



HOOD RIVER HEIGHTS STREETScape PLAN

DATE: November 29, 2021

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SUBJECT: Hood River Heights District Parking Study

Project #20203-000

1.0 INTRODUCTION

The Hood River Heights Streetscape Plan project is considering transportation network and streetscape improvement opportunities for the Hood River Heights District (hereafter referred to as “the Heights”). The Heights, today, operates much like a central business district for Hood River, exhibiting a dense mix of land uses, including restaurants and retail shops surrounded by residential neighborhoods, parks, and schools. While the existing land uses encourage and support active transportation, the Heights is bisected by a state highway routed over 12th Street and 13th Street, which currently have no bicycle facilities and limited pedestrian amenities. The Hood River Heights Streetscape Plan will identify several potential streetscape changes which can foster multimodal transportation and support anticipated growth, although due to limited right-of-way, on-street parking may be impacted by these alternatives.

Therefore, the purpose of this parking study is to evaluate the types and availability of parking within the Heights District and to compare the available parking supply to existing and future parking demands. The findings will inform decision making related to trade-offs where on-street parking may be reduced to accommodate streetscape improvements.

Today, the Heights includes a mix of on-street and off-street parking. The parking study area, seen in Figure 1, includes the 12th and 13th Street couplet between May Street and the end of the couplet, south of Belmont Avenue/Union Street, and all side streets between approximately 11th Street and 14th Street, approximately one block to the east or west. The diversity of uses within a small area (approximately six blocks) means that observing parking for a single land use alone may be difficult. Visitors might park once and access multiple destinations, such as stopping by a retail shop and visiting a restaurant in the same trip, and the different land uses may experience peak parking demand at different times. Therefore, this analysis considers the Heights area as a single entity to evaluate parking demand.



FIGURE 1: PARKING STUDY AREA

2.0 EXISTING CONDITIONS

The project team evaluated existing parking conditions within the Heights to assess characteristics of the parking supply, sufficiency, and convenience of parking in the study area. The following sections summarize the existing parking conditions for the Heights.

2.1 PARKING AND LAND USE INVENTORY

The project team inventoried existing parking stalls, land use, and approximate square footage of buildings within the study area to support the parking demand evaluation. The parking study area includes 304 on-street parking stalls and 410 off-street parking stalls on privately owned properties in the Heights for a total of 714 stalls. Although 714 stalls are available, some stalls include usage restrictions (e.g., 10-minute parking, 2-hour parking, ADA spots, Customer Only). All restricted parking spots are included in the parking supply for the purposes of this parking analysis, but these restrictions may limit the utility of the available parking supply for residents, employees, and visitors. For example, a business employee would be less likely to park in a 2-hour parking zone compared to a visitor. Figure 2 shows the locations of on-street parking stalls in the Heights, with restricted spaces identified, while Figure 3 shows the number of off-street parking stalls provided in each lot.

While some of the on-street parking is time restricted, there are very few stalls that are unusable by the average retail customer or visitor. Conversely, most off-street parking is restricted to business patrons. Notably the large parking lots at the corners of 13th Street/Taylor Avenue and 13th Street/A Street are not signed as being use-restricted, but are privately owned and their use could be regulated in the future. The full parking inventory in Appendix A includes all noted parking restrictions.

The Heights, today, includes a variety of land uses including retail, restaurant, office space, and limited residential. The primary zoning in the Heights is General Commercial (C-2), while the surrounding area to the east and west is zoned for residential uses. The existing zoning and tax parcel information in the Heights parking study area was used to develop a list of existing land uses and approximate building square footage, which was verified from observations in the field. The total floor area for non-residential space within the parking study area is approximately 205,000 square feet; the full land use inventory, including all identified sites and their zoning, is included in Appendix A.

