Downtown Parking Study and Strategic Plan—Phase I
Parking in Downtown Loveland

January 8, 2018

WALKER CONSULTANTS

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APPENDICES

EXECUTIVE SUMMARY

This report is a summary of methodology and findings from Phase I of the Loveland Downtown Parking Study and Strategic Plan, comprising an assessment of existing conditions within the downtown public parking system, as well as an evaluation of the parking system's ability to accommodate increasing demand over time—over two-year, five-year, and ten-year periods. In addition, included in this report is a brief overview of initial feedback from community members (via a digital survey yielding over 1,000 responses) and from downtown businesses and institutions regarding their perception of the parking system and their support of various parking management, technology, and operational interventions.

Our core findings, as discussed in detail in this report, are that while the public parking system has, on an aggregate basis, sufficient parking to accommodate demand well into the future, supply shortages in high-demand areas are a current issue that will continue to exacerbate over time, causing frustration among parkers, without parking management interventions. Such parking management interventions may initially include expansion and enforcement of existing two-hour limits throughout the study area, designated parking for employees, residents, and other long-term parkers, updates to off-street parking requirements in the downtown, and updates to the signage and wayfinding system. All of these interventions have significant support from the community based on the limited public outreach conducted in Phase I. In the future, as downtown Loveland continues to develop, paid parking in certain areas of the downtown may also be an option to alleviate parking shortages and balance demand.

Phase II of the Loveland Downtown Parking Study and Strategic Plan, beginning in January 2019, will further examine parking management solutions and implementation strategies through additional data collection, expanded public and stakeholder outreach, study of Loveland's existing policies and practices related to parking and mobility, and analysis of best practice solutions to parking issues that users experience in downtown Loveland. This will result in a comprehensive series of recommended parking management solutions and implementation strategies (including funding options) for Loveland's key decision-makers.

EXISTING CONDITIONS

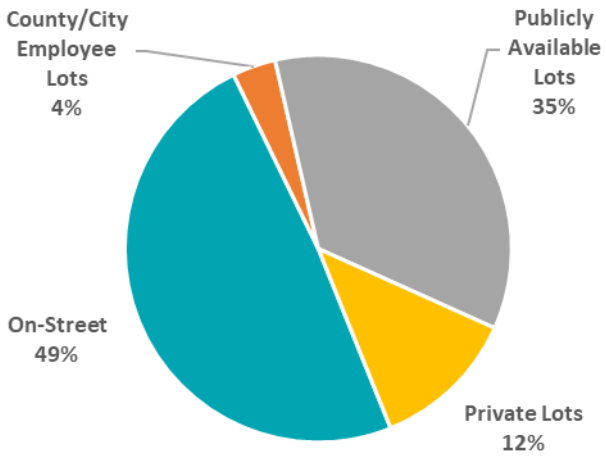
This section addresses the following questions:

1. What were the boundaries of the **area studied?**
2. **How many** publicly-available parking spaces are there in the study area?
3. **How full** are these parking spaces typically, on a representative weekday, weekend, and event day?
4. **How long** are people parking in on-street spaces intended for short-term use?

PARKING IN DOWNTOWN LOVELAND

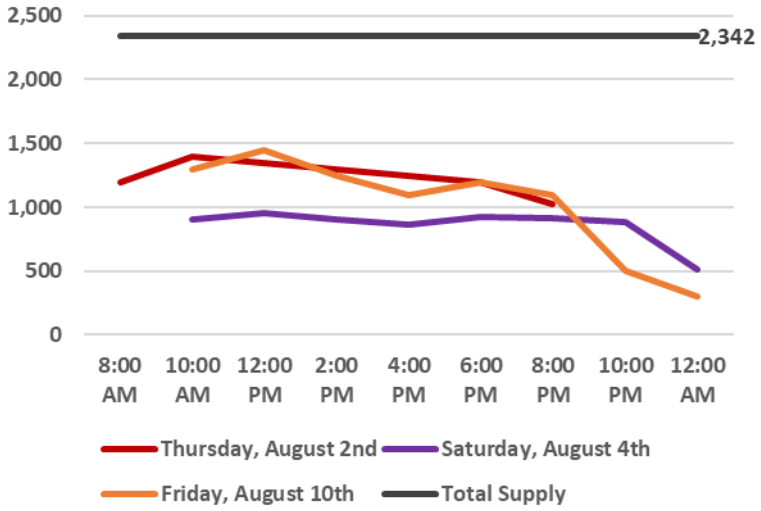
Existing Conditions: Key Takeaways

Total Inventory Distribution

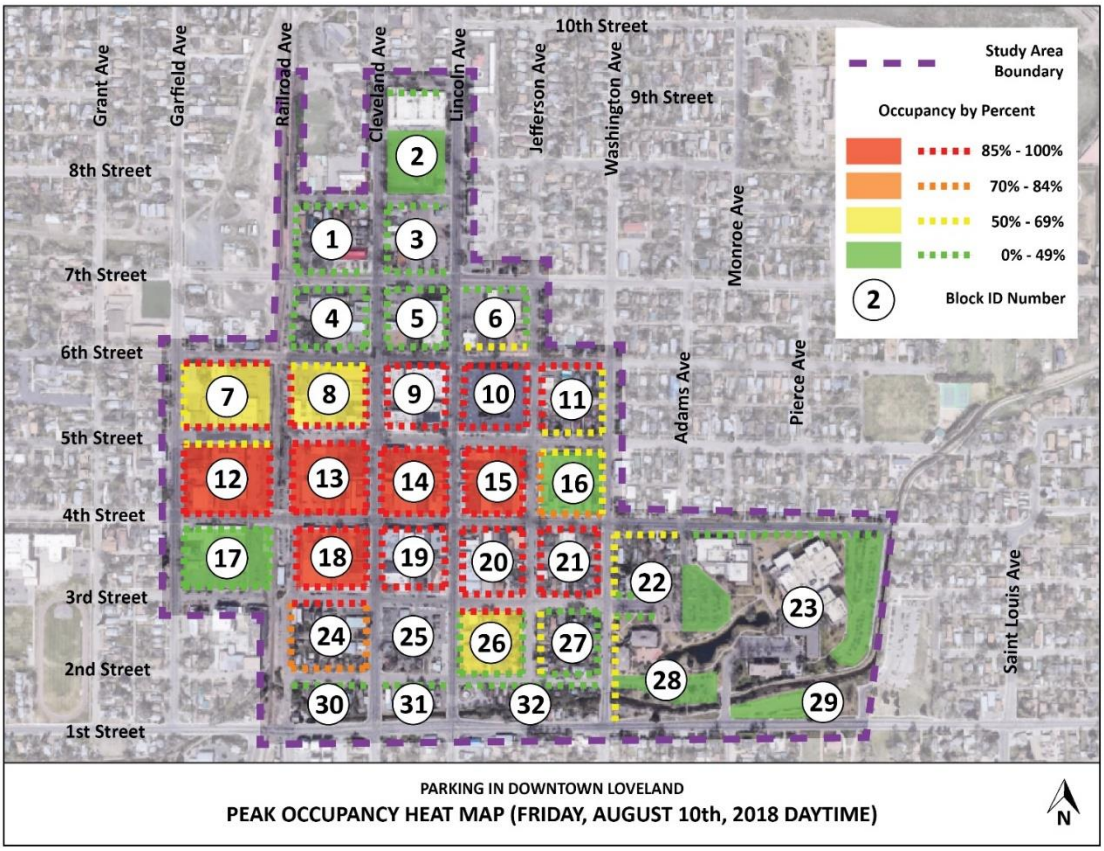


Total publicly-available inventory in the study area is **2,342** spaces. Nearly half the total inventory is on-street spaces while 35% is publicly available lots and 12% is private lots.

Total Parking Demand Distribution Summary



Observed occupancies peaked on Friday, August 10th, at 12:00 PM, with nearly **67%** of the public parking supply occupied.



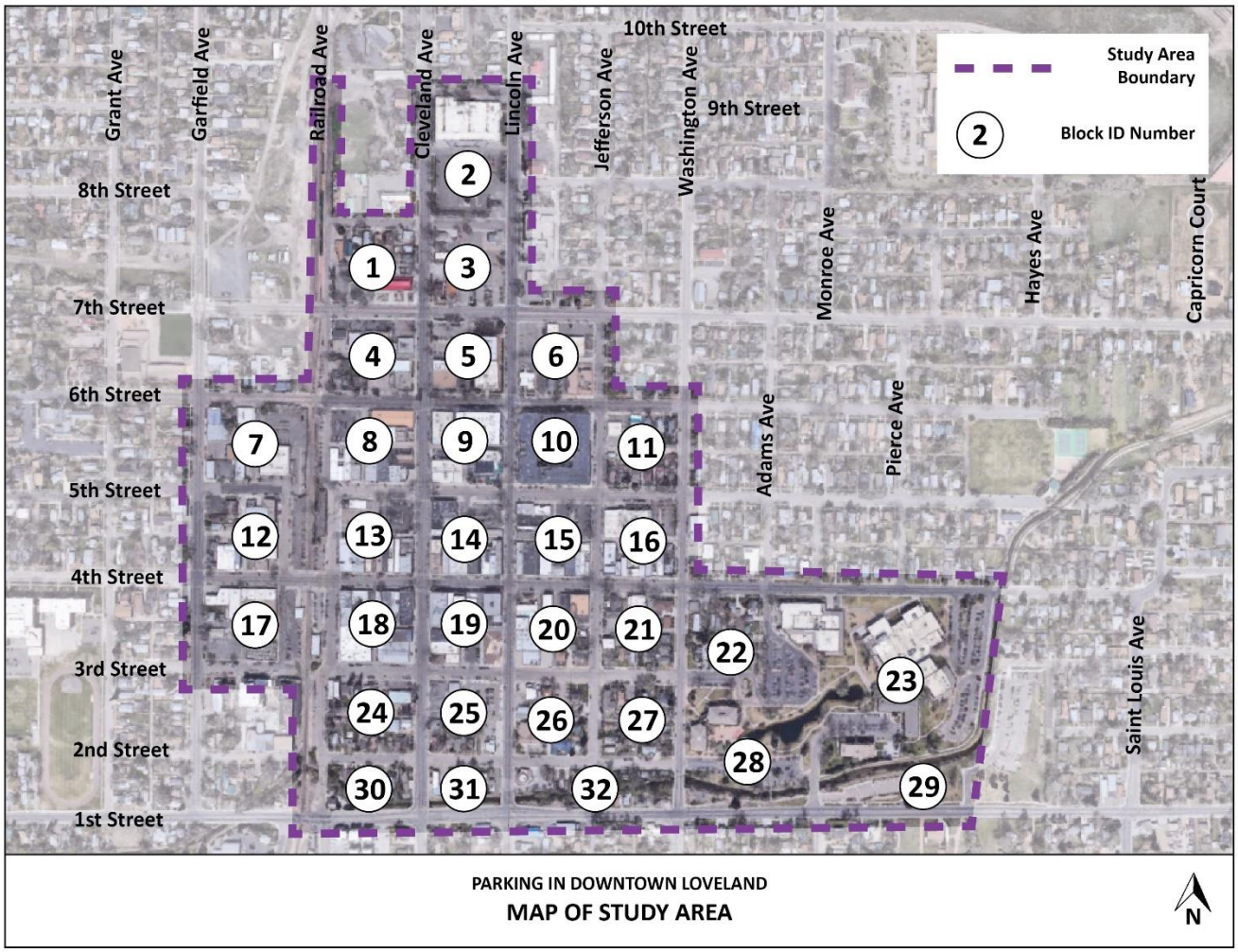
Observed peak occupancy indicates that parking supply is sufficient to meet demand on an aggregate basis; however, there are local parking shortages in "hot spot" areas along the 4th and 5th Street corridors. Nine blocks had greater than 85% on-street occupancy along all four block sides and five blocks had >85% off-street occupancy.

STUDY AREA

Downtown Loveland ("Downtown") is the cultural and historic center of the city and is host to a wide-range of restaurants, retailers, and arts galleries. In addition to the many modern cultural amenities, the historic nature of the downtown, reenergized by recent preservation efforts, has made it an attractive place for tourists and visitors alike and has served as an anchor for future community reinvestment.

Walker surveyed a 32-block area, approximately a quarter of a square mile, which forms the basis of Downtown. The parking study area, as established by the City, is comprised of the historic West 4th Street corridor from Railroad Avenue to Washington Avenue, added to the registry of Historic Places in 2015, as well the surrounding blocks near downtown which includes office, residential, and civic uses. The Study Area, as Walker understands, is bounded by E. 9th Street to the north, East 1st Street to the south, Garfield and N. Railroad Avenues to the west, and Washington Avenue and the creek to the east. Figure 1-1 displays the Study Area boundaries and includes block numbers used throughout this document.

Figure 1-1: Study Area



Source: Walker Consultants, 2018

PARKING INVENTORY

Walker collected inventory in the Downtown on August 1, 2018 for both on-street spaces and off-street, publicly-available surface lots greater than five spaces. Walker identified spaces by lot and street identification, capacity, any time-hour and user restrictions, as well as by ADA space availability. A total supply of ± 2,342 spaces were identified within the Study Area. Figure 1-2 and Table 1-1 display the distribution of the inventory by space type.

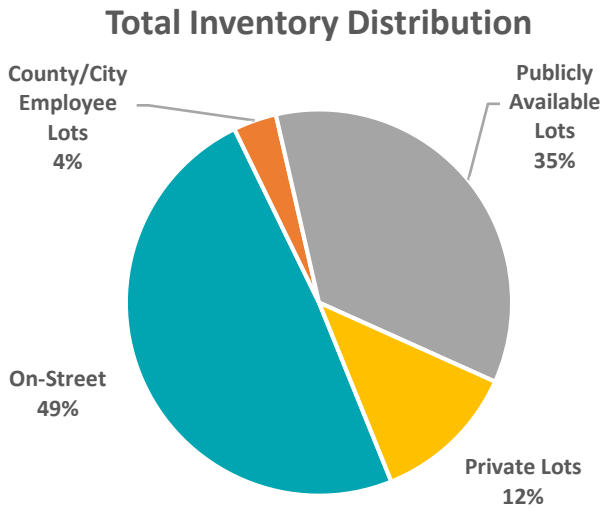
The number of unstriped or non-formally-delineated spaces within the study area was estimated using measurements for typical parking stall dimensions.

Table 1-1: Total Inventory Distribution

Type of Parking	Number of Spaces	% of Inventory Total
On-Street	1,145	49%
County/City Employee Lots	85	4%
Publicly Available Lots	827	35%
Private Lots	285	12%
Total	**2,342**	**100%**

Source: Walker Consultants, 2018

Figure 1-2: Chart of Total Inventory Distribution



Source: Walker Consultants, 2018

Of the ±2,342 total spaces identified, more than 95 percent of spaces have some degree of public access availability. Only ± 4 percent of the inventory is restricted from public use (fleet vehicle storage, employee only lots, etc.).

On-street spaces comprise nearly 49 percent of the surveyed inventory, with publicly available surface lot spaces comprising 35 percent of the total inventory, or 827 spaces. This includes signed municipal lots and civic-use facilities i.e. library lot, civic center lot, recreation center lot, etc. The remaining ±16 percent of the inventory is comprised of government employee/vehicle storage lots and large private lots with de facto public availability, such as the Safeway parking lot. Small private lots clearly reserved for other parties were not included in the count.

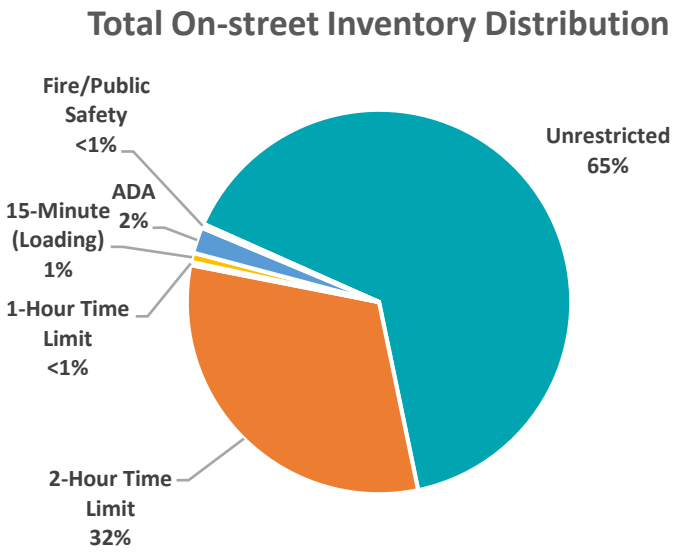
Figure 1-3 and Table 1-2 detail the segmentation of the on-street inventory by posted restrictions observed and recorded in the field.

