

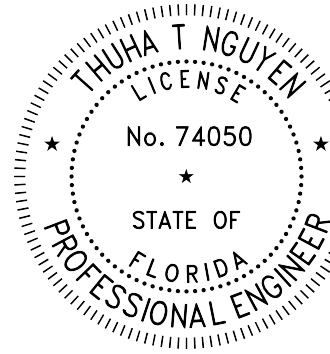
TECHNICAL MEMORANDUM

To: Palm Beach County - Traffic Division

From: Thuha Nguyen, PE, PTOE, PTP, RSP1

Date: December 17th, 2025

Re: Lake Worth Beach Parking Structure



Digitally signed by
 Thuha Nguyen
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 Nguyen,
 email=thuha.nguyen@
 viaplanning.com, c=US
 Date: 2025.12.17
 10:54:38 -05'00'

This technical memorandum serves as a traffic statement for the Lake Worth Beach Parking Structure project located from 13 South K Street to 704 1st Street South in the City of Lake Worth Beach. The project is expected to open to the public by 2029.

The site is currently occupied by a surface parking lot and some vacant parcels. The parcel data is included in Attachment A. The proposed development includes a 259-space parking garage and approximately 3,225 square feet of government office space, as shown in Attachment B.

The *Downtown Lake Worth Beach Parking Study* (last updated in 2024) states "... Downtown parking continues to maintain high parking occupancies and the City still has a definitive need for more public parking to ensure equitable access and to support the continued economic development and vitality of the Downtown area. ... encourage the City to take proactive steps to manage parking demand through the introduction of parking fees and a needed new parking structure." Excerpts of the study are included in Attachment C.

The proposed 259-space parking garage aims to provide the much-needed parking spaces in downtown Lake Worth Beach. The parking garage itself is not a trip generator; however, the government building located at the southeast corner of the project is expected to generate some trips. These buildings, labeled as 17A and 17B, are intended to house the Leisure Services Department and the Parking Division staff.

The trip generation was estimated using the published Palm Beach County rates for Government Office. The anticipated trip generation is shown in the table below. Although Palm Beach County allows for a 10% pass-by for government office, no pass-by or multimodal reductions are taken.

Land Use	Land Use Code	Intensity	Units	Weekday Daily	A.M. Peak Hour			P.M. Peak Hour		
				Total	In	Out	Total	In	Out	Total
Government Office	730	3.225	1000 SF	73	8	3	11	2	4	6
NEW EXTERNAL TRIP				73	8	3	11	2	4	6

	Daily	A.M.	P.M.
Rate	22.59	3.34	1.71
In/Out	50%/50%	75%/25%	25%/75%

According to Palm Beach County's Article 12 Traffic Performance Standards, *"Non-residential Projects generating less than or equal to 20 Gross Peak Hour Trips based on PBC's adopted Trip Generation rates shall not be required to submit a Traffic Impact Study."*

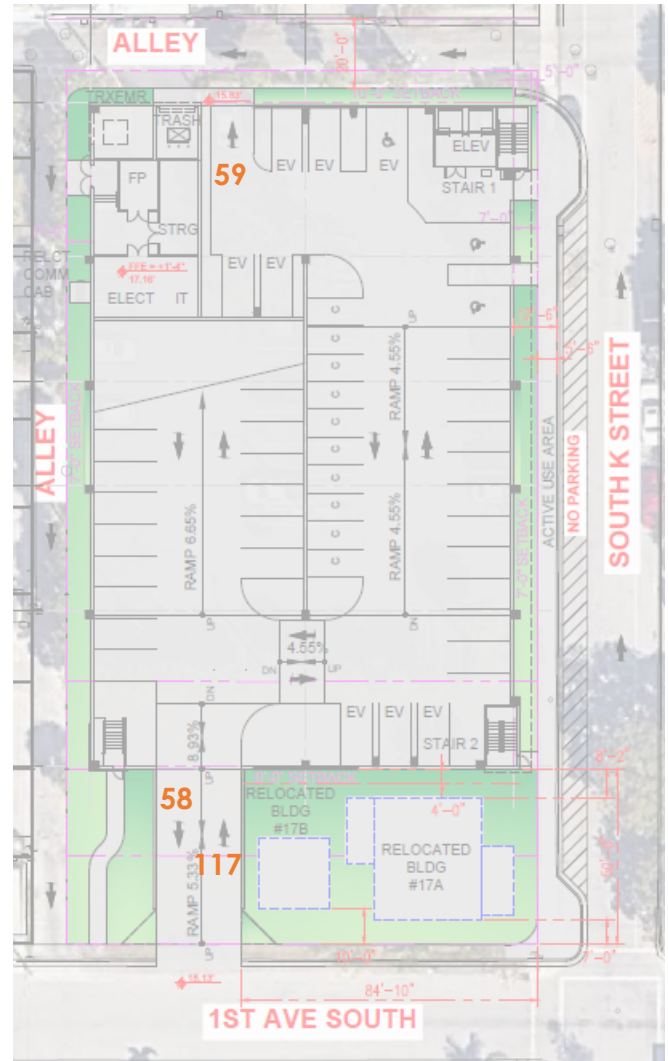
To estimate the number of driveway volumes for the parking garage, the following calculations were completed:

- 259 total parking spaces – 10 marked spaces for City employees = 249 spaces for the general public.
- During the peak demand on a typical weekday, between 6 p.m. and 10 p.m., up to 87% of the spaces would be taken, accounting for 217 spaces. Similarly, during the peak demand on a typical weekend day, between 3 p.m. and 6 p.m., up to 94% of the spaces would be taken, accounting for 234 spaces. See Attachment C.
- Assuming an average parking duration of 3 hours, it is expected that an absolute maximum of 72 and 117 vehicles would be entering or exiting over a one-hour period on a typical weekday and weekend day, respectively.

The figures below show the trip distributions to the two driveways: a full-access driveway to 1st Avenue South and an exit-only driveway to the alley west of South K Street.



Weekday Maximum Driveway Volume



Weekend Maximum Driveway Volume

The entrance design will be finalized at a later date as the project progresses.

Although the on-site city buildings will generate some trips, the overall impact of the project on the roadway network is expected to be significantly positive. With appropriate signage, wayfinding elements, and clear parking facility information, many drivers will no longer need to circulate through the downtown area in search of available spaces.

We respectfully request your review and approval.

ATTACHMENT A

Existing Property Information

Property Detail

Parcel Control Number : 38-43-44-21-15-019-0220
Owners : LAKE WORTH CITY OF
Mailing Address : 7 N DIXIE HWY
 LAKE WORTH BEACH FL 33460 3725
Location Address : 13 S K ST
Book/Page : 02340 / 1464
Sale Date : 01/01/1974
Legal Description : TOWN OF LAKE WORTH LT 22 BLK 19
Property Use Code : 8900—MUNICIPAL
Zoning : MU-E—MIXED USE EAST (38-LAKE WORTH BEACH)
Total Square Feet : 0
Acres : .08

Building Details

Subarea and Square Footage for Building 1

Description	square Footage	Sketch for Building 1
No data found		

Property Extra Feature

Description	Year Built	Units
Paving- Asphalt	1980	3160

No Image Found

Structural Element for Building 1

Tax Year	2025		
Improvement Value	\$398		
Land Value	\$62,051	AD VALOREM	\$0
Total Market Value	\$62,449	NON AD VALOREM	\$0
Assessed Value	\$34,502	TOTAL TAX	\$0
Exemption Amount	\$34,502		
Taxable Value	\$0		

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Property Detail

Parcel Control Number : 38-43-44-21-15-019-0230
Owners : LAKE WORTH CITY OF
Mailing Address : 7 N DIXIE HWY
 LAKE WORTH BEACH FL 33460 3725
Location Address : 19 S K ST
Book/Page : 02306 / 0705
Sale Date : 01/01/1974
Legal Description : TOWN OF LAKE WORTH LTS 23 TO 28 INC BLK 19
Property Use Code : 8900—MUNICIPAL
Zoning : MU-E—MIXED USE EAST (38-LAKE WORTH BEACH)
Total Square Feet : 0
Acres : .47

Building Details

Subarea and Square Footage for Building 1

Description	square Footage	Sketch for Building 1
No data found		

Property Extra Feature

Description	Year Built	Units
Paving- Asphalt	1980	18125



Structural Element for Building 1

Tax Year	2025		
Improvement Value	\$2,284		
Land Value	\$372,324	AD VALOREM	\$0
Total Market Value	\$374,608	NON AD VALOREM	\$0
Assessed Value	\$374,608	TOTAL TAX	\$0
Exemption Amount	\$374,608		
Taxable Value	\$0		

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Property Detail

Location Address : 25 S K ST
Municipality : LAKE WORTH BEACH
Parcel Control Number : 38-43-44-21-15-019-0290
Subdivision : LAKE WORTH TOWN OF
Official Records Book/Page : 30433 / 1265
Sale Date : 02/19/2019
Legal Description : TOWN OF LAKE WORTH LT 29 BLK 19

Owner Information

Owner(s)	Mailing Address
LAKE WORTH BEACH CRA	1121 LUCERNE AVE LAKE WORTH BEACH FL 33460 3610

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
02/19/2019	\$230,000	30433 / 01265	WARRANTY DEED	LAKE WORTH BEACH CRA
03/01/1991	\$100	06800 / 00631	QUIT CLAIM	MACKEY ROBERT B
03/01/1991	\$100	06766 / 01183	SUMMARY ORDER	