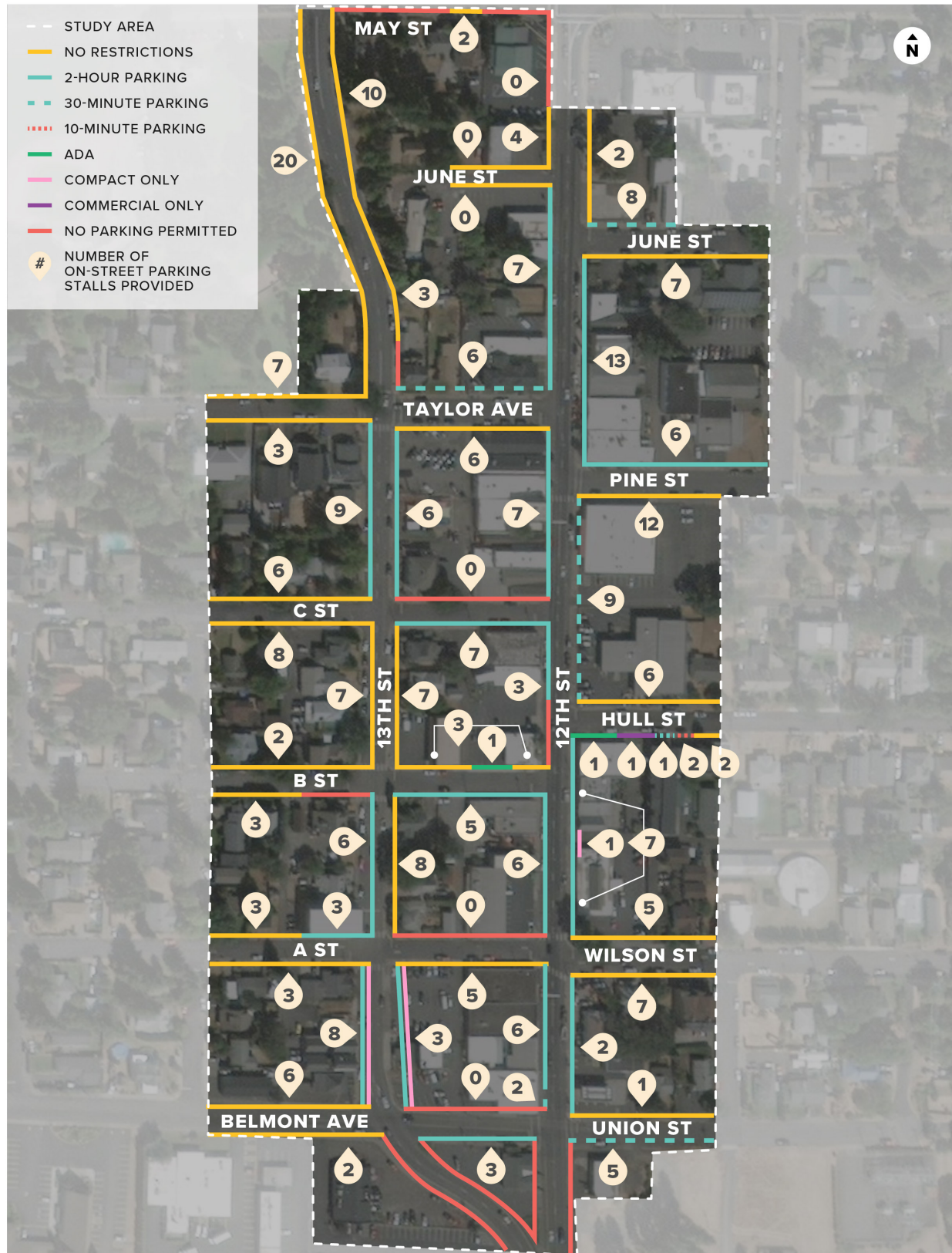


FIGURE 2: ON-STREET PARKING LOCATIONS AND RESTRICTIONS



FIGURE 3: OFF-STREET PARKING LOCATIONS

2.2 PARKING OCCUPANCY DATA COLLECTION

Summer is generally considered to be the peak season for travel and activity in Hood River, a city that serves as a popular attraction for outdoor recreation. DKS collected parking occupancy data on Tuesday, August 17th, and Saturday, August 21st, to analyze peak season parking demand for both a weekday and weekend. The project team collected hourly on-street and off-street parking utilization data for all stalls in the parking study area over a six-hour period on both study days. During the weekday observation period, parking counts were collected from 7-9 AM, 11 AM -1 PM, and 4-6 PM. The weekend observation period included continuous parking counts from 9 AM to 3 PM. Parking occupancy data was collected during these times to capture periods of higher activity in the Heights, which would reflect a realistic peak parking occupancy for the study area.

2.3 PARKING UTILIZATION FINDINGS

Parking activity on Tuesday, August 17th, was generally higher than on the weekend; the total number of spots occupied during the six-hour study period was 58 percent higher than on Saturday, August 21st. Parking demand was very low on both days until after 11 AM, and the peak parking demand for both days occurred between 12 to 1 PM. The peak hour among all 12 hours studied (six on the weekday, six on the weekend) occurred on the weekday from 12 to 1 PM when 367 parked vehicles (165 on-street and 203 off-street) were recorded. Figure 4 shows the peak hour parking occupancy for the study area on Tuesday, August 17th.

As shown on Figure 4, most blocks in the Heights were less than 85 percent¹ occupied during the peak parking demand period. Areas where finding a parking spot may be more difficult include June Street, B Street, Wilson Street, and select block faces on 12th Street. However, even at these locations, there are adjacent blocks with lower parking occupancy that provide convenient access to parking within 250 feet (approximately the walking distance of one average block-face within the Heights).

Also shown on Figure 4 are three areas where off-street parking occupancy is high and the adjacent on-street parking occupancy is also high. These include the areas on June Street east of 12th Street, the southeast corner of 13th Street at Taylor Street, and B Street between 12th Street and 13th Street. Table 1 also summarizes the weekday peak hour parking occupancy data for the study area. On-street parking occupancy is approximately five percent higher than off-street parking occupancy although there were still 139 spaces available on-street during the peak demand period. While more off-street parking spaces are available, these spaces are generally restricted to use by customers or employees rather than the general public, which limit their overall utility for the parking supply.

¹ A peak parking occupancy of 85 percent is typically considered best practice to allow for accommodation of variation in demand. The 85 percent rule has also been previously applied locally during the downtown parking analysis work.

