



Parking Study for  
**WEST HAYMARKET & HAYMARKET  
STUDY AREAS**

Presented to:  
**City of Lincoln, NE**  
**Urban Development Department**

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Ideas for parking.  
SOLUTIONS FOR **PEOPLE**®



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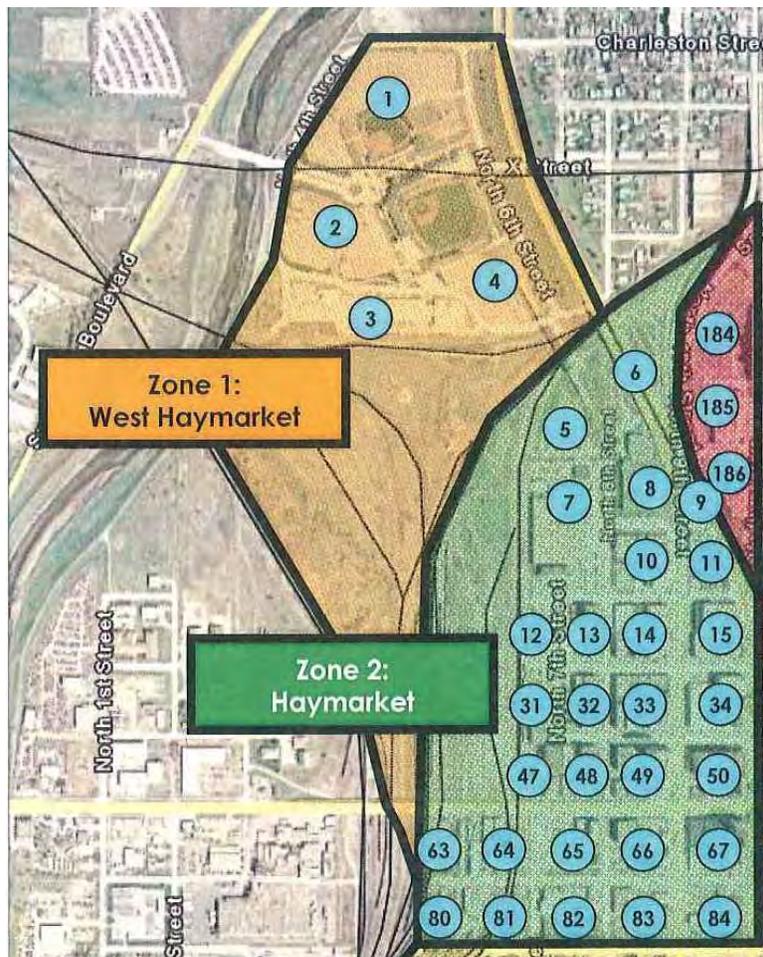
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The West Haymarket and Haymarket study areas are shown in more detail in Figure 2. The study areas are divided by active railroad tracks. West Haymarket contains Haymarket Park, which is home to the Lincoln Saltdogs minor league baseball team and UNL baseball and softball teams. The two stadiums are surrounded by large surface parking lots. There is also a large amount of undeveloped land in West Haymarket. Haymarket is an old warehouse district with a lively mix of land uses including restaurants and bars, galleries, offices, residential lofts, and a hotel.

**Figure 2.**  
**West Haymarket and Haymarket Study Areas**



## Parking Supply

The current on-street parking supply in Zones 1 and 2 is indicated in Table 1. Of the 693 on-street parking spaces, 69% are metered with time limits ranging from ten minutes to ten hours(476 spaces), 23% are unrestricted (161 spaces), and the remaining 8% consist of time restricted, loading, handicap and other spaces (56 spaces).

