	15	22	19	13
37	6	4	6	6	5	4
38	42	10	14	13	12	10
39	20	27	35	36	34	13
40	43	36	43	41	43	29
41	30	23	26	27	25	20
42	33	15	31	31	30	23
43	27	22	27	27	27	25
44	26	21	24	26	26	20
45	17	15	17	17	17	13
46	43	38	40	41	40	36
47	21	3	4	2	5	1
48	70	31	36	34	33	22
49	31	7	7	7	7	7
50	0	0	0	0	0	0
51	48	23	20	20	20	12
52	21	13	14	16	13	9
53	17	13	15	15	14	11
54	0	0	0	0	0	0
55	39	19	27	18	21	12
56	10	3	8	5	10	5
57	18	4	6	7	5	3
58	37	20	28	35	22	19
59	20	9	13	16	10	6
<b>TOTAL</b>	<b>1,490</b>	<b>764</b>	<b>898</b>	<b>914</b>	<b>884</b>	<b>710</b>
<b>UTILIZATION</b>		<b>51%</b>	<b>60%</b>	<b>61%</b>	<b>59%</b>	<b>48%</b>

**CITY OF UTICA  
APPENDIX A  
PUBLIC OCCUPANCY**

<b>BLOCK #</b>	<b>Supply</b>	<b>8:00 AM</b>	<b>10:00 AM</b>	<b>12:00 PM</b>	<b>2:00 PM</b>	<b>4:00 PM</b>
1	140	0	0	0	0	0
2	0	0	0	0	0	0
3	80	0	0	0	0	0
4	0	14	15	14	12	11
5	0	0	0	0	0	0
6	0	0	0	0	0	0
7	32	2	3	3	11	8
8	42	20	22	21	23	23
9	0	0	0	0	0	0
10	48	10	29	31	23	30
11	64	32	32	31	33	31
12	0	0	0	0	0	0
13	0	0	0	0	0	0
14	0	0	0	0	0	0
15	0	0	0	0	0	0
16	0	0	0	0	0	0
17	0	0	0	0	0	0
18	0	0	0	0	0	0
19	0	0	0	0	0	0
20	0	0	0	0	0	0
21	0	0	0	0	0	0
22	0	0	0	0	0	0
23	0	0	0	0	0	0
24	432	238	264	272	255	246
25	0	0	0	0	0	0
26	0	0	0	0	0	0
27	0	0	0	0	0	0
28	0	0	0	0	0	0
29	0	0	0	0	0	0
30	0	0	0	0	0	0
31	0	0	0	0	0	0
32	0	0	0	0	0	0
33	0	0	0	0	0	0
34	0	0	0	0	0	0
35	0	0	0	0	0	0
36	0	0	0	0	0	0
37	0	0	0	0	0	0
38	0	0	0	0	0	0
39	508	119	216	228	206	105
40	550	343	371	377	365	321
41	0	0	0	0	0	0
42	0	0	0	0	0	0
43	0	0	0	0	0	0
44	0	0	0	0	0	0
45	225	187	202	196	199	173
46	0	0	0	0	0	0
47	0	0	0	0	0	0
48	0	0	0	0	0	0
49	0	0	0	0	0	0
50	0	0	0	0	0	0
51	0	0	0	0	0	0
52	0	0	0	0	0	0
53	132	64	78	71	60	48
54	0	0	0	0	0	0
55	0	0	0	0	0	0
56	0	0	0	0	0	0
57	0	0	0	0	0	0
58	0	0	0	0	0	0
59	0	0	0	0	0	0
<b>TOTAL</b>	<b>2,253</b>	<b>1,029</b>	<b>1,232</b>	<b>1,244</b>	<b>1,187</b>	<b>996</b>
<b>UTILIZATION</b>		<b>46%</b>	<b>55%</b>	<b>55%</b>	<b>53%</b>	<b>44%</b>