Table 1-2: On-Street Inventory Distribution

Type of On-street Parking	Number of On-street Spaces	% of On-street Inventory Total
Unrestricted	745	65%
2-Hour Time Limit	359	31%
1-Hour Time Limit	3	0.3%
15-Minute (Loading)	9	1%
ADA	25	2%
Fire/Public Safety	4	0.3%
Total	**1,145**	**100%**

Source: Walker Consultants, 2018

Figure 1-3: Chart of On-Street Inventory Distribution



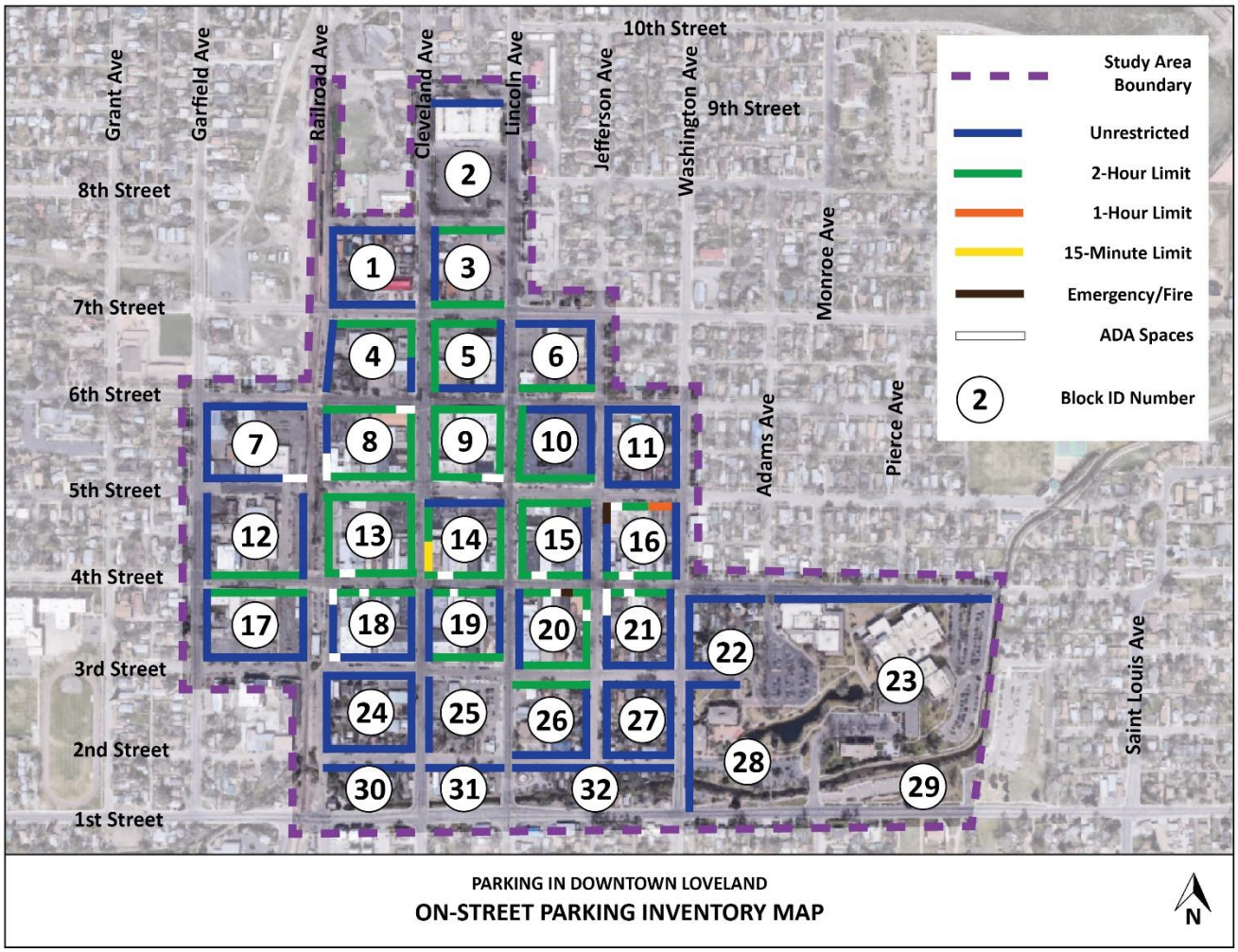
Source: Walker Consultants, 2018

Nearly 65 percent of the on-street inventory surveyed within the Study Area is unrestricted, meaning no time limit is enforced. 2-Hour time limits comprise 32 percent of the available on-street space inventory (enforced

Monday- Friday; 8 am to 6 pm). Many of these spaces are found in the Downtown Core along W. 4th Street and perpendicular side streets. ADA spaces make up 2 percent of the total on-street inventory.

Figure 1-4 displays the geographic distribution of the on-street inventory by time allowance.

Figure 1-4: On-Street Parking Inventory Map



Source: Walker Consultants, 2018

Figure 1-5 and Table 1-3 display the distribution of the off-street inventory. In total, Walker surveyed ± 827 spaces for public use. While the share of on-street public inventory exceeds off-street, the City manages several strategically positioned surface lots available for public use.

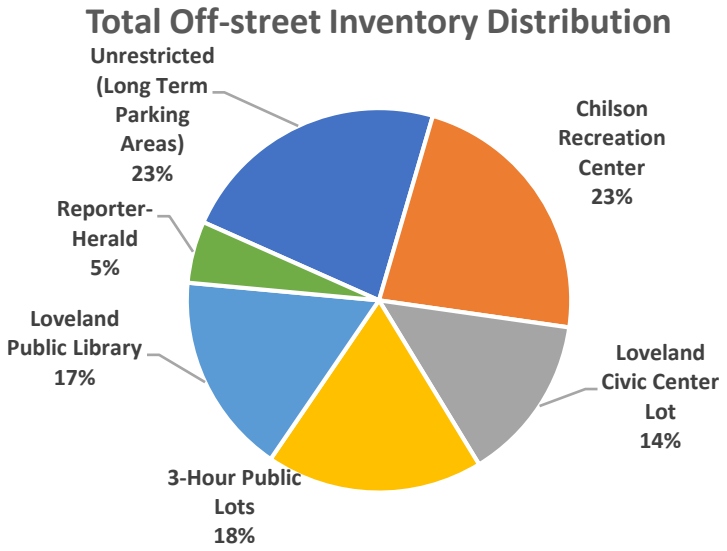
Table 1-3: Off-Street Inventory Distribution

Type of Off-street Parking	Number of Off-street Spaces	% of Off-street Inventory Total
Unrestricted (Long Term Parking Areas)	189	17%
Chilson Recreation Center	188	16%
Loveland Civic Center Lot	116	10%
3-Hour Public Lots	151	13%
Loveland Public Library	140	12%
Reporter-Herald	43	4%
Total	**827**	**100%**

Source: Walker Consultants, 2018

Note: the first number displays the lot inventory, while the second number displays the percentage allocation of the total number of off-street spaces that the lot represents.

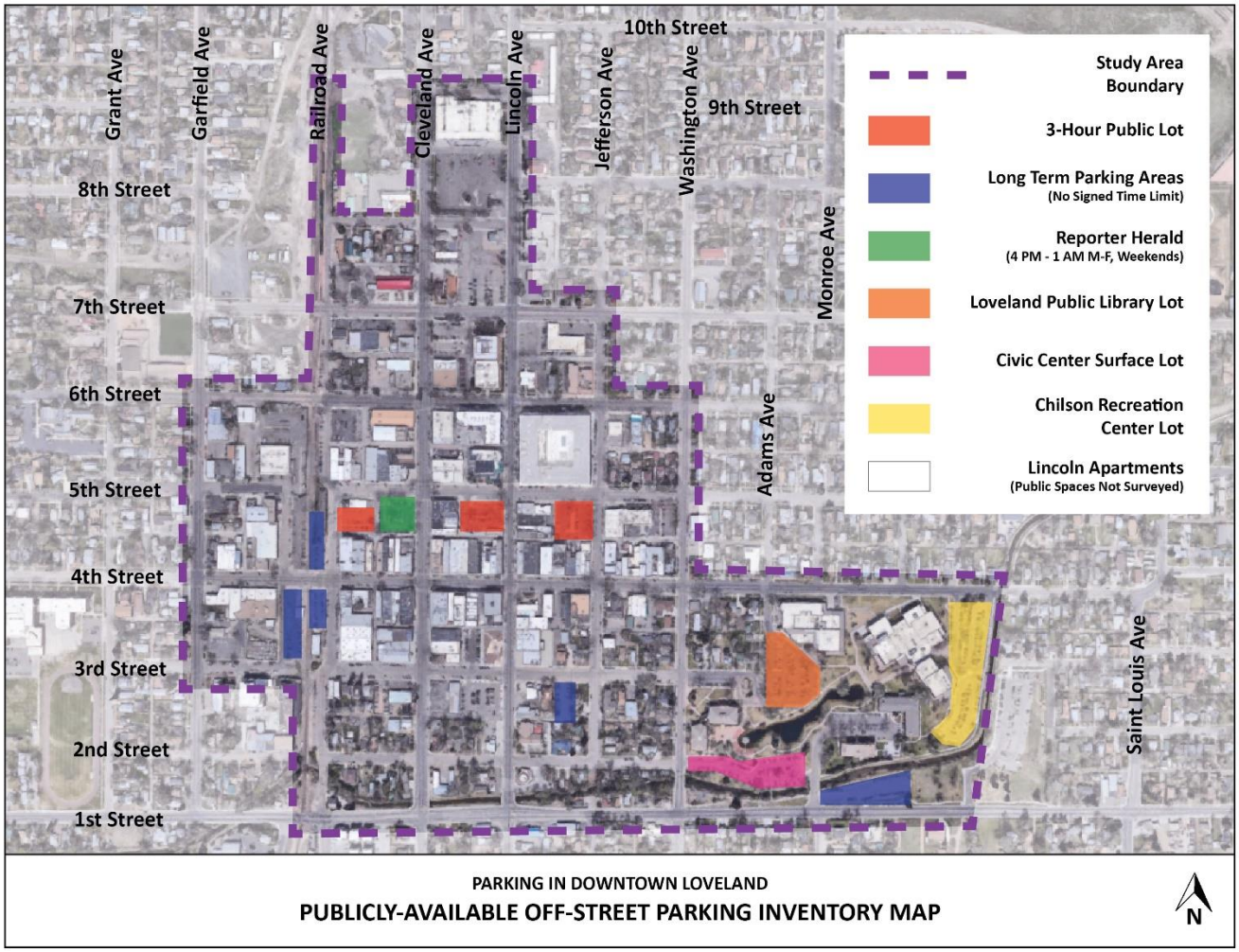
Figure 1-5: Chart of Off-Street Inventory Distribution



Source: Walker Consultants, 2018

The publicly-available off-street supply is evenly divided between unrestricted long-term parking areas (aside from overnight parking restrictions in some areas), and 3-Hour public lots. Civic facilities—e.g. the library, recreation center, and civic center lots, comprise nearly ± 54 percent of the publicly-available off-street inventory. Figure 1-6 depicts the geographic location of these lots across the Study Area.

Figure 1-6: Publicly-Available Off-Street Parking Inventory Map



Source: Walker Consultants, 2018

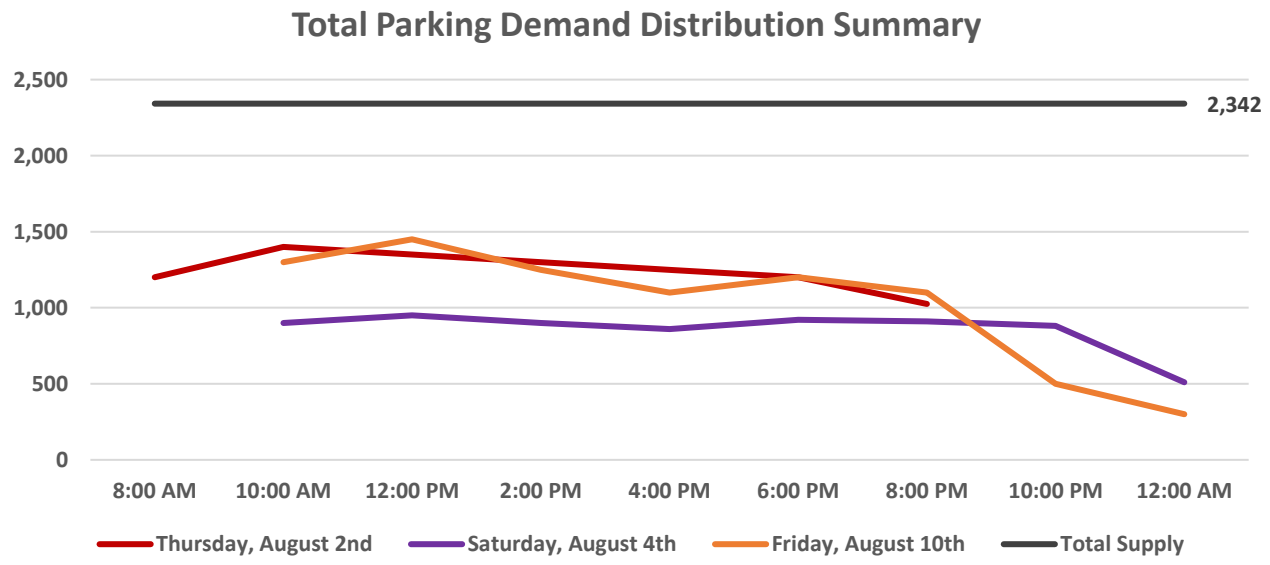
Walker observed a total of three 3-HR public parking lots along W. 5th Street which serve both daytime and evening uses. The Reporter Herald lot (shown in green above), is restricted for daytime employee parking but offers parking to the general public after 4 pm and on weekends. Walker observed high weekend utilization at this facility with food and beverage establishments nearby. Walker inventoried five long-term parking areas (shown above in blue), three of which are located near the rail tracks between Garfield and N. Railroad Avenues. Three of these lots are signed and designated as long-term public parking. Additionally, the Chilson/Civic Center lot across the creek is unrestricted.

PARKING OCCUPANCY

Walker performed field occupancy counts for three (3) total days in August 2018 to document space utilization across a typical weekday, weekend, and special event design day. Thursday August 2, 2018 and Saturday August 4, 2018 were selected with the intention of representing typical weekday and weekend conditions with Friday August 10, 2018 serving as a typical special event observed, during which the monthly Friday Night on the Town was held from 5 pm to 9 pm. Counts were performed between the hours of 8 am to 8 pm Thursday August 2nd, 10 am to midnight Saturday August 04th, and 10 am to midnight Friday August 10th, and were performed every two hours.

The following chart, Figure 1-7, summarizes Walker's field occupancy findings. A detailed table of all field occupancy results recorded can be found in the Section 1 Appendix.