Table 1.  
 On-Street Parking Supply by Type of Space

Block	Unrestricted	Time Restricted	Metered							Loading	Handicap	Other	Total
			10-Min.	30-Min.	1-hour	90-Minute	2-hour	5-Hour	10-hour				
2	20												20
3	13										2		15
West Haymarket	33										2		35
Percent	94%										6%		100%
7				5				1	34				40
10	8	3		6	3			3	11	4			38
12								34			1		35
13	9						5	26			2		42
14				6			11	2	2	4	1		28
31							49						50
32							28	4			2		35
33							34			6	1		45
34				6	4			6			1		17
48				1			25				1		27
49							23			7		1	31
50					23						1		24
64	12												12
65	24							3					27
66				2				23					25
67					21			8		1	3		33
81	26												26
82	43	5											48
83	6			2				23	11	4	1		47
84				3	8			12		4	1		28
Haymarket	128	8	9	30	59	175	144	25	34	30	15	1	658
Percent	19%	1%	1%	5%	9%	27%	22%	4%	5%	5%	2%	0%	100%
<b>Total</b>	<b>161</b>	<b>8</b>	<b>9</b>	<b>30</b>	<b>59</b>	<b>175</b>	<b>144</b>	<b>25</b>	<b>34</b>	<b>30</b>	<b>17</b>	<b>1</b>	<b>693</b>
<b>Percent</b>	<b>23%</b>	<b>1%</b>	<b>1%</b>	<b>4%</b>	<b>9%</b>	<b>25%</b>	<b>21%</b>	<b>4%</b>	<b>5%</b>	<b>4%</b>	<b>2%</b>	<b>0%</b>	<b>100%</b>

The current off-street parking inventory is indicated in Table 2. Of the total 5,583 parking spaces, 75% are public (4,211 spaces) and 25% are private (1,372 spaces). Public parking refers to the city’s parking facilities and privately owned/managed parking facilities that are available to the general public. Private parking refers to parking owned by private businesses



and only available to employees and customers of those businesses. It can also refer to city, county or state parking that is for the exclusive use of employees at all times. For the purposes of this study, the Haymarket Park parking lots are designated as public parking due to the likelihood of this parking being shared with arena event patrons.

**Table 2.**  
**Summary of Off-Street Parking Supply**

Block	Public	Private	Total
1	694		694
2	706		706
3	108		108
4	379		379
West Haymarket	1,887	0	1,887
Percent	100%	0%	100%
5	281	0	281
6	540	0	540
7	0	231	231
8	0	5	5
10	0	54	54
11	0	222	222
12	161	0	161
13	0	10	10
14	406	6	412
15	0	7	7
32	0	14	14
33	0	72	72
34	426	41	467
47	93	5	98
48	0	24	24
49	255	0	255
50	32	0	32
65	64	6	70
66	0	239	239
67	0	86	86
80	0	6	6
81	0	56	56
82	0	10	10
83	66	54	120
84	0	224	224
Haymarket	2,324	1,372	3,696
Percent	63%	37%	100%
<b>Total</b>	<b>4,211</b>	<b>1,372</b>	<b>5,583</b>
<b>Percent</b>	<b>75%</b>	<b>25%</b>	<b>100%</b>



## Parking Occupancy

Parking occupancy counts were conducted every other hour on Tuesday, April 22, 2008 within the study areas and the results for the on-street parking are summarized in Table 3. The peak hour was 12:00 PM when 421 of the 693 parking spaces were filled, which represents an occupancy level of 61%.

Table 3.  
 Summary of On-Street Parking Occupancy

Block	Parking Supply	Parking Occupancy				
		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM
2	20	12	12	13	12	9
3	15	7	9	6	10	5
West Haymarket	35	19	21	19	22	14
% Occupied		54%	60%	54%	63%	40%
7	40	5	6	7	5	8
10	38	13	13	17	16	31
12	35	0	1	31	1	2
13	42	4	2	31	10	16
14	28	9	6	17	10	11
31	50	6	12	37	22	27
32	35	14	21	33	23	30
33	45	20	27	28	29	43
34	17	7	5	9	12	12
48	27	13	21	24	19	22
49	31	15	11	20	16	13
50	24	8	6	10	10	18
64	12	12	10	11	9	8
65	27	25	23	24	24	19
66	25	2	6	10	20	10
67	33	10	14	9	20	23
81	26	26	26	26	26	20
82	48	33	35	34	35	24
83	47	10	11	15	9	12
84	28	2	8	9	10	10
Haymarket	658	234	264	402	326	359
% Occupied		36%	40%	61%	50%	55%
<b>Total</b>	<b>693</b>	<b>253</b>	<b>285</b>	<b>421</b>	<b>348</b>	<b>373</b>
<b>% Occupied</b>		<b>37%</b>	<b>41%</b>	<b>61%</b>	<b>50%</b>	<b>54%</b>

Peak Hour



The results of the parking occupancy counts are presented for the off-street parking in Table 4. The peak hour was 12:00 PM when 2,320 of the 5,490 parking spaces included in the survey were filled, which represents an occupancy level of 42%.