TABLE 1: EXISTING WEEKDAY PEAK HOUR (12-1 PM) VEHICLE PARKING DEMAND

LOCATION	PARKING STALLS	PEAK DEMAND	AVAILABLE STALLS	PEAK OCCUPANCY
ON-STREET	304	165	139	54%
OFF-STREET	410	202	208	49%
TOTAL	714	367	347	51%

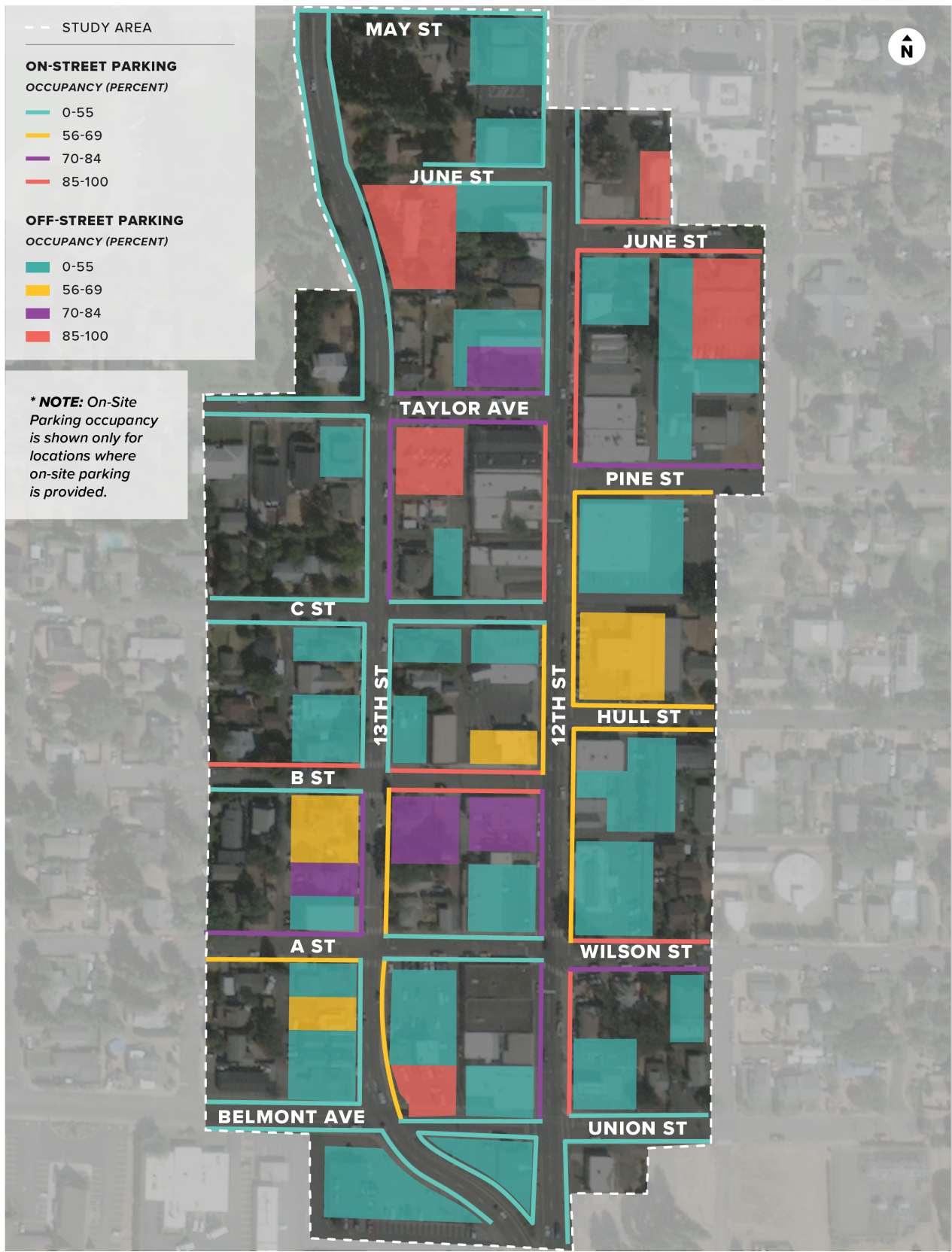


FIGURE 4: WEEKDAY PEAK HOUR (12-1 PM) PARKING OCCUPANCY

3.0 CURRENT PARKING DEMAND ANALYSIS

Three measures were applied to evaluate the current parking supply and demand in the Heights area: the built parking ratio, true demand ratio, and calibrated true demand ratio, as described below. The built parking ratio is a measure of the availability of parking within a study area while the true demand ratio and calibrated true demand ratio measure the adequacy of the parking supply to meet the projected demand. Both the true demand ratio and the calibrated true demand ratio utilize observed parking occupancy data from the peak hour (summarized in Table 1) as a reasonable worst-case scenario.

The **built parking ratio** is expressed as the number of stalls per 1,000 square feet of built area. This ratio expresses the relationship between all parking stalls within the study area and the total square footage of built space within the study area, regardless of whether or not the buildings are occupied.

The **true demand ratio** is expressed as the observed number of vehicles parked (at peak times) per 1,000 square feet of occupied building area. That is, while built parking ratios measure the supply of parking for a built area, the true demand ratio measures the amount of parking needed to serve the demand generated by the occupied built area.

The **calibrated true demand ratio** is the true demand ratio factored up by 15%. This measure allows parking to be built to exceed the true demand rather than only meet the true demand to account for variability in parking demand. This 15 percent buffer is considered ideal and allows for a peak parking occupancy of 85 percent, which is an industry best practice² and has been previously applied locally for downtown parking management.