Figure 1-7: Total Parking Demand Distribution Summary



Source: Walker Consultants, 2018

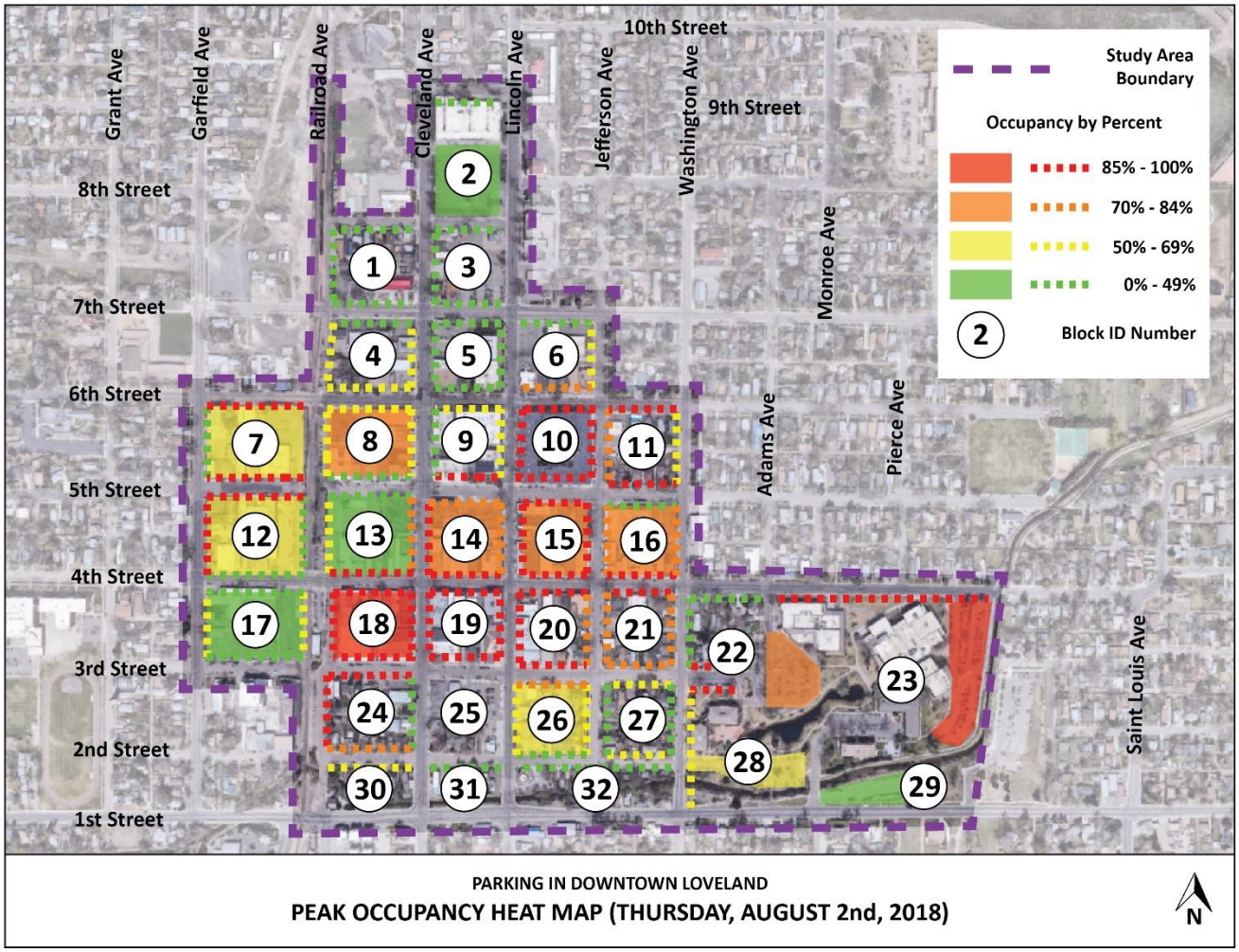
For a typical weekday (shown in red), observed parking occupancy peaked at noon with 1,350 spaces, or 58 percent of the available supply occupied. Weekend occupancy (shown in purple) peaked at noon with 949 spaces, or 41 percent of the available supply occupied. For the special event day (shown in orange), a daytime peak occurred at noon with 1,427 spaces, or 61 percent of the available supply occupied followed by a secondary evening peak of 1,194 spaces or 51 percent at 6 pm.

While an overall adequacy of spaces exists within the Study Area, "hot spot" areas were observed, in which recorded parking demand exceeded 85 percent, across several block faces. The following heat maps display parking demand at the peak hour for both August 02nd, August 04th, and August 10th.

THURSDAY, AUGUST 2ND, 2018 OCCUPANCY

Figure 1-8 displays the peak occupancy observed for Thursday, August 02nd. At noon, peak hour total utilization reached 58 percent with "hot-spots" observed across several block faces.

Figure 1-8: Peak Occupancy Heat Map – Thursday, August 02, 2018



Source: Walker Consultants, 2018

At the peak hour, the following "hot-spots" were observed, with an occupancy rate of 85 percent and higher:

- W. 4th Street (Blocks 12-21)
- Blocks 18 and 19 perimeters, including the public surface lot on block 18
- The north face of block 12
- Blocks 10 and 15 perimeters
- 3rd Street between blocks 22 and 28 just west of the library

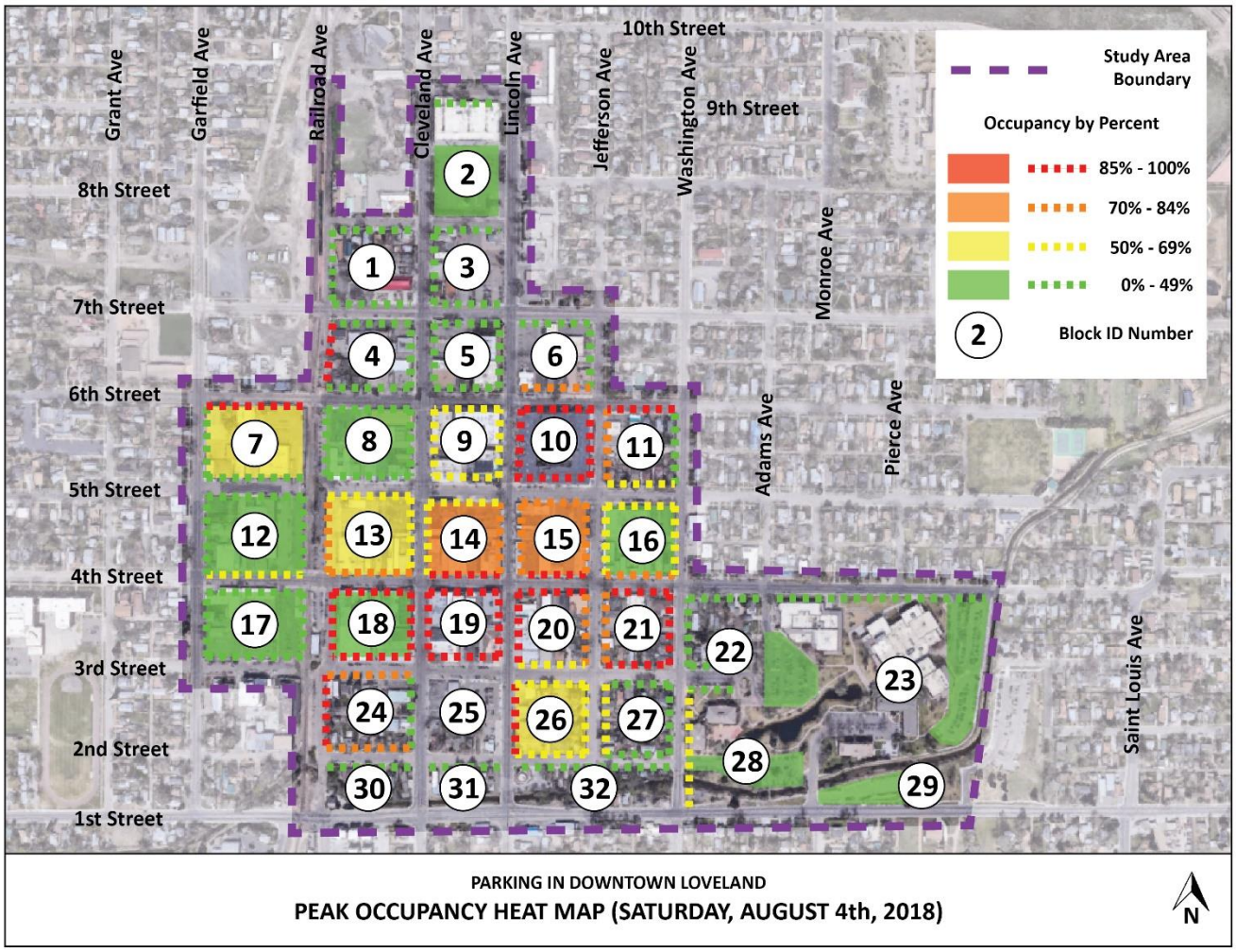
SATURDAY, AUGUST 4TH, 2018 OCCUPANCY

Figure 1-9 displays the peak occupancy for Saturday, August 4th, where total utilization reached 41 percent with "hot-spots" observed across several block faces. Walker noted lower demand compared to the weekday utilization patterns observed on August 2nd and August 10th.

The angled 2-hour on street spaces on W. 4th Street (see blocks 14 south face, 15 south face, 19 north face, 20 north face) yielded occupancies exceeding 85 percent. In addition, all block faces along blocks 10, 18, and 19 had

occupancies exceeding 85 percent. Other surface lots and on street block faces saw lighter occupancies at the peak hour.

Figure 1-9: Peak Occupancy Heat Map – Saturday, August 04, 2018

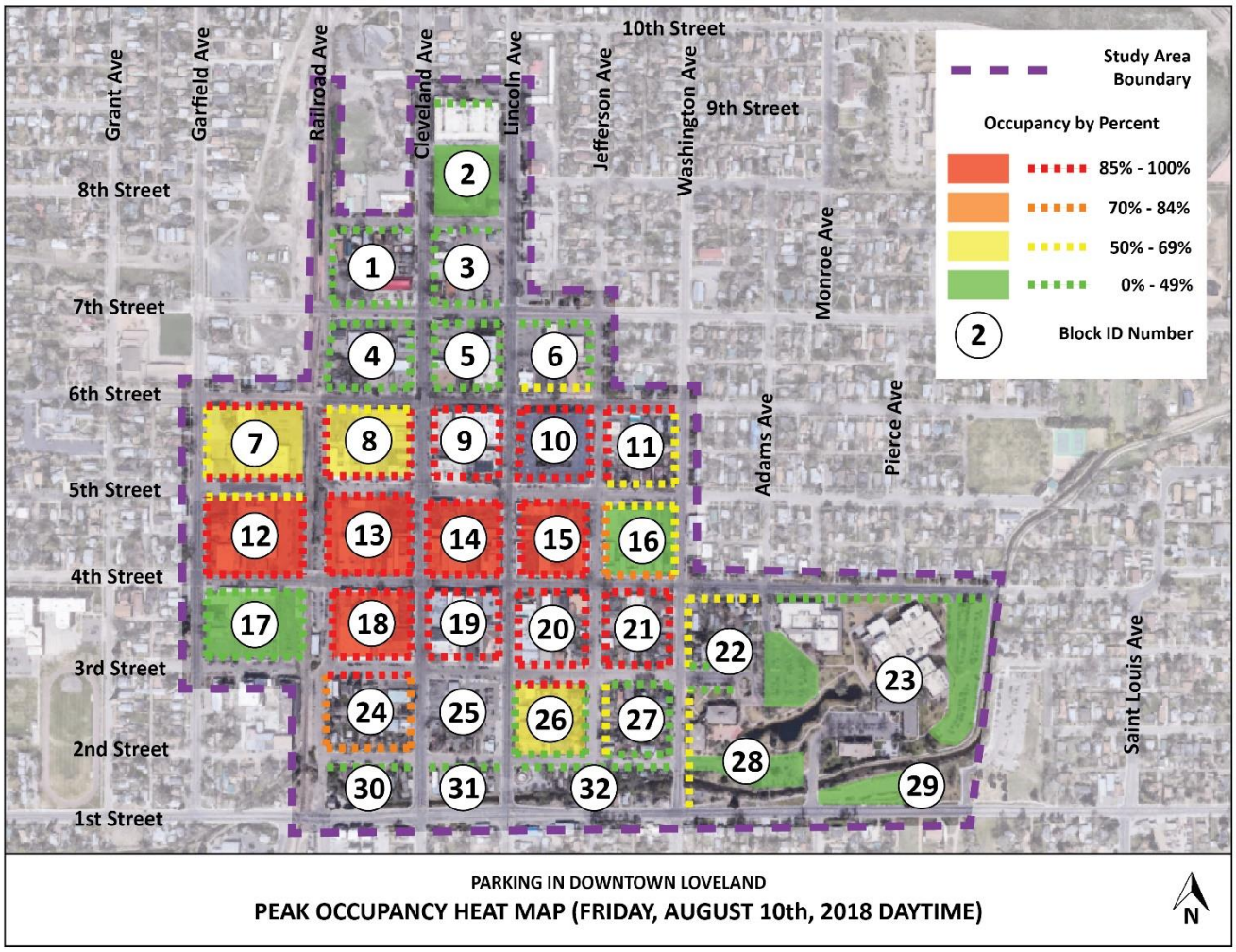


Source: Walker Consultants, 2018

FRIDAY, AUGUST 10TH, 2018 OCCUPANCY

Figures 1-10 and 1-11 display daytime and evening peak hour occupancy for the special event day observed. At the noon hour occupancy reached a peak of 56 percent, or 1,315 spaces. Across the evening hours, the peak observed was 51 percent, or 1,194 spaces which occurred at the 6 pm hour.

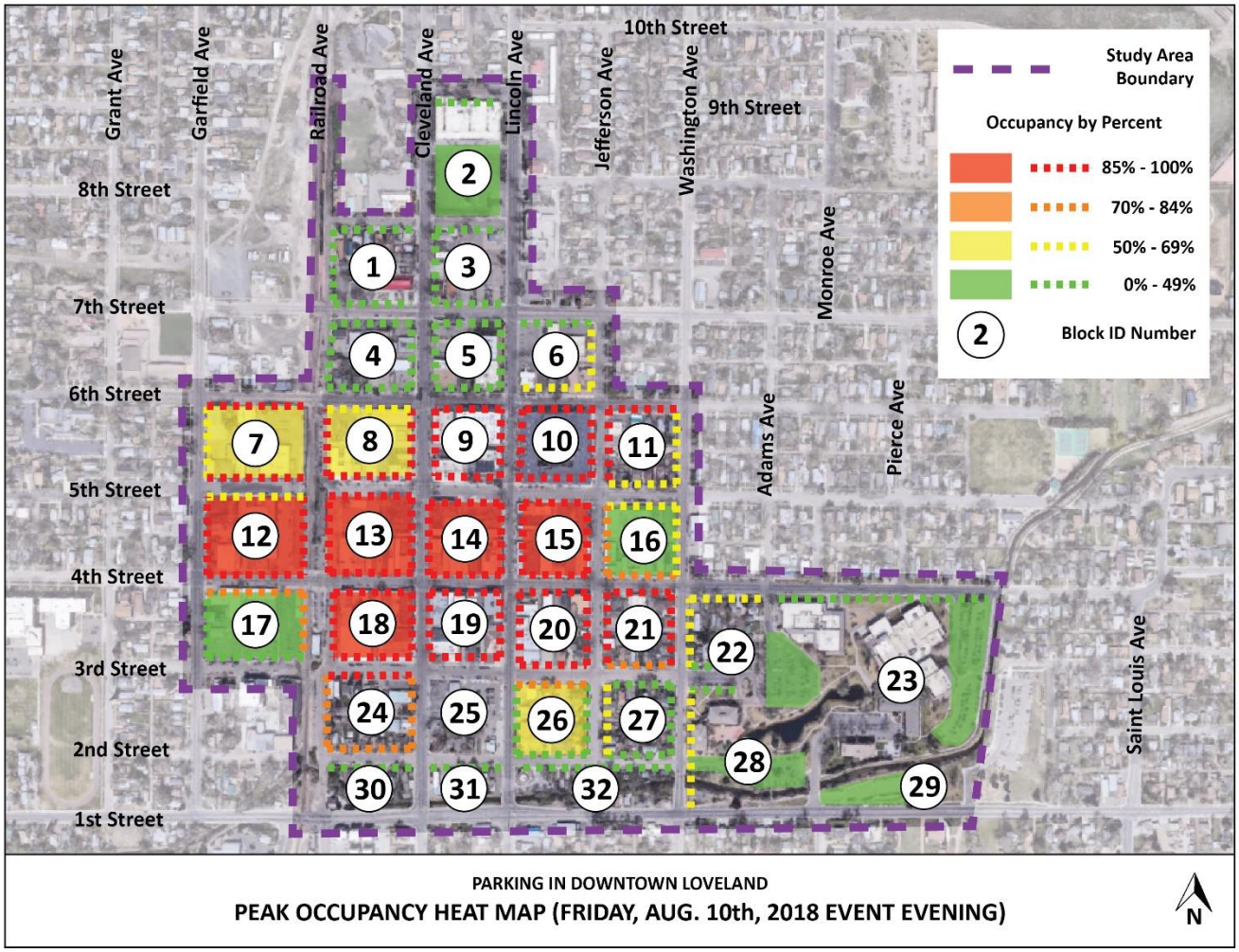
Figure 1-10: Peak Occupancy Heat Map – Friday, August 10, 2018 (Daytime Peak)



Source: Walker Consultants, 2018

Blocks 14, 15, and 18 all saw occupancies of 85 percent or higher at the peak noon hour. Similarly, the on-street angled spaces along W. 4th Street were occupied at the 85 percent and above rate (block faces 13, 14, 15, 18, 19 and 20 with 4th Street access). High on-street utilization was also observed for blocks 9, 10, and 21.