Table 4.  
 Summary of Off-Street Parking Occupancy

Block	Parking Supply	Parking Occupancy				
		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM
1	694	3	10	13	32	70
2	706	3	15	20	24	32
3	108	49	45	43	45	32
4	379	0	0	0	0	1
West Haymarket	1,887	55	70	76	101	135
% Occupied		3%	4%	4%	5%	7%
5	281	80	134	165	152	105
6	540	294	333	375	350	210
7	138	77	95	86	89	73
8	5	3	3	3	2	0
10	54	30	39	32	31	19
11	222	190	199	192	179	103
12	161	65	72	64	72	55
13	10	4	5	5	6	6
14	412	220	287	299	292	217
15	7	4	5	5	5	7
32	14	6	10	11	7	5
33	72	40	47	39	40	36
34	467	275	314	309	313	210
47	98	11	26	42	29	36
48	24	14	14	12	13	8
49	255	156	160	156	133	83
50	32	15	20	22	15	12
65	70	23	31	30	33	26
66	239	127	158	152	154	107
67	86	31	51	54	55	45
80	6	0	0	0	0	0
81	56	17	21	18	23	18
82	10	3	4	3	5	3
83	120	42	54	57	64	53
84	224	105	122	113	117	96
Haymarket	3,603	1,832	2,204	2,244	2,179	1,533
% Occupied		51%	61%	62%	60%	43%
<b>Total</b>	<b>5,490</b>	<b>1,887</b>	<b>2,274</b>	<b>2,320</b>	<b>2,280</b>	<b>1,668</b>
<b>% Occupied</b>		<b>34%</b>	<b>41%</b>	<b>42%</b>	<b>42%</b>	<b>30%</b>

Peak Hour

Note: A 93-space lot on Block 7 could not be accessed and is not included.



The results of the occupancy counts are presented for the public off-street parking in Table 5. The peak hour was 12:00 PM when 1,487 of the 4,103 parking spaces were filled, which represents an occupancy level of 36%.

**Table 5.**  
**Public Off-Street Parking Occupancy**

Block	Public Spaces	Parking Occupancy				
		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM
1	694	3	10	13	32	70
2	706	3	15	20	24	32
4	379	0	0	0	0	1
5	281	80	134	165	152	105
6	540	294	333	375	350	210
12	161	65	72	64	72	55
14	406	220	285	296	290	216
34	426	247	286	286	285	188
47	93	11	26	39	28	34
49	255	156	160	156	133	83
50	32	15	20	22	15	12
65	64	19	28	25	26	21
83	66	23	27	26	28	21
<b>Total</b>	<b>4,103</b>	<b>1,136</b>	<b>1,396</b>	<b>1,487</b>	<b>1,435</b>	<b>1,048</b>
<b>Percent</b>		<b>28%</b>	<b>34%</b>	<b>36%</b>	<b>35%</b>	<b>26%</b>

Peak Hour

Of the 6,183 total parking spaces included in the occupancy surveys, 2,741 were filled at the peak hour, which represents an occupancy level of only 44%. There were 3,442 parking spaces available, of which 2,888 were public spaces.



