

## **DRAFT AS OF 1-2-08**

### **Parking Facility By User Category**

Below Listed are 5 types of parking facilities based on who uses them, from most “public” to most “private”. The top three (A, B, C) are the prime facilities to study.

#### **A. Publicly Available**

Facilities where customers can arrive and pay for the period of time they need. Open general parking. On streets, in lots, in structures.

Examples: City Streets  
MacArthur Square Garage  
Bradley Center / MATC Garage

*Parking that has best flexibility and serves wide public interest. Peaks and valleys of demands should be analyzed and understood.*

#### **B. Combination Public Available / Some Portions Available by Lease**

Most facilities probably fall into this category. It is critical to understand what portions of these garages have commitment to spaces, and how much of the day those commitments take open general parking spaces. In lots or structures.

Examples: 4<sup>th</sup> and Highland Garage  
Milwaukee Center Garage  
Cathedral Square Garage  
Surface Lots under freeway

*Parking that serves general public need and accomodates specific nearby development use needs generally more efficiently than private facilities. The quantity or percentage of spaces used by committed arrangements should be documented to see the true open number of spaces*

#### **C. Available to Public by Lease Only**

Facilities which have a specific obligation to certain tenants or individuals and cannot open up this facilities to the general public. In certain time periods however, parking may become open general parking, meeting the needs of peak demands for nearby developments. In lots or structures.

Examples: Plaza East Building Underground Parking  
Transpak Site

*Ensure property needs are met. Advertising of avaiability is important to ensure customers and supply are propoerly matched.*

#### **D. Private Parking to Support Property Needs**

While this facilities may appear like public parking, they are not public in that unless one is specifically visiting that business, someone cannot openly parking in the lot, even for a charge. In lots or structures.

Examples: Manpower Garage  
Municipal Building Garage  
Metro Market Grocery Store Garage

*Ensure property needs are met. See if off-time availability could be made available for a wider audience of users. Not essential to note for study.*

#### **E. Private Assigned Parking to Specific Users**

Parking that is typically assigned parking with little transient nature. In lots or structures.

Examples: Condominium or apartment residential accessory parking

*While having facilities provided assures less on street parking access, thus keeping it open for other needs, it does little to support new development and is not the thrust of this study. New construction could depend on shared leased facilities or new construction could serve to provide the needed excess for othe nearby uses. Not essential to note for study.*



## **Parking by Physical Arrangement**

### Structured

- Above Ground Entire Building
- Above Ground Mixed in Multiple Use Building
- Below Ground Mixed in Multiple Use Building or Plaza

### Surface Parking

- In Off-Street Lot

### In On-Street Setting

- Available 24 hours (nights with Parking Permit)
- Available 24 hours (overnight exception)
- Available Limited Portions of the day

## **Parking by Design Allowance**

Surface Lots anywhere on site

Surface Lots in restricted portions of the site

Structured parking at the first floor and above.

Structured parking not visible at first floor, but allowed above.

Structured parking that is below grade only.

Above ground structured parking that is visibly open to exterior

Above ground structured parking that is concealed by façades and other design elements.

## **Other Critical Issues to understand**

Shared Parking

Leased Spaces

- Lease to Individual
- Lease to Business for Specific Individuals
- Lease to Business for general customer use.

Cost of Parking

## **Construction Cost of Parking**

Structured

- Above Ground Entire Building
- Above Ground Mixed in Multiple Use Building
- Below Ground Mixed in Multiple Use Building or Plaza

Surface Parking

- In Off-Street Lot

In On-Street Setting

- Available 24 hours (nights with Parking Permit)
- Available 24 hours (overnight exception)
- Available Limited Portions of the day

Supply and Demand Today

Supply and Demand in 2020.

Goals

Easy to find – clear to someone arriving in area

Well located – close to final destination

Make parking Inexpensive – The ability to attract retail customers, the ability to attract companies to house office workers, etc., is dependent upon what appears to be fair, low cost parking rates that are competitive with suburban settings, in which land is inexpensive and perceived as plentiful thus allowing for less costly parking scenarios

Make Parking More Expensive – Allowing parking rates to rise to allow construction of new appropriate parking facilities.