

Madison Redevelopment Commission
September 7, 2021 @ 3:00 pm
Agenda

- Call to Order
- Approval of Minutes from August 3rd, 2021
- Claims Approval
- Old Business:
 - Monthly Financial Review
 - READI Grant Update
- New Business:
 - Downtown Parking Study
- City Matters/Updates-Mayor Courtney
- Next Meeting Date: October 5th, 2021 @ 3:00 pm
- Adjourn

Madison Redevelopment Commission
August 3, 2021 @ 3:00 pm
Minutes

- Call to order at 3:00 pm by John Grote: Other Board Members attending: Joe Craig Cary Strouse and Dan Hughes. Jeff Studebaker was absent. Others attending: Mayor Courtney, Deputy Mayor McGee and Alyssa Foltz.
- Approval of minutes from July 13th, 2021: motion to approve by Strouse, 2nd by Craig; all voted in favor.
- Claims Approval: motion to approve by Hughes 2nd by Strouse; all voted in favor.
- Old Business
- New Business:
 - READI Grants
 - Mayor Courtney stated that over the course of the last couple of weeks the deadline to submit our READI proposal was July 20th. This was a grant for \$500 million dollars to be distributed around the state. The City of Madison submitted two plans. These plans were multifaceted. We applied for approximately \$11 million dollars. Once the RDA has reviewed and accepted the application, they will then form their own application that will be presented to the IEDC. We still have about 6 months or so before we hear back.
 - President asked if there would be a match from the city
 - Mayor stated yes there would be a match through financials, property, etc.
 - ARP-American Rescue Plan
 - Mayor stated that there are some very specific uses for these funds. From tourism, broadband, stormwater infrastructure, hazard pay, etc. Part of the requirement to the ARP is that the City comes up with a plan. The City Council recently approved a local plan on how we will spend the first 50% of the 2.7-million-dollar allocation. The bulk of the money is going towards flood risk mitigation. As well as speeding the recovery of tourism, premium pay for essential workers and match grants. We have also made progress with our City sidewalks and streets.
 - Deputy Mayor stated that the patching is done on Main Street as of today. They will be working on the west side of the incline bridge Thursday this week. This means that all patching will be done this week. After Ribberfest the crew will come in doing liquid asphalt and re-striping on the streets. The goal is to keep traffic flowing and not block storefronts longer than needed.
- City Matters/Updates-Mayor Courtney
 - Mayor Courtney stated that some of our key initiatives are economic development on the hilltop and downtown. The City of Madison has been acquiring property in strategic locations over the last couple of years. Some properties are under the City of Madison, and some are under the RDC. We are now looking at transferring some of that property under the RDC.
 - The Ohio Theatre's work is almost complete, which was mostly stabilization work. This will be a catalyst for them to re-open for certain events.
 - We are going through the City's budget process currently.

- The third round of COVID Grants is completed. We still have funds left in this account and have yet determined what we are going to use them for.
 - Main Street will have a lot of benefit to all the businesses.
 - Crystal Beach had a good summer pool season. We closed it two weeks early, so we can start the shut down process. The contractor that we awarded with the building process, will be deploying to the site by the end of August, with hopes to have it open by summer 2022.
 - There is a tremendous amount of effort on downtown grocery store.
 - President Grote asked do we have numbers on the City's Unemployment rate and do we have plans on getting people back to work.
 - Mayor stated that it is roughly at 3% in Jefferson County. Inflation over the last 12 months is the highest it has been in the last 30 years. The eviction moratorium expired July 31st and the additional pay will be lifted in the next months. On average in Jefferson County wage growth has been 10% or 11% in the last year. These labor restraints have been affecting the City as well in getting the projects done.
- Motion to adjourn: Motion by Craig and 2nd by Strouse; all voted in favor.
 - Next meeting is Tuesday, September 7th, 2021 @ 3:00 pm.

Joe Craig, Secretary

Madison RDC

Financial Update

Prepared by: Reedy Financial Group, P.C.

September 3, 2021

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Overview

Madison Redevelopment Commission

RDC Overview

Commissioners & Officers:

Name	Position	Term Beginning	Term End
John Grote	President	1/1/2021	12/31/2021
Dan Hughes	Vice President	1/1/2021	12/31/2021
Joe Craig	Secretary	1/1/2021	12/31/2021
Jeff Studebaker	Member	1/1/2021	12/31/2021
Cary Strouse	Member	1/1/2021	12/31/2021
Michael Gasaway	School Member	1/1/2021	12/31/2021
Bob Courtney	Mayor	n/a	n/a

Employee Information:

Name	Position	2021 Wages
	N/A	

Local Counsel:

Name	Company	Phone Number
Joe Jenner	Jenner, Pattison, & Sharpe	(812) 265-5132

Overlapping Units:

Jefferson County
 Madison Township
 Madison Civil City
 Madison Consolidated School Corporation
 Jefferson County Public Library
 Southeastern Indiana Solid Waste Management

Overview

Madison Redevelopment Commission
RDC Overview

TIF Allocation Areas:

Allocation Area	Name of Redevelopment Plan	Declaratory Adopted Date	Description	Base Assessment Date	TIF Expiration
T39001 - North Madison Allocation Area	North Madison Economic Development Plan	1/19/1994	City of Madison 1 - Original	3/1/1993	Pay 2035
		2/20/2008	City of Madison 1 - Expansion 1	3/1/2007	Pay 2038
T39003 - Northwest Allocation Area	North Madison Economic Development Plan	11/7/2019	Northwest - Original	1/1/2019	TBD
T39002 - Madison Plaza Allocation Area	North Madison Economic Development Plan	11/7/2019	Madison Plaza - Original	1/1/2019	TBD
T39004 - Presidential/Barr Properties Allocation Area	North Madison Economic Development Plan	11/7/2019	Presidential/Barr - Original	1/1/2019	TBD
T39005 - Venture and Dean Ford Allocation Area	North Madison Economic Development Plan	11/7/2019	Venture and Dean - Original	1/1/2019	TBD
T39006 - Ivy Tech Properties Allocation Area	North Madison Economic Development Plan	11/7/2019	Ivy Tech - Original	1/1/2019	TBD

Note: The exact date of the TIF Expiration and final pay year is subject to legal interpretation. We are not attorneys and as such, we are unable to give a recommendation based on Indiana Statute. Our TIF Expiration estimates are based upon our understanding of the process and is in no way to be taken as a legal opinion.

TBD: To Be Determined. As of July 1, 2008, legislation states that a TIF allocation area expires 25 years after the first debt is obligated against the area's revenues. Once debt has been issued on an area, an expiration year will be assigned.

Overview

Madison Redevelopment Commission
2021 Monthly Claims

Fund	Fund Project Category	Contract	Month	Vendor	Description	Expenditure
214 TIF Fund	P.A.C.E NRO Fund Transfer		September	City of Madison	P.A.C.E. Transfer	\$ 250,000.00
214 TIF Fund	Cotton Mill (offsite improv.)		September	FPBH Inc	Construction costs	\$ 3,000.00
214 TIF Fund	Sidewalk Improvement Plan		September	HWC Engineering	ADA Transition Plan	\$ 1,554.00
214 TIF Fund	Cotton Mill (offsite improv.)	Sedam Contracting - CM	September	Sedam Contracting Co LLC	Construction costs	\$ 73,487.70
214 TIF Fund	Professional Services	RFG - 2021	September	Reedy Financial Group, P.C.	Advisory fees	\$ 2,934.82
Total						\$ 330,976.52

Fund - Denotes which fund each claim is being allocated to
Fund Project Category - Denotes the claim's specific line-item within the fund
Contract - Denotes a contract, if any, that the claim is associated with

Financials

Madison Redevelopment Commission
North Madison Allocation Area - Monthly Cash Balance

	Beginning Cash Balance	Revenue	Capital Outlays	Debt Payments	Other Services & Charges	Ending Cash Balance
2021						
January	\$ 2,017,601	\$ 201	\$ 91,615	\$ 197,558	\$ 2,917	\$ 1,725,713
February	\$ 1,725,713	\$ 202	\$ 50,768	\$ -	\$ 200	\$ 1,674,947
March	\$ 1,674,947	\$ 232	\$ 38,156	\$ 12,500	\$ 6,375	\$ 1,618,149
April	\$ 1,618,149	\$ 149	\$ 436,920	\$ -	\$ 4,312	\$ 1,177,066
May	\$ 1,177,066	\$ 110	\$ 278,796	\$ -	\$ 6,124	\$ 892,256
June	\$ 892,256	\$ 969,133	\$ 8,005	\$ -	\$ 3,124	\$ 1,850,260
July	\$ 1,850,260	\$ 206	\$ 65,589	\$ 196,750	\$ 3,014	\$ 1,585,113
August	\$ 1,585,113	\$ -	\$ 9,750	\$ 12,500	\$ 2,965	\$ 1,559,898
September	\$ 1,559,898	\$ 10,185	\$ 328,042	\$ -	\$ 2,935	\$ 1,239,107
October	\$ 1,239,107	\$ 28,254	\$ 885,965	\$ -	\$ 14,512	\$ 366,884
November	\$ 366,884	\$ 18,069	\$ 885,965	\$ -	\$ 14,512	\$ (515,523)
December	\$ (515,523)	\$ 4,693,915	\$ 885,965	\$ -	\$ 14,512	\$ 3,277,915
Total		\$ 5,720,657	\$ 3,965,534	\$ 419,308	\$ 75,501	

\$4m revenue projection reflects a proposed outside funding source to assist the RDC with capital expenditures; avoiding a cash spenddown within the fund.

