

**Appendix C-5**  
**Parking Study**

## **1. Background**

The purpose of this parking impact analysis is to identify the extent to which on and off street parking is available and utilized and to use this data to evaluate potential impacts to on- and off-street parking due to various I-81 Viaduct Project alternatives. A GIS database was developed by combining existing databases that were then updated and/or expanded to cover the critical portions of the study area.

### **1.1. Study Area**

As shown in **Figure 1-1**, the study area limits are bound by West Street/Solar Street to the west, North Salina Street/North State Street/Burnet Avenue to the north, University Avenue to the east, and Adams Street/Waverly Avenue to the south covering all of downtown, portions of University Hill, and the north side of the city just shy of Destiny USA. The entire study area encompassed over 680 acres or approximately 1 square mile.

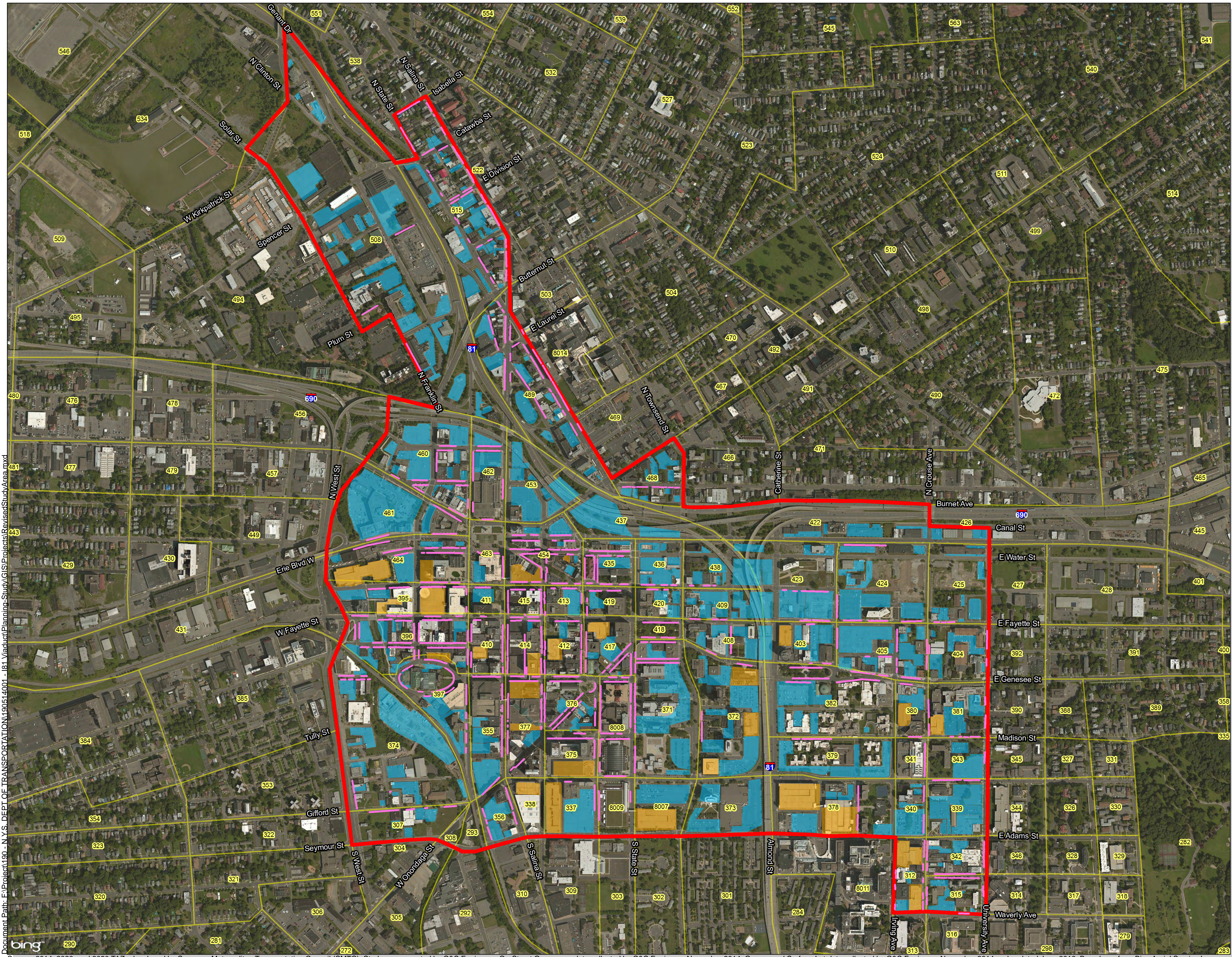
The study area was developed by providing a ¼ mile radius around potential project impact corridors based on preliminary alternatives. As the project alternatives were removed from consideration or further developed for analysis, the study area took shape around the specific areas of impacts. The Community Grid Alternative 2 and the Viaduct Alternative 4 are being progressed for analysis. The proposed limits of work for each of these alternatives were reviewed to ensure all potential areas of both on-street and off-street parking impacts were included within the study area.


Another factor in shaping the study area was the use of transportation analysis zones (TAZ) for evaluating future parking demand changes. See Section 1.3 for more information on how TAZs are used for this parking analysis. To ensure the parking analysis study area incorporated complete TAZs, the study area limits were adjusted to include entire TAZs impacted by the project alternatives.

There are a few locations where parking impacts are anticipated but the entire TAZ is not included in the study area due to the location and scale of impacts:

- A structure and its associated parking will be eliminated at the southwest corner of Van Buren Street and Fineview Place (TAZ 413). The removal of the structure and its associated parking at Van Buren Street and Fineview Place will not have any impacts to the larger study area since the demand associated with the supply being eliminated is also being eliminated.
- National Grid surface parking lot adjacent to West Street (TAZ 456). The loss of the National Grid surface parking lot adjacent to West Street will be included in the analysis since the demand is associated with a building within the study area.
- Surface lots near Boland Hall on the Syracuse University Campus (TAZ 419). It is assumed that the demand associated with these small surface lots will be accommodated within existing Syracuse University facilities within this TAZ and is therefore not included in this study area analysis.
- On-street impacts near the following intersections:
  - Van Buren and Irving streets (TAZ 413/415)







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### Legend

Original Study Area

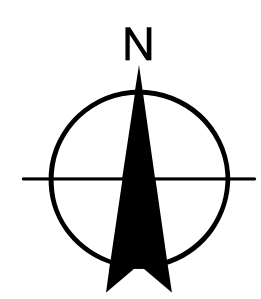
Revised Study Area

TAZ

Garage


Surface Lot

Midday On-Street Supply



500 250 0 500 Feet

1" = 450'  
When printed at 22" x34"



I-81 Viaduct  
Study Area  
Figure 1-1

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Source: 2014, 2020, and 2050 TAZs developed by Syracuse Metropolitan Transportation Council (SMTC). Study areas created by C&S Engineers. On-Street Occupancy data collected by C&S Engineers November 2014. Garage and Surface Lot data collected by C&S Engineers November 2014 and updated June 2016. Base layer from Bing Aerial Service Layer



- Burnet and South Crouse Avenue (TAZ 579)
- Burnet Avenue and Catherine Street (TAZ 466)

The on-street impacts at these three locations will be minor and it is assumed that the supply that may be lost currently does not or will not serve a significant demand. The impacts at these locations will be noted, but will not be included in any study area calculations or results.

## **1.2. Previous Studies**

A number of previous documents provided the baseline for the on- and off-street parking inventory. A brief summary of each document used is provided below:

### **Downtown Syracuse Parking Study (2008)**

*C&S Companies for the Syracuse Industrial Development Agency*

The purpose of the Downtown Syracuse Parking Study was to address a number of parking challenges faced by the City. The study focused on the downtown central business district (CBD) bound by Interstate 690 to the north, Almond Street (Interstate 81) to the east, Adams Street to the south, and West Street to the west. The southern border extends to Temple Street between South Salina Street and South Clinton Street. At the time, over 18,000 on- and off-street parking spaces were accounted for within the study area. Occupancy data was collected for the entire study area midday on typical weekdays as well as Friday nights in specified entertainment districts in Clinton/Hanover and Armory Squares. The study also looked at two different future scenarios projecting growth over a five-year timeframe. Numerous recommendations were documented to maximize or increase supply, change parking policies, and revise or implement parking related programs.

### **University Hill Park and Ride Feasibility Study (2010)**

*C&S Companies for the Syracuse Metropolitan Transportation Council*

This study was commissioned as a recommendation from the University Hill Transportation Study (2007) to assess the development potential for a single, remote, mixed-use facility including shared institutional parking, structurally integrated supportive land uses, and transit shuttle service to major institutions on the Hill. While there was no defined study area for this project since remote locations were considered throughout the greater Syracuse area, off-street parking supply and demand information was collected from the Hill institutions for an area generally bounded by Interstate 690 to the north, Ostrom Avenue to the east, Oakwood Cemetery to the south, and Almond Street (Interstate 81) to the west. At the time of this study, the major institutions owned or leased approximately 16,800 off-street spaces allocated to employees, students, and visitors in over 70 parking facilities. Short-term recommendations included establishing an area-wide Transportation Demand Management Program and creating and/or modifying Centro transit services to and from various Park-N-Ride locations. Long-term recommendations focused on providing a mixed-use parking garage within walking distance of University Hill, identifying a site on Kennedy Square.

**Near Northside Parking & Wayfinding Study – Evaluation of Existing Conditions (2011)**

*Syracuse Metropolitan Transportation Council*

The focus of this technical memorandum was to focus on the parking and pedestrian wayfinding needs of the North Salina Street Business District (300-900 blocks of North Salina Street). The memo documented existing parking supply and demand and included an extensive outreach effort through stakeholder involvement, focus group meetings, and a meeting with the business district association. Based on field counts and calculations, there were just over 1,000 on- and off-street parking spaces documented in the memo. This memo documented public comments and recommended action items, but no specific parking recommendations were noted.

**St Joseph’s Hospital Health Center Comprehensive Parking Study (2011)**

*C&S Companies for the St. Joseph’s Hospital Health Center*

The purpose of this study was to evaluate the adequacy of the parking supply at the hospital through the completion of their master plan development through 2015. The study reviewed existing and future supply and demand, and developed and evaluated alternatives to reduce or accommodate future demand. The study area was bound by Butternut Street to the north, North McBride Street to the east, James Street to the south, and North State Street to the west. Within the study area, there were just under 2,500 on- and off-street spaces inventoried and were found to be 86% occupied as a whole. Recommendations included the use of temporary and remote parking facilities and the implementation of a Transportation Demand Management (TDM) program to reduce demand.

**2. Existing Parking Supply & Demand**

**2.1 On-Street Inventory**

Consistent with the 2008 Downtown Syracuse Parking Study, on-street parking locations were identified using GPS units and related software throughout the entire study area. Every type of parking designation and time limits, as indicated on signage, were noted. The linear foot of available parking was determined from identifying segments of legal parking not limited by bus stops, hydrants, loading zones, or curb cuts. The length of available parking was then converted to a number of available spaces by assuming a per vehicle parking space length of 20 feet.

The on-street inventory data from the 2008 Downtown study was used as a base but was updated for key streets that are expected to be impacted by potential alternatives or were known to have been changed since that study was conducted. Inventory was updated for some or portions of the following streets: South Clinton Street, South Salina Street, South Warren Street, South State Street, South Townsend Street, Erie Boulevard East, East Water Street, and West/East Fayette Street. These updates and the remainder of the study area was inventoried by C&S staff in December 2014. **Table 2-1** shows the breakdown of on-street inventory within the study area by type of parking.

**Table 2-1: On-Street Inventory Summary**

Type	# of Spaces
1 Hour Parking	52
2 Hour Parking	1,548
20 Minute Parking	3
30 Minute Parking	16
4 Hour Parking	16
Odd/Even Parking	176
Parking Permitted	161
<b>Available Parking Total</b>	<b>1,972</b>
12 Minute Pickup	114
15 Minute Pickup	9
Bus Pickup Only	1
Loading Zone	176
Reserved Parking	236
<b>Other/Unavailable Parking Total</b>	<b>536</b>

*1 – The number of odd/even parking spaces vary depending on any given day. The number of odd/even spaces provided in Table 2-1 is based on which side of the roadway segment was legal on the day occupancy observations were conducted.*

As noted above, the exact number of available spaces will vary any given day due to the number of odd/even designated parking areas. Since the inventory and occupancy data was collected over a number of days, the exact number of spaces on any given day is not known.

## 2.2 Off-Street Inventory

Off-street parking facility information was gathered from all of the previous studies mentioned in Section 1.2 and updated or supplemented where needed. Due to the myriad changes in off-street parking facilities since those studies were conducted, C&S reached out to the City of Syracuse, the New York State Department of Transportation (NYSDOT), and numerous University Hill institutions and facility operators for updated supply information. If information was not available through known contacts, C&S staff collected updated information in the field, if access was allowed.

Information gathered varied depending on which study the data was taken from, but at a minimum included the type of facility (surface lot or garage) and its owner/operator. Where the data was available, the type of user was noted: public, private, employees, visitors, students, etc.

Of the 321 facilities inventoried, there are 28 garages and 293 surface lots for a total of over 30,800 spaces. It should be noted that this number of off-street parking spaces does not take into account the breakdown of privately versus publically accessible facilities.

## 2.3 Existing Supply & Demand Summary

Depending on how familiar occupants are with a parking facility, a facility will be perceived as full at less than its capacity. This is known as the effective supply of a facility. For consistency with the 2008 Downtown study, an 85% effective supply will be

assumed for on-street facilities (accounting for higher visitor occupancy) and 93% for off-street facilities (accounting for a higher share of monthly/frequent parkers).

Most on-street parking occupancy data was collected through windshield surveys throughout the entire study area on typical weekdays throughout November 2014 prior to the week of Thanksgiving. As the study area changed, additional locations were observed as needed. The number of vehicles parked along each roadway segment was documented at three different periods of the day: 8:00-10:00 AM, 11:00-1:00 PM, and 3:00-5:00 PM.

Off-street occupancy data was collected through the previous studies and updated within the study area via correspondence with facility owners/operators or field investigation. Since the majority of the previous studies only documented off-street occupancy one time throughout the middle of a typical weekday, that is the timeframe observed and documented for off-street facilities.

As noted when discussing the inventory, occupancy information was not available for all off-street facilities. These facilities account for approximately 4,000 parking spaces of the total 30,800 off-street spaces (see **Figure 2-2** referenced below):

- FID 1 – Upstate Garage West
- FID 2 – Crouse Garage
- FID 9 – Upstate Garage East
- FID 50 – Federal Lot
- FID 121 – Upstate Health Care Center
- FID 135 – Crouse Garage
- FID 136 – Crouse Valet
- FID 137 – Irving Garage

If occupancy data was not provided by the facility owner/operator and/or access was limited for field investigation, it is indicated that information was not available for that facility. It should be noted that when asked to provide occupancy information for their off-street facilities, the answer was often 100% utilized due to over-permitting the facility to their employees. Where possible, actual occupancy information was collected through field investigation unless access was gated.

The parking supply and demand for the study area is shown in the table below. The information is based on midday observations (11am – 1PM) for both on- and off-street parking facilities within the study area since it is the peak on-street occupancy period and that is the only timeframe off-street data was available. As noted previously, an assumed effective supply of 93% for off-street facilities and 85% for on-street facilities was used to provide a buffer for planning purposes. The utilization noted is the percentage of demand on the effective supply. This will serve as the base for future no-build and build scenario analyses.

**Table 2-2: Existing Supply & Demand Summary**

	<b>Supply</b>	<b>Effective Supply</b>	<b>Demand</b>	<b>Utilization</b>
On-Street Facilities	2,508	2,108	1,418	67%
Off-Street Facilities <sup>1</sup>	26,725	24,700	19,646	80%
Total Study Area	29,233	26,808	21,064	79%

1- Off-street facility information does not include supply and demand for the facilities noted above where occupancy information was not available

**Figure 2-1** shows the midday on- and off-street parking supply by ID number and **Figure 2-2** shows the midday utilization of the individual parking facilities within the study area. While the study area is utilized at approximately 80% overall, there are on-street segments and certain off-street facilities that are over-utilized and some that are significantly under-utilized. Detailed information, including utilization by facility, is provided in **Appendix A**.

### **3. Future Parking Analysis Methodology**

To ultimately determine the potential impacts to parking from the project alternatives, a future no-build scenario is evaluated to determine the future parking supply and demand if the project is not built and to compare to the future build scenarios. The future years to be analyzed are 2020 (ETC – Estimated Time of Completion) and 2050 (ETC+30). The I-81 Viaduct Project will not impact parking supply and demand beyond its construction. The project itself, regardless of the alternative, will not change parking supply or demand once it is built (e.g., the project will not require supply changes nor will it generate parking demand in the future). Therefore, future parking supply and demand was evaluated for 2020, but not 2050. The changes in supply and demand for the future no-build scenarios are estimated based on changes in socioeconomic data for each TAZ within the study area, specifically the number of households (residents) and employees through 2020, as well as estimated changes in supply based on planned development projects.

The socioeconomic data for the existing and future analysis years is available by TAZ through the regional travel demand model for the area. This data was adjusted to account for anticipated growth for each TAZ in the region. The total change in household and employee numbers between the analysis years was determined for the entire study area and used for estimating parking demand changes.

The latest version of the Institute of Transportation Engineer's (ITE) Parking Generation Manual was used to estimate parking demand. ITE Parking Generation ratios are provided for different land uses such as single-home dwellings, apartments, hospitals, offices, etc. The manual provides demand ratios based on a specific variable associated with each land use such as the number of dwelling units, employees, building square footage, etc. The resulting parking demand includes all resident, employee, visitor, patient, or other demand associated with each land use.







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### Legend

 Study Area

 Garage\*

 Surface Lot\*

 Midday On-Street Supply

\* Labeled by FID#



500 250 0 500 Feet

1" = 450'  
When printed at 22" x34"

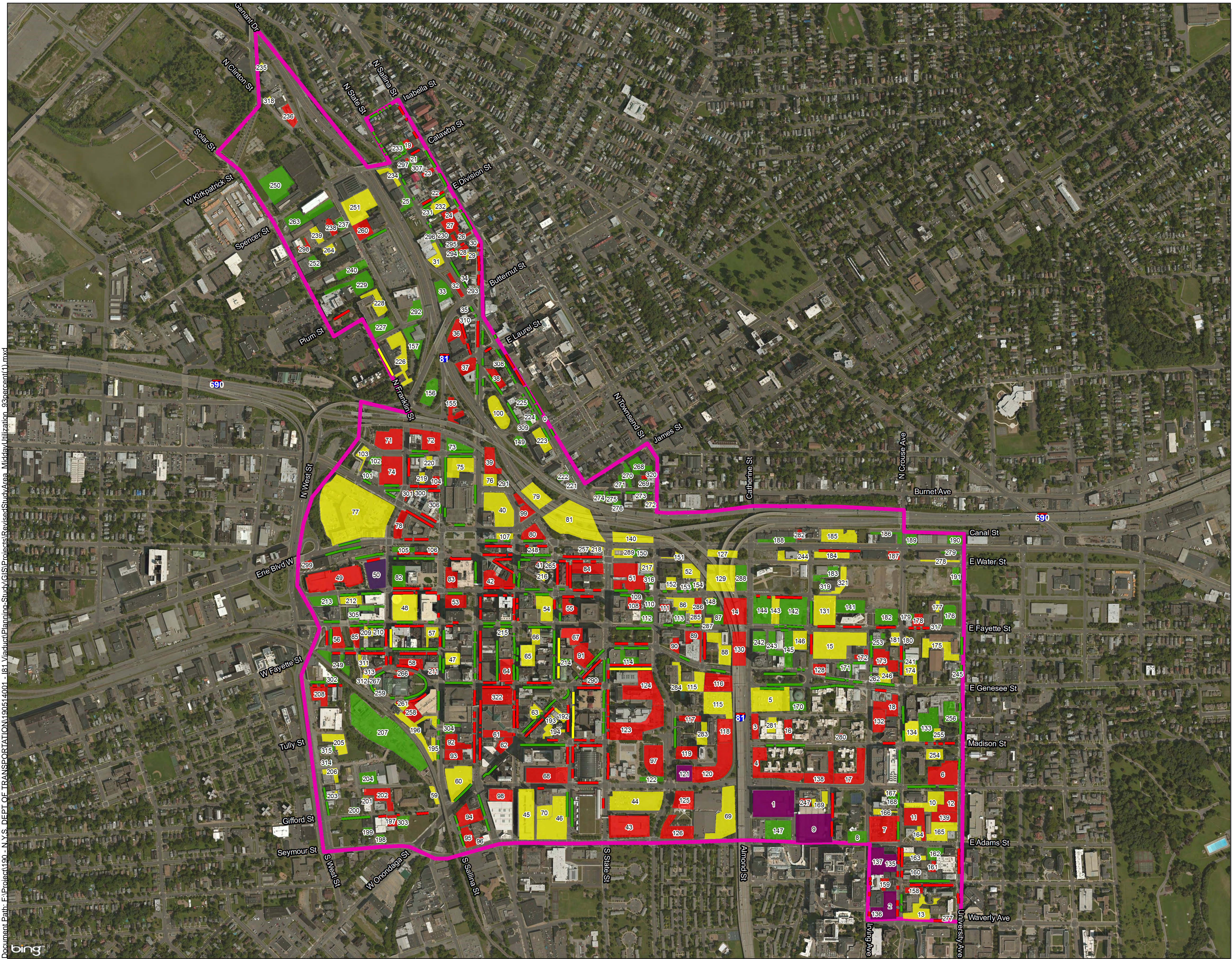


## I-81 Viaduct Midday Supply

### Figure 2-1



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Legend

Study Area

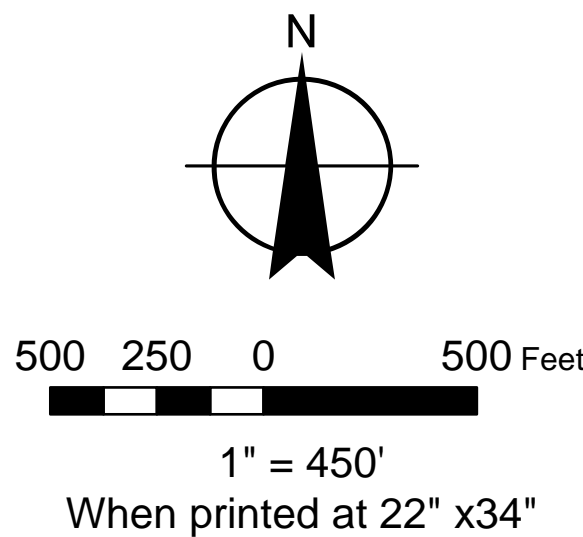
Off-Street Parking

- <50% Effective Utilization\*
- >50.1% & <93% Effective Utilization\*
- >93.1% Effective Utilization\*
- Missing Utilization Data\*

On-Street Parking

- <50% Effective Utilization
- >50.1% & <85% Effective Utilization
- >85.1% Effective Utilization

\* Labeled by FID#



I-81 Viaduct  
Midday Utilization

Figure 2-2



For residential demand, it is assumed that each household has its own dwelling unit and that those dwelling units come in the form of apartments. The ITE Parking Generation ratio for apartment dwelling units in an urban setting is 1.2 vehicle spaces per unit. While ITE notes the peak demand period as occurring overnight for apartment dwelling units, it is assumed that the downtown housing market will desire dedicated spaces at all times regardless of zoning requirements. Therefore, the 1.2 vehicle spaces per unit demand ratio is also applicable during the day. Since the socioeconomic data for the study area indicated 1.2 vehicles per household, the ITE Parking Generation ratio is considered reasonable and will be used to estimate future residential parking demand.

For the non-residential demand, employment information for the study area was evaluated. Over 60% of the employees with the study area in 2014 were assumed to be office-based. The ITE Parking Generation ratio for office uses is 0.83 vehicles per employee. The remaining 40% of non-residential demand includes eating/drinking establishments, retail, education, health-related establishments, hotels, non-restaurant services, and manufacturing. ITE Parking Generation information for these uses is either not available per employee or not available at all. Some uses, like manufacturing at 0.97 vehicles per employee, are higher than office uses, while others, like hospitals at 0.6 vehicles per employee, are lower. It is also assumed that the parking generation for retail, eating/drinking establishments, and non-restaurant service uses will be lower than the office use since many people visit these types of uses throughout the workday without driving their vehicle. Therefore, an average parking generation ratio of 0.85 per employee was assumed for all land uses within the study area.

The rates noted in the table below will be used to estimate future no-build and future build scenario demand based on the change in households and total employees noted in the TAZ information for the study area.

**Table 3-1: Parking Demand Ratios**

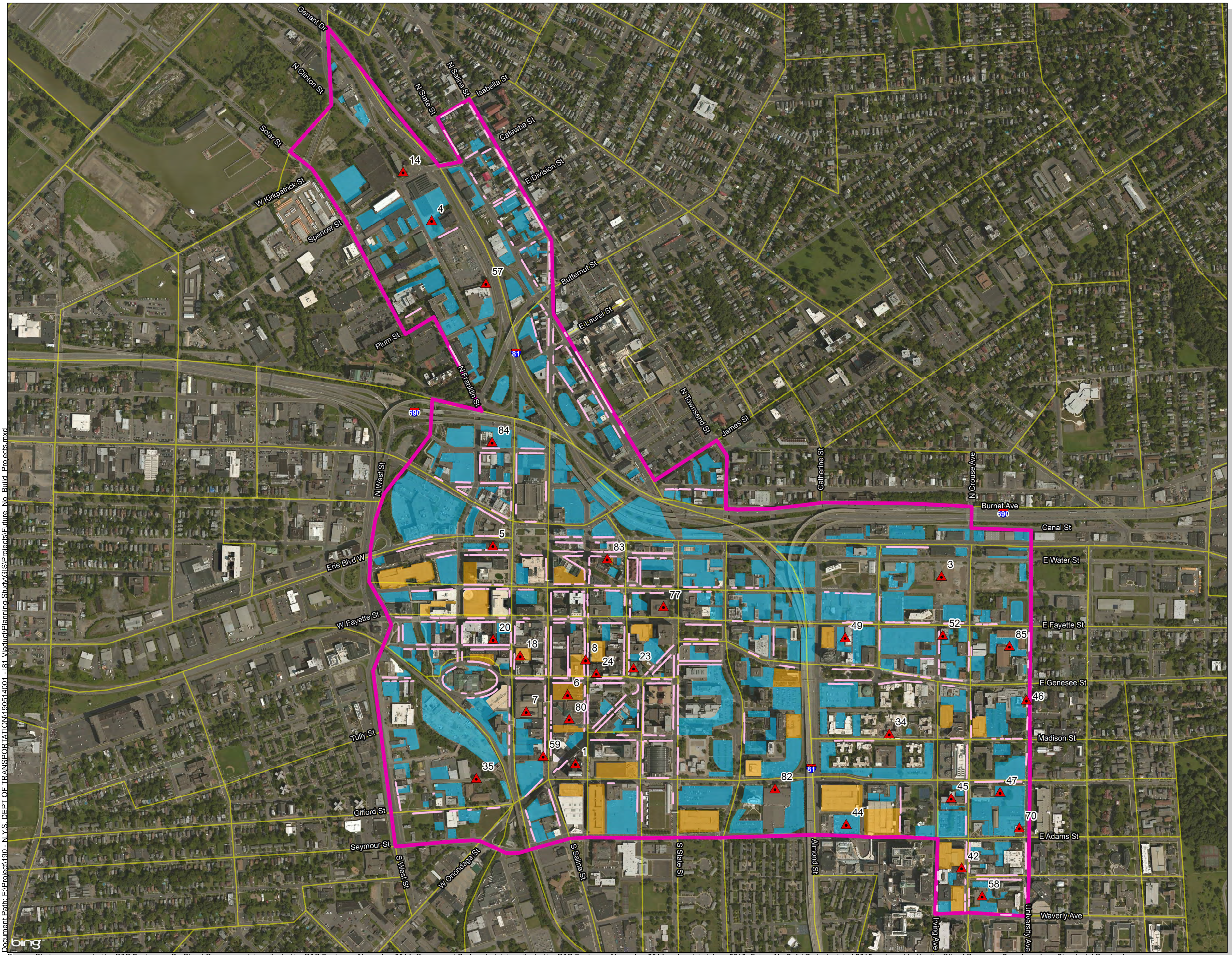
	Households	Employees
Parking Demand Ratio	1.2 vehicles/household	0.85 vehicles/employee

## **4. Future No-build Supply & Demand**

### **4.1. Future No-build Supply**

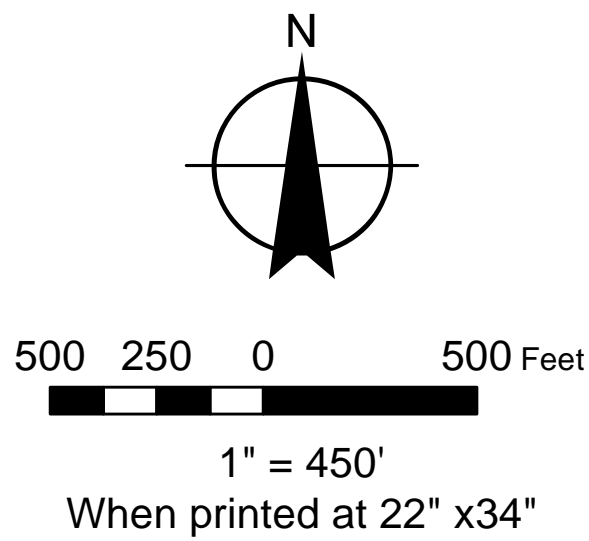
With or without the I-81 Viaduct Project, numerous development projects are expected to occur within the area that will impact parking supply and demand. Through coordination with a number of local agencies, a list of anticipated future projects was developed to understand what the potential parking supply and demand will be in 2020 regardless of the outcome of the I-81 Viaduct Project. Some projects may have been recently completed but were still considered as part of this list since their supply or demand may not have been captured in previous data collection efforts. The complete list of known development projects is provided in **Appendix B** and the projects within the parking analysis study area are shown in **Figure 4-1** and **Table 4-1**.





