



WALKER
PARKING CONSULTANTS

DOWNTOWN PARKING STUDY

CITY OF AURORA
AURORA, ILLINOIS

Prepared for:
City of Aurora



FINAL REPORT

October 16, 2002



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PROJECT NO. 31-6011.00

DATE: OCTOBER 16, 2002

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The City of Aurora has asked Walker Parking Consultants to perform a parking analysis in the downtown area. Specifically, the City is interested in quantifying any current and future parking surpluses or deficits, and then examining various alternatives to meet the parking needs.

For the purpose of this study, the study area is comprised of 28 city blocks in Downtown Aurora. These 28 blocks were further broken down into sections: the West Section, the North/Central Section, South/Central Section, and the East Section.

In total, the study area contains 4,130 parking spaces. Of these spaces, 1,765 are privately owned, while the other 2,365 are available to the general public. The inventory is adjusted to allow for the effective supply, a cushion necessary for vehicles moving in and out of spaces, and to reduce the time necessary to find the last remaining spaces when the parking system is nearly full. The effective parking supply of the study area is 3,870 spaces.

Parking occupancy counts were taken for all on and off-street parking spaces. Although there may be specific localized parking shortages, these counts suggest that overall, an adequate supply of spaces exists within the central business district. Data was collected Saturday, May 4, 2002 at 8:00 p.m., Friday, May 3, 2002 at 8:00 p.m., and on Tuesday, May 7, 2002 at 10:00 a.m. These times and dates were representative of peak times on a typical day for Downtown Aurora. The highest count of parked vehicles occurred on Tuesday, when 2,294 vehicles or 56% of the total parking inventory was occupied. On Friday evening, 1,932 vehicles or 47% of the total inventory was occupied. There was a show at the Paramount Theater on this night. On Saturday evening, 1,508 vehicles or 37% of the total inventory was occupied. There was a wedding at the North Island Center during this evening's occupancy count.

Through the course of this study, over 2,200,000 square feet of gross leasable space was identified within the study area. Of this total, an estimate of more than 216,000 square feet of vacant space exists. This is approximately 9.75% of the total square feet of gross leasable space.

Parking adequacy is defined as the difference between the effective parking supply provided and the parking demand generated by various land uses within a given area. The current parking supply within the downtown study area can accommodate the current parking demand. On Tuesday morning there was a surplus of approximately

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1,576 parking spaces. Friday evening had a surplus of 1,938 parking spaces and Saturday evening had a surplus of 2,362 parking spaces.

When looking at the parking adequacy in terms of sections, the only section experiencing a parking deficit was the south/central section with an 81-space deficit. This area is primarily a business/office area that has a majority of the City's offices. On a block-by-block basis, there were a few blocks that experienced parking deficits. However, other blocks with parking surpluses are meeting these deficits.

A number of redevelopment projects and future growth are expected to affect the parking demand of downtown Aurora, however, on an aggregate basis, adequate parking exists within the central business district. Along with the potential of having full occupancy of existing residential and retail properties, the Hollywood Casino is in the process of doubling the size of the existing casino and increasing the capacity of its parking by at least 30%. At the time of the downtown survey, these Casino projects were still under construction. As of the date of this report, both Casino projects are complete.

The future parking supply is expected to increase by approximately 381 parking spaces. This increase is based on the construction of the casino valet surface parking lot. This lot has been constructed within Block 7 of the study area. The future parking supply will have a total of 4,511 parking spaces and an effective supply total of 4,251 parking spaces.

Future parking demand is based on the completion of the Casino expansion and vacant building space becoming occupied at or near capacity. Future parking adequacy is projected as follows: Tuesday morning, estimated surplus of 1,349 spaces; Friday evening estimated surplus of 1,327 spaces; and Saturday, estimated surplus of 1,037 spaces. Due to increases in building occupancy and new development, there are blocks within the study area that will experience parking deficits. As stated in the current conditions section, blocks experiencing a surplus of parking due to low demands can help offset these deficits.

The City of Aurora is considering alternatives for parking to help accommodate the projected parking demand as well as existing residential parking needs. Our analysis identified five alternative sites (four structured and one surface lot) that will not only increase the parking supply, but also better accommodate residential parking demands. Areas identified are existing lots that will not require

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building demolition. One exception to this will be the demolition of the Turner Building, which has been acquired by the City of Aurora. This space will be used to expand the FM Lot to approximately 50 parking spaces.

Alternative Site A (E Lot) was seen as the solution that will not only accommodate the block-by-block deficits that exists, but will also assist in supplying additional parking space for other vehicles reassigned to that facility (such as employees). Reassigning vehicles from other facilities to this alternate site will help open up parking space to accommodate residential parking needs.

Conceptual costs for the construction of parking facilities are estimated as follows:

- Above grade parking structure is approximately \$12,000 per space.
- Surface parking is approximately \$3,000 per space.
- Soft costs can be estimated to be approximately 20% of construction costs.

The perception of people coming to the downtown area, during peak times, is that the parking supply is insufficient. Our study confirms that even though not everyone can park in the immediate vicinity of their destination, adequate parking does exist within the downtown study area. Overall, parking for downtown Aurora is within walking distance to most attractions and stores. The location of parking for downtown patrons will be more acceptable if the walk from car to destination is more enjoyable. Storefronts and sidewalks will need to be beautified to divert attention from the walk to window shopping. This will also promote shopping in stores other than the original destination of the patron.

In an effort to control on-street parking, a number of recommendations can be done:

- Increase the meter rates to discourage meter feeding. Increase the rate to \$.25 per half hour.
- Move all long-term parking meters to the perimeter of the study area.
- Decrease parking rates at the perimeter to encourage long-term use. Meter rates within the downtown core should be set higher to discourage long-term use.

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- Enforce all parking policies. This includes the issuance of citations and the towing of vehicles.
- Increase the fine for illegally parked vehicles. Especially in the case of reserved parking, these penalties for illegally parked vehicles should be posted boldly in each parking area or stall.
- Move all downtown employees to a designated parking area or facility and enforce. Employees should be issued permit tags or stickers for identification purposes. To compensate for this parking designation, the employees can be offered free or discounted parking permits.
- Signage directing public library patrons to alternative parking (Stolp Place Garage) should be installed within the library lot as well as near the library entrance.
- To provide consistent amounts of residential parking after hours, the following are two possible solutions:
 1. Approve residential on-street permit parking on specific streets during specified days and hours.
 2. Make Stolp Island garage available 24 hours/7 days a week. The garage can be accessible to these residents using a card access system. These permits can be sold to residents on a monthly basis.
- After hour street parking can be minimized by having the Stolp Island Garage accessible 24 hours, seven days a week by installing a pay-on-foot station and exit machines. This type of system is becoming more common in self-park facilities. This saves on labor and maintains revenues. Another option would be to have free access to the garage during posted hours (10:00 p.m. to 6:00 a.m.).
- Increase the number of loading zones for merchant deliveries. This can be accomplished by expanding the space of the free parking meters to be able to accommodate larger vehicles. The time limits can also be expanded to 30 minutes or more to give these vehicles time to properly conduct their business.

Parking meters in other suburbs have either never been installed or have been eliminated. However, with the problems Downtown Aurora has been having with illegal parking, removing the pay meters would only expand on the problem that already exists.

The City of Aurora is in line with peer cities in terms of normal parking rates and fines. However, due to on-street parking problems, meter fees and certain parking fines may need to be increased in an effort to

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deter employees from parking in spaces meant for downtown patrons or tenants. Downtown employees should be relocated to parking areas at the perimeter of the central business district or in lots less attractive to the visiting patron. Patrons can be accommodated with the use of a token or debit card type of system to avoid paying the higher meter fees. These tokens or cards will be able to be purchased from the City by the merchants to give to their patrons. This type of system would especially benefit the retail patron that performs business in Downtown Aurora on a regular basis.

Directing traffic to parking areas allotted for the different land uses and needs of the City requires signage that will not create any doubt of the parking facilities use. Signage within the downtown area needs to be improved

The City of Aurora currently has directional signs that direct patrons to a few of the parking facilities. More of these can be used to help direct the casino, library, and other authorized patrons to the proper parking facilities.

Once patrons have found their way to the parking facilities, parking lot identification signs need to be clearly visible to have the proper affect. F Lot is a permit and parking meter surface parking lot that is intended for the use of the merchants and their customers. Due to the location of the lot identification sign, oncoming traffic cannot see the sign as they approach the parking lot. The result is illegally parked vehicles.

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INTRODUCTION

The City of Aurora was founded in 1857 and since then, has experienced a number of changes, many of which have had a material impact on parking requirements and strategies. Many of these changes have occurred in the last ten years. For example, the City now owns three parking structures and ten years ago, it had none. Two of the three parking structures were built to primarily serve the Hollywood Casino.

Today, the City of Aurora owns fourteen surface parking lots and three parking structures. Based on an internal parking study prepared by the City, in 1993, over 2,200 parking spaces existed within the downtown area. Based on an inventory of parking spaces within the study area conducted by Walker Parking Consultants (Walker), there are now over 4,000 total parking spaces within the downtown area. This inventory is made up of public and private, both on and off-street parking spaces.

A number of redevelopment and expansion projects have been discussed and planned. Future development will require parking of its own and consequently, the City may find itself in a position to build structured parking.

REPORT ORGANIZATION

This study is divided into two tasks: a Supply/Demand Analysis and Alternatives Analysis and a Parking Management Strategies. The purpose of the Supply/Demand Analysis is to examine the parking supply, the parking demand, and the future developments for each block, and determine if a parking surplus or deficit exists. Then, various parking alternatives and management strategies were developed to meet parking needs.

STUDY METHODOLOGY

The City of Aurora provided Walker with the following information:

- Land Use Data – Source to determine square footage for each building within the bounded area and a breakdown of land uses within each building.
- Building Occupancy – The occupancy of major buildings and the City’s best estimate for other buildings.
- Employment – The most recent and accurate data that the City can provide for the central business district.

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- Modal Split – Bus ridership, mass transit, and/or ride sharing programs for downtown Aurora.
- Future Developments – Includes types of land use, square footage, seating capacity, or number of rooms, expected completion date, location, and the number of existing parking spaces that will be displaced.
- Copies of a previous parking study.
- Aerial photograph and a base map of the parking study area.

Based on the data supplied by the City of Aurora and the data collected by Walker, the methodology for completing Task 1 included the following:

- Conduct an inventory of on- and off-street parking spaces within the study area on a block-by-block basis.
- Perform a parking occupancy study to determine peak occupancy on three separate days.
- Assemble the land use data provided by the City.
- Calculate existing parking demand on a block-by-block basis in the study area based upon parking ratios determined from Walker's database for similar land uses. Adjust parking ratios for employee drive ratio, seasonal factors, and captive market effects. Develop a computer model of parking demand and calibrate against field observations.
- Compare the calculated parking demand to the existing parking supply to determine the existing parking surplus or deficit on a block-by-block basis in the study area.
- Identify current and future parking needs (through 2007) by block within the study area based on available local data, national averages, Walker Parking Consultants' experience and shared use methodology.

The methodology for completing Task 2 included the following:

- Review existing vehicular and pedestrian access and circulation patterns for their relationship to existing and proposed parking generators and parking supply.

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- Determine whether the opportunity for restriping and/or making efficiency improvements exists to increase the parking supply.
- Determine possibilities of expanding existing parking facilities to meet the area parking needs.
- Develop options for expanding the parking supply through structured parking.
- Determine conceptual construction and project costs for each of the alternatives including estimated operational expenses to enable a comparison of the costs of each alternative.
- Identify parking management strategies for each section targeted for this study.
- Comment on existing parking management policies and procedures and suggest opportunities for improvement.
- Develop a plan to ensure that each section has adequate parking now and in the future.

STUDY AREA

The study area consists of 28 city blocks. It is bordered by Spruce and Spring Streets to the north, Clark Street to the south, Lake Street to the west, and Lincoln Street to the east. The study is broken down into four sections – West Section, North/Central Section, South/Central Section, and the East Section. Maps of the study area and the section breakdown are shown in Figures 1 and 2.

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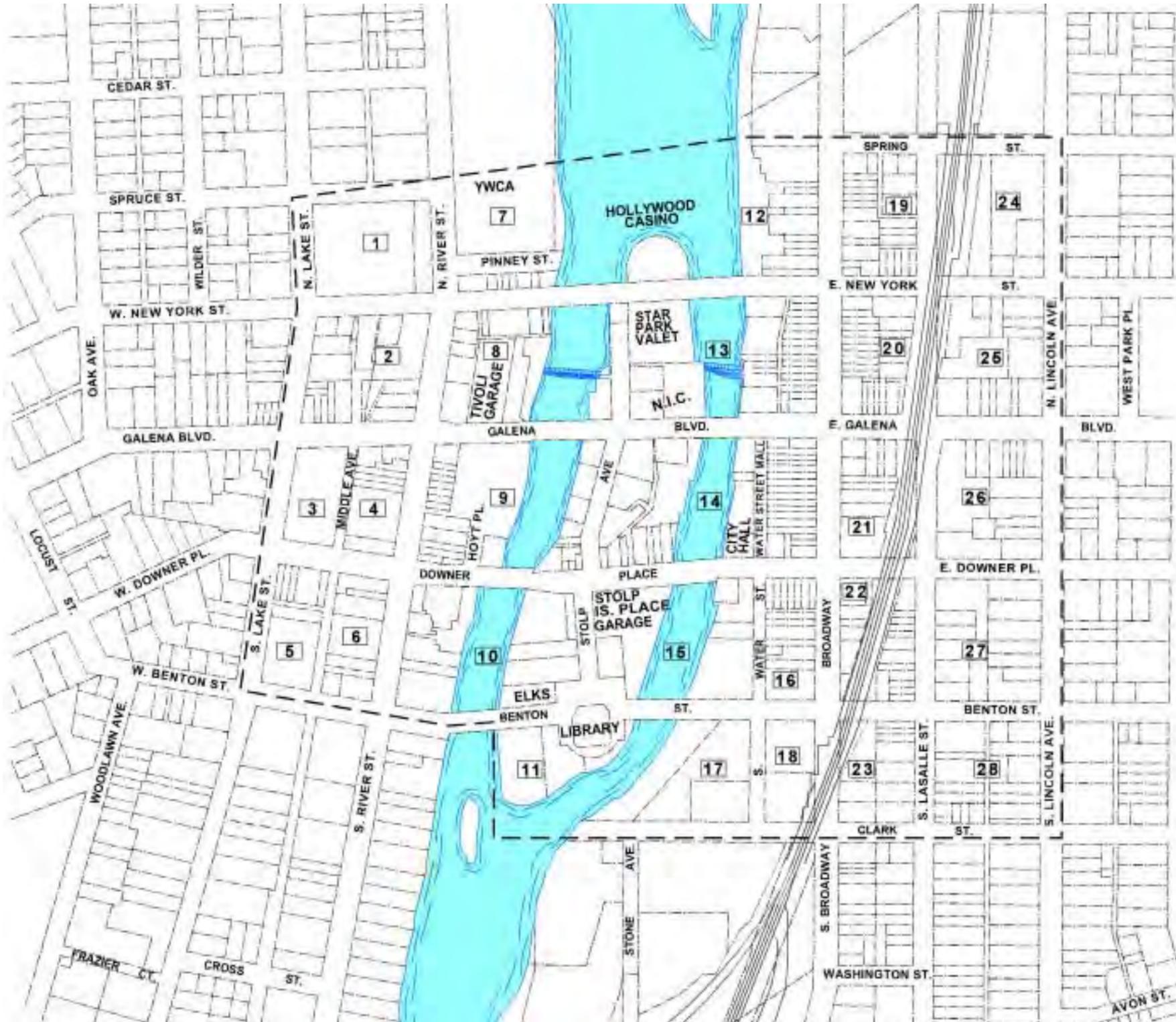