2022						
January	\$ 3,277,915	\$ 3,395	\$ 237,083	\$ 212,585	\$ 6,318	\$ 2,825,323
February	\$ 2,825,323	\$ 3,395	\$ 237,083	\$ -	\$ 6,318	\$ 2,585,317
March	\$ 2,585,317	\$ 3,395	\$ 237,083	\$ -	\$ 6,318	\$ 2,345,311
April	\$ 2,345,311	\$ 3,395	\$ 237,083	\$ -	\$ 6,318	\$ 2,105,305
May	\$ 2,105,305	\$ 3,395	\$ 237,083	\$ -	\$ 6,318	\$ 1,865,298
June	\$ 1,865,298	\$ 832,213	\$ 237,083	\$ -	\$ 6,318	\$ 2,454,110
July	\$ 2,454,110	\$ 3,395	\$ 237,083	\$ 212,585	\$ 6,318	\$ 2,001,519
August	\$ 2,001,519	\$ 3,395	\$ 237,083	\$ -	\$ 6,318	\$ 1,761,513
September	\$ 1,761,513	\$ 3,395	\$ 237,083	\$ -	\$ 6,318	\$ 1,521,506
October	\$ 1,521,506	\$ 3,395	\$ 237,083	\$ -	\$ 6,318	\$ 1,281,500
November	\$ 1,281,500	\$ 56,395	\$ 237,083	\$ -	\$ 6,318	\$ 1,094,494
December	\$ 1,094,494	\$ 832,213	\$ 237,083	\$ -	\$ 6,318	\$ 1,683,306
Total		\$ 1,751,376	\$ 2,845,000	\$ 425,170	\$ 75,815	

*Note: Revenues are as of 7/31/2021 while Expenditures are as of 9/7/2021.
The remainder of 2021 and 2022 are projected.*

Current Month

Financials

Madison Redevelopment Commission

North Madison Allocation Area - Fund #214

	Actual 2019	Actual 2020	Projected 2021	as of 9/7/2021	Projected 2022	Projected 2023
Beginning Cash Balance	\$ 4,731,272	\$ 1,948,423	\$ 2,017,601	\$ 2,017,601	\$ 3,277,915	\$ 1,683,306
Plus Revenues:						
Interest / Misc. Revenue	\$ 82,068	\$ 6,789	\$ 2,500	\$ 1,292	\$ -	\$ -
Madison R.R. Loan Payback	\$ -	\$ 53,000	\$ 53,000	\$ -	\$ 53,000	\$ 53,000
Projected Bond Proceeds	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -
Rental Income	\$ -	\$ -	\$ 20,370	\$ 10,185	\$ 40,739	\$ 40,739
TIF Revenue Collections	\$ 1,085,999	\$ 1,336,110	\$ 1,644,787	\$ 968,942	\$ 1,657,637	\$ 1,657,637
Total Revenues	\$ 1,168,067	\$ 1,395,899	\$ 5,720,657	\$ 980,419	\$ 1,751,376	\$ 1,751,376
Less Expenditures:						
Capital Outlays						
Affordable Housing	\$ -	\$ -	\$ 100,000	\$ -	\$ 50,000	\$ -
Airport Expansion	\$ -	\$ -	\$ 35,000	\$ -	\$ -	\$ -
Cotton Mill (offsite improv.)	\$ -	\$ -	\$ 357,813	\$ 324,672	\$ -	\$ -
Drainage Study	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ -
Grocery Store	\$ -	\$ -	\$ 600,000	\$ 214,433	\$ -	\$ -
Industrial Drive	\$ 15,948	\$ 127,124	\$ -	\$ -	\$ -	\$ -
Madison Plaza	\$ -	\$ 7,200	\$ -	\$ -	\$ 750,000	\$ -
Madison Regatta Overlook	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -
Main Street Vision	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ 500,000
MCSC Transfer	\$ 30,542	\$ -	\$ 100,000	\$ -	\$ -	\$ -
P.A.C.E NRO Fund Transfer	\$ 40,000	\$ 225,000	\$ 370,000	\$ 370,000	\$ 120,000	\$ 120,000
Riverfront Overlook Parking	\$ -	\$ -	\$ 350,000	\$ -	\$ -	\$ -
Sidewalk Improvement Plan	\$ -	\$ -	\$ 50,000	\$ 36,056	\$ -	\$ -
Small Business Sewer Project	\$ -	\$ -	\$ 55,700	\$ 55,700	\$ -	\$ -
Wilson Ave Grant Match Prep	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ 75,000	\$ 75,000
Wilson Ave Widening	\$ 32,819	\$ 80,137	\$ 162,021	\$ 56,779	\$ -	\$ -
Stellar Projects	\$ 35,180	\$ 311,315	\$ 850,000	\$ 250,000	\$ 800,000	\$ -
Clifty Drive Sidewalks	\$ -	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ -
Crystal Beach / Ggtn Park	\$ -	\$ -	\$ 200,000	\$ -	\$ 400,000	\$ -
Ohio Theater	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ -
Riverwalk Extension Project	\$ -	\$ 118,200	\$ -	\$ -	\$ -	\$ -
Riverside Tower Lofts	\$ 35,180	\$ 193,115	\$ -	\$ -	\$ -	\$ -
Debt Payments						
Bank Fee	\$ -	\$ -	\$ 1,450	\$ 1,450	\$ 1,450	\$ 1,450
2019A Riverton Bond	\$ 141,933	\$ 396,673	\$ 392,858	\$ 392,858	\$ 398,720	\$ 398,938
2019B Clifty Bond	\$ 2,700,999	\$ -	\$ -	\$ -	\$ -	\$ -
Madison Sewer Bond Pledge	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
Other Services & Charges						
Insurance	\$ 315	\$ 630	\$ -	\$ -	\$ 315	\$ 315
Office Supplies	\$ -	\$ 943	\$ 500	\$ -	\$ 500	\$ 500
Professional Services	\$ 78,798	\$ 72,200	\$ 75,000	\$ 31,964	\$ 75,000	\$ 75,000
Transfer Out	\$ -	\$ -	\$ 1	\$ 1	\$ -	\$ -
New Project Opportunities						
Bic. Park Music Venue	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -
Gateway Project	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ 50,000
Total Spending w/ NPO	\$ 3,950,916	\$ 1,326,721	\$ 4,460,343	\$ 1,758,913	\$ 3,345,985	\$ 1,246,203
Surplus / (Deficit)	\$ (2,782,849)	\$ 69,177	\$ 1,260,314	\$ (778,494)	\$ (1,594,609)	\$ 505,174
Pass Through Calculation*	27%	101%	37%	55%	50%	133%
Year End Fund Balance w/ NPO	\$ 1,948,423	\$ 2,017,601	\$ 3,277,915	\$ 1,239,107	\$ 1,683,306	\$ 2,188,479
Cash Reserve Goal			\$ 1,500,000		\$ 1,500,000	\$ 1,500,000
Over / (Under) Reserve Goal			\$ 1,777,915		\$ 183,306	\$ 688,479

Note: Expenditures are as of 9/7/2021 while Revenues are as of 7/31/2021.

Note: Pass Through Calculation = TIF Property Tax Revenues / Total Expenditures (IC 36-7-14-39)

Financials

Madison Redevelopment Commission
North Madison Allocation Area - 5 Year Projections

	Projected 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026
Beginning Cash Balance	\$ 2,017,601	\$ 3,277,915	\$ 1,683,306	\$ 2,188,479	\$ 2,380,973	\$ 2,944,539
Plus Revenues:						
Interest / Misc. Revenue	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -
Madison R.R. Loan Payback	\$ 53,000	\$ 53,000	\$ 53,000	\$ -	\$ -	\$ -
Projected Bond Proceeds	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Rental Income	\$ 20,370	\$ 40,739	\$ 40,739	\$ 40,739	\$ 40,739	\$ 40,739
TIF Revenue Collections	\$ 1,644,787	\$ 1,657,637	\$ 1,657,637	\$ 1,657,637	\$ 1,657,637	\$ 1,657,637
Total Revenues	\$ 5,720,657	\$ 1,751,376	\$ 1,751,376	\$ 1,698,376	\$ 1,698,376	\$ 1,698,376
Less Expenditures:						
Capital Outlays						
Affordable Housing	\$ 100,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Airport Expansion	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -
Cotton Mill (offsite improv.)	\$ 357,813	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage Study	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -
Grocery Store	\$ 600,000	\$ -	\$ -	\$ 325,000	\$ -	\$ -
Madison Plaza	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -
Madison Regatta Overlook	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -
Main Street Vision	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
MCSC Transfer	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -
P.A.C.E NRO Fund Transfer	\$ 370,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
Riverfront Overlook Parking	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -
Sidewalk Improvement Plan	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
Small Business Sewer Project	\$ 55,700	\$ -	\$ -	\$ -	\$ -	\$ -
Wilson Ave Grant Match Prep	\$ 75,000	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -
Wilson Ave Widening	\$ 162,021	\$ -	\$ -	\$ -	\$ -	\$ -
Stellar Projects	\$ 850,000	\$ 800,000	\$ -	\$ -	\$ -	\$ -
Clifty Drive Sidewalks	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -
Crystal Beach / Ggtnw Park	\$ 200,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -
Ohio Theater	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Payments						
Banking Fees	\$ 1,450	\$ 1,450	\$ 1,450	\$ 1,450	\$ 1,450	\$ 1,450
2019A Riverton Bond	\$ 392,858	\$ 398,720	\$ 398,938	\$ 408,618	\$ 412,545	\$ 420,720
Madison Sewer Bond Pledge	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
Other Services & Charges						
Insurance	\$ -	\$ 315	\$ 315	\$ 315	\$ 315	\$ 315
Professional Services	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000
Office Supplies	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500
Wilson Ave Grant Match Prep.	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ -
New Project Opportunities						
Bic. Park Music Venue	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
Gateway Project	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ -	\$ -
Total Spending w/ NPO	\$ 4,460,343	\$ 3,345,985	\$ 1,246,203	\$ 1,505,883	\$ 1,134,810	\$ 1,142,985
Surplus / (Deficit) w/ NPO	\$ 1,260,314	\$ (1,594,609)	\$ 505,174	\$ 192,494	\$ 563,566	\$ 555,391
Pass Through Calculation*	37%	50%	133%	110%	146%	145%
Year End Fund Balance w/ NPO	\$ 3,277,915	\$ 1,683,306	\$ 2,188,479	\$ 2,380,973	\$ 2,944,539	\$ 3,499,930
Cash Reserve Goal	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
Over / (Under) Reserve Goal	\$ 1,777,915	\$ 183,306	\$ 688,479	\$ 880,973	\$ 1,444,539	\$ 1,999,930

Note: Expenditures are as of 9/7/2021 while Revenues are as of 7/31/2021.