**CITY OF UTICA  
APPENDIX A  
PRIVATE OCCUPANCY**

<b>BLOCK #</b>	<b>Supply</b>	<b>8:00 AM</b>	<b>10:00 AM</b>	<b>12:00 PM</b>	<b>2:00 PM</b>	<b>4:00 PM</b>
1	0	0	0	0	0	0
2	25	20	18	22	21	20
3	57	37	41	39	35	31
4	0	0	0	0	0	0
5	4	0	0	0	0	0
6	140	110	115	106	107	91
7	28	29	25	24	23	12
8	114	77	75	77	77	64
9	34	16	16	13	14	9
10	0	0	0	0	0	0
11	36	18	24	23	19	24
12	121	99	113	93	85	71
13	138	66	67	56	58	46
14	110	34	34	34	34	34
15	52	17	15	8	14	9
16	56	29	25	22	18	15
17	106	83	87	92	86	72
18	212	30	22	16	12	9
19	12	0	0	0	0	0
20	140	93	99	96	81	64
21	32	24	26	28	22	17
22	141	71	47	39	33	48
23	0	0	0	0	0	0
24	0	0	0	0	0	0
25	45	15	20	18	25	25
26	45	12	20	16	9	3
27	67	23	20	28	31	22
28	362	310	316	329	325	314
29	87	11	16	15	13	12
30	123	17	23	26	28	25
31	48	8	11	12	9	8
32	0	0	0	0	0	0
33	108	55	60	57	51	45
34	109	73	89	79	87	81
35	120	78	86	85	83	81
36	62	20	26	21	25	24
37	132	62	70	69	71	65
38	503	164	211	202	205	184
39	132	54	61	66	64	38
40	8	5	2	1	1	3
41	100	50	61	74	68	48
42	84	51	70	71	71	44
43	82	44	82	78	80	69
44	205	141	150	155	154	155
45	71	21	28	28	26	24
46	305	210	228	224	233	193
47	155	37	44	44	41	29
48	157	91	121	121	119	87
49	66	21	23	24	24	13
50	302	78	70	60	70	69
51	113	39	40	38	36	29
52	336	211	258	233	227	216
53	160	51	60	51	55	41
54	50	22	23	21	20	19
55	324	97	122	108	125	91
56	125	27	38	30	40	31
57	190	49	49	52	60	53
58	192	23	29	36	34	19
59	12	0	0	0	0	0
<b>TOTAL</b>	<b>6,538</b>	<b>3,023</b>	<b>3,376</b>	<b>3,260</b>	<b>3,249</b>	<b>2,796</b>
<b>UTILIZATION</b>		<b>46%</b>	<b>52%</b>	<b>50%</b>	<b>50%</b>	<b>43%</b>



**CITY OF UTICA  
APPENDIX A  
TOTAL OCCUPANCY**

BLOCK #	Supply	8:00 AM		10:00 AM		12:00 PM		2:00 PM		4:00 PM	
		Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization	Occupancy	Utilization
1	166	14	8%	22	13%	17	10%	13	8%	7	4%
2	41	34	83%	34	83%	36	88%	36	88%	34	83%
3	163	38	23%	42	26%	42	26%	35	21%	31	19%
4	34	22	65%	21	62%	21	62%	18	53%	17	50%
5	20	20	100%	17	85%	17	85%	21	105%	20	100%
6	177	130	73%	135	76%	127	72%	128	72%	111	63%
7	74	36	49%	32	43%	30	41%	41	55%	27	36%
8	168	97	58%	97	58%	99	59%	101	60%	87	52%
9	38	16	42%	16	42%	13	34%	14	37%	9	24%
10	62	19	31%	43	69%	40	65%	34	55%	39	63%
11	106	50	47%	58	55%	56	53%	54	51%	58	55%
12	121	101	83%	116	96%	99	82%	89	74%	73	60%
13	158	73	46%	74	47%	62	39%	66	42%	47	30%
14	120	39	33%	39	33%	38	32%	38	32%	36	30%
15	62	22	35%	20	32%	13	21%	19	31%	14	23%
16	60	29	48%	25	42%	22	37%	18	30%	15	25%
17	115	88	77%	91	79%	98	85%	95	83%	77	67%
18	212	30	14%	22	10%	16	8%	12	6%	9	4%
19	32	10	31%	9	28%	7	22%	8	25%	10	31%
20	177	103	58%	107	60%	105	59%	88	50%	80	45%
21	55	29	53%	34	62%	34	62%	27	49%	22	40%
22	164	87	53%	62	38%	57	35%	49	30%	60	37%
23	26	12	46%	16	62%	20	77%	15	58%	9	35%
24	459	260	57%	290	63%	299	65%	282	61%	271	59%
25	54	16	30%	22	41%	24	44%	33	61%	30	56%
26	67	15	22%	27	40%	21	31%	15	22%	6	9%
27	99	43	43%	43	43%	56	57%	62	63%	52	53%
28	451	384	85%	393	87%	408	90%	404	90%	393	87%
29	101	13	13%	20	20%	18	18%	17	17%	14	14%
30	181	20	11%	27	15%	30	17%	32	18%	29	16%
31	99	15	15%	20	20%	20	20%	16	16%	15	15%
32	48	7	15%	10	21%	9	19%	7	15%	7	15%
33	156	82	53%	88	56%	85	54%	80	51%	68	44%
34	151	104	69%	125	83%	117	77%	122	81%	109	72%
35	161	109	68%	120	75%	121	75%	114	71%	112	70%
36	90	32	36%	41	46%	43	48%	44	49%	37	41%
37	138	66	48%	76	55%	75	54%	76	55%	69	50%
38	545	174	32%	225	41%	215	39%	217	40%	194	36%
39	687	200	29%	312	45%	330	48%	304	44%	156	23%
40	601	384	64%	416	69%	419	70%	409	68%	353	59%
41	130	73	56%	87	67%	101	78%	93	72%	68	52%
42	117	66	56%	101	86%	102	87%	101	86%	67	57%
43	109	66	61%	109	100%	105	96%	107	98%	94	86%
44	231	162	70%	174	75%	181	78%	180	78%	175	76%
45	313	223	71%	247	79%	241	77%	242	77%	210	67%
46	348	248	71%	268	77%	265	76%	273	78%	229	66%
47	176	40	23%	48	27%	46	26%	46	26%	30	17%
48	227	122	54%	157	69%	155	68%	152	67%	109	48%
49	97	28	29%	30	31%	31	32%	31	32%	20	21%
50	302	78	26%	70	23%	60	20%	70	23%	69	23%
51	161	62	39%	60	37%	58	36%	56	35%	41	25%
52	357	224	63%	272	76%	249	70%	240	67%	225	63%
53	309	128	41%	153	50%	137	44%	129	42%	100	32%
54	50	22	44%	23	46%	21	42%	20	40%	19	38%
55	363	116	32%	149	41%	126	35%	146	40%	103	28%
56	135	30	22%	46	34%	35	26%	50	37%	36	27%
57	208	53	25%	55	26%	59	28%	65	31%	56	27%
58	229	43	19%	57	25%	71	31%	56	24%	38	17%
59	32	9	28%	13	41%	16	50%	10	31%	6	19%
<b>TOTAL</b>	<b>10,333</b>	<b>4,816</b>		<b>5,506</b>		<b>5,418</b>		<b>5,320</b>		<b>4,502</b>	
<b>UTILIZATION</b>		<b>47%</b>		<b>53%</b>		<b>52%</b>		<b>51%</b>		<b>44%</b>	