FIGURE 1: STUDY AREA

LEGEND:

- Study Area
- Block Numbers
- Fox River

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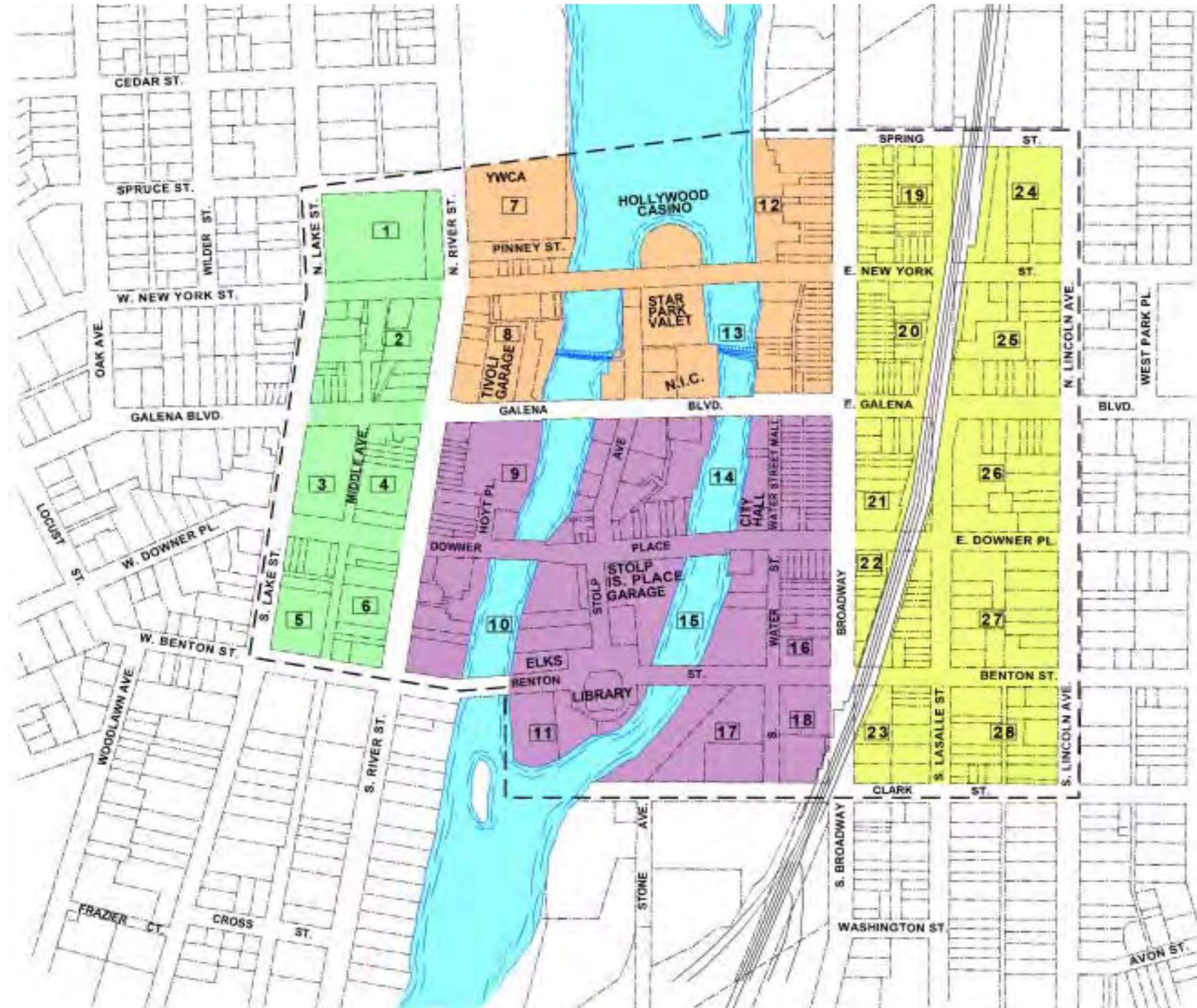


FIGURE 2: STUDY AREA
BY SECTIONS

LEGEND:

- West Section
- North/Central Section
- South/Central Section
- East Section

 Fox River

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WEST SECTION

The West Section of the study area is bound by Spruce Street to the north, Benton Street to the south, Lake Street to the west, and River Street to the east. The main tenant of this area is the Old Second Bank. There are also other small retail and mixed use, including residential properties, within the area.

NORTH/CENTRAL SECTION

The North/Central Section of the study area is bound by Spruce and Spring Streets to the north, Galena Boulevard to the south, River Street to the west, and Broadway to the east. The main tenant in this section is the Hollywood Casino. The Hollywood Casino has a staff of approximately 1,526 employees. Parking for the casino is accommodated within this area by two parking structures and a new surface parking lot being constructed just north of the YWCA. Once completed, the new valet surface parking lot will have a capacity of approximately 381 spaces. Another big tenant of this area is the North Island Apartments that has 100% occupancy of its 56 units. These tenants currently are parking in the Tivoli Garage. Part of the focus of this study is to determine an alternative parking area for the North Island Apartments tenants.

SOUTH/CENTRAL SECTION

The South/Central Section of the study is bound by Galena Boulevard on the north, Benton and Clark Streets to the south, River Street to the west, and Broadway to the east. This section has the Paramount Arts Centre, Waubensee Community College, and the North Island Center Building as its main tenants. The South/Central Section attractions mainly happen during the evening hours and on weekends.

EAST SECTION

The East Section of the study is bound by Spring Street on the north, Clark Street to the south, Broadway to the west, and Lincoln Avenue to the east. This section is probably the most diverse section of the downtown area. It has a mix of retail, residential, and churches as the primary tenants of this area. A development that has recently opened is the Coulter Court Residences. This is a property that has been redeveloped with Fifth/Third Bank and office space occupying the first floor of the building and 38 residences occupying the rest. The 38 residences currently are only 2% occupied. The developers of the building expect 100% occupancy in approximately two to three months.

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DEFINITION OF TERMS

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

- *Demand*: The number of parking spaces required to satisfy patron needs on any given day. This is estimated by comparing the observed number of vehicles actually parked in the study area with the number of vehicles that would be expected given the building sizes and uses.
- *Design Day*: The design day represents parking conditions that the parking system should be able to support.
- *Effective Parking Supply*: The total number of parking spaces adjusted by the optimum utilization factor.
- *Occupancy*: The number of parking spaces occupied by vehicles compared to the number of available spaces for a parking system. This information is gathered by performing parked vehicle counts in each parking area located in the study area and comparing it to the supply.
- *Optimum Utilization Factor*: The occupancy rate at which a parking facility operates at peak efficiency. Incorporating this factor results in parking facilities that allow parking patrons to spend less time looking for the last available spaces and allow for the dynamics of vehicles moving in and out of spaces. It is also needed to provide adequate spaces when parking facilities are under repair.
- *Parking Adequacy*: The difference between the effective parking supply and the estimated parking demand. A negative adequacy indicates a deficit while a positive result shows a surplus.
- *Supply*: The total number of spaces within the study area.
- *Survey Day*: The day that the parking occupancy counts were taken within the study area.

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This section of the report documents our understanding of the parking characteristics within Downtown Aurora. The information contained herein serves as the basis for analysis of the parking needs. Included is a discussion of parking supply, effective supply, parking demand, parking adequacy, and future developments that may impact existing parking conditions.

CURRENT CONDITIONS

PARKING SUPPLY

The foundation of a supply and demand study is an inventory of the parking supply. Parking throughout Downtown Aurora is available in several forms. There is free and metered on-street parking, which accounts for approximately 13% of the total parking supply, as well as off-street parking, including surface lots and structured parking. Off-street public parking facilities account for 44% of the parking supply and private parking facilities account for 43% of the total parking supply. By examining an inventory of the parking supply and comparing it to the parking demand, we quantify the parking surplus or deficit that exists or may exist due to future development. When the parking supply exceeds the demand, a surplus of parking exists. Conversely, a deficit exists when parking demand exceeds the supply. Our analysis evaluates each block of the study area and provides the current and future levels of parking adequacy.

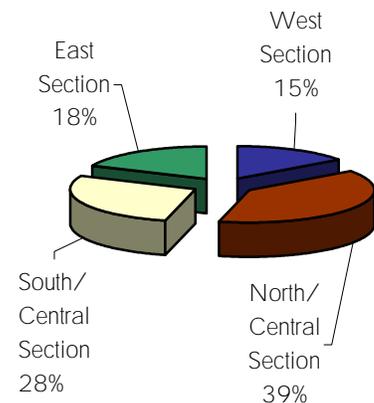
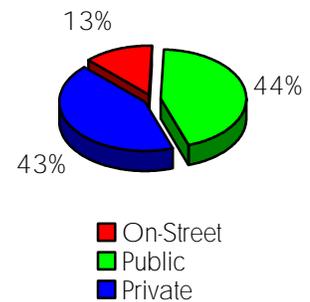
Based on data that was collected on Tuesday, April 16, 2002, there are a total of 4,130 parking spaces within the study area. Of the total spaces available in the study area, 1,765 are privately owned and/or accessible only to certain user groups such as employees of a particular organization. About 57%, or 2,365 spaces of the parking supply are available to the general public.

EFFECTIVE SUPPLY

The inventory of parking is adjusted to allow for a cushion necessary for vehicles moving in and out of spaces, and to reduce the time necessary to find the last few remaining spaces when the parking is nearly full. We derive the effective supply by deducting this cushion from the total parking capacity. The cushion allows for vacancies created by restricting parking facilities to certain users, misparked vehicles, minor construction, and snow removal. A parking supply operates at peak efficiency when parking occupancy is 85% to 95%. When occupancy exceeds this level, patrons may experience delays and frustration while searching for a space. Therefore, the parking

SUPPLY/DEMAND ANALYSIS

Parking Supply



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supply may be perceived as inadequate even though there are some spaces available.

As a result, the effective parking supply is used in analyzing the adequacy of the parking system rather than the total supply or inventory of spaces. Some factors that affect the efficiency of the parking system include:

- Capacity – Large, scattered surface lots operate less efficiently than a more compact facility. Moreover, it is more difficult to find the available space in a widespread parking area than a centralized parking area.
- Type of Users – Monthly or regular parking patrons can find the available spaces more efficiently than infrequent visitors.
- On-street vs. Off-street – On-street spaces are less efficient than off-street spaces due to the time it takes patrons to find the last few vacant spaces.

For parking within Downtown Aurora, the effective supply is determined to be 85% for all on-street spaces, 95% for all off-street public spaces, and 95% for off-street private spaces. The study area contains a total of 4,130 parking spaces. When adjusted to reflect the effective parking supply, there are a total of 3,870 effective parking spaces.

Table 1 illustrates the parking inventory by section. In Table 2, the parking inventory is detailed in order to show the total and effective on- and off-street parking supply on a block-by-block basis.

Table 1: Parking Inventory by Section

Section	On-Street	Off-Street		Parking Supply	Effective Parking Supply
		Public	Private		
West	72	176	368	616	578
North Central	83	847	674	1,604	1,516
South Central	212	583	355	1,150	1,071
East	171	221	368	760	705
Totals	538	1,827	1,765	4,130	3,870

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Table 2: Parking Inventory by Block

Block	Off-Street		On-Street 85%	Total Supply	Effective Supply
	Public 95%	Private 95%			
1	0	159	7	166	157
2	128	0	0	128	122
3	0	0	2	2	2
4	0	42	20	62	57
5	0	88	27	115	107
6	48	79	16	143	134
7	0	90	23	113	105
8	750	0	22	772	731
9	128	0	35	163	151
10	0	0	57	57	48
11	43	22	2	67	63
12	61	32	7	100	94
13	36	552	31	619	585
14	0	0	54	54	46
15	412	24	23	459	434
16	0	60	27	87	80
17	0	165	14	179	169
18	0	84	0	84	80
19	24	0	11	35	32
20	151	0	20	171	160
21	0	77	23	100	93
22	0	53	34	87	79
23	0	16	2	18	17
24	0	38	15	53	49
25	0	46	12	58	54
26	0	92	36	128	118
27	0	46	4	50	47
28	46	0	14	60	56
Total Spaces	1,827	1,765	538	4,130	3,870
Percent of Total	44%	43%	13%		94%

Source: Walker Field Counts, April 2002

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PARKING DEMAND

To determine parking patterns of patrons in the study area, the usage of all parking facilities located in the four sections was evaluated. Understanding these parking patterns helps define which type of patron is parking in what location. Occupancy counts were taken for all on and off-street parking spaces. Data was collected on Tuesday, May 7, 2002, Friday, May 3, 2002, and on Saturday, May 4, 2002.

Data collection counts were taken at 10:00 a.m. on Tuesday and at 8:00 p.m. on both Friday and Saturday. These times represent the peak hours of parking demand on these days. The time and days of the occupancy counts were established in agreement with the City of Aurora representatives. There are a few established attractions that contribute significantly to the Downtown parking demand during the evening hours. The Hollywood Casino, North Island Center (N.I.C.), and the Paramount Theatre currently are major contributors to the downtown parking demand. For example, on Friday evening, May 3rd, USA's Ferdinand the Bull was playing at the Paramount Theatre and on Saturday evening, May 4th, a wedding was being held in the N.I.C. ballroom. During these two evenings, the Star Park Valet Garage was filled to capacity with vehicles stacked within the entrance drop-off area as well as the on-street parking spaces.

The peak vehicle occupancy count came on Tuesday, May 7th, at 10:00 a.m. when there were 2,294 vehicles or 56% of the total parking supply occupied. On Friday evening, May 3rd, there were 1,932 or 47% of the total parking supply occupied. On Saturday, May 4th, there were 1,508 or 37% of the total parking supply occupied. Figure 3 illustrates the three days' totals as they compare to the study area parking supply. Tables 3, 4, and 5 illustrate each day's parking occupancy on a block-by-block basis.

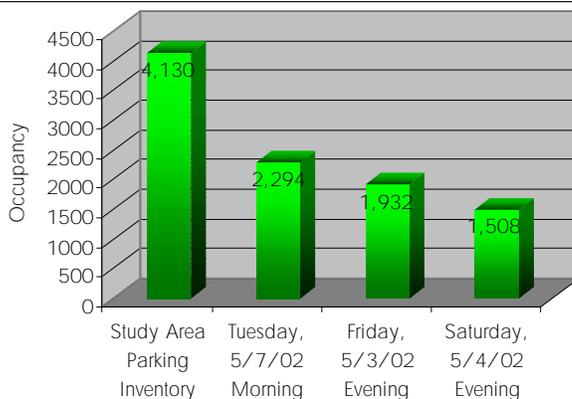
Paramount Theatre



Hollywood Casino



Figure 3: Documented Parking Occupancy



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Table 3: Occupancy Counts, Tuesday Morning, May 7, 2002

Block	Supply	Occupancy		Percent
		Off-Street	On-Street	Occupied
1	166	76	1	46%
2	128	25	3	22%
3	2	0	0	0%
4	62	38	2	65%
5	115	80	10	78%
6	143	99	11	77%
7	113	38	12	44%
8	772	445	22	60%
9	163	81	21	63%
10	57	0	27	47%
11	67	52	0	78%
12	100	64	5	69%
13	619	287	29	51%
14	54	0	44	81%
15	459	293	17	68%
16	87	17	13	34%
17	179	101	10	62%
18	84	49	0	58%
19	35	19	9	80%
20	171	36	13	29%
21	100	66	2	68%
22	87	19	6	29%
23	18	0	5	28%
24	53	6	10	30%
25	58	36	3	67%
26	128	37	5	33%
27	50	17	6	46%
28	60	17	10	45%
Total Spaces	4,130	1,998	296	56%

Source: Walker Field Counts, May 2002

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Table 4: Occupancy Counts, Friday Evening, May 3, 2002

Block	Parking Supply	Occupancy		Percent Occupied
		Off-Street	On-Street	
1	166	51	1	31%
2	128	25	0	20%
3	2	0	0	0%
4	62	38	1	63%
5	115	2	6	7%
6	143	3	0	2%
7	113	0	8	7%
8	772	509	21	69%
9	163	38	21	36%
10	57	0	13	23%
11	67	2	0	3%
12	100	39	6	45%
13	619	550	16	91%
14	54	0	55	102%
15	459	135	24	35%
16	87	0	2	2%
17	179	47	6	30%
18	84	0	0	0%
19	35	3	0	9%
20	171	48	19	39%
21	100	51	11	62%
22	87	5	19	28%
23	18	0	6	33%
24	53	17	0	32%
25	58	31	11	72%
26	128	42	12	42%
27	50	8	9	34%
28	60	3	18	35%
Total Spaces	4,130	1,647	285	47%

Source: Walker Field Counts, May 2002

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Table 5: Occupancy Counts, Saturday Evening, May 4, 2002

Block	Supply	Occupancy		Percent Occupied
		Off-Street	On-Street	
1	166	50	4	33%
2	128	29	0	23%
3	2	0	0	0%
4	62	2	2	6%
5	115	1	11	10%
6	143	0	4	3%
7	113	2	21	20%
8	772	619	27	84%
9	163	55	16	44%
10	57	0	4	7%
11	67	0	0	0%
12	100	44	7	51%
13	619	246	29	44%
14	54	0	35	65%
15	459	21	4	5%
16	87	0	2	2%
17	179	41	1	23%
18	84	0	0	0%
19	35	4	0	11%
20	171	40	19	35%
21	100	9	3	12%
22	87	0	2	2%
23	18	2	2	22%
24	53	13	0	25%
25	58	30	20	86%
26	128	35	15	39%
27	50	4	9	26%
28	60	4	20	40%
Total Spaces	4,130	1,251	257	37%

Source: Walker Field Counts, May 2002

Figures 4, 5, and 6 illustrate the block number and the percentage of vehicles parked compared to the block parking capacity.