Exemption Information

Applicant/Owner(s)	Year	Detail
	2025	

Property Information

Number of Units : 0
***Total Square Feet :** 0
Acres : .08
Property Use Code : 0000—VACANT
Zoning : MU-E—MIXED USE EAST (38-LAKE WORTH BEACH)

Building Details

Structural Details

Structural Element for Building 1

Sketch for Building 1

Subarea and Square Footage for Building 1

Code Description	square Footage
No data found	

No Image Found

Property Extra Feature

Description	Year Built	Units
No Extra Feature Available		

Property Land Details

Land Line #	Description	Zoning	Acres
1	COMMERCIAL	MU-E	0.0775

Appraisals

Tax Year	2025	2024	2023	2022	2021
Improvement Value	\$0	\$0	\$126,571	\$106,166	\$93,482
Land Value	\$166,850	\$155,625	\$132,450	\$111,375	\$60,750
Total Market Value	\$166,850	\$155,625	\$259,021	\$217,541	\$154,232

Assessed and Taxable Values

Tax Year	2025	2024	2023	2022	2021
Assessed Value	\$115,468	\$104,971	\$186,621	\$169,655	\$154,232
Exemption Amount	\$115,468	\$104,971	\$186,621	\$169,655	\$154,232
Taxable Value	\$0	\$0	\$0	\$0	\$0

Taxes

Tax Year	2025	2024	2023	2022	2021
AD VALOREM	\$0	\$0	\$0	\$0	\$0
NON AD VALOREM	\$0	\$0	\$525	\$507	\$423
TOTAL TAX	\$0	\$0	\$525	\$507	\$423

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Property Detail

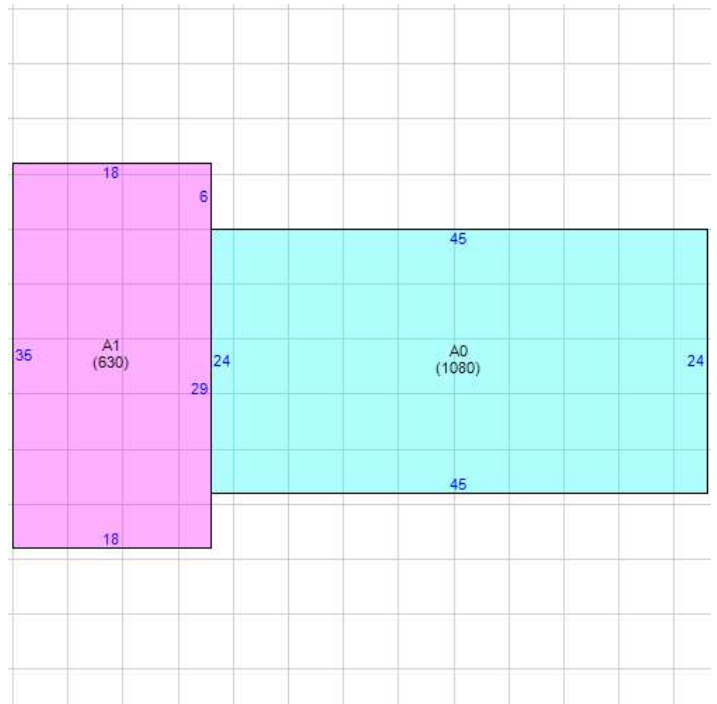
Parcel Control Number : 38-43-44-21-15-019-0301
Owners : LAKE WORTH BEACH CRA
Mailing Address : 1121 LUCERNE AVE
 LAKE WORTH BEACH FL 33460 3610
Location Address : 704 1ST AVE S 1
Book/Page : 30431 / 529
Sale Date : 02/21/2019
Legal Description : TOWN OF LAKE WORTH E 85 FT OF LTS 30 & 31 BLK 19
Property Use Code : 0800—MULTIFAMILY < 5 UNITS
Zoning : MU-E—MIXED USE EAST (38-LAKE WORTH BEACH)
Total Square Feet : 1710
Acres : .10

Building Details

Subarea and Square Footage for Building 1

Description	square Footage
SFB Semi Finished Base Area	630
BAS Base Area	1080
Total Square Footage	1710
Area Under Air	1710

Sketch for Building 1



Property Extra Feature

Description	Year Built	Units
Screen Enclosure	1928	156
Patio Roof	1928	114
Patio	1928	214

Structural Element for Building 1

Bldg Type	DUPLEX
Exterior Wall 1	WSF: VINYL/STL/ALUM
Year Built	1928
Air Condition Desc.	HTG & AC
Heat Type	FORCED AIR DUCT
Heat Fuel	NONE
Bed Rooms	3
Full Baths	2
Half Baths	0
Roof Structure	GABLE/HIP
Roof Cover	ASPHALT/COMPOSITION
Interior Wall 1	PLASTER
Interior Wall 2	N/A