Note: Pass Through Calculation = TIF Property Tax Revenues / Total Expenditures (IC 36-7-14-39)

Financials

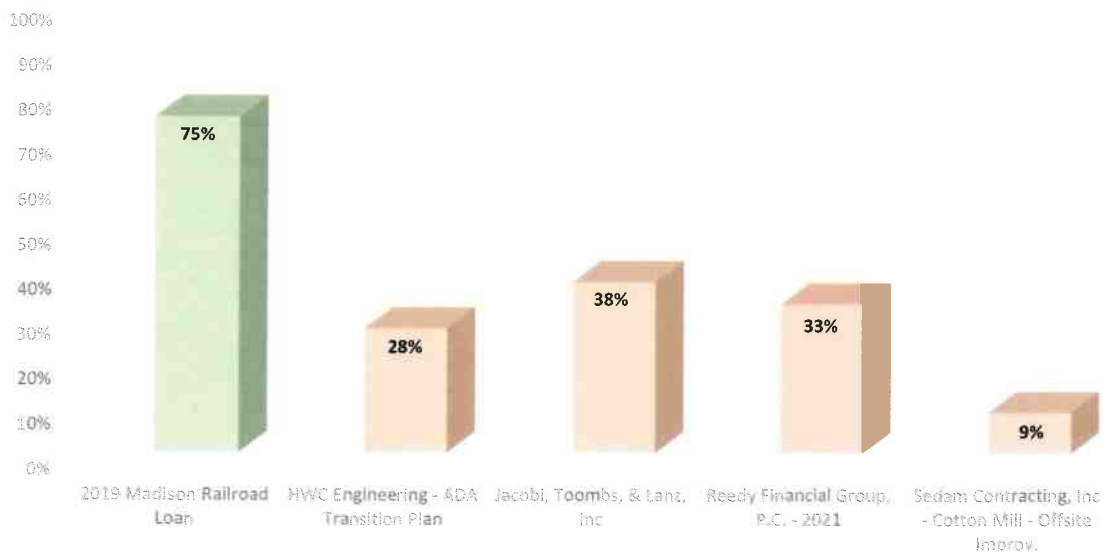
**Madison Redevelopment Commission
RDC Contracts**

	Total Contract Amount	Contract Amount Received	Contract Amount Remaining	Percent of Contract Remaining as of 9/7/2021
Madison Redevelopment Commission - Assets				
2019 Madison Railroad Loan	\$ 212,000	\$ 53,000	\$ 159,000	75%
Total	\$ 212,000	\$ 53,000	\$ 159,000	75%

Madison Redevelopment Commission - Liabilities

HWC Engineering - ADA Transition Plan	\$ 50,000	\$ 36,056	\$ 13,944	28%
Jacobi, Toombs, & Lanz, Inc	\$ 274,977	\$ 169,735	\$ 105,242	38%
Reedy Financial Group, P.C. - 2021	\$ 35,000	\$ 23,333	\$ 11,667	33%
Sedam Contracting, Inc - Cotton Mill - Offsite Improv.	\$ 331,413	\$ 298,272	\$ 30,341	9%
Total	\$ 655,973	\$ 517,780	\$ 135,393	21%

Percent Remaining on Contracts



Indebtedness

Madison Redevelopment Commission
Debt Overview

	Final Maturity Date	Outstanding Debt as of 1/1/2021	Expected Amount Paid on Obligations in 2021	Actual Amount Paid on Obligations in 2021
North Madison Allocation Area:				
Tax Increment Revenue Bonds, Series 2019A (Riverton)	2/1/2034	\$ 4,305,000	\$ 392,858	\$ 392,858
2015 Series B-2 SRF Bonds	8/1/2035	\$ 375,000	\$ 25,000	\$ 25,000

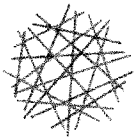
All 2021 debt payments owed by the RDC have now been paid.

		2021					
	Fund Number	Beginning	Transfers In	Transfers Out		Current Balance	
Northwest Allocation Area Fund	152	\$ -	\$ 1.01	\$ -		\$ 1	

		2021					
	Fund Number	Beginning	Transfers In	Transfers Out		Current Balance	
Wilson Ave Matching Grant Prep	213	\$ 75,000	\$ -	\$ -		\$ 75,000	

		2021					
	Fund Number	Beginning	Transfers In	Transfers Out		Current Balance	
Clifty Dr Matching Grant Prep	XXX	\$ -	\$ -	\$ -		\$ -	

Note: Amortization Tables for the above Debt Obligations are kept on file at RFG and can be made available upon request.



**SCOPE AND FEE PROPOSAL
CITY OF MADISON
DOWNTOWN PARKING STUDY
September 3, 2021**

INTENT

In general, the scope of services for this project is to assist the City of Madison, Indiana (CLIENT) with the preparation of a parking study for downtown Madison. The project will consist of collecting drone photography to document parking usage over several days. HWC will then prepare a summary of parking inventory, and provide recommendations for addressing parking challenges identified.

The Study Area for the project would include the area bounded by 3rd Street to the north, Walnut Street to the east, 1st Street to the south, and Broadway Street to the west. A detailed scope of services follows.

BASE SCOPE OF SERVICES

Site Visit and Project Kickoff

HWC will conduct a site visit with the CLIENT to kick off the project. This meeting will include a discussion on specific areas of parking concerns. The team will then walk and photograph existing parking areas throughout the Study Area. A summary of observations regarding parking availability, visibility, attractiveness and other factors will be developed.

Data Collection

HWC will collect drone photography of the Study Area. Photography will be collected hourly from 11am to 7pm over the course of three days. The dates for data collection will be coordinated with the CLIENT to occur in September or October and would include Thursday, Friday and Saturday. The final product for this task shall be digital images of the downtown that are digitally combined. One image will be provided for each hour of the data collection period.

Parking Inventory

HWC will prepare an inventory of existing parking in the Study Area using the drone photography. For this task, HWC will manually count and tabulate the total parking inventory in the downtown. HWC will also manually count and tabulate the number of parking spaces occupied during each hour of the data collection period. Counts will be provided for each block of on-street parking and for each off-street parking lot (both public and private lots). Private parking for individual homes will not be tabulated.

Parking Analysis

HWC will prepare maps for each hour of the data collection period that are color coded to show the percent occupancy of parking areas. This will be broken out for each block of on-street parking and for each off-street parking lot.

Additionally, HWC will analyze parking usage at up to 10 locations in more detail. This could be individual lots or blocks of on-street parking. Analysis will indicate usage over time in the lot. The results of this analysis will be presented in the form of usage charts.

Recommendations

Based on the inventories and analysis, HWC will prepare a summary of observed parking issues and challenges. HWC will provide a series of recommendations to address the observed challenges. These may include:

- Strategies for improving the visibility and accessibility of existing parking facilities, including signage.
- Strategies for parking controls and management, such as time limits or the need for paid parking.
- Strategies for increasing parking supply, including suggested locations and types of parking needed.

Planning Meeting

HWC will present the preliminary findings of the parking analysis to the CLIENT at one planning meeting. HWC will revise the preliminary recommendations based on CLIENT input.

Report

HWC will prepare a written report to summarize the parking inventory, analysis and recommendations. A rough draft will be submitted to the CLIENT for review, and HWC will revise the document to incorporate public input.

Final Presentation

HWC will present the results of the plan at one public meeting. A PowerPoint summary of the plan results will be provided.

Deliverables:

- Preliminary Inventory and Analysis - .pdf format
- Draft Report - .pdf format
- Final Report - .pdf format
- PowerPoint Summary - .ppt format

PROJECT SCHEDULE

Task	Timeline
Data Collection	Month 1
Inventory and Analysis	Month 2-3
Reporting and Presentation	Month 4

FEE PROPOSAL

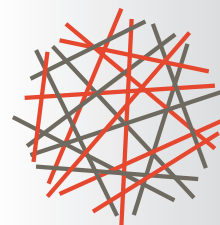
Activity	Schedule
Base Scope of Services	\$49,900



Angola Parking Study

FINAL Report

January 31, 2018



HWC
ENGINEERING

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Introduction

The purpose of this study was to quantify the current parking inventory and demand in downtown Angola. The study area was defined to focus on parking for downtown businesses.

The study area was defined to include the area bounded by Broad, Washington, South and Jackson Streets. In addition to the overall study area, additional analysis was performed for a downtown Core Area nearest to the monument.



Executive Summary

Field inventories were completed to identify downtown parking use patterns. It was observed that parking demand averaged 33 percent occupancy in the downtown core area, with peaks up to 52 percent occupancy. This indicates the downtown has more than sufficient overall parking capacity.

Parking use in the area closest to the public square does see more concentrated use. Within one block of the public square, parking demand peaked at 77 percent occupancy, resulting in some lots nearly filling during the noon hour. During these peak periods, other very convenient parking areas (such as at Monument Plaza) were less than half full.

In summary, there is an adequate overall supply of parking downtown. However, there is also high demand concentrated around the public square. To make more parking available for visitors during peak periods, it is recommended that Angola update their downtown parking controls. Specifically, it is recommended that Angola direct all-day/employee parking to occur in underutilized lots so that the most convenient lots can be available for visitors.

Additional strategies for addressing related parking issues are outlined in later sections of this document.

Methodology

Parking was observed on Thursday October 19, 2017 and Friday October 20, 2017. Aerial photographs were taken on an hourly basis for of the downtown from 9am to 5pm via drone. A count was also taken at 12:30pm to identify potential peak lunch parking demand.

The aerial photographs were first used to identify total parking inventory. This was broken out into public parking lots, public on-street parking and private off-street parking.

For each hour observed, the number of occupied spaces was counted and utilized for the analysis that follows.



Parking: Introduction

Providing enough parking for a downtown is a careful balance. While there is convenience in excessive parking, the result can be so much parking that the downtown is devoid of character. On the other hand, most exclusive downtown pedestrian zones have not historically been successful.

The answer to “how much parking is enough” needs to balance:

- Maintaining downtown character
- Providing parking in a convenient location
- Creating an attractive area for parking



Charlottesville, Virginia is one of the few successful downtowns with an exclusive pedestrian area.



Downtown Houston in the 1970's (left) and today (right). Providing too much parking means a downtown will struggle to provide the character to attract people.

Parking: Introduction

Many cities have adopted suburban policies to manage their parking. As communities are experiencing urban redevelopment, they are finding suburban approaches are not always effective tools. This has led to a shift in thinking by many community planners.

Examples of this shift in thinking include:

Common Parking Strategies (suburban approach)	Current Parking Strategies (urban approach)
"Parking Problem" means inadequate parking supply	Parking problems also are price, inadequate user information, inadequate controls
Abundant parking supply is always desirable	Too much supply is as harmful as too little
Parking should generally be provided free, funded indirectly, through rents and taxes	As much as possible, users should pay directly for parking facilities
Parking requirements should be rigid	Parking requirements should be flexible for different situations

Parking: Introduction

How Much Parking is Enough?

In his book, *The High Cost of Free Parking*, author Donald Shoup makes the case for a target parking occupancy of 85 percent. Shoup recommends using pricing and parking supply to drive demand to achieve 85 percent occupancy during peak times.