Figure 1-11: Peak Occupancy Heat Map – Friday, August 10, 2018 Event Evening



Source: Walker Consultants, 2018

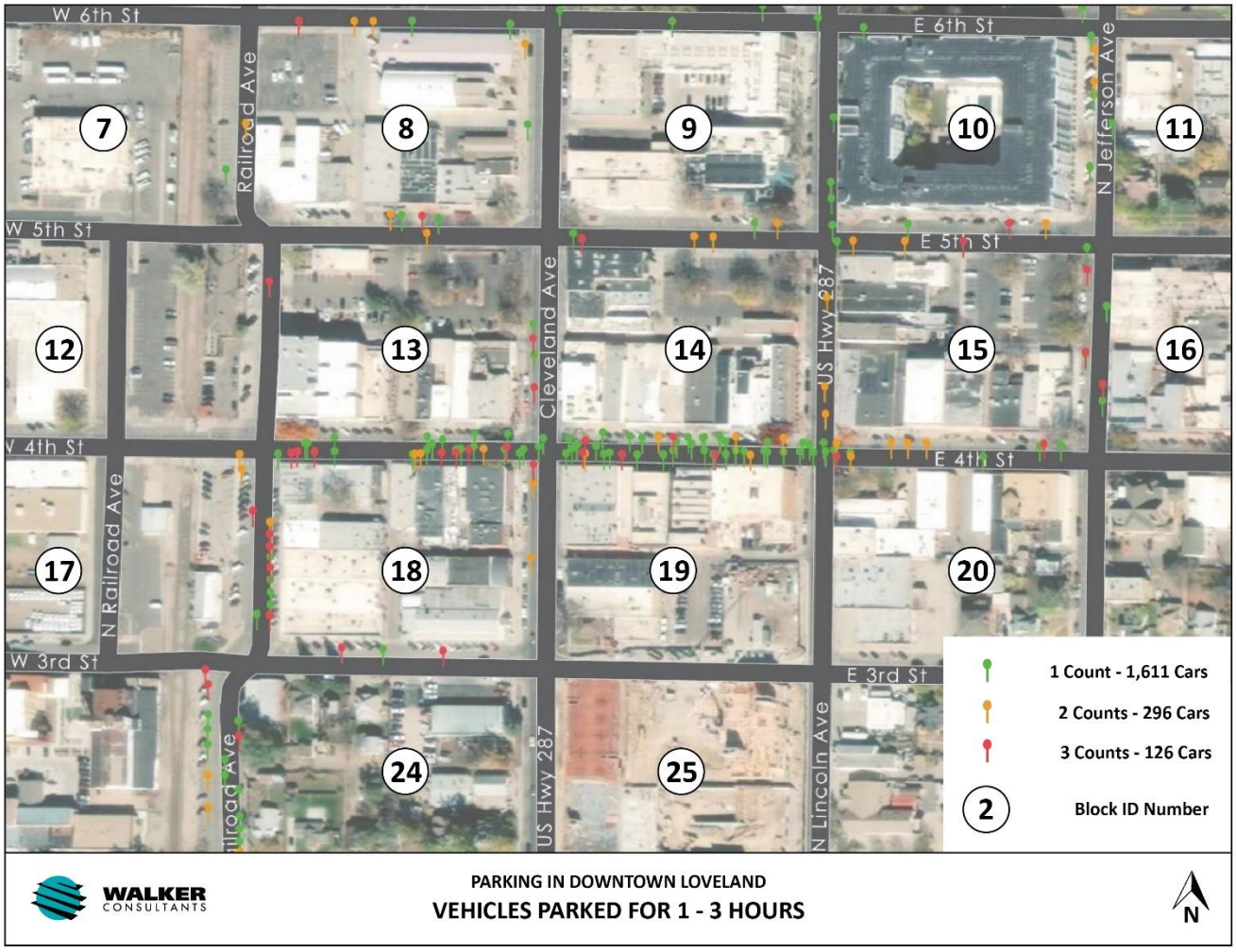
Blocks 9, 10, 13, 14, and 15 yielded occupancies of 85 percent or greater at 6 pm for the special event evening on Friday, August 10th. Likewise, all of the on-street angled spaces along W. 4th Street between Garfield Avenue to Jefferson Avenue saw utilization of 85 percent or greater. Block 18 also saw high-demand with the on-street spaces and surface lot near N. Railroad Avenue near capacity. Similarly, Block 12 surface parking was near full capacity.

PARKING TURNOVER AND DURATION

Walker performed a full turnover and duration study, for posted weekday daytime hours of enforcement, to document parking behaviors occurring on street—in particular, the tendency of parkers in the Downtown Core to exceed posted time limits. This data is collected to help evaluate enforcement policies and practices which are in place to ensure parking space availability through regular space turnover. Inadequate space turnover can create greater parking stresses in certain "hot-spot" areas, particularly those intended for short-term parkers like customers and visitors, and create the perception of parking availability issues even when there is an adequacy of supply.

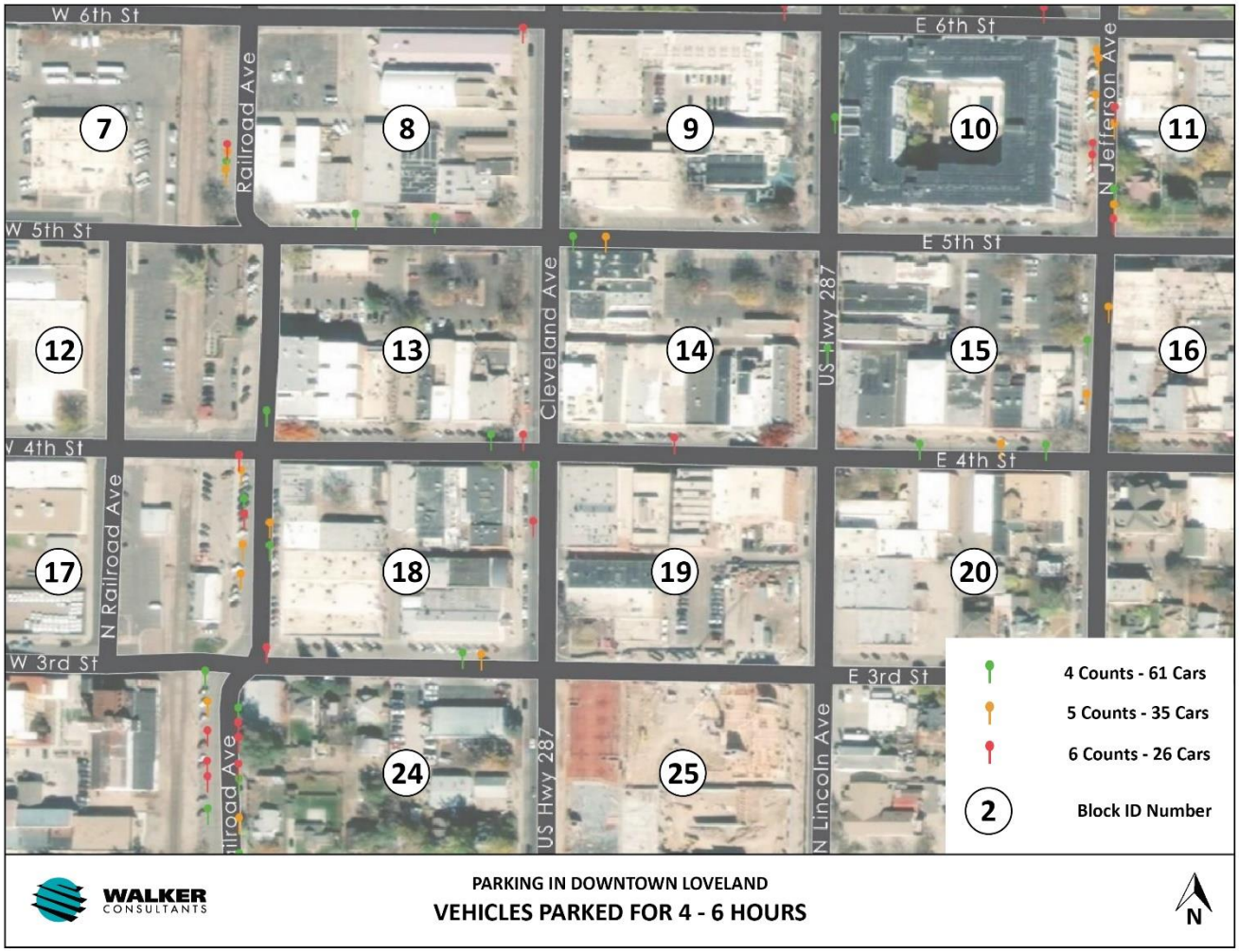
Walker employed a license plate recognition (LPR) camera-based system to observe on street activity collecting hourly data between 8 am to 6 pm Wednesday August 01, 2018. The following figures connote the length of time each vehicle surveyed was parked in its space--each "count" is representative of one hour. Note that while some of the streets surveyed do not have the two-hour time limit (though most do), the area surveyed represents the core of the downtown study area where parking facilities are in high demand and turnover is essential in ensuring that those parking facilities can serve as many parkers as possible.

Figure 1-12: Vehicles Parked for 1-3 Hours



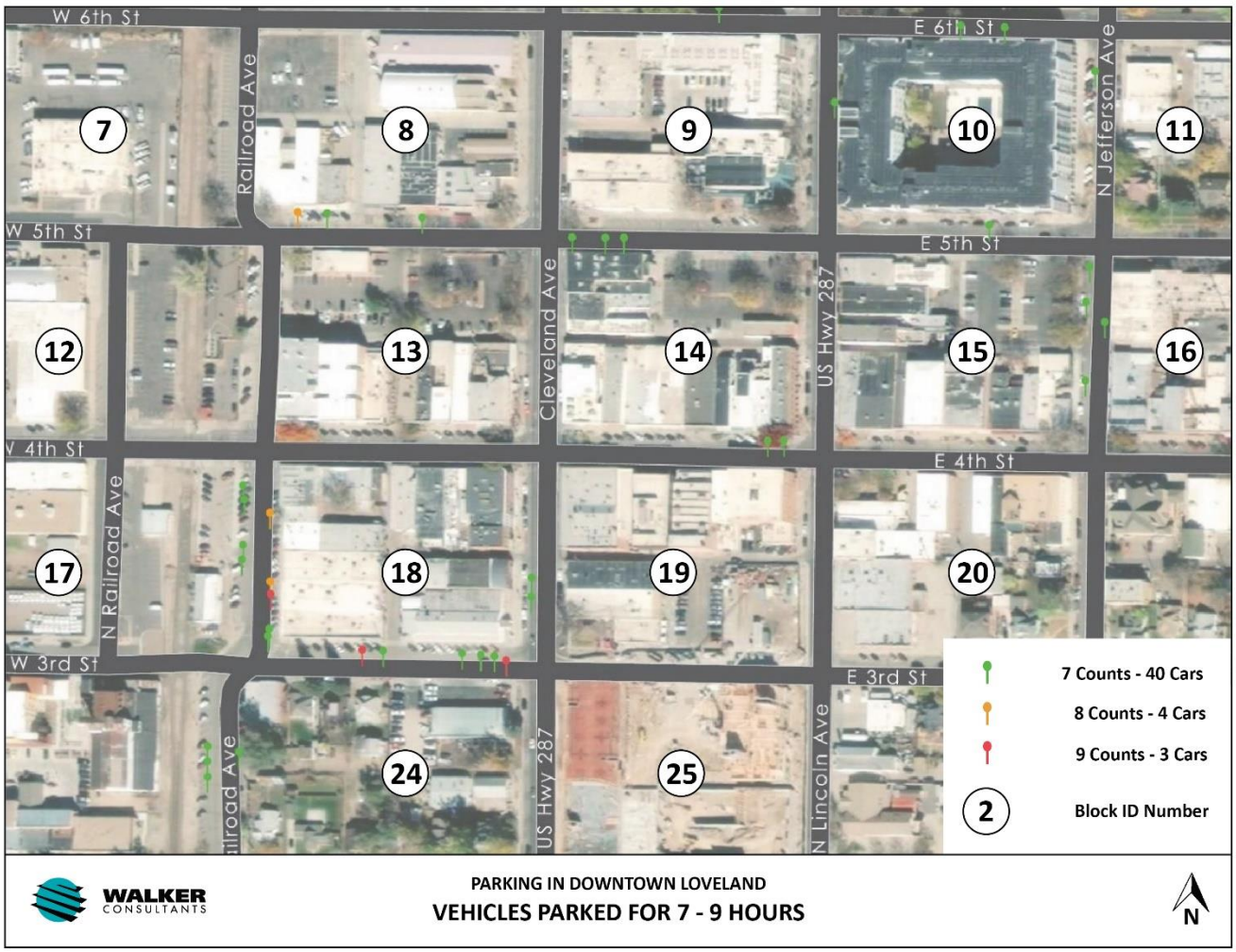
Source: Walker Consultants, 2018

Figure 1-13: Vehicles Parked for 4-6 Hours



Source: Walker Consultants, 2018

Figure 1-14: Vehicles Parked for 7-9 Hours



Source: Walker Consultants, 2018

Nearly 87 percent of cars surveyed in on-street spaces are staying for 2 hours or less—an indication that most vehicles are adhering to the posted time requirements and that parkers are using on-street spaces for short-term stays (2 hours or less). The remaining 13 percent are both long-term parkers (3 hours or more) parking in unregulated on-street spaces as well as some overtime violators (16 violators parked over the 2-hr limit on 4th Street were detected).

It is important that enforcement be conducted on a routine and consistent basis to ensure an adequate space turnover of prime spaces which are often the most visible and desirable spaces with closer proximity to business door fronts. It is from this supply of spaces that motorists often perceive there to be a lack of or an abundance of parking available. Therefore, parking management is an essential tool to balance supply and demand.

For occupancies observed on Friday August 10th, the on-street angled spaces along W. 4th Street were occupied at the 85 percent and above rate (block faces 13, 14, 15, 18, 19 and 20 with 4th Street access). These highly visible angled spaces communicate to motorists the overall parking space availability system-wide often when

there is available surface inventory nearby. Therefore, it is important that these spaces be promoted for short-term customer and visitor use with employee parking promoted across available peripheral public long-term parking areas and that on-street spaces, because of their proximity and high-visibility, turnover on a routine and consistent basis.

CONCLUSION

Based upon our analysis of the collected data, Walker can offer the following summary findings and recommendations:

- Walker identified a total supply of ± 2,342 spaces of which 95+ percent are available for public use;
- Nearly half of the available public parking inventory is on-street spaces with 65 percent comprising unregulated time space with another 32 percent comprising 2-hour time limit spaces;
- A total of ±827 off-street spaces were identified across the Study Area offering a mix of 3-hour and long-term parking;
- Parking occupancies consistently peak at the noon hour with the greater occupancy occurring on observed weekdays;
- Overall, occupancy peaked at the noon hour with 1,350 spaces, or 57 percent of total spaces occupied on Thursday August 02nd;
- An August 10th special event peak occupancy of 51 percent, or 1,194 was recorded at 6 pm;
- Overall, there is an adequacy of public parking, however, “hot-spots” were consistently observed across several key blocks;
- Angled, 2-hour spaces along W. 4th street consistently saw occupancies of 85 percent or higher indicating full utilization across high-demand hours of the day;
- The downtown core area blocks 8, 9, 10, 13, 14, and 15 saw healthy utilization across weekday and weekend peak hours;
- Approximately 87 percent of vehicles parked in on street spaces are staying for two hours or less;
- Enforcing 2-hour time zoned spaces can promote greater turnover and space availability across key “hot-spot” areas and encourage greater space availability for visitor and customer use.

FUTURE CONDITIONS

This section addresses the following questions:

1. Based on what we know so far, **how many publicly-available parking spaces will there be** in the two-year, five-year, and ten-year time frames?
2. Based on what we know so far, **how will parking demand be accommodated** by parking supply in the two-year, five-year, and ten-year time frames?