Floor Type 1	HARDWOOD
Floor Type 2	CERAMIC/QUARRY TILE
Stories	1

Tax Year		2025	
Improvement Value	\$204,734		
Land Value	\$179,100	AD VALOREM	\$0
Total Market Value	\$383,834	NON AD VALOREM	\$0
Assessed Value	\$287,361	TOTAL TAX	\$0
Exemption Amount	\$287,361		
Taxable Value	\$0		

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Property Detail

Location Address : 710 1ST AVE S
Municipality : LAKE WORTH BEACH
Parcel Control Number : 38-43-44-21-15-019-0302
Subdivision : LAKE WORTH TOWN OF
Official Records Book/Page : 30784 / 974
Sale Date : 07/26/2019
Legal Description : TOWN OF LAKE WORTH W 50 FT OF LTS 30 & 31 BLK 19

Owner Information

Owner(s)	Mailing Address
LAKE WORTH BEACH CRA	1121 LUCERNE AVE LAKE WORTH BEACH FL 33460 3610

Sales Information

Sales Date	Price	OR Book/Page	Sale Type	Owner
07/26/2019	\$230,000	30784 / 00974	WARRANTY DEED	LAKE WORTH BEACH CRA
12/19/2001	\$82,500	13240 / 01937	WARRANTY DEED	CURTIS C ROGERS TR
09/29/2000	\$58,555	12053 / 01581	WARRANTY DEED	DWECK DAVID TR
10/14/1998	\$47,500	10730 / 01218	WARRANTY DEED	BISH CLAUDETTE
12/01/1993	\$20,200	08014 / 01426	STATE DEED	
07/01/1993	\$100	07841 / 00438	WARRANTY DEED	
07/01/1993	\$1,000	07795 / 00569	CERT OF TITLE	
05/01/1989	\$35,000	06068 / 01166	WARRANTY DEED	
05/01/1983	\$36,000	03944 / 00948	REP DEED	

Exemption Information

Applicant/Owner(s)	Year	Detail
	2025	

Property Information

Number of Units : 0
***Total Square Feet :** 0
Acres : .06
Property Use Code : 0000—VACANT
Zoning : MU-E—MIXED USE EAST (38-LAKE WORTH BEACH)

Building Details

Structural Details

Structural Element for Building 1

Sketch for Building 1

Subarea and Square Footage for Building 1

Code Description	square Footage
No data found	

No data found

No Image Found

Property Extra Feature

Description	Year Built	Units
No Extra Feature Available		

Property Land Details

Land Line #	Description	Zoning	Acres
1	COMMERCIAL	MU-E	0.0574

Appraisals

Tax Year	2025	2024	2023	2022	2021
Improvement Value	\$0	\$0	\$122,346	\$101,114	\$87,988
Land Value	\$154,600	\$135,500	\$106,200	\$82,500	\$45,000
Total Market Value	\$154,600	\$135,500	\$228,546	\$183,614	\$132,988

Assessed and Taxable Values

Tax Year	2025	2024	2023	2022	2021
Assessed Value	\$90,476	\$82,251	\$160,916	\$146,287	\$132,988
Exemption Amount	\$90,476	\$82,251	\$160,916	\$146,287	\$132,988
Taxable Value	\$0	\$0	\$0	\$0	\$0