3.1 OBSERVED PARKING DEMAND

Today the Heights has 714 parking stalls, or 3.48 parking stalls per 1,000 square feet of built area.³ To calculate the true and calibrated true demand ratios, the number of observed parked vehicles per “occupied” building area must be established. Since the existing building occupancy rate in the Heights is unknown, a reasonable range of building occupancies was considered, as shown in Table 2. Based on the observed peak parking occupancy (summarized in Table 1) and assuming a 90 percent building occupancy in the Heights (at the conservative end of the range considered, but realistic based on field observations), 2.28 parking stalls per 1,000 square feet of occupied building area should be provided to keep parking occupancy at or below 85 percent. In other words, when building occupancy is at 100 percent, the Heights needs approximately 467 parking stalls to maintain the preferred 85 percent occupancy. This is considerably less than the 714 parking stalls currently provided, suggesting there may be a surplus of parking in the Heights.

² Parking Made Easy: A Guide to Managing Parking In Your Community, Chapter 6, Oregon Transportation & Growth Management Program. July 2013.

³ Built area was approximated based on aerial photo reconnaissance and field verification.

However, restrictions for off-street parking may limit the feasibility of reducing the number of on-street spaces.

TABLE 2: OBSERVED PARKING DEMAND RATIOS FOR A RANGE OF BUILDING OCCUPANCIES

ESTIMATED BUILDING OCCUPANCY	OCCUPIED SQUARE FOOTAGE	TRUE DEMAND RATIO (VEH./1,000 SQ. FT.)	CALIBRATED TRUE DEMAND RATIO (VEH./1,000 SQ. FT.)
95%	195,000	1.88	2.16
93%	190,000	1.93	2.22
90%	185,000	1.98	2.28

3.2 THEORETICAL PARKING DEMAND

Theoretical parking demand rates from national surveys of similar land uses were also calculated for comparison against locally calculated parking demand rates. The theoretical rates were obtained from the ITE Parking Generation (5th Ed.) Manual⁴. The theoretical demand rates were calculated using a weighted average of ITE parking demand rates for each property within the parking study boundary. Using this method, the theoretical built parking ratio is 3.33 parked vehicles per thousand square feet.

Based on the theoretical parking demand rates, the Heights needs approximately 785 parking stalls to maintain the preferred 85 percent occupancy compared to the 714 parking stalls currently provided. However, the theoretical parking demand rate is expected to be overly conservative by nature as it does not account for the influence that a complimentary land use mix has on the overall demand for parking in an area like the Heights. The dense mix of commercial uses in the Heights requires less parking be dedicated to single entities, like it may be in an area with less shared space, allowing for shared parking activity. Moreover, the theoretical parking demand rate does not account for the effects that a complimentary land use mix has on encouraging people to walk or bike to destinations in the Heights in lieu of driving. The theoretical demand rate was calculated as a “reality check” that verifies the assumption that the Heights operates as a central business district for Hood River and thus can be examined as a single entity when evaluating parking demand. The theoretical parking demand rate should notably not be used in place of the locally calculated parking demand rates since it does not reflect the unique urban character of the Heights.

⁴ Parking Generation Manual, 5th Edition, Institute of Transportation Engineers, 2019.

4.0 PARKING DEMAND FORECASTING

Parking demand forecasting applies the existing parking demand rates to the future land use to estimate the parking supply needed to serve future growth. Future land use information was developed from year 2040 assumptions for employment and household growth in the Heights area that were included in the travel forecasting model⁵ for the City of Hood River and adjusted based on known developments and current day observations. Table 3 reflects the growth rates calculated for residential and non-residential land use, which will be used to forecast parking demand.

Previous growth assumptions that were incorporated into the travel forecasting model did not assume there would be growth in households in the Heights District. However, since that time, the City has approved a mixed-used development in the Heights that includes 32 residential units and has expressed a desire to encourage additional mixed-use developments of this nature in the future. Therefore, two residential growth scenarios are shown in Table 3, with the low-growth scenario accounting for only the approved 32-unit development and the high-growth scenario that assumes two additional developments similar to the first would be approved (for a total of 96 residential units) by the year 2040.

TABLE 3: LAND USE GROWTH ASSUMPTIONS IN THE HEIGHTS DISTRICT (2021-2040)

LAND USE TYPE	LOW-GROWTH RESIDENTIAL SCENARIO	HIGH-GROWTH RESIDENTIAL SCENARIO
RESIDENTIAL	32 Households	96 Households
NON-RESIDENTIAL	93 Employees	93 Employees

4.1 NON-RESIDENTIAL PARKING DEMAND

Non-residential parking demand was projected using the most conservative observed calibrated true parking demand rates seen in Table 2: 2.28 spaces per thousand square feet of occupied space. The future square footage of non-residential uses was estimated using an annual growth of 0.8%, for a total of 235,000 square feet of non-residential space by 2040. The parking demand forecast is summarized in Table 4.

⁵ Future year employment and household information is consistent with projections prepared for the Westside Area Concept Plan preferred land use scenario and is consistent with the City of Hood River's TSP, as amended in April 2021.

TABLE 4: NON-RESIDENTIAL PROJECTED PARKING DEMAND (2021-2040)

SCENARIO	
SQUARE FOOTAGE NET GROWTH	30,000
PARKING DEMAND NET GROWTH 2.28 VEH./1,000 SQ. FT.	68

4.2 RESIDENTIAL PARKING DEMAND

This analysis did not previously calculate a residential-exclusive parking demand rate for the existing conditions. Since most of the Heights is either commercial or single-family residential, applying the non-residential parking demand rate to estimate the number of spaces needed to accommodate future residential parking demand would overstate the amount of parking needed. Instead, the residential parking demand rate from a previous parking study conducted for Hood River will be used to estimate future residential parking needs⁶. This study evaluated peer jurisdictions with similar transportation characteristics to develop a residential parking demand rate of 1.27 parked cars per housing unit. Table 5 summarizes the projected parking required to accommodate the low-growth and high-growth residential scenarios by 2040.