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## APPENDIX B

**CITY OF UTICA  
APPENDIX B  
LAND USE INVENTORY**

BLOCK #	RETAIL (SF)	FAST FOOD (SF)	AUD/THEATER (SEATS)	BAR/LOUNGE (SF)	RESTAURANT (SF)	MUSEUM (VIS/DAY)	MUSEUM (EMP/DAY)	HEALTH CLUB (SF)	HOTEL (ROOMS)	RESIDENTIAL (UNITS)	CLINIC (SF)	BANK (SF)	INDUSTRY (SF)	GENOFFICE (SF)	GOV OFFICE (SF)	COLLEGE (STU/DAY)	COLLEGE (EMP/DAY)	CHURCH (SF)	COURTHOUSE (VIS/DAY)	COURTHOUSE (EMP/DAY)
1			4,000																	
2													45,000							
3										1			6,506					4,147		
4													25,740							
5													108,450							
6	3,720			5,682						20			155,056	30,000						
7						125	15													
8	75,000				6,500								7,500		30,000					
9													65,000							
10													40,000							
11														11,250						
12																			350	100
13	11,250												5,000							
14	21,750																			
15													12,000	1,875						
16													18,200	7,500						
17														48,118						
18	2,880									8			47,819							
19													105,133							
20	1,434												37,754		20,000				100	25
21	32,020												43,730							
22									112											
23	29,690												68,036							
24												14,080	2,448	140,000		1,000	75			
25	1,490												24,170	6,880						
26	18,630									10			48,800	5,190						
27										104										
28	19,118			2,916	6,360					25			46,254	174,120					4,125	
29	7,470												8,130	8,130						
30	4,760			1,530						40			44,694						5,290	
31	7,235												160,090	5,700						
32																				
33	8,842			8,400						8				67,986						
34	13,834			3,564	7,380					15				301,634						
35	10,950			2,125	4,583					23			47,221	37,992					2,660	
36															11,000				35,790	
37	20,000												72,052	142,176						
38										193	30,776		158,016	34,712						
39															80,000				16,530	
40	8,897				9,000			9,780	220	7		23,096	8,286	210,031					7,500	
41	3,743				11,471					92		4,250		11,931					27,470	
42															209,608					
43												17,810		17,810						
44	15,738												17,793	129,277					4,226	
45					8,028					19		231	11,698	18,806					7,696	
46	3,600				6,745								7,891		208,670				300	75
47					1,144					3			30,752							
48	4,884									11									10,076	
49										8	10,000			10,000						
50	1,924									50	3,208			21,846						
51								24,354		37	5,120			6,432						
52											9,310	60,000		118,486						
53	13,500		2,945		7,500					26		3,000		71,054					31,512	
54										66										
55				3,786						48	36,093			103,784					16,583	
56	3,000											8,397		4,327	15,600					
57	12,651	2,434														1,000	50			
58	24,564				15,109	200	10					8,940		33,474					50,838	
59	15,648			2,320	9,960									11,839						
TOTAL	398,222	2,434	6,945	30,323	93,780	325	25	34,134	332	815	94,507	139,804	1,479,219	1,792,360	574,878	2,000	125	224,443	750	200