FIGURE 4: OBSERVED PARKING OCCUPANCY, TUESDAY MORNING

LEGEND:

- 91% and Above
 - 71% to 90%
 - 51% to 70%
 - 50% and Below
-
- 45% - Percent Occupied
 - 60 - Block Parking Space Inventory

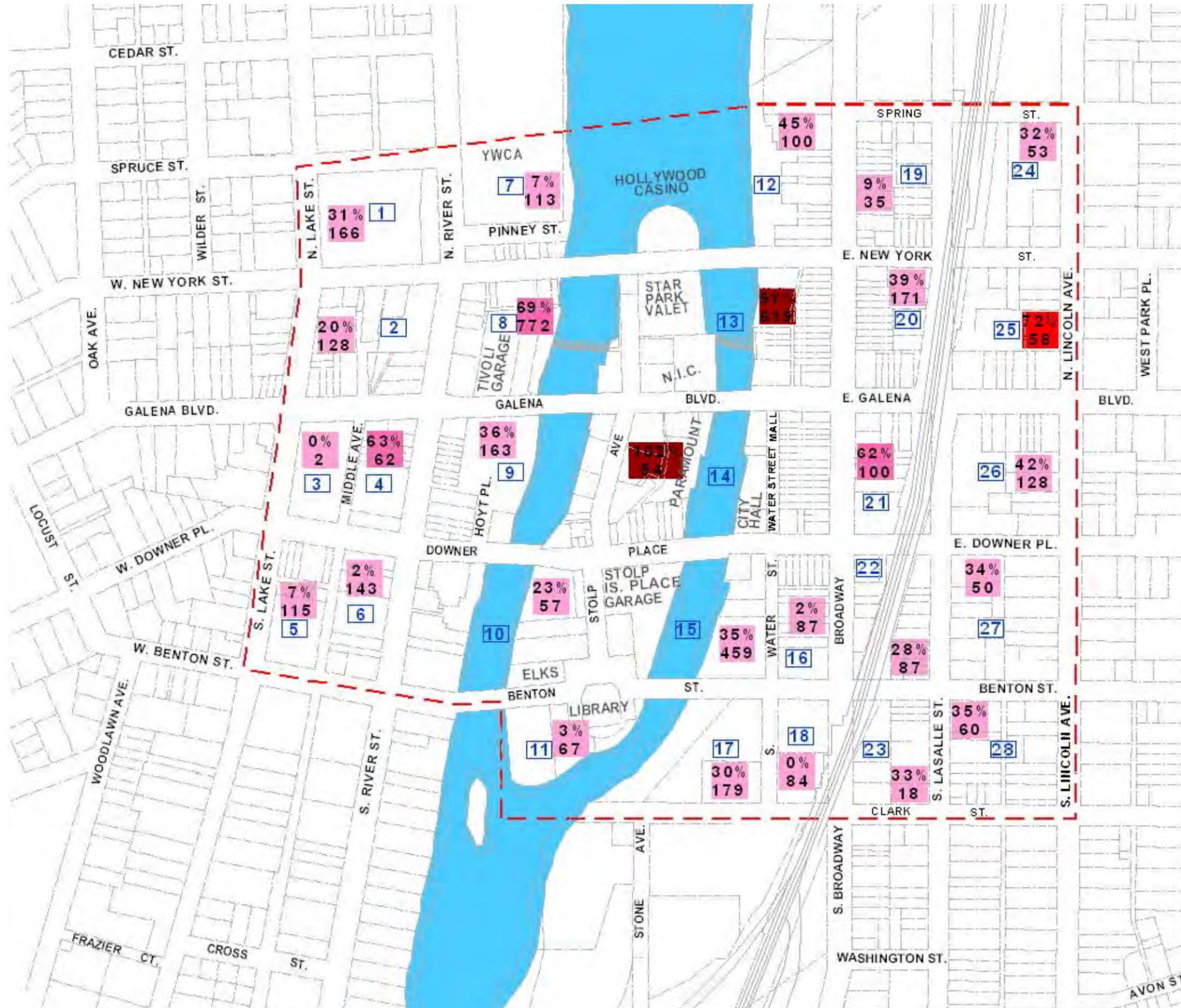


FIGURE 5: OBSERVED PARKING OCCUPANCY, FRIDAY EVENING

LEGEND:

- 91% and Above
- 71% to 90%
- 51% to 70%
- 50% and Below

35% - Percent Occupied
60 - Block Parking Space Inventory

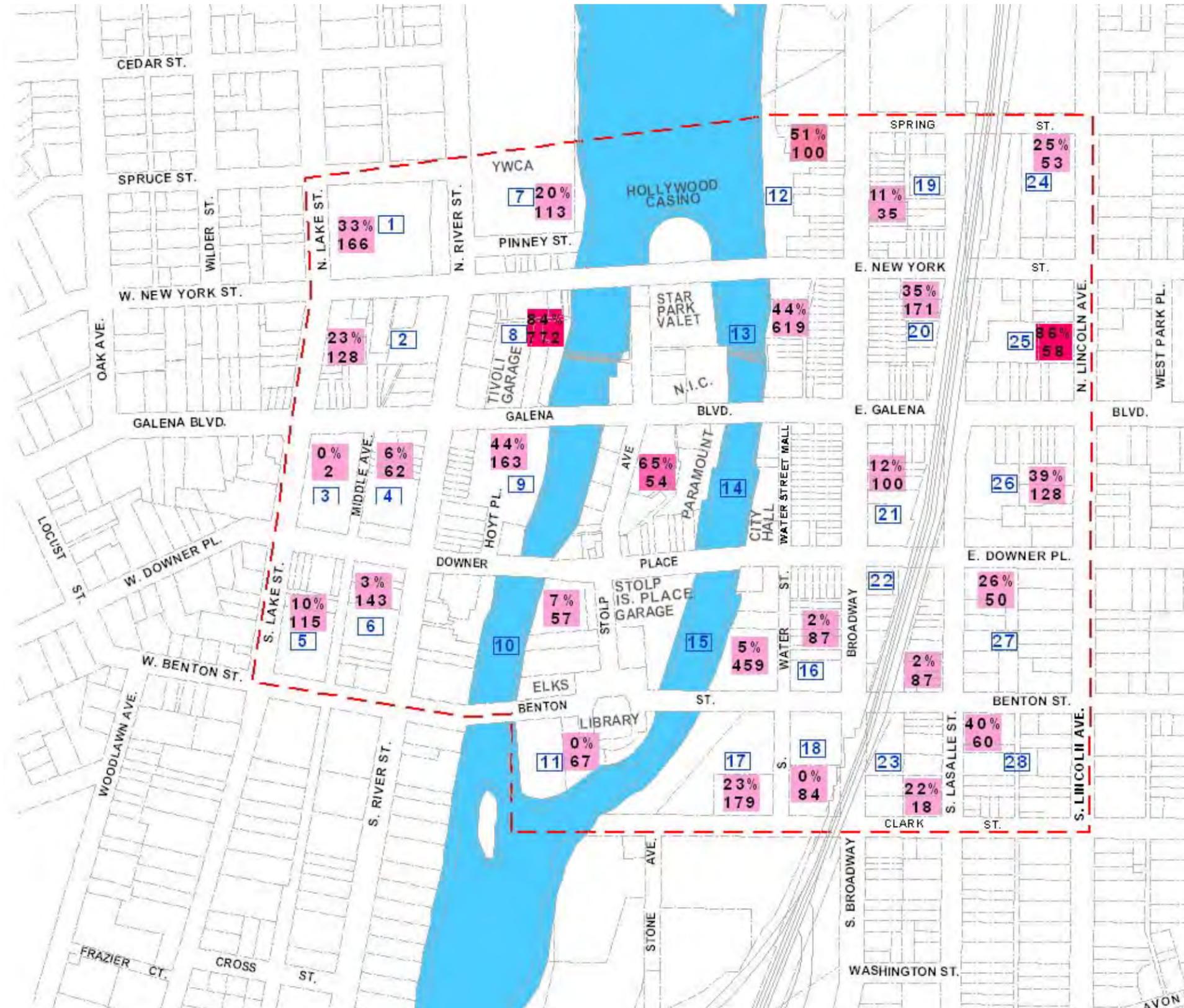


FIGURE 6: OBSERVED PARKING OCCUPANCY, SATURDAY EVENING

LEGEND:

- 91% and Above
- 71% to 90%
- 51% to 70%
- 50% and Below

40% - Percent Occupied
60 - Block Parking Space Inventory

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LAND USE DATA

To develop a better understanding of the land uses present within the study area and how these impact parking demand, the quantity (square feet of gross leasable area) and type(s) of land uses were determined for nearly all of the existing buildings located within the study area. Most of the information was accessed through the Aurora Township web site www.auroratownshipassessor.com. In Appendix C of this report, a detailed tabulation of the land use data is listed on a block-by-block basis.

Over 2,200,000 square feet of gross leasable space was identified in the study area. Of this total, an estimate of more than 313,000 square feet of vacant space exists within the study area. For each property type, Walker derived a locally adjusted parking demand ratio based on downtown parking demand and our database. These ratios were then used in the derivation of future parking demand according to the type of and size of the future redevelopment within the study area.

Several factors impact parking demand in the downtown areas including the following:

1. *The intensity of the land use and its overall level of success* – Parking demand is unique to each area. However, general trends exist and may be relied upon to estimate current demand within the study area. For example, a retail land use generally requires more parking on a square foot basis than an office building. Moreover, well-established, successful restaurants can generate a parking demand that is 4-5 times greater than that of an office use.
2. *The time of year, day of the week, and hour of the day* – This is an important consideration in a mixed-use area. The fact that parking demand for each component may peak at different times of the year, days of the week, or hours of the day may indicate that fewer parking spaces are needed than would be required if each component were a freestanding development. This phenomenon provides the opportunity for some land uses to share parking. This is extremely beneficial when attempting to decrease project costs. Shared parking smoothes the peaks and valleys with single use developments.
3. *Building Occupancy* – If these rates are relatively low, then parking demand can be expected to be low.

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Parking demand for the primary study area is calculated by multiplying the square feet of the building by an appropriate parking demand ratio. For example:

$$50,000 \text{ s.f.} \times 2.00 \text{ spaces}/1,000 \text{ s.f.} = 100\text{-space demand}$$

Parking demand ratios for various land uses are developed partially based on data contained in two reports: *Shared Parking*, a publication of the Urban Land Institute; and *Parking Generation*, which is published by the Institute of Transportation Engineers. Each of these reports provides national ranges of parking demand ratios for various land use types. The ratios were developed to represent the peak hour of parking demand on a busy day in a peak month, rather than once a year hourly peak for each individual land use. Next, the ratios are calibrated to the data compiled from this study's occupancy counts, our previous experience with parking dynamics in urban environments, and our assessment of how the three aforementioned variables of land use, intensity, season, and building occupancy impact parking demand. We started with the base ratios and factored them down to reflect the number of parking spaces that would be occupied on any given day. Once the parking demand ratios have been calculated, we are able to replicate the conditions that were observed in the days that the data was collected.

PARKING ADEQUACY

Parking adequacy is defined as the difference between the effective parking supply provided and the parking demand generated by various land uses within a given area. A positive figure indicates that there is a surplus of parking and a negative figure reflects a deficit.

A fundamental aspect of any central business district or downtown area is the interplay of activities from block-to-block. Commonly, patrons of a downtown area park on one block and go to work and/or patronize a business on another block. Additionally, not all of the parking patrons bound for a particular block will choose to park there if there is a sufficient amount of available space. Market factors, especially price, walking distance and convenient access will result in significant interplay between blocks. For these reasons, it is not critical to focus on the balance for any individual block. For example, it was observed on Friday evening, that people going to the Paramount Arts Centre were walking two and three blocks from where they had parked. Overall, the parking adequacy within the downtown study area can accommodate the current parking demand.

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On the each of the three survey days, there was a parking surplus within the downtown study area. When looking at the downtown sections individually, the south/central section of the study area had experienced an 81-space deficit on Tuesday morning. The effective parking supply for this section is equal to 1,071 parking spaces and the parking demand is equal to 1,152 vehicles.

Block 14 had experienced a parking deficit on all three survey days. The parking deficit for this area and others is being accommodated by the Tivoli and Stolp Island parking structures. Block 12, which houses the Hollywood Casino, also is experiencing a large deficit. The parking demand for this area is being handled by the Tivoli and Star Valet parking structures that are located one to two blocks away.

Table 6 illustrates, on a block-by-block basis, the parking adequacy as determined by land use. Table 7 shows the parking adequacy by section.

Table 6: Parking Adequacy by Block

Block Number	Parking Demand by Land Use			Effective Parking Supply	Parking Adequacy		
	Tuesday Morning	Friday Evening	Saturday Evening		Tuesday Morning	Friday Evening	Saturday Evening
1	28	0	0	157	129	157	157
2	29	15	15	122	93	107	107
3	52	0	0	2	(50)	2	2
4	84	1	3	57	(27)	56	54
5	20	8	10	107	87	99	97
6	6	1	1	134	128	133	133
7	36	29	13	105	69	76	92
8	30	46	46	731	701	685	685
9	192	149	148	151	(41)	2	3
10	212	16	13	48	(164)	32	35
11	53	4	4	63	10	59	59
12	361	639	782	94	(267)	(545)	(688)
13	105	136	131	585	480	449	454
14	414	744	199	46	(368)	(698)	(153)
15	137	5	1	434	297	429	433
16	115	14	14	80	(35)	66	66
17	0	0	0	169	169	169	169
18	29	1	0	80	51	79	80
19	0	0	0	32	32	32	32
20	43	33	37	160	117	127	123
21	162	1	0	93	(69)	92	93
22	71	5	4	79	8	74	75
23	16	2	3	17	1	15	14
24	2	1	1	49	47	48	48
25	13	4	3	54	41	50	51
26	34	52	54	118	84	66	64
27	33	17	17	47	14	30	30
28	17	9	9	56	39	47	47
Total	2,294	1,932	1,508	3,870	1,576	1,938	2,362

Block 8:

Tivoli Parking Garage



Block 13:

Star Park Valet Garage



Block 15:

Stolp Island Garage



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Table 7: Parking Adequacy by Section

Downtown Section	Parking Demand by Land Use			Effective Parking Supply	Parking Adequacy		
	Tuesday	Friday	Saturday		Tuesday	Friday	Saturday
West	219	25	29	578	359	553	549
North/Central	532	850	972	1,516	984	666	544
South/Central	1,152	933	379	1,071	(81)	138	692
East	391	124	128	705	314	581	577
Total	2,294	1,932	1,508	3,870	1,576	1,938	2,362

Figures 7, 8, and 9 are graphical representations of Table 6, showing the existing parking adequacy on a block-by-block basis for the three days surveyed.