TABLE 5: RESIDENTIAL PROJECTED PARKING DEMAND (2021-2040)

SCENARIO	LOW-GROWTH RESIDENTIAL SCENARIO	HIGH-GROWTH RESIDENTIAL SCENARIO
HOUSING UNITS NET GROWTH	32	96
ADDITIONAL PARKING STALLS NEEDED 1.27 VEH./UNIT	41	122

4.3 PARKING DEMAND FORECAST SUMMARY

The projected future parking demand is the sum of the existing parking demand, non-residential growth-related parking demand, and residential growth-related parking demand. Table 6 summarizes the existing and projected parking demand using the observed calibrated true demand rate from Table 2.

⁶ White Paper #3: Parking Demand Forecasting – Commercial and Residential Development. Rick Williams Consulting. June 2019.

TABLE 6: SUMMARY OF EXISTING AND PROJECTED (2040) PARKING DEMAND

PARKING SCENARIO	NUMBER OF PARKING STALLS
EXISTING PARKING DEMAND (CALIBRATED TRUE DEMAND)	467
NEW PARKING DEMAND FROM NON-RESIDENTIAL GROWTH	68
NEW PARKING DEMAND FROM HIGH-GROWTH RESIDENTIAL SCENARIO	122
FUTURE PARKING DEMAND	657
PARKING SPACES AVAILABLE TODAY	714

Based on the observed parking demand in the Heights, the parking supply is adequate today and will remain adequate in the future. Using a conservative observed demand estimate, 657 parking stalls will be needed to serve the projected parking demand in the Heights by 2040 to achieve an 85 percent parking occupancy. Today, 714 parking stalls are provided within the study area, so up to 57 parking stalls could be removed in the Heights without negatively impacting the overall parking supply. However, there are several factors that could impact this assumption, such as the redevelopment of the larger private lots that currently provide many off-street parking stalls, fewer trips being made by automobile in response to the Heights becoming more walkable and bikeable and the addition of transit stops, and improved parking management strategies to make more efficient use of the parking that is provided.

5.0 CONCLUSIONS

The Hood River Heights offers a mix of land uses, as well as a mix of on and off-street parking. The density and diversity of land uses allows a visitor to park once to access multiple different destinations, stopping by a retail shop and visiting a restaurant in the same trip, for example. Today most blocks in the Heights are less than 85 percent occupied during the peak parking demand period, although a driver may struggle to find a parking spot on June Street, B Street, Wilson Street, or select block faces on 12th Street. However, even at these locations, there are adjacent blocks with lower parking occupancy that could provide convenient access to parking.

Observed parking occupancy data and the existing land uses in the Heights were used to estimate the demand for parking stalls relative to the occupied non-residential building square footage. Non-residential spaces are expected to generate the demand for 2.28 parking spaces per 1,000 square feet of occupied development, while a previous study found that multi-family residential developments are expected to generate 1.27 parking spaces per dwelling unit. Based on the estimated demand, the Heights will need 657 parking spaces by 2040 to achieve a desired parking occupancy of 85 percent, indicating that the existing supply of 714 spaces is sufficient to meet the future demand. By comparison, the planned improvements to 12th Street and 13th Street in the

City's Transportation System Plan to provide buffered bike lanes would result in the removal of approximately 84 on-street parking stalls. This would leave only 630 parking stalls, which is 27 stalls fewer than projected to be needed by 2040.

Although the expected future parking demand is less than the existing supply, eliminating a significant number on-street parking stalls may be challenging, particularly since off-street spaces are generally restricted to use by customers or employees rather than the general public. However, the projected surplus of parking indicates that some on-street parking could be eliminated to provide for enhanced multimodal facilities or other streetscape amenities in the Heights without negatively impacting the parking supply, even if growth or redevelopment spurs additional demand for parking.

Furthermore, new multimodal facilities and the addition of future transit stops will also encourage residents to walk or bike to the Heights instead of driving, which will further reduce the future parking demand. While the magnitude of such a mode shift is difficult to estimate, results from past travel demand management strategies in other cities suggest there could be a reduction in trips made by automobile of about five percent (equating to approximately 33 parking stalls).

Improved parking management practices (e.g., enforcement of existing parking restrictions, use of metered parking) may also provide for greater parking utility even with less spaces. Under little regulation or management today, the existing number of parking stalls exceeds the estimated demand. Rather than meeting future parking needs simply by adding stalls, regulating the demand through more effective management systems is an option the City may consider, similar to the approaches taken for managing parking in the downtown.