Shoup argues that if you have less than 85 percent occupancy at peak times, then you may have too much parking. If your parking occupancy exceeds 85 percent, then you can use parking controls or price to manage use. Adding parking supply can be considered, but only after employing parking controls or pricing strategies.

Many other community development experts support this strategy, including Jeff Speck in *The Walkable City* and Todd Litman in *Parking Management Best Practices*.

“Despite what you may have heard, nobody goes to a place solely because it has parking. In fact, the current obsession with parking is one of the biggest obstacles to achieving livable cities and towns, because it usually runs counter to what should be our paramount concern: creating places where people enjoy spending time.”

Ethan Kent, Project for Public Spaces

Parking Inventory

Overview:

An analysis of parking inventory and use was developed as part of this project to guide parking recommendations.

A summary of the analysis and results follow:

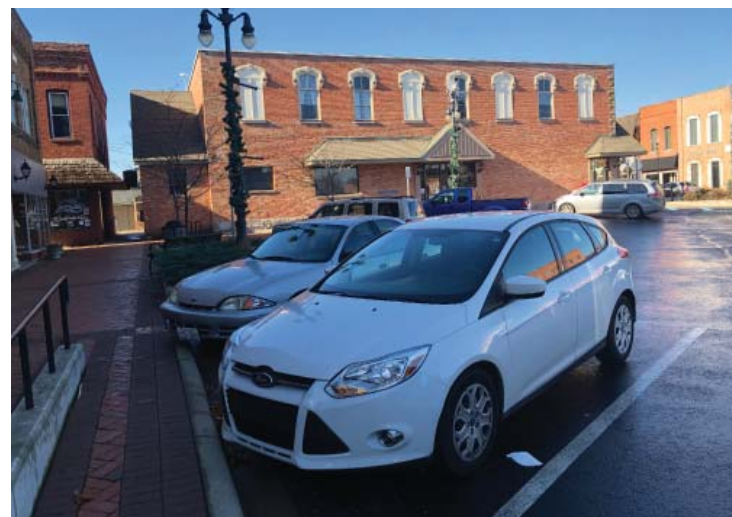
Summary of Parking Inventory:

1304 Total Spaces

321 On-Street vs. **983** Off-Street

340 Public (off-street) vs. **643** Private (off-street)

290 Total Spaces in Core Area



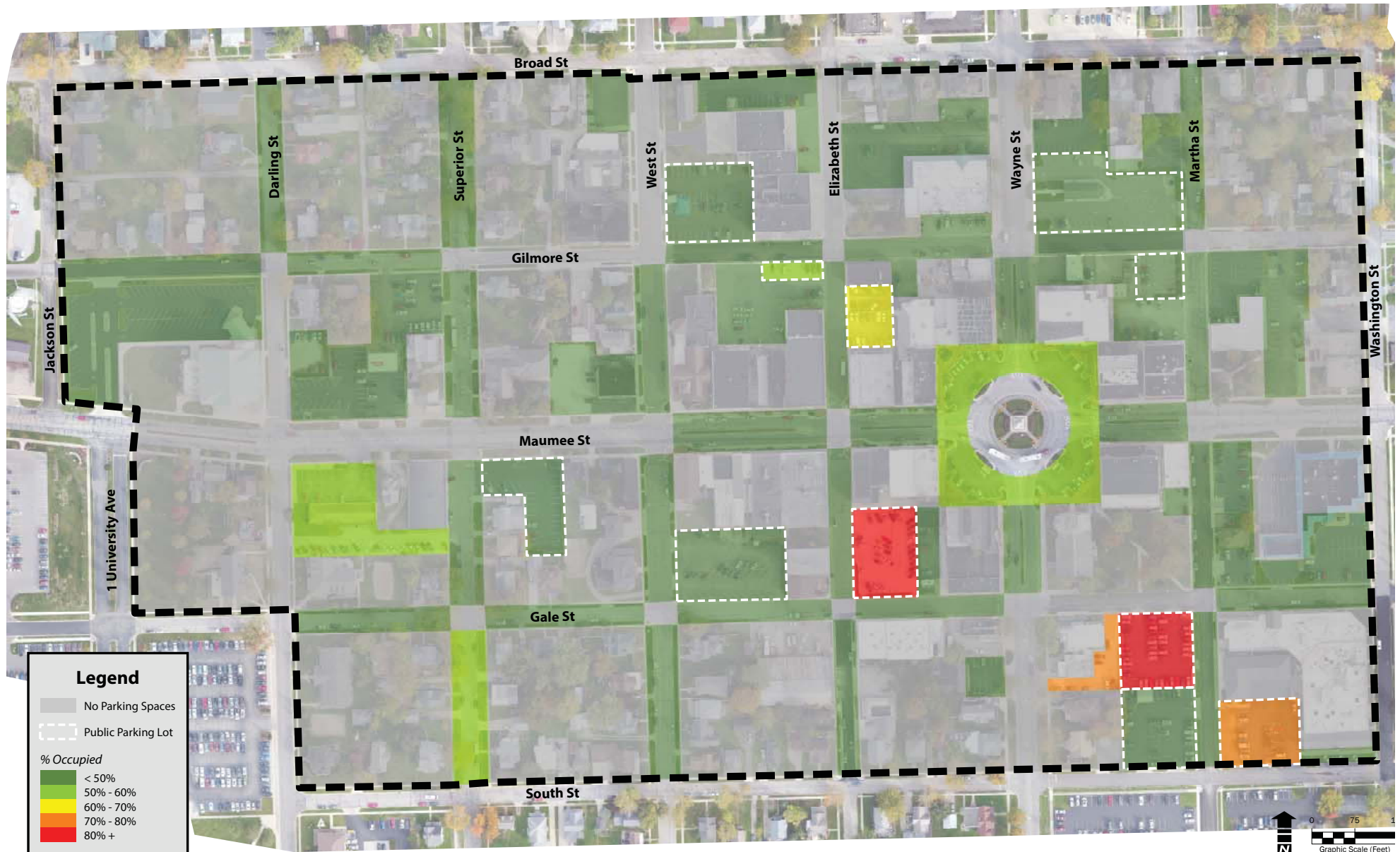
Designated Parking Map



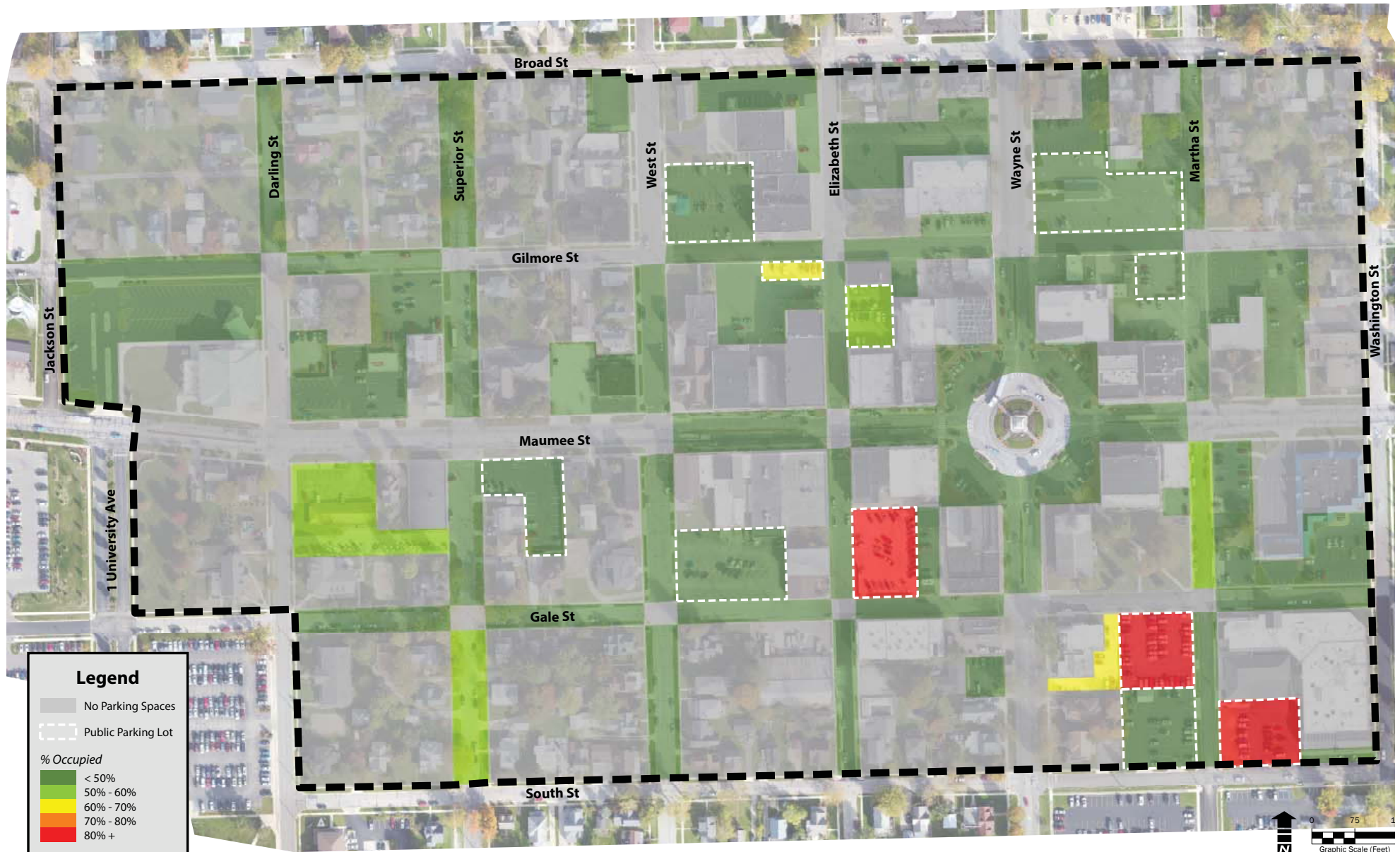
Parking Usage Maps: **Day 1 at 9:00 a.m.**