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FIGURE 7: CURRENT PARKING ADEQUACY/TUESDAY MORNING

LEGEND:

- Study Area
- Block Numbers
- Surplus/Deficit
- Fox River
- Block Parking Deficit

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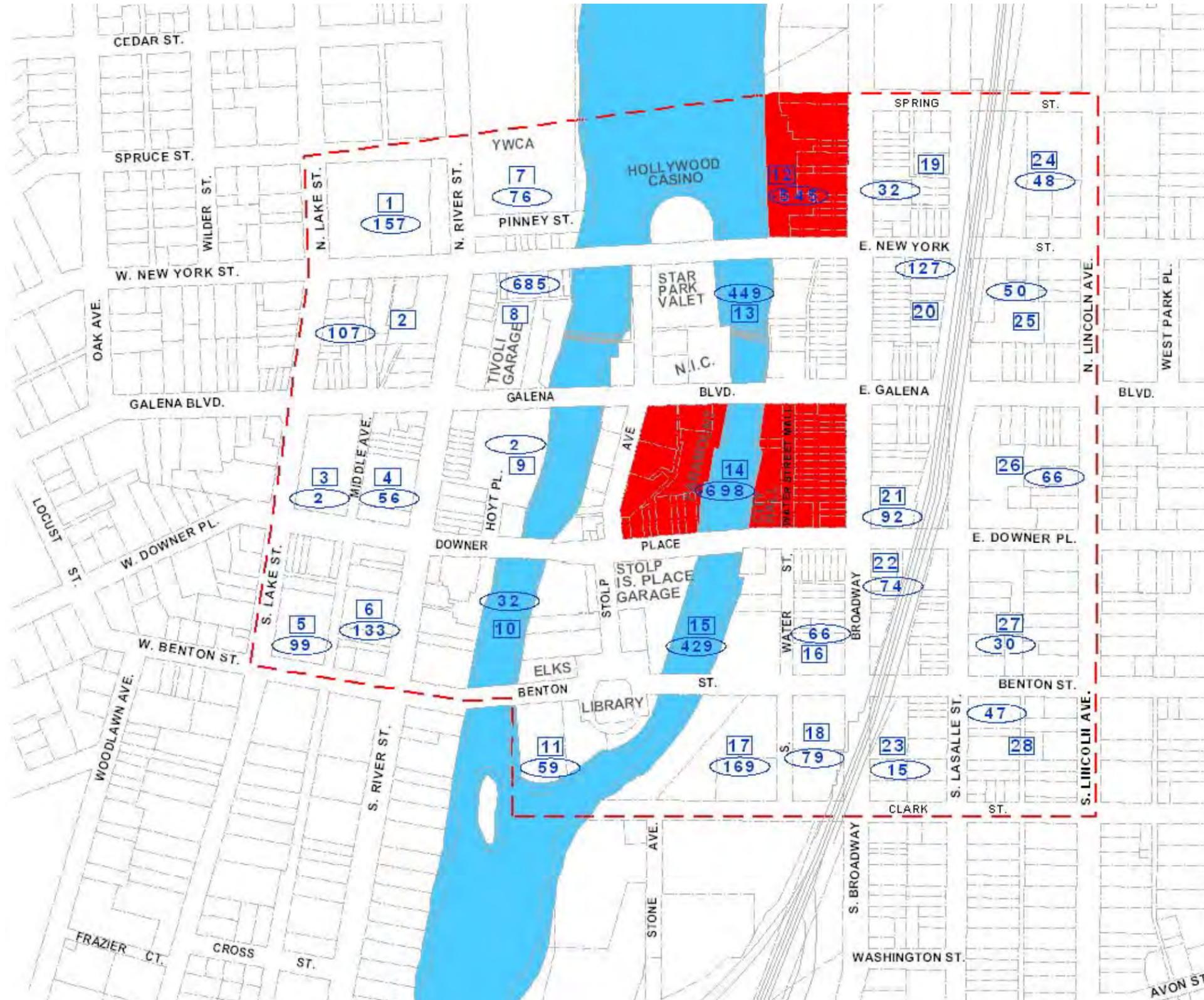


FIGURE 8: CURRENT PARKING ADEQUACY/FRIDAY EVENING

LEGEND:

- Study Area
- Block Numbers
- Surplus/Deficit
- Fox River
- Block Parking Deficit

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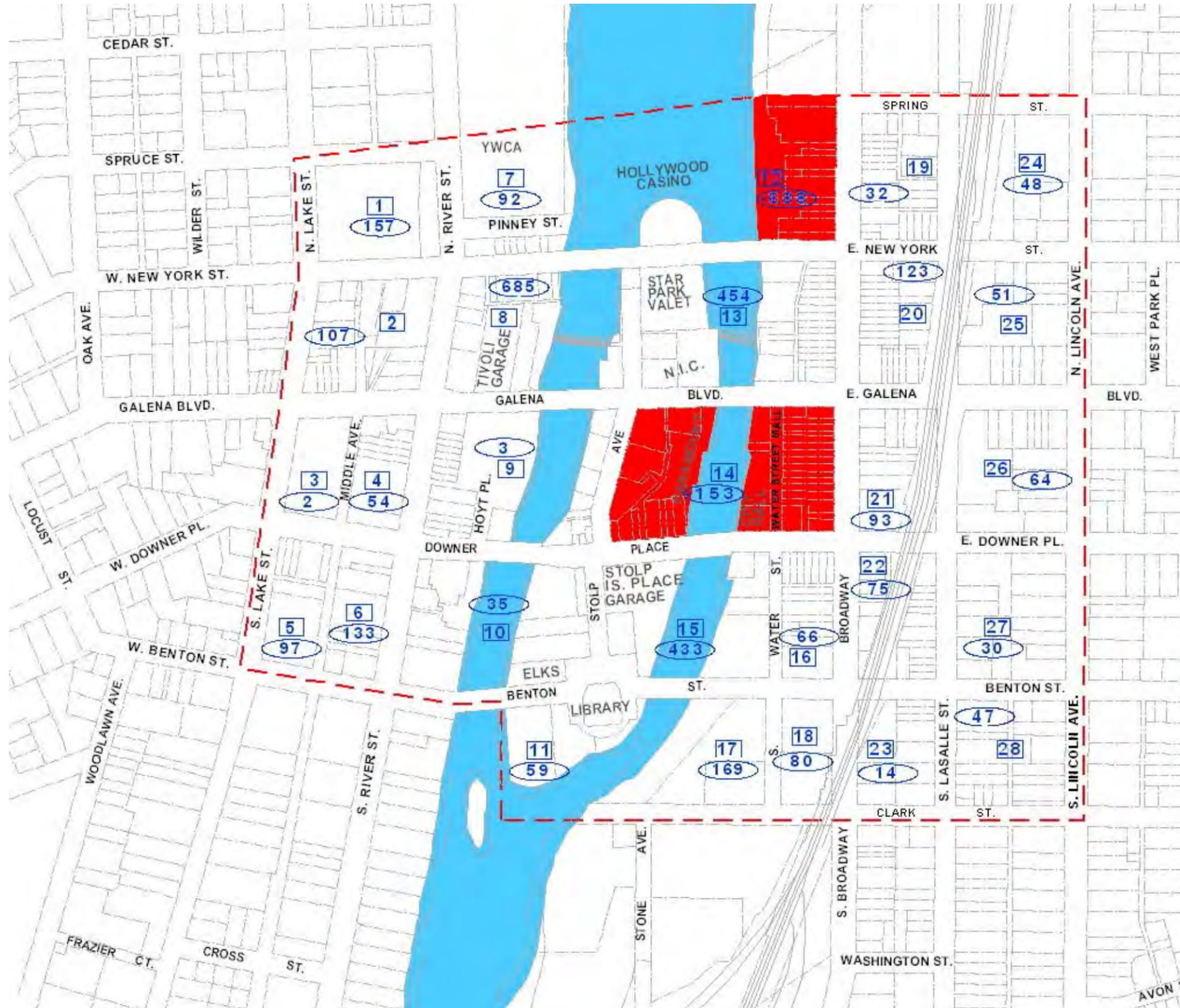
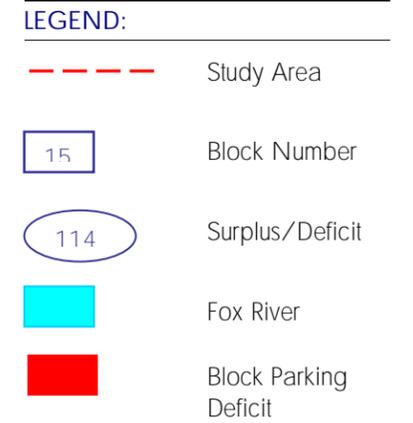


FIGURE 9: CURRENT PARKING ADEQUACY / SATURDAY EVENING



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FUTURE CONDITIONS

PLANNED DEVELOPMENTS

There is approximately 313,845 square feet of vacant building space available within the study area. This figure represents approximately 14% of the total estimated building space within the study area. The vacant property is a mixture of residential, retail, and commercial types of land uses. It is the City of Aurora’s vision to have this property fully occupied in the future.

According to the City of Aurora, a number of redevelopment projects and future growth will affect the parking demand for the downtown. The following are some of the larger properties that will have an impact on the future parking demand.

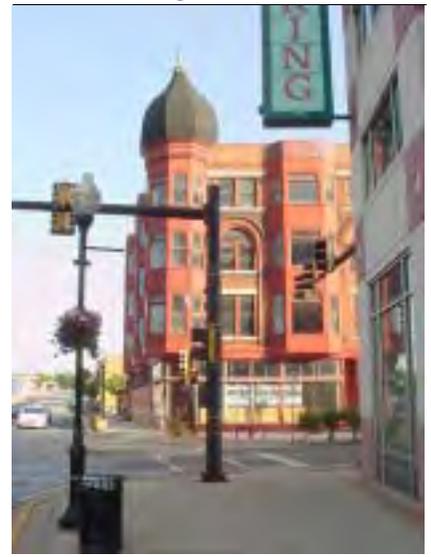
One of the larger buildings that is currently vacant is the Elks Lodge, which is located on the corner of Stolp Ave. and Benton St. This building has approximately 45,000 square feet of available floor space, consisting of approximately 25 rooms, banquet facilities, restaurant, bars, and meeting rooms. There is a possibility of this building being leased to government offices and non-profit organizations. The parking demand that this building could generate would impact the Stolp Island garage due to its close proximity.

The Hollywood Casino is currently in the process of doubling the size of the casino increasing it to approximately 53,000 square feet. This project is expected to be completed in the summer of 2002. Along with the expansion of the casino is an additional parking facility that will be located north of the YWCA. This property will have approximately 381 parking spaces to be used for casino valet parking only.

The German-American Bank Building at 1 South Broadway building is currently vacant. This building has been purchased by the City of Aurora and is being redeveloped to be used as office space for the City’s Community Development Department. Once occupied, these offices will have approximately 50 employees, thus increasing the demand in the south/central section of the study area.

There are other residential properties that are already occupied and others that are part of the development plan. The major residential developments of the downtown area will be:

Hobbs Building



North Island Apartments



Fox Island Place



CITY OF AURORA

DOWNTOWN PARKING STUDY



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- Fox Island Place 110 Units
- North Island Apartments 56 Units
- Downer Place Lofts 44 Units
- Coulter Court Residences 38 Units
- The Graham Building 35 Units
- The Hobbs Building 12 Units
- Terminal Building 10 Units

The parking demand generated by these buildings is equal to approximately 1 parking space per unit. Three of these properties, located on blocks 8 and 9, account for approximately 200 residential units. The properties are located within one block of each other. Figure 10 illustrates the location of the above properties.

Terminal Building



German-American Bank Building



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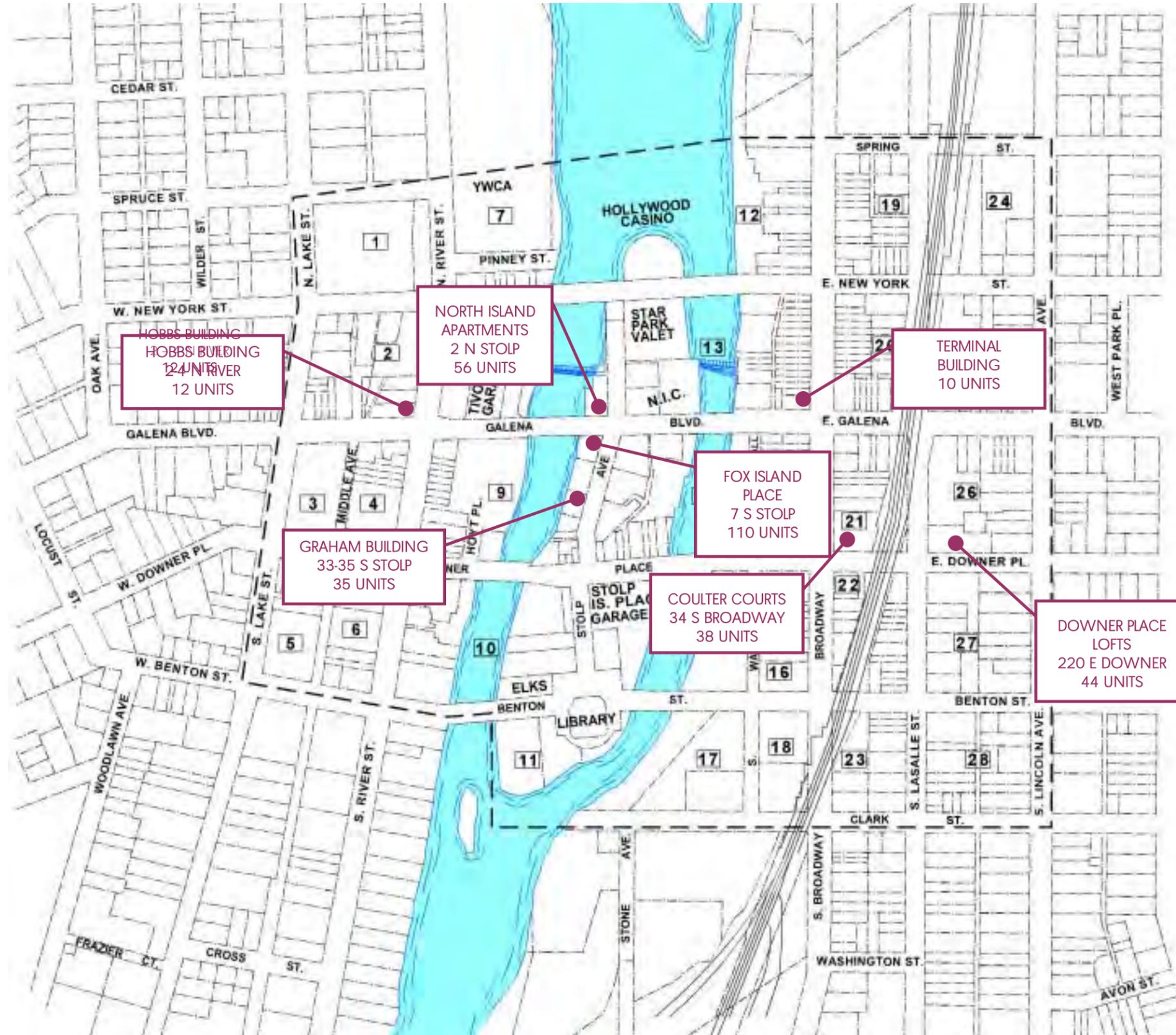


FIGURE 10:
RESIDENTIAL PROPERTIES

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FUTURE PARKING SUPPLY

The future number of parking spaces within the downtown study area is expected to change modestly. The only known exception will be the addition of a new 381-space valet parking lot that the Hollywood Casino is currently constructing to accommodate the casino patrons. This addition will bring the future parking supply total to 4,511 parking spaces. Even though the parking lot itself is outside of the study area, the vehicles parked will be from the demand generated by the casino located in Block 12. Since this parking facility will only accommodate the casino and is partly located within Block 7, we have added the numbers of spaces to the Block 7 supply total. This will increase the effective parking supply by 381 parking spaces or a total of 4,251. Table 8 shows the future parking supply and the effective supply once the new casino valet surface lot is completed.