**CITY OF UTICA  
APPENDIX B  
SUM OF PEAK DEMANDS**

Land Use	User Group	Project		Peak Parking Demand for Each Use			
		Data	Unit	Weekday		Saturday	
				Project Ratio	Spaces	Project Ratio	Spaces
Retail	Customers	398,222	sf. GLA	0.40 /1000 sf	158	0.49 /1000 sf	195
	Employees			0.36 /1000 sf	143	0.45 /1000 sf	180
Fast Food	Customers	2,434	sf. GLA	0.63 /1000 sf	2	0.72 /1000 sf	2
	Employees			2.09 /1000 sf	5	2.63 /1000 sf	6
Theater/Auditorium	Customers	6,945	seats	0.22 /seat	1,500	0.20 /seat	1,422
	Employees			0.07 /seat	500	0.08 /seat	522
Bar/Lounge	Customers	30,323	sf. GLA	1.67 /1000 sf	51	6.78 /1000 sf	206
	Employees			3.38 /1000 sf	103	5.04 /1000 sf	153
Restaurant	Customers	93,780	sf. GLA	1.10 /1000 sf	103	2.55 /1000 sf	239
	Employees			2.16 /1000 sf	203	1.50 /1000 sf	141
Museum	Customers	325	att/day	0.21 /att	69	0.21 /att	69
	Employees	25	emp/day	0.72 /emp	18	0.75 /emp	19
Health Club	Customers	33,044	sf. GLA	3.60 /1000 sf	119	5.40 /1000 sf	178
	Employees			1.08 /1000 sf	36	1.13 /1000 sf	37
Hotel	Guests	332	rooms	0.05 /room	15	0.56 /room	187
	Ballroom		sf. GLA	14.40 /1000 sf	0	21.81 /1000 sf	0
	Meeting Rooms		sf. GLA	14.40 /1000 sf	0	21.81 /1000 sf	0
	Restaurant/Lounge		sf. GLA	3.60 /1000 sf	0	3.76 /1000 sf	0
	Employees			0.24 /room	79	0.19 /room	62
Residential	Residents	815	units	0.72 /unit	587	0.75 /unit	613
	Visitors	815	units	0.04 /unit	29	0.08 /unit	61
Bank	Visitors	139,804	sf. GLA	0.46 /1000 sf	64	0.70 /1000 sf	98
	Employees			1.22 /1000 sf	170	0.62 /1000 sf	87
Medical Office	Visitors	94,507	sf. GLA	1.44 /1000 sf	136	1.50 /1000 sf	142
	Employees			1.36 /1000 sf	129	1.42 /1000 sf	134
Industrial	Visitors	1,479,219	sf. GLA	0.01 /1000 sf	13	0.00 /1000 sf	3
	Employees			0.13 /1000 sf	196	0.05 /1000 sf	67
General Office	Visitors	1,792,360	sf. GLA	0.08 /1000 sf	145	0.01 /1000 sf	20
	Employees			1.54 /1000 sf	2,758	0.27 /1000 sf	485
Government Office	Visitors	574,878	sf. GLA	0.43 /1000 sf	244	0.01 /1000 sf	6
	Employees			2.03 /1000 sf	1,164	0.34 /1000 sf	195
College	Students	2,000	stu/day	0.53 /stu	1,063	0.55 /stu	1,110
	Employees	125	emp/day	0.36 /emp	45	0.38 /emp	47
Church	Visitors	100	vis/day	0.23 /vis	23	0.24 /vis	24
	Employees	25	emp/day	0.72 /emp	18	0.75 /emp	19
Courthouse	Visitors	750	vis/day	0.32 /vis	243	0.24 /vis	178
	Employees	200	emp/day	0.54 /emp	108	0.56 /emp	113
Sum of Peak Demands	Customers				3,948		4,079
	Employees				5,675		2,267
	Residents				616		674
	<b>Total Peak Demand</b>				<b>10,239</b>		<b>7,020</b>