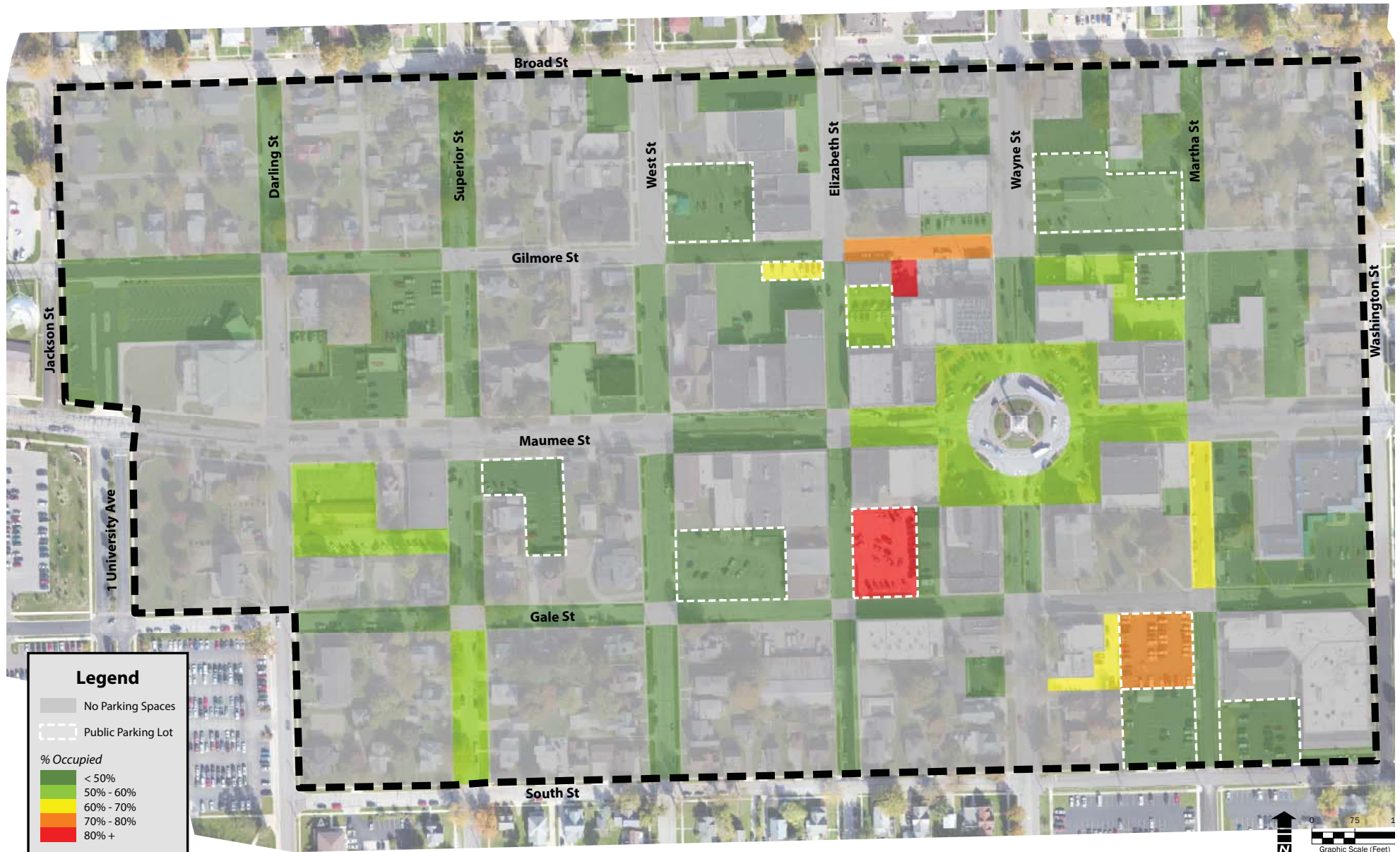
Parking Usage Maps: **Day 1 at 10:00 a.m.**



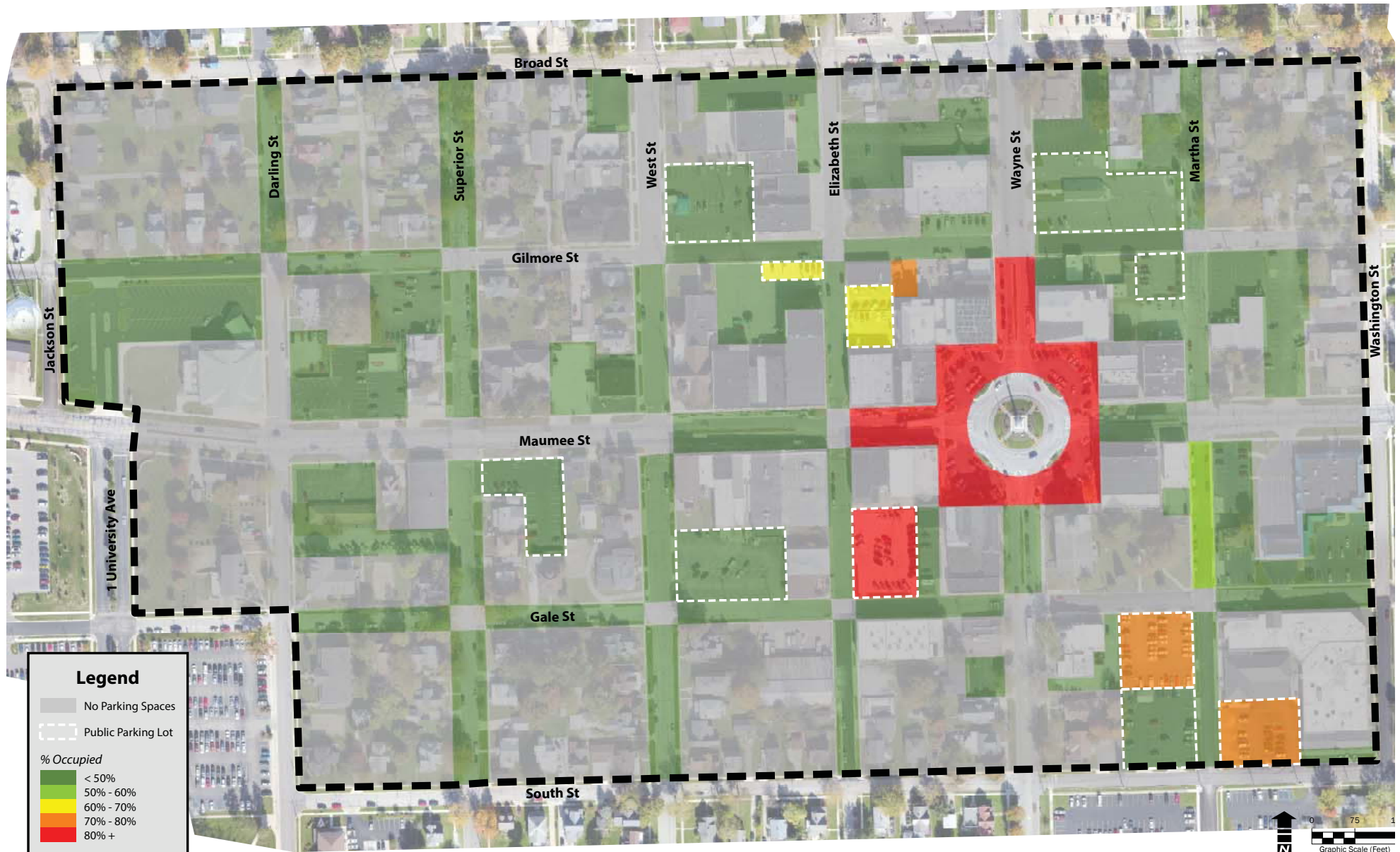
Parking Usage Maps: **Day 1 at 11:00 a.m.**



Parking Usage Maps: **Day 1 at 12:00 p.m.**



Parking Usage Maps: **Day 1 at 12:30 p.m.**



Parking Usage Maps: **Day 1 at 1:00 p.m.**



Parking Usage Maps: **Day 1 at 2:00 p.m.**



Parking Usage Maps: **Day 1 at 3:00 p.m.**



Parking Usage Maps: **Day 1 at 4:00 p.m.**



Parking Usage Maps: **Day 1 at 5:00 p.m.**



Parking Usage Maps: **Day 2 at 9:00 a.m.**



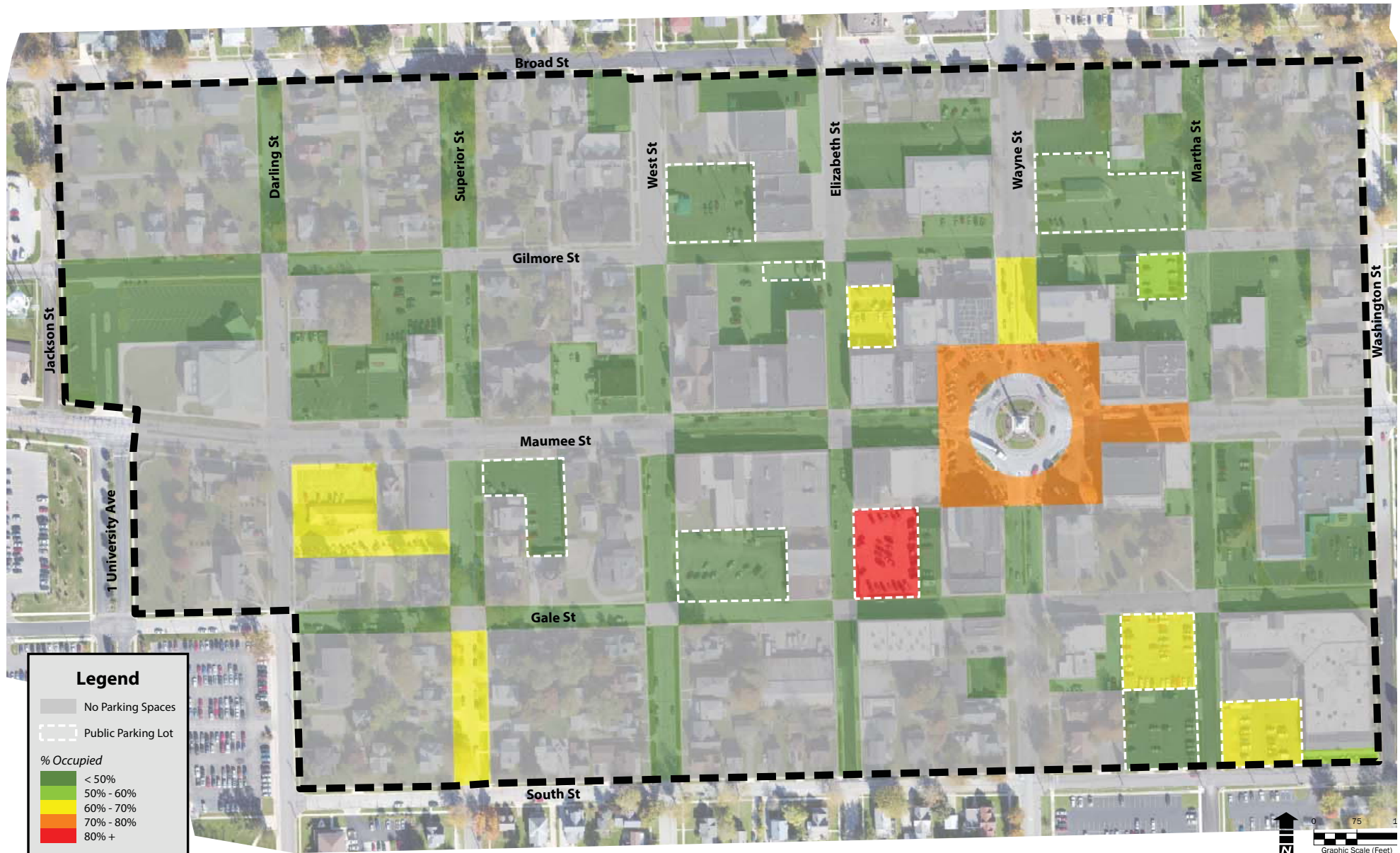
Parking Usage Maps: **Day 2 at 10:00 a.m.**