## New Lincoln Arena

The new Lincoln Arena will replace the aging Pershing Center and West Haymarket was selected as the preferred location for the 16,000-seat facility. Arena parking demand ratios generally range between 0.30 and 0.38 spaces per seat. Based on local modal splits and persons per vehicle for special events, a parking demand ratio of 0.40 has been suggested for the new arena. Based on the 0.40 parking demand ratio, the new Lincoln Arena is projected to generate the demand for 6,400 parking spaces for a sold-out event. However, sold-out events would be rare and the parking to be provided to support the arena should not be based on the maximum possible attendance. Based on our experience and the *Feasibility Analysis of Proposed New Arena and Convention Center Development in Lincoln* by CSL International, a reasonable "design" attendance for the new arena is 80% of the 16,000-seat capacity, or attendance of 12,800. According to the report by CSL International, the top 50 touring acts since 1998 have had average attendance ranging from approximately 11,000 to 13,000, and the top 100 acts in 2006 attracted an average attendance of just over 9,100. The 12,800 design attendance figure for the new arena is near the top of the range of attendance for the top 50 acts and is well above the average attendance for the top 100 acts. Applying the 0.40 parking demand ratio to the design attendance of 12,800, results in the estimated demand for 5,120 parking spaces.

Several sources have cited up to 2,000 feet as a reasonable walking distance for special events, although some special event patrons are known to walk up to 5,000 feet for larger events. Figure 3 indicates the approximate location of the proposed Lincoln arena and shows the boundaries of the 2,000-foot walking distance from the north, east and south sides of the facility. Most of the West Haymarket and Haymarket study areas are within an acceptable walking distance to the arena, and there are a few blocks within the University and Downtown zones that are also within an acceptable walking distance, assuming there are reasonably





Table 6 presents the public off-street parking supply and availability within an acceptable walking distance to the arena on a weekday. There were 2,431 to 2,978 parking spaces available from 8:00 AM to 4:00 PM. Given the demand for 5,120 spaces for a design-attendance event, 2,142 to 2,689 more parking spaces would be required to support the arena. This assumes the parking at Haymarket Park is available for arena events.

**Table 6.**  
**Public Off-Street Parking Supply and Availability**  
**Within an Acceptable Walking Distance to the Arena**

Block	Public Spaces	Parking Occupancy				
		8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM
2	706	3	15	20	24	32
4	379	0	0	0	0	1
5	281	80	134	165	152	105
6	540	294	333	375	350	210
12	161	65	72	64	72	55
14	406	220	285	296	290	216
34	426	247	286	286	285	188
47	93	11	26	39	28	34
49	255	156	160	156	133	83
50	32	15	20	22	15	12
65	64	19	28	25	26	21
83	66	23	27	26	28	21
185	628	15	90	132	100	81
<b>Total</b>	<b>4,037</b>	<b>1,148</b>	<b>1,476</b>	<b>1,606</b>	<b>1,503</b>	<b>1,059</b>
<b>Spaces Available</b>		<b>2,889</b>	<b>2,561</b>	<b>2,431</b>	<b>2,534</b>	<b>2,978</b>

However, arena events will take place on Thursday, Friday and Saturday evenings when the on-street and off-street parking in the Haymarket area is reported to be predominately full. Assuming the public parking in the core area of Haymarket is mostly full and the remaining parking is mostly empty, the number of available spaces would be in the range of 2,400 to 2,500 within 2,000 feet of the arena. Given the design parking demand for 5,120 spaces,



approximately 2,600 to 2,700 more parking spaces would be required to support the arena. This amount of parking alone would be sufficient for an arena event with attendance of approximately 6,500 to 6,750. According to CSL International, approximately 50% of the touring events at the 18,300-seat Qwest Center in Omaha have had fewer than 5,000 attendees. It should be noted that evening parking occupancy counts have not been conducted to confirm the number of available public parking spaces.

The city is hoping to provide from 400 to 500 VIP parking spaces below the arena. Therefore, it would be reasonable to provide 2,100 to 2,300 more parking spaces to support the arena. It is recommended at a minimum to provide the required accessible spaces for the maximum parking demand for 6,400 spaces as close to the arena as possible. Required for 6,400 spaces are 74 accessible spaces, including 13 van accessible spaces. The demand for accessible spaces will vary by event and additional accessible spaces may be required.

It will be necessary for some event patrons to walk farther than 2,000 feet for larger events or if arena events are held at the same time as Saltdog and UNL baseball games at Haymarket Park. It should be noted that some of the private parking within 2,000 feet of the arena will be made available for public parking for larger events. Although this parking cannot be relied upon on a regular or long-term basis, it could add up to several hundred more parking spaces to the inventory for larger events.