Legend

- Study Area
- TAZ
- Parking Garage
- Surface Lot
- Midday On-Street Supply
- Future No-Build Projects  
(labeled by Project ID#)



I-81 Viaduct  
Future No-Build Projects

Figure 4-1



**Table 4-1: Future Development Projects within Study Area**

<b>No.</b>	<b>TAZ</b>	<b>Project Name</b>	<b>Location</b>	<b>Land Use</b>
1	377	Marriott Downtown Syracuse	500 South Warren Street, Syracuse NY	Hotel
3	425	Loguen Crossing	Erie Boulevard, University Avenue, East Fayette Street, East Forman Street	Mixed Use Residential
4	508	Nabisco	706-716 North Clinton Street, Syracuse, NY	Office
5	464	Amos Building	206 West Water Street, Syracuse, NY	Mixed Use Residential
6	377	Dey's Plaza	401 South Salina Street, Syracuse, NY	Multifamily Residential
7	355	City Center	400 South Salina Street, Syracuse, NY	Mixed Use Commercial
8	414	Excellus Building/Icon Tower	344 South Warren Street, Syracuse, NY	Mixed Use Residential
14	508	Destiny Arms	800 North Clinton Street, Syracuse, NY	Mixed Use Residential
18	410	Phase II SKY Armory	351 S Clinton Street, Syracuse, NY	Commercial
20	396	Hurbson Office Equipment Co.	215 West Fayette Street, Syracuse, NY	Mixed Use Residential
22	396	Onondaga Creek Public Access Improvements	Various	Open Space
23	417	Carnegie Building Rehab	335 Montgomery St., Syracuse, NY	Office
24	412	East Jefferson Street Bldg.	201 East Jefferson St. Syracuse, NY	Residential
26		DCC, LLC New Facility Development		Commercial
34	382	Hutchings Psychiatric Center Expansion Phase II	620 Madison Street, Syracuse, NY	Medical
35	374	Rescue Mission	22 Dickerson Street, Syracuse, NY	Residential
42	312	Varsity BLVD	732 and 802 S. Crouse Avenue, Syracuse, NY	Mixed Use Residential
44	8011	Upstate Ambulatory Care Center	Adams Street, Syracuse, NY	Medical
45	340	University Area Apartments	603 Irving/614 S Crouse	Residential

**Parking Impact Analysis  
I-81 Viaduct Project**



No.	TAZ	Project Name	Location	Land Use
46	381	#BLVD404	404 University Avenue, Syracuse, NY	Residential
47	339	Skyler Commons	908 Harrison Street, Syracuse, NY	Residential
49	403	Fayette Place	712 East Fayette Street, Syracuse, NY	Residential
52	405	Sylvester Building	900 East Fayette Street, Syracuse, NY	Residential
57	508	Syracuse Lighting Company	311 Genant Drive, Syracuse, NY	Mixed Use Residential
58	315	Veterans Resource Center	111 Waverly Avenue, Syracuse, NY	Mixed Use Commercial
59	355	Whitlock Building/Goldberg Building	476-480 South Salina Street, Syracuse, NY	Mixed Use Commercial
70	339	610-614 University Avenue	610-614 University Avenue, Syracuse, NY	Mixed Use Residential
77	419	NYNEX Building	300 East Washington Street, Syracuse NY	Mixed Use
80	377	Tower Proposal (lot near Hotel Syracuse)	West Onondaga and S Salina, Syracuse, NY	Commercial
82	373	Upstate Medical Center - Townsend Project	513-27 Harrison Street, Syracuse, NY	Office
83	454	State Tower Building	109 S Warren Street, Syracuse, NY 13202	Commercial
84	460	Syracuse Herald Redevelopment	220 Herald Place, Syracuse, NY 13202 (Herald Pl at Franklin St)	Residential
85	404	Copper Beech Commons (National Guard Armory Redevelopment)	1055 East Genesee St, Syracuse, NY 13202	Residential

Notes: No data available on Project No. 26

Non-consecutive Project Numbers account for project that are not within the study area or were ultimately determined not to be moving forward.

Information for the change in parking supply through 2020 was gathered through internet research and coordination with various agencies and institutions to quantify the anticipated parking supply changes associated with each of these projects. Information by project is included in **Appendix B**, but it is estimated that these projects will result in a net increase in parking supply of 2,149 spaces by 2020 within the study area. Therefore, the 2020 future no-build supply is expected to be 31,382 spaces.

#### 4.2. Future No-build Demand

As stated in Section 3, the future no-build scenario demand is based on the estimated parking demand generated by the change in households and employees by 2020 within the study area, which take into account the list of future projects (noted in Section 4.1), using assumed parking demand ratios. The table below shows the change in the number of households and employees for the future years.

**Table 4-2: Study Area Household & Employee Data**

	TAZ Data	
	2014	2020
Number of Households	3,798	4,300
<i>Change in Households</i>		+502
Number of Employees	31,776	33,164
<i>Change in Employees</i>		+1,388

When the assumed parking demand ratios are applied to the anticipated change in demographics, the total increase in parking demand will be approximately 1,800 by 2020.

**Table 4-3: Future No-build Change in Parking Demand**

	TAZ Data		Parking Demand Ratios	Change in Demand
	2014	2020		2020
Number of Households	3,798	4,300		
Change in Households		+502	1.2	602
Number of Employees	31,776	33,164		
Change in Employees		+1,388	0.85	1,180
<b>Total Change in Demand</b>				<b>1,782</b>

#### 4.3. Future No-build Supply & Demand Summary

In summary, the anticipated effective parking supply for the study area will be 79% utilized by 2020 without any changes to the I-81 viaduct as shown in **Table 4-4**.

**Table 4-4: Future No-build Supply & Demand Summary**

	Supply	Effective Supply	Demand	Utilization
Existing Conditions	29,233	26,808	21,064	79%
2020 Future No-Build	31,382	28,779	22,846	79%

The no-build analysis documents that in 2020, the study area supply is adequate to accommodate the demand. Therefore, project related impacts to parking will only be due to the long-term loss of parking associated with the build alternative.

## **5. Future Build Analysis**

The potential loss of parking within the study area was determined using the potential environmental impact areas based on preliminary design files for each alternative. If the environmental impact area limits encompassed a parking facility or building that generates parking demand, it was noted along with the loss to parking supply. It was conservatively assumed, for the purpose of this analysis, that any supply within this impact boundary would be lost. In the case of the Viaduct Alternative in particular, this may not be the case, but since details regarding the actual layout of viaduct substructure is not available at this time, it was assumed that all existing parking under the viaduct would be lost and no new parking supply would be included. Any potential reintroduction of parking, post construction, will be addressed as part of mitigation measures.

The anticipated work may result in the loss of an entire parcel (building and parking area), the building only, the parking area only, or a portion of the parking on-site. For this analysis, a loss of a building resulted in the loss of demand and the loss of a parking facility resulted in the loss of supply. Based on the preliminary design, assumptions were made for the amount of parking supply lost or demand impacted for the purposes of this analysis (25%, 50%, 75%, or 100% loss).

The preliminary design files for each alternative also included proposed on-street parking spaces on a number of streets within the study area. Some of the proposed spaces are replacing those impacted by an alternative but there are also new spaces associated with new roadway lane configurations. There are 48 new on-street spaces shared between both alternatives and 14 of those spaces occur just outside the study area along West Street and Park Avenue. The new spaces within the study area were totaled for each alternative and added to the future parking supply.

The associated change in supply and demand was applied to the future no-build year's supply and demand to provide the estimated future year's supply and demand.





### **5.1. Community Grid Alternative**

As a result of the Community Grid Alternative, 36 off-street parking facilities are expected to be lost to some degree along with a number of on-street spaces. As shown in **Figure 5-1**, most of the off-street facility impacts are adjacent to or under the existing viaduct. Most of the on-street losses occur on the roadways that may be reconstructed to accommodate the anticipated distribution of traffic onto other local streets such as Genesee Street, Erie Boulevard, Irving Avenue, and Crouse Avenue. The Community Grid Alternative includes the addition of 473 on-street parking spaces.

**Table 5-1** summarizes the future parking supply and demand based on the Community Grid Alternative and more detailed information is included in **Appendix B**.

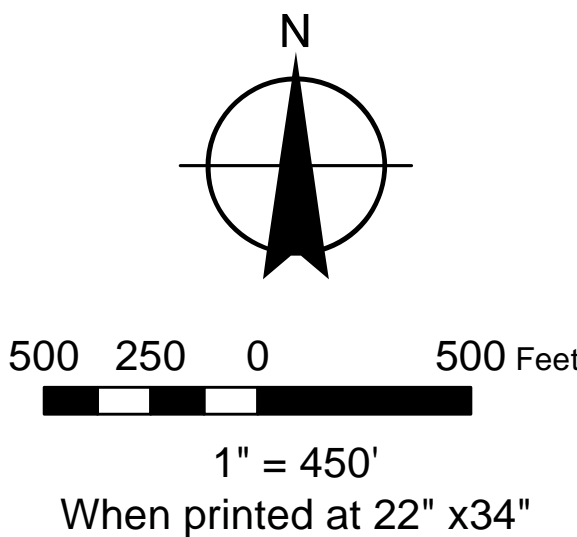


Legend

-  Study Area
-  Environmental Area Project Limit (EAPL)
-  Impacted Off-Street Parking\*
-  Impacted On-Street Midday Supply
-  Proposed On-Street Parking

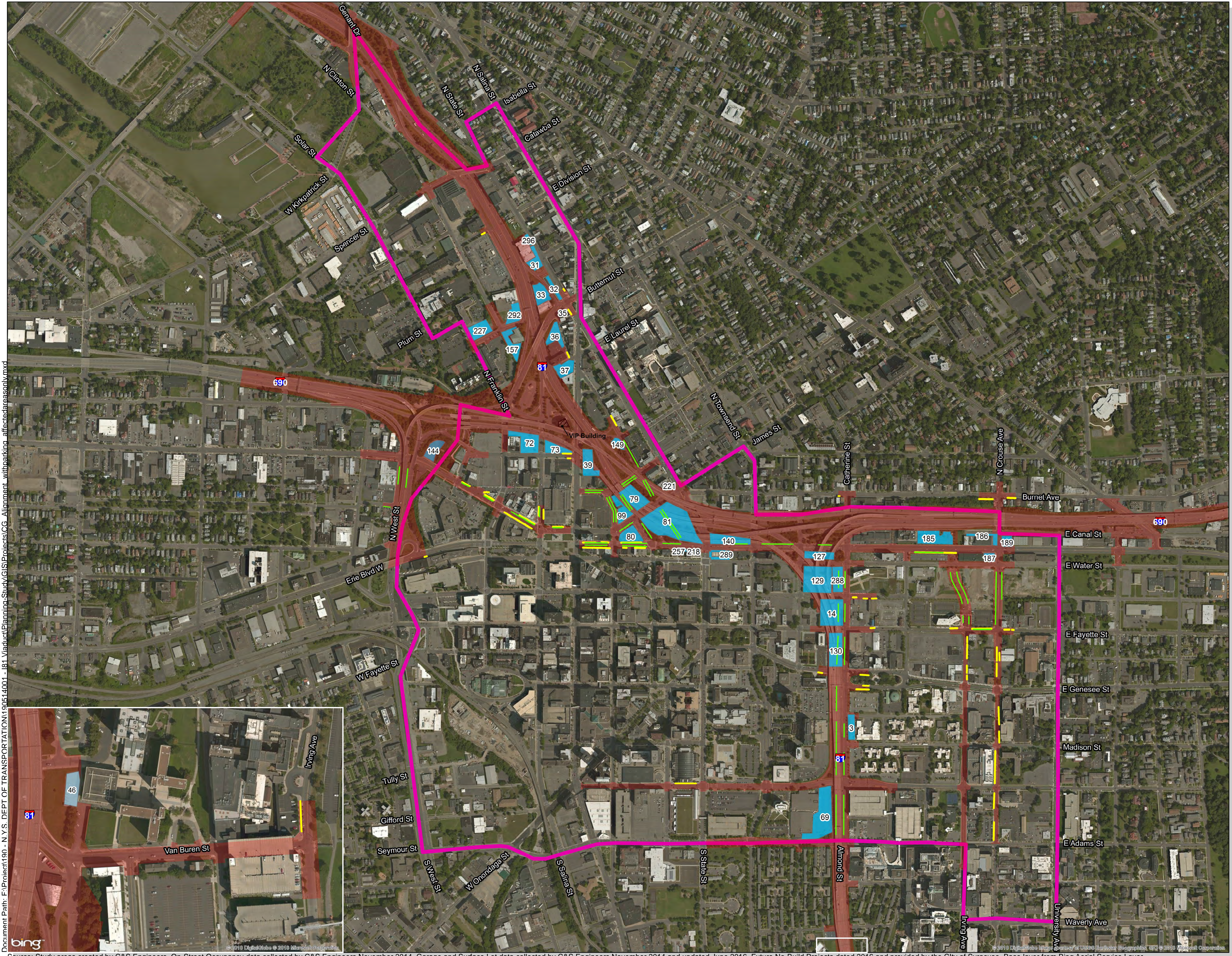
\* Labeled by FID#

Note: VIP Building to remain regardless of EAPL



I-81 Viaduct  
Community Grid Alignment  
with Impacted Parking

Figure 5-1





**Table 5-1: Community Grid Supply & Demand Summary**

	Change in Supply	Supply	Effective Supply	Change in Demand	Demand	Utilization
Existing Conditions		29,233	26,808		21,064	79%
2020 Future No-Build	2,149	31,382	28,779	1,782	22,846	79%
2020 Future Build - Community Grid Alternative	-1,561	29,821	27,347	-131	22,715	83%

Overall, the loss of supply is estimated to be approximately 2,000 spaces and the reduction in demand is approximately 130 spaces, but the Community Grid Alternative includes the addition of approximately 470 on-street parking spaces. Parking utilization is expected to increase 4% by 2020 compared to the future no-build scenario.

The Community Grid Alternative will result in a loss of approximately 1,215 spaces in public off-street parking facilities and 555 spaces in private off-street facilities. There is also a net gain of approximately 210 public on-street spaces. For the purposes of this analysis, public facilities are those where the public can purchase the rights to park regardless of the owner of the facility. A private facility is one on privately held land and is available only to employees or visitors of a specific building or institution. With regard to loss in supply, any parking facility owned by a municipality or public agency is considered public, even if it is only open to employees and not the general public. In terms of available supply, it was assumed that any parking owned by University Hill institutions that are for their employees, patients, or visitors are considered private.

As stated in Section 1.1, there are a few locations located outside of the study area that are expected to have minimal impacts to parking supply (a loss of approximately 35 spaces). These locations are shown on **Figure 5-1** and in the detailed breakdown of anticipated impacts in **Appendix B**.

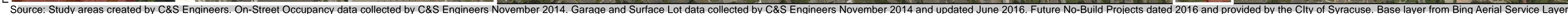
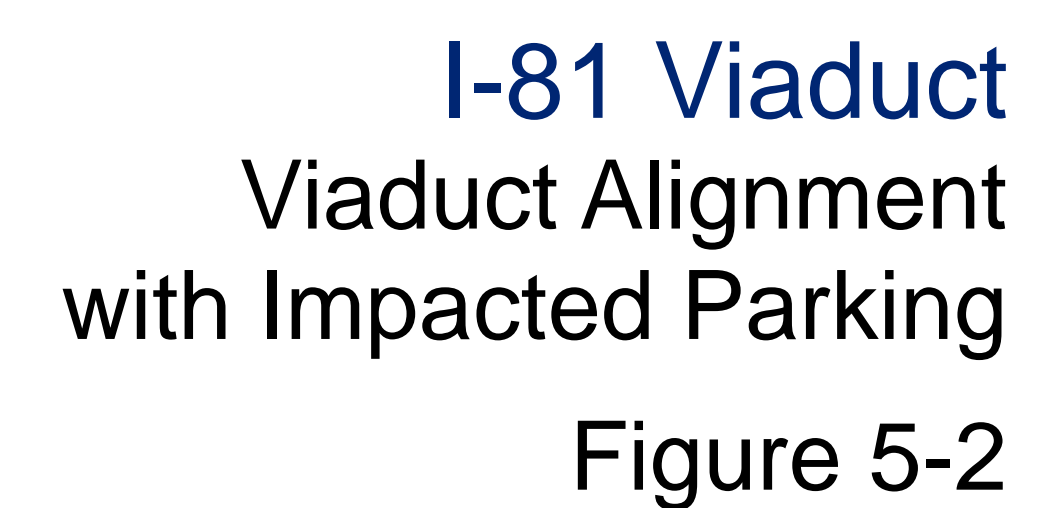
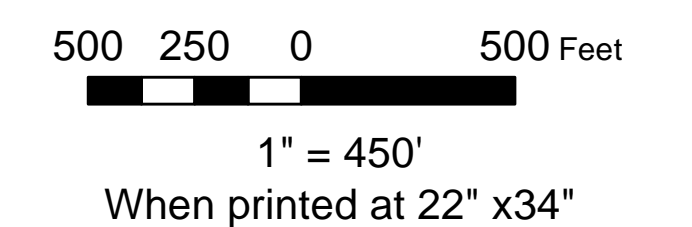
## 5.2. Viaduct Alternative

Compared to the Community Grid Alternative, there are much less on-street parking supply losses associated with the Viaduct Alternative but an increase in off-street parking facility impacts (45 facilities). Overall, the loss of supply is approximately 2,600 spaces, the reduction in demand is 490 spaces, and there are 86 proposed on-street parking spaces associated with the Viaduct Alternative.

As shown in **Figure 5-2** and **Table 5-2** below, parking supply in 2020 would be 85% utilized with the Viaduct Alternative compared to 83% utilized with the Community Grid Alternative.



- \* Labeled by FID#





**Table 5-2: Viaduct Alternative Supply & Demand Summary**

	Change in Supply	Supply	Effective Supply	Change in Demand	Demand	Utilization
Existing Conditions		29,233	26,808		21,064	79%
2020 Future No-Build	2,149	31,382	28,779	1,782	22,846	79%
2020 Future Build - Viaduct Alternative	-2,559	28,823	26,432	-490	22,356	85%

The Viaduct Alternative will result in a loss of approximately 1,305 spaces in public off-street parking facilities and 1,180 spaces in private off-street facilities. There is also a net loss of approximately 70 public on-street spaces. For the purposes of this analysis, public facilities are those where the public can purchase the rights to park regardless of the owner of the facility. A private facility is one on privately held land and is available only to employees or visitors of a specific building or institution. With regard to loss in supply, any parking facility owned by a municipality or public agency is considered public, even if it is only open to employees and not the general public. In terms of available supply, it was assumed that any parking owned by University Hill institutions that are for their employees, patients, or visitors are considered private.

As stated in Section 1.1, there are a few locations located outside of the study area but are expected to have minimal impacts to parking supply (a loss of an estimated 7 spaces). These locations are shown on **Figure 5-2** and in the detailed breakdown of anticipated impacts in **Appendix B**.

### 5.3 Future Build Analysis Summary

**Table 5-3** summarizes the future parking impacts associated with the two project alternatives being analyzed for the I-81 Viaduct Project.

**Table 5-3: Future Alternatives Supply & Demand Summary**

	Community Grid Alternative		Viaduct Alternative	
	Spaces Lost	Spaces Gained	Spaces Lost	Spaces Gained
Public Facilities - Off-Street	1,215		1,305	
Public Facilities - On-Street	260	385	155	80
<b>Total Public Facilities Impact</b>	<b>-1,090</b>		<b>-1,380</b>	
Private Facilities - Off-Street	555		1,180	
<b>Total Parking Impact</b>	<b>-1,645</b>		<b>-2,560</b>	

## 6. Mitigation

As a result of either alternative, public parking supply will be impacted. Parking supply is anticipated to be removed that accommodates demand from a number of significant generators such as the city and state government buildings and University Hill institutions while most of the available supply is located in the south/southwest portions of the city. Mitigation measures to address the reduction in available parking supply within the study area would fall under three categories: new policy regarding parking requirements and the implementation of transportation demand management (TDM) measures, services to support the use of TDM strategies to reduce parking demand, and the development of new or redevelopment of existing parking supply.

TDM strategies are aimed at encouraging alternative modes of transportation such as carpooling, using transit, walking/biking, and telecommuting. In the 2011 Downtown Syracuse TDM Study by the Syracuse Metropolitan Transportation Council, a number of recommendations were noted to reduce vehicle miles traveled and parking demand. These recommendations should be implemented prior to the consideration of additional parking infrastructure associated with either alternative to the I-81 Viaduct Project. The study recommends the establishment of a transportation stakeholder organization (TSO) or transportation management association (TMA) to implement the following TDM strategies in the city based on the organizational/implementation structure and funding available.

**Table 6-1: TDM Recommendations** (Excerpt from SMTTC's Downtown Syracuse TDM Study)

<b>TSO Programs</b>	<b>TMA Program</b>
Coordinate with NYSDOT to use its carpool matching website	Hire or assign a TDM specialist
Develop an online clearinghouse for transportation information	Develop a TDM marketing plan and materials
Create a guaranteed ride home program	Conduct employer outreach
Identify and promote carshare opportunities	Assist companies with alternative work arrangements
Advocate for transportation system improvements	Conduct specialized marketing campaigns and challenges
Coordinate with the university and major employers interested in TDM programs	Provide personalized commuter plans for relocating businesses
Develop a bike parking system	Conduct individualized marketing campaigns

Other important considerations not noted in Table 6-1 include those that further maximize the utilization of existing parking facilities such as establishing a parking pricing system to encourage the use of facilities with available parking, developing a downtown shuttle to distribute demand and the improvement of the pedestrian realm between key parking demand generators and available parking supply to encourage users to be willing to walk a farther distance between where they park and their destination. Improved sidewalk conditions, lighting, street furniture, and encouraging development that creates a feeling of safety and security along pathways between parking supply and destinations will maximize existing available supply within the study area.

### 6.1. Community Grid Alternative Mitigation

Mitigation for parking impacts vary for public versus private facilities. Impacts to private facilities will be mitigated through the real estate process and will comply with the New York State Eminent Domain Procedure Law (Articles 1 through 7). Potential mitigation measures to address the reduction in public parking supply (1,215 spaces) include a combination of the following:

- implementation of transportation demand management (TDM) measures to reduce the demand for parking (refer to recommendations in the Syracuse Metropolitan Transportation Council Downtown Syracuse TDM Study),
- maximize the available public parking within the study area through promotion of available parking, improving the pedestrian environment and/or provision of shuttle services,
- replacement of parking supply under I-81 and I-690, and
- development of new parking supply in the form of surface lots or parking garages.

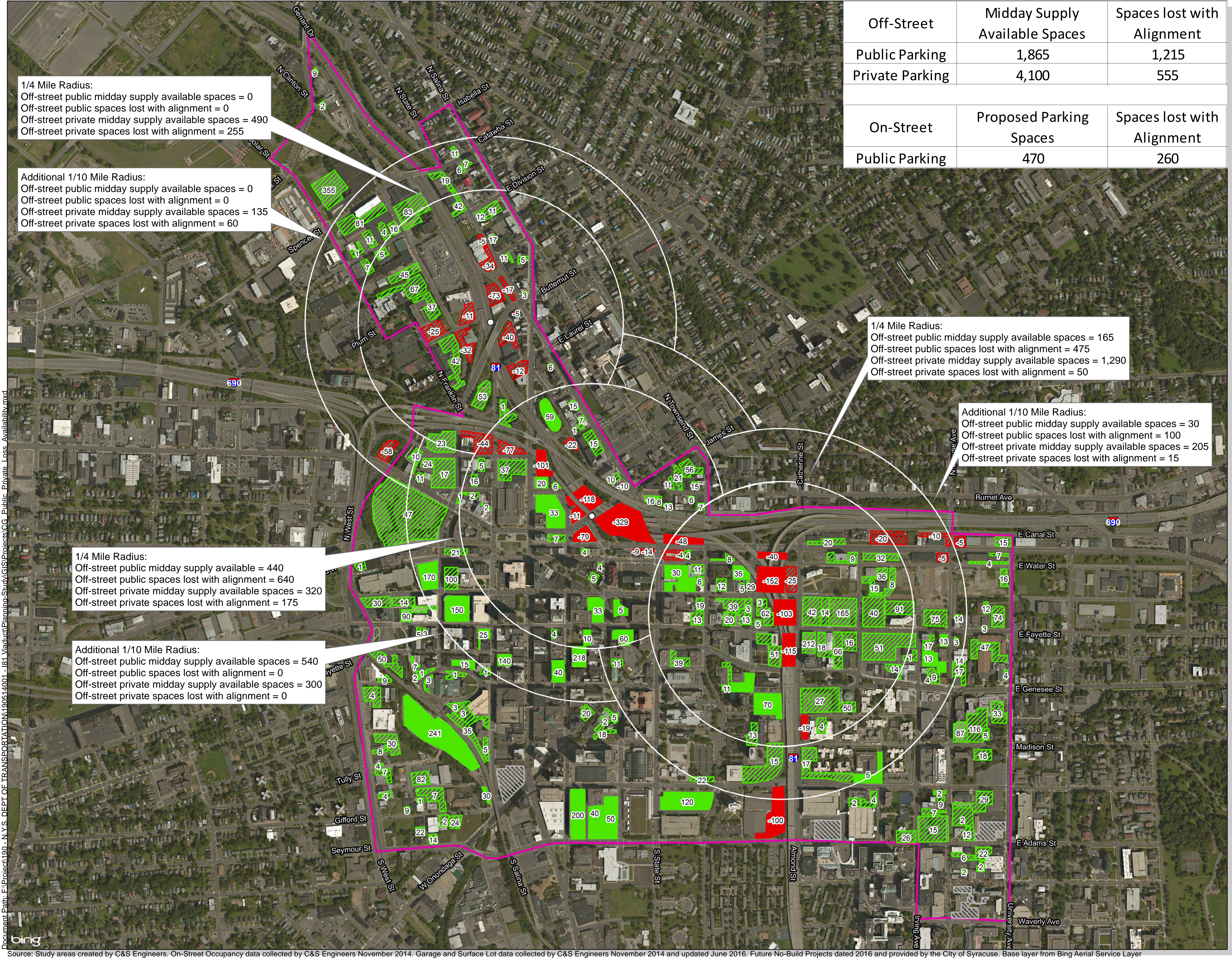
In order to estimate how much public parking loss could be mitigated using these measures, a number of assumptions were made regarding location and size of the currently available or potential new parking facilities. Surveys of Syracuse employees indicate they are typically willing to walk  $\frac{1}{4}$  mile from where they park to their destination. This provides a reference for considering available existing parking and locations for new or replacement parking to be considered to mitigate losses within a reasonable distance. An additional 0.1 mile beyond the  $\frac{1}{4}$  mile area is also considered to account for the distribution of demand within the  $\frac{1}{4}$  mile radius and potential spaces that could be used as mitigation if infrastructure improvements were available to encourage users to park farther away from where they park now.