**CITY OF UTICA  
APPENDIX B  
PEAK DEMAND, BY MONTH AND DAY**

Land Use	January		February		March		April		May		June		July		August		September		October		November		December	
	Weekday 11:00 am	Saturday 2:00 PM	Weekday 11:00 am	Saturday 2:00 PM	Weekday 11:00 am	Saturday 2:00 PM	Weekday 11:00 am	Saturday 2:00 PM	Weekday 11:00 am	Saturday 2:00 PM	Weekday 11:00 am	Saturday 8:00 PM	Weekday 11:00 am	Saturday 8:00 PM	Weekday 11:00 am	Saturday 8:00 PM	Weekday 11:00 am	Saturday 8:00 PM	Weekday 11:00 am	Saturday 2:00 PM	Weekday 11:00 am	Saturday 2:00 PM	Weekday 11:00 am	Saturday 2:00 PM
Retail Customers	109	156	109	156	115	166	115	166	115	88	115	88	115	88	122	93	122	176	122	176	136	195	136	195
Retail Employees	103	144	103	144	109	153	109	153	109	99	109	99	109	99	109	88	105	116	162	116	162	129	180	
Fast Food Customers	0	1	0	1	0	1	0	1	0	2	0	2	0	2	0	2	0	2	0	1	0	1	0	1
Fast Food Employees	3	2	3	2	3	3	3	3	4	6	4	6	4	6	3	5	3	5	3	2	3	2	3	3
Theater/Auditorium Customers	0	1,138	0	1,138	0	1,138	0	1,138	0	1,422	0	1,422	0	1,422	0	1,422	0	1,422	0	1,138	0	1,138	0	1,138
Theater/Auditorium Employees	100	522	100	522	100	522	100	522	100	522	100	522	100	522	100	522	100	522	100	522	100	522	100	522
Bar/Lounge Customers	5	69	5	65	5	78	5	78	5	196	5	206	5	206	4	175	5	165	5	69	5	69	5	78
Bar/Lounge Employees	68	61	72	57	72	69	72	69	68	145	65	153	65	153	61	130	65	122	68	61	72	61	72	69
Restaurant Customers	29	82	31	77	31	92	31	92	29	227	28	239	28	239	26	203	28	191	29	82	31	82	31	92
Restaurant Employees	135	56	142	53	142	63	142	63	135	134	128	141	128	141	121	120	128	113	135	56	142	56	142	63
Museum Customers	44	55	39	48	39	48	41	52	47	51	52	57	55	60	55	60	52	57	47	59	44	55	47	59
Museum Employees	12	15	10	13	10	13	11	14	12	3	14	4	14	4	14	4	14	4	12	16	12	15	12	16
Health Club Customers	95	160	95	160	95	160	95	160	90	142	86	142	81	142	76	142	81	142	86	160	90	160	95	160
Health Club Employees	25	31	25	31	25	31	25	31	24	31	23	31	21	31	20	31	21	31	23	31	24	31	25	31
Hotel Guests	8	43	8	46	9	52	9	56	9	143	9	151	9	168	9	168	9	151	9	59	9	52	8	43
Ballroom Guests	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Meeting Rooms Guests	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant/Lounge Guests	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Restaurant/Lounge Employees	71	24	71	26	75	30	75	32	75	16	79	17	79	19	79	19	75	17	75	33	75	30	67	24
Residential Residents	346	435	346	435	346	435	346	435	329	564	312	564	312	564	312	564	329	564	346	435	346	435	346	435
Residential Visitors	17	43	17	43	17	43	17	43	16	56	15	56	15	56	15	56	16	56	17	43	17	43	17	43
Bank Visitors	64	0	64	0	64	0	61	0	58	0	54	0	54	0	54	0	58	0	61	0	64	0	64	0
Bank Employees	170	0	170	0	170	0	162	0	153	0	145	0	145	0	145	0	153	0	162	0	170	0	170	0
Medical Office Visitors	136	85	136	85	136	85	129	85	122	0	116	0	116	0	116	0	122	0	129	85	136	85	136	85
Medical Office Employees	116	80	116	80	116	80	110	80	104	0	99	0	99	0	99	0	104	0	110	0	116	80	116	80
Industrial Visitors	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0
Industrial Employees	196	40	196	40	196	40	196	40	196	1	196	1	196	1	196	1	196	1	196	40	196	40	0	40
General Office Visitors	145	12	145	11	145	11	138	11	131	4	123	4	123	3	123	4	131	4	138	11	145	11	145	11
General Office Employees	2,758	291	2,758	276	2,758	276	2,620	276	2,482	92	2,344	87	2,344	82	2,344	87	2,482	92	2,620	276	2,758	276	2,758	276
Government Office Visitors	244	4	244	3	244	3	232	3	220	1	207	1	207	1	207	1	220	1	232	3	244	3	244	3
Government Office Employees	1,164	117	1,164	111	1,164	111	1,106	111	1,048	37	989	35	989	33	989	35	1,048	37	1,106	111	1,164	111	1,164	111
College Students	319	167	425	222	425	222	425	222	213	0	106	0	106	0	106	0	213	0	425	222	425	222	319	167
College Employees	17	7	23	9	23	9	23	9	11	4	6	2	6	2	6	1	11	4	23	9	23	9	17	7
Church Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Church Employees	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Courthouse Visitors	243	27	243	36	243	36	231	36	219	0	207	0	207	0	207	0	219	0	231	36	243	36	243	27
Courthouse Employees	108	17	108	23	108	23	103	23	97	0	92	0	92	0	92	0	97	0	103	23	108	23	108	17
<b>Total</b>	<b>6,861</b>	<b>3,885</b>	<b>6,979</b>	<b>3,914</b>	<b>6,996</b>	<b>3,994</b>	<b>6,743</b>	<b>4,005</b>	<b>6,232</b>	<b>3,987</b>	<b>5,839</b>	<b>4,031</b>	<b>5,835</b>	<b>4,045</b>	<b>5,814</b>	<b>3,940</b>	<b>6,229</b>	<b>3,902</b>	<b>6,740</b>	<b>3,922</b>	<b>7,011</b>	<b>3,987</b>	<b>6,730</b>	<b>3,977</b>