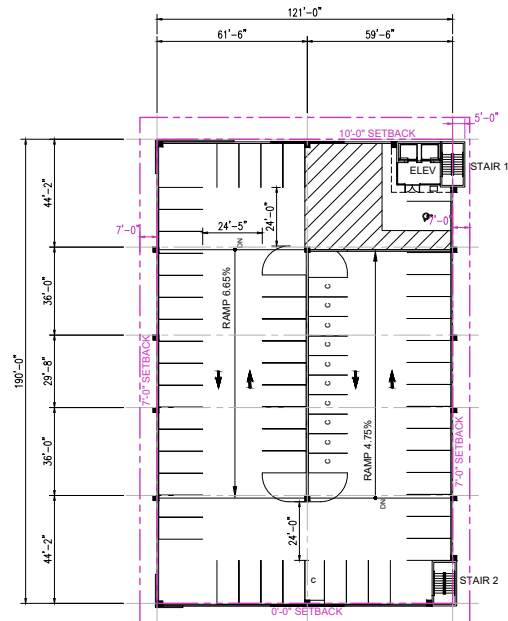
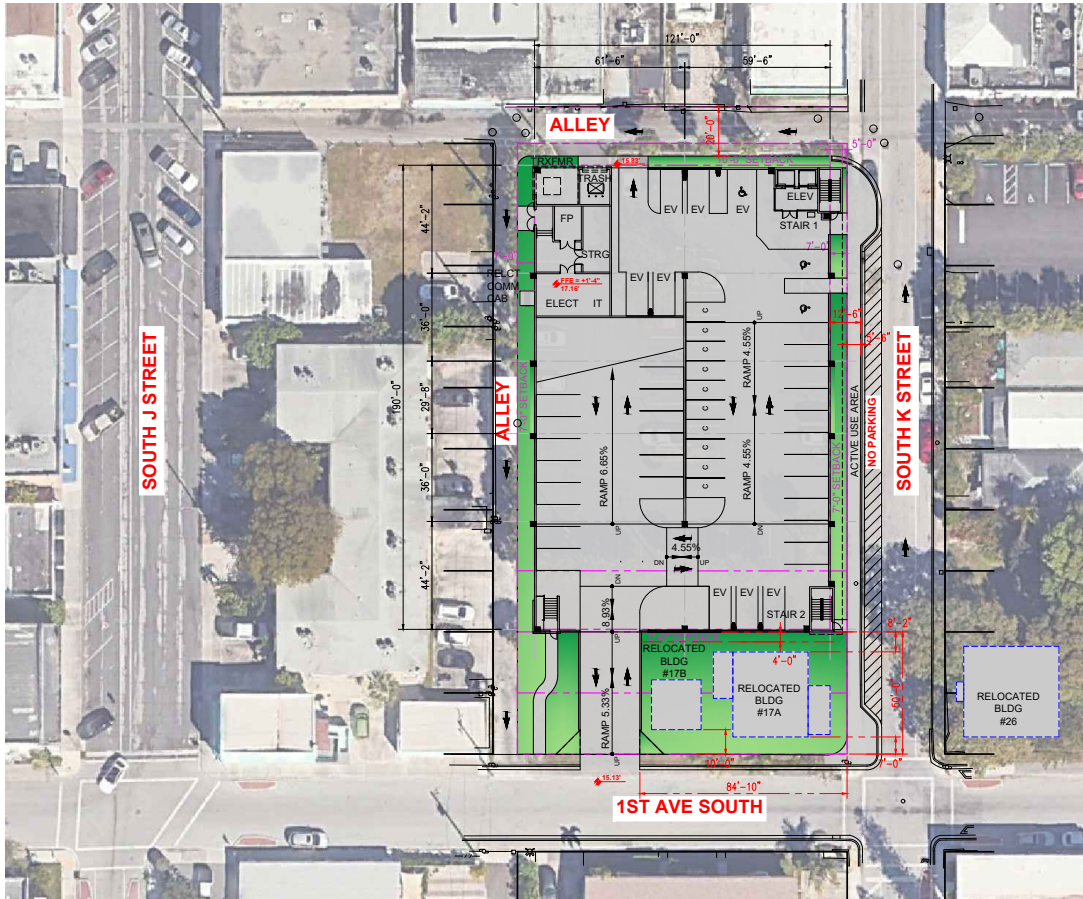
Taxes

Tax Year	2025	2024	2023	2022	2021
AD VALOREM	\$0	\$0	\$0	\$0	\$0
NON AD VALOREM	\$0	\$0	\$525	\$507	\$501
TOTAL TAX	\$0	\$0	\$525	\$507	\$501

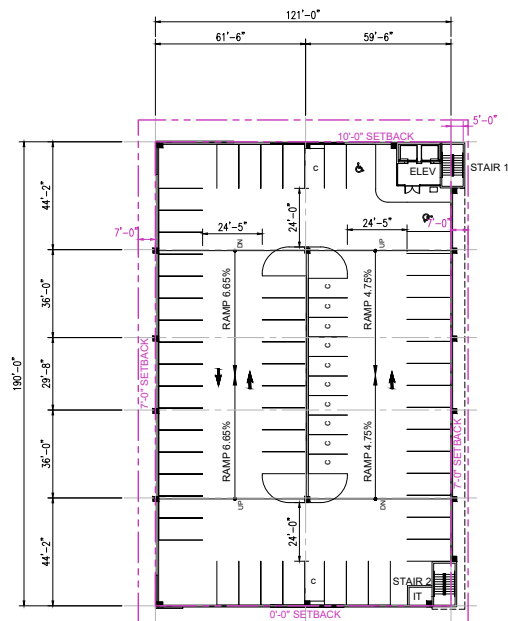
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ATTACHMENT B

Proposed Site Plan



LEVEL 5



LEVELS 2 - 4

GROUND LEVEL SITE PLAN

PARKING GARAGE DATA
 MU-E (Mixed Use East (Downtown Historic District))
 .77 acres (33,750SF)