**Figures 6-1 and 6-2** show the parking losses divided into three different areas (upper, middle, and lower) along with potential mitigation options. **Table 6-2** summarizes the potential to mitigate the parking loss through:

- the use of existing available public parking supply (1,175 spaces),
- potential replacement of parking below I-81 and I-690 (1,300 spaces),
- the development of new surface parking lots (380 spaces), and
- the development of new garages (735-1,470 spaces).

While the northernmost potential garage location is located within the lower radius location, it is located within  $\frac{1}{4}$  mile from major parking generators in the middle radius location. Therefore, it is assumed that this location would serve the needs of the middle radius location for the purpose of this analysis.



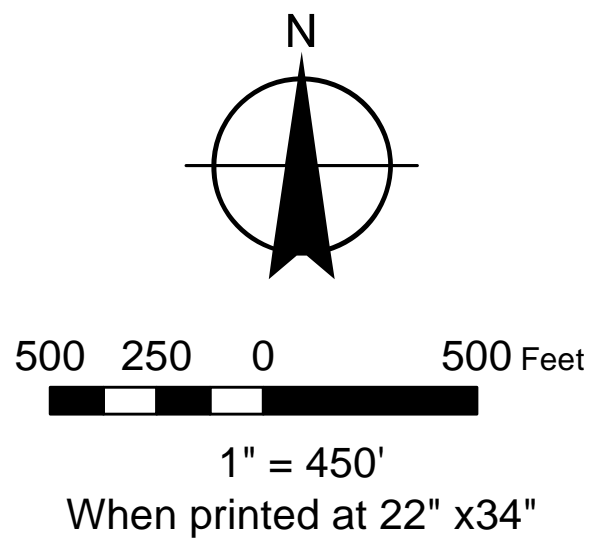


Off-Street	Midday Supply Available Spaces	Spaces lost with Alignment
Public Parking	1,865	1,215
Private Parking	4,100	555

On-Street	Proposed Parking Spaces	Spaces lost with Alignment
Public Parking	470	260

- Legend**
-  Study Area
  - On-Street Parking**
    -  Proposed On-Street Parking
    -  Impacted On-Street Midday Supply
  - Off-Street Parking**
    -  Available Private Parking
    -  Available Public Parking
    -  Loss of Private Parking
    -  Loss of Public Parking
    -  Loss of Parking for Future No Build Projects

\* Available off-street parking labeled by midday available spaces  
\* Loss of off-street parking labeled by total spaces

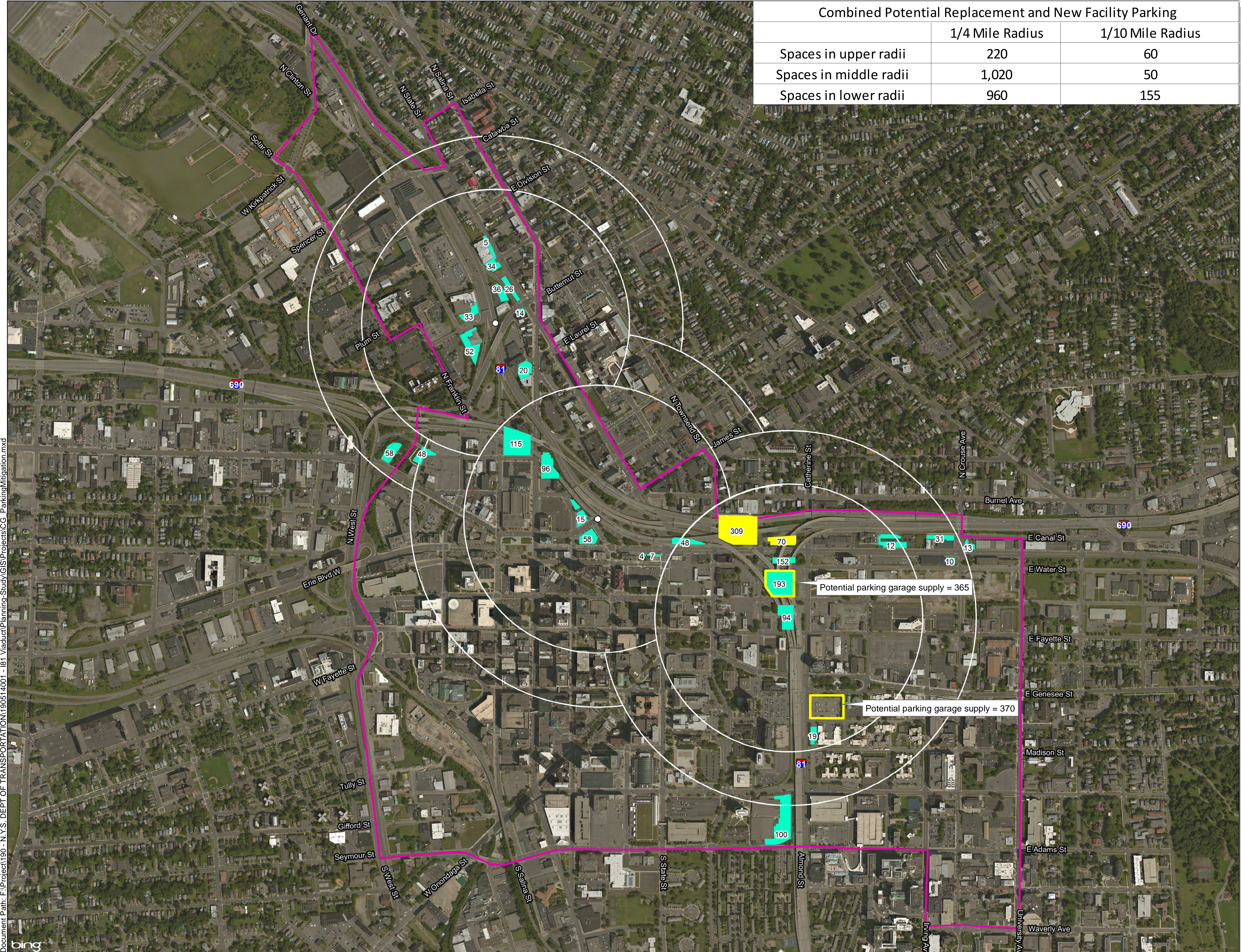


Community Grid Alignment with Impacted and Available Parking

Figure 6-1



Document Path: F:\Project190 - N.Y.S. DEPT OF TRANSPORTATION\190514001 -181 Viaduct\Planning-Study\GIS\Projects\CG ParkingMitigation.mxd




Combined Potential Replacement and New Facility Parking		
	1/4 Mile Radius	1/10 Mile Radius
Spaces in upper radii	220	60
Spaces in middle radii	1,020	50
Spaces in lower radii	960	155

**Legend**

 Study Area

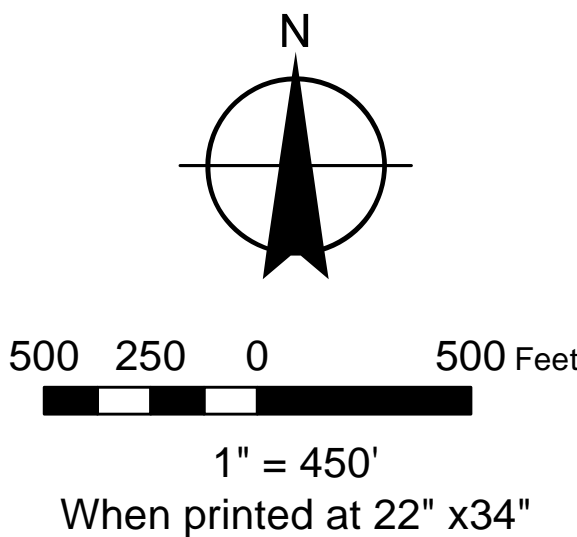
Off-Street Parking

 Potential replacement parking labeled by potential parking supply

 Potential new surface lots labeled by potential parking supply

 Potential Parking Garages\*

\*Note - Potential supply associated with potential parking garages assumes two floors per garage.



Community Grid Alignment  
Potential Replacement and  
New Surface Lot Parking

Figure 6-2

Source: Study areas created by C&S Engineers. On-Street Occupancy data collected by C&S Engineers November 2014. Garage and Surface Lot data collected by C&S Engineers November 2014 and updated June 2016. Future No-Build Projects dated 2016 and provided by the City of Syracuse. Potential replacement parking shapefiles created by C&S based off of CADD files created by Parsons Corporation. Base layer from Bing Aerial Service Layer



**Table 6-2: Community Grid Alternative Mitigation Summary**

Area (1/4 mile radii + additional 0.1 mile)	Loss of Public Spaces	Available Public Spaces (Figure X-X) <sup>1</sup>	Potential Replacement Spaces (Figure X-Y)	New Potential Surface Lots (Figure X-Y)	New Potential Garages (Figure X-Y) <sup>2</sup>	Total Possible Mitigation Spaces <sup>2</sup>
Upper	0	0	280	0	0	280
Middle	640	980 (440)	345	310	365	2,000
Lower	575	195 (165)	675	70	370	1,310
Total	1,215	1,175 (605)	1,300	380	735	3,590

Notes:

1 – ¼ mile radius + 0.1 mile (¼ mile radius only)

2 – Potential spaces associated with new garages based on 2 floors of parking

**Table 6-2** documents that possible mitigation measures could provide a total of 3,590 spaces, more than needed to address the loss of 1,215 spaces. The potential mitigation measures identified provides flexibility in the final selection of a combination of mitigation measures to be further defined through coordination with the City of Syracuse, NYSDOT, and other agencies and entities.

## 6.2. Viaduct Alternative Mitigation

Mitigation for parking impacts vary for public versus private facilities. Impacts to private facilities will be mitigated through the real estate process and will comply with the New York State Eminent Domain Procedure Law (Articles 1 through 7). Potential mitigation measures to address the reduction in public parking supply (1,305 spaces) include a combination of the following:

- implementation of transportation demand management (TDM) measures to reduce the demand for parking (refer to recommendations in the Syracuse Metropolitan Transportation Council Downtown Syracuse TDM Study),
- maximize the available public parking within the study area through promotion of available parking, improving the pedestrian environment and/or provision of shuttle services,
- replacement of parking supply under I-81 and I-690, and
- development of new parking supply in the form of surface lots or parking garages.

In order to estimate how much public parking loss could be mitigated using these measures, a number of assumptions were made regarding location and size of the currently available or potential new parking facilities. Surveys of Syracuse employees indicate they are typically willing to walk ¼ mile from where they park to their destination. This provides a reference for considering available existing parking and locations for new or replacement parking to be considered to mitigate losses within a reasonable distance. An additional 0.1 mile beyond the ¼ mile area is also considered to account for the distribution of demand within the ¼ mile radius and potential spaces that

could be used as mitigation if infrastructure improvements were available to encourage users to park farther away from where they park now.

**Figures 6-3 and 6-4** show the parking losses divided into three different areas (upper, middle, and lower) along with potential mitigation options. **Table 6-3** summarizes the potential to mitigate the parking loss through:

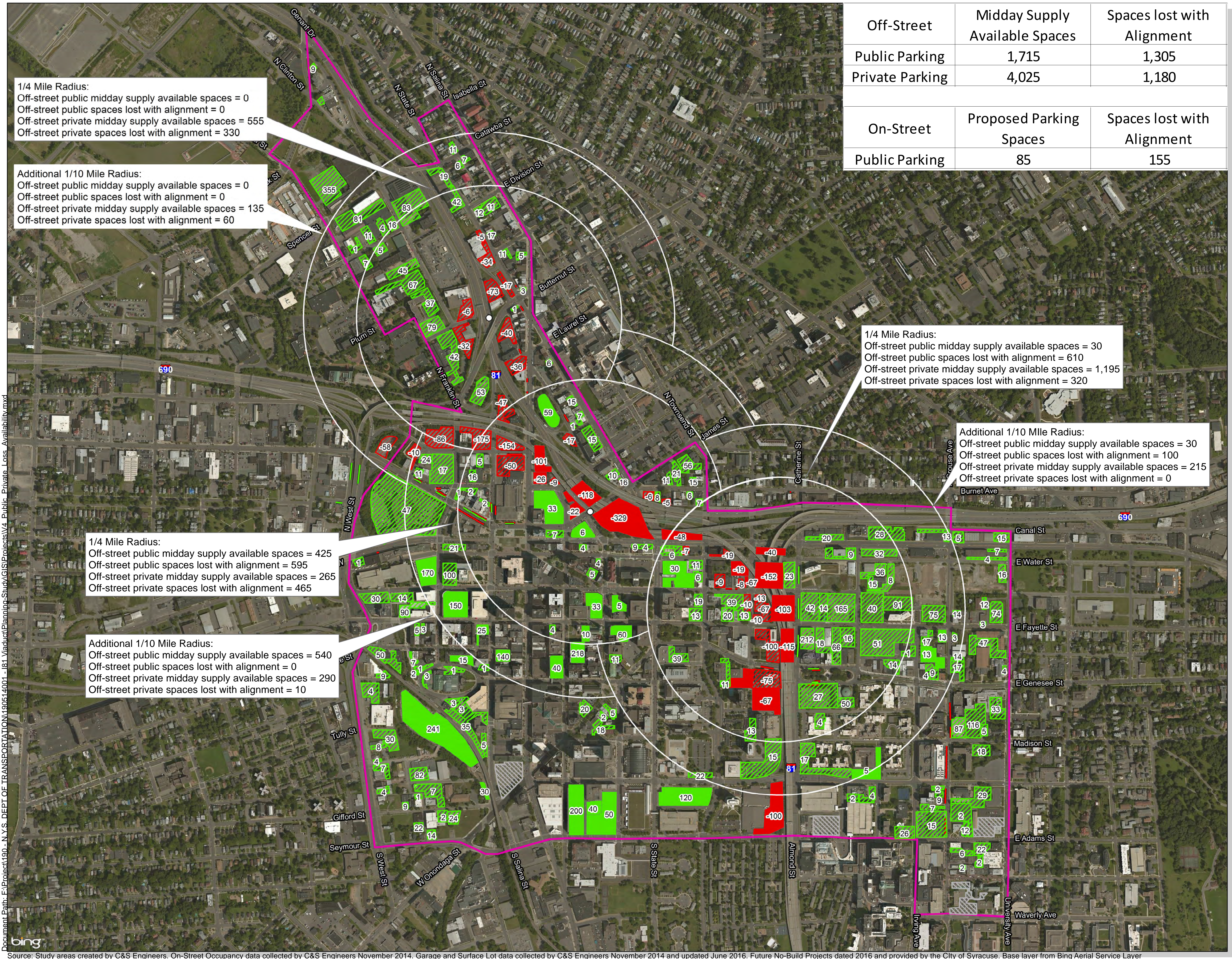
- the use of existing available public parking supply (1,025 spaces),
- potential replacement of parking below I-81 and I-690 (3,320 spaces), and
- the development of new surface parking lots (430 spaces).

**Table 6-3: Viaduct Alternative Mitigation Summary**

Area (1/4 mile radii + additional 0.1 mile)	Loss of Public Spaces	Available Public Spaces (Figure X-X)	Potential Replacement Spaces (Figure X-Y)	New Potential Surface Lots (Figure X-Y)	Total Possible Mitigation Spaces
Upper	0	0	290	0	290
Middle	595	965	1,915	315	3,195
Lower	710	60	1,115	115	1,290
Total	1,305	1,025	3,320	430	4,775

**Table 6-3** documents that possible mitigation measures could provide a total of 4,775 spaces, more than needed to address the loss of 1,305 spaces. The potential mitigation measures identified provides flexibility in the final selection of a combination of mitigation measures to be further defined through coordination with the City of Syracuse, NYSDOT, and other agencies and entities.





Off-Street	Midday Supply Available Spaces	Spaces lost with Alignment
Public Parking	1,715	1,305
Private Parking	4,025	1,180
On-Street	Proposed Parking Spaces	Spaces lost with Alignment
Public Parking	85	155

- Legend
- Study Area

On-Street Parking

Proposed On-Street Parking

Impacted On-Street Midday Supply

Off-Street Parking

Available Private Parking

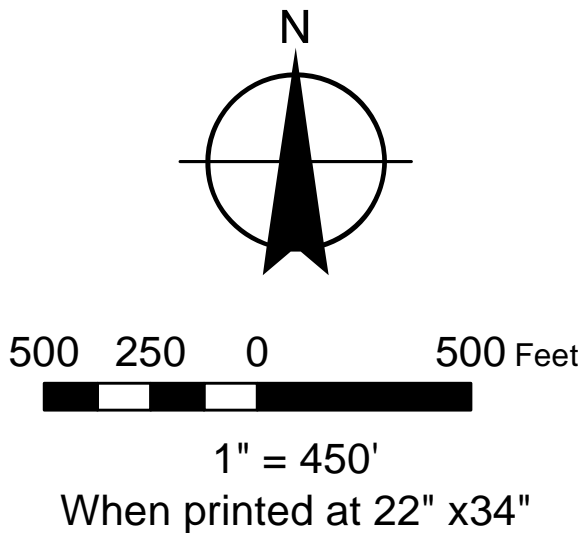
Available Public Parking

Loss of Private Parking

Loss of Public Parking

Loss of Parking for Future No Build Projects

\* Available off-street parking labeled by midday available spaces  
\* Loss of off-street parking labeled by total spaces



Viaduct Alignment with Impacted and Available Parking

Figure 6-3







## Figures

# **Parking Appendix A**

# On-street Existing Supply Demand

Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of_Pa	Midday_o	PM_of_Pa	Midday Effective Supply	Midday Effective Utilization
ASH ST	Odd/Even Parking	0		S			100	S	2.972214326	2	3	6	2	2	300.00%
ASH ST	Odd/Even Parking	0		S			100	S	2.066656138	2				2	0.00%
Bark	Loading Zone			W	no pk 15 min load				0.550341293	0	0	0	0		
BURNET AVE	Odd/Even Parking	0		S			100	S	2.115177868	2	14	10	15	2	500.00%
BURNET AVE	Odd/Even Parking	0		S			100	S	6.993144951	6				5	0.00%
BURNET AVE	20 Minute Parking	0		S	Parcel Pickup Only		100	S	2.079043061	2				2	0.00%
BURNET AVE	Odd/Even Parking	0		S			100	S	3.979486268	3				3	0.00%
BURNET AVE	Odd/Even Parking	0		S			100	S	1.223450079	1				1	0.00%
BURNET AVE	Odd/Even Parking	0		S			100	S	5.306196361	5				4	0.00%
CATAWBA ST	Parking Permitted	0		N			100	N	2.195031795	2				2	0.00%
CATAWBA ST	Parking Permitted	0		N			100	N	1.492365353	1				1	0.00%
CATAWBA ST	Parking Permitted	0		N			100	N	1.909903154	1	0	2	2	1	200.00%
CATAWBA ST	Parking Permitted	0		S			100	S	4.727159964	4	7	6	6	3	200.00%
E FAYETTE ST	2 Hour Parking			N			100	N	5.305423868	5	0	0	0	4	0.00%
E FAYETTE ST	2 Hour Parking			N			100	N	5.986626913	5				4	0.00%
E FAYETTE ST	Parking Permitted			S	30 Minute Parcel Pickup Point		100	S	1.292482919	1	3	1	0	1	100.00%
E FAYETTE ST	2 Hour Parking			S			100	S	4.337548783	4				3	0.00%
E FAYETTE ST	2 Hour Parking			S			100	S	5.090345778	5				4	0.00%
E GENESEE ST	12 Minute Pickup		E	S	Conflicting Signs no parking and parci		100	S	11.86996112	11	3	7	6	9	77.78%
E Jefferson	2 Hour Parking	Pay to Park	E	N			100	N	3.674435323	3	5	6	4	3	200.00%
E Jefferson	2 Hour Parking	Pay to Park	E	N			100	N	6.570713719	6				5	0.00%
E Jefferson	2 Hour Parking	Pay to Park	E	S			100	S	12.08320723	12	7	11	5	10	110.00%
E Jefferson	Reserved Parking		E	S	Handicapped		100	S	1.838403019	1				1	0.00%
E LAUREL ST	2 Hour Parking	Pay to Park		S			100	S	3.758429174	3	2	3	0	3	100.00%
E Onondaga	12 Minute Pickup		E	S			100	S	8.931880019	8	0	1	0	7	14.29%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	N			100	N	6.287758304	6	5	7	3	5	140.00%
E WASHINGTON ST	12 Minute Pickup		E	N			100	N	1.223029193	1				1	0.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	N			100	N	3.198892657	3				3	0.00%
E WASHINGTON ST	Loading Zone		E	N			100	N	1.550204936	1				1	0.00%
E WASHINGTON ST	Reserved Parking	Metered	E	S	Handicapped		100	S	2.44279367	2	7	9	7	2	450.00%
E WASHINGTON ST	12 Minute Pickup		E	S			100	S	1.454278588	1				1	0.00%
E WASHINGTON ST	Loading Zone		E	S			100	S	3.145056046	3				3	0.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	S			100	S	1.995632491	1				1	0.00%
E WASHINGTON ST	30 Minute Parking	Metered	E	S			100	S	1.064679629	1				1	0.00%
E WATER ST	12 Minute Pickup	Metered		N	Parcel Pickup Only		100	N	2.150778795	2	3	9	6	2	450.00%
E WATER ST	2 Hour Parking	Pay to Park		N			100	N	3.626829929	3				3	0.00%
E WATER ST	Loading Zone	Pay to Park		N	30 Minute Loading Zone		100	N	1.47359257	1				1	0.00%
E WATER ST	2 Hour Parking	Pay to Park		N			100	N	6.525591258	6				5	0.00%
E WATER ST	2 Hour Parking	Pay to Park		S			100	S	8.35413645	8	4	8	7	7	114.29%
ELIZ.BLACKWELL ST	Parking Permitted	Metered		E			100	E	7.504741911	7	14	14	9	6	233.33%
ELIZ.BLACKWELL ST	Parking Permitted	Metered		E			100	E	12.50268559	12				10	0.00%
ERIE BLVD E	2 Hour Parking	Pay to Park		N			100	N	6.344869949	6	2	5	4	5	100.00%
ERIE BLVD E	2 Hour Parking	Pay to Park		N			100	N	3.447907536	3				3	0.00%
ERIE BLVD E	2 Hour Parking	Pay to Park		S	Diagonal		100	S	11.65199988	11	4	8	8	9	88.89%
ERIE BLVD E	Loading Zone	Pay to Park		S	30 Minute Loading zone		100	S	1.757941591	1				1	0.00%
Gifford	2 Hour Parking			S			100	S	3.90831077	3	15	13	7	3	433.33%
Gifford	2 Hour Parking			S			100	S	1.389790983	1				1	0.00%
Gifford	2 Hour Parking			S			100	S	5.935027141	5				4	0.00%
Herald	2 Hour Parking	Pay to Park		N			100	N	11.16114956	11	0	0	0	9	0.00%
Herald	2 Hour Parking	Pay to Park		S			100	S	11.60766259	11	0	2	1	9	22.22%
ISABELLA ST	Odd/Even Parking	0		S			100	S	4.521519059	4	1	1	0	3	33.33%
ISABELLA ST	Odd/Even Parking	0		S			100	S	1.37936172	1				1	0.00%
ISABELLA ST	Odd/Even Parking	0		S			100	S	1.161712895	1				1	0.00%
ISABELLA ST	Odd/Even Parking	0		S			100	S	0.946046391	0					
ISABELLA ST	Odd/Even Parking	0		S			100	S	1.8263496	1				1	0.00%
MADISON ST	Reserved Parking	Pay to Park		N			100	N	4.865806032	4	1	15	12	3	500.00%
MADISON ST	2 Hour Parking	Pay to Park		N			100	N	0.552772071	0					
MADISON ST	2 Hour Parking	Pay to Park		S	Con2		100	S	22.16232607	22	16	7	8	19	36.84%
Market	Reserved Parking			E			100	E	8.398244866	8	7	10	7	7	142.86%
Market	2 Hour Parking			E			100	E	2.970331016	2	23	23	16	2	1150.00%
Market	Reserved Parking			W			100	W	11.52783442	11	10	10	9	9	111.11%
MARSHALL ST	Loading Zone	0		N	30 Minutes		100	N	19.96935501	19	3	9	9	16	56.25%
MARSHALL ST	1 Hour Parking	Metered		S			100	S	5.66557079	5	7	36	35	4	900.00%
MARSHALL ST	1 Hour Parking	Pay to Park		S			100	S	15.16631107	15				13	0.00%
McCarthy	Reserved Parking			N			100	N	20.53450617	20	34	31	25	17	182.35%
McCarthy	Loading Zone			S			100	S	20.93458535	20	14	11	13	17	64.71%
MCCORMICK AVE	Reserved Parking			S	Handicapped				0.557529338	0	0	0	0		
MONTGOMERY ST	Reserved Parking			E	Handicapped		100	E	2.724404	2	6	6	5	2	300.00%
MONTGOMERY ST	30 Minute Parking	Pay to Park		E			100	E	7.63612318	7				6	0.00%
N SALINA ST	2 Hour Parking	Pay to Park	N	W			100	W	9.346915274	9	0	0	2	8	0.00%
S SALINA ST	2 Hour Parking			W			100	W	8.966521824	8	1	1	3	7	14.29%
S SALINA ST	2 Hour Parking			W			100	W	0.857989466	0					
S WARREN ST	30 Minute Parking	Pay to Park	S	E			100	E	3.717609039	3	7	1	3	3	33.33%
S WARREN ST	Reserved Parking	Pay to Park	S	E	Handicapped only		100	E	3.526350118	3				3	0.00%
S WARREN ST	Reserved Parking			S	Police Vehicles Only		100	E	3.71239415	3				3	0.00%
S WARREN ST	Reserved Parking			W	Police Vehicles Only		100	W	4.694631919	4	0	1	1	3	33.33%
SALT ST	Parking Permitted	0		W			100	W	9.299202823	9	12	10	12	8	125.00%
SALT ST	Parking Permitted	0		W			100	W	2.920140093	2				2	0.00%
SALT ST	Parking Permitted	0		W	Diagonal		100	W	2.660840319	2				2	0.00%
W DIVISION ST	Parking Permitted	0		S			100	S	10.34742553	10	1	0	0	9	0.00%
W FAYETTE ST	12 Minute Pickup			N			100	N	2.869790995	2	4	7	8	2	350.00%
W FAYETTE ST	2 Hour Parking			S			100	S	3.477948881	3	3	3	4	3	100.00%
W Genesee	12 Minute Pickup		W	N					2.479981917	2	0	1	0	2	50.00%
W Genesee	Reserved Parking	Metered	W	N	Handicapped				2.793760817	2				2	0.00%