PARKING IN DOWNTOWN LOVELAND

Future Conditions: Key Takeaways

YOU ARE HERE

2018

2020

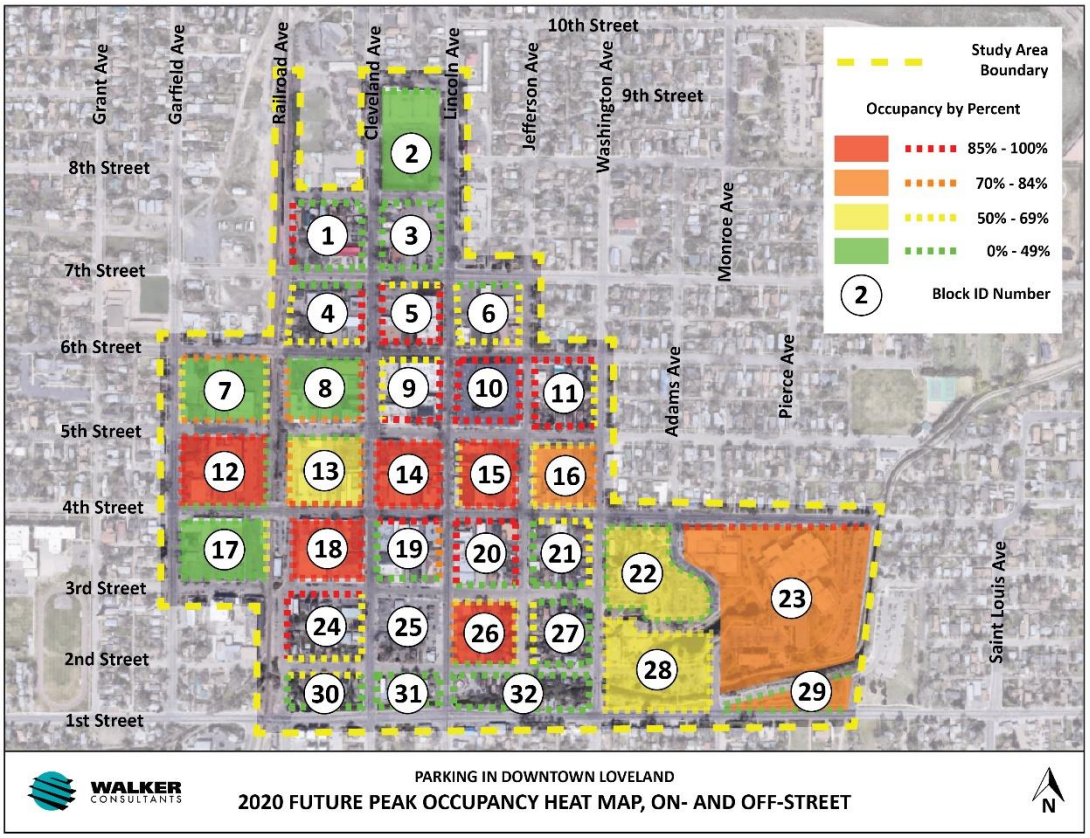
Public parking supply will continue to meet projected demand on an aggregate basis, with some crunches in high-demand areas.

2023

Public parking supply will continue to meet projected demand on an aggregate basis, with some crunches in high-demand areas.

2028

Projected parking demand may exceed publicly-available supply, assuming little to no new parking is constructed alongside new development. The parking supply is anticipated to decrease from the current supply.



Although public parking supply can meet demand on an aggregate basis well into the future, as shown in the 2020 heat map to the left, existing supply crunches in the downtown core, particularly along 4th and 5th streets, will be exacerbated without parking management interventions, such as the expansion and enforcement of 2-hour time limits.

METHODOLOGY AND KEY FINDINGS SUMMARY

The purpose of this section is to provide an assessment of how future growth in Downtown Loveland is likely to impact parking demand, and the adequacy of public parking supply, in the near-term, mid-term, and long-term.

First, it should be noted that projecting future parking demand is not an exact science. Presently unknown development projects, dramatic shifts in population, and transportation infrastructure decisions, in addition to many other factors, can impact parking demand. To estimate future public parking supply and demand for downtown Loveland in near-term (1-2 year), mid-term (5-year), and long-term (10-year) time frames, Walker performed the following tasks:

1. **Near Term- Future of Public Parking in the Next 1-2 Years**
    a. **Supply:** Since data collection was conducted in August 2018, the Foundry parking garage was opened to the public, adding 300 publicly-available parking spaces to the downtown inventory. In the next two years, more surface spaces will be added from lot and right-of-way reconfiguration near N. Railroad and 6th Street.
    b. **Demand:** In the near-term, Walker was able to use known development projects, such as the Foundry, to project likely impacts to parking demand over the next one to two years.
2. **Mid-Term- Future of Public Parking in the Next 5 Years**
    a. **Supply:** In the next five years, downtown Loveland's public parking supply will start to be impacted by implementation of the HIP Streets Plan, resulting in some elimination of on-street spaces.
    b. **Demand:** In the five-year timeframe, development scenarios are not as well-known. As such, Walker took a conservative approach, assuming that parking demand will grow commensurate with expected population growth in the downtown core—an average of 3% per year.
3. **Long-Term- Future of Public Parking in the Next 10 Years**
    a. **Supply:** Over the next ten years, downtown Loveland's public parking supply will continue to be impacted by implementation of the HIP Streets Plan, resulting in additional elimination of on-street spaces.
    b. **Demand:** As with the five-year timeframe, development scenarios are virtually unknown. In the ten-year timeframe, Walker continued to assume a 3% annual growth in parking demand based on expected population growth downtown.

In summary, Walker's analysis found that public parking supply will continue to accommodate demand for the next five years under the assumptions discussed above. In the five-to-ten year timeframe, projected demand is expected to exceed total supply by a margin of 14 spaces, and exceed effective supply (85% of total supply, with a 15% cushion to prevent long searches for parking spaces) by a margin of nearly 500 spaces. However, this analysis has not assumed any inventory added as a result of new development, which is unlikely to be the case; if even a small number of developers build their own parking to accommodate the demand they add to the system, parking supply shortages would be alleviated. In addition, parking management interventions, such as time limit enforcement in high-demand areas, as well as transportation demand management and general encouragement of alternative modes of transportation, would create a more effective and efficient parking system for all users long into the future.

KEY FINDINGS

Based on the methodology and assumptions described above, Walker's analysis found that parking supply will accommodate projected demand well into the future, through the near- and mid-terms. However, at the 10-year mark, typical event days, such as Nights on the Town, will be likely to generate parking demand that exceeds supply. Also, it should be noted that despite the sufficiency of supply on an aggregate basis in the 2-year and 5-year time frames, localized parking shortages are still likely to occur, and be exacerbated over time without parking management interventions.

As noted above, this future demand analysis assumes that growth in the downtown core will generally follow historical growth patterns over the next ten years, which may not be the case. The City of Loveland should make adjustments in its decision-making about parking infrastructure based on the pace and location of new development as it occurs.

THE FUTURE OF PUBLIC PARKING: IN THE NEXT TWO YEARS

The following section discusses the following:

- How is parking demand expected to grow or change in the next two years?
- How is public parking supply expected to change in the next two years?
- Will parking demand be accommodated by public parking supply in the next two years, and to what degree?

HOW IS PARKING DEMAND EXPECTED TO GROW OR CHANGE IN THE NEXT TWO YEARS?

Walker projected parking demand for known developments, such as The Foundry, and assessed the ability of that demand to be accommodated in near-term public parking supply. The following figure (Figure 2-1) summarizes these known developments.

Table 2-1: Development Project Summary

Development Project	Proposed Use	Size/Area of Development	Units of Measurement	Parking Added? (Y/N)	Proposed Spaces
Heartland Café Redevelopment	Residential	47	DU	Y	21 onsite total (14 acquired from City)
	Retail	5,700	Sq. Ft.	TBD	TBD
323 N. Railroad Ave.	Retail	900			
4th & Garfield Mixed-Use	Restaurant	12,000			
	Retail	7,000			
The Foundry	Residential	155	DU	Y	466 total spaces (300 for public use)
	Cinema	625	Seats		
	Hotel	95	Rooms		
Total	**Hotel**	**95**	**Rooms**		**487**
	Residential	**202**	**DU**		
	Restaurant	**12,000**	**Sq. Ft.**		
	Retail	**6,600**			
	Cinema	**625**	**Seats**		

* Walker assumed a retail/restaurant division of the unclassified mixed-use space totaling 19,000 sf, as well as roughly 60 percent restaurant and 40 percent retail use based on programming characteristics of similar developments.

Source: City of Loveland, 2018

Because the downtown public parking supply in Loveland is, by nature, a shared resource, Walker used its proprietary Shared Parking Model, which projects parking demand among uses sharing parking rather than using their own reserved parking. The Shared Parking Model takes into account the following factors:

- Base parking ratios for each individual use (the number of parking spaces generally needed for each unit of density—for example 1 parking space per 1,000 square feet of floor area)
- Differences among uses in monthly parking demand distribution
- Differences among uses in daily and hourly parking demand distribution
- The expected percentage of people already downtown or nearby the site
- The expected percentage of people who drive to the site rather than using another mode of transportation, such as transit, biking, or Transportation Network Companies (e.g. Uber or Lyft).

Based on these factors, Walker projects a total parking need of 769 spaces for these uses, above and beyond the parking provided by the developments themselves.

HOW IS PUBLIC PARKING SUPPLY EXPECTED TO CHANGE IN THE NEXT TWO YEARS?

On the supply side, Walker noted all proposed and planned changes to the parking inventory within a two-year timeframe. Included in the near-term future inventory is the addition of the following spaces:

- Approximately 466 garage spaces in the Foundry (300 of which are anticipated available to the public)
- An estimated ±190 surface and on-street spaces from lot and ROW reconfiguration near N. Railroad and 6th Street, assuming a typical striping plan

The following figure (Figure 2-2) summarizes projected on-street and off-street supply in the next two years (2020).

Table 2-2: Projected Public Parking Inventory

Supply Type	Existing (As of August 2018)	In Two Years (2020)
Public On-street	1,145	1,145
Public Off-street	1,197	1,687
Total	**2,342**	**2,832**

Source: Walker Consultants, 2018

WILL PARKING DEMAND BE MET BY PUBLIC PARKING SUPPLY IN THE NEXT TWO YEARS, AND TO WHAT DEGREE?

Based on the new demand projected as a result of known developments, as summarized in Table 2-1, Walker projects that peak demand will reach 2,119 vehicles (Figure 2-3).

Table 2-3: Projected Public Parking Supply Sufficiency

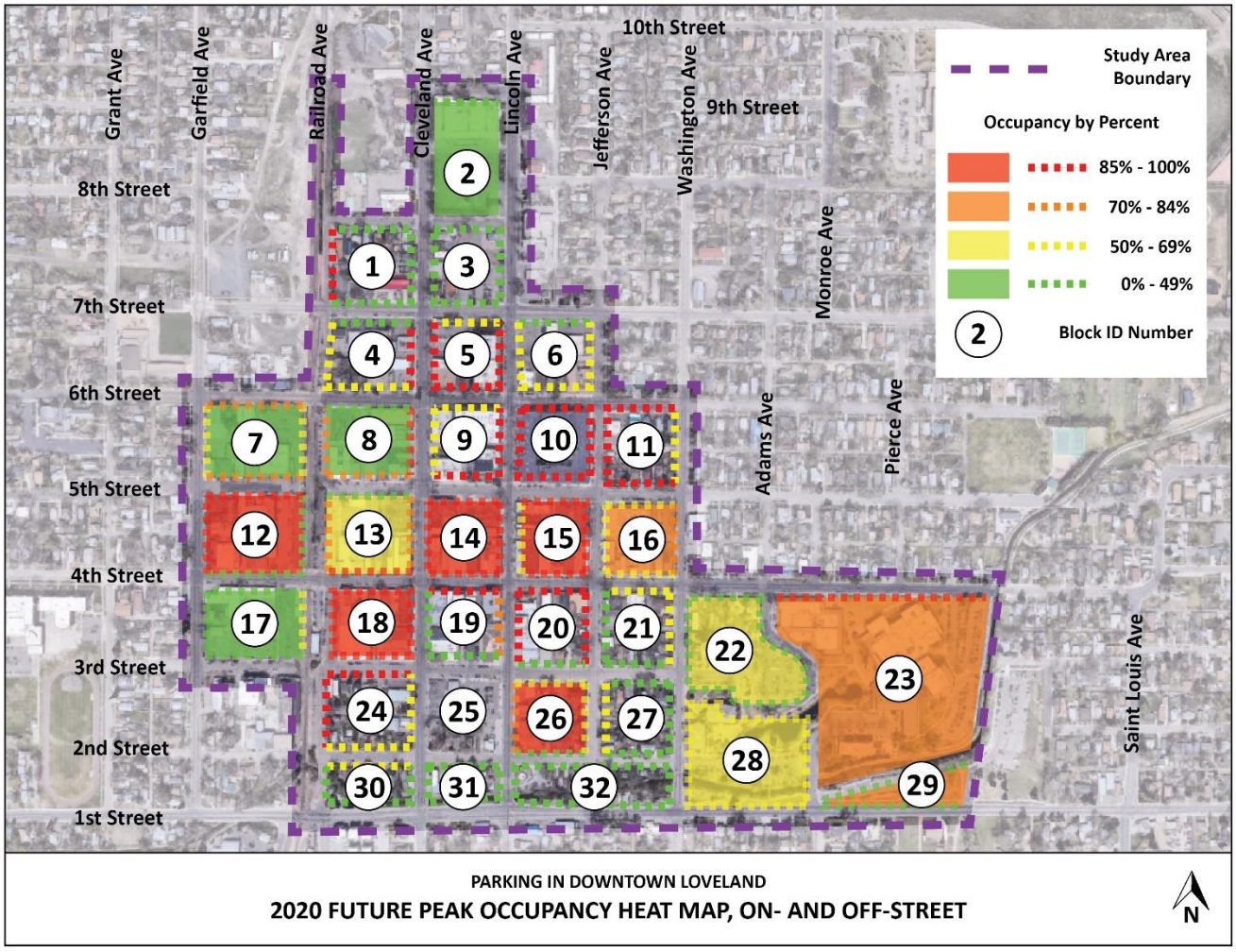
Existing Typical Peak Demand	Existing Public Parking Supply	% Occupied	2020 Projected Typical Peak Demand	2020 Public Parking Supply	% Occupied
1,350	2,342	61%	2,119	2,832	75%

(1) Based on observed typical peak parking demand on a weekday (Thursday) in August 2018

Source: Walker Consultants, 2018

As shown, projected parking supply is expected to accommodate demand in the two-year timeframe on an aggregate basis. However, as shown in the following figure (Figure 2-4), existing demand supply crunches are expected to increase in downtown "hot spots" as demand increase on an aggregate basis. These supply crunches could be alleviated through various parking management interventions, such as enforcement of time limits.

Figure 2-1: 2020 Projected Future Peak Occupancy Heat Map (Conceptual)



Source: Walker Consultants, 2018

THE FUTURE OF PUBLIC PARKING: IN THE NEXT FIVE YEARS

The following section discusses the following:

- How is parking demand expected to grow or change in the next five years?
- How is public parking supply expected to change in the next five years?
- Will parking demand be accommodated by public parking supply in the next five years, and to what degree?

HOW IS PARKING DEMAND EXPECTED TO GROW OR CHANGE IN THE NEXT FIVE YEARS?

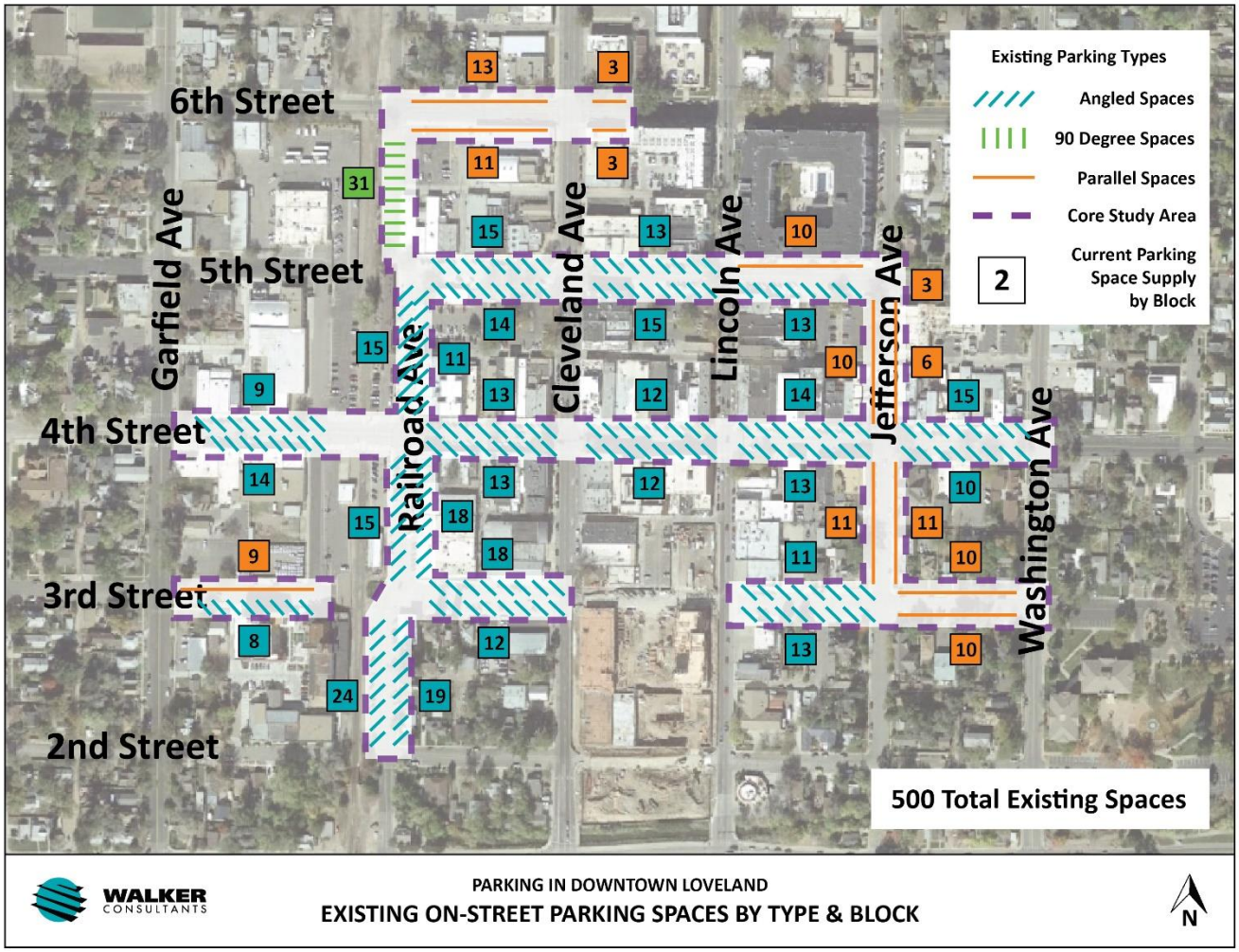
Once outside the near-term timeframe, it is difficult to predict how downtown Loveland will develop. As such, Walker has used a conservative approach, assuming that development will occur at a pace commensurate with typical annual population growth—or a margin of 3% per year.