Table 8: Future Parking Supply

Section	On-Street	Off-Street		Parking Supply	Effective Parking Supply
		Public	Private		
West	72	176	368	616	578
North/Central	83	847	1,055	1,985	1,897
South/Central	212	583	355	1,150	1,071
East	171	221	368	760	705
Totals	538	1,827	2,146	4,511	4,251

FUTURE PARKING DEMAND

The future parking demand is expected to increase with the development of Downtown Aurora. We have based the future parking demand on the completion of the casino and the vacant building space at or near capacity. Because there was only one attraction going on during the days of the occupancy counts, the properties associated with area attractions were inflated to account for the parking demand that these attractions would generate.

The future parking demand for the same three days as was surveyed (Tuesday, Friday, Saturday) for the downtown study area is shown in Table 9.

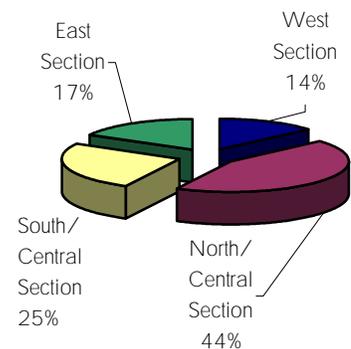
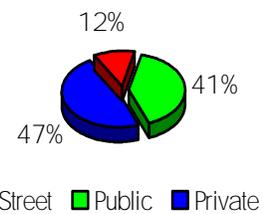
New Hollywood Casino Valet Entrance



381-Space Surface Parking Lot



FUTURE PARKING SUPPLY



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FUTURE PARKING ADEQUACY

Table 9 illustrates that once the future developments are taken into consideration, there will be an overall parking surplus within the study area. There are blocks that individually will experience parking deficits. However, as stated in the Current Conditions section, other blocks experiencing a surplus of parking due to low demands can help offset deficits. Table 10 illustrates the future parking adequacy by sections. Over the three days noted, the south/central section is projected to experience a 223-space parking deficit on Tuesday morning and the north/central section is projected to experience a parking deficit of 195 spaces on Saturday evening.

Table 9: Future Parking Adequacy by Block

Block Number	Projected Future Parking Occupancy			Effective Future Parking Supply	Future Parking Adequacy		
	Tuesday Morning	Friday Evening	Saturday Evening		Tuesday Morning	Friday Evening	Saturday Evening
1	25	0	0	157	132	157	157
2	39	22	22	122	83	100	100
3	52	0	0	2	(50)	2	2
4	84	1	3	57	(27)	56	54
5	24	11	13	107	83	96	94
6	10	4	4	134	124	130	130
7	42	32	16	486	444	454	470
8	32	47	47	731	699	684	684
9	208	155	154	151	(57)	(4)	(3)
10	310	87	30	48	(262)	(39)	18
11	53	4	4	63	10	59	59
12	720	1388	1877	94	(626)	(1294)	(1783)
13	118	218	151	585	467	367	434
14	433	755	694	46	(387)	(709)	(648)
15	137	5	1	434	297	429	433
16	124	20	20	80	(44)	60	60
17	0	0	0	169	169	169	169
18	29	1	0	80	51	79	80
19	0	0	0	32	32	32	32
20	53	38	42	160	107	122	118
21	182	36	35	93	(89)	57	58
22	80	10	9	79	(1)	69	70
23	17	2	3	17	(0)	15	14
24	3	1	1	49	46	48	48
25	32	5	4	54	22	49	50
26	42	56	58	118	76	62	60
27	33	17	17	47	14	30	30
28	20	9	9	56	36	47	47
Total	2,902	2,924	3,214	4,251	1,349	1,327	1,037

Note: Increase in the effective parking supply due to the addition of a 381-space valet surface lot in Block 7.
 Increased effective supply by 381 spaces (381*1.00).

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Table 10: Future Parking Adequacy by Section

Downtown Section	Projected Future Parking Occupancy			Effective Parking Supply	Future Parking Adequacy		
	Tuesday	Friday	Saturday		Tuesday	Friday	Saturday
West Section	234	38	42	578	344	540	536
North/Central Section	912	1,685	2,091	1,897	985	212	(195)
South/Central Section	1,294	1,027	903	1,071	(223)	44	168
East Section	462	174	178	705	243	531	527
Total	2,902	2,924	3,214	4,251	1,349	1,327	1,037

Figures 11, 12, and 13 are a graphical representation of Table 9, showing the future parking adequacy on a block-by-block basis.

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FIGURE 11:
FUTURE PARKING ADEQUACY,
TUESDAY MORNING

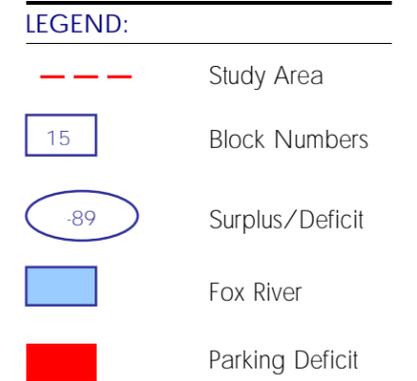




FIGURE 12:
FUTURE PARKING ADEQUACY,
FRIDAY EVENING

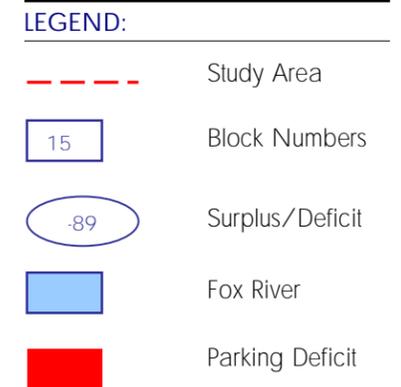
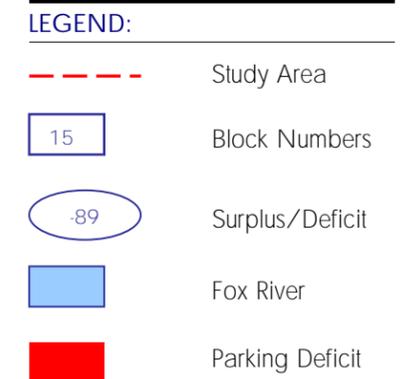




FIGURE 13:
FUTURE PARKING ADEQUACY,
SATURDAY EVENING



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CONCLUSIONS

In conclusion, Downtown Aurora has a surplus of parking within the study area, under both current and future conditions. Several blocks within the study area, currently and in the future, will experience parking deficits. These parking deficits are created by their individual land uses. However, these deficits can be met by the parking surpluses that exist within other blocks. Downtown Aurora, with its Fox Walk and retail possibilities, makes parking one or two blocks from a destination easily accessible.

When looking at the downtown study area in terms of sections, the south/central section had a parking deficit for a Tuesday morning. This is attributed to the land uses within this area that are mainly comprised of business and City offices. Parking surpluses within other blocks can accommodate this deficit.

Two residential buildings, the Fox Island Place and the North Island Apartments, currently have parking in the Tivoli Parking Garage. With the upcoming expansion of the casino, possible residential developments, and other projected growth, the City of Aurora will need to accommodate residential parking in other parking facilities.

The next section of this report will evaluate several alternative sites for parking expansion.

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ALTERNATIVES ANALYSIS

The City of Aurora has asked Walker to evaluate various alternatives for accommodating the projected growth and needs. The hope of the City is to fill the now vacant buildings that are scattered throughout the downtown area. It is the City's belief that the future growth will be in residential living. One of the concerns that developers have expressed to the City is in regards to parking. Buildings that have potential for residential development properties have a problem with convenient parking. This parking problem has been a deciding factor for developers and the City. The City of Aurora has asked Walker for possible solutions to accommodate this problem.

In surveying the downtown area, Walker's focus was to determine whether existing parking facilities could be expanded. Each site has been analyzed based on its ability to add capacity, pedestrian access, and functional considerations. The relocation of current and projected residential parking is another item that the City would like to resolve.

The first method of increasing the parking supply is usually done through the restriping of existing surface lots. The main benefit of this option is low costs. Due to the size and configurations of the City's existing surface parking lots, Walker did not see any areas that could be restriped to add any significant number of parking spaces. The surface parking lots all appeared to be effectively laid out.

The second method of increasing the parking supply is to construct structured parking. In searching for possible alternative sites, one of the determining factors in the placement of a parking structure is that the site must not involve the demolition of any existing buildings. The preservation of existing downtown buildings is part of the Downtown Aurora development plan. The areas of focus are any existing surface lots within the study area. The size of the surface lot is a key determinant in whether the site is suitable for the development of a parking structure. Another determining factor in the selection of an alternative site is a City requirement that a parking structure may not be within 100 feet of the river unless it is part of a development. Any parking structure must provide for retail and/or public uses on the ground floor, per the Fox Walk Design Guidelines and the Fox Walk Overlay District Intent, Rules, and Regulations adopted by the City Council in 1993. Plans must be presented to the Design Review Committee. Figure 14 is a graphical illustration of each of the possible alternative sites.

**ALTERNATIVES ANALYSIS
AND
PARKING MANAGEMENT
STRATEGIES**

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ALTERNATIVE SITE A

Alternative Site A is located within Block 20 on what is currently E Lot. The site size is approximately 120' x 225' and could accommodate a 2-bay parking structure. The block in which this alternative is located is not projected to experience a parking deficit. However, it is near other blocks that are expected to experience parking deficits.

ALTERNATIVE SITE B

Alternative Site B is located within Block 17 on what is currently W Lot and the City of Aurora vehicle parking lot. This site is not close to the areas projected to experience parking deficits, but a structure here could help to relieve deficits in other areas. Since most of downtown Aurora is within walking distance, this could be a logical site to relocate downtown employees. This will help relieve parking in other areas that might be in need of additional parking space, such as resident areas. Since this site is actually two surface parking lots, the footprint of a parking structure could be large enough to accommodate a 3-bay parking structure, thus reducing the number of floors needed. The size of this site is approximately 185' x 320'.

ALTERNATIVE SITE C

Alternative Site C is located within Block 19 along La Salle Street. There is currently a surface parking lot that has approximately 24 metered spaces. This site includes the Turner Building, which is vacant and is expected to be demolished, and the existing FM Lot. Once this building has been demolished, the site size will increase to approximately 118' x 150'. The City plans to expand on the existing surface parking lot to a capacity of approximately 50 spaces.

The amount of parking spaces to be constructed should be large enough to accommodate the current and projected number of tenants and residents that are expected to reside in Downtown Aurora. A parking structure of approximately 200+ spaces should be eventually constructed to help relieve the downtown parking demands.

E Lot



FN Lot



Turner Building



FM Lot



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ESTIMATED CONSTRUCTION COSTS

The estimated construction costs for a parking facility is an estimate based on Walker’s past experience for projects in the Chicagoland area. This cost estimate does not include any of the soft costs involved, such as design, testing, and financial fees. These prices are purely conceptual and a basis for determining an estimated cost for construction. Other construction needs that arise prior or during construction may increase the cost.

The estimated construction cost is estimated to be as follows:

- An above grade parking structure is estimated to be approximately \$12,000 per space.
- A surface parking lot is approximately \$3,000 per space.

During the planning stage, the project budget will include the estimated construction costs, plus soft costs that will include design and field contingencies. Soft costs vary from project to project. These costs can include land acquisition, design, testing, and financial fees. Soft costs are approximately 20% of construction costs.

W Lot and C.O.A. Vehicle Lot



T Lot



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FIGURE 14: PARKING ALTERNATIVE SITES

LEGEND:

Study Area

Block Number

Alternative Sites

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PARKING MANAGEMENT STRATEGIES

In order to aid the development of downtown Aurora, it may be necessary to look at some management alternatives. The City of Aurora believes that most future development will be residential and entertainment oriented. The downtown area has numerous buildings that are or can be developed into residential and entertainment land uses. Most of the existing buildings share space with other land uses, such as retail and office space. The obstacle for residential development is the convenience of parking for its tenants. Along with the projected residential growth, on-street parking problems created by downtown employees, casino patrons and college students will reinforce the need for strict enforcement and management of the parking spaces critical in ensuring parking for retail and residential patrons of the downtown area.

The downtown merchants also have concerns in regards to the convenience and accessibility of parking for their customers. The City of Aurora hand-delivered approximately 250 parking surveys to the downtown tenants. The following are just some of the concerns and suggestions that were voiced in that survey and during a downtown merchant meeting that was held on Thursday, June 13, 2002, at 8:00 a.m.:

- Merchants of the downtown area are concerned about the lack of on-street parking. Casino patrons and employees are taking spaces nearest to their place of business. This has a negative effect on repeat business.
- Merchants feel parking policies need to be more strictly enforced.
- Illegal parking in reserved parking areas should be strictly enforced (ticketed and towed).
- Extend 24-minute free parking meters to 30- or 60-minute free parking meters.
- On-street meters should be eliminated in favor of free parking.
- Remove parking meters on Broadway and enforce 90-minute parking limit.
- F Lot, which supports merchants on Broadway, is being misused by Casino patrons and employees.
- The City should lease F Lot to the Broadway merchants.
- Merchant parking needs to be maintained in an area that is within sight of the patron's destination.

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- The merchants' property must be maintained to offer a pleasant path to a destination, thus promoting "window shopping".
- More parking residential use needs to be provided.
- Parking signage needs to be addressed in terms of identifying parking locations and parking restrictions.
- On nights when the public library is open, library patrons cannot find parking spaces near the library due to Waubesa students.
- Stolp Island Garage should be accessible to permit parkers 24 hours a day/7 days a week.
- Lincoln Manor in need of additional parking for evening banquet functions.
- Provide loading zones for business deliveries.
- North Island Apartments residents (seniors) in need of accessible parking and more convenient parking space.

This section of the report will deal with parking management strategies that can be used to help accomplish the City of Aurora's goals and respond to the merchant's concerns.

PARKING ENFORCEMENT

In order to control parking within a downtown area, parking policies and regulations must be enforced. The City of Aurora has parking enforcement agents, along with police officers, who patrol the downtown area. These enforcement personnel issue citations for vehicle violations. Parking is enforced until 10:00 p.m. Monday through Friday and all day on Saturday. Parking is free on Sunday. On Tuesday, May 7, 2002, these agents were patrolling with a frequency that promoted effective enforcement of the on-street parking policies.

Some ways of enforcing parking in a downtown area are:

Chalking Tires – Tires are chalked to determine vehicles' length of stay. Vehicles exceeding the time restrictions set by the City are ticketed. Chalking is used to enforce a time restriction and to discourage meter feeding.