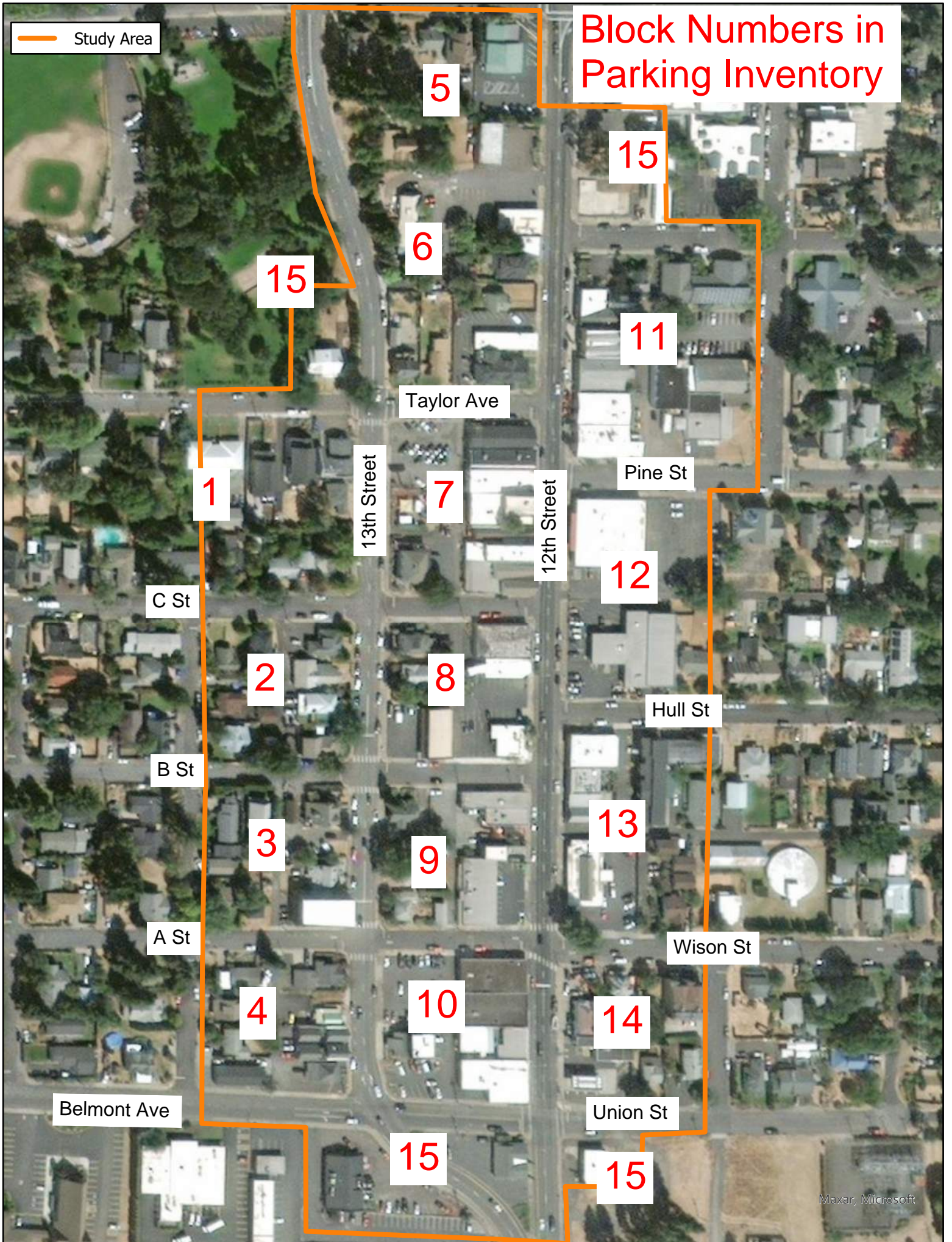
APPENDIX

CONTENTS

A. PARKING INVENTORY DATA



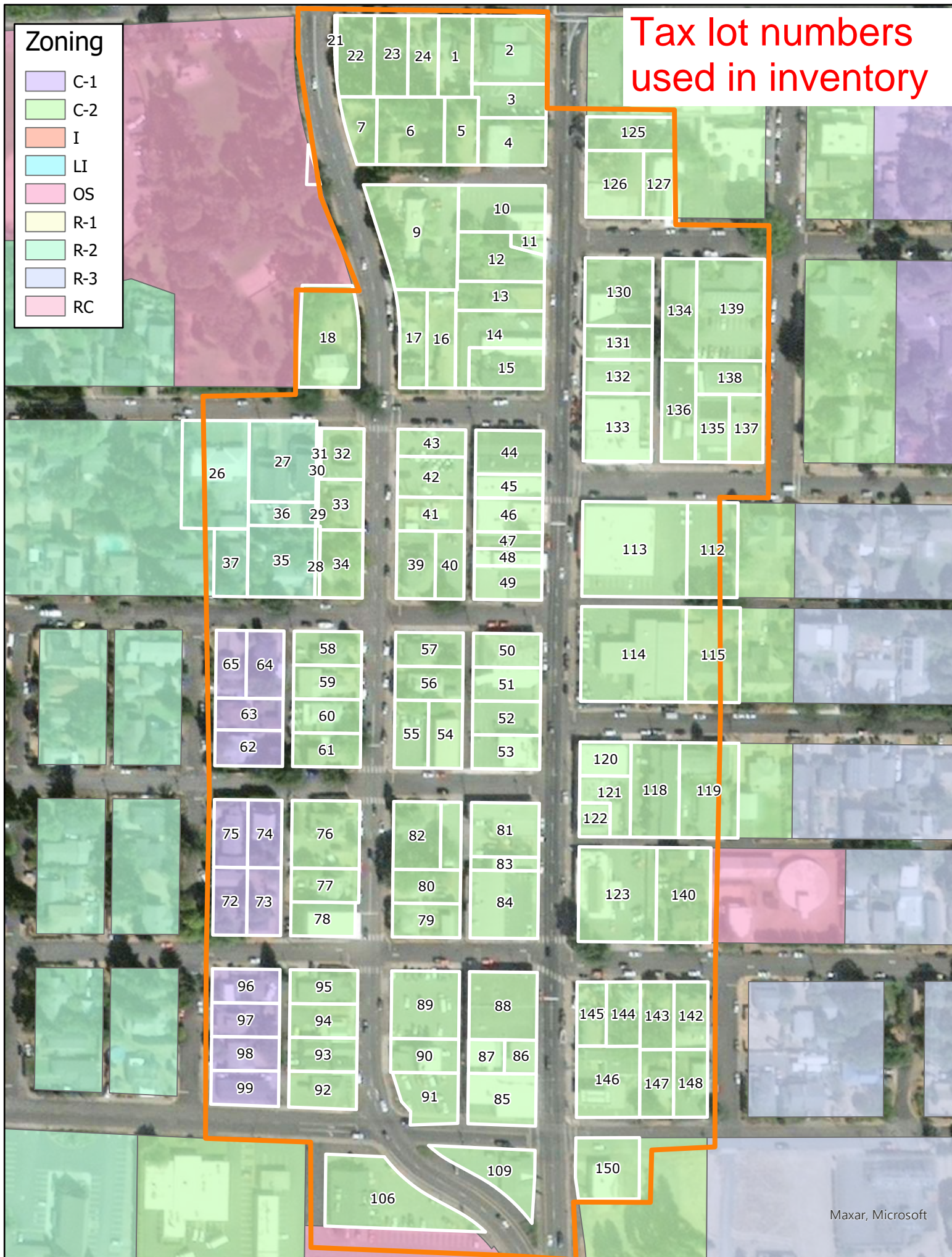
A. PARKING INVENTORY DATA



Zoning

- C-1
- C-2
- I
- LI
- OS
- R-1
- R-2
- R-3
- RC

Tax lot numbers
used in inventory



Existing On-Site Parking Inventory by Block

Block Number & Tax Code	Zoning Code	Existing Office (SF)	Existing Parking (Spaces)	Existing Retail (SF)	Existing Parking (Spaces)	Existing Residential (SF) (Units)	Existing Parking (Spaces)	Notes
Block 1								
26	R-2					3,991 2		
27	R-2					4,754 1		
28	C-2			0	0			
29	C-2			0	0			
30	C-2			0	0			
31	C-2			0	0			
32	C-2			2480	4			
33	C-2					1025 1		
34	C-2			926	0			
35	R-2					1937 1		
36	R-2					0 0		
37	R-2					2539 1		
Block 2								
58	C-2	1844	2					
59	C-2			2260	0			
60	C-2			1764	4			
61	C-2			2043	5			1 ADA
62	C-1					1643 1	N/A	
63	C-1					2258 1	N/A	
64	C-1					1,600 1	N/A	
65	C-1					1,517 1	N/A	
Block 3								
72	C-1					5000.25 1	N/A	
73	C-1					1,887 1	N/A	
74	C-1					906 1	N/A	
75	C-1					1,358 1	N/A	
76	C-2			1,768	5			1 ADA
77	C-2			1,482	4			
78	C-2			3,387	0	3,387 5	5	Tenent Only
Block 4								
92	C-2	1377	3					3 customer only

Block Number & Tax Code	Zoning Code	Existing Office (SF)	Existing Parking (Spaces)	Existing Retail (SF)	Existing Parking (Spaces)	Existing Residential (SF)	(Units)	Existing Parking (Spaces)	Notes
93	C-2			3289	4				Suite owners only
94	C-2			811	4				1 ADA, Customer Only
95	C-2	1988	5						Customer only
96	C-1					1215	1	N/A	
97	C-1					1131	1	N/A	
98	C-1					1210	1	N/A	