# On-street Existing Supply Demand

Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of_Pa	Midday_o	PM_of_Pa	Midday Effective Supply	Midday Effective Utilization
W JEFFERSON ST	Loading Zone		W	N			100	N	2.935873025	2	4	5	6	2	250.00%
W JEFFERSON ST	Reserved Parking	Pay to Park	W	N	Handicapped		100	N	1.261503961	1				1	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	N			100	N	4.783771605	4				3	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	N			100	N	4.596843045	4				3	0.00%
W ONONDAGA ST	Reserved Parking		W	N	1hr parking mobile vendor				1.79049148	1	0	0	0	1	0.00%
W ONONDAGA ST	2 Hour Parking		W	N					10.14245583	10				9	0.00%
W Walton	2 Hour Parking	Pay to Park	W	N			100	N	2.329104676	2	6	10	7	2	500.00%
W Walton	Loading Zone		W	N			100	N	7.952841734	7				6	0.00%
W Walton	2 Hour Parking	Pay to Park	W	N			100	N	8.329997323	8				7	0.00%
W Walton	Loading Zone		W	N			100	N	1.39601277	1				1	0.00%
W Walton	2 Hour Parking	Pay to Park	W	N			100	N	2.717698199	2				2	0.00%
W Walton	2 Hour Parking	Pay to Park	W	S			100	S	12.95151743	12	13	15	10	10	150.00%
W Walton	2 Hour Parking	Pay to Park	W	S			100	S	3.177655488	3				3	0.00%
W Walton	Reserved Parking	Metered	W	S	Handicapped		100	S	1.58835201	1				1	0.00%
W Washington	Reserved Parking	Metered	W	S	Handicapped		100	S	1.167091883	1	2	3	4	1	300.00%
W Washington	2 Hour Parking	Pay to Park	W	S			100	S	6.066154578	6				5	0.00%
W Water	2 Hour Parking	Pay to Park	W	S	Diagonal		100	S	10.74610864	10	9	9	7	9	100.00%
WAVERLY AVE	12 Minute Pickup	0		N			100	N	4.948779	4	7	14	13	3	466.67%
WELLINGTON PL	12 Minute Pickup	0		S	Parcel Pickup Only				2.080439491	2	0	0	1	2	0.00%
WELLINGTON PL	12 Minute Pickup	0		S	Parecel Pickup Only				6.05843867	6				5	0.00%
E FAYETTE ST	Odd/Even Parking	0		N			1000	N	1.971941818	1	7	9	7	1	900.00%
E FAYETTE ST	Odd/Even Parking	0		N			1000	N	2.581035383	2				2	0.00%
E FAYETTE ST	Odd/Even Parking	0		N			1000	N	3.442125885	3				3	0.00%
N STATE ST	Parking Permitted	0		E			1000	E	1.602921366	1	0	0	1	1	0.00%
N STATE ST	Parking Permitted	0		E			1000	E	3.414025844	3				3	0.00%
N STATE ST	Parking Permitted	0		E			1000	E	1.46759827	1				1	0.00%
N STATE ST	Parking Permitted	0		E			1100	E	2.251037042	2	3	3	1	2	150.00%
N STATE ST	Parking Permitted	0		E			1100	E	3.948365974	3				3	0.00%
N STATE ST	Parking Permitted	0		E			1100	E	1.752416506	1				1	0.00%
N STATE ST	Parking Permitted	0		E			1100	E	2.349385363	2				2	0.00%
N STATE ST	Reserved Parking	0		E	Handicappt Only		1100	E	0.975534975	0					
DUPLI PARK DR	2 Hour Parking	0		S	No overnight Parking				8.794941563	8	5	7	10	7	100.00%
Bank	Loading Zone			E	no pk 30 min load				3.399190978	3	2	5	2	3	166.67%
Bank	Loading Zone			W					7.986462253	7	1	4	2	6	66.67%
Bank	Loading Zone			W	no pk 30 min load				11.70004553	11				9	0.00%
E DIVISION ST	Parking Permitted	0					200	N	10.06022906	10	5	7	3	9	77.78%
E DIVISION ST	Parking Permitted	0		S			200	S	6.725205996	6	0	0	0	5	0.00%
E DIVISION ST	Parking Permitted	0		S			200	S	4.464399991	4				3	0.00%
E FAYETTE ST	12 Minute Pickup			S	Parcel pickup point		200	S	1.792744428	1	0	2	0	1	200.00%
E FAYETTE ST	2 Hour Parking			S			200	S	9.894496033	9				8	0.00%
E Jefferson	12 Minute Pickup		E	N	Con1		200	N	1.917561213	1	7	8	7	1	800.00%
E Jefferson	2 Hour Parking	Pay to Park	E	N			200	N	10.20568967	10				9	0.00%
E Jefferson	Loading Zone		E	S			200	S	1.337728135	1	4	6	6	1	600.00%
E Jefferson	12 Minute Pickup		E	S			200	S	2.333494725	2				2	0.00%
E Jefferson	2 Hour Parking	Pay to Park	E	S			200	S	9.864670498	9				8	0.00%
E Jefferson	12 Minute Pickup		E	S			200	S	1.846028067	1				1	0.00%
E Onondaga	Loading Zone		E	N			200	N	1.488366295	1	13	12	10	1	1200.00%
E Onondaga	2 Hour Parking	Pay to Park	E	N			200	N	7.533584158	7				6	0.00%
E Onondaga	2 Hour Parking	Metered	E	N			200	N	1.558044986	1				1	0.00%
E Onondaga	2 Hour Parking	Pay to Park	E	N			200	N	0.995949475	0					
E Onondaga	Reserved Parking		E	N			200	N	1.583498393	1				1	0.00%
E Onondaga	2 Hour Parking	Metered	E	N			200	N	2.923281698	2				2	0.00%
E Onondaga	Reserved Parking	Metered	E	N	handicapped		200	N	2.789039606	2				2	0.00%
E Onondaga	2 Hour Parking	Metered	E	N			200	N	6.06756917	6				5	0.00%
E Onondaga	Reserved Parking		E	S			200	S	4.46033157	4	15	15	6	3	500.00%
E Onondaga	12 Minute Pickup		E	S			200	S	1.851534989	1				1	0.00%
E Onondaga	Reserved Parking		E	S			200	S	7.245823298	7				6	0.00%
E Onondaga	2 Hour Parking	Pay to Park	E	S			200	S	5.141952842	5				4	0.00%
E WASHINGTON ST	30 Minute Parking	Pay to Park	E	N			200	N	7.515080432	7	11	5	7	6	83.33%
E WASHINGTON ST	2 Hour Parking	Metered	E	N			200	N	2.534164939	2				2	0.00%
E WASHINGTON ST	Reserved Parking		E	N			200	N	2.588009272	2				2	0.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	S			200	S	6.748495625	6	10	4	10	5	80.00%
E WASHINGTON ST	Loading Zone		E	S			200	S	1.862543267	1				1	0.00%
E WATER ST	Reserved Parking	Pay to Park		N			200	N	2.546116673	2	5	7	11	2	350.00%
E WATER ST	2 Hour Parking	Pay to Park		N			200	N	3.014478936	3				3	0.00%
E WATER ST	2 Hour Parking	Pay to Park		N			200	N	6.344910756	6				5	0.00%
E WATER ST	Loading Zone	Pay to Park		N	30 Minute Loading Zone		200	N	1.614664645	1				1	0.00%
E WATER ST	Loading Zone	0		S	30 Minute Loading Zone Limit		200	S	4.806749641	4	6	3	3	3	100.00%
E WATER ST	12 Minute Pickup	Pay to Park		S			200	S	2.939632796	2				2	0.00%
ERIE BLVD E	2 Hour Parking	0		N			200	N	10.03692464	10	5	4	6	9	44.44%
ERIE BLVD E	2 Hour Parking	Pay to Park		S			200	S	1.793725685	1	1	6	5	1	600.00%
ERIE BLVD E	2 Hour Parking	Pay to Park		S			200	S	5.090287272	5				4	0.00%
ERIE BLVD W	Reserved Parking	Pay to Park	W	N			200	N	2.905243534	2	4	7	1	2	350.00%
ERIE BLVD W	2 Hour Parking	Pay to Park	W	N			200	N	4.195053946	4				3	0.00%
ERIE BLVD W	2 Hour Parking	Pay to Park	W	N			200	N	3.836769275	3				3	0.00%
FORMAN AVE	Odd/Even Parking	0		E			200	E	11.25286242	11	2	4	3	9	44.44%
Gifford	Odd/Even Parking			S			200	S	14.21042217	14	2	2	2	12	16.67%
HARRISON ST	12 Minute Pickup			S			200	S	1.677115177	1	3	8	8	1	800.00%
HARRISON ST	Reserved Parking			S	Handicapped		200	S	1.549751781	1				1	0.00%
Herald	12 Minute Pickup			S			200	S	7.385506138	7	4	2	2	6	33.33%
Herald	Loading Zone			N			200	N	2.560707488	2	0	0	0	2	0.00%
Herald	Reserved Parking			N	Handicapped		200	N	5.65137146	5				4	0.00%
MADISON ST	2 Hour Parking			N	Con3		200	N	2.173183864	2	10	8	5	2	400.00%
MADISON ST	Parking Permitted			N	10 hr Parking		200	N	3.943523708	3				3	0.00%

# On-street Existing Supply Demand

Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of Pa	Midday_o	PM_of Pa	Midday Effective Supply	Midday Effective Utilization
MADISON ST	Loading Zone			N			200	N	2.263682552	2				2	0.00%
MADISON ST	Reserved Parking			S			200	S	0.957495461	0	9	12	16	9	0.00%
MADISON ST	2 Hour Parking	Pay to Park		S	Observed		200	S	11.20365068	11				9	0.00%
MONTGOMERY ST	Loading Zone			E			200	E	1.443213189	1	2	3	2	1	300.00%
MONTGOMERY ST	2 Hour Parking	Metered		E			200	E	2.690165938	2				2	0.00%
MONTGOMERY ST	Reserved Parking	Metered		E			200	E	1.720543445	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			200	W	4.868542119	4				3	133.33%
N CLINTON ST	2 Hour Parking	Pay to Park	N	E			200	E	4.600901257	4	0	0	1	3	0.00%
N CLINTON ST	Loading Zone		N	W	9am-6pm		200	W	4.443254568	4				3	0.00%
N FRANKLIN ST	Loading Zone		N	E			200	E	2.457701427	2	0	10	8	2	500.00%
N FRANKLIN ST	12 Minute Pickup		N	E			200	E	3.011076874	3				3	0.00%
N FRANKLIN ST	Parking Permitted		N	E			200	E	3.708764074	3				3	0.00%
S CLINTON ST	2 Hour Parking	Pay to Park	S	W			200	W	2.749125079	2	3	4	0	2	200.00%
S CLINTON ST	2 Hour Parking	Pay to Park	S	W			200	W	2.253768458	2				2	0.00%
S SALINA ST	2 Hour Parking			E			200	E	5.679356083	5	8	8	9	4	200.00%
S SALINA ST	2 Hour Parking			E			200	E	4.64400175	4				3	0.00%
S WARREN ST	Loading Zone			E	30 Minute Limit		200	E	1.572035135	1	5	6	9	1	600.00%
S WARREN ST	Loading Zone			E	30 Minute Limit		200	E	1.250663489	1				1	0.00%
S WARREN ST	2 Hour Parking			E	9-6		200	E	1.29036029	1				1	0.00%
S WARREN ST	2 Hour Parking			E			200	E	2.25027145	2				2	0.00%
S WARREN ST	1 Hour Parking			W			200	W	2.607719016	2	4	7	9	2	350.00%
S WARREN ST	2 Hour Parking			W			200	W	7.715981114	7				6	0.00%
W FAYETTE ST	2 Hour Parking			N			200	N	2.79632459	2	4	4	5	2	200.00%
W FAYETTE ST	2 Hour Parking			N			200	N	7.814735071	7				6	0.00%
W FAYETTE ST	2 Hour Parking			S			200	S	6.991735816	6	8	12	13	5	240.00%
W FAYETTE ST	2 Hour Parking			S			200	S	7.241278651	7				6	0.00%
W Genesee	2 Hour Parking	Pay to Park	W	N			200	N	2.783651433	2	7	8	7	2	400.00%
W Genesee	12 Minute Pickup		W	N			200	N	1.427789835	1				1	0.00%
W Genesee	2 Hour Parking	Pay to Park	W	N			200	N	3.242546425	3				3	0.00%
W Genesee	Reserved Parking	Metered	W	N	Handicapped		200	N	1.217691567	1				1	0.00%
W Genesee	Loading Zone		W	S			200	S	2.135147379	2	5	11	4	2	550.00%
W Genesee	2 Hour Parking	Pay to Park	W	S			200	S	13.73080018	13				11	0.00%
W Walton	2 Hour Parking	Pay to Park	W	N			200	N	7.371402121	7	8	10	15	6	166.67%
W Walton	2 Hour Parking	Pay to Park	W	N			200	N	7.040834734	7				6	0.00%
W Walton	Loading Zone		W	N			200	N	1.575620825	1				1	0.00%
W Walton	2 Hour Parking	Pay to Park	W	N			200	N	1.758609307	1				1	0.00%
W Walton	2 Hour Parking	Pay to Park	W	N			200	N	4.440528696	4				3	0.00%
W Walton	2 Hour Parking	Pay to Park	W	S			200	S	7.150703577	7	12	17	21	6	283.33%
W Walton	2 Hour Parking	Pay to Park	W	S			200	S	3.942838263	3				3	0.00%
W Walton	2 Hour Parking	Pay to Park	W	S			200	S	5.463738622	5				4	0.00%
W Walton	2 Hour Parking	Pay to Park	W	S			200	S	12.24677504	12				10	0.00%
W Washington	2 Hour Parking	Pay to Park	W	S			200	S	10.27126435	10	9	13	5	9	144.44%
W Washington	2 Hour Parking		W	S			200	S	0.942717734	0				0	0.00%
W Washington	2 Hour Parking	Pay to Park	W	S			200	S	5.765482879	5				4	0.00%
W Washington	Reserved Parking		W	W			200	N	17.18125483	17	16	18	14	14	128.57%
W Water	2 Hour Parking	Metered	W	N			200	N	6.135138803	6	14	12	12	5	240.00%
W Water	12 Minute Pickup		W	N			200	N	4.713245649	4				3	0.00%
W Water	2 Hour Parking	Metered	W	N			200	N	3.323387201	3				3	0.00%
W Water	2 Hour Parking	Metered	W	N			200	N	1.712414554	1				1	0.00%
W Water	Reserved Parking		W	S	Diagonal		200	S	1.365457704	1	9		7	1	900.00%
W Water	Reserved Parking		W	S	Diagonal		200	S	15.3155476	15	23	23	16	13	176.92%
W Water	Reserved Parking	Metered	W	S	Handicapped		200	S	2.469306278	2	16	18	14	2	900.00%
W Willow	2 Hour Parking	Metered	W	N			200	N	3.928602097	3	3	9	1	3	300.00%
W Willow	2 Hour Parking	Pay to Park	W	N			200	N	9.014905358	9				8	0.00%
W Willow	2 Hour Parking	Metered	W	S			200	S	5.852373188	5	5	6	1	4	150.00%
E Jefferson	Loading Zone		E	N			300	N	0.811944485	0	7	6	7		
E Jefferson	2 Hour Parking	Pay to Park	E	N			300	N	3.04717538	3				3	0.00%
E Jefferson	2 Hour Parking	Pay to Park	E	N			300	N	3.378899553	3				3	0.00%
E Jefferson	Reserved Parking				Handicapped Diagonal		300	S	11.64197597	11	11	17	14	9	188.89%
E Onondaga	12 Minute Pickup		E	N			300	N	2.776810928	2	0	0	0	2	0.00%
E Onondaga	2 Hour Parking	Pay to Park	E	N			300	N	9.263484466	9				8	0.00%
E Onondaga	2 Hour Parking		E	N			300	N	2.677530072	2				2	0.00%
E Onondaga	2 Hour Parking		E	N			300	N	1.964709736	1				1	0.00%
E Onondaga	Reserved Parking	Handicapped	E	S			300	S	0.956381359	0	12	11	8		
E Onondaga	2 Hour Parking		E	S			300	S	11.99969296	11				9	0.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	N			300	N	5.799186255	5	10	7	9	4	175.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	N			300	N	4.072639753	4				3	0.00%
E WASHINGTON ST	Reserved Parking		E	S			300	S	5.825926504	5	9	10	6	4	250.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	S			300	S	6.489106171	6				5	0.00%
E WATER ST	Reserved Parking	Pay to Park					300	N	19.62450051	19	16	13	10	16	81.25%
E WATER ST	Reserved Parking		E	S			300	S	3.38349652	3	8	9	6	3	300.00%
E WATER ST	2 Hour Parking	Pay to Park	E	S			300	S	5.377171433	5				4	0.00%
E WATER ST	2 Hour Parking	Pay to Park	E	S			300	S	2.766923439	2				2	0.00%
ERIE BLVD W	2 Hour Parking	Pay to Park	W	N			300	N	11.11568863	11	2	2	2	9	22.22%
ERIE BLVD W	2 Hour Parking	Pay to Park	W	S			300	S	18.09195945	18	0	0	0	15	0.00%
FORMAN AVE	Odd/Even Parking	0		E			300	E	9.895281692	9	9	9	9	8	112.50%
HARRISON ST	2 Hour Parking			N			300	N	10.27366712	10	0	10	7	9	111.11%
IRVING AVE	Loading Zone	0		E			300	E	2.000630603	2	0	0	0	2	0.00%
IRVING AVE	12 Minute Pickup	Metered		E	Parcel Pickup only		300	E	1.537613242	1				1	0.00%
IRVING AVE	2 Hour Parking	Metered		E			300	E	1.965885198	1				1	0.00%
IRVING AVE	Odd/Even Parking	0		E			300	E	7.145317853	7				6	0.00%
IRVING AVE	Odd/Even Parking	0		E			300	E	2.893472267	2				2	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		E			300	E	4.324158674	4	11	10	13	3	333.33%
MONTGOMERY ST	Reserved Parking	Metered		E	Handicapped		300	E	1.658704456	1				1	0.00%

# On-street Existing Supply Demand

Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of_Pa	Midday_o	PM_of_Pa	Midday Effective Supply	Midday Effective Utilization
MONTGOMERY ST	2 Hour Parking	Pay to Park		E			300	E	4.581190396	4				3	0.00%
MONTGOMERY ST	Loading Zone			E			300	E	1.602947181	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		E			300	E	6.176932279	6				5	0.00%
MONTGOMERY ST	2 Hour Parking			W			300	W	0.937489533	0					
MONTGOMERY ST	Reserved Parking			W	Drop off and Pickup		300	W	3.237551597	3				3	0.00%
MONTGOMERY ST	Reserved Parking	Metered		W	Handicapped		300	W	2.225239641	2				2	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			300	W	2.318205966	2				2	0.00%
MONTGOMERY ST	Loading Zone			W			300	W	1.284124486	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			300	W	1.609351249	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			300	W	3.337572324	3				3	0.00%
MONTGOMERY ST	12 Minute Pickup			W			300	W	1.273625358	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			300	W	6.61380663	6				5	0.00%
N CLINTON ST	Loading Zone		N	E			300	E	14.29393536	14	2	3	0	12	25.00%
N SALINA ST	2 Hour Parking	0		E			300	E	3.643652027	3	0	0	0	3	0.00%
N SALINA ST	Loading Zone	0		E			300	E	3.607366977	3				3	0.00%
N SALINA ST	2 Hour Parking	0		W			300	W	6.966735158	6				5	0.00%
N SALINA ST	2 Hour Parking	0		W			300	W	7.607432985	7				6	0.00%
N STATE ST	4 Hour Parking	0		E			300	E	3.875313299	3	0	0	0	3	0.00%
N STATE ST	2 Hour Parking	0		W			300	W	6.615787872	6	0	0	0	5	0.00%
S CLINTON ST	2 Hour Parking			E			300	E	7.429949769	7	6	4	8	6	66.67%
S CLINTON ST	Loading Zone			E	30 Minute Limit		300	E	1.286393156	1				1	0.00%
S CLINTON ST	2 Hour Parking			W			300	W	5.215002177	5	1	4	3	4	100.00%
S CROUSE AVE	Reserved Parking	0		E	Handicappt		300	E	3.893420129	3	0	0	0	3	0.00%
S CROUSE AVE	Parking Permitted	0		W			300	W	6.394733852	6	11	12	10	5	240.00%
S CROUSE AVE	Parking Permitted	0		W			300	W	6.822425547	6				5	0.00%
S Franklin	Loading Zone		S	E			300	E	1.491797763	1	1	5	5	1	500.00%
S Franklin	2 Hour Parking	Pay to Park	S	E			300	E	3.56253874	3				3	0.00%
S Franklin	Reserved Parking	Pay to Park	S	E	Handicapped		300	E	1.830023175	1				1	0.00%
S Franklin	2 Hour Parking	Pay to Park	S	E			300	E	2.174027806	2				2	0.00%
S Franklin	2 Hour Parking	Pay to Park	S	W			300	W	5.017847682	5	5	6	7	4	150.00%
S Franklin	12 Minute Pickup		S	W			300	W	3.392442445	3				3	0.00%
S MCBRIDE ST	2 Hour Parking		S	E			300	E	10.88943032	10	6	8	5	9	88.89%
S MCBRIDE ST	Reserved Parking		S	E			300	E	2.547878763	2				2	0.00%
S SALINA ST	2 Hour Parking			E	9-6		300	E	8.074633816	8	7	17	14	7	242.86%
S SALINA ST	2 Hour Parking			E			300	E	15.1817541	15				13	0.00%
S SALINA ST	2 Hour Parking			W			300	W	5.215105727	5	6	8	11	4	200.00%
S SALINA ST	12 Minute Pickup			W	Parcel Pickup Only		300	W	2.286049139	2				2	0.00%
S SALINA ST	2 Hour Parking			W			300	W	10.18028032	10				9	0.00%
S SALINA ST	2 Hour Parking			W			300	W	2.929241934	2				2	0.00%
S WARREN ST	Reserved Parking			E			300	E	1.143582333	1	5	6	5	1	600.00%
S WARREN ST	2 Hour Parking			E			300	E	5.715614611	5				4	0.00%
S WARREN ST	2 Hour Parking			E			300	E	2.143589863	2				2	0.00%
S WARREN ST	Reserved Parking			E			300	E	1.036487149	1				1	0.00%
S WARREN ST	2 Hour Parking			E			300	E	2.715618684	2				2	0.00%
S WARREN ST	2 Hour Parking			W			300	W	7.573933822	7	1	7	5	6	116.67%
S WARREN ST	2 Hour Parking			W			300	W	1.714537086	1				1	0.00%
S WARREN ST	2 Hour Parking			W			300	W	1.143583932	1				1	0.00%
S WARREN ST	2 Hour Parking			W	9-6		300	W	8.575326515	8				7	0.00%
UNIVERSITY AVE	12 Minute Pickup	0		W			300	W	3.321924152	3	5	5	5	3	166.67%
UNIVERSITY AVE	2 Hour Parking	0		W			300	W	8.823849879	8				7	0.00%
W FAYETTE ST	2 Hour Parking		N	N			300	N	7.242603321	7	2	4	2	6	66.67%
W FAYETTE ST	Loading Zone		N	N	30 Minute Limit		300	N	4.058466895	4				3	0.00%
W FAYETTE ST	2 Hour Parking		N	N			300	N	7.959420469	7				6	0.00%
W FAYETTE ST	12 Minute Pickup		S	S	Parcel Pickup Point		300	S	1.721057602	1	4	5	9	1	500.00%
W FAYETTE ST	2 Hour Parking		S	S			300	S	6.166709546	6				5	0.00%
W FAYETTE ST	2 Hour Parking		S	S			300	S	6.560973086	6				5	0.00%
W Genesee	2 Hour Parking	Pay to Park	W	N			300	N	5.178625892	5				4	0.00%
W Genesee	2 Hour Parking	Pay to Park	W	N			300	N	4.286082108	4				3	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	N			300	N	3.260831808	3	9	14	13	3	466.67%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	N			300	N	11.05557457	11				9	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	N			300	N	9.31618665	9				8	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	S			300	S	20.97392041	20	2	8	7	17	47.06%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	S			300	S	2.212925635	2				2	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	S			300	S	5.132536209	5				4	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	S			300	S	3.931570707	3				3	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	S			300	S	1.928556689	1				1	0.00%
W JEFFERSON ST	Reserved Parking	Metered	W	S	Handicapped		300	S	3.475619241	3				3	0.00%
W Washington	2 Hour Parking		W	S			300	S	9.807696401	9	5	5	8	8	62.50%
W Washington	2 Hour Parking	Pay to Park	W	S			300	S	8.266895529	8				7	0.00%
W Water	2 Hour Parking	Pay to Park	W	S			300	S	6.501758971	6	4	5	5	5	100.00%
W Water	Reserved Parking		W	N			300	N	14.27317021	14	3	3	4	12	25.00%
W Willow	2 Hour Parking	Pay to Park	W	N			300	N	7.412864612	7	1	2	4	6	33.33%
W Willow	2 Hour Parking	Pay to Park	W	S			300	S	7.186977096	7				6	0.00%
E FAYETTE ST	2 Hour Parking		S	S	9-6		400	S	17.42372534	17	13	8	4	14	57.14%
E GENESEE ST	Reserved Parking		E	N			400	N	6.774096753	6	15	11	6	5	220.00%
E GENESEE ST	2 Hour Parking	Pay to Park	E	N			400	N	6.736364789	6				5	0.00%
E GENESEE ST	Reserved Parking		E	S			400	S	3.176667181	3	4	2	3	3	66.67%
E GENESEE ST	2 Hour Parking	Pay to Park	E	S			400	S	10.08619269	10				9	0.00%
E GENESEE ST	Reserved Parking		E	S			400	S	2.084100365	2				2	0.00%
E WASHINGTON ST	Loading Zone		E	N			400	N	1.081468929	1	2	2	0	1	200.00%
E WASHINGTON ST	Reserved Parking	Metered	E	N	Handicapped		400	N	1.535518342	1				1	0.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	N			400	N	3.032377295	3				3	0.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	N			400	N	5.191623572	5				4	0.00%
E WASHINGTON ST	12 Minute Pickup		E	N			400	N	1.428578161	1				1	0.00%