Based on this rate of growth, Walker projects a total demand for 2,315 spaces in the five-year timeframe (by 2023).

HOW IS PUBLIC PARKING SUPPLY EXPECTED TO CHANGE IN THE NEXT FIVE YEARS?

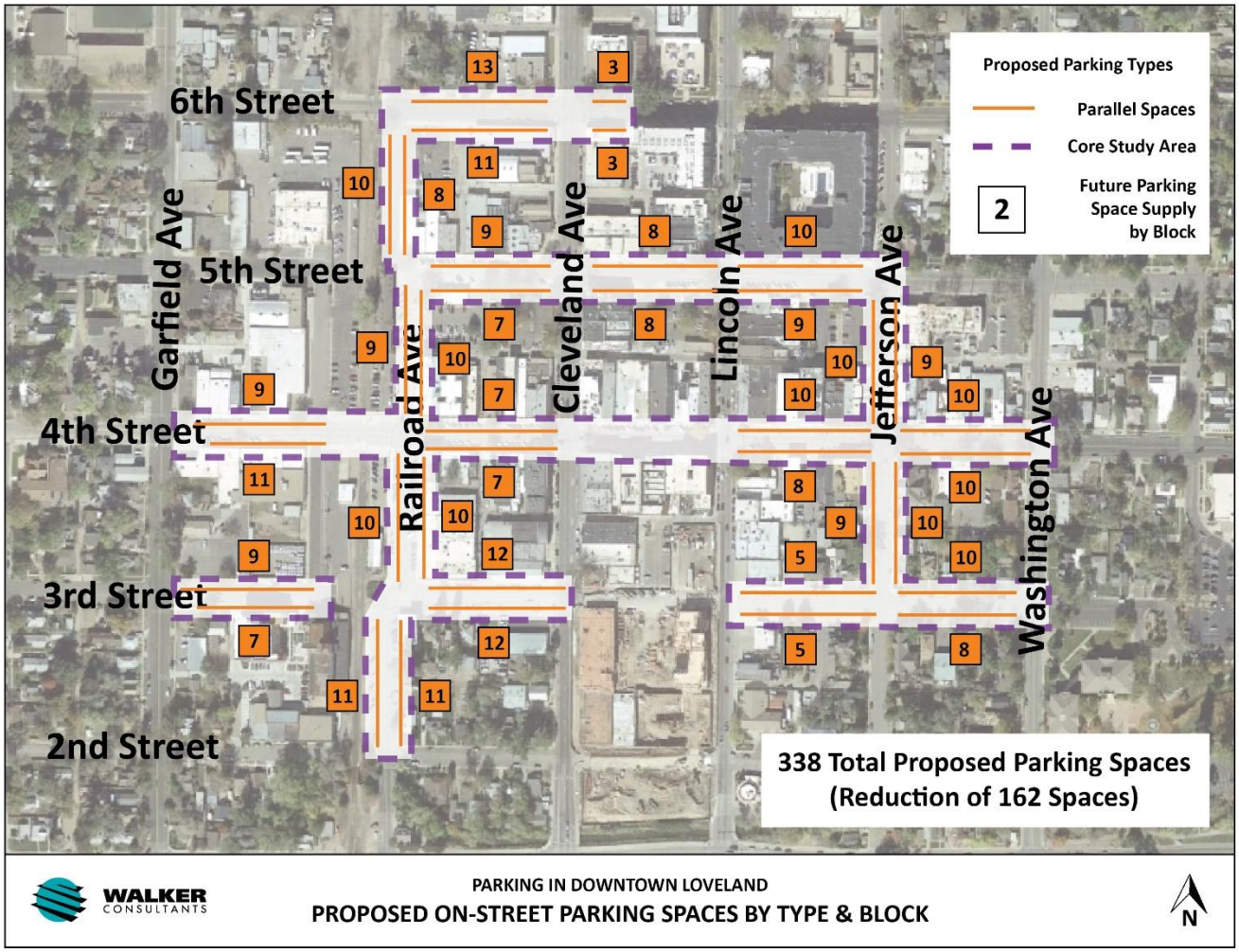
The HIP Streets Modernization Plan (2017) calls for the redesign of the public-right-of-way and for infrastructure improvements to be implemented in the downtown in the future. With regards to parking, the plan noted that, “angled and straight-in parking spaces create challenges for pedestrians in that parked cars overhang into the sidewalk, impeding the flow of the sidewalk.” The plan calls for the removal of 162 total on-street spaces, with removal to be implemented in phases over a ten-year time period, to make way for bicycle, pedestrian, and infrastructure improvements. Figures 2-5 and 2-6 on the following page depict existing on-street spaces and the proposed reconfiguration of on-street spaces. Walker has taken the proposed reconfiguration and reduction of on-street parking into account in our projections.

Figure 2-2: HIP Streets Modernization Plan – Existing On-Street Configuration



Source: Walker Consultants, 2018

Figure 2-3: HIP Streets Modernization Plan - Proposed On-Street Space Reconfiguration (2017)



Source: City of Loveland, Stanley Consultants, 2017

Based on feedback from the City of Loveland regarding implementation of the HIP Streets Plan, Walker assumed that 35% of on-street spaces slated for removal would be eliminated within the five-year timeframe. No other inventory changes are expected between the two-year and five-year timeframes.

The following table (Table 2-4) summarizes projected on-street and off-street supply in five years (2023).

Table 2-4: Projected Public Parking Inventory

Supply Type	Existing (As of August 2018)	In Two Years (2020)	In Five Years (2023)
Public On-street	1,145	1,145	1,088
Public Off-street	1,197	1,687	1,687
Total	**2,342**	**2,832**	**2,775**

Source: Walker Consultants, 2018

WILL PARKING DEMAND BE MET BY PUBLIC PARKING SUPPLY IN THE NEXT FIVE YEARS, AND TO WHAT DEGREE?

The following table (Table 2-5) provides an overview of how supply will accommodate projected demand in the five-year timeframe (2023), as compared to its ability to accommodate projected demand in the two-year timeframe (2020).

Table 2-5: Projected Public Parking Supply Sufficiency

2020 Projected Typical Peak Demand	2020 Public Parking Supply	% Occupied	2023 Projected Typical Peak Demand	2023 Public Parking Supply	% Occupied
2,119	2,832	75%	2,315	2,775	83%

Source: Walker Consultants, 2018

As shown, projected parking supply is expected to accommodate demand in the five-year timeframe on an aggregate basis. However, at the five-year mark (2023), it is likely that demand will approach what Walker considers to be its maximum point in a mixed-use, downtown environment where many users are visitors and unfamiliar with the parking system. This maximum point, also referred to as “effective supply”, is 85%--this 15% cushion ensures that there are enough spaces available at peak periods to prevent excessive circulation. In addition, existing demand supply crunches are expected to continue to increase in downtown “hot spots” as demand increase on an aggregate basis. These supply crunches could be alleviated through various parking management interventions, such as enforcement of time limits.

THE FUTURE OF PUBLIC PARKING: IN THE NEXT TEN YEARS

The following section discusses the following:

- How is parking demand expected to grow or change in the next ten years?
- How is public parking supply expected to change in the next ten years?
- Will parking demand be accommodated by public parking supply in the next ten years, and to what degree?

HOW IS PARKING DEMAND EXPECTED TO GROW OR CHANGE IN THE NEXT TEN YEARS?

As discussed previously, once outside the near-term timeframe, it is difficult to predict how downtown Loveland will develop. As such, Walker has used a conservative approach, assuming that development will occur at a pace commensurate with typical annual population growth—or a margin of 3% per year.

Based on this rate of growth, Walker projects a total demand for 2,684 spaces in the ten-year timeframe (by 2028).

HOW IS PUBLIC PARKING SUPPLY EXPECTED TO CHANGE IN THE NEXT TEN YEARS?

The HIP Streets Modernization Plan will continue to impact on-street parking inventory in Loveland's downtown core over the 10 year period. Based on feedback from the City of Loveland regarding implementation of the Plan, Walker assumed that 100% of on-street spaces slated for removal would be eliminated within the ten-year timeframe. No other inventory changes are expected between the five-year and ten-year timeframes.

The following table (Table 2-6) summarizes projected on-street and off-street supply in ten years (2028).

Table 2-6: Projected Public Parking Inventory

Supply Type	Existing (As of August 2018)	In Two Years (2020)	In Five Years (2023)	In Ten Years (2028)
Public On-street	1,145	1,145	1,088	983
Public Off-street	1,197	1,687	1,687	1,687
Total	**2,342**	**2,832**	**2,775**	**2,670**

Source: Walker Consultants, 2018

WILL PARKING DEMAND BE MET BY PUBLIC PARKING SUPPLY IN THE NEXT TEN YEARS, AND TO WHAT DEGREE?

The following table (Table 2-7) provides an overview of how supply will accommodate projected demand in the ten-year timeframe (2028), as compared to its ability to accommodate projected demand in the five-year timeframe (2023).

Table 2-7: Projected Public Parking Supply Sufficiency

2023 Projected Typical Peak Demand	2023 Public Parking Supply	% Occupied	2025 Projected Typical Peak Demand	2025 Public Parking Supply	% Occupied
2,315	2,775	83%	2,684	2,670	101%

Source: Walker Consultants, 2018

As shown, at the ten-year mark, projected parking demand is expected to exceed available public parking supply on an aggregate basis, by a margin of 14 spaces. To achieve Walker's recommended effective supply cushion of 15% would necessitate an additional 488 spaces. However, a number of other measures could slow the growth of parking demand, including transportation demand management through increases in public transit service and scope, improvements to the downtown bicycle and pedestrian infrastructure, incentives to use methods of arrival outside the single-occupancy vehicle—and even cultural and demographic shifts over time. Additionally, it should be noted that this analysis assumes that the public parking supply will be the chief (and really, sole) parking option to accommodate projected parking demand; if even a portion of new development occurring within the downtown study area provides its own parking, it is likely that total supply will accommodate projected demand.

PUBLIC ENGAGEMENT

This section addresses the following questions:

1. **How** did members of the community participate in this study?
2. What topics were discussed, and what **initial feedback** was received?

PUBLIC ENGAGEMENT OVERVIEW

Because this phase of the Downtown Parking Study and Strategic Plan process focused on quantitative analysis—namely assessing existing conditions in the parking system and the system's availability to accommodate demand into the future—public engagement efforts were limited. The second phase of the planning process, scheduled for 2019, will include a more robust public engagement process, including a number of public open houses and presentations.

However, several efforts were made to introduce the study to stakeholders, form a steering committee, and gauge the Loveland community's opinions about downtown parking and mobility. These included:

- A community-wide survey netting over 1,215 responses
- Outreach and information-sharing at the Loveland Corn Roast Festival in August 2018
- The formation of a Steering Committee, comprising downtown business owners and organizational leaders
- A meeting of the Steering Committee in October 2018 to introduce the study objective and discuss key findings and next steps

COMMUNITY SURVEY

The study's community survey, launched in late August 2018, focused on user's experience with the parking system and interest in various parking management and technology strategies. The following section provides an overview of respondents' answers to the survey's questions.

Overall, user responses indicate that there is a fairly widely-held perception of a lack of available public parking—likely due to a lack of available parking in very high-demand areas along 4th and 5th streets despite plenty of available parking on an aggregate basis. There is also some indication that users are unaware of the locations of public parking facilities (such as off-street surface lots).

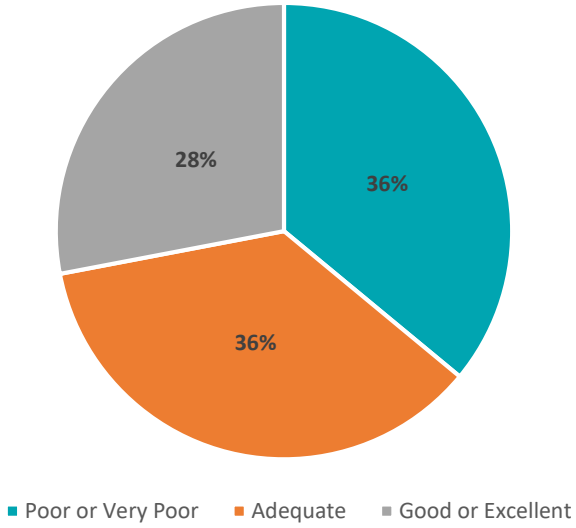
Users were most excited about signage and wayfinding programs, residential permit programs, and employee permit programs. There was also some support for stricter enforcement of existing time limits.

The survey also offered an opportunity to provide narrative responses. These responses focused on three major categories—parking management concerns and interests, mobility management concerns and interests, and future wants and needs—and are included as an attachment in Appendix C. Many respondents expressed a need for overnight parking options, more close-in options for disabled and mobility-challenged parkers, and a desire to improve the pedestrian environment and general safety and security in the downtown core.

The following section provides an overview of respondents' answers to the survey's questions.

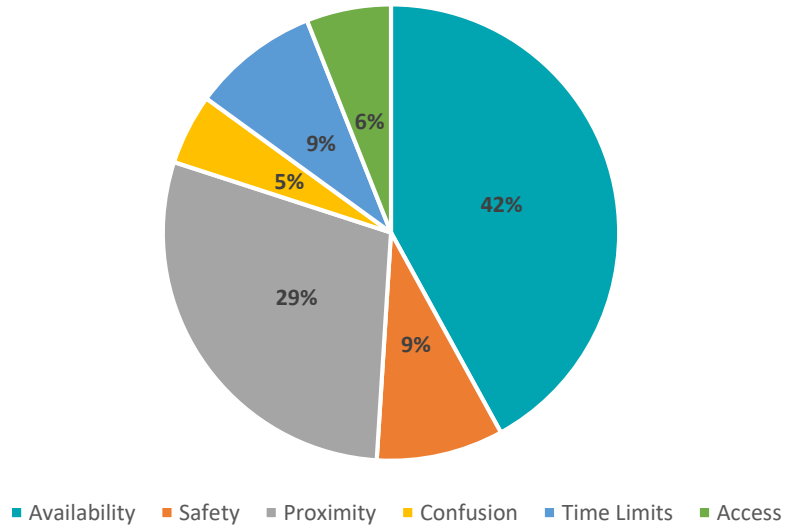
QUESTION: HOW DO USERS RATE PARKING IN DOWNTOWN LOVELAND?

Figure 3-1: Rating Results Summary (Parking)



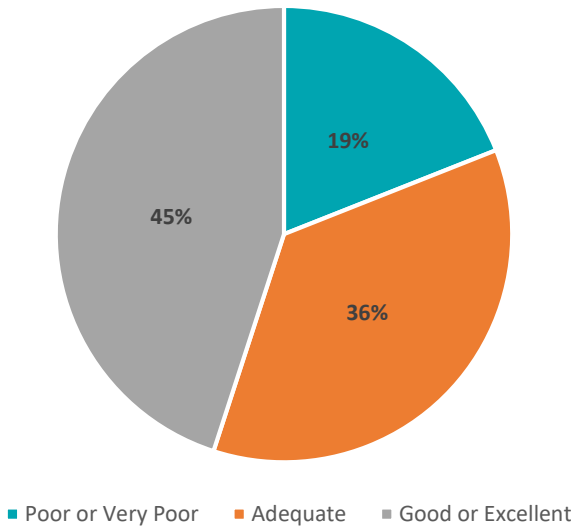
QUESTION: WHAT IS THE PRIMARY FACTOR INFLUENCING A RATING LOWER THAN GOOD OR EXCELLENT?