### **New Mixed-Use Development**

Table 7 presents the base parking demand for the mixed-use development containing a 250-room hotel, 100,000 square feet of retail space, 100,000 square feet of office space, and 100 residential units. Indicated is the demand for 1,198 parking spaces.



**Table 7.**  
**ULI Base Parking Ratios and Parking Demand Estimate**

Land Use	Quantity	Parking Ratios	Parking Demand
Hotel	250 rooms	1.25 spaces/room	313
Retail	100,000 sq. ft.	3.60 spaces/1,000 s.f.	360
Office	100,000 sq. ft.	3.40 spaces/1,000 s.f.	340
Residential	100 units	1.85 spaces/unit	185
<b>Total</b>			<b>1,198</b>

The parking ratios listed above are for single, stand-alone land uses that account for the maximum level of parking demand that is likely to occur. Parking demand for a mixed-use development can be significantly overstated if each land use must provide parking in accordance with the standard parking ratios. This occurs for three primary reasons:

1. The density of development and availability of transit or other modes of transportation (buses, carpooling, walking, bicycles, etc.) reduces the reliance on the use of the automobile, particularly among commuting employees.
2. People often patronize two or more land uses in close proximity to each other in a single trip.
3. Different activity patterns of adjacent or nearby land uses result in variations of peak accumulation by time of day, day of week, or season of the year.

The Shared Parking Analysis process, developed by ULI in the early 1980's, is today widely accepted among local jurisdictions to reduce the number of parking spaces provided for mixed-use developments. ULI's *Shared Parking*, which was recently updated and expanded, documents the peak accumulation of vehicles for land uses most often found in mixed-use developments including office, retail, restaurant, hotel, conference/convention center,



cinema, health club, and residential. Variations in parking accumulation are provided for time of day, day of week (weekdays versus weekends), and month of the year. The time-share approach to shared parking can result in significant reductions in parking even in suburban locations.

Captive markets can also significantly reduce parking demand for a mixed-use development. Captive Market, also known as "market synergy", refers to a reduction in parking due to the proximity of land uses that allow individuals to walk between destinations in a single trip. For instance, office workers and residential tenants who are already present in the immediate area will patronize the development's restaurants and stores. The use of alternative modes of transportation such as carpooling, public transportation, walking, bicycling, etc. should also be considered in a shared parking analysis, particularly if the development is located near a Central Business District (CBD).

The main goal of a shared parking study is to provide sufficient parking to support the development while minimizing the area and resources dedicated to parking.

Table 8 separates the base parking demand (1,198 spaces) into customer/guest and employee components based on parking demand ratios presented in ULI's *Shared Parking*. There is the estimated maximum demand for 580 customer/guest spaces and 618 employee/resident spaces. It is very conservatively estimated that 10% of the hotel guests will arrive by an alternative mode of transportation (Transportation Mode Factors of 0.90). It is further anticipated that 30% of the retail customers will be captive (Non-Captive Factor of 0.70), which results in the adjusted demand for 468 customer/guest parking spaces.



**Table 8.**  
**Revised Parking with Estimated Captive Market and Modal Split Reductions**

Land Use	Customer/ Guest Parking	Modal Split Factor	Non-Captive Market Factor	Revised Customer/ Guest Parking	Employee/ Resident Parking	Modal Split Factor	Revised Employee/ Resident Parking	Total Revised Parking
Hotel	250	0.90	1.00	225	63	0.88	55	280
Retail	290	1.00	0.70	203	70	0.88	62	265
Office	25	1.00	1.00	25	315	0.88	277	302
Residential	15	1.00	1.00	15	170	1.00	170	185
<b>Total</b>	<b>580</b>			<b>468</b>	<b>618</b>		<b>564</b>	<b>1,032</b>

It is anticipated that 12% of the development's employees will arrive by an alternative mode of transportation (Transportation Mode Factor of 0.88), which results in the adjusted employee/resident demand for 564 parking spaces. The modal split reduction is based on information obtained from the 2000 Census for Lancaster County. The total revised demand with the modal split and captive market reductions is 1,032 parking spaces.