# On-street Existing Supply Demand

Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of_Pa	Midday_o	PM_of_Pa	Midday Effective Supply	Midday Effective Utilization
E WASHINGTON ST	Reserved Parking	Pay to Park	E	S	Handicapped		400	S	2.26978415	2	3	2	3	2	100.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	S			400	S	3.072994684	3				3	0.00%
E WASHINGTON ST	Loading Zone		E	S			400	S	1.852832378	1				1	0.00%
MONTGOMERY ST	Reserved Parking			E			400	E	6.173172941	6	13	12	10	5	240.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		E			400	E	8.34900638	8				7	0.00%
MONTGOMERY ST	Reserved Parking			E			400	E	1.72602852	1				1	0.00%
MONTGOMERY ST	Reserved Parking			E	Drop off and Pickup		400	E	1.176535548	1				1	0.00%
MONTGOMERY ST	Reserved Parking			E			400	E	2.558848352	2				2	0.00%
MONTGOMERY ST	Loading Zone			E			400	E	2.011094282	2				2	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			400	W	3.969127748	3	14	13	7	3	433.33%
MONTGOMERY ST	Reserved Parking	Pay to Park		W			400	W	2.854385396	2				2	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			400	W	3.824841596	3				3	0.00%
N FRANKLIN ST	Odd/Even Parking	0		E					15.03368966	15	7	8	7	13	61.54%
N SALINA ST	2 Hour Parking	0		E			400	E	7.003342351	7	0	3	16	6	50.00%
N SALINA ST	12 Minute Pickup	0		W			400	W	1.60713739	1	0	11	12	1	1100.00%
N SALINA ST	Reserved Parking	0		W			400	W	0.964298855	0					
N SALINA ST	2 Hour Parking	0		W			400	W	10.57201239	10				9	0.00%
N STATE ST	2 Hour Parking	0		E			400	E	5.764068959	5	0	0	0	4	0.00%
N STATE ST	2 Hour Parking	0		E			400	E	9.555028338	9				8	0.00%
N STATE ST	2 Hour Parking	0		W			400	W	1.361222028	1	0	1	1	1	100.00%
N STATE ST	2 Hour Parking	0		W			400	W	5.59149519	5				4	0.00%
N STATE ST	2 Hour Parking	0		W			400	W	1.375335527	1				1	0.00%
N STATE ST	2 Hour Parking	0		W			400	W	2.581160348	2				2	0.00%
PEARL ST	2 Hour Parking	Pay to Park		E			400	E	11.41284437	11	1	0	2	9	0.00%
S CLINTON ST	Loading Zone			E	30 Minutes Limit		400	E	1.214997456	1	1	1	3	1	100.00%
S CLINTON ST	2 Hour Parking			E	9-6		400	E	4.037754081	4				3	0.00%
S CLINTON ST	Loading Zone			E	30 Minute Limit		400	E	1.929189948	1				1	0.00%
S CLINTON ST	2 Hour Parking			W			400	W	7.501453196	7	0	2	3	6	33.33%
S CROUSE AVE	2 Hour Parking	Pay to Park		E			400	E	5.465401188	5	11	5	11	4	125.00%
S CROUSE AVE	Loading Zone	Pay to Park		E	30 minute		400	E	0.860291395	0					
S CROUSE AVE	2 Hour Parking	Pay to Park		E			400	E	7.789119022	7				6	0.00%
S Franklin	2 Hour Parking	Pay to Park	S	E			400	E	4.08563981	4	1	4	4	3	133.33%
S Franklin	2 Hour Parking	Pay to Park	S	W			400	W	4.493166867	4	2	4	4	3	133.33%
S SALINA ST	1 Hour Parking		S	E	PTP		400	E	2.295570641	2	7	16	16	2	800.00%
S SALINA ST	2 Hour Parking		S	E	PTP		400	E	2.178027823	2				2	0.00%
S SALINA ST	Loading Zone		S	E			400	E	2.333761921	2				2	0.00%
S SALINA ST	12 Minute Pickup		S	E			400	E	0.934190458	0					
S SALINA ST	Reserved Parking		S	E	police only		400	E	2.957140488	2				2	0.00%
S SALINA ST	2 Hour Parking	Pay to Park	S	E			400	E	6.661321771	6				5	0.00%
S SALINA ST	12 Minute Pickup		S	E			400	E	1.481541025	1				1	0.00%
S SALINA ST	12 Minute Pickup		S	E			400	E	0.562056282	0					
S SALINA ST	12 Minute Pickup		S	E			400	E	0.80475776	0					
S SALINA ST	2 Hour Parking		S	E			400	E	4.362774218	4				3	0.00%
S SALINA ST	2 Hour Parking	Pay to Park	S	W			400	W	7.354751789	7	8	26	18	6	433.33%
S SALINA ST	2 Hour Parking	Pay to Park	S	W	PTP		400	W	6.028606074	6				5	0.00%
S SALINA ST	12 Minute Pickup		S	W			400	W	3.748989193	3				3	0.00%
S SALINA ST	Reserved Parking		S	W	Taxis only		400	W	3.356465439	3				3	0.00%
S SALINA ST	2 Hour Parking	Pay to Park	S	W			400	W	3.134317414	3				3	0.00%
S SALINA ST	12 Minute Pickup		S	W			400	W	1.498096307	1				1	0.00%
S SALINA ST	Reserved Parking	Metered	S	W	Handicapped		400	W	0.877666654	0					
S SALINA ST	2 Hour Parking		S	W			400	W	3.167848014	3				3	0.00%
S SALINA ST	Loading Zone		S	W			400	W	1.101832285	1				1	0.00%
S STATE ST	Reserved Parking	Metered		E	Sheriffs Only		400	E	2.643239036	2	0	0	8	2	0.00%
S STATE ST	Reserved Parking	Pay to Park		W	Sheriffs vehicles only		400	W	3.000706954	3	2	1	2	3	33.33%
S WARREN ST	Loading Zone			E	30 Minute Limit		400	E	1.178753426	1	10	12	13	1	1200.00%
S WARREN ST	12 Minute Pickup			E	Parcel Pickup Only		400	E	1.714569894	1				1	0.00%
S WARREN ST	Loading Zone			E	30 Minute Limit		400	E	1.466279931	1				1	0.00%
S WARREN ST	2 Hour Parking			E			400	E	5.145723823	5				4	0.00%
S WARREN ST	Reserved Parking			E			400	E	1.393093171	1				1	0.00%
S WARREN ST	2 Hour Parking			E			400	E	3.180942478	3				3	0.00%
S WARREN ST	Reserved Parking			W	For police Vehicles Only		400	W	1.394944738	1	7	10	10	1	1000.00%
S WARREN ST	2 Hour Parking			W			400	W	8.68047197	8				7	0.00%
S WARREN ST	2 Hour Parking			W			400	W	1.859007298	1				1	0.00%
S WARREN ST	1 Hour Parking			W			400	W	5.073395755	5				4	0.00%
UNIVERSITY AVE	2 Hour Parking	Pay to Park		W			400	W	6.182261048	6	0	1	4	5	20.00%
UNIVERSITY AVE	2 Hour Parking	Pay to Park		W			400	W	3.679883749	3				3	0.00%
W JEFFERSON ST	2 Hour Parking			N	Parking Permitted		400	N	7.385119373	7	4	5	4	6	83.33%
W JEFFERSON ST	2 Hour Parking			N	Parking Permitted		400	N	2.724705131	2				2	0.00%
W JEFFERSON ST	2 Hour Parking			S	Parking Permitted		400	S	2.222612709	2	5	6	5	2	300.00%
W JEFFERSON ST	2 Hour Parking			S	Parking Permitted		400	S	1.328300859	1				1	0.00%
W JEFFERSON ST	2 Hour Parking			S	Parking Permitted		400	S	4.125045533	4				3	0.00%
W JEFFERSON ST	2 Hour Parking			S	Parking Permitted		400	S	2.007820548	2				2	0.00%
E FAYETTE ST	2 Hour Parking			N			500	N	2.831955649	2	3	3	2	2	150.00%
E FAYETTE ST	2 Hour Parking			N			500	N	2.760493266	2				2	0.00%
E FAYETTE ST	2 Hour Parking			N			500	N	3.263885637	3				3	0.00%
E FAYETTE ST	Reserved Parking			N	Parks Dept. Employees only		500	N	1.61357634	1				1	0.00%
E GENESEE ST	2 Hour Parking		E	N			500	N	5.391678834	5	2	2	0	4	50.00%
E WASHINGTON ST	2 Hour Parking	Metered	E	N			500	N	2.028875597	2	3	2	1	2	100.00%
E WASHINGTON ST	Loading Zone		E	N			500	N	3.211682385	3				3	0.00%
E WASHINGTON ST	15 Minute Pickup		E	N			500	N	1.084619272	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		E			500	E	6.236720857	6	10	8	8	5	160.00%
MONTGOMERY ST	Reserved Parking	Metered		E	Handicapped		500	E	1.938163336	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		E			500	E	4.718715167	4				3	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			500	W	8.673126576	8	9	7	6	7	100.00%



# On-street Existing Supply Demand

Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of_Pa	Midday_o	PM_of_Pa	Midday Effective Supply	Midday Effective Utilization
N SALINA ST	2 Hour Parking	0		W			500	W	5.325673271	5	5	11	9	4	275.00%
N SALINA ST	Bus Pickup Only	0		W			500	W	1.964244421	1				1	0.00%
N SALINA ST	2 Hour Parking	0		W			500	W	5.465188539	5				4	0.00%
N SALINA ST	Loading Zone	0		W	30 Minute Limit		500	W	1.145066471	1				1	0.00%
N SALINA ST	2 Hour Parking	0		W			500	W	1.857416685	1				1	0.00%
N STATE ST	2 Hour Parking	0		E	Pay to Park		500	E	8.043828502	8	0	14	5	7	200.00%
N STATE ST	2 Hour Parking	0		E			500	E	8.743648563	8				7	0.00%
N STATE ST	Parking Permitted	0		W			500	W	3.540272204	3	1	0	1	3	0.00%
N STATE ST	Reserved Parking	0		W	Handicappt Only		500	W	1.289150157	1				1	0.00%
N STATE ST	Parking Permitted	0		W			500	W	3.398266021	3				3	0.00%
N STATE ST	Parking Permitted	0		W			500	W	3.329783314	3				3	0.00%
N STATE ST	Odd/Even Parking	0		W			500	W	1.152789723	1				1	0.00%
N STATE ST	15 Minute Pickup	0		W	Parcel Pickup Point		500	W	1.166977608	1				1	0.00%
N STATE ST	2 Hour Parking	0		W	9-6		500	W	1.557532032	1				1	0.00%
PEARL ST	Parking Permitted	Pay to Park		E	No Parking Nov. 1st thru Mar 31st		500	E	8.618400708	8	0	2	2	7	28.57%
PEARL ST	12 Minute Pickup	Pay to Park		E	Parcel Pickup Point		500	E	2.889545202	2				2	0.00%
S CLINTON ST	2 Hour Parking			W	Diagonal		500	W	9.751647455	9	4	1	2	8	12.50%
S CLINTON ST	2 Hour Parking			W			500	W	2.750473509	2				2	0.00%
S CLINTON ST	2 Hour Parking			W			500	W	2.39570897	2				2	0.00%
S CLINTON ST	2 Hour Parking			W			500	W	4.42952193	4				3	0.00%
S CLINTON ST	2 Hour Parking			W			500	W	2.429029509	2				2	0.00%
S CROUSE AVE	2 Hour Parking	0		W			500	W	16.22063644	16	5	3	2	14	21.43%
S SALINA ST	Loading Zone			W	30 Minute Limit		500	W	1.57101507	1	6	8	4	1	800.00%
S SALINA ST	2 Hour Parking			W	9-6		500	W	9.593943267	9				8	0.00%
S SALINA ST	12 Minute Pickup			W	Parcel Pickup Point		500	W	1.536968446	1				1	0.00%
S SALINA ST	2 Hour Parking			W			500	W	4.49095567	4				3	0.00%
S TOWNSEND ST	Reserved Parking			E	For City Marshall		500	W	4.143716852	4	0	0	0	3	0.00%
UNIVERSITY AVE	2 Hour Parking	Pay to Park		W			500	W	5.33451946	5	0	0	2	4	0.00%
E GENESEE ST	15 Minute Pickup		E	S	Patient Pickup		600	S	7.301610736	7	0	0	0	6	0.00%
MADISON ST	Loading Zone	0		S	20 Min		600	S	3.729024855	3	0	2	1	3	66.67%
MADISON ST	Loading Zone	0		S	20 Minute		600	S	14.41188148	14				12	0.00%
MONTGOMERY ST	Reserved Parking			E			600	E	14.38708727	14	2	4	4	12	33.33%
MONTGOMERY ST	2 Hour Parking			W			600	W	12.47682887	12	0	1	6	10	10.00%
N SALINA ST	2 Hour Parking	0		W			600	W	9.394657401	9	3	2	2	8	25.00%
N SALINA ST	Reserved Parking	0		W	Handicappt Only	odd even	600	W	1.423390395	1				1	0.00%
N SALINA ST	Reserved Parking	0		W			600	W	1.796260609	1				1	0.00%
N SALINA ST	2 Hour Parking	0		W			600	W	2.685159629	2				2	0.00%
N STATE ST	2 Hour Parking	0		E			600	E	2.07961477	2	11		4	2	50.00%
S CROUSE AVE	2 Hour Parking	Pay to Park		W			600	W	8.89743014	8	8	8	6	7	114.29%
S CROUSE AVE	2 Hour Parking	Pay to Park		W			600	W	7.471361697	7				6	0.00%
S STATE ST	Reserved Parking	Pay to Park		E			600	E	4.179362676	4	20	18	19	3	600.00%
S STATE ST	Reserved Parking			E	Police Department Vehicles Only		600	E	7.394400747	7				6	0.00%
S STATE ST	Reserved Parking			E	Fire Dept. Vehicles only		600	E	3.60791872	3				3	0.00%
S STATE ST	Reserved Parking			E	Syracuse Police Dept. Vehicles Only		600	E	1.822087143	1				1	0.00%
S STATE ST	Reserved Parking			E	Syracuse Police Dept. Vehicels Only		600	E	3.036238921	3				3	0.00%
S STATE ST	2 Hour Parking			E			600	E	2.858554957	2				2	0.00%
S STATE ST	2 Hour Parking			E			600	E	3.464902006	3				3	0.00%
S STATE ST	2 Hour Parking	Pay to Park		W			600	W	7.751260293	7				6	0.00%
S STATE ST	Reserved Parking	Pay to Park		W			600	W	1.32600421	1				1	0.00%
S STATE ST	Loading Zone	Metered		W	30 Minute Limit		600	W	2.821882773	2				2	0.00%
S STATE ST	Reserved Parking			W	Syracuse fire Dept. Vehicles Only		600	W	2.17894556	2				2	0.00%
S STATE ST	Reserved Parking			W	30 Min. Social Service worker parking		600	W	2.46572508	2				2	0.00%
S STATE ST	Reserved Parking	Metered		W	handicappt Only	2 Hour	600	W	2.000666526	2				2	0.00%
S STATE ST	Reserved Parking	Metered		W	Syracuse Fire Dept. Vehicles Only		600	W	1.071616617	1				1	0.00%
S STATE ST	Reserved Parking	Metered		W	Hadicappt Drop off/Pickup Zone		600	W	1.893510032	1				1	0.00%
S STATE ST	2 Hour Parking			W			600	W	3.750832104	3				3	0.00%
S STATE ST	Reserved Parking			W	Court/ Police Vehicles. Only		600	W	1.39310983	1				1	0.00%
S TOWNSEND ST	4 Hour Parking			E			600	E	9.430536093	9	0	0	0	8	0.00%
S WEST ST	1 Hour Parking		S	E			600	E	6.059534086	6	0	0	0	5	0.00%
S WEST ST	1 Hour Parking		S	E			600	E	6.887262404	6				5	0.00%
E FAYETTE ST	Odd/Even Parking	0		N			700	N	2.079456629	2	0	4	6	2	200.00%
E FAYETTE ST	Odd/Even Parking	0		N			700	N	2.724651884	2				2	0.00%
E FAYETTE ST	Odd/Even Parking	0		N			700	N	8.46913868	8				7	0.00%
E FAYETTE ST	Reserved Parking	0		S	Handicappt only	1 Hour	700	S	3.728144734	3	0	0	0	3	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		N			700	N	4.580149889	4	0	6	4	3	200.00%
E GENESEE ST	Reserved Parking	Pay to Park		N			700	N	1.147706254	1				1	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		N			700	N	9.529424767	9				8	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		N			700	N	17.92652594	17				14	0.00%
E GENESEE ST	12 Minute Pickup	Pay to Park		N			700	N	1.255190145	1				1	0.00%
E GENESEE ST	Loading Zone	0		N	30 Minute Limit		700	N	0.861094032	0					
E GENESEE ST	Reserved Parking	0		N			700	N	1.076040495	1				1	0.00%
E GENESEE ST	20 Minute Parking	0		N	Prcel pickup only		700	N	1.003752049	1				1	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		S			700	S	8.63944841	8	0	11	13	7	157.14%
E GENESEE ST	Reserved Parking	Pay to Park		S	Community Police Center Parking On		700	S	2.539969221	2				2	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		S			700	S	9.813477018	9				8	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		S			700	S	12.08524016	12				10	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		S			700	S	15.88277843	15				13	0.00%
E WASHINGTON ST	Parking Permitted	0		S	6am-6pm		700	S	1.864047675	1	17	17	11	1	1700.00%
E WASHINGTON ST	Parking Permitted	0		S	6am-6pm		700	S	1.828561639	1				1	0.00%
E WASHINGTON ST	Parking Permitted	0		S	6am-6pm		700	S	13.15981971	13				11	0.00%
IRVING AVE	4 Hour Parking	Pay to Park		E			700	E	2.362105444	2	6	8	8	2	400.00%
IRVING AVE	Loading Zone	0		E			700	E	1.000241692	1				1	0.00%
IRVING AVE	4 Hour Parking	0		E			700	E	1.143140468	1				1	0.00%
IRVING AVE	Reserved Parking	0		E	Handicapped Only/Pickup/Dropoff		700	E	1.44426947	1				1	0.00%



# On-street Existing Supply Demand

Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of_Pa	Midday_o	PM_of_Pa	Midday Effective Supply	Midday Effective Utilization
IRVING AVE	Reserved Parking	0		E	Handicapped Only/Pickup/Dropoff		700	E	1.643658992	1				1	0.00%
MADISON ST	2 Hour Parking	0		N	6-9	Parking Permitted Odd even 6-6	700	N	3.19079674	3	4	4	4	3	133.33%
MADISON ST	Reserved Parking	0		N			700	N	2.867964543	2				2	0.00%
N SALINA ST	Loading Zone	0		W	30 Minute Loading zone Limit		700	W	1.919764442	1	2	7	6	1	700.00%
N SALINA ST	12 Minute Pickup	0		W	Parcel Pickup Point		700	W	2.114997335	2				2	0.00%
N SALINA ST	Reserved Parking	0		W	Handicappt Only		700	W	0.975968228	0					
N SALINA ST	2 Hour Parking	0		W			700	W	4.683738574	4				3	0.00%
N SALINA ST	12 Minute Pickup	0		W	Parcel Pickup Point		700	W	1.1353056	1				1	0.00%
N SALINA ST	2 Hour Parking	0		W			700	W	6.180270358	6				5	0.00%
N STATE ST	2 Hour Parking	0		W			700	W	2.826977474	2	0	1	2	2	50.00%
N STATE ST	Reserved Parking	0		W	Handicappt Only		700	W	1.368458078	1				1	0.00%
S CLINTON ST	2 Hour Parking			E			700	E	4.18112096	4	0	0	0	3	0.00%
S CLINTON ST	2 Hour Parking			E			700	E	2.105978439	2				2	0.00%
S CLINTON ST	2 Hour Parking			E			700	E	6.272130928	6				5	0.00%
S CROUSE AVE	Reserved Parking	0		E	Taxi Stand		700	E	3.398404559	3	10	9	7	3	300.00%
S CROUSE AVE	1 Hour Parking	Pay to Park		E			700	E	7.542946995	7				6	0.00%
S CROUSE AVE	2 Hour Parking	Pay to Park		W			700	W	3.037280072	3	4	11	6	3	366.67%
S CROUSE AVE	Loading Zone	Pay to Park		W	30 Minute		700	W	1.78756201	1				1	0.00%
S CROUSE AVE	2 Hour Parking	0		W			700	W	6.290848564	6				5	0.00%
S CROUSE AVE	Reserved Parking	Pay to Park		W	Bus		700	W	1.750414999	1				1	0.00%
S STATE ST	Reserved Parking			E			700	E	1.500279702	1	13	8	11	1	800.00%
S STATE ST	1 Hour Parking			E	one mobile vendor only 10-5		700	E	1.000191964	1				1	0.00%
S STATE ST	2 Hour Parking			E			700	E	10.79161943	10				9	0.00%
UNIVERSITY AVE	2 Hour Parking	Pay to Park		W			700	W	3.395346955	3	10	9	7	3	300.00%
UNIVERSITY AVE	Reserved Parking	Pay to Park		W			700	W	1.923964684	1				1	0.00%
UNIVERSITY AVE	2 Hour Parking	Pay to Park		W			700	W	7.287800725	7				6	0.00%
E FAYETTE ST	Odd/Even Parking	0		N			800	N	8.818800004	8	16	17	12	7	242.86%
E FAYETTE ST	Odd/Even Parking	0		N			800	N	9.141414806	9				8	0.00%
ERIE BLVD E	Parking Permitted	0		S			800	S	20.47277177	20	10	12	9	17	70.59%
MADISON ST	Odd/Even Parking	0		N			800	N	1.505677893	1	12	12	9	1	1200.00%
MADISON ST	Odd/Even Parking	0		N			800	N	1.185178989	1				1	0.00%
MADISON ST	Odd/Even Parking	0		N			800	N	4.803831958	4				3	0.00%
MADISON ST	Odd/Even Parking	0		N			800	N	2.152143379	2				2	0.00%
N SALINA ST	2 Hour Parking	0		W	Diagonal	9-6	800	W	4.695731534	4	10	17	14	3	566.67%
N SALINA ST	Reserved Parking	0		W	Diagonal	Handicappt Only 2 Hour	800	W	0.822700743	0					
N SALINA ST	2 Hour Parking	0		W	Diagonal	9-6	800	W	4.016656551	4				3	0.00%
N STATE ST	2 Hour Parking	0		E			800	E	8.589065842	8	0	0	4	7	0.00%
N STATE ST	12 Minute Pickup	0		E	Diagonal	2 spots	800	E	0.674524617	0					
N STATE ST	2 Hour Parking	0		E			800	E	1.888733963	1				1	0.00%
N STATE ST	Reserved Parking	0		E	Handicappt Only 1 Spot	2 Hour	800	E	0.496593251	0				0	0.00%
S CROUSE AVE	2 Hour Parking	Pay to Park		E			800	E	3.18019006	3	6	1	8	3	33.33%
S CROUSE AVE	2 Hour Parking	Pay to Park		E			800	E	4.396314643	4				3	0.00%
S CROUSE AVE	2 Hour Parking	Pay to Park		W			800	W	3.929761432	3	9	11	8	3	366.67%
S CROUSE AVE	2 Hour Parking	Pay to Park		W			800	W	2.823045557	2				2	0.00%
S CROUSE AVE	2 Hour Parking	Metered		W			800	W	1.857953354	1				1	0.00%
S STATE ST	Reserved Parking			W			800		4.965453041	4	0	4	3	3	133.33%
UNIVERSITY AVE	Reserved Parking	Pay to Park		W	2 Hour	2am-6am nst, 9pm-6pm no pk	800	W	2.32449912	2	4	5	4	2	250.00%
UNIVERSITY AVE	2 Hour Parking	0		W	2am-6am ns, 9pm-6pm no pk		800	W	2.786418753	2				2	0.00%
E FAYETTE ST	Odd/Even Parking	0		N			900	N	9.715303944	9	9	9	8	8	112.50%
E GENESEE ST	2 Hour Parking	Pay to Park		N			900	N	9.275177287	9	0	3	4	8	37.50%
E GENESEE ST	2 Hour Parking	Pay to Park		S			900	S	5.617990806	5	2	5	3	4	125.00%
HARRISON ST	Odd/Even Parking	0		N			900	N	7.528864228	7	0	0	0	6	0.00%
HARRISON ST	Odd/Even Parking	0		N			900	N	13.96035596	13				11	0.00%
N STATE ST	Parking Permitted	0		E			900	E	1.042173459	1	2	0	0	1	0.00%
N STATE ST	Parking Permitted	0		E			900	E	1.680332903	1	2	0	0	1	0.00%
N STATE ST	Parking Permitted	0		E			900	E	1.974265634	1				1	0.00%
											Total	Total	Total	Total	Average
											1,138	1,418	1,279	2,108	

0.672675522



# Off-street Parking Supply Demand Information

FID	Type	Location	Facility Owner	Parking	Street	Block	Side	Total Spaces	Available	Not Available	Effective Midday Supply	Effective Midday Utilization
0	surface lot	Overflow		private			0	32	0	32	29	110.34%
1	garage	Garage West	SUNY Upstate	private			0	1500	0	1500	1395	107.53%
2	garage	City Medical Center Garage	Crouse	private			0	297	0	297	276	107.61%
3	surface lot	H.P.C. #2	Hutchings Psychiatric Ctr	private			0	38	0	38	35	108.57%
4	surface lot	H.P.C.-Employee	Hutchings Psychiatric Ctr	private			0	134	17	117	124	94.35%
5	surface lot	H.P.C.	Hutchings Psychiatric Ctr	private			0	173	27	146	160	91.25%
6	surface lot	CIM Employee	Crouse	private			0	165	0	165	153	107.84%
7	surface lot	CIM Employee	Crouse	private			0	165	15	150	153	98.04%
8	surface lot	SUNY Health & Science Ctr	SUNY Upstate	private			0	48	26	22	44	50.00%
9	garage	Garage East	SUNY Upstate	private			0	1400	0	1400	1302	107.53%
10	surface lot	Hotel Skylar/Skyler Commons		private			0	88	29	59	81	72.84%
11	surface lot	CIM Lot	Crouse	private			0	105	2	103	97	106.19%
12	surface lot	Harrison	SU	private			0	64	0	64	59	108.47%
13	surface lot	Waverly	Syracuse University	private			0	107	44	63	99	63.64%
14	surface lot	I-Lot	SUNY Upstate	private			0	103	5	98	95	103.16%
15	surface lot	R-Lot	SUNY Upstate	private			0	357	51	306	332	92.17%
16	surface lot	H.P.C.-3	Hutchings Psychiatric Ctr	private			0	38	0	38	35	108.57%
17	surface lot	H.P.C.-4	Hutchings Psychiatric Ctr	private			0	62	0	62	57	108.77%
18	surface lot	STG	SU	private			0	89	0	89	82	108.54%
19	surface lot	N-3		private			0	19	0	19	17	111.76%
20	surface lot	L-1		private			0	4	0	4	3	133.33%
21	surface lot	L-2		private			0	8	7	1	7	14.29%
22	surface lot	L-7		private			0	10	0	10	9	111.11%
23	surface lot	L-4		private			0	13	0	13	12	108.33%
24	surface lot	J-2		private			0	21	0	21	19	110.53%
25	surface lot	I-2		private			0	48	42	6	44	13.64%
26	surface lot	J-6		private			0	28	0	28	26	107.69%
27	surface lot	J-3		private			0	58	0	58	53	109.43%
28	surface lot	F-2		private			0	22	0	22	20	110.00%
29	surface lot	F-6		private			0	14	5	9	13	69.23%
30	surface lot	F-1		private			0	6	0	6	5	120.00%
31	surface lot	I-5		private			0	34	12	22	31	70.97%
32	surface lot	E-1		private			0	34	0	34	31	109.68%
33	surface lot	E-2		private			0	73	64	9	67	13.43%
34	surface lot	F-4		private			0	2	0	2	1	200.00%
35	surface lot	C-1		private			0	5	1	4	4	100.00%
36	surface lot	C-3		private			0	40	0	40	37	108.11%
37	surface lot	C-4		private			0	48	0	48	44	109.09%
38	surface lot	B-1		private			0	46	0	46	42	109.52%
39	surface lot	City Lot #10	Herald Company Inc	public	N Salina St	200 E		101	14	87	93	93.55%
40	surface lot	100 Clinton Sq.	Third National Assoc Gro*	public	E Willow	100 S		220	33	187	204	91.67%
41	garage	State Tower Building	Murbro	public	E Water St	200 S		90	0	90	83	108.43%
42	garage	M&T Bank	M&T Bank	public	E Washington St	100 E		450	0	450	418	107.66%
43	garage	Convention Center Garage	County of Onondaga	public	S State St	800 E		1000	0	1000	930	107.53%
44	surface lot	Murbro Lot#17	County of Onondaga	public	S State St	800 E		335	120	215	311	69.13%
45	garage	Harrison St Garage	City of Syracuse	public	Harrison Pl	100 E		1345	200	1145	1250	91.60%
46	surface lot	Syracuse Building Lot	Donald Murphy (Testament)*	public	Montgomery St	500 E		350	50	300	325	92.31%
47	garage	Shoppers Garage	401 South Clinton LLC	public	S Clinton St	400 E		310	140	170	288	59.03%
48	garage	Atrium Garage	Atrium Associates LLC	public	S Franklin St	200 E		800	150	650	744	87.37%
49	garage	Washington Street Garage	City of Syracuse	public	W Washington St	300 N		1230	0	1230	1143	107.61%
50	surface lot	Federal Lot	Norpo Corp	public	S Franklin St	200 W		170	170	0	158	0.00%
51	surface lot	State-Washington-Water	Donald V Murphy Trust	public	E Water St	400 S		260	30	230	241	95.44%
52	surface lot	Smith Lot	Seymour D Smith ETAL	public	S McBride St	100 W		75	35	40	69	57.97%
53	surface lot	City Lot#21	Syracuse Urban Renewal *	public	S Clinton St	200 E		62	0	62	57	108.77%
54	surface lot	Key Bank Lot	Kelly-Duke Inc	public	Montgomery St	200 W		100	33	67	93	72.04%
55	surface lot	City Hall Lot	Hills Building	public	Montgomery St	200 E		80	5	75	74	101.35%
56	surface lot	Fayette-Walton St	Great Northern	public	Walton St	200 NE		90	0	90	83	108.43%
57	surface lot	Clinton-Fayette Lot	201-13 W Fayette Assoc L *	public	W Fayette St	200 S		77	25	52	71	73.24%
58	garage	Center Armory	City of Syracuse	public	W Jefferson	200 Cir		120	15	105	111	94.59%
59	surface lot	Clinton-Gifford Lot	Railroad	public	S Clinton St	500 W		90	30	60	83	72.29%
60	surface lot	Murbro Lot#11	Moly II Inc	public	S Clinton St	500 E		200	45	155	186	83.33%
61	garage	The Galleries Garage	No owner listed	public	S Salina St	400 E		175	0	175	162	108.02%
62	surface lot	Galleries Lot	147 East Onondaga St. Co*	public	E Onondaga St	200 N		80	0	80	74	108.11%
63	surface lot	Raymour Lot	DJ Curley Corp	private	E Onondaga St	200 N		75	20	55	69	79.71%
64	garage	Onondaga Tower Garage	City of Syracuse	public	S Warren St	200 E		375	40	335	348	96.26%
65	garage	Warren Street Garage	Warren Garage LLC	public	S Warren St	200 E		475	218	257	441	58.28%
66	surface lot	206 E. Fayette	St. Paul's Church	public	E Fayette St	200 S		50	10	40	46	86.96%
67	garage	Fayette Street Garage	City of Syracuse	public	Montgomery St	300 E		571	60	511	531	96.23%
68	garage	MONY Garage	City of Syracuse	public	E Onondaga	300 N		550	0	550	511	107.63%
69	surface lot	Harrison Center	Harrison Center Assoc	public	Harrison St	500 S		200	47	153	186	82.26%
70	surface lot	Kemper Building Lot	No owner listed	public	Harrison Pl	100 E		140	40	100	130	76.92%
71	surface lot	National Grid Herald Lot	National Grid	private	Herald Pl	300 N		171	23	148	159	93.08%
72	surface lot	Herald Place	John F. Kreil	private	Herald St	200 N		175	0	175	162	108.02%
73	surface lot	Post Standard Parking	Herald Properties Inc.	private	Herald St	100 N		154	131	23	143	16.08%
74	surface lot	National Grid Willow Lot	National Grid	private	Herald Pl	300 S		187	17	170	173	98.27%
75	surface lot	Post Standard Parking	Herald Company	private	Herald St	100 S		100	37	63	93	67.74%
76	surface lot	Murbro Lot #21	Donald Murphy (Testament)*	public	E Willow	100 N		51	20	31	47	65.96%
77	surface lot	National Grid Main Lot	National Grid	private	W Genesee	300 S		300	47	253	279	90.68%
78	surface lot	Clinton Exchange	Suzanne Congel	private	N Franklin St	100 E		35	0	35	32	109.38%
79	surface lot	State Employee Parking	New York State	public	James St	300 E		118	21	97	109	88.99%
80	surface lot	Lot #3	City of Syracuse	public	E Erie Blvd	200 N		79	6	73	73	100.00%
81	surface lot	State Employee Parking	New York State	public	James St	300 E		329	90	239	305	78.36%
82	garage	Federal Building	United States of America	private	S Franklin St	100 E		180	100	80	167	47.90%
83	surface lot	Atrium Bldg Lot	Atrium Associates LLC	private	S Clinton St	100 E		52	0	52	48	108.33%
84	surface lot	State Building	New York State	public	E Water St	300 S		99	0	99	92	107.61%
85	surface lot	Murbro Lot #34	SIDA	public	W Fayette St	300 S		55	0	55	51	107.84%