Visitors	1,451	1,999	1,554	2,048	1,561	2,092	1,522	2,100	1,268	2,276	1,118	2,312	1,116	2,331	1,108	2,265	1,270	2,228	1,524	2,101	1,568	2,090	1,483	2,059
Employees	5,047	1,408	5,062	1,388	5,072	1,424	4,858	1,427	4,619	1,091	4,394	1,099	4,392	1,094	4,379	1,055	4,614	1,054	4,853	1,343	5,080	1,419	4,884	1,440
Residents	363	478	363	478	363	478	363	478	345	620	327	620	327	620	327	620	345	620	363	478	363	478	363	478
<b>Total</b>	<b>6,861</b>	<b>3,885</b>	<b>6,979</b>	<b>3,914</b>	<b>6,996</b>	<b>3,994</b>	<b>6,743</b>	<b>4,005</b>	<b>6,232</b>	<b>3,987</b>	<b>5,839</b>	<b>4,031</b>	<b>5,835</b>	<b>4,045</b>	<b>5,814</b>	<b>3,940</b>	<b>6,229</b>	<b>3,902</b>	<b>6,740</b>	<b>3,922</b>	<b>7,011</b>	<b>3,987</b>	<b>6,730</b>	<b>3,977</b>

**CITY OF UTICA  
APPENDIX B  
2002 DEMAND AND ADEQUACY**

<b>BLOCK</b>	<b>TOTAL EFFECTIVE PARKING SUPPLY</b>	<b>2002 PEAK DEMAND</b>	<b>2002 ADEQUACY</b>	<b>UTILIZATION</b>
1	155	58	97	37.4%
2	38	6	32	15.8%
3	152	2	150	1.3%
4	29	3	26	10.3%
5	18	15	3	83.3%
6	171	95	76	55.6%
7	69	24	45	34.8%
8	158	132	26	83.5%
9	35	10	25	28.6%
10	58	5	53	8.6%
11	100	18	82	18.0%
12	121	167	(46)	138.0%
13	148	7	141	4.7%
14	114	13	101	11.4%
15	58	5	53	8.6%
16	56	15	41	26.8%
17	114	78	36	68.4%
18	201	12	189	6.0%
19	30	15	15	50.0%
20	174	103	71	59.2%
21	50	26	24	52.0%
22	154	29	125	18.8%
23	22	28	(6)	127.3%
24	412	529	(117)	128.4%
25	53	17	36	32.1%
26	62	29	33	46.8%
27	94	46	48	48.9%
28	438	515	(77)	117.6%
29	95	19	76	20.0%
30	166	32	134	19.3%
31	89	35	54	39.3%
32	41	0	41	0.0%
33	149	141	8	94.6%
34	145	396	(251)	273.1%
35	155	99	56	63.9%
36	83	27	56	32.5%
37	130	223	(93)	171.5%
38	529	246	283	46.5%
39	629	196	433	31.2%
40	540	493	47	91.3%
41	126	91	35	72.2%
42	112	482	(370)	430.4%
43	103	58	45	56.3%
44	227	221	6	97.4%
45	298	57	241	19.1%
46	336	666	(330)	198.2%
47	173	6	167	3.5%
48	217	5	212	2.3%
49	92	47	45	51.1%
50	296	69	227	23.3%
51	152	125	27	82.2%
52	354	317	37	89.5%
53	296	195	101	65.9%
54	50	29	21	58.0%
55	357	296	61	82.9%
56	132	62	70	47.0%
57	196	234	(38)	119.4%
58	213	113	100	53.1%
59	28	29	(1)	103.6%
<b>TOTAL</b>	<b>9,793</b>	<b>7,011</b>	<b>2,782</b>	<b>71.6%</b>