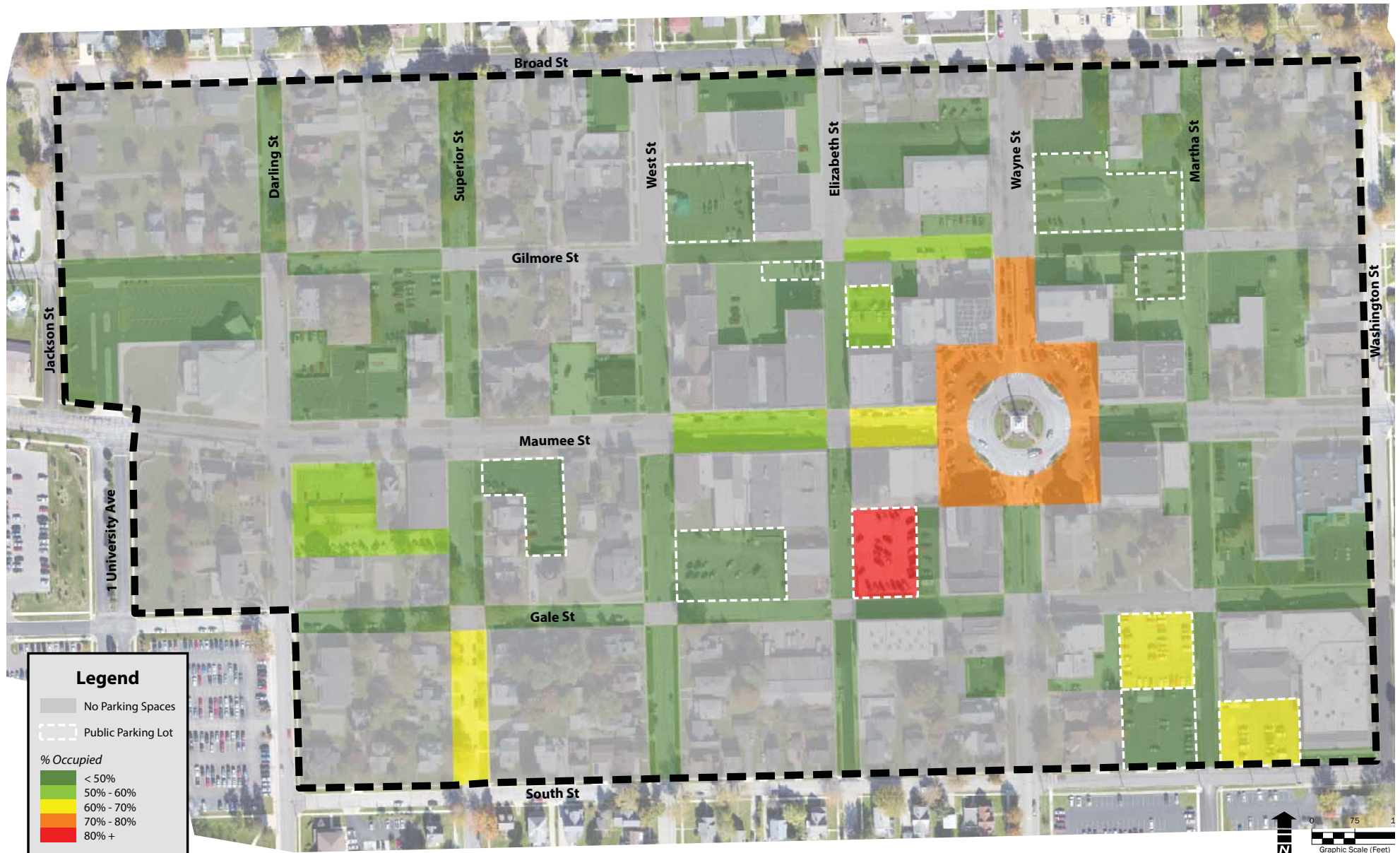
Parking Usage Maps: **Day 2 at 11:00 a.m.**



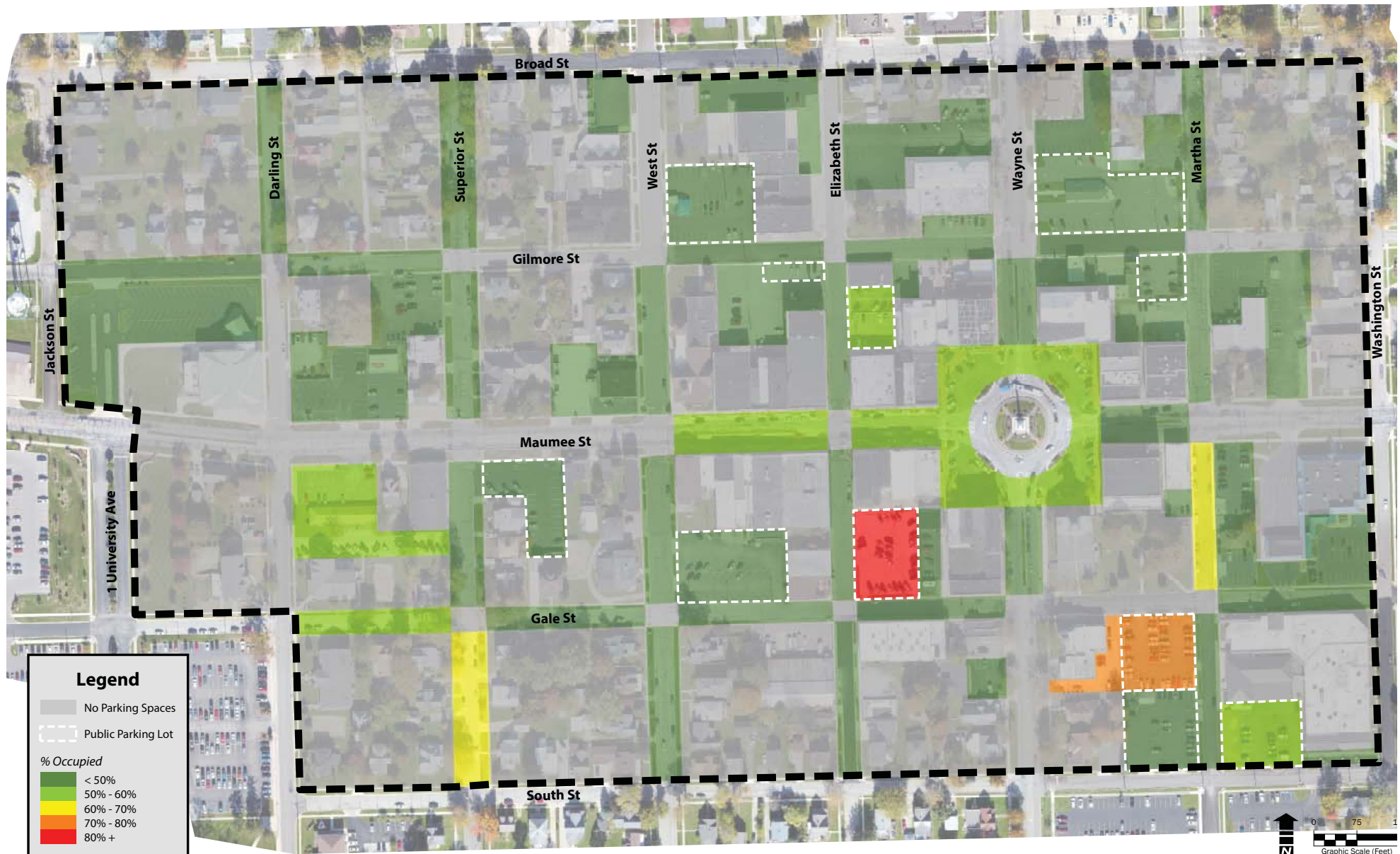
Parking Usage Maps: **Day 2 at 12:00 p.m.**



Parking Usage Maps: **Day 2 at 12:30 p.m.**



Parking Usage Maps: **Day 2 at 1:00 p.m.**



Parking Usage Maps: Day 2 at 2:00 p.m.