Missing Data

Effective  
Midday Supply  
at 93%



# Off-street Parking Supply Demand Information

FID	Type	Location	Facility Owner	Parking	Street	Block	Side	Total Spaces	Available	Not Available	Effective Midday Supply	Effective Midday Utilization
86	surface lot	Woodbine Group Lot	1030 E. Genesee Co LLC	private	E Washington St	400	S	84	39	45	78	57.69%
87	surface lot	Former Pete's Empire block	543 E. Genesee Partners*	private	S McBride St	200	E	67	62	5	62	8.06%
88	surface lot	Former Charter School Lot	Onondaga County INDSTR	private	E Genesee St	600	N	100	51	49	93	52.69%
89	surface lot	Vocational School	City of Syracuse School *	private	S McBride St	300	W	41	0	41	38	107.89%
90	surface lot	Hamilton White House	One Fayette Park Corp LLC	private	E Genesee St	500	N	39	0	39	36	108.33%
91	surface lot	One Park Place Parking	1 Park Place LLC	private	E Onondaga St	300	N	96	0	96	89	107.87%
92	surface lot	450 South Salina Lot	450 S. Salina Street	private	S Salina St	400	W	91	0	91	84	108.33%
93	surface lot	Empire Building Lot	450 S Salina LLC	private	S Clinton St	500	E	58	0	58	53	109.43%
94	surface lot	500 Bldg Parking	Coolidge 5000 Salina Inc	private	S Clinton St	600	E	100	0	100	93	107.53%
95	surface lot	Chamber of Commerce- rear	Chamber of Commerce	private	S Clinton St	600	E	45	0	45	41	109.76%
96	surface lot	580 Bldg Parking	Five Eighty Partners	private	W Adams St	100	N	14	0	14	13	107.69%
97	surface lot	Murbo Lot B	County of Onondaga	public	S Townsend St	600	W	160	0	160	148	108.11%
98	garage	Hotel Syracuse garage	GML Associates	public	S Warren St	600	W	506	0	506	470	107.66%
99	surface lot	James & Warren Streets	Robert Tisdell	public	N Warren St	200	E	44	4	40	40	100.00%
100	surface lot	Pearl St	State DOT	public	Pearl St	400	S	125	59	66	116	56.90%
101	surface lot	344 E Genesee St		private	Wallace	200	E	16	11	5	14	35.71%
102	surface lot	corner of Herald & Wallace		private	Herald Pl	300	S	43	24	19	39	48.72%
103	surface lot	corner of Herald & Wallace		private	Wallace	200	W	40	10	30	37	81.08%
104	surface lot	Lofts on Willow		private	N Clinton St	300	W	19	0	19	17	111.76%
105	surface lot	corner of Water & Franklin		private	W Erie Blvd	200	S	28	21	7	26	26.92%
106	surface lot	corner of Water & Clinton		private	W Erie Blvd	200	S	18	9	9	16	56.25%
107	surface lot	Bank of America		private	E Erie Blvd	100	S	29	7	22	26	84.62%
108	surface lot	Verizon & ATT (Washington)		private	E Washington St	400	S	31	0	31	28	110.71%
109	surface lot	Lewis & Tanner (Washington)		public	E Washington St	400	S	25	0	25	23	108.70%
110	surface lot	Josephs Salon		private	S Townsend St	200	W	26	19	7	24	29.17%
111	surface lot	Law firm/psychologist offi*		private	S Townsend St	200	E	17	0	17	15	113.33%
112	surface lot	Partners Trust Bank		private	S Townsend St	200	W	23	13	10	21	47.62%
113	surface lot	Orthopedic CNY		private	E Fayette St	500	N	35	20	15	32	46.88%
114	surface lot	Police/TLS parking		private	McCarthy Ave	100	N	65	39	26	60	43.33%
115	surface lot	Lot 18		public	E Genesee St	500	S	268	70	198	249	79.52%
116	garage	600 E Genesee St		private	E Genesee St	600	S	75	0	75	69	108.70%
117	surface lot	Madison Tower		private	S Townsend St	600	E	26	0	26	24	108.33%
118	garage	Madison Tower		private	Harrison St	500	N	221	0	221	205	107.80%
119	surface lot	Madison Tower		private	S Townsend St	600	E	32	0	32	29	110.34%
120	surface lot	Upstate Health Care Center		private	Harrison St	500	N	188	15	173	174	99.43%
121	garage	Upstate Health Care Center		private	Harrison St	500	N	28	0	28	26	107.69%
122	surface lot	Museum Service		private	Harrison St	400	N	38	22	16	35	45.71%
123	surface lot	City/Police/Sheriff		private	S Townsend St	600	W	176	0	176	163	107.98%
124	surface lot	City/Police/Sheriff		private	S Townsend St	600	W	132	0	132	122	108.20%
125	surface lot	Townsend Towers		private	Harrison St	500	S	35	0	35	32	109.38%
126	surface lot	Townsend Towers		private	E Adams St	500	N	124	0	124	115	107.83%
127	surface lot	State Lot E (OGS)	NYSDOT	public		0		40	12	28	37	75.68%
128	surface lot	Upstate R2	Upstate	private		0		24	0	24	22	109.09%
129	surface lot	Upstate I2	Upstate	private		0		152	26	126	141	89.36%
130	surface lot	Centro Park-N-Ride	Centro	public		0		115	5	110	106	103.77%
131	surface lot	Loguens Crossing	Upstate	private		0		117	40	77	108	71.30%
132	garage	Madison/Irving Garage	City of Syracuse	public		0		500	0	500	465	107.53%
133	surface lot	Genesee Grande Hotel	Genesee Grande Hotel	private		0		188	116	72	174	41.38%
134	garage	Hill Medical Garage		private		0		439	87	352	408	86.27%
135	garage	Crouse Garage	Crouse	private		0		399	0	399	371	107.55%
136	surface lot	Crouse Valet	Crouse	private		0		50	0	50	46	108.70%
137	garage	Irving Garage	Crouse	private		0		583	0	583	542	107.56%
138	surface lot	Syracuse CSD	City of Syracuse	public		0		115	5	110	106	103.77%
139	surface lot	Lehman	SU	private		0		64	0	64	59	108.47%
140	surface lot	State Lot C	NYSDOT	public		0		48	18	30	44	68.18%
141	surface lot			private		0		96	91	5	89	5.62%
142	surface lot			private		0		184	165	19	171	11.11%
143	surface lot			private		0		33	14	19	30	63.33%
144	surface lot			private		0		47	42	5	43	11.63%
145	surface lot			private		0		105	66	39	97	40.21%
146	surface lot			private		0		52	16	36	48	75.00%
147	surface lot			private		0		99	71	28	92	30.43%
148	surface lot			private		0		13	3	10	12	83.33%
149	surface lot			private		0		22	13	9	20	45.00%
150	surface lot	M&T Bank		private		0		7	4	3	6	50.00%
151	surface lot	Smith's Restaurant Supply		private		0		19	8	11	17	64.71%
152	surface lot	Fallon & Bigsby Building		private		0		36	12	24	33	72.73%
153	surface lot	Enable/521 E Washington St		private		0		8	5	3	7	42.86%
154	surface lot	Monthly Parking Lot		public		0		67	29	38	62	61.29%
155	surface lot	VIP Structures		private		0		47	1	46	43	106.98%
156	surface lot	VIP Structures isolate lot		private		0		64	53	11	59	18.64%
157	surface lot	Liquid Compound Division		private		0		64	64	0	59	0.00%
158	surface lot	Marshall St		public		0		28	2	26	26	100.00%
159	surface lot	Varsity Pizza/Uniform		private		0		18	0	18	16	112.50%
160	surface lot	Bruegers Bagels		private		0		5	2	3	4	75.00%
161	surface lot	Marshall Square Mall		private		0		16	2	14	14	100.00%
162	surface lot	Marshall Square Mall		private		0		38	22	16	35	45.71%
163	surface lot	First Niagara Bank		private		0		16	6	10	14	71.43%
164	surface lot	Chase Bank		private		0		24	12	12	22	54.55%
165	surface lot	LEZ parking		public		0		111	33	78	103	75.73%
166	surface lot	614 Crouse Ave Apts.		private		0		25	7	18	23	78.26%
167	surface lot	Apartments		private		0		11	2	9	10	90.00%
168	surface lot	624 Crouse Ave Apts.		private		0		14	9	5	13	38.46%
169	surface lot	Forensic Services- Upstate	Upstate	private		0		28	4	24	26	92.31%
170	surface lot	The Summit FCU		private		0		51	50	1	47	2.13%
171	surface lot	Nunns Home Med Equip.		private		0		21	14	7	19	36.84%



# Off-street Parking Supply Demand Information

FID	Type	Location	Facility Owner	Parking	Street	Block	Side	Total Spaces	Available	Not Available	Effective Midday Supply	Effective Midday Utilization
172	surface lot	Syracuse Blue Print Company		private			0	16	1	15	14	107.14%
173	surface lot	Public Parking		public			0	107	13	94	99	94.95%
174	surface lot	Specialized Dentistry		private			0	33	17	16	30	53.33%
175	surface lot	Copper Beech Commons		private			0	101	47	54	93	58.06%
176	surface lot	Copper Beech Commons		private			0	83	74	9	77	11.69%
177	surface lot	Welch Terrace Apartments		private			0	23	12	11	21	52.38%
178	surface lot	Car Brokerage for lease		private			0	26	0	26	24	108.33%
179	surface lot	Nunns Home Medical Equip		private			0	21	14	7	19	36.84%
180	surface lot	Collins Barbershop		private			0	9	3	6	8	75.00%
181	surface lot	Monthly permit parking		public			0	27	13	14	25	56.00%
182	surface lot	CNY Biotech Accelerator		private			0	91	75	16	84	19.05%
183	surface lot	800-16E Water St		private			0	42	36	6	39	15.38%
184	surface lot	Erle Blvd East 910 CNY Dial		private			0	72	32	40	66	60.61%
185	surface lot	YNH		private			0	80	28	52	74	70.27%
186	surface lot	The Art Store		private			0	19	13	6	17	35.29%
187	surface lot	DaVita Central NY at Home		private			0	10	0	10	9	111.11%
188	surface lot	Fireslone		private			0	35	20	15	32	46.88%
189	surface lot	Valvoline		private			0	9	5	4	8	50.00%
190	surface lot	Meier Supply		private			0	28	15	13	26	50.00%
191	surface lot	Abandoned?		private			0	16	16	0	14	0.00%
192	surface lot	Cathedral Emergency Service		private			0	24	5	19	22	86.36%
193	surface lot	Roman Catholic Diocese		private			0	10	2	8	9	88.89%
194	surface lot	Plymouth Congregational Chu		private			0	53	18	35	49	71.43%
195	surface lot	Clinton Plaza Apartments		private			0	23	5	18	21	85.71%
196	surface lot	Clinton Plaza Apartments		private			0	87	35	52	80	65.00%
197	surface lot	The Rescue Mission		private			0	20	2	18	18	100.00%
198	surface lot	New Life Day Center		private			0	15	14	1	13	7.69%
199	surface lot	Gethsemane Holiness Church		private			0	22	22	0	20	0.00%
200	surface lot	210 Gifford St		private			0	11	9	2	10	20.00%
201	surface lot	200 Gifford St		private			0	5	1	4	4	100.00%
202	surface lot	Food Service Center		private			0	82	7	75	76	98.68%
203	surface lot	625 West St S		private			0	9	4	5	8	62.50%
204	surface lot	Jordan Box Co.		private			0	87	82	5	80	6.25%
205	surface lot	Steripharma		private			0	75	30	45	69	65.22%
206	surface lot	Fire Station 6		private			0	15	7	8	13	61.54%
207	surface lot	Trolley Lot		public			0	422	241	181	392	46.17%
208	surface lot	Steripharma		private			0	70	4	66	65	101.54%
209	surface lot	317 W Fayette St		private			0	14	5	9	13	69.23%
210	surface lot	Milipond Landing		private			0	7	3	4	6	66.67%
211	surface lot	Jefferson Clinton Hotel		private			0	17	1	16	15	106.67%
212	surface lot	Residence Inn Syracuse Down		private			0	43	14	29	39	74.36%
213	surface lot	Nancy Cantor Warehouse- Syracuse	Syracuse University	private			0	41	30	11	38	28.95%
214	surface lot	The Carnegie Building		private			0	12	11	1	11	9.09%
215	surface lot			private			0	15	4	11	13	84.62%
216	surface lot	Key Bank		private			0	14	5	9	13	69.23%
217	surface lot	Goodyear		public			0	21	11	10	19	52.63%
218	surface lot	Chargepoints		private			0	14	4	10	13	76.92%
219	surface lot	Lofts on Willow		private			0	33	16	17	30	56.67%
220	surface lot	Krell Distributing		private			0	12	5	7	11	63.64%
221	surface lot	Private		private			0	19	16	3	17	17.65%
222	surface lot	Samaritan Center		private			0	16	10	6	14	42.86%
223	surface lot	Apartments/Knise & Crick		private			0	60	15	45	55	81.82%
224	surface lot	Peaceful Schools		private			0	7	7	0	6	0.00%
225	surface lot	Louie's		private			0	19	15	4	17	23.53%
226	surface lot	The Foundry		private			0	145	42	103	134	76.87%
227	surface lot	One Franklin Place		private			0	100	79	21	93	22.58%
228	surface lot	One Franklin Place		private			0	74	37	37	68	54.41%
229	surface lot	Power Engineers Consulting		private			0	125	67	58	116	50.00%
230	surface lot	Dental Lab		private			0	18	17	1	16	6.25%
231	surface lot	Unknown		private			0	17	12	5	15	33.33%
232	surface lot	Dunkin Donuts		private			0	21	11	10	19	52.63%
233	surface lot	Dental Office		private			0	20	11	9	18	50.00%
234	surface lot	Dayco Performance Automotiv		private			0	37	19	18	34	52.94%
235	surface lot	Andy's Produce		private			0	17	9	8	15	53.33%
236	surface lot	DTIS Truck Service		private			0	36	3	33	30	109.09%
237	surface lot	Franklinview Terrace		private			0	22	16	6	20	30.00%
238	surface lot	Powerhouse Gym		private			0	33	4	29	30	96.67%
239	surface lot	Powerhouse Gym		private			0	27	11	16	25	64.00%
240	surface lot	Spaghetti Warehouse		private			0	68	45	23	63	36.51%
241	surface lot	Crouse Commons Apartments		private			0	26	14	12	24	50.00%
242	garage	Crowne Plaza Hotel		private			0	289	212	77	268	28.73%
243	surface lot	United Uniform		private			0	29	18	11	26	42.31%
244	surface lot	U-Haul Moving & Storage of		private			0	26	9	17	24	70.83%
245	surface lot	Upper NY Area United Method		private			0	6	4	2	5	40.00%
246	surface lot	Shared Parking		private			0	23	9	14	21	66.67%
247	surface lot	Onondaga County Medical Exa		private			0	17	2	15	15	100.00%
248	surface lot	Public Parking		private			0	14	4	10	13	76.92%
249	surface lot	WKRL K-Rock		private			0	82	50	32	76	42.11%
250	surface lot	128 Spencer St-Abandoned		private			0	355	355	0	330	0.00%
251	surface lot	OneGroup Center		private			0	176	83	93	163	57.06%
252	surface lot	Syracuse Scale Co.		private			0	11	7	4	10	40.00%
253	surface lot	Vacant?		private			0	18	17	1	16	6.25%
254	surface lot	McCarthy Manor		private			0	58	18	40	53	75.47%
255	surface lot	Grace Epsochal Church		private			0	20	5	15	18	83.33%
256	surface lot	#BLVD Apartments		private			0	41	33	8	38	21.05%
257	surface lot	double-stacked parking		private			0	9	9	0	8	0.00%



# Off-street Parking Supply Demand Information

FID	Type	Location	Facility Owner	Parking	Street	Block	Side	Total Spaces	Available	Not Available	Effective Midday Supply	Effective Midday Utilization
258	surface lot	Jefferson Clinton Hotel		private			0	43	3	40	39	102.56%
259	surface lot	MOST Museum		private			0	5	0	5	4	125.00%
260	surface lot	Unknown		private			0	18	0	18	16	112.50%
261	surface lot	CNY Business Journal		private			0	7	3	4	6	66.67%
262	surface lot	Dolce Vita World Bistro		private			0	19	4	15	17	88.24%
263	surface lot	Franklinview Terrace		private			0	120	81	39	111	35.14%
264	surface lot	MCK Building Associates		private			0	10	5	5	9	55.56%
265	surface lot	JJ's Miss Syracuse Diner		private			0	11	4	7	10	70.00%
266	surface lot	MOST Museum		private			0	10	1	9	9	100.00%
267	surface lot	MOST Museum		private			0	7	3	4	6	66.67%
268	surface lot	The Century Club		private			0	64	56	8	59	13.56%
269	surface lot	State Farm Insurance		private			0	20	15	5	18	27.78%
270	surface lot	Quality Inn and Suites		private			0	26	21	5	24	20.83%
271	surface lot	Private		private			0	12	11	1	11	9.09%
272	surface lot	117 N Townsend St/Vacant?		private			0	14	7	7	13	53.85%
273	surface lot	Cab Fab		private			0	11	6	5	10	50.00%
274	surface lot	Permit Parking		private			0	22	16	6	20	30.00%
275	surface lot	Private Parking		private			0	10	8	2	9	22.22%
276	surface lot	Private Parking		private			0	20	13	7	18	38.89%
277	surface lot	SU Ambulance		private			0	8	0	8	7	114.29%
278	surface lot	Office Building		private			0	16	4	12	14	85.71%
279	surface lot	Office Building		private			0	7	7	0	6	0.00%
280	surface lot	Children Outpatient Center		private			0	8	0	8	7	114.29%
281	surface lot	Service/Maintenance Bldg		private			0	10	4	6	9	66.67%
282	surface lot	Time Warner Cable		private			0	6	0	6	5	120.00%
283	surface lot	Madison Towers		private			0	26	13	13	24	54.17%
284	surface lot	Pascarella Tower		private			0	70	11	59	65	90.77%
285	surface lot	511 E Fayette St		private			0	37	13	24	34	70.59%
286	surface lot	Gilbert Stinzian Heintz PC		private			0	19	3	16	17	94.12%
287	surface lot	Gilbert Stinzian Heintz PC		private			0	10	5	5	9	55.56%
288	surface lot	Dunkin Donuts		private			0	25	23	2	23	8.70%
289	surface lot	Speedway		private			0	14	6	8	13	61.54%
290	surface lot	The Mission		private			0	3	0	3	2	150.00%
291	surface lot	Colella Galleries		private			0	9	6	3	8	37.50%
292	surface lot	Absdonded		private			0	22	22	0	20	0.00%
293	surface lot	Rent-A-Center		private			0	4	3	1	3	33.33%
294	surface lot	Vacant/For Lease		private			0	11	11	0	10	0.00%
295	surface lot	Tenant Parking Only		private			0	11	0	11	10	110.00%
296	surface lot	909 North State St		private			0	5	4	1	4	25.00%
297	surface lot	Adirondack Furniture		private			0	8	6	2	7	28.57%
298	surface lot	Carl's Auto Glass		private			0	6	1	5	5	100.00%
299	surface lot	Syracuse Office Environment		private			0	9	1	8	8	100.00%
300	surface lot	Walt's Automotive Services		private			0	11	2	9	10	90.00%
301	surface lot	Apizza		private			0	8	1	7	7	100.00%
302	surface lot	King & King (loading dock)		private			0	10	9	1	9	11.11%
303	surface lot	107-155 Gifford Street		private			0	34	24	10	31	32.26%
304	surface lot	Under Construction		private			0	N/A	N/A	N/A	N/A	
305	garage	Courtyard Syracuse Downtown		private			0	120	90	30	111	27.03%
306	surface lot	Darwin		private			0	3	2	1	2	50.00%
307	surface lot	Turning Points		private			0	1	0	1	0	
308	surface lot	517-19 North State St		private			0	12	6	6	11	54.55%
309	surface lot	Knise & Krick Inc Shipping		private			0	4	1	3	3	100.00%
310	surface lot	Ky Duyen Cafe		private			0	3	0	3	2	150.00%
311	surface lot	Public Parking		public			0	17	7	10	15	66.67%
312	surface lot	Public Parking		public			0	6	2	4	5	80.00%
313	surface lot	Sound Garden		private			0	14	1	13	13	100.00%
314	surface lot	Dan's Auto/Upholstery		private			0	6	4	2	5	40.00%
315	surface lot	509 S West St		private			0	10	8	2	9	22.22%
316	surface lot	CNY Jazz Center		private			0	9	6	3	8	37.50%
317	surface lot	Fire Engine Co #7		private			0	3	3	0	2	0.00%
318	surface lot	DTS Truck Service		private			0	4	2	2	3	66.67%
319	surface lot	PEACE		private			0	22	15	7	20	35.00%
320	surface lot	Private		private			0	5	0	5	4	125.00%
321	surface lot	PEACE		private			0	30	8	22	27	81.48%
322	garage	Dey's Plaza		private	S Salina St		400 E	125	0	125	116	107.76%
Totals								30,812		23,903	28,500	71.95% 0.838701754
Totals w/o unknown facilities								26,725 4,087		19,646	24,700	71.38% 0.795384615



## **Parking Appendix B**



# No-Build Project List

## I-81 Viaduct Project - Future Projects (July 2016)

No.	TAZ	Project Name	Location	Land Use	Full Program	Status	Notes	Additional Notes	Change in Supply
1	377	Marriott Downtown Syracuse	500 South Warren Street, Syracuse NY	Hotel	Hotel – 261 Rooms	Opening in June, grand (re)opening July 4, 2016	Syracuse .com (5/25/2016)	Assume no change in parking supply	0
3	425	Loguen Crossing	Erie Boulevard, University Avenue, East Fayette Street, East Forman Street	Mixed Use Residential	Residential – 280 DU Office – 230,000 SF Retail – 140,000 SF	Proposed	COR Development Company Site Plan (4/2012) Syracuse.com (10/17/2014) Central New York Biotech Accelerator is completed; status of remaining development is unknown	there is currently parking around the accelerator, site plan on website indicates garage - it is assumed existing zoning requirements with a reduction in residential parking needs will be met in garage	1200
4	508	Nabisco	706-716 North Clinton Street, Syracuse, NY	Office -- OneGroup (insurance broker) is primary tenant	Office – 56,675 SF	Completed in May 2015	State approves \$50,000 redevelopment plan (7/2015) <a href="http://www.syracuse.com/business-news/index.ssf/2015/07/state_approves_500000_grant_for_redevelopment_project_near_syracuse_inner_harbor_1.html">http://www.syracuse.com/business-news/index.ssf/2015/07/state_approves_500000_grant_for_redevelopment_project_near_syracuse_inner_harbor_1.html</a> <a href="http://www.syracuse.com/business-news/index.ssf/2015/07/state_approves_500000_grant_for_redevelopment_project_near_syracuse_inner_harbor_1.html">syracuse.com (12/29/2013) ESDC (7/16/2015)</a> Article notes that steam pipe is being maintained as an architectural feature	Supply included in existing data	0
5	464	Amos Building	206 West Water Street, Syracuse, NY	Mixed Use Residential	Residential = 24 DU Retail = 6,321 SF	Under construction	<a href="http://www.syracuse.com/business-news/index.ssf/2015/07/state_approves_500000_grant_for_redevelopment_project_near_syracuse_inner_harbor_1.html">syracuse.com (12/27/2014)</a> Planned expansion; existing building is occupied with residential and retail uses	looks like the expansion will remove parking on the east side of building - need to confirm	-19
6	377	Dey's Plaza	401 South Salina Street, Syracuse, NY	Multifamily Residential	Residential = 16 DU 61 total DU when the addition of 16 are completed Retail on ground floor (already there)	Under construction	<a href="http://www.syracuse.com/storefront/index.ssf/2015/05/dey_brother_s_metropros.html">http://www.syracuse.com/storefront/index.ssf/2015/05/dey_brother_s_metropros.html</a> (5/14/2015) <a href="http://www.syracuse.com/business-news/index.ssf/2015/07/state_approves_500000_grant_for_redevelopment_project_near_syracuse_inner_harbor_1.html">syracuse.com (12/27/2014)</a> , Planned redevelopment of 4th and 5th Floors; remainder of the building is already occupied	currently parking in lower level of building - need info	0
7	355	City Center	400 South Salina Street, Syracuse, NY	Mixed Use - Commercial	Total: 240,000 sf Office = 2nd and 3rd floor of 200,000 sf building Retail = basement of building Arts Center = 20,000 SF	Under construction	(8/2014) <a href="http://www.syracuse.com/news/index.ssf/2014/08/city_center_project_goes_against_downtown_syracuses_residential_trend.html">http://www.syracuse.com/news/index.ssf/2014/08/city_center_project_goes_against_downtown_syracuses_residential_trend.html</a> 2014 Regional Economic Development Councils Award	will rehab garage to provide 380 spaces, as per Syracuse.com article noted	380
8	414	Excellus Building/Icon Tower	344 South Warren Street, Syracuse, NY	Mixed Use Residential	Residential = 89 DU Office = 17,500 SF Commercial = 17,500 SF	Under construction, ready for occupancy April 2017	<a href="http://www.syracuse.com/business-news/index.ssf/2015/10/redevelopment_of_former_excellus_hq_in_syracuse_gets_tax_breaks_1.html">http://www.syracuse.com/business-news/index.ssf/2015/10/redevelopment_of_former_excellus_hq_in_syracuse_gets_tax_breaks_1.html</a> (Oct, 2015)	Article notes underground parking - need info	48
14	508	Destiny Arms	800 North Clinton Street, Syracuse, NY	Mixed Use Residential	Residential = 62 DU Retail = 1,500 SF	Under construction	<a href="http://www.syracuse.com/business-news/index.ssf/2015/10/work_to_start_soon_on_destiny_arms_apartments_at_abandoned_syracuse_factory.html">http://www.syracuse.com/business-news/index.ssf/2015/10/work_to_start_soon_on_destiny_arms_apartments_at_abandoned_syracuse_factory.html</a> (Oct/23/2015) Syracuse.com (11/19/2015)	Need info	45
18	410	Phase II SKY Armory	351 S Clinton Street, Syracuse, NY	Commercial	Renovation of ground floor as addition ballroom	Under Construction	2014 Regional Economic Development Council Awards <a href="http://www.syracuse.com/business-news/index.ssf/2015/10/work_to_start_soon_on_destiny_arms_apartments_at_abandoned_syracuse_factory.html">streetsinsider.com (4/28/15)</a>	Assume no change in parking supply	0
20	396	Hurbson Office Equipment Co.	215 West Fayette Street, Syracuse, NY	Mixed Use Residential	Residential = 14 DU Retail = 4,500 SF		2014 Regional Economic Development Council Awards	Assume no change in parking supply	0
22	396	Onondaga Creek Public Access Improvements		Open Space			<a href="http://www.syr.gov.net/Creekwalk.aspx">http://www.syr.gov.net/Creekwalk.aspx</a>	remove 3 on-street spaces near Walton/West Sts (current design plans)	-3
23	417	Carnegie Building Rehab	335 Montgomery St., Syracuse, NY	Office	Office = ??	PROJECT IN PURGATORY. LIKELY REMOVE. renovation grounded to a halt, building is current vacant (of Feb., 2016)	2/2/16: <a href="http://www.syracuse.com/news/index.ssf/2016/02/whats_next_for_the_historic_carnegie_building_downtown.html">http://www.syracuse.com/news/index.ssf/2016/02/whats_next_for_the_historic_carnegie_building_downtown.html</a>	Remove project?	0
24	412	East Jefferson Street Bldg.	201 East Jefferson St. Syracuse, NY	Residential	Residential = 21 DU	Under construction, May 1, 2016 was target opening day	Commonspace.io <a href="http://www.syracuse.com/business-news/index.ssf/2015/10/work_to_start_soon_on_destiny_arms_apartments_at_abandoned_syracuse_factory.html">syracuse.com (12/9/14)</a>	Assume no change in parking supply	0
26		DCC, LLC New Facility Development		Commercial			2014 Regional Economic Development Council Awards	Remove project?	
34	382	Hutchings Psychiatric Center Expansion Phase II	620 Madison Street, Syracuse, NY	Medical	Hospital = 50 Beds	Estimated completion in 2018	University Hill Corporation Annual Meeting Presentation (12/1/15)	Need info	0
35	374	Rescue Mission	22 Dickerson Street, Syracuse, NY	Residential	Residential = 183 DU	Complete	Reconstruction and expansion of existing building <a href="http://www.syracuse.com/business-news/index.ssf/2015/07/state_approves_500000_grant_for_redevelopment_project_near_syracuse_inner_harbor_1.html">Syracuse.com (9/30/2015)</a>	Assume no change in parking supply	0
42	312	Varsity BLVD	732 and 802 S. Crouse Avenue, Syracuse, NY	Mixed Use Residential	8 floors of apartments, 2 floors of commercial, 200 space parking facility - may be redesigned	Plans being amended.	2015 Regional Economic Development Councils Awards (12/15)	tenant parking facility noted - need info	200
44	8011	SUNY Upstate Emergency Department Expansion	750 E Adams Street, Syracuse, NY	Medical	Medical = 250,000 SF		University Hill Corporation Annual Meeting Presentation (12/1/15) <a href="http://www.syracuse.com/health/index.ssf/2016/03/ny_providing_1014_million_to_six_central_new_york_health_improvement_projects.html">http://www.syracuse.com/health/index.ssf/2016/03/ny_providing_1014_million_to_six_central_new_york_health_improvement_projects.html</a>	To be built on existing Upstate surface lot	-99
45	340	University Area Apartments	603 Irving/614 S Crouse	Residential	Dormitory = 200 Beds	Estimated completion in 2016	University Hill Corporation Annual Meeting Presentation (12/1/15)	603 Irving ave/614 S Crouse Ave 94 apartments/60 parking spaces <a href="http://www.syracuse.com/news/index.ssf/2013/11/rosewood_heights_nursing_home_in_syracuse_to_be_turned_into_apartments.html">http://www.syracuse.com/news/index.ssf/2013/11/rosewood_heights_nursing_home_in_syracuse_to_be_turned_into_apartments.html</a> Accounted for in existing supply	0