Figure 3-2: Primary Rating Factor Results Summary (Parking)



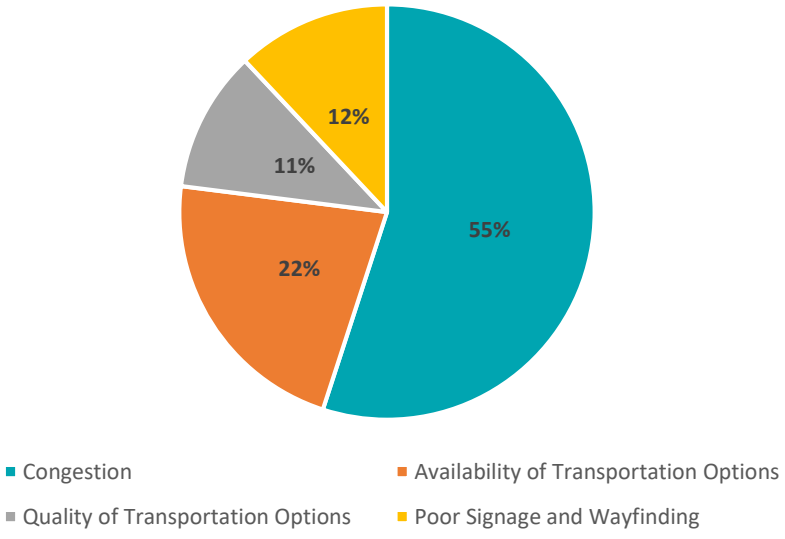
QUESTION: HOW DO USERS RATE MOBILITY IN DOWNTOWN LOVELAND?

Figure 3-3: Rating Results Summary (Mobility)



QUESTION: HOW DO USERS RATE MOBILITY IN DOWNTOWN LOVELAND?

Figure 3-4: Primary Rating Factor Results Summary (Mobility)

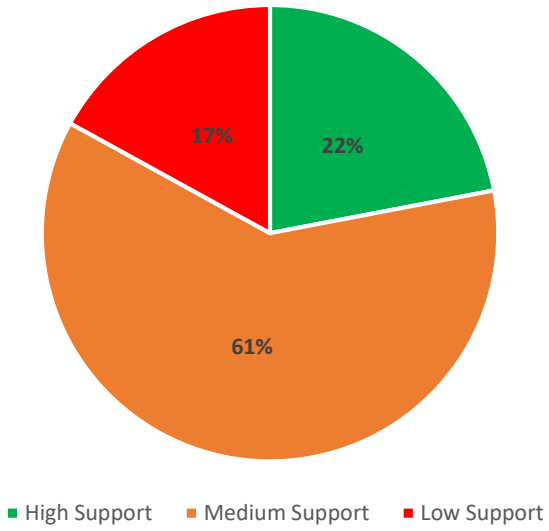


HOW SUPPORTIVE ARE YOU OF THESE PARKING MANAGEMENT AND TECHNOLOGY STRATEGIES?

For the following questions, participants were asked to rate their level of support for each strategy. In each of the following figures, the green represents high support, orange represents medium support, and red represents low support.

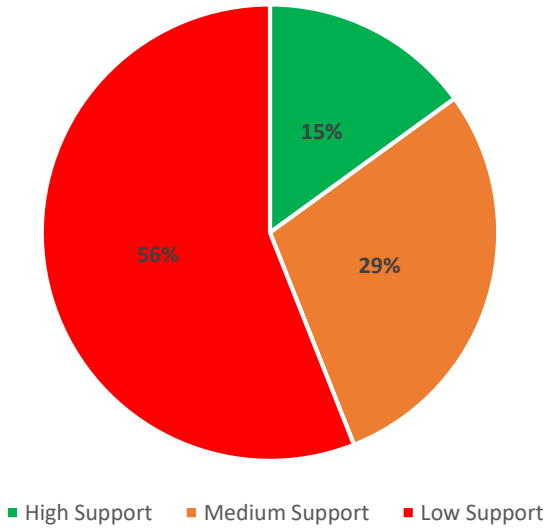
ON-STREET TIME LIMITS

Figure 3-5: Level of Support Summary (On-Street Time Limits)



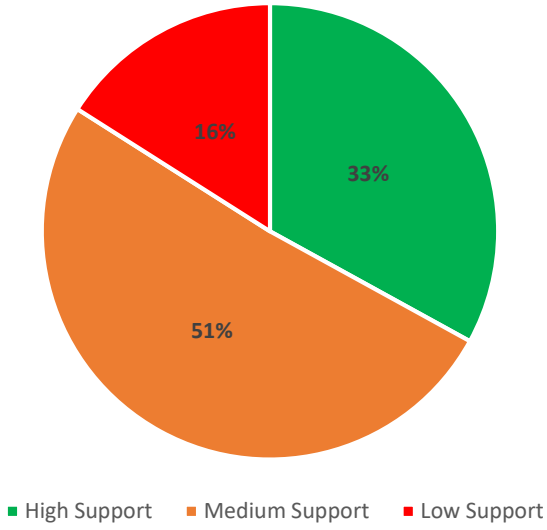
PAYING FOR CONVENIENT PARKING

Figure 3-6: Level of Support Summary (Paying for Convenience)



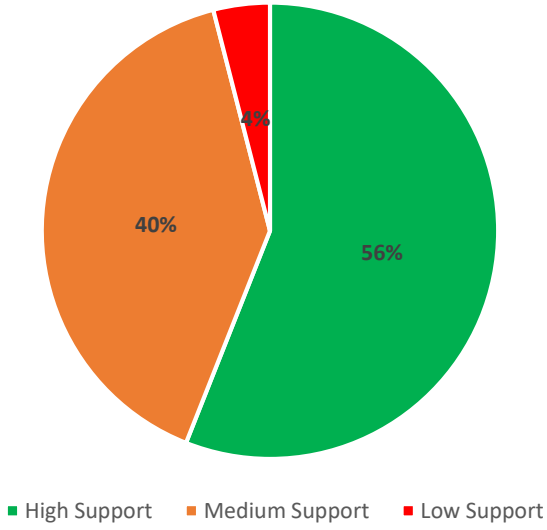
STRICT ENFORCEMENT OF PARKING REGULATIONS

Figure 3-7: Level of Support Summary (Strict Enforcement)



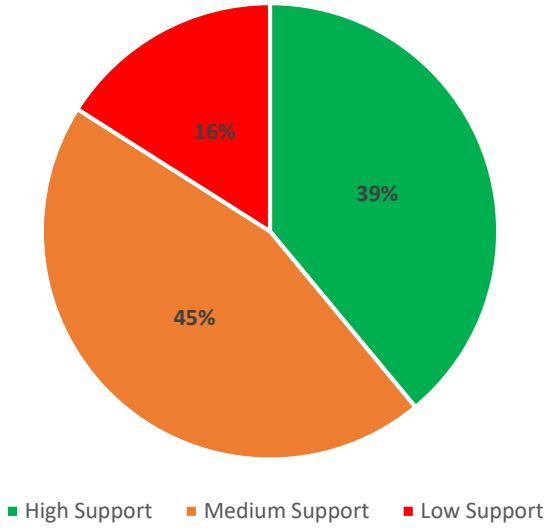
SIGNAGE AND WAYFINDING

Figure 3-8: Level of Support Summary (Signage and Wayfinding)



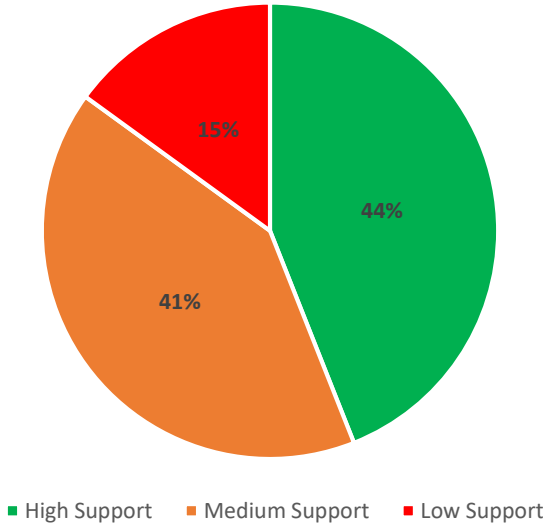
RESIDENTIAL PERMIT PROGRAM

Figure 3-9: Level of Support Summary (Residential Permit Program)



EMPLOYEE PERMIT PROGRAM

Figure 3-10: Level of Support Summary (Employee Permit Program)



STEERING COMMITTEE MEETING

At present, the steering committee includes representatives from downtown businesses and organizations and the Downtown Development Authority, as well as several City staff members. This committee will continue to be shaped throughout the second phase of the study, where several additional meetings of this group are planned to discuss findings and recommendations and plan for implementation.

The first phase of this study included an introductory meeting with this group, held on October 26, 2018 at the Downtown Development Authority offices. Topics discussed included:

- Enforcement of existing two-hour time limits
- Improvements to pedestrian environment
- Establishing user-appropriate parking facilities, such as long-term and short-term parking areas, resident and employee parking permits, etc.
- Identifying funding sources for parking management and operations and future infrastructure
- Management and operations of the new partially-public parking garage at The Foundry
- Culture change and community education as it relates to parking
- Loading areas and pick-up/drop-off areas for Uber, Lyft, and other Transportation Network Companies

SECTION 1 APPENDIX

Inventory and Occupancy Counts

August 2, 2018 Occupancy Count

Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1:	Count 2: _	Count 3:	Count 4:_	Count 5:_	Count 6:_	Count 7:_	Count 8:_
1	North		12	1	1	1	1	2	1	2	
	East		9	0	0	0	0	0	0	0	
	South		0	0	3	1	0	0	0	0	
	West		12	0	0	0	0	1	0	0	
TOTAL			33	1	4	2	1	3	1	2	
% occupancy				3%	12%	6%	3%	9%	3%	6%	
on-street				1	4	2	1	3	1	2	
% occupancy				3%	12%	6%	3%	9%	3%	6%	
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3:_	Count 4:_	Count 5:_	Count 6:_	Count 7:_	Count 8:_
2	North	E. 9th Street	10	0	0	0	0	0	0	0	
	East		0	0	0	0	0	0	0	0	
	South		0	0	0	0	0	0	0	0	
	West		0	0	0	0	0	0	0	0	
	A	Private Lot (Safeway Grocery)	170	29	32	42	34	38	28	13	
TOTAL			180	29	32	42	34	38	28	13	
% occupancy				16%	18%	23%	19%	21%	16%	7%	
on-street			10	0	0	0	0	0	0	0	
% occupancy				0%	0%	0%	0%	0%	0%	0%	
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3:_	Count 4:_	Count 5:_	Count 6:_	Count 7:_	Count 8:_
3	North		10	0	0	1	0	1	0	0	
	East		0	0	0	0	0	0	0	0	
	South		5	0	1	0	0	0	0	0	
	West		12	0	1	3	0	0	0	0	
TOTAL			27	0	2	4	0	1	0	0	
% occupancy				0%	7%	15%	0%	4%	0%	0%	
on-street			27	0	2	4	0	1	0	0	
%occupancy				0%	7%	15%	0%	4%	0%	0%	
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3:_	Count 4:_	Count 5:_	Count 6:_	Count 7:_	Count 8:_
4	North		8	0	1	1	2	0	1	0	
	East		8	3	2	5	2	3	0	0	
	South		12	3	6	7	4	7	3	1	
	West		14								
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3:_	Count 4:_	Count 5:_	Count 6:_	Count 7:_	Count 8:_
5	North		9	0	2	0	0	0	0	0	0
	East		12	1	1	1	2	3	1	1	1
	South		12	3	3	2	2	2	5	2	1
	West		8	3	5	3	3	2	2	2	1
Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3:_	Count 4:_	Count 5:_	Count 6:_	Count 7:_	Count 8:_
6	North	parallel parking spaces (unsigned time limits)	9	0	4	3	3	4	6	4	
	East	parallel parking spaces (unsigned time limits)	12	4	8	7	7	6	4	4	
	South	parallel parking spaces (2-HR time limit)	12	6	8	9	5	3	7	7	

	West	no parking spaces	0	0	0	0	0	0	0	0
TOTAL			33	10	20	19	15	13	17	15
% occupancy				30%	61%	58%	45%	39%	52%	45%
on-street				10	20	19	15	13	17	15
%occupancy				30%	61%	58%	45%	39%	52%	45%
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
7	North	W 6th Street	6	8	7	8	7	6	4	4	
	East	Rail Road Tracks	0	0	0	0	0	0	0	0	
	South	W. 5th Street	5	4	4	5	3	3	3	0	
	West	N. Garfield Avenue	11	0	1	2	2	2	4	0	
	A	Facilities Mgmt. Lot	36	17	20	22	20	20	20	20	
	B	Public Works Dept. Lot	5	2	2	3	2	3	3	3	
		ADA spaces	1	0	0	0	0	0	0	0	
TOTAL			64	31	34	40	34	34	34	27	
% occupancy				48%	53%	63%	53%	53%	53%	42%	
on-street			22	12	12	15	12	11	11	4	
%occupancy				55%	55%	68%	55%	50%	50%	18%	
off-street			42	19	22	25	22	23	23	23	
%occupancy				45%	52%	60%	52%	55%	55%	55%	
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
8	North	parallel parking spaces (2-HR time limit)	8	7	7	5	5	6	0	0	
		ADA spaces	1	0	0	0	0	0	0	0	
	East	parallel parking spaces (2-HR time limit)	7	2	3	4	4	2	7	4	
	South	angled parking (2-HR time limit)	18	3	3	4	9	10	14	10	
	West	perpendicular parking nearest tracks	28	12	19	19	19	17	9	5	
		ADA spaces	2	0	0	0	1	1	0	0	
	A	Larimer County Employee Lot	40	26	28	32	25	24	14	10	
TOTAL			104	50	60	64	63	60	44	29	
%occupancy				48%	58%	62%	61%	58%	42%	28%	
on-street			64	24	32	32	38	36	30	19	
%occupancy				38%	50%	50%	59%	56%	47%	30%	
off-street			40	26	28	32	25	24	14	10	
%occupancy				65%	70%	80%	63%	60%	35%	25%	
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
9	North	parallel parking spaces (2-HR)	9	2	3	6	6	4	7	6	
	East	parallel parking spaces (2-HR)	8	6	5	4	4	3	7	3	
		loading zone spaces	1	0	1	0	1	0	0	1	
	South	angled parking spaces (2-HR time limit)	11	1	0	10	9	4	7	6	
		ADA spaces	2	0	0	0	0	0	1	0	
	West	parallel parking spaces (2 HR time limit)	10	1	0	3	5	9	8	2	
TOTAL			41	10	9	23	25	20	30	18	
%occupancy				24%	22%	56%	61%	49%	73%	44%	
on-street			41	10	9	23	25	20	30	18	
%occupancy				24%	22%	56%	61%	49%	73%	44%	

Block	Lot ID/ Block Face	Lot Name/ Street Name	Inventory	Count 1: _	Count 2: _	Count 3:_	Count 4:_	Count 5:_	Count 6:_	Count 7:_	Count 8:_	
10	North	parallel parking spaces	7	7	7	7	7	4	8	8		
	East	angled spaces	14	12	11	14	14	12	14	8		
	South	parallel parking spaces	10	6	9	7	6	7	10	6		
	West	parallel parking spaces (2-HR time limit)	8	7	7	8	3	4	8	7		
		15 min. time zone	1	1	1	0		0	1	0		
TOTAL			40	33	35	36	30	27	41	29		
%occupancy				83%	88%		75%	68%	103%	73%		
on-street			40	33	35	36	30	27	41	29		
%occupancy				83%	88%	90%	75%	68%	103%	73%		
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**	
11	North	6th parallel parking, unrestricted	8	3	8	7	8	7	10	7		
	East	Washington, parallel parking spaces	8	4	5	5	3	7	2	3		
	South	parallel parking spaces	9	7	8	8	8	6	6	7		
	West	parallel parking spaces	9	7	7	7	7	6	7	8		
		ADA spaces	1	0	0	0	0	0	0	0		
TOTAL			35	21	28	27	26	26	25	25		
%occupancy				60%	80%	77%	74%	74%	71%	71%		
on-street			35	21	28	27	26	26	25	25		
%occupancy												
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**	
12	North	angled parking spaces	8	7	8	7	4	2	2	1		
	East	angled, perpendicular, and parallel spaces	28	10	14	13	19	20	10	3		
	South	angled parking spaces (2-HR time limit)	9	0	1	3	5	9	9	9		6
	West	N Garfield, parallel parking spaces	3	2	2	2	1	0	4	0		
	A	Public Surface Lot (long-term parking)	48	21	30	34	32	32	36	19		
		ADA spaces	2	0	0	0	0	0	0	0		
TOTAL			98	40	55	59	61	63	61	32		
%occupancy				41%	56%	60%	62%	64%	62%	33%		
on-street			48	19	25	25	29	31	25	13		
%occupancy				40%	52%	52%	60%	65%	52%	27%		
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**	
13	North	angled parking spaces	14	0	1	4	8	9	8	5		
	East	parallel parking spaces	9	2	6	7	6	8	7	5		
	South	angled parking spaces	12	5	9	11	11	10	14	11		
		ADA spaces	1	0	0	0	1	0	2	1		
	West	angled parking spaces (2-HR time limit)	24	2	6	16	17	15	23	23		
		ADA spaces	1	0	0	0	0	0	1	0		
	A	3-HR Public Parking Lot	39	6	11	13	9	16	35	25		
	B	Reporter Hearld Lot (publically available select	43	19	20	31	33	43	40	31		
		reserved spaces (Patina residents)	15									
	TOTAL		158	34	53	82	85	101	130	101		
	%occupancy			22%	34%	52%	54%	64%	82%	64%		
	on-street		61	9	22	38	43	42	55	45		