Parking Usage Maps: **Day 2 at 3:00 p.m.**



Parking Usage Maps: **Day 2 at 4:00 p.m.**

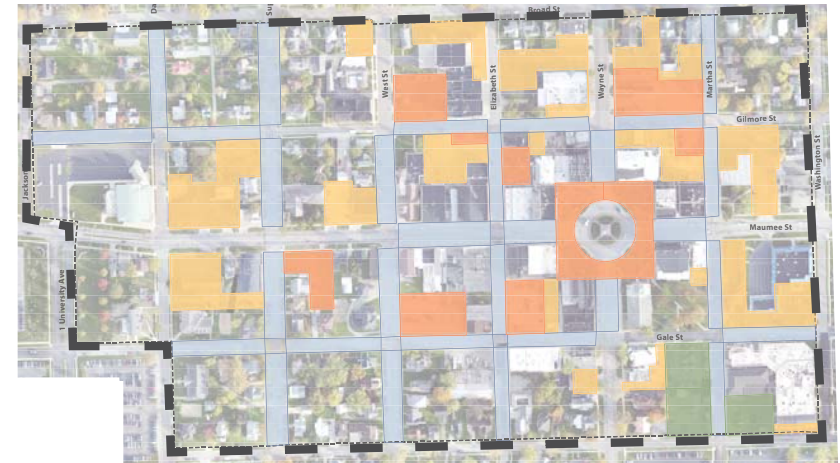
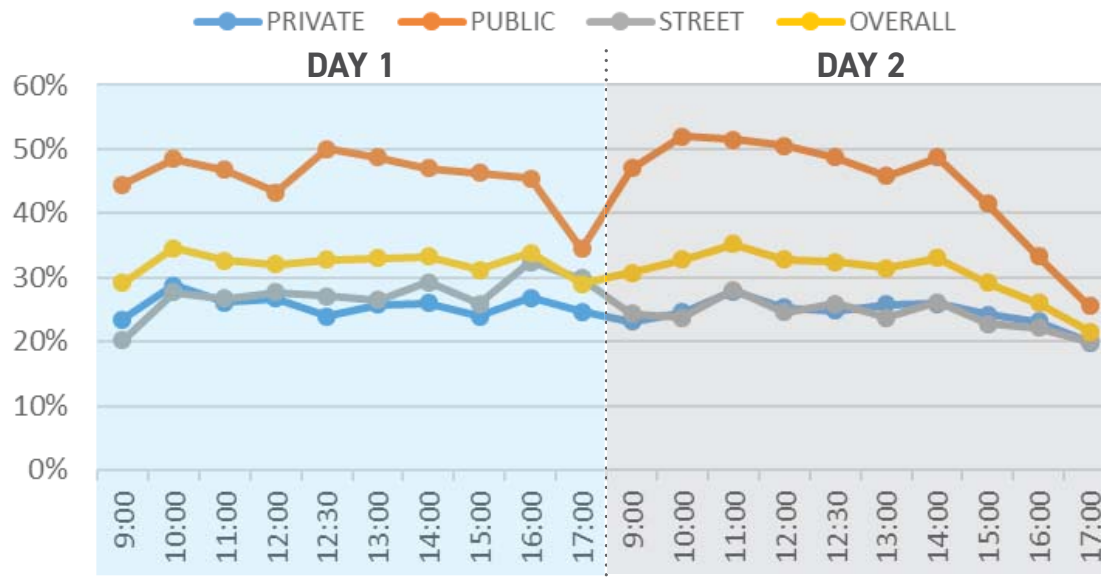


Parking Usage Maps: **Day 2 at 5:00 p.m.**



Analysis Summary

Parking Demand - Overall Study Area

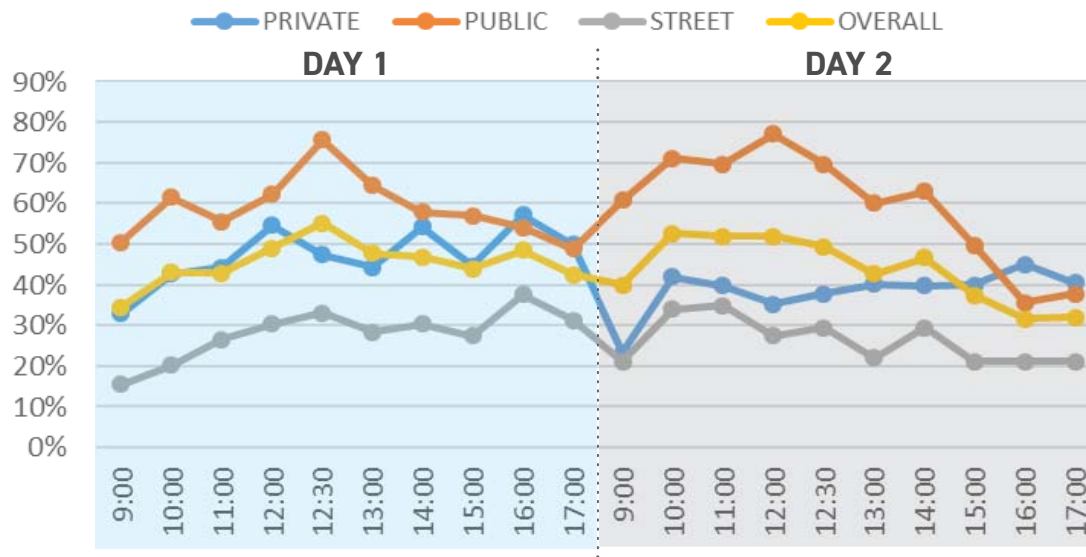


Parking Demand - Overall Study Area

- Average occupancy is 33% (10am to 2pm)
- Peak demand is from 10am to 11am (35% occupancy)
- Highest demand use is off-street parking (52% peak occupancy)
- Similar parking demand Thursday and Friday
- Demands for the overall area do not warrant action-instead need to consider sub-areas with high demand

Analysis Summary

Parking Demand - Core Area

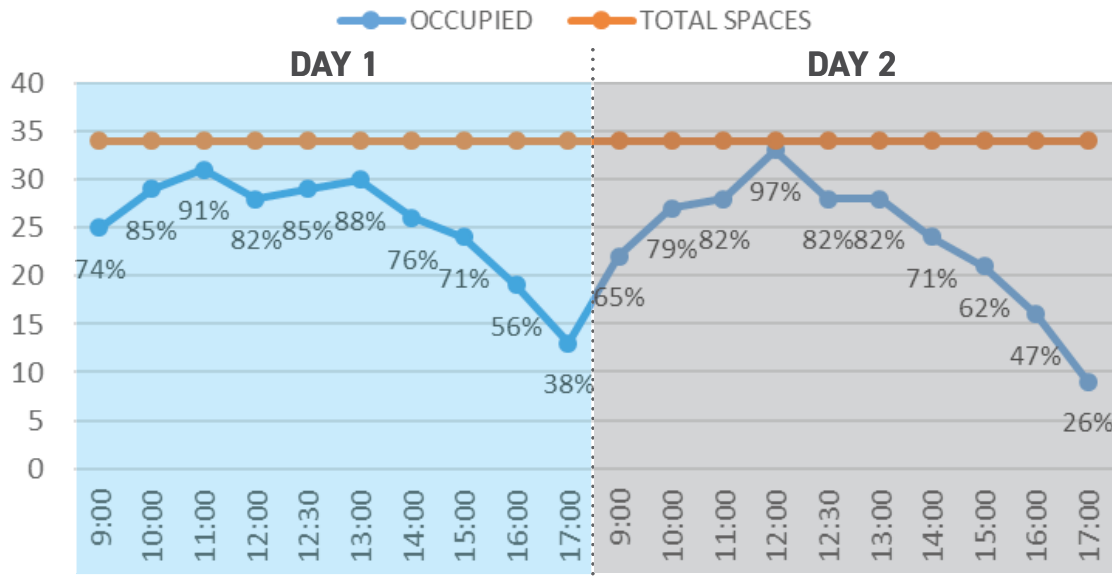


Parking Demand - Core Downtown Area

- Average occupancy is 49% (10am to 2pm)
- Consistent demand from 10am to 4pm
- Peak demand varied – Thursday peak was at 12:30pm (55% occupancy) – Friday peak was at 10am (43%)
- Highest demand use is off-street parking (77% peak occupancy at 12:00pm)
- On-street parking peaks at 38% occupancy
- Private parking peaks at 57% occupancy
- Similar parking demand Thursday and Friday
- While peak occupancy for on-street parking is high, the peak overall occupancy is still within an acceptable range.

Analysis Summary

Lot S1- Northeast of Elizabeth/Gale

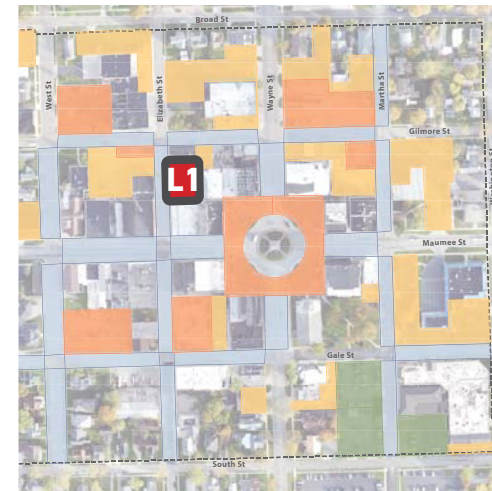
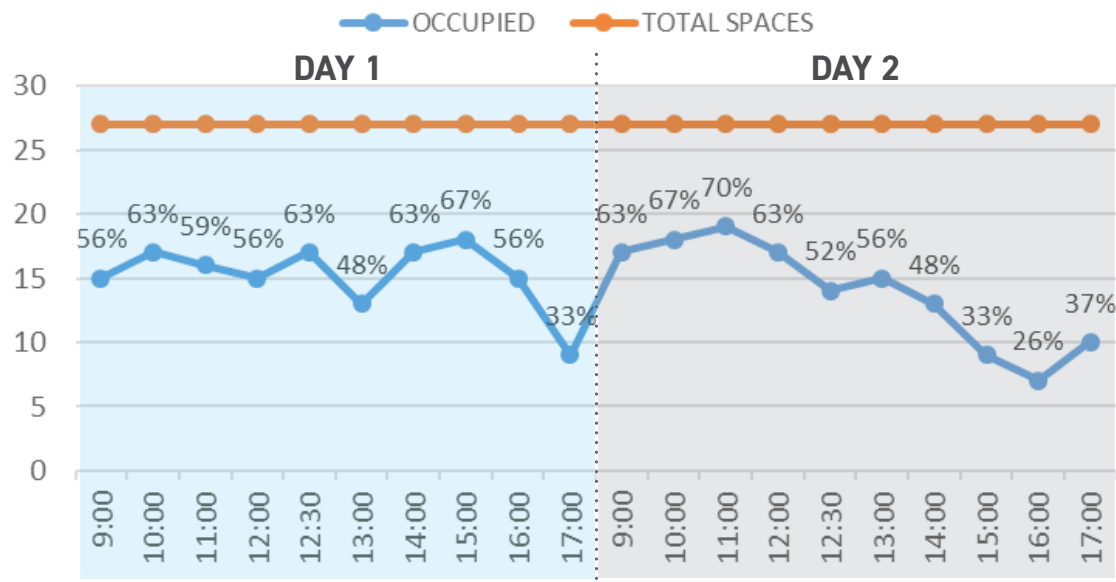