Table 9 indicates hourly variations in parking accumulation as a percent of the peak (100%) accumulation for the subject land uses on weekdays. The percentages in the table are taken from *Shared Parking* and based on data collected from hundreds of mixed-use development projects throughout the country. The resident percentages are not varied by hour to account for reserved parking.



**Table 9.**  
**Hourly Variations in Parking Demand - Weekdays**

Hour	Hotel		Retail		Office		Residential	
	Guest	Employee	Customer	Employee	Visitor	Employee	Visitor	Resident
6:00 AM	95%	5%	1%	10%	0%	3%	0%	100%
7:00 AM	90%	30%	5%	15%	1%	30%	10%	100%
8:00 AM	80%	90%	15%	40%	20%	75%	20%	100%
9:00 AM	70%	90%	35%	75%	60%	95%	20%	100%
10:00 AM	60%	100%	65%	85%	100%	100%	20%	100%
11:00 AM	60%	100%	85%	95%	45%	100%	20%	100%
12:00 PM	55%	100%	95%	100%	15%	90%	20%	100%
1:00 PM	55%	100%	100%	100%	45%	90%	20%	100%
2:00 PM	60%	100%	95%	100%	100%	100%	20%	100%
3:00 PM	60%	100%	90%	100%	45%	100%	20%	100%
4:00 PM	65%	90%	90%	100%	15%	90%	20%	100%
5:00 PM	70%	70%	95%	95%	10%	50%	40%	100%
6:00 PM	75%	40%	95%	95%	5%	25%	60%	100%
7:00 PM	75%	20%	95%	95%	2%	10%	100%	100%
8:00 PM	80%	20%	80%	90%	1%	7%	100%	100%
9:00 PM	85%	20%	50%	75%	0%	3%	100%	100%
10:00 PM	95%	20%	30%	40%	0%	1%	100%	100%
11:00 PM	100%	10%	10%	15%	0%	0%	80%	100%
12:00 AM	100%	5%	0%	0%	0%	0%	50%	100%

Table 10 presents the hourly distribution of parked vehicles based on the parking demand presented in Table 8 and the percentages presented in Table 9. The peak hour for parking occurs at 2:00 PM when there is the estimated demand for 920 parking spaces, or 278 fewer spaces than indicated in Table 7.



Table 10.  
 Parking Demand by User Group and Hour - Weekdays

Hour	Hotel		Retail		Office		Residential		Total
	Guest	Employee	Customer	Employee	Visitor	Employee	Visitor	Resident	
6:00 AM	214	3	2	6	0	8	0	170	403
7:00 AM	203	17	10	9	0	83	2	170	494
8:00 AM	180	50	30	25	5	208	3	170	671
9:00 AM	158	50	71	47	15	263	3	170	777
10:00 AM	135	55	132	53	25	277	3	170	850
11:00 AM	135	55	173	59	11	277	3	170	883
12:00 PM	124	55	193	62	4	249	3	170	860
1:00 PM	124	55	203	62	11	249	3	170	877
<b>2:00 PM</b>	<b>135</b>	<b>55</b>	<b>193</b>	<b>62</b>	<b>25</b>	<b>277</b>	<b>3</b>	<b>170</b>	<b>920</b>
3:00 PM	135	55	183	62	11	277	3	170	896
4:00 PM	146	50	183	62	4	249	3	170	867
5:00 PM	158	39	193	59	3	139	6	170	767
6:00 PM	169	22	193	59	1	69	9	170	692
7:00 PM	169	11	193	59	1	28	15	170	646
8:00 PM	180	11	162	56	0	19	15	170	613
9:00 PM	191	11	102	47	0	8	15	170	544
10:00 PM	214	11	61	25	0	3	15	170	499
11:00 PM	225	6	20	9	0	0	12	170	442
12:00 AM	225	3	0	0	0	0	8	170	406

**Peak Hour**

Table 11 illustrates monthly variations in parking demand as percentage of the peak month for the subject land uses. Hotel guest parking demand varies significantly by month from a low of 67% in December to a high of 100% in June. ULI does not suggest monthly variations in hotel employee parking demand. Retail customer parking demand varies significantly by month from a low of 56% in January to a high of 100% in December. Retail employee parking demand ranges from a low of 80% most months to a high of 100% in December. Office visitor and employee demand varies minimally, from a low of 95% in July and August to a high of 100% the remaining ten months of the year. ULI does not suggest monthly variations in residential parking demand.