Hand-held Citation Machines – Enables the parking enforcement agents to electronically chalk tires, track license plates and repeat violators, and issue parking citations. The following are manufacturers of this product:

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- AutoCITE
- T2 Systems
- Cardinal Tracking
- EDC Corporation

Fine/Tow Signs – Signs that state consequences for illegally parked vehicles. Fines and consequences need to be shown on the sign and must be strictly enforced. The amount of fines should be set at a substantial amount to deter scofflaws.

PARKING MANAGEMENT

The following are recommendations that address the noted issues, help relieve the parking demand and make parking spaces more available within the study area:

- Increase on-street parking rates. On-street parking rates should be higher than the off-street parking rates for an all-day parker. This will give employees and tenants the incentive to park off-street. Set the meter fees to an amount that would not make it worthwhile for an employee to park on the street instead of out at the perimeter or in the parking structure. Increase the meter fee to \$.25 per half hour.
- Convert J Lot to a public parking lot instead of a permit only lot. This could help the banquet facility with its parking problem. Leave as a metered lot with the ability to accept tokens. This will give the banquet hall an opportunity to access more parking spaces. Another option would be to replace meters with a pay-by-space machine. This will also leave the option to sell monthly permits.
- Move long-term meters to the perimeter of the study area. Keeping these meters at the perimeter will allow retail patrons to access parking closer to their destination. Short-term meters within the study area will need to be strictly enforced to prevent meter feeding. Meter rates should be more expensive within the downtown core and less expensive (more attractive) at the perimeter of the downtown area.
- Employees of downtown Aurora should be moved to the perimeter of the study area. One way to achieve this is to offer a discounted or free parking permit that will authorize parking in a designated area outside the central business district core. Vehicles belonging to employees should be required to have a permit tag or sticker for identification

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purposes. Enforcement will be critical to ensure policy is being properly followed.

- Approve residential on-street parking after hours. This can be accomplished through the purchase of a residential permit that must be displayed on the vehicle. Charging a permit fee will help cover administrative costs. The streets and hours can be restricted (example: Residential Parking, 10:00 p.m. to 6:00 a.m., Benton Street Only). Signs will need to be posted indicating the type of permit, hours allowed, and no parking snow limits. Blocks with large residential demands should be the streets with the residential permit parking. Permits could also specify parking on certain streets on specific days. Streets that could be designated as residential permit only parking are:
 - Stolp Avenue from Galena Blvd. to Downer Place
 - Broadway from New York Street to Downer Place
 - Lincoln Avenue from Spring Street to Clark Street
 - Downer Place from River Street to Water Street
 - Benton Street from River Street to Stolp Avenue
- Make the Stolp Island parking structure available to patrons 24 hours, seven days a week. Pay-on-foot stations can be installed for validated or cash paying customers and authorized patrons or residents can access the parking structure via an access control system. People will be more willing to park in the garage if they know it is accessible 24 hours a day. This is especially true for the residential patrons that need the use of their vehicle at any time. This will encourage residents to park their vehicle in the garage instead of on the street.
- Another option to providing residential parking at night would be to make the Stolp Island Garage free access (gates raised) from 10:00 p.m. to 6:00 a.m. This will need to be enforced with the towing of vehicles after 7:00 a.m. in order to prevent misuse.
- Add signage informing library patrons of validated parking at the Stolp Island Garage. Signs should be placed within the library parking surface lot and possibly on street near the library entrance.
- Extend the 24-minute meters to 30- or 45-minute meters and make them accessible to delivery trucks as well. This could resolve two of the merchant concerns for longer free meter and more loading zones.

Parking Meters with Card Acceptor



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- Parking meters on Broadway should remain. Removing them to accommodate 90-minute free parking will not make the spaces more accessible to merchant patrons. This will actually open the door for misuse of the parking that already exists. Time on the meter could be raised to charge by the half hour.
- Eliminate parking enforcement after 5:00 p.m., Monday through Saturday. Only exceptions will be Stolp Avenue, Downer Place, and Galena Boulevard. Current parking enforcement policies of these streets will remain.

PARKING RATES AND FINES

The City of Aurora currently has parking rate structures for both on-street and off-street parking. The meters are \$.25 per hour and the permit parking rates range from \$14.00 to \$35.00 per month, depending on lot assignment. Parking rate information was obtained from the City of Aurora Motor Vehicle Parking Services. Aurora's parking rates and fines are in line with other peer cities.

A fine for vehicles parked in a reserved parking space will need to be established. This fine should be substantially higher than other parking fines.

Increasing on-street parking rates must be done in a way that will not hurt the retail customer, but at the same time, make the rates unattractive for long-term parkers. One option for the merchants' customers is to have parking meters accept tokens. This will allow the City to raise the parking meter rates and not hurt the retail customers. In areas that are directly connected to the downtown merchants, tokens should be good for three hours. Another option is to equip the parking meters with a debit card type of system. These cards will have a preset amount established on the card. Revenue for these pre-paid cards can be collected upfront, thus reducing the amount of collected cash from the meters. It deducts from the card as it is used. Two manufacturers of this type of system are P.O.M. and Duncan.

Table 11 shows how the City of Aurora compares to peer cities in regards to parking rates and fines.

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Table 11: Peer Comparisons

City	Parking Rates	Fines	CBD Parking Restrictions
Aurora	Meters \$.25 per hour Permits: \$14.00 to \$30.00 per month	\$3.00 to \$10.00	No Parking in lots 2:00 am to 5:00 am
Batavia	None	\$5.00 to \$15.00	
Elgin	Meters: eliminated in favor of free parking Permits: \$30.00 per month	\$25.00	
Joliet	Meters: \$.25 per hour Permits: \$15.00 to \$20.00 per month	\$3.00 to \$10.00	2 hour meters limited to 2 hours. No meter feeding Long term (12 hour) meters on perimeter.
Naperville	\$2.00 for 12 hours (commuter) \$5.00 per year / permit for CBD employees and tenants	\$15.00 to \$30.00	2 hour limit on any street or parking lot No parking on streets: 9:30 pm - 6:00 am (May - Sep) 11:00 pm - 6:00 am (Oct - Apr)
Rockford	Meters: eliminated in favor of free parking short term parking (30 min. to 2 hours) Permits: \$25.00 to \$40.00 per month	\$5.00 to \$50.00	
St. Charles	None	\$5.00 to \$25.00	Street restrictions of 15 min., 30 min., 90 min., 2 hour, 3 hour, and 8 hour
Waukegan	Meters: \$.25 per hour max. \$2.00 per day Permits: \$30.00 per month	\$5.00 to \$15.00	No parking on streets: 2:00 am to 6:00 am

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SIGNAGE

Directing traffic to parking areas allotted for the different land uses and needs of the City requires signage that will not create any doubt of the parking facilities use.

The City of Aurora currently has directional signs that direct patrons to a few of the parking facilities. More of these can be used to help direct the casino, library, and other authorized patrons to the proper parking facilities.

Once patrons have found their way to the parking facilities, parking lot identification signs need to be clearly visible to have the proper affect. F Lot is a permit and parking meter surface parking lot that is intended for the use of the merchants and their customers. Due to the location of the lot identification sign, oncoming traffic cannot see the sign as they approach the parking lot. Figure 15 illustrates the view a vehicle would have approaching the entrance to F Lot.

Figure 15: F Lot Entrance (New York Street)



Reserve parking signs need to have a penalty right on the sign that will alert vehicles of the consequences of parking in that space. Signs that do not carry any penalty are not taken seriously. These spaces must also be patrolled on a regular basis. The threat of a substantial fine

WCC Parking Directional Sign



New York Street West to Casino



F Lot Entrance Sign



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and towing of the vehicle is usually enough to stop a vehicle from parking illegally. Figure 16 illustrates reserve signs in F Lot. The one on the left is property of the City and the other is the creation of a merchant. The merchant's sign boldly states that illegal vehicles will be subject to police tow as well as a \$200 fine. We recommend that all signs be uniform in style, color, and specific in what the penalty for illegally parking in that space is. For example, "Illegally parked vehicles will be towed and fined no less than \$100". These signs should be posted at each of the reserved stalls to avoid confusion. Signs should also be installed in areas that will require strict enforcement of the parking policies.

Figure 16: F Lot Reserved Signs



WALKING DISTANCES

An important factor in considering additional parking and parking assignment is the distance a patron must walk to reach their destination. If a parking alternative is to be used by downtown patrons, the walk from the parking facility to the destination must be reasonable in terms of time and distance. In *Parking Structures*, by Walker Parking Consultants, the maximum walking distances for an outdoor uncovered setting range from a Level of Service D of 1,600 feet to a Level of Service A of 400 feet. According to John J. Fruin, Ph.D., the author of *Pedestrian Planning and Design*, the normal average walking speed for an average pedestrian is approximately 250 feet per minute. By utilizing both sources of information, a level of service in terms of time was calculated. Table 12 illustrates the

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Level of Service (LOS) for maximum walking distances in an uncovered outdoors setting using distance and time.

Table 12: Walking Distances (LOS)

	LOS D	LOS C	LOS B	LOS A
Distance (1)	1,600 ft.	1,200 ft.	800 ft.	400 ft.
Time (2)	6.4 min.	4.8 min.	3.2 min.	1.6 min.

(1) "Parking Structures", Third Edition,
Walker Parking Consultants

(2) "Pedestrian Planning and Design",
by John J. Fruin, Ph.D., Elevator World, Inc.
Time calculation based on 250 ft. per minute



APPENDIX A

PARKING INVENTORY

CITY OF AURORA

DOWNTOWN PARKING STUDY



PARKING INVENTORY

Block	Facility	ON-STREET										OFF-STREET										Subtotal	Total Supply		
												Public Facilities							Private Facilities						
		24 Min.	1 Hr.	2 Hrs.	3 Hrs.	10 Hrs.	12 Min. Free	2 Hour Free	Accessible			24 Min.	1 Hr.	2 Hrs.	3 Hrs.	10 Hrs.	12 Min. Free	90 Min. Free	Accessible	Monthly Rate	Reserved			Transient &/or Monthly Rate	
1	West Suburban lot	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0											24		24	34
	Casino Employees										0											37		37	37
	Private										0											52		52	52
	National Guard lot										0											36		36	36
	OnStreet										7													7	7
	SubTotal	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	159	0	159	166
2	H lot										0											63		63	63
	I lot										0											15		15	15
	S lot										0											50		50	50
	OnStreet										0													0	0
	SubTotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	0	128	128
3	OnStreet										0													2	2
	SubTotal	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
4	Old Second Bank lot										0											42		42	42
	OnStreet			12	7						20													20	20
	SubTotal	0	12	7	0	0	1	0	0	20	20	0	0	0	0	0	0	0	0	0	0	42	0	42	62
5	Old Second Bank lot (gated)										0													0	0
	OnStreet			12	15						0											88		88	88
	SubTotal	0	0	12	15	0	0	0	0	27	27	0	0	0	0	0	0	0	0	0	0	88	0	88	115
6	Old Second Bank lot (gated)										0											48		48	48
	O lot										0			48										48	48
	Old Second Bank lot										0											31		31	31
	OnStreet			6		10					16													16	16
	SubTotal	0	0	6	0	10	0	0	0	16	16	0	0	0	48	0	0	0	0	0	0	79	0	127	142

CITY OF AURORA

DOWNTOWN PARKING STUDY



PARKING INVENTORY

Block	Facility	ONSTREET										OFF-STREET												Subtotal	Total Supply																
		ONSTREET										Public facilities						Private facilities																							
		24 Min. 0.85	1 Hr. 0.85	2 Hrs. 0.85	2 Hrs. 0.85	10 Hrs. 0.85	12 Min. Free 0.85	2 Hour Free 0.85	Accessible 0.85	Subtotal	24 Min. 0.95	1 Hr. 0.95	2 Hrs. 0.95	2 Hrs. 0.95	10 Hrs. 0.95	12 Min. Free 0.95	90 Min. Free 0.95	Accessible 0.95	Monthly Rates 0.95	Reserved 0.95	Transient \$/hr Monthly Rates 0.95	Subtotal																			
19	FW lot										0														12	12											24	24			
	On-Street										11																													11	11
	SubTotal	0	0	0	0	0	0	0	11	0	11	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	35	
20	E lot										0																												151	151	
	On-Street										20																												20	20	
	SubTotal	0	0	20	0	0	0	0	0	0	20	0	0	34	28	53	0	0	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151	171		
21	Banco Popular lot										0																											0	0		
	On-Street										0																												77	77	
	SubTotal	4	0	10	8	0	0	0	1	23	0	0	0	0	0	0	0	0	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	100			
22	Private lot										0																											9	9		
	Under Railroad Tracks										0																											23	23		
	5/3 Bank lot										0																											21	21		
	On-Street										24																											0	34		
	SubTotal	0	0	20	8	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	87		
23	Templo Ebenezer										0																											16	16		
	On-Street										2																											0	2		
	SubTotal	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	18			
24	Wynette Cross Ministries lot										0																											20	20		
	Taqueria Mexico lot										0																											18	18		
	On-Street										15																											0	15		
	SubTotal	0	0	0	0	0	0	0	15	0	15	0	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	53			

CITY OF AURORA

DOWNTOWN PARKING STUDY



PARKING INVENTORY

25	Progressive Baptist Ch. lot									0											26		26	26	
	Wynsile Cross Ministries lot									0												20		20	20
	OnStreet				6	4			2	12												0		0	12
	SubTotal	0	0	0	6	4	0	0	2	12	0	0	0	0	0	0	0	0	0	0	0	46	0	46	58
26	Private lot									0												8		8	8
	Coaster Courts lot									0												47		47	47
	Dowser Place Info lot (gated)									0												37		37	37
	OnStreet	1	2	6	4	18			5	36												0		0	36
	SubTotal	1	2	6	4	18	0	5	0	36	0	0	0	0	0	0	0	0	0	0	0	92	0	92	128
27	5/3 Bank lot									0												16		16	16
	Episcopal Church lot									0												30		30	30
	OnStreet		2			2				4												0		0	4
	SubTotal	0	2	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	46	0	46	50
28	J lot									0												46		46	46
	OnStreet					3		11		14												0		0	14
	SubTotal	0	0	0	0	3	0	11	0	14	0	0	0	0	0	0	0	0	0	0	46	0	46	60	
	Grand Total	31	58	246	45	77	4	63	12	538	4	0	123	81	123	0	0	10	1,486	1,255	510	3,592	4,130		



APPENDIX B

PARKING

OCCUPANCY COUNTS

PARKING OCCUPANCY COUNTS

West Section Occupancy Counts

Block	Facility	Capacity	Effective Supply	Tuesday/5-7:02 10:00 AM	% of Capacity	Friday/5-3:02 8:00 p.m.	% of Capacity	Saturday/5-4:02 8:00 p.m.	% of Capacity
1	West Suburban lot	34	32	3	9%	0	0%	1	3%
	Casino Employees	37	35	37	100%	36	97%	37	100%
	Private	52	49	27	52%	15	29%	8	15%
	National Guard lot	36	34	9	25%	0	0%	4	11%
	OnStreet	7	6	1	14%	1	14%	4	57%
	SubTotal	166	156	77	46%	52	31%	54	33%
2	H lot	63	60	12	19%	20	32%	22	35%
	I lot	15	14	2	13%	1	7%	2	13%
	S lot	50	48	11	22%	4	8%	5	10%
	OnStreet	0	0	3	0%	0	0%	0	0%
	SubTotal	128	122	28	22%	25	20%	29	23%
3	OnStreet	2	2	0	0%	0	0%	0	0%
	SubTotal	2	2	0	0%	0	0%	0	0%
4	Old Second Bank lot	42	40	38	90%	38	90%	2	5%
	OnStreet	20	17	2	10%	1	5%	2	10%
	SubTotal	62	57	40	65%	39	63%	4	6%
5	Old Second Bank lot (gated)	88	84	80	91%	2	2%	1	1%
	OnStreet	27	23	10	37%	6	22%	11	41%
	SubTotal	115	107	90	78%	8	7%	12	10%
6	Old Second Bank lot (gated)	48	46	43	90%	1	2%	1	2%
	C lot	48	46	33	69%	0	0%	3	6%
	Old Second Bank lot	31	29	23	74%	2	6%	0	0%
	OnStreet	16	14	11	69%	0	0%	0	0%
	SubTotal	143	135	110	77%	3	2%	4	3%