LEVEL	Standard Parking	Compact Parking	HC Parking	EV Parking	Total Parking	GSF	Remarks
LVL 5	27	0	1	0	28	11,771	
LVL 4	53	12	1	0	66	23,114	
LVL 3	52	12	2	0	66	23,114	
LVL 2	52	12	2	0	66	23,114	
LVL G	13	10	2	8	33	16,820	1 EV Space for HC use
Total	197	46	8	8	259	97,933	Approx. count. includes (9) parallel spaces on K Street
Existing Parking Spaces	69						
Total Parking Spaces	259						
Net Parking Spaces	190						
SF / Parking Space	378						
Compact Percentage	18%						
Impervious Area	82%						Allowed Downtown 90%
Floor Area Ratio (FAR) Allowed	54,000						1.6 PUD. First 3 levels exempt
Floor Area Ratio (FAR) Provided	34,885						

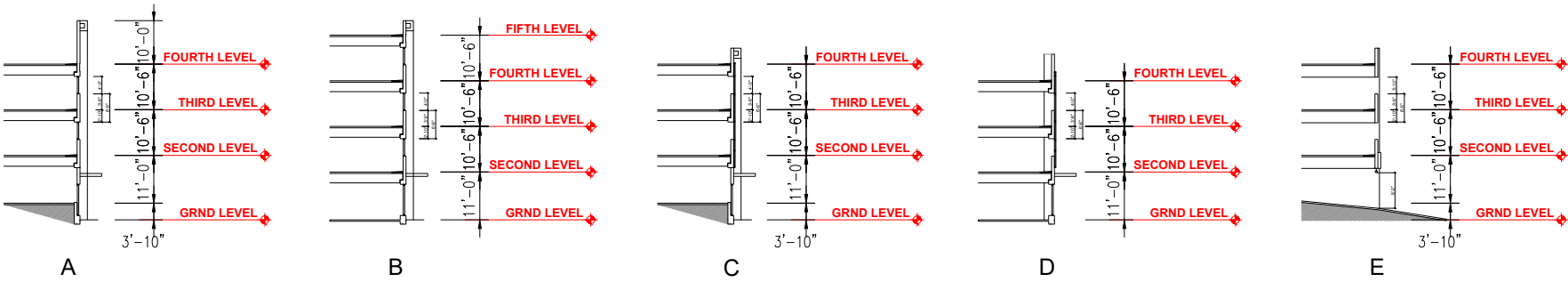
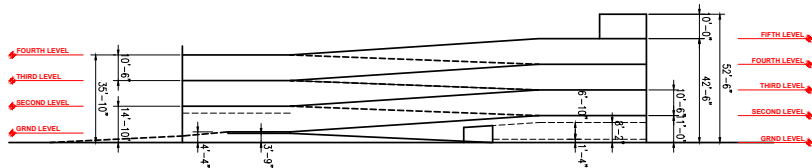
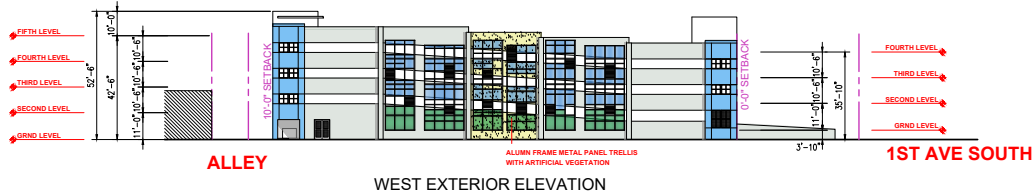
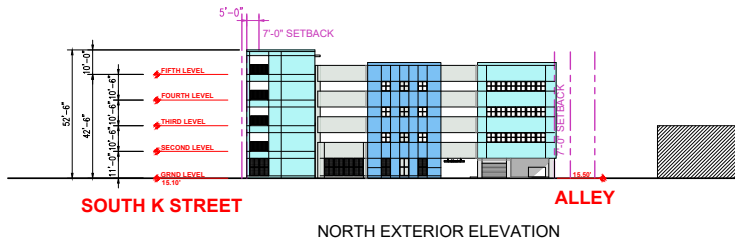
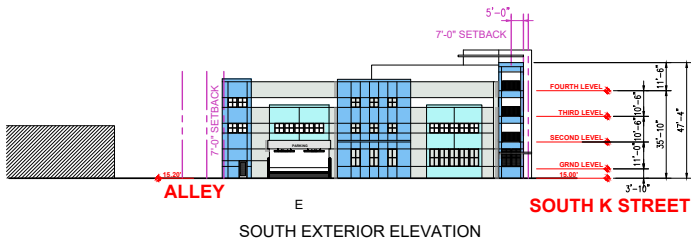


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06.18.2025



ATTACHMENT C

Excerpts from

Downtown Lake Worth Beach Parking Study

(2024 Update)



CITY OF LAKE WORTH BEACH

Downtown Lake Worth Beach Parking Study 2024 Update

I. EXECUTIVE SUMMARY

In 2018 WGI provided a parking study to the City of Lake Worth Beach (City), which was later updated in early 2020. Recently WGI was hired by the City to update the Parking Study specifically reviewing the viability of the recommendations previously made. This update is intended to review, confirm, and/or revise the recommendations included in those reports and updates, and provide financial modeling and updated structured parking concepts for the downtown area based on the 2018 recommendations. This update will provide an updated perspective of the City's downtown parking conditions.