**No-Build Project List**
**I-81 Viaduct Project - Future Projects (July 2016)**

No.	TAZ	Project Name	Location	Land Use	Full Program	Status	Notes	Additional Notes	Change in Supply
46	381	#BLVD404	404 University Avenue, Syracuse, NY	Residential	Residential = 54 DU	Estimated completion in August 2016	University Hill Corporation Annual Meeting Presentation (12/1/15), syracuse.com (7/27/15)	Supply included in existing data	0
47	339	Skyler Commons	908 Harrison Street, Syracuse, NY	Residential	Residential = 80 DU	Complete	University Hill Corporation Annual Meeting Presentation (12/1/15), Syracuse.com (2/6/15)	Supply included in existing data	0
49	403	Fayette Place	712 East Fayette Street, Syracuse, NY	Residential	Residential = 39 DU	Under Construction	University Hill Corporation Annual Meeting Presentation (12/1/15) Presentation identifies two additional projects by same developer	Supply included in existing data	0
52	405	Sylvester Building	900 East Fayette Street, Syracuse, NY	Residential	Commercial = 13,900 SF Residential = 42 DU		2015 Regional Economic Development Councils Awards (12/15) <a href="http://regionalcouncils.ny.gov/sites/default/files/regions/centralny/C_NYREDC-2015-Progress-Report.pdf">http://regionalcouncils.ny.gov/sites/default/files/regions/centralny/C_NYREDC-2015-Progress-Report.pdf</a>	Need info	19
57	508	Syracuse Lighting Company	311 Genant Drive, Syracuse, NY	Mixed Use Residential	Restaurant/microbrewery = ?? Residential = 4 DU Office = 10,000 SF	Apr-17	2015 Regional Economic Development Councils Awards (12/15); Syracuse.com (4/17/16)	Need info	80
58	315	Veterans Resource Center	111 Waverly Avenue, Syracuse, NY	Mixed Use Commercial	Community Facility = 74,000 SF Auditorium = 1,000 Seats Event Space = 4,000 SF		2015 Regional Economic Development Councils Awards (12/15)	Based on information from SU: remove surface lots (-140) & include 11 on-site spaces...all other existing and future demand will be accommodated through existing facilities	-129
59	355	Whitlock Building/Goldberg Building	476-480 South Salina Street, Syracuse, NY	Mixed Use Commercial	14,000 SF retail, 14,000 SF commercial		2015 Regional Economic Development Councils Awards (12/15)	Need info	0
70	339	610-614 University Avenue	610-614 University Avenue, Syracuse, NY	Mixed Use Residential	Residential = 256 DU Commercial = 8,400 SF		Syracuse.com (5/26/2016) <a href="http://www.syracuse.com/business-news/index.ssf/2016/05/17-story_student_housing_proposed_near_syracuse_university.html">http://www.syracuse.com/business-news/index.ssf/2016/05/17-story_student_housing_proposed_near_syracuse_university.html</a>	394 spaces as per syracuse.com article, loss of 111 existing spaces	283
77	419	NYNEX Building	300 East Washington Street, Syracuse NY	Mixed Use	Residential = ?? Commercial = ??? Office=??	Planned	<a href="http://www.syracuse.com/business-news/index.ssf/2016/04/plan_would_turn_vacant_downtown_syracuse_building_into_apartments_offices.html">http://www.syracuse.com/business-news/index.ssf/2016/04/plan_would_turn_vacant_downtown_syracuse_building_into_apartments_offices.html</a>	109 space garage based on syracuse.com article	134
80	377	Tower Proposal (lot near Hotel Syracuse_	West Onondaga and S Salina, Syracuse, NY	Commercial	Extended Stay Hotel: 120 Rooms	Proposed	<a href="http://www.syracuse.com/business-news/index.ssf/2016/01/former_hotel_syracuse_tower_to_become_extended-stay_hotel.html">http://www.syracuse.com/business-news/index.ssf/2016/01/former_hotel_syracuse_tower_to_become_extended-stay_hotel.html</a>	Assume no change in parking supply	0
82	373	Upstate Medical Center - Townsend Project	513-27 Harrison Street, Syracuse, NY (Harriso	Office	Office Lab: 112,000	Planned	Substantial renovation to existing medical office clinics operated by building tenant, Upstate Hospital. 100% rehabilitation of 1st and 5th floors, elevator modernization (3), replace windows, re-skin building exterior, new energy management system, install fire sprinkler protection system, common area renovations, improve handicapped accessibility.	Assume no change in parking supply	0
83	454	State Tower Building	109 S Warren Street, Syracuse, NY 13202	Commercial	Office/Lab: 150,000 Residential: 57 units		During the entirety of its existence, the State Tower Building has served solely as an office building with retail on the ground floor. Given the competitive downtown office market in Syracuse and the continued strong demand for urban residential units, Pioneer plans an adaptive reuse of the upper thirteen floors to new residential units, while maintaining the first eight floors as Class A office space with retail in-fill on the ground floor, creating a truly urban mixed-use neighborhood within the building. The floor plates and window locations present an ideal layout for contemporary residential living while maintaining the historic character of the building. The 57± apartments will include a mix of studio, one bedroom and two bedroom units ranging in size from 600-1,300 square feet, highlighted by unique floor plans. Each unit will feature a solid surface countertops, tile and hardwood flooring, wood cabinetry and energy efficient kitchen appliances and washer/dryers. Complementing the stunning vistas and modern layouts will be a work-out facility and parking in the attached 100 car garage.	2008 study notes 90 spaces in garage...this article indicates 100 so add 10 spaces	10
84	460	Syracuse Herald Redevelopment	220 Herald Place, Syracuse, NY 13202 (Herald Pl at Franklin St)	Residential	Residential: 27 units	Proposed	<a href="http://www.syracuse.com/news/index.ssf/2015/01/apartments_to_go_into_old_herald-journal_building_in_downtown_syracuse.html">http://www.syracuse.com/news/index.ssf/2015/01/apartments_to_go_into_old_herald-journal_building_in_downtown_syracuse.html</a>	Assume no change in parking supply	0
85	404	Copper Beech Commons (National Guard Armory Redevelopment)	1055 East Genesee St, Syracuse, NY 13202	Residential	Residential: 133 units	Proposed	<a href="http://www.syracuse.com/news/index.ssf/2011/03/owner_wants_to_turn_east_genes.html">http://www.syracuse.com/news/index.ssf/2011/03/owner_wants_to_turn_east_genes.html</a>	Supply included in existing data	0

**Total change in supply (2020) 2149**



**I-81 Viaduct Project - Complete List of Future Projects (July 2016)**

No.	TAZ	Project Name	Location	Land Use	Full Program	Status
1	377	Marriott Downtown Syracuse	500 South Warren Street, Syracuse NY	Hotel	Hotel – 261 Rooms	Opening in June, grand (re)opening July 4, 2016
3	425	Loguen Crossing	Erie Boulevard, University Avenue, East Fayette Street, East Forman Street	Mixed Use Residential	Residential -- 280 DU Office – 230,000 SF Retail – 140,000 SF	Proposed
4	508	Nabisco	706-716 North Clinton Street, Syracuse, NY	Office -- OneGroup (insurance broker) is	Office – 56,675 SF	Completed in May 2015
5	464	Amos Building	206 West Water Street, Syracuse, NY	Mixed Use Residential	Residential = 24 DU Retail = 6,321 SF	Under construction
6	377	Dey's Plaza	401 South Salina Street, Syracuse, NY	Multifamily Residential	Residential = 16 DU 61 total DU when the addition of 16 are completed Retail on ground floor (already there)	Under construction
7	355	City Center	400 South Salina Street, Syracuse, NY	Mixed Use - Commercial	Total: 240,000 sq ft Office = 2nd and 3rd floor of 200,000 sq ft building Retail = basement of building Arts Center = 20,000 SF	Under construction
8	414	Excellus Building	344 South Warren Street, Syracuse, NY	Mixed Use Residential	Residential = 89 DU Office = 17,500 SF Commercial = 17,500 SF	Under construction, ready for occupancy April 2017
11	8011	VA Hospital	Irving Avenue and University Place, Syracuse	Medical	Medical F15 facility = 12,000 SF16	Planned completion by 2020
12	8011	Crouse Hospital	736 Irving Avenue, Syracuse, NY	Medical	ER Facility = 35,000 SF Convert existing ER Facility to Urgent Care Center, critical decision unit, and ER	ER Facility = 2017 Urgent Care = 2018
13	8011	Crouse Hospital	736 Irving Avenue, Syracuse, NY	Medical	Urgent Care Facility	
14	508	Destiny Arms	800 North Clinton Street, Syracuse, NY	Mixed Use Residential	Residential = 62 DU Retail = 1,500 SF	Under construction
15	631	JDC Magna	6600 New Venture Gear Drive, DeWitt, NY	Industrial	Distribution = 150,000 SF	2017
16	449	538 / CG Meaker Redevelopment	538 Erie Boulevard West, Syracuse, NY	Mixed Use Residential	Commercial = 10,000 SF Residential = 33 DU	Completed in June 2016
17	522	Northside Training and Entrepreneurship Center		Institutional		
18	410	Phase II SKY Armory	351 S Clinton Street, Syracuse, NY	Commercial	Renovation of ground floor as addition ballroom	Under Construction
19	509	Inner Harbor Veterans Center	Van Renesseleer and North Geddes Street, Syracuse, NY	Mixed Use Residential	Residential = 80 DU Commercial = 15,000 SF	
20	396	Hurbson Office Equipment Co.	215 West Fayette Street, Syracuse, NY	Mixed Use Residential	Residential = 14 DU Retail = 4,500 SF	



**I-81 Viaduct Project - Complete List of Future Projects (July 2016)**

No.	TAZ	Project Name	Location	Land Use	Full Program	Status
21	446	Canalway Trail		Open Space		
22		Onondaga Creek Public Access Improvements		Open Space		
23	417	Carnegie Building Rehab	335 Montgomery St., Syracuse, NY	Office	Office = ??	PROJECT IN PURGATORY. LIKELY REMOVE. <u>renovation grounded to a halt.</u>
24	412	East Jefferson Street Bldg.	201 East Jefferson St. Syracuse, NY	Residential	Residential = 21 DU	Under construction, May 1, 2016 was target opening day
26		DCC, LLC New Facility Development		Commercial		
27	607	Field of Dreams	Rt 635, Dewitt, NY	Open Space	Parkland: 20.43 Acres	21-05-16
28	384	Syracuse Smart Regrowth Sustainable Corners	Ontario and Otisco Streets, Syracuse, NY	Mixed Use Residential	Redevelopment of existing smaller buildings (2- 4,000sf houses) reconfigured. Residential: 10 total DU (8 owner, 2 rental) Commercial: co-op laundromat, 2	May 2017 completion intended
29	668	Collamer Crossing Business Park	DeWitt, NY	Industrial	Manufacturing = 100,000 SF	
30	631	Homewood Suites DeWitt	6006 Fair Lakes Road, East Syracuse, New	Hotel	Hotel = 101 Rooms	Complete
31	638	Marriot Fairfield DeWitt	Weighlock Drive, East Syracuse, NY	Hotel	Hotel = 108 rooms	Complete
32	632	Ultra Dairy	6750 West Benedict Road, DeWitt, NY	Industrial	Manufacturing = 100,000 SF	Proposed
33	668	Soraa	Collamer Rd, DeWitt, NY	Industrial	LED lighting manufacturer, 82,500 sf	Under construction, expected to be completed in second half of 2016.
34	382	Hutchings Psychiatric Center Expansion Phase II	620 Madison Street, Syracuse, NY	Medical	Hospital = 50 Beds	Estimated completion in 2018
35	374	Rescue Mission	22 Dickerson Street, Syracuse, NY	Residential	Residential = 183 DU	Complete
36	551, 559, 694, 698	Loop the Lake		Open Space	Recreational trail	Planned
37	X	Honeywell		Open Space	Onondaga Lake access improvements	Planned -- dredging completed ahead of schedule, other cleanup efforts still in
38	8001	State Fair		Open Space	Fairgrounds	Planned
39	649	Hampton Inn and Suites	1305-1333 Buckley Road North Syracuse, NY	Hotel	Hotel = 124 Rooms	Planned 2016 opening
40	494	400 W. Division St.	400 W. Division St.	Mixed Use Residential	Office, apartment, and retail 41,000 sf	Planned opening spring 2016
41	584	Kimberly Enterprise Center	Kimberly at Grant Boulevard, Syracuse, NY	Mixed Use Commercial	Hospital = __Beds Office = __SF	



**I-81 Viaduct Project - Complete List of Future Projects (July 2016)**

No.	TAZ	Project Name	Location	Land Use	Full Program	Status
42	312	Varsity BLVD	732 and 802 S. Crouse Avenue, Syracuse, NY	Mixed Use Residential	Residential = __DU Office = __SF Retail = __SF	Plans being amended.
43	8011	SUNY Upstate College of Nursing	750 E Adams Street, Syracuse, NY	Institutional	Educational = 72,000 SF	
44	8011	SUNY Upstate Emergency Department Expansion	750 E Adams Street, Syracuse, NY	Medical	Medical = 250,000 SF	
45	340	University Area Apartments	603 Irving/614 S Crouse	Residential	Dormitory = 200 Beds	Estimated completion in 2016
46	381	#BLVD404	404 University Avenue, Syracuse, NY	Residential	Residential = 54 DU	Estimated completion in August 2016
47	339	Skyler Commons	908 Harrison Street, Syracuse, NY	Residential	Residential = 80 DU	Complete
48	390	Ronald McDonald House	1100 E Genesee Street, Syracuse, NY	Residential	Residential = 17 Beds	Complete
49	403	Fayette Place	712 East Fayette Street, Syracuse, NY	Residential	Residential = 39 DU	Under Construction
50	8012	SUNY ESF Biological Sciences Building	1 Forestry Drive, Syracuse, NY	Institutional	Educational = 52,000 SF	Estimated completion in 2017
51	358	Stickley House	438 Columbus Avenue, Syracuse, NY	Museum	Museum = approx. 6,000 SF	Exterior estimated completion in 2017 Interior estimated completion in 2019
52	405	Sylvester Building	900 East Fayette Street, Syracuse, NY	Residential	Commercial = 13,900 SF Residential = 42 DU	
53	897	White Pines Industrial Park (White Pine Commerce Park)	Route 31 and Caughdenoy Road Clay, NY	Industrial	Agricultural = 100 acres -- OR -- Manufacturing = 2.5M SF Laboratory = 210,000 sf Warehousing = 235,000 SF	Planned
54	395	Near West Side Initiative Inc	350 West Fayette Street, Syracuse, NY	Institutional	Performance Center = 1.7 acre	Estimated completion: 12/9/2016
55	494	Rapid Response Monitoring Inc.	400 West Division Street, Syracuse, NY	Mixed Use Residential	Office = Residential = 13,500 sf Retail = 27,000 sf	August, 2017 anticipated completion
56	430	The Dietz at Leavenworth Park	225 Wilkinson Street, Syracuse, NY	Mixed Use Residential	Residential = 74 DU Office + retail = 36,000 sf	March, 2017 anticipated completion
57	508	Syracuse Lighting Company	311 Genant Drive, Syracuse, NY	Mixed Use Residential	Restaurant = ?? Residential = 4 DU Office = 10,000 SF	Apr-17
58	315	Veterans Resource Center	111 Waverly Avenue, Syracuse, NY	Mixed Use Commercial	Community Facility = 74,000 SF Auditorium = 1,000 Seats Event Space = 4,000 SF	
59	355	Whitlock Building	476-480 South Salina Street, Syracuse, NY	Mixed Use Commercial	Office = __SF, Retail = __SF	



**I-81 Viaduct Project - Complete List of Future Projects (July 2016)**

No.	TAZ	Project Name	Location	Land Use	Full Program	Status
60	351	547 East Genesee Street	547 East Genesee Street, Fayetteville, NY	Residential	Residential = 250 DU	Planned
61	749	Associated Group Services, inc.	3652-3720 Route 51, Clay, NY	Commercial	Commercial = 96,820 SF	2016/2017
62	714	Sonic	3808 Route 11, Mattydale, NY	Retail	Retail = 2,655 SF (Fast Food)	2015
63	X	720-730 Van Buren Road	720-730 Van Buren Road, Town of Van	Industrial	Industrial = ___SF (Distribution Facility)	2017
64	8012	Syracuse University Promenade		Open Space	Recreational	Severe pushback by faculty may delay the progress
65	693	Electronics Business Park	136 Transistor Parkway, Liverpool, NY	Industrial	Manufacturing = 17,100 SF	
66	630	Maplewood Inn and Suites	400 7th North Street, Liverpool, NY	Commercial	Restaurant = 6,100 SF	
67	657	Old Liverpool Point	706 Old Liverpool Road, Liverpool, NY	Residential	Residential = 28 DU	
68	606	2301 Teall Avenue	2301 Teall Avenue, Syracuse, NY	Commercial	Commercial = 4,500 SF	
69	662	Farone and Son Funeral Home	Lot 9, Salina Meadows Parkway, Liverpool, NY	Commercial	Commercial = 10,000 SF	
70	339	610-614 University Avenue	610-614 University Avenue, Syracuse, NY	Mixed Use Residential	Residential = 256 DU Commercial = 8,400 SF	
71	8012	Fast Forward Syracuse Syracuse University Master Plan		Institutional		
72	8012	Syracuse University Irving Garage		Parking	Add two floors to existing parking facility	
73	X	NYS92	NYS92, Manlius NY	Commercial	Commercial = ___SF (Gas Station)	Planned
74	X	NYS5	NYS5, Dewitt, NY	Commercial	Retail = ___SF (Fast Food)	2016
75	X	NYS5	NYS5, Fayetteville, NY	Commercial	Retail = ___SF (Fast Food)	2015/2016
76	X	NYS5	NYS5, Fayetteville, NY	Commercial	Retail = ___SF	In Review
77	419	NYNEX Building	300 East Washington Street, Syracuse NY	Mixed Use	Residential = ?? Commercial = ??? Office=??	Planned



**I-81 Viaduct Project - Complete List of Future Projects (July 2016)**

No.	TAZ	Project Name	Location	Land Use	Full Program	Status
78	292	Syracuse Community Health Center	930 South Salina Street, Syracuse, NY	Medical	Medical = 50,000	Planned
79	503	Mixed Use Hotel (near St. Joseph's Hospital)	400 Prospect Avenue, Syracuse, NY (Butternut St and Prospect Ave)	Mixed Use Hotel	Hotel: 53,673 sf (93 rooms) Residential: 13 units Medical Offices: 36,787 Parking: 207 spaces (lower level)	Proposed
80	377	Tower Proposal (lot near Hotel Syracuse_	West Onondaga and S Salina, Syracuse, NY	Commercial	Extended Stay Hotel: 120 Rooms	Proposed
81	148	Thurber Street and Brighton Residential Bldg	Thurber and Brighton, Syracuse, NY	Residential	Residential: 166 units (560 beds)	Planned
82	373	Upstate Medical Center - Townsend Project	513-27 Harrison Street, Syracuse, NY (Harriso	Office	Office Lab: 112,000	Planned
83	454	State Tower Building	109 S Warren Street, Syracuse, NY 13202	Commercial	Office/Lab: 150,000 Residential: 57 units	0
84	460	Syracuse Herald Redevelopment	220 Herald Place, Syracuse, NY 13202 (Herald Pl at Franklin St)	Residential	Residential: 27 units	Proposed
85	404	Copper Beech Commons (National Guard Armory Redevelopment)	1055 East Genesee St, Syracuse, NY 13202	Residential	Residential: 133 units	Proposed
10 (NOT IN PROJECT 25 (NOT MOVING FORWARD		Seneca Meadows	1786 Salcman Road, Waterloo, NY	Other	2011-year contract for 24 to 36 railcar loads per day; replaces current truck hauling	
		Sullivan Bongio Bazinet Inc.	7643 Edgecomb Drive, Clay, NY	Industrial	Manufacturing = 130,000 SF	NOT GOING FORWARD PER City Planning
2a & 2b	509 & 534	Inner Harbor	West Bear Street, Solar Street, West Kirkpatrick Street North	Mixed Use Residential	West Shore- Residential – 350 DU Mixed use building: 40,000 sf	Under construction. Mixed use building to be completed Spring 2017. Office complex
9 (NOT MOVING FORWARD		CenterState NY Inland Port	North side of I-481 in the Town of DeWitt and Town of Onondaga (290-acre	Other	Railroad siding and loading/unloading area Storage Area for containing stacking and storage	Controversial project, still being planned of April, 2016



## Future Parking Supply Demand Calculations

	TAZ Data			Parking Demand Ratio	Change in Demand	
	2014	2020	2050		2020	2050
Number of Households	3,798	4,300	5,880			
Change in Households		502	1,580	1.2	602	1,896
Number of Total Employees	31,776	33,164	38,202			
Change in Employees		1,388	5,038	0.85	1,180	4,282
Total Change in Demand					1,782	6,178

2020 Change in Supply 2,149

	Supply	Effective Supply	Demand	Utilization
<b>Existing Conditions</b>	29,233	26,808	21,064	79%
<b>2020 Future No-Build</b>	31,382	28,779	22,846	79%
<b><u>CG Alternative</u></b>				
Estimated Changes	-1,561		-131	
2020	29,821	27,347	22,715	83%
<b><u>Viaduct Alternative</u></b>				
Estimated Changes	-2,559		-490	
2020	28,823	26,432	22,356	85%

overall effective supply for the study area  
assumes 85% for on-street & 93% for off-street  
29,233  
26,808  
  
91.70%



## Parking Demand Ratio Assumptions

		2014	Change between 2020 & 2014		Change between 2050 & 2020			Parking Demand Ratio
Households		3798	502		1580	Assumed ratio for households		1.2
TAZ employment description	Land use (assumed)	2014	% of total (sum of values)	Change between 2020 & 2014	Change between 2050 & 2020	ITE land use code	ITE variable	ITE Average peak period parking demand (vehicles/employees)
Agriculture	office	16	0.1%	0	1	701 Office Building	Employees/Weekday	0.83
Business, legal, personal	office	4915	15.7%	-55	-275	701 Office Building	Employees/Weekday	0.83
Communication	office	1010	3.2%	19	67	701 Office Building	Employees/Weekday	0.83
Construction	office	251	0.8%	-15	72	701 Office Building	Employees/Weekday	0.83
Eating, drinking	restaurant	1345	4.3%	34	120			
Education	school	1474	4.7%	244	58			
Financial, insurance, real estate	office	5704	18.3%	612	1846	701 Office Building	Employees/Weekday	0.83
Government	government office	6411	20.5%	117	524	730 Government Office Building	Employees/Weekday	0.83
Health	hospital/m-d office	3244	10.4%	165	1173			
Hotels, lodging	hotel	250	0.8%	-9	35			
Manufacturing	manufacturing	931	3.0%	61	26	140 Manufacturing	Employees/Weekday	0.97
Mining		0	0.0%	0	0			
Non-classifiable	??	112	0.4%	1	7			
Retail	shopping center	952	3.0%	116	475			
Service	non-restaurant services	2895	9.3%	84	604			
Social services	office	876	2.8%	-25	155	701 Office Building	Employees/Weekday	0.83
Transportation	office	355	1.1%	7	35	701 Office Building	Employees/Weekday	0.83
Utilities	office	508	1.6%	7	36	701 Office Building	Employees/Weekday	0.83
Wholesale	office	527	1.7%	-62	166	701 Office Building	Employees/Weekday	0.83
Total (sum of values above)		31249	100.0%	1363	4959			
Total (from TAZ file)		31776		1388	5038			
	uses we don't have ratios for	10160	33%	634	2465			
	% office employees	66%						
education						520 Elementary	all based on students	
						522 Middle/Jr High		
						530 High school		
						536 Private school		
						550 University/college		
health						610 hospital	Employees/Weekday/Urban	0.6
						612 surgery center	none	
						630 clinic	SF	
						720 medical/dental office	SF	
								Parking Demand Ratio
								0.85
								Assumed ratio for employees

Households:

- ITE trip gen (9th edition) - indicates average peak period demand ratio of 1.2 spaces per unit

- assume 1 unit = 1 household

- average # of vehicles per household is ~ 1.2

- Therefore, demand ratio for change in households is 1.2

Employees:

- gathered all the employment descriptions in TAZ data

- most are offices uses which would have an 0.83 average peak period demand ratio as per ITE trip gen

### Households:

- ITE trip gen (9th edition) - indicates average peak period demand ratio of 1.2 spaces per unit
- assume 1 unit = 1 household
- average # of vehicles per household is ~ 1.2
- Therefore, demand ratio for change in households is 1.2

### Employees:

- gathered all the employment descriptions in TAZ data
- most are offices uses which would have an 0.83 average peak period demand ratio as per ITE trip gen
- other uses such as those associated with retail, manufacturing, health, & education may be slightly different but data is not available or the ratio is expected to be lower than 0.85.