PARKING OCCUPANCY COUNTS

North Central Section Occupancy Counts

Block	Facility	Capacity	Effective Supply	Tuesday/5-7:02 10:00 AM	% of Capacity	Friday/5-3:02 8:00 p.m.	% of Capacity	Saturday/5-4:02 8:00 p.m.	% of Capacity
7	Bee Bee Insurance lot	10	10	6	60%	0	0%	2	20%
	YWCA lot	80	76	32	40%	0	0%	0	0%
	OnStreet	23	20	12	52%	8	35%	21	91%
	SubTotal	113	106	50	44%	8	7%	23	20%
8	Tivoli Parking Garage	750	713	445	59%	509	68%	619	83%
	OnStreet	22	19	22	100%	21	95%	27	123%
	SubTotal	772	732	467	60%	530	69%	646	84%
12	Aurora Township lot	32	30	12	38%	0	0%	0	0%
	FN lot	61	58	52	85%	39	64%	44	72%
	OnStreet	7	6	5	71%	6	86%	7	100%
	SubTotal	100	94	69	69%	45	45%	51	51%
13	Star Park Valet Garage	510	485	230	45%	510	100%	210	41%
	NIC Garage (gated)	42	40	37	88%	4	10%	7	17%
	F lot	36	34	20	56%	36	100%	29	81%
	OnStreet	31	26	29	94%	16	52%	29	94%
	SubTotal	619	585	316	51%	566	91%	275	44%

PARKING OCCUPANCY COUNTS

South Central Section Occupancy Counts

Block	Facility	Capacity	Effective Supply	Tuesday/5-7:02 10:00 AM	% of Capacity	Friday/5-3:02 8:00 p.m.	% of Capacity	Saturday/5-4:02 8:00 p.m.	% of Capacity
9	T Lot	128	122	81	63%	38	30%	55	43%
	On-Street	35	30	21	60%	21	60%	16	46%
	SubTotal	163	152	102	63%	59	36%	71	44%
10	On-Street	57	48	27	47%	13	23%	4	7%
	SubTotal	57	48	27	47%	13	23%	4	7%
11	Library Staff Lot	22	21	22	100%	0	0%	0	0%
	D Lot	43	41	30	70%	2	5%	0	0%
	On-Street	2	2	0	0%	0	0%	0	0%
	SubTotal	67	64	52	78%	2	3%	0	0%
14	On-Street	54	46	44	81%	55	102%	35	65%
	SubTotal	54	46	44	81%	55	102%	35	65%
15	VNA/Fam. Foc./Ptbl. Dyn.	24	23	17	71%	1	4%	0	0%
	Stolp Island Pl. Garage	340	323	223	66%	130	38%	19	6%
	B lot	72	68	53	74%	4	6%	2	3%
	On-Street	23	20	17	74%	24	104%	4	17%
	SubTotal	459	434	310	68%	159	35%	25	5%
16	Natl. City Bank Garage	60	57	17	28%	0	0%	0	0%
	On-Street	27	23	13	48%	4	15%	2	7%
	SubTotal	87	80	30	34%	4	5%	2	2%
17	City of Aurora	69	66	28	41%	42	61%	39	57%
	W Lot	96	91	73	76%	5	5%	2	2%
	On-Street	14	12	10	71%	6	43%	1	7%
	SubTotal	179	169	111	62%	53	30%	42	23%
18	Natl. City Bank lot	40	38	13	33%	0	0%	0	0%
	M lot	44	42	36	82%	0	0%	0	0%
	On-Street	0	0	0					
	SubTotal	84	80	49	58%	0	0%	0	0%

PARKING OCCUPANCY COUNTS

East Section Occupancy Counts										
Block	Facility	Capacity	Effective Supply	Tuesday/5-7:02 10:00 AM	% of Capacity	Friday/5-3:02 8:00 p.m.	% of Capacity	Saturday/5-4:02 8:00 p.m.	% of Capacity	
19	FM lot	24	23	19	79%	3	13%	4	17%	
	On-Street	11	9	9	82%	0	0%	0	0%	
	SubTotal	35	32	28	80%	3	9%	4	11%	
20	E Lot	151	143	36	24%	48	32%	40	26%	
	On-Street	20	17	13	65%	19	95%	19	95%	
	SubTotal	171	160	49	29%	67	39%	59	35%	
21	Banco Popular lot	77	73	66	86%	15	19%	9	12%	
	On-Street	23	20	2	9%	11	48%	3	13%	
	SubTotal	100	93	68	68%	26	26%	12	12%	
22	Private lot	9	9	2	22%	1	11%	0	0%	
	Under Railroad Tracks	23	22	7	30%	6	26%	4	17%	
	5/3 Bank lot	21	20	10	48%	4	19%	0	0%	
	On-Street	34	29	6	18%	19	56%	2	6%	
	SubTotal	87	80	25	29%	30	34%	6	7%	
23	Templo Ebenezer	16	15	0	0%	0	0%	2	13%	
	On-Street	2	2	5	250%	6	300%	2	100%	
	SubTotal	18	17	5	28%	6	33%	4	22%	
24	Wayside Cross Ministries lot	20	19	4	20%	8	40%	7	35%	
	Taqueria Mexico lot	18	17	2	11%	9	50%	6	33%	
	On-Street	15	13	10	67%	0	0%	0	0%	
	SubTotal	53	49	16	30%	17	32%	13	25%	
25	Progressive Baptist Church lot	26	25	17	65%	27	104%	26	100%	
	Wayside Cross Ministries lot	20	19	19	95%	4	20%	4	20%	
	On-Street	12	10	3	25%	11	92%	20	167%	
	SubTotal	58	54	39	67%	42	72%	50	86%	
26	Private lot	8	8	0	0%	0	0%	4	50%	
	Coalter Courts lot	47	45	19	40%	21	45%	14	30%	
	Downer Place lots lot (gated)	37	35	18	49%	21	57%	17	46%	
	On-Street	36	31	5	14%	12	33%	15	42%	
	SubTotal	128	119	42	33%	54	42%	50	39%	
27	5/3 Bank lot	16	15	7	44%	0	0%	0	0%	
	Episcopal Church lot	30	29	10	33%	8	27%	4	13%	
	On-Street	4	3	6	150%	9	225%	9	225%	
	SubTotal	50	47	23	46%	17	34%	13	26%	
28	J lot	46	44	17	37%	3	7%	4	9%	
	On-Street	14	12	10	71%	18	129%	20	143%	
	SubTotal	60	56	27	45%	21	35%	24	40%	



APPENDIX C
CURRENT
LAND USE DATA

CITY OF AURORA
DOWNTOWN PARKING STUDY



CURRENT LAND USE DATA

Block #	Parcel ID	Address	Description	Land Use	Square Footage	Number of Units
1	15-22-162-005	101 N Lake St.	West Suburban Bank of Aurora	Bank	9,091	
	15-22-162-003	102 N River St.	West Suburban Bank of Aurora	Bank	1,980	
2	15-22-164-013	116 W New York St.	Glasshopper	Commercial	1,600	
	15-22-164-011	116 W New York St.	Glasshopper	Commercial	9,380	
	15-22-164-022	128 W New York St.	Residential	Residential	2,514	1
	15-22-164-001	33 N Lake St.	Juan Bedoya	Residential	1,830	1
		35 N Lake St.	Residential	Residential	1,830	1
	15-22-164-005	15 N Lake St.	Marberry Cleaners	Retail	1,552	
	15-22-164-007	133 W Galena Bl.	Foremost Liquors	Retail	4,408	
	15-22-164-006	131 W Galena Bl.	Marberry Cleaners	Retail	5,469	
	15-22-164-019	129 W Galena Bl.	Marberry Cleaners	Retail	3,960	
	15-22-301-003	2 - 4 N River St.	VACANT (The Hobbs Bldg.)	VACANT	19,240	
	15-22-301-007	6 N River St.	Valley Fruits	Commercial	12,257	
	15-22-301-006	12 N River St.	Elite Edge	Retail	11,094	
3	15-22-305-001	25 N Middle Avenue	Old 2nd National Bank - Drive-Thru	Bank	19,145	
4	15-22-305-014	37 S River St.	Old 2nd National Bank	Bank	29,792	
	15-22-305-001	116 W Galena Bl.	Galena Hotel / 37 rooms	Hotel	8,040	
5	15-22-308-001	134 W Downer Pl.	The Web	Bar	5,064	
	15-22-308-002	132 W Downer Pl.	Evylyz Bridal	Retail	5,104	
	15-22-308-003	130 W Downer Pl.	Gremlen	Commercial	3,960	
	15-22-308-004	122 W Downer Pl.	Legal Arts Building	Commercial	13,500	
	15-22-308-005	120 W Downer Pl.	Body & Sole	Commercial	5,568	
	15-22-308-007	52 S Lake St.	VACANT	VACANT	6,600	
6	15-22-309-005	77 S River St.	VACANT	VACANT	7,600	
	15-22-309-006	81 S River St.	Labor Ready	Commercial	4,000	
	15-22-309-008	83 S River St.	HPS	Commercial	1,794	
	15-22-309-007	111 W Benton St.	Jose's Transmission	Retail	3,720	
7	15-22-178-012	201 N River St.	YWCA	Institution	27,309	
	15-22-326-001	101 N River St.	Beebee Insurance	Retail	1,357	
	15-22-326-002	41 W New York St.	Cellular Phone Service	Retail	2,640	
	15-22-326-003	39 W New York St.	Quality Tool	Retail	972	
	15-22-326-004	37 W New York St.	VACANT	VACANT	2,376	
	15-22-326-005	35 W New York St.	Lampighter	Bar	2,700	
	15-22-326-009	31-33 W New York St.	Michael Feldman/Restaurant	Restaurant	5,292	
	15-22-326-008	29 W New York St.	Aurora Pizza/Bar	Restaurant	2,592	
8	15-22-302-006	28-30- W New York St.	DAL Vitacast	Commercial	3,520	
		42 W New York St.	AHL Staffing	Commercial	3,520	
		44 W New York St.	VACANT	VACANT	3,520	
		46 W New York St.	The Starter Shop	Commercial	3,520	
	15-22-329-003	5 N River St.	VACANT	VACANT		
		2 N Stolp Ave.	North Island Apartments	Residential	50,776	
9	15-22-313-001	7 S Stolp Ave.	Fox Island Place	Restaurant		
	15-22-313-001	7 S Stolp Ave.	Fox Island Place	Residential	103,868	112
	15-22-313-005	33-35 S Stolp Ave	Minute Men/WJ Management	Residential		36
	15-22-313-005	33-35 S Stolp Ave.	Minute Men/WJ Management	Commercial	26,873	
	15-22-313-007	37 S Stolp Ave.	Millennium Data Management, Inc.	Commercial	3,982	
	15-22-313-008	41 S Stolp Ave.	Assell Photo & Card	Retail	4,972	
	15-22-313-012	1 W Downer Pl.	The Convenience Shop	Retail	1,144	
	15-22-313-011	3 W Downer Pl.	Aurora Hearing Center/Law Office	Retail	1,320	
	15-22-313-010	5 W Downer Pl.	UPE Travel/Delta Mortgage	Retail	1,320	
	15-22-313-009	7-15 W Downer Pl.	El Coqui/VACANT/VACANT/Tarjetas	Retail	7,596	

CITY OF AURORA
DOWNTOWN PARKING STUDY



CURRENT LAND USE DATA

Block #	Parcel ID	Address	Description	Land Use	Square Footage	Number of Units
9 cont'	15-22-306-017	31 W Downer Pl.	Aurora Business Center	Office	22,440	
	15-22-306-015	41-43 W Downer Pl.	VACANT	VACANT	2,640	
		45 W Downer Pl.	VACANT	VACANT	1,320	
		47 W Downer Pl.	VACANT	VACANT	1,320	
	15-22-306-013	38 S River St.	On the Edge Hair Studio	Retail	4,368	
	15-22-306-012	36 S River St.	Esprits Hair Design	Retail	3,520	
	15-22-306-011	32-34 S River St.	Fox Valley Blueprint Company	Commercial	13,200	
	15-22-306-010	26-30 S River St.	VACANT	VACANT	13,800	
	15-22-306-009	22 S River St.	Corporate Services	Office	3,360	
	15-22-306-008	20 S River St.	VACANT	VACANT	3,680	
		18 S River St.	Residential	Residential		1
	15-22-306-007	18 S River St.	Johns Smoke Shop	Retail	3,520	1
	15-22-306-006	16 S River St.	Sir Speedy Printing	Retail	3,520	1
	15-22-306-005	14 S River St.	VACANT	VACANT	3,520	
	15-22-306-004	12 S River St.	Creative Commercial Investment	Retail	3,200	
	15-22-306-003	10 S River St.	Judd, Lofchie & Assocs.	Office	3,200	
	15-22-306-002	8 S River St.		Office	3,200	
	15-22-306-001	2-4 S River St.		Office	15,138	
		48 W Galena Bl.	Targeted Marketing	Commercial	4,300	
		33 Hoyt Pl.	Photo Graphics	Commercial		
10	15-22-310-004	36 W Downer Pl.	Sergio Furniture	Retail	25,386	
	15-22-310-002	40 W Downer Pl.	Greater Aurora Chamber of Commerce	Office	21,729	
		42 1/2 W Downer Pl.	Aspen Marketing	Office	1,200	
		46 W Downer Pl.	Fredrickson's	Retail		
	15-22-310-001	52-54 W Downer Pl.	Lindner, Speers, & Reuland	Office	10,407	
	15-22-310-005	70-72 S River St.	Family Counseling Service	Office	17,186	
	15-22-310-007	80 S River	Aurora Public Schools District 129	Office	57,600	
		41 W Benton St.	Aurora Public Schools District 129	Office		
		S Stolp Ave.	Elk's Lodge	Office	45,360	
	15-22-314-005	77 S Stolp Ave.	City of Aurora	Office	21,600	
	15-22-314-004	71-75 S Stolp Ave.	Alpha Christian Registry	Office	10,084	
		2 W Downer Pl.	Moneytree Mortgage	Office		
	15-22-314-001	8-20 W Downer Pl.	Metropolitan Business College	Institution	39,510	
11	15-22-351-001	18 W Benton St.	SciTech	Commercial	34,028	
	15-22-314-006	1 W Benton St.	Aurora Public Library	Commercial	44,000	
12		36 E New York St.	VACANT	VACANT	8,000	
		1 New York Bridge	Hollywood Casino	Casino	26,500	
	15-22-327-012	48 N Broadway	VACANT	VACANT	11,682	
		50-52 N Broadway	VACANT	VACANT		
15-22-327-003	80 N Broadway	Aurora Township	Office	10,074		
13	15-22-331-004	36 N Broadway	Balderas Realty	Retail	3,456	
	15-22-331-005	32 N Broadway	El Potrillo	Retail	3,414	
	15-22-331-006	30 N Broadway	Ziegler Music	Retail	5,280	
	15-22-331-007	28 N Broadway	VACANT	VACANT	3,520	
	15-22-331-008	26 N Broadway	Paradise Inn	Retail	4,000	
	15-22-331-009	24 N Broadway	Tavern on the Fox	Retail	3,840	
	15-22-331-010	22 N Broadway	VACANT	Retail	4,000	
	15-22-331-011	20 N Broadway	Broadway Appliance & Furniture	Retail	4,000	
	15-22-331-012	18 N Broadway	Broadway Appliance & Furniture	Retail	4,200	
	15-22-331-013	16 N Broadway	Broadway Appliance & Furniture	Retail	4,000	
	15-22-331-014	14 N Broadway	Estrellas Bridal	Retail	4,200	
	15-22-331-015	12 N Broadway	Lince Video	Retail	3,360	
	15-22-331-016	10 N Broadway	Nellie's Bridal	Retail	4,800	
	15-22-331-017	8 N Broadway	La Bamba Fashions	Retail	3,360	
	15-22-331-018	6 N Broadway	Alvarez Jewelry	Retail	2,640	
	15-22-331-019	4 N Broadway	Colima Jewelers	Retail	1,932	
	15-22-331-021	2 N Broadway	Broadway Restaurant	Restaurant	22,314	