99	C-1					2154	1	N/A	
Block 5									
1	C-2					1584	1	N/A	
2	C-2	4152	15						2 ADA
3	C-2			-	-				
4	C-2			2002	6				1 ADA
5	C-2			-	-				
6	C-2					1945	1	N/A	
7	C-2					-	1	N/A	
21	C-2					-	-		
22	C-2					1637	1	N/A	
23	C-2					1417	1	N/A	
24	C-2					894	1	N/A	
Block 6									
9	C-2			909	7	2047			1 ADA
10	C-2			3960	17				6 "No parking" signs posted in front of parking spots, but stalls still included in the 17.
11	C-2				0				
12	C-2					2255	1	N/A	
13	C-2					946	1	N/A	
14	C-2			2154	12				
15	C-2					2941.6	6	6	
16	C-2					1092	1	N/A	
17	C-2					1338	1	N/A	
Block 7									
39	C-2			2712	0				

40	C-2			0	10				1 ADA
Block Number & Tax Code	Zoning Code	Existing Office (SF)	Existing Parking (Spaces)	Existing Retail (SF)	Existing Parking (Spaces)	Existing Residential (SF) (Units)		Existing Parking (Spaces)	Notes
41	C-2			1528	0				
42	C-2			0	11				1 30 Min Parking
43	C-2			0	12				1 ADA
44	C-2			0	0				
45	C-2			0	0				
46	C-2			0	0				
47	C-2			0	0				
48	C-2			0	0				
49	C-2			0	0				
Block 8									
50	C-2			3842	16				
51	C-2			1612	-				
52	C-2			0	-				
53	C-2	2321	9						
54	C-2			2793	-				
55	C-2			0	7				
56	C-2					1709	1	N/A	
57	C-2			1390	1				1 ADA
Block 9									
79	C-2					1261	1	N/A	
80	C-2			1271	0				
81	C-2			3,969	4				
82	C-2			1338	8				5 Employee Only
83	C-2			1097	0				
84	C-2			5644	15				1 ADA
Block 10									
85	C-2			5568	4				
86	C-2			1754	0				
87	C-2			1782	0				
88	C-2			0	0				
89	C-2			0	23				
90	C-2			2,233	0				
91	C-2	0	12						1 ADA
Block 11									
130	C-2			5,309	6				