Table 11.  
 Monthly Variations in Parking Demand - Weekdays

Month	Hotel		Retail		Office		Residential	
	Guest	Employee	Customer	Employee	Visitor	Employee	Visitor	Resident
January	71%	100%	56%	80%	100%	100%	100%	100%
February	85%	100%	57%	80%	100%	100%	100%	100%
March	91%	100%	64%	80%	100%	100%	100%	100%
April	90%	100%	63%	80%	100%	100%	100%	100%
May	92%	100%	66%	80%	100%	100%	100%	100%
June	100%	100%	67%	80%	100%	100%	100%	100%
July	98%	100%	64%	80%	95%	95%	100%	100%
August	92%	100%	69%	80%	95%	95%	100%	100%
September	93%	100%	64%	80%	100%	100%	100%	100%
October	93%	100%	66%	80%	100%	100%	100%	100%
November	81%	100%	72%	90%	100%	100%	100%	100%
December	67%	100%	100%	100%	100%	100%	100%	100%

As presented in Table 12, the peak month for parking is expected to be December when there is the estimated demand for 875 parking spaces. The 875 parking spaces represent approximately a 27% reduction in parking from the 1,198 spaces presented in Table 7.

The results of this shared parking analysis indicate the need for 875 parking spaces for the mixed-use development. However, consideration should be given to adding 10% to 15% excess capacity for more efficient operations and because some of the retail space could be restaurant space, which will generate more demand for parking. Adding the extra capacity results in the need for approximately 950 to 1,000 parking spaces to support the development. Because the peak hour for the mixed-use development is at 2:00 PM, there will be an opportunity to share approximately 350 of the parking spaces with the proposed 16,000-seat arena in the evenings and on weekends. The proposed Breslow Ice Center will require an additional 300 parking spaces.



Table 12.  
 Parking Demand by User Group and Month - Weekdays at 2:00 PM

Month	Hotel		Retail		Office		Residential		Total
	Guest	Employee	Customer	Employee	Visitor	Employee	Visitor	Resident	
January	96	55	108	50	25	277	3	170	784
February	115	55	110	50	25	277	3	170	805
March	123	55	124	50	25	277	3	170	827
April	122	55	122	50	25	277	3	170	824
May	124	55	127	50	25	277	3	170	831
June	135	55	129	50	25	277	3	170	844
July	132	55	124	50	24	263	3	170	821
August	124	55	133	50	24	263	3	170	822
September	126	55	124	50	25	277	3	170	830
October	126	55	127	50	25	277	3	170	833
November	109	55	139	56	25	277	3	170	834
<b>December</b>	<b>90</b>	<b>55</b>	<b>193</b>	<b>62</b>	<b>25</b>	<b>277</b>	<b>3</b>	<b>170</b>	<b>875</b>

**Peak Month**

**Summary**

Base Parking Requirement	1,198
Shared Parking Calculation	875
Reduction in Parking	323
Percent Reduction	-27%

**Conclusion**

Approximately 2,600 to 2,700 more parking spaces are recommended to support the arena based on this analysis. If 400 to 500 VIP parking spaces are located below the arena, it is recommended to provide 2,100 to 2,300 parking spaces near the arena. However, the parking provided near the arena could be reduced by approximately 350 spaces if the parking for the mixed-use development is shared with the arena. It is recommended to provide approximately 950 to 1,000 parking spaces to support the mixed-use development near the arena. An additional 300 parking spaces will be required for the Breslow Ice Center. The total parking required is summarized on the following page and is estimated to be in the range of 3,500 to 3,650 spaces.



Arena	2,600	2,700
Mixed-Use	950	1,000
Ice Center	300	300
Shared Parking Reduction	<u>(350)</u>	<u>(350)</u>
Total:	3,500	3,650

The current site plan for the arena, mixed-use development, and ice center is shown in Figure 4 on the following page.



Figure 4.  
Current Site Plan