The 2018 Lake Worth Beach Parking Study highlighted the importance of an efficient parking system for maintaining a vibrant downtown. The downtown area, centered around Lake and Lucerne Avenues, had experienced significant growth and increased parking demand, which strained available public parking. Free parking, while initially beneficial, had led to overcapacity issues, with vehicles double parked, blocking drive lanes, and causing overflow into surrounding neighborhoods. The study identified an immediate need for additional public parking spaces to meet estimated demand, with additional spaces necessary to accommodate future development and/or increased building occupancies. Parking occupancies were updated again in 2020 (pre-pandemic) and reflected even higher occupancies than those observed in 2018.

In the 2018 study and the update done in 2020, WGI staff collected all data. This was not the case with this 2024 update which reviewed the Downtown area parking inventory and occupancy using data provided by the City via their License Plate Recognition (LPR) cameras used by parking enforcement and field observations from staff. Parking Services provided five (5) months of plate scans (~20,000 scans) which were analyzed and sorted to generate occupancy perspectives by block. It is important to note that parking enforcement only scans license plates in areas where parking restrictions are in place, which excludes surface parking locations and 197 unregulated on-street spaces in the study area (Downtown). To include occupancies from these spaces in our analysis, City staff provided their occupancy observations of the unregulated spaces.


This 2024 update validates the preceding study recommendations, confirming that Downtown parking continues to maintain high parking occupancies and the City still has a definitive need for more public parking to ensure equitable access and to support the continued economic development and vitality of the Downtown area. Downtown Lake Worth Beach has continued its growth in demand and popularity, the parking system has not evolved to meet the continuing growth in demand, with only a limited supply of spaces. This study update continues to encourage the City to take proactive steps to manage parking demand through the introduction of parking fees and a needed new parking structure.

2018 Study Recommendations and Updates

- I. Implementing a paid parking system in Downtown to manage/reduce parking demand, generate revenue for capital improvements, and ensure the professional management of parking resources. Leverage the beach parking program to expand paid parking to downtown Lake Worth Beach.
2024 Update: To date the City has not implemented paid parking in Downtown.
- II. Establishing a comprehensive Parking and Transportation Program managed by a dedicated Parking and Transportation Office serving both the beach area and downtown.
2024 Update: To date, the City has not implemented paid parking in downtown. Parking services is using existing staff to service both the beach, downtown, and any other areas where parking services is being deployed.
- III. Encouraging the CRA's continued investment in parking through the purchase/acquisition of land or participation in public-private partnerships to create additional parking spaces and potential future parking structures.
2024 Update: It is our understanding that the CRA has continued the process of seeking to acquire land and/or participate in public-private partnerships for parking. An example of this is the planned WMODA development.
- IV. Anticipating and planning for future demands in emerging districts adjacent to downtown, such as the Artisanal Mixed Use–East (MUE) and Downtown East, was also a crucial aspect of the recommendations for managing parking demand and maintaining effective parking management.

2024 Update: It is our understanding that no further planning has occurred relative to the Artisanal District or Downtown East. The implementation of paid parking in downtown will necessitate Residential/Employee permit programs in the areas surrounding downtown to prevent abuse.

2024 Study Updates

- WMODA Development** – The Wiener Museum of Decorative Arts (WMODA) is planning a significant development in Lake Worth Beach, aiming to create a cultural hub that highlights its extensive collection of ceramics, glass, and other decorative arts. The new facility will serve as a community and tourist attraction, offering educational programs, exhibits, and events to promote the appreciation of fine and applied arts. This development will be located at the site of current surface parking locations and is expected to boost the local economy and contribute to the cultural revitalization of the area. The included graphic depicts the WMODA cultural center, adjacent residential structure, parking, and lots that fall within the WMODA planning area (source: Lake Worth Beach CRA, [September 10, 2024 update](#)).
 
- 1st Avenue South & K-Street Residential Development** – A residential development is planned for the corner of S. K St. and 1st Ave. S. which is intended to provide workforce housing.
- Gulfstream Hotel Renovation** – The historic Gulfstream Hotel in Lake Worth Beach is undergoing a major renovation and restoration as part of efforts to reopen the iconic landmark. Closed since 2005, the hotel is being revitalized to preserve its classic architecture while adding modern amenities. The project aims to bring new life to the downtown area, with plans for a boutique hotel, dining options, parking garage, and event spaces. The reopening is expected to significantly boost tourism and economic activity in the city.
- Additional Downtown Restaurants** – From information provided by the City, several additional restaurants have plans for opening in the Downtown area in the near future.