**CITY OF UTICA  
APPENDIX B  
2003 DEMAND AND ADEQUACY**

<b>BLOCK #</b>	<b>TOTAL EFFECTIVE PARKING SUPPLY</b>	<b>2004 PEAK DEMAND</b>	<b>2004 ADEQUACY</b>	<b>UTILIZATION</b>
1	155	58	97	37.4%
2	38	6	32	15.8%
3	152	2	150	1.3%
4	29	3	26	10.3%
5	18	15	3	83.3%
6	171	95	76	55.6%
7	69	24	45	34.8%
8	158	132	26	83.5%
9	35	10	25	28.6%
10	58	5	53	8.6%
11	100	18	82	18.0%
12	121	167	(46)	138.0%
13	148	7	141	4.7%
14	114	13	101	11.4%
15	58	5	53	8.6%
16	56	15	41	26.8%
17	114	78	36	68.4%
18	201	12	189	6.0%
19	30	15	15	50.0%
20	174	103	71	59.2%
21	50	26	24	52.0%
22	154	29	125	18.8%
23	22	28	(6)	127.3%
24	412	529	(117)	128.4%
25	53	17	36	32.1%
26	62	29	33	46.8%
27	94	46	48	48.9%
28	438	515	(77)	117.6%
29	95	19	76	20.0%
30	166	32	134	19.3%
31	89	35	54	39.3%
32	41	202.5	(162)	493.9%
33	149	141	8	94.6%
34	145	396	(251)	273.1%
35	155	99	56	63.9%
36	83	27	56	32.5%
37	130	223	(93)	171.5%
38	529	246	283	46.5%
39	629	196	433	31.2%
40	540	493	47	91.3%
41	126	91	35	72.2%
42	112	482	(370)	430.4%
43	103	58	45	56.3%
44	227	221	6	97.4%
45	298	57	241	19.1%
46	336	666	(330)	198.2%
47	173	6	167	3.5%
48	217	5	212	2.3%
49	92	47	45	51.1%
50	296	69	227	23.3%
51	152	125	27	82.2%
52	354	317	37	89.5%
53	296	195	101	65.9%
54	50	29	21	58.0%
55	357	296	61	82.9%
56	132	62	70	47.0%
57	196	234	(38)	119.4%
58	213	113	100	53.1%
59	28	29	(1)	103.6%
<b>TOTAL</b>	<b>9,793</b>	<b>7,214</b>	<b>2,580</b>	<b>73.7%</b>



**CITY OF UTICA  
APPENDIX B  
2007 DEMAND AND ADEQUACY**

<b>BLOCK #</b>	<b>TOTAL EFFECTIVE PARKING SUPPLY</b>	<b>2007 PEAK DEMAND</b>	<b>2007 ADEQUACY</b>	<b>UTILIZATION</b>
1	155	58	97	37.4%
2	38	6	32	15.8%
3	152	2	150	1.3%
4	29	3	26	10.3%
5	18	15	3	83.3%
6	171	95	76	55.6%
7	69	24	45	34.8%
8	158	132	26	83.5%
9	35	10	25	28.6%
10	58	5	53	8.6%
11	100	18	82	18.0%
12	121	167	(46)	138.0%
13	148	7	141	4.7%
14	114	13	101	11.4%
15	58	5	53	8.6%
16	56	15	41	26.8%
17	114	78	36	68.4%
18	201	12	189	6.0%
19	30	15	15	50.0%
20	174	103	71	59.2%
21	50	26	24	52.0%
22	154	33	121	21.4%
23	22	28	(6)	127.3%
24	412	552	(140)	134.0%
25	53	17	36	32.1%
26	62	29	33	46.8%
27	94	46	48	48.9%
28	438	515	(77)	117.6%
29	95	19	76	20.0%
30	166	32	134	19.3%
31	89	35	54	39.3%
32	41	202.5	(162)	493.9%
33	149	141	8	94.6%
34	145	631	(486)	435.2%
35	155	99	56	63.9%
36	83	27	56	32.5%
37	130	223	(93)	171.5%
38	529	246	283	46.5%
39	629	196	433	31.2%
40	540	521	19	96.5%
41	126	91	35	72.2%
42	112	482	(370)	430.4%
43	103	62	41	60.2%
44	227	239	(12)	105.3%
45	298	57	241	19.1%
46	336	666	(330)	198.2%
47	173	6	167	3.5%
48	217	5	212	2.3%
49	92	47	45	51.1%
50	296	69	227	23.3%
51	152	125	27	82.2%
52	354	333	21	94.1%
53	296	204	92	68.9%
54	50	29	21	58.0%
55	357	310	47	86.8%
56	132	62	70	47.0%
57	196	258	(62)	131.6%
58	213	113	100	53.1%
59	28	29	(1)	103.6%
<b>TOTAL</b>	<b>9,793</b>	<b>7,589</b>	<b>2,205</b>	<b>77.5%</b>