	%occupancy			15%	36%	62%	70%	69%	90%	74%	
	off-street		97	25	31	44	42	59	75	56	
	%occupancy			26%	32%	45%	43%	61%	77%	58%	
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
14	North	angled parking spaces	14	10	9	10	11	8	8	5	
		ADA spaces	1	0	0	0	0	0	0	0	
	East	parallel parking spaces	9	4	6	7	7	6	1	1	
		loading zone spaces	1	0	0	0	0	0	0	0	
	South	angled parking spaces	9	7	10	10	9	10	13	9	
		ADA spaces	2	0	1	1	1	2	0	0	
	West	parallel parking spaces	10	7	7	9	5	8	8	5	
		15 min. time zone	3	0	0	1	0	0	1	1	
	A	3-HR Public Parking Lot	58	28	42	46	48	47	48	38	
	TOTAL		107	56	75	84	81	81	79	59	
	%occupancy			52%	70%	79%	76%	76%	74%	55%	
	on-street		49	28	33	38	33	34	31	21	
	%occupancy			57%	67%	78%	67%	69%	63%	43%	
	off-street		58	28	42	46	48	47	48	38	
	%occupancy			48%	72%	79%	83%	81%	83%	66%	
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
15	North	angled parking spaces (2-HR time limit)	14	11	14	12	7	9	10	3	
	East	parallel parking spaces	9	9	8	9	6	2	1	1	
	South	angled parking spaces (2-HR time limit)	13	5	4	12	11	10	12	10	
		ADA spaces	1	0	0	0	0	0	0	0	
	West	parallel parking spaces	10	6	3	7	7	8	7	6	
	A	3-HR Public Parking Lot	51	39	46	40	47	38	36	41	
		ADA spaces	3	1	1	3	0	0	0	0	
	TOTAL		101	71	76	83	78	67	66	61	
	%occupancy			70%	75%	82%	77%	66%	65%	60%	
	on-street		47	31	29	40	31	29	30	20	
	%occupancy			66%	62%	85%	66%	62%	64%	43%	
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
16	**North**	1-HR time limit spaces	3	2	1	0	3	1	0	0	
		2-HR time limit spaces	5	5	2	2	2	1	3	2	
		ADA spaces	1	0	0	1	0	0	0	0	
	East	parallel parking spaces	6	6	5	5	5	4	2	2	
	South	angled parking spaces	13	13	13	12	12	6	10	7	
		ADA spaces	2	1	1	1	1	0	0	0	
	West	parallel parking spaces	6	3	4		3	2	2	2	
		Fire Department zone	3	3	3		2	2	4	4	
	A	City Employee Lot	45	45	44	38	42	17	7	7	
	TOTAL		84	78	73	59	70	33	28	24	
	%occupancy			93%	87%	70%	83%	39%	33%	29%	
	on-street		39	33	29	21	28	16	21	17	

	%occupancy			85%	74%	54%	72%	41%	54%	44%	
	off-street		45	45	44	38	42	17	7	7	
	%occupancy			100%	98%	84%	93%	38%	16%	16%	
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
17	North	angled parking spaces	14	0	1	2	5	12	9	9	
	East	parallel parking spaces	8	4	7	5	3	3	1	1	
	South	parallel parking spaces	9	2	2	2	2	1	1	0	
	West	parallel parking spaces	9	0	4	5	4	4	4	4	
	A	Rail Road Track Lot (public/private?)	33	2	2	3	9	9	4	5	
		ADA spaces	2	0	0	0	0	0	0	0	
	TOTAL		75	8	16	17	23	29	19	19	
	%occupancy			11%	21%	23%	31%	39%	25%	25%	
	on-street		40	6	14	14	14	20	15	14	
	%occupancy			15%	35%	35%	35%	50%	38%	35%	
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
18	North	angled parking spaces (2-HR time limits)	13	6	13	13	13	12	12	13	12
		ADA spaces	1	0	1	0	1	1	0	1	
	East	angled parking spaces (unsigned time limits)	9	8	9	9	8	9	10	8	
	South	angled parking spaces (unsigned time limits)	16	14	18	16	17	15	16	22	
		ADA spaces	2	1	1	0	1	1	0	0	
	West	angled parking spaces (unsigned time limits)	26	26	26	26	26	20	20	20	
		ADA spaces	1	1	1	0	1	1	0	0	
	A	Long-Term Public Parking Area	23	21	21	20	21	21	20	16	
	TOTAL		91	77	90	84	88	80	78	80	
	%occupancy			85%	99%		97%	88%	86%	88%	
	on-street		68	56	69	64	67	59	58	64	
	%occupancy			82%	101%	94%	99%	87%	85%	94%	
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
19	North	angled parking spaces (2-HR time limit)	12	11	11	12	11	11	11	12	
		ADA spaces	1	0	0	1	0	0	0	1	
	East	parallel parking spaces	4	1	3	4	2	4	4	3	
	South	angled parking spaces (2-HR time limit)	0	0	0	0	0	0	0	0	
	West	parallel parking spaces	5	4	5	5	5	5	5	5	
		loading zone spaces	4	0	4	1	2	2	4	4	
	TOTAL		26	16	23	23	20	22	24	25	
	%occupancy			62%	88%	88%	77%	85%	92%	96%	
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
20	North	angled parking spaces (2-HR time limit)	11	3	4	11	11	10	11	11	
		Fire Department spaces	1	0	0	0	0	0	1	0	
		ADA spaces	1	0	1	0	0	0	0	0	
	East	parallel parking spaces (2-HR time limit)	10	6	7	8	10	3	4	6	
		ADA spaces	1	0	0	0	0	0	0	0	
	South	angled parking spaces (2-HR time limit)	12	3	4	11	8	9	7	7	
	West	parallel parking spaces (2-HR time limit)	9	4	5	8	9	4	9	9	

	TOTAL		45	16	21	38	38	26	32	33	
	%occupancy			36%	47%	84%	84%	58%	71%	73%	
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
21	North	angled parking spaces (2-HR time limit)	9	8	8	8	7	6	7	6	
		ADA spaces	1	0	0	0	1	0	0	0	
	East	parallel parking spaces (unsigned time limits)	6	4	4	6	6	4	4	4	
	South	parallel parking spaces (unsigned time limits)	5	3	5	5	5	3	1	3	
	West	parallel parking spaces (2-HR time limit)	10	6	6	8	7	6	2	4	
		ADA spaces	1	0	0	0	0	0	0	0	
	TOTAL		32	21	23	27	26	19	14	17	
	%occupancy			66%	72%	84%	81%	59%	44%	53%	
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
22	North	parallel parking spaces (unsigned time limits)	11	5	5	4	9	7	11	9	16
	East	no spaces	0	0	0	1	0	0	0	0	0
	South	parallel parking spaces (unsigned time limits)	7	5	5	7	4	5	3	3	2
	West	parallel parking spaces (unsigned time limits)	11	4	6	7	6	6	5	5	6
	A	Loveland Civic Center Public Library Lot	140	50	97	70	68	59	58	52	61
	TOTAL		169	64	113	89	87	77	77	69	85
	%occupancy			38%	67%	53%	51%	46%	46%	41%	50%
	on-street		29	14	16	19	19	18	19	17	24
	%occupancy			48%	55%	66%	66%	62%	66%	59%	83%
	off-street		140		113						
					81%						
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
23	North	parallel parking spaces (unsigned time limits)	11	9	19	13	14	13	12	10	8
	East	no street parking	0	0	0	0	0	0	0	0	0
	South	no street parking	0	0	0	0	0	0	0	0	0
	West	no street parking	0	0	0	0	0	0	0	0	0
	A	Big Thompson Manor II Surface Lot	56	42	7	7	11	10	9	11	11
		ADA spaces	12	10	49	40	50	46	46	45	47
	B	Chilson Recreation Center Surface Lot	144	137	142	141	129	85	94	113	92
		ADA spaces	9	7	7	6	8	3	1	4	3
	TOTAL		232	205	224	207	212	157	162	183	161
	%occupancy			88%	97%	89%	91%	68%	70%	79%	69%
	on-street		11	9	19	13	14	13	12	10	8
	%occupancy			82%	173%	118%	127%	118%	109%	91%	73%
	off-street		221	196	205	194	198	144	150	173	153
	%occupancy										
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
24	North	angled parking spaces (unsigned time limits)	12	12	14	14	13	11	9	11	15
	East		11	8	8	4	6	4	2	3	3
	South	parallel parking spaces (unsigned time limits)	11	4	7	8	8	7	4	4	4
	West	Long-Term Public Parking Area (both sides of s	44	27	41	40	32	29	11	10	31
	TOTAL		78	51	70	66	59	51	26	28	53

	%occupancy			65%	90%	85%	76%	65%	33%	36%	68%
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
25	North		0	0	0	0	0	0	0	0	0
	East		5	0	0	0	0		0	0	0
	South		0	0	0	0	0	0	0	0	0
	West		0	0	0	0	0	0	0	0	0
	TOTAL		5	0	0	0	0	0	0	0	0
	%occupancy			0%	0%	0%	0%	0%	0%	0%	0%
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
26	North	angled parking spaces (2-HR time limit)	13	8	7	10	13	7	11	8	4
	East	parallel parking spaces (unsigned time limits)	12	6	7	8	7	6	7	6	6
	South	parallel parking spaces (unsigned time limits)	8	3	4	3	4	2	0	2	2
	West	no parking spaces	8	3							
	A	Public Parking Surface Lot	30	30	29	24	28	28	18	15	15
	TOTAL		71	50	47	45	52	43	36	31	27
	%occupancy			70%	66%	63%	73%	61%	51%	44%	38%
	on-street		41	20	18	21	24	15	18	16	12
	%occupancy			49%	44%	51%	59%	37%	44%	39%	29%
	off-street		71	50	47	45	52	43	36	31	27
						63%					
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
27	North	parallel parking spaces (unsigned time limits)	12	3	6	7	6	4	3	3	1
	East	parallel parking spaces (unsigned time limits)	8	3	5	2	4	4	3	2	1
	South	parallel parking spaces (unsigned time limits)	15	3	3	1	2	2	2	3	4
	West	parallel parking spaces (unsigned time limits)	11	6	6	6	6	5	3	5	3
	TOTAL		46	15	20	16	18	15	11	13	9
	%occupancy			33%	43%	35%	39%	33%	24%	28%	20%
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
28	North	perpendicular parking spaces (unsigned time li	16	16	16	15	12	13	12	9	9
	East	no parking spaces	0	0	0	0	0	0	0	0	0
	South	no parking spaces	0	0	0	0	0	0	0	0	0
	West	parallel parking spaces (unsigned time limits)	7	6	6	2	3	0	0	0	0
	A	Civic Center Surface Parking Lot	116	64	70	59	3	67	55	21	13
	TOTAL		139	86	92	76	18	80	67	30	22
	%occupancy			62%	66%	55%	13%	58%	48%	22%	16%
	on-street		23	22	22	17	15	13	12	9	9
	off-street		116	64	70	59	3	67	55	21	13
	%occupancy			55%	60%	51%	3%	58%	47%	18%	11%
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
29	North	no parking spaces	0	0	0	0	0	0	0	0	0
	East	no parking spaces	0	0	0	0	0	0	0	0	0
	South	no parking spaces	0	0	0	0	0	0	0	0	0
	West	no parking spaces	0	0	0	0	0	0	0	0	0
	A	Public Surface Lot (near creek)	51	9	7	7	26	23	29	42	43

	off-street		51	9	7	7	26	23	29	42	43
	%occupancy			18%	14%	14%	51%	45%	57%	82%	84%
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
30	North	parallel parking spaces (unsigned time limits)	12	8	8	7	7	8	5	4	6
	East	no parking spaces	0	0	0	0	0	0	0	0	0
	South	no parking spaces	0	0	0	0	0	0	0	0	0
	West	no parking spaces	0	0	0	0	0	0	0	0	0
	TOTAL		12	8	8	7	7	8	5	4	6
	%occupancy			67%	67%	58%	88%	67%	42%	33%	50%
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
31	North	parallel parking spaces (unsigned time limits)	8	0	0	0	0	0	0	0	0
	East	no parking spaces	0	0	0	0	0	0	0	0	0
	South	no parking spaces	0	0	0	0	0	0	0	0	0
	West	no parking spaces	0	0	0	0	0	0	0	0	0
	TOTAL		8	0	0	0	0	0	0	0	0
	%occupancy			0	0	0	0	0	0	0	0
Block	**Lot ID/ Block Face**	**Lot Name/ Street Name**	**Inventory**	**Count 1: _**	**Count 2: _**	**Count 3:_**	**Count 4:_**	**Count 5:_**	**Count 6:_**	**Count 7:_**	**Count 8:_**
32	North	combined with block 33	32	9	9	3	9	9	8	7	5
	East	no parking spaces	9	0	0	0	0	0	0	0	0
	South	no parking spaces	0	0	0	0	0	0	0	0	0
	West	no parking spaces	0	0	0	0	0	0	0	0	0
	TOTAL		41	9	9	3	9	9	8	7	5
	%occupancy			22%	22%	7%	22%	22%	20%	17%	12%
TOTAL			**2342**	**1113**	**1343**	**1350**	**1302**	**1226**	**1185**	**1024**	**432**
TOTAL % OCCUPANCY				***48%***	***57%***	***58%***	56%	52%	51%	44%	18%

SECTION 3 APPENDIX

Narrative Survey Responses

Loveland Parking Study: Narrative Survey Responses

Parking Management Concerns and Interests	Mobility Management Concerns and Interests	Future Wants/Needs/Ideas
Improve/better plan for parking issues during construction	Improve/better plan for congestion issues during construction	Downtown trolley or other internal circulator
ADA parking is insufficient and in disrepair; need to cater to seniors/people with mobility issues	Improve sidewalk conditions	More/free EV charging stations in the downtown core
Safety/access concerns in new parking garage	Improve lighting for pedestrians	Focus on customer- time limits, strict enforcement, real-time availability signage
Downtown residents/employees should have better long-term parking options separate from short-term parkers	Better communication/traffic control during special events	More designated loading zones for delivery trucks/moving trucks
Overnight parking should be an option	Improve rec trail crossing at 1st and Washington	Some interest in shared parking options for new development
Confusion about time limits/appropriate places to park and when	Improve pedestrian connections from new parking garage	Improve bike infrastructure- designated lanes, bike racks, etc.
Parking enforcement is non-existent/weak	Make alternative transportation modes more accessible for all people	Need to balance long-term parking options with customer needs
2-hour time limit is too short		Some interest in paid parking options with 1 hour free/validation options
Concern about converting angled parking to parallel parking		Off-site parking for events
Confusion about where the public can parking aside from on-street parking spaces		Employee parking permits provided by/purchased by their employers
Lots of excitement about new parking garage		Some interest in downtown businesses contributing financially to parking solutions
Special events are the only issue impacting parking		Investment in alternative modes of transportation/limiting internal vehicle circulation/park once
Walking problem not a parking problem		Parking maps would be helpful - show options, create opportunities for trip planning
Employee shuffle is a problem		Protect spillover into neighborhoods with time limits/paid parking downtown
		Graduated fines for repeat offenders, warnings for visitors
		Parking fees espeically for parking garage
		Need flexibility in parking designations to ensure strong utilization
		Need transitional options contextual with Loveland's small town feel
		Advanced parking reservations/trip planning
		Better signage and wayfinding
		Paid parking that is simple, easy to understand, and hassle-free
		Private businesses should have the option to open up/share their underutilized lots
		People mentioned Fort Collins, Boulder, and Cherry Creek as good examples
		Parking space pop-up parks
		Single entity managing parking