Conclusions

- Parking occupancies remain high in Downtown** – On-street occupancies in the downtown area show continued full occupancies during peak hours. Unregulated spaces (on-street and off-street) are the most utilized spaces when available and nearby.
- The City has an inadequate supply of parking to meet future demand** - The parking adequacy analysis indicates that the City already has an inadequate amount of space to meet current parking demand, with all off-street locations full at peak parking demand hours, and on-street parking occupancies full during those same peak periods. The City is effectively out of parking. To provide sufficient space to meet parking demand, the City must both increase inventory by adding new spaces in downtown, as well as take proactive steps to reduce current parking demand.
- Implement Parking Fees in Downtown** – Parking fees help manage urban mobility by encouraging efficient use of space, promoting sustainable alternatives, and reducing parking demand in dense areas like downtown. Moreover, free on-street parking concentrates demand closest to popular venues, which in turn causes congestion. With limited parking and high occupancy rates, paid parking is the most effective way to ensure equitable access, distribute parking demand, generate revenue for improvements, and cover management costs. By setting appropriate fees, the City can balance parking availability, shift long-term parking to off-street locations, and support sustainable urban transportation and infrastructure use.
- Return on Investment from Parking** – The implementation of parking fees can generate considerable return for the City while using parking fees to distribute the cost of the parking resource to the individuals who use it. The financial forecasts generated with City staff indicate that a fee-based parking system in downtown could generate almost \$ 1.7 million in return per year, without a new parking garage. That amount grows to more than \$2.6 million/year with a new garage. We recommend these revenues be reinvested into further improving parking in the Downtown and surrounding areas.

Due to operational practices in the collection of the license plate scans (hours of operation, patrol routes, etc.), some zones did not have patrols/scans at all times. Due to this, the parking supply/inventory was changed to reflect the total of all zones with data for each time of the week. The data reveals notable patterns in parking demand, highlighting peak occupancy times as noted below:

- On weekdays, the highest occupancy of 87% occurs during the 6-10 PM slot, indicating a significant demand for parking spaces in the evening. Throughout the day, occupancy rates remain relatively steady, ranging from 67% to 72%, reflecting consistent use of parking spaces.
- During weekends, the peak occupancy reaches 94% in the 3-6 PM slot, showing a pronounced demand for parking nearing capacity in the afternoon. The occupancy remains high at 87% during the 12-3 PM slot and drops to 77% in the evening (6-10 PM).

All Observed Parking Occupancy (408 Regulated On-Street Spaces)

	Weekday				Weekend		
	6-12 A	12-3 P	3-6 P	6-10 P	12-3 P	3-6 P	6-10 P
Occupied Regulated Spaces	271	292	288	261	355	379	253
Spaces Patrolled	403	403	408	301	406	403	327
Regulated Space Occupancy %	67%	72%	71%	87%	87%	94%	77%

Downtown Parking

To understand and compare parking occupancy to the previous study, the downtown area was analyzed. This area contains 283 regulated and 197 unregulated on-street spaces. Data was only collected for the regulated spaces, however, unregulated spaces were assumed to be full during peak on-street occupancy periods based on city staff observations. This would indicate that demand for on-street parking is higher than regulated space occupancies may reflect. The data reveals notable patterns in parking demand, highlighting peak occupancy times as noted below:

- On weekdays, the highest occupancy rate of 81% was observed during the 12-3 PM slot, indicating a strong midday demand for parking spaces. At other times, the occupancy rates vary, with 76% during the 3-6 PM slot, 74% from 6-10 PM, and 68% in the early morning hours (6-12 AM), showing relatively consistent use of parking spaces.
- On weekends, the peak occupancy reaches 106% in the 3-6 PM slot, reflecting demand exceeding the supply of parking in the afternoon. The occupancy remains near capacity at 99% during the 12-3 PM slot and slightly decreases to 85% in the evening (6-10 PM).

In downtown areas, unregulated parking spaces, including both on-street and off-street options, tend to experience equal or higher occupancy rates compared to regulated spaces. While the relationship between these rates is less consistent in less dense regions, the higher demand for unregulated parking in urban centers highlights its attractiveness.

Downtown Parking Occupancy Measurements (283 Spaces)

	Weekday				Weekend		
	6-12 A	12-3 P	3-6 P	6-10 P	12-3 P	3-6 P	6-10 P
Occupied Regulated Spaces	193	230	215	210	281	300	221
Spaces Patrolled	283	283	283	283	283	283	261
Regulated Space Occupancy %	68%	81%	76%	74%	99%	106%	85%