Community Grid Parking Supply Demand Impacts

FID #	Type	Facility/Use		Total Spaces	Change with CG2 Alignment				Midday Demand	
					Midday Total Supply		Midday Demand			
3	surface lot	H.P.C. #2	public	38	50% loss	-19	N	0	38	N: No change (demand remains) G: Gone/removed/100% loss
14	surface lot	SUNY Upstate I-Lot	public	103	G	-103	N	0	98	
31	surface lot	I-5	private	34	G	-34	G	-31		
32	surface lot	E-1	private	34	50% loss	-17	N	0	34	
33	surface lot	E-2	private	73	G	-73	G	-9		
35	surface lot	C-1	private	5	G	-5	N	0	4	
36	surface lot	C-3	private	40	G	-40	G	-48		
37	surface lot	C-4	private	48	25% loss	-12	N	0	48	
39	surface lot	City Lot #10/Herald Company Inc.	public	101	G	-101	N	0	87	
4	surface lot	Brockway-SU	private	19	G	-19	N	0		
69	surface lot	Upstate	public	200	50% loss	-100	N	0	153	*Note: Outside of Study Area- NOT INCLUDED IN ESTIMATED CHANGE
72	surface lot	Herald Place	private	175	25% loss	-44	N	0	175	
73	surface lot	Post Standard Parking	private	154	50% loss	-77	N	0	23	
79	surface lot	State Employee Parking	public	118	G	-118	N	0	97	
80	surface lot	City of Syracuse Lot #3	public	79	G	-79	N	0	73	
81	surface lot	State Employee Parking	public	329	G	-329	N	0	239	
99	surface lot	James and Warren Streets	public	44	25% loss	-11	G	-40	40	
127	surface lot	NYSDOT Lot E	public	40	G	-40	N	0	28	
129	surface lot	Upstate I2	public	152	G	-152	N	0	126	
130	surface lot	Centro Park-N-Ride	public	115	G	-115	N	0	110	
140	surface lot	NYSDOT Lot C	public	48	G	-48	N	0	30	
144	surface lot	National Grid Genesee Lot	private	58	G	-58	N	0	5	*Note: Outside of Study Area- INCLUDED IN ESTIMATED CHANGE
149	surface lot	(unknown)	private	22	G	-22	N	0	9	
155	surface lot	VIP Structures	private							While EAD line shows impacts to VIP building & lots, they will not be impacted
156	surface lot	VIP Structures Isolated Lot	private							While EAD line shows impacts to VIP building & lots, they will not be impacted
157	surface lot	Liquid Compound Division	private	64	50% loss	-32	N	0	0	
185	surface lot	YHN	private	80	25% loss	-20	N	0	52	
186	surface lot	The Art Store	private	19	50% loss	-10	N	0	6	
187	surface lot	DaVita Central NY at Home	private	10	50% loss	-5	N	0	10	
189	surface lot	Valvoline	private	9	50% loss	-5	N	0	4	
218	surface lot	Charge stations	private	14	G	-14	N	0	10	
221	surface lot	Private	private	19	50% loss	-10	N	0	3	
227	surface lot	One Franklin Place	private	100	25% loss	-25	N	0	21	
257	surface lot	double-stacked parking	private	9	G	-9	N	0	0	
288	surface lot	Dunkin Donuts	private	25	G	-25	G	-2		
289	surface lot	Speedway	private	14	25% loss	-4	N	0	8	
292	surface lot	Abandoned private lot	private	22	50% loss	-11	N	0	0	
296	surface lot	909 North St	private	5	G	-5	G	-1		
0	2 Hour Parking	300 W Genesee N		5	G	-5	N	0		
1	2 Hour Parking	300 W Willow S		2	G	-2	N	0		
2	2 Hour Parking	300 W Genesee N		4	G	-4	N	0		
3	Loading Zone	200 N CLINTON ST W		4	G	-4	N	0		
4	2 Hour Parking	200 W Genesee N		3	G	-3	N	0		
5	12 Minute Pickup	200 W Genesee N		1	G	-1	N	0		
6	2 Hour Parking	200 W Genesee N		3	G	-3	N	0		
7	Reserved Parking	200 W Genesee N		1	G	-1	N	0		
8	Loading Zone	200 W Genesee S		2	G	-2	N	0		
9	2 Hour Parking	200 W Genesee S		14	G	-14	N	0		
10	2 Hour Parking	300 ERIE BLVD W S		1	G	-1	N	0		
11	2 Hour Parking	100 Herald S		1	G	-1	N	0		
12	12 Minute Pickup	100 W Genesee N		2	G	-2	N	0		
13	Reserved Parking	100 W Genesee N		3	G	-3	N	0		
14	2 Hour Parking	100 Herald N		4	G	-4	N	0		
15	15 Minute Pickup	600 E GENESEE ST S		2	G	-2	N	0		
16	2 Hour Parking	300 HARRISON ST N		10	G	-10	N	0		
17	2 Hour Parking	800 IRVING AVE W		6	G	-6	N	0		
18	Parking Permitted	100 W DIVISION ST S		2	G	-2	N	0		*Note: Outside of Study Area- NOT INCLUDED IN ESTIMATED CHANGE
19	2 Hour Parking	600 S CROUSE AVE W		9	G	-9	N	0		
20	2 Hour Parking	600 S CROUSE AVE W		7	G	-7	N	0		
21	2 Hour Parking	500 S CROUSE AVE W		16	G	-16	N	0		
22	2 Hour Parking	400 S CROUSE AVE E		5	G	-5	N	0		
23	Loading Zone	400 S CROUSE AVE E		1	G	-1	N	0		
24	2 Hour Parking	400 S CROUSE AVE E		8	G	-8	N	0		
25	Parking Permitted	300 S CROUSE AVE W		6	G	-6	N	0		
26	Parking Permitted	300 S CROUSE AVE W		7	G	-7	N	0		
27	Reserved Parking	300 S CROUSE AVE E		4	G	-4	N	0		
28	Parking Permitted	700 E WASHINGTON ST S		2	G	-2	N	0		
29	Parking Permitted	700 E WASHINGTON ST S		2	G	-2	N	0		*Note: Outside of Study Area- NOT INCLUDED IN ESTIMATED CHANGE
30	Parking Permitted	700 E WASHINGTON ST S		2	G	-2	N	0		
31	Parking Permitted	800 ERIE BLVD E S		20	G	-20	N	0		
32	2 Hour Parking	700 E GENESEE ST S		6	G	-6	N	0		
33	2 Hour Parking	700 E GENESEE ST N		3	G	-3	N	0		
34	2 Hour Parking	700 E GENESEE ST S		4	G	-4	N	0		
35	Loading Zone	300 IRVING AVE E		2	G	-2	N	0		
36	12 Minute Pickup	300 IRVING AVE E		2	G	-2	N	0		
37	2 Hour Parking	300 IRVING AVE E		2	G	-2	N	0		
38	Odd/Even Parking	300 IRVING AVE E		7	G	-7	N	0		
39	Odd/Even Parking	300 IRVING AVE E		3	G	-3	N	0		
40	Odd/Even Parking	700 E FAYETTE ST N		2	G	-2	N	0		
41	Odd/Even Parking	800 E FAYETTE ST N		4	G	-4	N	0		
42	Odd/Even Parking	900 E FAYETTE ST N		10	G	-10	N	0		
43	Odd/Even Parking	1000 E FAYETTE ST N		1	G	-1	N	0		
44	Odd/Even Parking	1000 E FAYETTE ST N		3	G	-3	N	0		
45	Odd/Even Parking	600 BURNET AVE S		4	G	-4	N	0		*Note: Outside of Study Area- NOT INCLUDED IN ESTIMATED CHANGE
46	Odd/Even Parking	400 BURNET AVE S		7	G	-7	N	0		*Note: Outside of Study Area- NOT INCLUDED IN ESTIMATED CHANGE
47	Odd/Even Parking	300 BURNET AVE S		1	G	-1	N	0		*Note: Outside of Study Area- NOT INCLUDED IN ESTIMATED CHANGE
48	2 Hour Parking	100 ERIE BLVD E S		12	G	-12	N	0		
49	Loading Zone	100 ERIE BLVD E S		2	G	-2	N	0		
50	2 Hour Parking	100 ERIE BLVD E N		6	G	-6	N	0		
51	2 Hour Parking	100 ERIE BLVD E N		3	G	-3	N	0		
52	2 Hour Parking	200 ERIE BLVD E N		10	G	-10	N	0		
53	2 Hour Parking	200 ERIE BLVD E S		2	G	-2	N	0		
54	2 Hour Parking	200 ERIE BLVD E S		5	G	-5	N	0		
55	2 Hour Parking	400 PEARL ST E		6	G	-6	N	0		
56	2 Hour Parking	800 N STATE ST E		1	G	-1	N	0		
57	Reserved Parking	800 N STATE ST E		0	G	0	N	0		
58	2 Hour Parking	700 N STATE ST W		3	G	-3	N	0		
59	Parking Permitted	100 SALT ST W		3	G	-3	N	0		
60	2 Hour Parking	200 N CLINTON ST E		5	G	-5	N	0		
					Estimated Change:	-2,034		-131		

supply    demand

yellow - public owned, supply loss only

-1103    1072

pink - private owned, public parking, supply loss only

-112    127

green - private owned, private parking, supply loss only

-380    412

no color - private owned supply & demand lost

-177    -91



Viaduct Alternative Parking Supply Demand Impacts

FID #	Type	Facility/Use	Type	Total Spaces	Change with V4 Alignment				Midday Demand
					Midday Total Supply		Midday Demand		
14	surface lot	SUNY Upstate I-Lot	public	103	G	-103	N	0	98
31	surface lot	I-5	private	34	G	-34	G	-22	
32	surface lot	E-1 Lot	private	34	50%	-17	N	0	34
33	surface lot	E-2	private	73	G	-73	G	-9	
35	surface lot	C-1	private	5	G	-5	N	0	4
36	surface lot	C-3	private	40	G	-40	G	-40	
37	surface lot	C-4	private	48	75% loss	-36	G	-48	
39	surface lot	City Lot #10/Herald Company Inc.	public	101	G	-101	N	0	87
52	surface lot	Smith lot	public	75	25% loss	-19	N	0	40
69	surface lot	Upstate	public	200	50% loss	-100	N	0	153
71	surface lot	National Grid Herald Lot	private	171	50% loss	-86	N	0	178
72	surface lot	Herald Place	private	175	G	-175	G	-175	
73	surface lot	Post Standard Parking	private	154	G	-154	N	0	23
75	surface lot	Post Standard Parking	private	100	50% loss	-50	N	0	63
76	surface lot	Murbro Lot #21	public	51	50% loss	-26	N	0	31
79	surface lot	State Employee Parking	public	118	G	-118	N	0	97
81	surface lot	State Employee Parking	public	329	G	-329	N	0	239
87	surface lot	Former Pete's Empire Block/McMahon Ryan	private	67	G	-67	N	0	5
88	surface lot	Former Charter School Lot	private	100	G	-100	G	-49	
99	surface lot	James and Warren Streets	public	44	50% loss	-22	N	0	40
103	surface lot	Private Lot- corner of Herald & Wallace	private	40	25% loss	-10	N	0	30
115	surface lot	Lot 18	public	268	25% loss	-67	N	0	198
116	garage	600 E Genesee St	private	75	G	-75	G	-69	
127	surface lot	NYSDOT Lot E	public	40	G	-40	N	0	28
129	surface lot	Upstate 12	public	152	G	-152	N	0	126
130	surface lot	Centro Park-N-Ride	public	115	G	-115	N	0	110
140	surface lot	NYSDOT Lot C	public	48	G	-48	N	0	30
8	surface lot	National Grid Genesee Lot	private	58	G	-58	N	0	
148	surface lot	(unknown)	private	13	G	-13	N	0	10
149	surface lot	(unknown)	private	22	75% loss	-17	N	0	9
150	surface lot	M&T Bank	private	7	G	-7	G	-3	
151	surface lot	Smith's Restaurant Supply	private	19	G	-19	G	-11	
152	surface lot	Fallon & Bigsby Building	private	36	25% loss	-9	N	0	24
153	surface lot	Enable/521 E Washington St	private	8	G	-8	G	-3	
154	surface lot	Monthly Parking Lot	public	67	25% loss	-67	N	0	38
155	surface lot	VIP Structures	private	47	G	-47	G	-46	
156	surface lot	VIP Structures Isolated Lot	private	64	N	0	G	-11	
157	surface lot	Liquid Compound Division	private	64	50% loss	-32	N	0	0
274	surface lot	Permit Parking	private	22	25% loss	-6	N	0	6
276	surface lot	Private parking	private	20	25% loss	-5	N	0	7
286	surface lot	Gilberti Stinzian Heintz PC	private	19	50% loss	-10	N	0	16
287	surface lot	Gilberti Stinzian Heintz PC	private	10	G	-10	N	0	5
291	surface lot	Colella Galleries	private	9	G	-9	G	-3	
292	surface lot	Private abandoned lot	private	22	25% loss	-6	N	0	0
296	surface lot	909 North State St	private	5	G	-5	G	-1	
0	2 Hour Parking	300 W Genesee N		5	G	-5	N	0	
1	2 Hour Parking	300 W Willow S		2	G	-2	N	0	
2	2 Hour Parking	300 W Genesee N		4	G	-4	N	0	
3	Loading Zone	200 N CLINTON ST W		4	G	-4	N	0	
4	2 Hour Parking	200 W Genesee N		3	G	-3	N	0	
5	12 Minute Pickup	200 W Genesee N		1	G	-1	N	0	
6	2 Hour Parking	200 W Genesee N		3	G	-3	N	0	
7	Reserved Parking	200 W Genesee N		1	G	-1	N	0	
8	Loading Zone	200 W Genesee S		2	G	-2	N	0	
9	2 Hour Parking	200 W Genesee S		14	G	-14	N	0	
10	2 Hour Parking	300 ERIE BLVD W S		1	G	-1	N	0	
11	2 Hour Parking	100 Herald S		8	G	-8	N	0	
12	12 Minute Pickup	100 W Genesee N		2	G	-2	N	0	
13	Reserved Parking	100 W Genesee N		3	G	-3	N	0	
14	2 Hour Parking	100 Herald N		11	G	-11	N	0	
15	15 Minute Pickup	600 E GENESEE ST S		7	G	-7	N	0	
16	Loading Zone	500 E WASHINGTON ST N		3	G	-3	N	0	
17	15 Minute Pickup	500 E WASHINGTON ST N		1	G	-1	N	0	
18	2 Hour Parking	800 IRVING AVE W		6	G	-6	N	0	
19	2 Hour Parking	600 S CROUSE AVE W		9	G	-9	N	0	
20	2 Hour Parking	600 S CROUSE AVE W		7	G	-7	N	0	
21	2 Hour Parking	500 S CROUSE AVE W		16	G	-16	N	0	
22	2 Hour Parking	400 S CROUSE AVE E		5	G	-5	N	0	
23	Loading Zone	400 S CROUSE AVE E		1	G	-1	N	0	
24	2 Hour Parking	400 S CROUSE AVE E		8	G	-8	N	0	
25	Parking Permitted	700 E WASHINGTON ST S		1	G	-1	N	0	
26	2 Hour Parking	700 E GENESEE ST S		6	G	-6	N	0	
27	2 Hour Parking	700 E GENESEE ST N		3	G	-3	N	0	
28	2 Hour Parking	700 E GENESEE ST S		4	G	-4	N	0	
29	Odd/Even Parking	300 BURNET AVE S		1	G	-1	N	0	
30	2 Hour Parking	400 PEARL ST E		4	G	-4	N	0	
31	2 Hour Parking	800 N STATE ST E		1	G	-1	N	0	
32	Reserved Parking	800 N STATE ST E		1	G	-1	N	0	
33	2 Hour Parking	700 N STATE ST W		3	G	-3	N	0	
34	2 Hour Parking	300 N SALINA ST W		1	G	-1	N	0	
35	Parking Permitted	100 SALT ST W		3	G	-3	N	0	
36	2 Hour Parking	200 N CLINTON ST E		5	G	-5	N	0	
37	2 Hour Parking	300 N SALINA ST W		2	G	-2	N	0	
Estimated Change:					-2,645			-490	

N: No change (demand remains)  
G: Gone/removed/100% loss

\*Note: Outside of Study Area- INCLUDED IN ESTIMATED CHANGE

\*Note: Outside of Study Area- NOT INCLUDED IN ESTIMATED CHANGE

\*Note: Outside of Study Area- NOT INCLUDED IN ESTIMATED CHANGE

supply demand  
yellow - public owned, supply loss only -1005 881  
pink - private owned, public parking, supply loss only -302 434  
green - private owned, private parking, supply loss only -497 414  
no color - private owned supply & demand lost -686 -490



### Community Grid Alternative - Proposed On-Street Parking

Street	Side	Block	Spaces Proposed
East Willow St	N	100	8
East Willow St	S	100	7
East Willow St	N	200	7
East Willow St	S	200	7
Pearl St	E	300	13
Pearl St	E	200	8
Pearl St	W	200	8
Pearl St Extension	E	100	15
Pearl St Extension	W	100	15
N Warren St	W	100	11
N Warren St	E	100	11
Proposed St east of N Warren St/continuation of Oswego Blvd.	W	N/A	8
Proposed St east of N Warren St/continuation of Oswego Blvd.	E	N/A	8
Oswego Blvd	E	300	8
James St	S	200	7
Erie Blvd	N	100	10
Erie Blvd	S	100	10
Erie Blvd	N	200	11
Erie Blvd	S	200	11
Erie Blvd	N	300	8
Erie Blvd	N	400	6
Erie Blvd	N	500	14
Erie Blvd	N	600	6
Erie Blvd	S	800	13
Almond St	E	100	8
Almond St	W	100	8
Almond St	E	200	8
Almond St	W	200	8
Almond St	E	300	9
Almond St	W	300	12
Almond St	W	500	11
Almond St	E	600	6
Almond St	W	600	24
Almond St	E	700	10
Almond St	E	800	18
Almond St	W	800	18
E Fayette St	N	900	8
Irving Ave	W	100/200	13
Irving Ave	E	100/200	13
Crouse Ave	E	100/200	12
Crouse Ave	W	100/201	23
W Genesee St	N	300	9
W Genesee St	N	200	16
W Genesee St	N	100	4
N Clinton St	E	200	5
N West St - outside area	E	300	8
N West St - outside area	W	300	3
Park Ave - outside area	S	100	3

**Total Proposed On-Street Spaces (Community Grid Alt) 473**

**Outside Study Area 14**

Common Features

### Viaduct Alternative - Proposed On-Street Parking

Street	Side	Block	Spaces Proposed
W Genesee St	N	300	9
W Genesee St	N	200	16
W Genesee St	N	100	4
N Clinton St	E	200	5
N West St - outside area	E	300	8
N West St - outside area	W	300	3
Park Ave - outside area	S	100	3
Genesee St	N	700	5
Genesee St	S	700	3
Almond St	E	300	10
Almond St	E	200	9
Almond St	W	200	9
Almond St	E	100	8
Almond St	W	100	8

**Total Proposed On-Street Spaces (Viaduct Alt) 86**

**Outside Study Area 14**



CG - Community Grid Option - Replacement/New Parking

Notes: Assume 350 sf/parking space  
Parking Garage minimum size = 200' x 200' = 40,000 sf  
NC = No Change (or very minor) to number of spaces in existing lot

Lot Name	Remaining Area (sf)	No. Remaining Spaces	Comments	FID #
-5	4330	12	NC	296
-34	16690	47	NC	31
-17	11950	34	NC - *26 spaces now. Improvements shown are already done.	32
-73	12700	36		33
-11	15470	44	Possibly could be more than existing limits	292
-25	24820	70		227
-32	29660	84		157
-5	4960	14		35
-40	20330	58	May not be a parking lot. Shown as green in PIM.	36
-12	19890	56		37
-58	21780	62	NC - *47 actually shown in lot	A
-44	39100	111	Minus 33 from existign. Eliminate along N wall.	72
-77	67300	192	Assume parking under all of New 690 EB 7 WB to VIP	73
-101	33660	96		39
-22	9400	26	May not be a parking lot. Shown as grass in PIM.	149
-11	16800	48		99
-118	0	0	Shown as grass in PIM	79
-79	20520	58		80
-329	0	0	Shown as grass in PIM	81
-9	1610	4	*7 actual	257
-14	2580	7	*11 actual	218
-48	17100	48		140
-4	2380	6	NC - *12 actual. 3 small sections to park in around gas station.	289
-20	25350	72	*actual count matches area calc	185
-10	14070	40		186
-5 (west)	5170	14	Truck loading dock in this area	189
-5 (east)	6320	18	*18 by area, but only 12 is realistic	187
-40	13890	39		127
-152	67820	193	***POSSIBLE PARKING GARAGE SITE***	129
-25	0	0	*16 On-street spaces on Almond St	288
-103	32900	94		14
-115	12030	34	*May not be practical, very narrow	130
-19	10480	29	NC - * actual 35	3
-100	69624	198	*Actual 156. Parking garage? Difficult shape to fit into.	69
1 (VIP)	20500	58		155
10 (West St)	16960	48	Could expand onto former ramp area	
Possible New	108170	309	New area under former 690 embankment. Bounded by Erie-Townsend-Bldgs on Burnet-McBride.	
Possible New	24560	70	New area at former McBride St ramp embankment. Bounded by Erie-McBride-690-Catherine.	
TOTAL:		2329		

Building on parcel removed	Total Spaces in Lot	Losses Assumed Prior	Spaces left after prior removals	Spaces Possible to add back
N	5	G		5
N	34	G		34
N	34	50%	17	26
N	73	G		36
N	22	50%	11	33
N	100	25%	75	-5
N	64	50%	32	52
N	5	G		14
Y	40	G		0
Y	48	25%	36	20
N	58	G		58
N	175	25%	131	-20
N	154	50%	77	115
N	101	G		96
N	22	G		0
N	44	25%	33	15
N	118	G		0
N	79	G		58
N	329	G		0
N	9	G		4
N	14	G		7
N	48	G		48
N	14	25%	10	-4
N	80	25%	60	12
N	19	50%	9	31
N	9	50%	4	10
N	10	50%	5	13
N	40	G		152
N	152	G		193
Y	25	G		0
N	103	G		94
N	115	G		0
N	38	50%	19	19
N	200	50%	100	100
N				0
				48
				309 new
				70 new

Total potential replacement parking 1293

	1/4 Mile Radius	1/10 Mile Radius
Top Radius	220	58
Middle Radius	604	48
Bottom radius	588	154

Combined Potential Replacement and New Surface Lot Parking		
	1/4 Mile Radius	1/10 Mile Radius
Spaces in upper radii	220	60
Spaces in middle radii	605	50
Spaces in lower radii	590	155

replacement only		
	1/4 Mile Radius	1/10 Mile Radius
Spaces in upper radii	220	60
Spaces in middle radii	295	50
Spaces in lower radii	520	155

Assumptions:

If column I showed a G, the value in column D was used unless larger than that in column A, in which case A is used  
If column J showed a G with building removal, value in column D used  
If there is a % loss in column I, than column D minus Column J is used



## V-4 - Viaduct Option - Replacement/New Parking

Notes:

Assume 350 sf/parking space  
 Parking Garage minimum size = 200' x 200' = 40,000 sf  
 NC = No Change (or very minor) to number of spaces in existing lot

Lot Name	Remaining Area (sf)	No. Remaining Spaces	Comments	FID #
-5	4330	12	NC	296
-34	16690	47	NC	31
-17	11950	34	NC - *26 spaces now. Improvements shown are already done.	32
-73	12700	36		33
-6	15471	44	Could possibly be larger	292
-32	29660	84		157
-40	0	0	Very narrow, might be possible to get under Ramp C31, but tough to determine	36
-36	21360	61	Might not be able to get under Ramp C31	37
-47	40520	115	Assume to edge of -154	155
-58	21780	62	*NC - 47 actual in lot	A
-10	16960	48	Could expand onto former ramp area	103
-86	50100	143	NC - Not large enough for a Parking Garage. ~33k sf with the new ramps in the lot.	71
-175	115500	330	Assume parking under all of New 690 EB & WB	72
-154	67300	192	Assume parking under all of New 690 EB & WB to VIP	73
-17	4570	13	Combine with -101 and -9?	149
-50	39360	112	*NC - 118 actual in lot.	75
-101	33660	96	Could extend to Pearl St? Combine with -17 and -9?	39
-26	15548	44	*Actual 53. Has one new pier in lot.	76
-9	9780	27	Combine with -101 and -17?	291
-118	95570	273	Extended to back of church on State St, through existing embankment	79
-22	20830	59		99
-329	145480	415		81
-6, -5, -48	151440	432	Assumes all embankment comes out, replaced with bridges	274, 276, 140
-7	13390	38	Remove M&T Bank drive-thru	150
-19	28730	82	Smith Restaurant Supply site	151
-40	13890	39		127
-9, -19, -8, -67	69450	198	Combine and enlarge lots since buildings are being removed	152, 52, 153, 154
-152	85530	244		129
-10	0	0	This lot only will lose 4 spots. Undefined for me to determine lot boundaries.	286
-13, -67, -10, -103	86870	248	Combine and enlarge lots since buildings are being removed	148, 87, 287, 14
-100, -115	80980	231	Combine and enlarge lots since buildings are being removed	88, 130
-75	17820	50	Former parking under building being removed, could be combined with -67	116
-67	84940	242		115
-100	77960	222	*202 actual	69
Possible New	110870	316	New area under former 690 embankment. Bounded by Erie-Townsend-Bldgs on Burnet-McBride.	
Possible New	39620	113	New area at former McBride St ramp embankment. Bounded by Erie-McBride-690-Catherine.	
TOTAL:		4702		

Building on parcel removed	Total Spaces In Lot	Losses Assumed Prior	Spaces left after prior removals	Spaces Possible to add back
N	5	G		5
N	34	G		34
N	34	50%	17	17
N	73	G		36
N	22	25%	16	28
N	64	50%	32	52
N	40	G		0
Y	48	75%	12	0
Y	47	G		115
N	58	G		58
N	40	25%	30	18
N	171	50%	85	58
Y	175	G		330
Y	154	G		192
N	22	75%	5	8
N	100	50%	50	62
N	101	G		96
N	51	50%	25	19
Y	9	G		27
N	118	G		273
Y	44	50%	22	37
N	329	G		329
N, N, N	22, 13, 48	25%, 25%, G	24	408
Y	7	G		38
Y	19	G		82
N	40	G		39
Y, Y, Y, Y	36, 75, 8, 67	25%, 25%, G, 25%	83	115
N	152	G		152
N	10	50%	0	0
Y	13, 67, 10, 103	G, G, G, G		248
Y, N	100, 115	G, G		231
Y	75	G		50
N	268	25%	201	41
N	200	50%	100	122
				316 new
				113 new

Total potential replacement parking 3320

Combined Potential Replacement and New Surface Lot Parking		
	1/4 Mile Radius	1/10 Mile Radius
Top Radius	230	58
Middle Radius	2212	18
Bottom radius	1109	122

Combined Potential Replacement and New Surface Lot Parking		
	1/4 Mile Radius	Additional 1/10 Mile Radius
Spaces in upper radii	230	60
Spaces in middle radii	2,210	20
Spaces in lower radii	1,110	120

Potential Only		
	1/4 Mile Radius	1/10 Mile Radius
Top Radius	230	60
Middle Radius	1895	20
Bottom radius	995	120

rounded

315

115

Assumptions:

If column I showed a G, the value in column D was used unless larger than that in column A, in which case A is used  
 If column J showed a G with building removal, value in column D used  
 If there is a % loss in column I, then column D minus Column J is used