**CITY OF UTICA  
APPENDIX B  
2012 DEMAND AND ADEQUACY**

<b>BLOCK #</b>	<b>TOTAL EFFECTIVE PARKING SUPPLY</b>	<b>2012 PEAK DEMAND</b>	<b>2012 ADEQUACY</b>	<b>UTILIZATION</b>
1	155	58	97	37.4%
2	38	6	32	15.8%
3	152	2	150	1.3%
4	29	3	26	10.3%
5	18	15	3	83.3%
6	171	95	76	55.6%
7	69	24	45	34.8%
8	158	132	26	83.5%
9	35	10	25	28.6%
10	58	5	53	8.6%
11	100	18	82	18.0%
12	121	167	(46)	138.0%
13	148	7	141	4.7%
14	114	13	101	11.4%
15	58	5	53	8.6%
16	56	15	41	26.8%
17	114	78	36	68.4%
18	201	12	189	6.0%
19	30	15	15	50.0%
20	174	103	71	59.2%
21	50	26	24	52.0%
22	154	39	115	25.3%
23	22	28	(6)	127.3%
24	412	594	(182)	144.2%
25	53	17	36	32.1%
26	62	29	33	46.8%
27	94	46	48	48.9%
28	438	541	(103)	123.5%
29	95	19	76	20.0%
30	166	32	134	19.3%
31	89	35	54	39.3%
32	41	202.5	(162)	493.9%
33	149	141	8	94.6%
34	145	631	(486)	435.2%
35	155	99	56	63.9%
36	83	27	56	32.5%
37	130	223	(93)	171.5%
38	529	246	283	46.5%
39	629	196	433	31.2%
40	540	550	(10)	101.9%
41	126	91	35	72.2%
42	112	482	(370)	430.4%
43	103	64	39	62.1%
44	227	256	(29)	112.8%
45	298	57	241	19.1%
46	336	666	(330)	198.2%
47	173	6	167	3.5%
48	217	5	212	2.3%
49	92	47	45	51.1%
50	296	69	227	23.3%
51	152	125	27	82.2%
52	354	349	5	98.6%
53	296	213	83	72.0%
54	50	29	21	58.0%
55	357	324	33	90.8%
56	132	62	70	47.0%
57	196	282	(86)	143.9%
58	213	113	100	53.1%
59	28	29	(1)	103.6%
<b>TOTAL</b>	<b>9,793</b>	<b>7,774</b>	<b>2,020</b>	<b>79.4%</b>

**CITY OF UTICA  
APPENDIX B  
2017 DEMAND AND ADEQUACY**

<b>BLOCK #</b>	<b>TOTAL EFFECTIVE PARKING SUPPLY</b>	<b>2017 PEAK DEMAND</b>	<b>2017 ADEQUACY</b>	<b>UTILIZATION</b>
1	155	58	97	37.4%
2	38	6	32	15.8%
3	152	2	150	1.3%
4	29	3	26	10.3%
5	18	15	3	83.3%
6	171	95	76	55.6%
7	69	24	45	34.8%
8	158	132	26	83.5%
9	35	10	25	28.6%
10	58	5	53	8.6%
11	100	18	82	18.0%
12	121	167	(46)	138.0%
13	148	7	141	4.7%
14	114	13	101	11.4%
15	58	5	53	8.6%
16	56	15	41	26.8%
17	114	78	36	68.4%
18	201	12	189	6.0%
19	30	15	15	50.0%
20	174	103	71	59.2%
21	50	26	24	52.0%
22	154	45	109	29.2%
23	22	28	(6)	127.3%
24	412	639	(227)	155.1%
25	53	17	36	32.1%
26	62	29	33	46.8%
27	94	46	48	48.9%
28	438	569	(131)	129.9%
29	95	19	76	20.0%
30	166	32	134	19.3%
31	89	35	54	39.3%
32	41	202.5	(162)	493.9%
33	149	141	8	94.6%
34	145	631	(486)	435.2%
35	155	99	56	63.9%
36	83	27	56	32.5%
37	130	223	(93)	171.5%
38	529	246	283	46.5%
39	629	196	433	31.2%
40	540	578	(38)	107.0%
41	126	91	35	72.2%
42	112	482	(370)	430.4%
43	103	66	37	64.1%
44	227	274	(47)	120.7%
45	298	57	241	19.1%
46	336	666	(330)	198.2%
47	173	6	167	3.5%
48	217	5	212	2.3%
49	92	47	45	51.1%
50	296	69	227	23.3%
51	152	125	27	82.2%
52	354	365	(11)	103.1%
53	296	222	74	75.0%
54	50	29	21	58.0%
55	357	339	18	95.0%
56	132	62	70	47.0%
57	196	310	(114)	158.2%
58	213	113	100	53.1%
59	28	29	(1)	103.6%
<b>TOTAL</b>	<b>9,793</b>	<b>7,969</b>	<b>1,825</b>	<b>81.4%</b>