131	C-2			2,249	0				
Block Number & Tax Code	Zoning Code	Existing Office (SF)	Existing Parking (Spaces)	Existing Retail (SF)	Existing Parking (Spaces)	Existing Residential (SF) (Units)		Existing Parking (Spaces)	Notes
132	C-2			3,686	0				
133	C-2			8,005	0				
134	C-2			2,424	6				1 ADA
135	C-2			3,278	0				
136	C-2			3,716	4				
137	C-2			570	0				
138	C-2			0	2				
139	C-2			4,924	27				14 Employee Only, 1 ADA
Block 12									
112	C-2	0	0						
113	C-2			10,222	40				1 ADA
114	C-2			10,740	19				
115	C-2					1,236	1	N/A	
Block 13									
118	C-2					10,910	5	5	Residents only
119	C-2			5,818	0				
120	C-2			0	0				
121	C-2			1662	2				1 ADA
122	C-2			0	0				
123	C-2			4,893	17				1 ADA
140	C-2					1,104	4	0	
Block 14									
142	C-2	1,153	0			1,153	4	2	
143	C-2					750	1	N/A	
144	C-2					1,606	1	N/A	
145	C-2			1,472	0				1 ADA
146	C-2			2,235	4				
147	C-2					1,011	1	N/A	
148	C-2					920	1	N/A	

Block Number & Tax Code	Zoning Code	Existing Office (SF)	Existing Parking (Spaces)	Existing Retail (SF)	Existing Parking (Spaces)	Existing Residential (SF) (Units)		Existing Parking (Spaces)	Notes
Block 15									
18	C-2					2,825	1	N/A	
106	C-2			4,480	23				1 ADA
109	C-2			2,500	11				
125	C-2			0	0				
126	C-2			0	0				
127	C-2			2,744	2				
150	C-2			1,838	0				
Totals	-	-	46	-	346	-	-	18	

Off-Street Total:	410
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Existing On-Street Parking Inventory by Street Segment

Location (Blocks Encompassed)	One-Way/Two-Way	Number Lanes (One-Direction)	Functional Class	On Street Parking Spaces	Signed Restrictions	Field Notes
12 th Street between May Street and Union Street (Blocks 6-14)	One-Way	2	U Min Art	69	30 Min Parking (North half of Block 12, Block 10), 2 Hr parking everywhere else, 1 Compact only 13W	Includes 2 spots located on May Street near 12th Street
13 th Street between May Street and Belmont Avenue (Blocks 1-10)	One-Way	2	U Min Art	87	2 Hr parking marked all along corridor. Yellow curb paint and no parking sign present on both sides of street at Block 6, Block 4 east and block 10 west are compact only	
May Street between 12th Street and 13th Street (Block 5)	Two-Way	1 Eastbound, 2 Westbound	U Min Art	2		
June Street between 12 th Street and 11 th Street (Blocks 5-6)	One-Way	1	Local	15	30 min parking (west side of block 15)	
Taylor Ave from the Jackson Park boundary (approximately 280 feet west of 13 th Street) to 12 th Street (Blocks 1,15 & 7,6)	Two-Way	1	Local	22	"No parking here to corner" approx 10' from N corner of Block 15, 30 min parking south of Block 6	
Pine Street from 12 th Street to 11 th Street (Blocks 6-7)	Two-Way	1	Local	18	No signage, approx. 9 unmarked spots on Block 7	
C Street from 14 th Street to 12 th Street (Blocks 1-2, 7-8)	Two-Way	1	Local	21	No spots on blocks 1 & 2 are signed/arked. "No Parking This Side of Street" on Block 7	
Hull Street from 12 th Street to approximately 280 feet east of 12 th Street (Blocks 12-13)	Two-Way	1	Local	13	1 ADA spot north side of block 13, 3 unmarked/unsigned spots on east block 12, 1 30 min 13N, 2 10 Min 13 North, 1 Comm Loading area 13 North	Block 13 Signs illegible
B Street from 14 th Street to 12 th Street (Blocks 2-3,8-9)	Two-Way	1	Local	14	1 ADA spot east side block 8, 2-hr parking elsewhere	
A Street/ Wilson Street from 14 th Street to 11 th Street (Blocks 3-4,9-10,13-14)	Two-Way	1	Local	26	Unsigned/Unmarked Blocks 13-14, "No parking this side of street" block 9, 3 unmarked spots block 3	
Belmont Avenue/ Union Street from 14 th Street to 11 th Street Blocks 4,10,14,15)	Two-Way	1	U Collector	17	2 unmarked/unsigned spots block 15, 30 min parking block 15, 6 unmarked/unsigned spots block 4, 2 unmarked/unsigned spots block 15)	2 unmarked/unsigned spots on block 15 are at the opening of a right turning lane. Unlikely people would park here for vehicle safety reasons

Off Street Total:	304
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