CITY OF AURORA
DOWNTOWN PARKING STUDY



CURRENT LAND USE DATA

Block #	Parcel ID	Address	Description	Land Use	Square Footage	Number of Units
13 cont'	15-22-331-020	56 E Galena Bl.	Casa Rosa	Retail	3,080	
	15-22-331-026	44-54 E Galena Bl.	Aurora Fastprint/Gallery 44/Budget Fin.	Commercial	10,828	
		8 E Galena Bl.	North Island Center	Office	35,000	
		8 E Galena Bl.	North Island Center/Office	VACANT	2,000	
		8 E Galena Bl.	North Island Center	Ballroom	6,500	
		8 E Galena Bl.	North Island Center	Theater		200 Seats
14	15-22-336-002	1 S Broadway	City of Aurora	Office	10,800	
	15-22-336-003	5 S Broadway	Aurora Election Commission	Office	3,402	
	15-22-336-004	7 S Broadway	Tropical Fashion	Retail	3,402	
	15-22-336-007	13 S Broadway	Nickels Bielman & Co.	Office	10,692	
	15-22-336-008	15 S Broadway	La Roca Restaurant	Restaurant	5,324	
	15-22-336-009	17 S Broadway	La Roca Restaurant	Restaurant	7,824	
	15-22-336-010	19 S Broadway	VACANT	VACANT	1,426	
	15-22-336-011	21 S Broadway	VACANT	VACANT	3,240	
	15-22-336-018	31 S Broadway	Zuno's Joyeria	Retail	3,240	
	15-22-336-019	33 S Broadway	Holy Smoke/Choice Merchandise	Retail	3,200	
	15-22-336-020	35 S Broadway	Tecalitlan Restaurant	Restaurant	2,268	
	15-22-336-001	51-57 E Galena Bl.	Beatrice	Retail	5,822	
	15-22-335-001	43 E Galena Bl.	VACANT	VACANT	10,488	
		66 E Downer Pl.	VACANT	VACANT	1,428	
	15-22-336-017	64 E Downer Pl.	El Conquistador/Merchen-Mankus, Atty.	Office	2,856	
	15-22-336-016	60 E Downer Pl.	City of Aurora	Office	8,160	
		44 E Downer Pl.	Aurora City Hall	Office		
	15-22-334-012	28-30 E Downer Pl.	VACANT	VACANT	8,724	
	15-22-334-011	26 E Downer Pl.	Swalley Music House	Retail	3,040	
	15-22-334-010	24 E Downer Pl.	Aurora Finance Company	Office	3,840	
	15-22-334-009	22 E Downer Pl.	Una Voz, Inc.	Office	5,888	
	15-22-334-008	20 E Downer Pl.	Aurora Public Art & Historical Society	Office	11,280	
		2 E Downer Pl.	VACANT	VACANT	4,752	
15-22-334-002	30 S Stolp Ave.	Keystone Building, Ltd.	Office	144,000		
15-22-334-014	5 E Galena Bl.	Waubensee Community College	Institution	90,000		
	23 E Galena Bl.	Paramount Theater	Theater		1,800 Seats	
15			G.A.R. Museum	VACANT		
	15-22-315-001	5 E Downer Pl.	Stolp Island Place	Parking/340 spaces	10,007	
	"	Suite A	Aurora Law Dept.	Office		
	"	Suite D	Subway	Restaurant		
	"	Suite E	Just Because	Retail		
	"	Suite G	Bambina's Pizza Café	Restaurant		
	"	Suite T	Public Access Television	Office		
	15-22-315-002	82 S Stolp Ave.	Ameritech	Office	61,248	
	15-22-379-001	43-47 E Downer Pl.	Mayor's Office-Special Events/M.A.R.	Office	13,776	
		45 E Downer Pl.	VACANT	VACANT		
	15-22-379-002	49 E Downer Pl.	VNA Health Center/Family Focus	Office	14,148	
15-22-379-003	65 Water St.	COA Building Permits & Property	Office	7,005		
16		58 Water St.	VACANT	VACANT		
		67 Water St.	VACANT	VACANT		
		68 Water St.	VACANT	VACANT		
	15-22-380-001	57 E Downer Pl. / First Floor	VACANT	VACANT	2,400	
	15-22-380-001	57 E Downer Pl. / Second Floor	Aurora Dentrix	Office	2,400	
	15-22-380-002	59 E Downer Pl.	Kathleen B. Design	Retail	4,320	
	15-22-380-003	61 E Downer Pl.	Johno's	Retail	4,488	
	15-22-380-004	63-65 E Downer	Johno's	Retail	4,600	
	15-22-380-005	67 E Downer Pl.	Natkin & Assocs.	Office	2,880	
	15-22-380-006	69 E Downer Pl.	Soccer Mania	Retail	4,800	
	15-22-380-008	57 S Broadway	Sophisticated You	Retail	7,128	
	15-22-380-009	59 S Broadway	Desiree's Bridal Shop	Retail	7,128	
	15-22-380-010	61-63 S Broadway	VACANT	VACANT	12,408	
	15-22-380-015	77 S Broadway	National City Bank	Bank	33,848	

CITY OF AURORA
DOWNTOWN PARKING STUDY



CURRENT LAND USE DATA

Block #	Parcel ID	Address	Description	Land Use	Square Footage	Number of Units
17		Fox River/Broadway/Benton/Clark	COA Parking/Lot W	Parking		
18	15-22-354-004	101 S Broadway	National City Bank Drive-Thru	Office	20,498	
19	15-22-328-020	60 N LaSalle St.	VACANT	VACANT	6,984	
	15-22-328-020	58 N LaSalle St.	VACANT	VACANT	5,472	
		88 N LaSalle St.	Aurora Fire Station			
20	15-22-332-001	35 N Broadway	Beauty Supply	Retail	7,920	
	15-22-332-002	31 N Broadway	Ciara's Place	Restaurant	3,960	
	15-22-332-003	29 N Broadway	Aurora's Jewelry	Retail	3,608	
	15-22-332-004	27 N Broadway	Aurora's Jewelry	Retail	3,608	
	15-22-332-005	25 N Broadway	Baldera's	Retail	2,728	
	15-22-332-006	23 N Broadway	Bella Jewelry	Retail	3,828	
	15-22-332-007	21 N Broadway	Nuevo Amanecer	Retail	2,728	
	15-22-332-008	19 N Broadway	Hercules Gallery of Hair	Retail	5,060	
	15-22-332-009	17 N Broadway	Hercules Gallery of Hair	Retail	5,060	
	15-22-332-010	15 N Broadway	MG International	Retail	2,464	
	15-22-332-011	13 N Broadway	Sonrisa's	Restaurant	5,060	
	15-22-332-017	1-11 N Broadway	Arenkill's/Chgo. Style Barbers/Bianca's	Retail	18,768	
		100 E Galena Bl.	Geno's Tacos	Restaurant	1,500	
		102 E Galena Bl.	Happy Times	Retail	1,500	
		104 E Galena Bl.	VACANT	VACANT	1,500	
	15-22-332-019	106 E Galena Bl.	VACANT	VACANT	4,000	
	15-22-332-020	110 E Galena Bl.	Central Bakery	Retail	4,840	
	15-22-332-021	112 E Galena Bl.	Bar/Hotel	Bar	4,428	
	15-22-332-022	116 E Galena Bl.	VACANT	VACANT	5,016	
	15-22-332-023	118-122 E Galena Bl.	Retail	Retail	4,536	
	15-22-332-024	4-12 N LaSalle St.	New York Clippers	Retail	798	
21	15-22-337-001	2 S Broadway	Banco Popular	Bank	32,320	
	15-22-337-002	2 S Broadway	Banco Popular	Bank	7,205	
	15-22-337-020	32 S Broadway	Joseph Corporation	Office	15,652	
	15-22-337-021	34 S Broadway	Fifth-Third Bank	Bank	11,897	
	15-22-337-021	34 S Broadway	Coulter Court	Residential	23,793	0
		101 E Downer Pl.	VACANT	VACANT		
	15-22-376-002	37 S LaSalle St.	VACANT	VACANT	3,200	
		35 S LaSalle St.	Mary's Style Shop	Retail		
		31 S LaSalle St.	VACANT	VACANT		
	15-22-376-001	27-29 S LaSalle St.	Darcy's Snack Shop	Retail	596	
22	15-22-382-002	57 S LaSalle St.	Valezquez Pool Hall	Commercial	1,474	
	15-22-382-003	59 S LaSalle St.	Aurora Elk Lodge 1682	Commercial	2,970	
	15-22-382-004	61 S LaSalle St.	VACANT	VACANT	3,150	
	15-22-382-005	63 S LaSalle St.	VACANT	VACANT	3,150	
	15-22-382-006	65-67 S LaSalle St.	Muebleria Cristal	Commercial	6,720	
	15-22-382-007	69-71 S LaSalle St.	Paul Osojky	Office	19,256	
	15-22-382-008	73 S LaSalle St.	Eschelademanejo Mexicana	Office	4,996	
	15-22-382-010	75-77 S LaSalle St.	VACANT	VACANT	5,280	
	15-22-382-011	79 S LaSalle St.	VACANT	VACANT	2,992	
	15-22-382-012	81 S LaSalle St.	S.G. Summer Plumbing & Heating	Office	2,992	
	15-22-382-013	83 S LaSalle St.	Castle Keep, Ltd.	Office	3,432	
	15-22-382-014	80-82 S Broadway	Expert Insurance	Office	3,778	
		78 S Broadway	El Conejo Bus Lines	Office	1,889	
	15-22-381-005	62 S Broadway	Frantz Sports	Retail	11,121	
	15-22-381-004	60 S Broadway	Primerica	Office	4,322	
23	15-22-385-002	126-130 S Broadway	LJ Morse Construction Company	Commercial	4,534	
	15-22-385-003	126-130 S Broadway	LJ Morse Construction Company	Commercial	15,312	
		131 S LaSalle St.	JJ Towing	Commercial		
		119 S LaSalle St.	A-1 Discount Towing/Fox Chemical Co.	Commercial		
		115-117 S LaSalle St.	VACANT	VACANT		
		105 S LaSalle St.	Templo Ebenezar	Church		

CITY OF AURORA
DOWNTOWN PARKING STUDY



CURRENT LAND USE DATA

Block #	Parcel ID	Address	Description	Land Use	Square Footage	Number of Units	
24	15-22-407-005	50 N Lincoln Ave.	Taqueria Mexico	Restaurant	1,600		
	15-22-407-002	223 E Spring St.	Bohr Roofing	Commercial	1,096		
25	15-22-333-008	200 E Galena Bl.	VACANT	VACANT	25,296		
	15-22-333-009	210 E Galena Bl.	Club 210	Commercial	5,040		
	15-22-333-011	218 E Galena Bl.	VACANT	VACANT	2,623		
	15-22-333-012	220 E Galena Bl.	Wood & Johnson, Altnys.	Office	4,332		
	15-22-333-013	226 E Galena Bl.	Progressive Baptist Church-Wesby Center	Church	4,600		
	15-22-333-014	230 E Galena Bl.	Faith Tabernacle Church	Church	9,500		
	15-22-333-015	215 E New York St.	Wayside Cross Ministries	Church			
	15-22-333-004	34-36 N Lincoln Ave.	Wayside Cross Ministries	Church	17,556		
26	15-22-377-015	220 E Downer Pl.	Downer Place Lofts	Residential	65,119	44	
	15-22-377-003	209 E Galena Bl.	Fox Valley Fellowship Center	Commercial	3,284		
		207 E Galena Bl.	VACANT	VACANT	3,200		
	15-22-377-004	213-215 E Galena Bl.	Ms. Lee's	Bar	6,020		
	15-22-377-005	217-219 E Galena Bl.	VACANT	VACANT	6,440		
	15-22-377-006	221 E Galena Bl.	Miller's Tailor	Commercial	3,080		
	15-22-377-007	225 E Galena Bl.	Michael Miller	Commercial	3,960		
	15-22-377-008	227 E Galena Bl.	Mid-Town Music Shop	Retail	3,828		
	15-22-377-009	3 S Lincoln Ave.	El Paso Mexican	Restaurant	1,820		
	15-22-377-016	15 S Lincoln Ave.	Super Wash/Residential	Commercial	6,544	3	
	15-22-377-017	19 S Lincoln Ave.	Residential	Residential	2,024	2	
	15-22-377-018	25 S Lincoln Ave.	Residential	Residential	2,251	2	
	27	15-22-383-016	205 E Downer Pl.	5/3 Bank - Drive-Thru	Bank	1,230	
		15-22-383-009	45 S Lincoln Ave.	Adecco	Commercial	6,676	
		15-22-383-010	53-55 S Lincoln Ave.	Residential	Residential	5,530	6
15-22-383-011		61 S Lincoln Ave.	Residential	Residential	3,726	5	
15-22-383-012		65 S Lincoln Ave.	Residential	Residential	2,470	3	
15-22-383-013		73 S Lincoln Ave.	Residential	Residential	4,644	3	
		218 E Benton St.	Trinity Episcopal Church	Church			
		82-84 S LaSalle St.	Chek-Lab/FM Graphics	Commercial	15,000		
		80 S LaSalle St.	Office	Office			
		74 S LaSalle St.	Victory Outreach	Office	1,500		
		76 S LaSalle St.	Crockett Co. / 2nd Floor	Office			
		70 S LaSalle St.	VACANT	VACANT			
		68 S LaSalle St.	VACANT	VACANT			
62 S LaSalle St.		VACANT	VACANT				
62 1/2 S LaSalle St.	Human Resources Mgmt. Systems	Office	5,000				
60 S LaSalle St.	The Ton Jon Co.	Retail					
28	15-22-386-002	110 S LaSalle St.	Kenneth Donart	Office	5,990		
	15-22-386-005	124 S LaSalle St.	Jorge Lopez	Residential	1,612	1	
	15-22-386-006	128 S LaSalle St.	Residential	Residential	1,926	2	
	15-22-386-007	132 S LaSalle St.	Salon	Commercial	2,508		
	15-22-386-008	206 E Clark St.	David Kleckner	Residential	1,626	1	
	15-22-386-009	210 E Clark St.	Rodrigo & Julia Alcaraz	Residential	1,236	1	
	15-22-386-016	121 S Lincoln Ave.	First Free Methodist Church	Church			
	15-22-386-014	113 S Lincoln Ave.	VACANT	VACANT	4,084		
	15-22-386-013	109 S Lincoln Ave.	Orrin Baker	Office	2,400		
	15-22-386-012	101-103 S Lincoln Ave.	Enrique & Madrigal Alvarado	Residential	2,988	2	
	15-22-386-011	223 E Benton St.	Rene Gonzalez	Residential	1,848	2	

TOTAL OBSERVED PARKING DEMAND WITHIN AREA OF STUDY:

TOTAL ESTIMATED SQ. FT. WITHIN AREA OF STUDY:

2,222,483

TOTAL ESTIMATED VACANT SQ. FT. WITHIN AREA OF STUDY:

(9.75% of the estimated total s.f.)

216,643

TOTAL ESTIMATED NUMBER OF RESIDENTIAL UNITS WITHIN AREA OF STUDY:

231