Off-Street Lot Analysis: S1 - Northwest of Elizabeth/Gale

- Peak occupancy was 97%
- Average occupancy was 84% (10am-2pm)
- Lot exceeded 80% occupancy during the 10am to 2pm peak both days
- Lot exceeded 75% occupancy for 6 straight hours mid-day Thursday
- Lot exceeded 75% occupancy for 5 straight hours mid-day Friday

Analysis Summary

Lot L1 - Southeast of Elizabeth/Gilmore

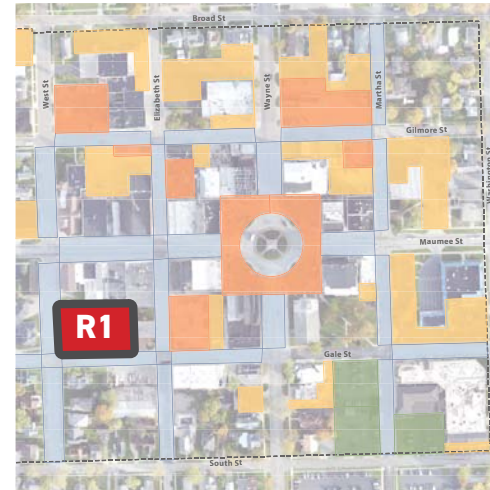
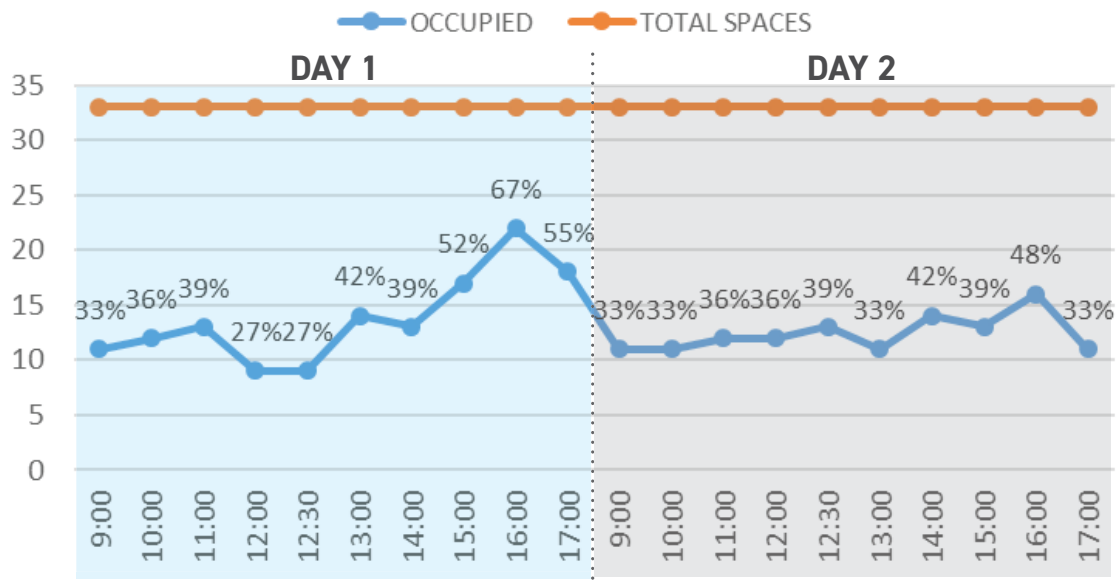


Off-Street Lot Analysis: L1 - Southeast of Elizabeth/Gilmore

- Peak occupancy was 70%
- Average occupancy was 59% (10am-2pm)

Analysis Summary

Lot R1- Northeast of West/Gale

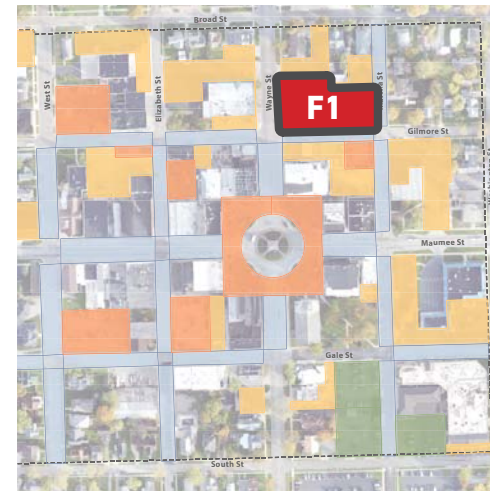
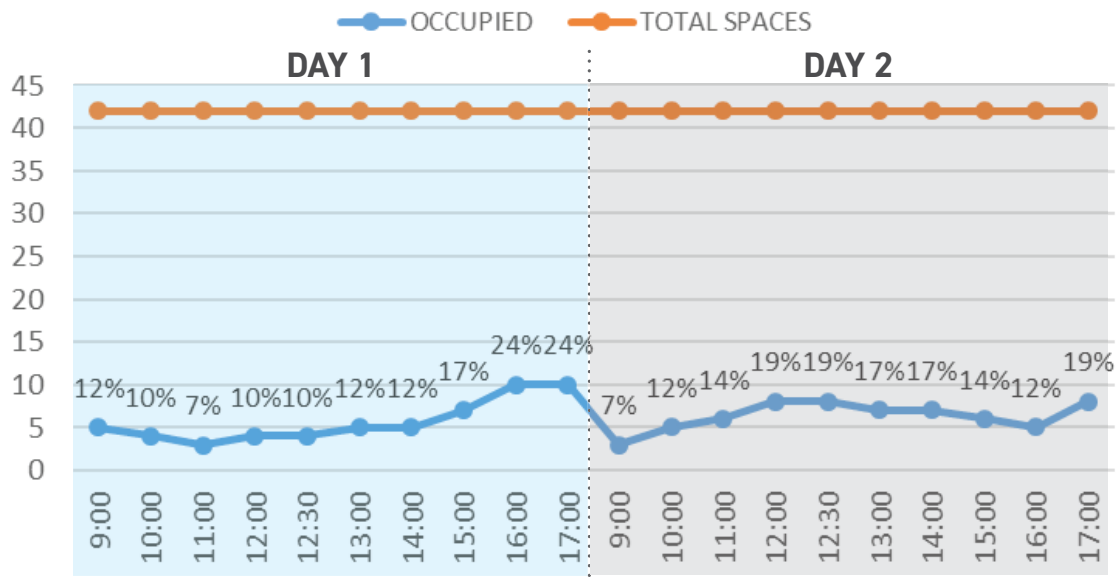


Off-Street Lot Analysis: R1 - Northeast of West/Gale

- Peak occupancy was 67%
- Average occupancy was 36% (10am-2pm)

Analysis Summary

Lot F1 - Northeast of Wayne/Gilmore

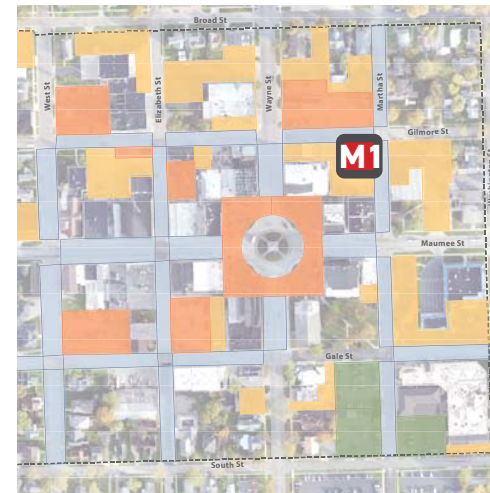
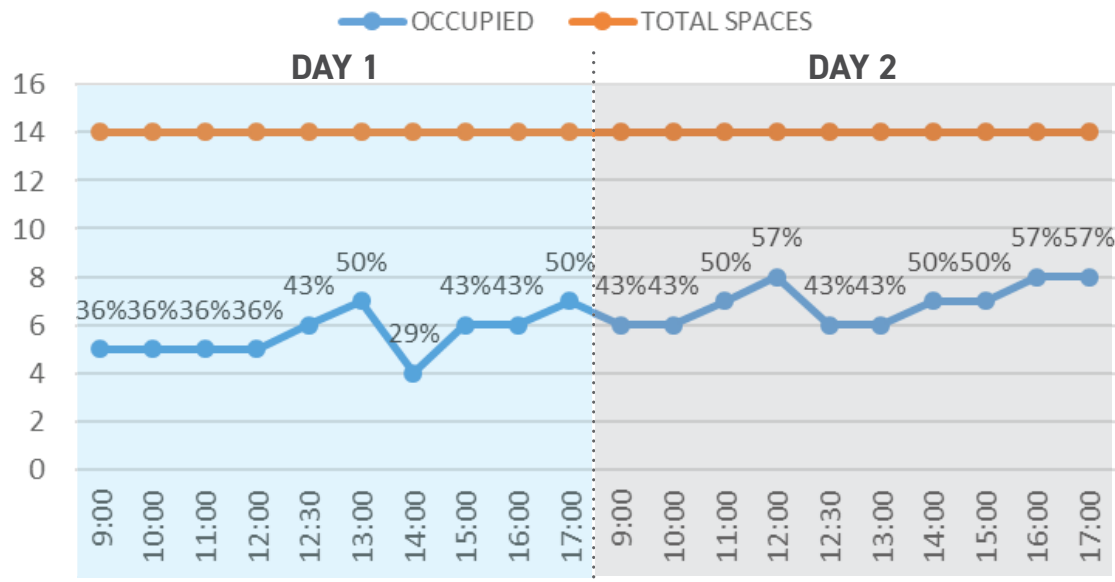


Off-Street Lot Analysis: F1 - Northeast of Wayne/Gilmore

- Peak occupancy was 24%
- Average occupancy was 13% (10am-2pm)

Analysis Summary

Lot M1 - Southwest of Martha/Gilmore

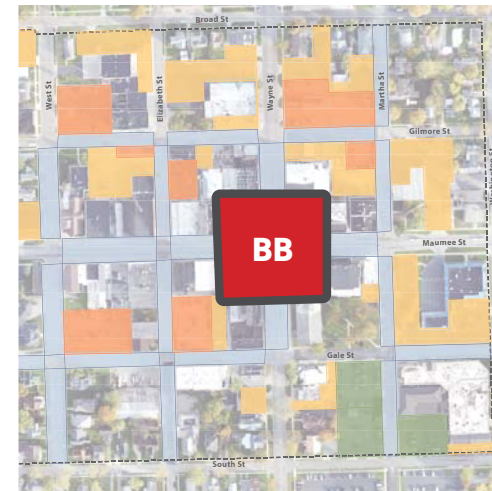
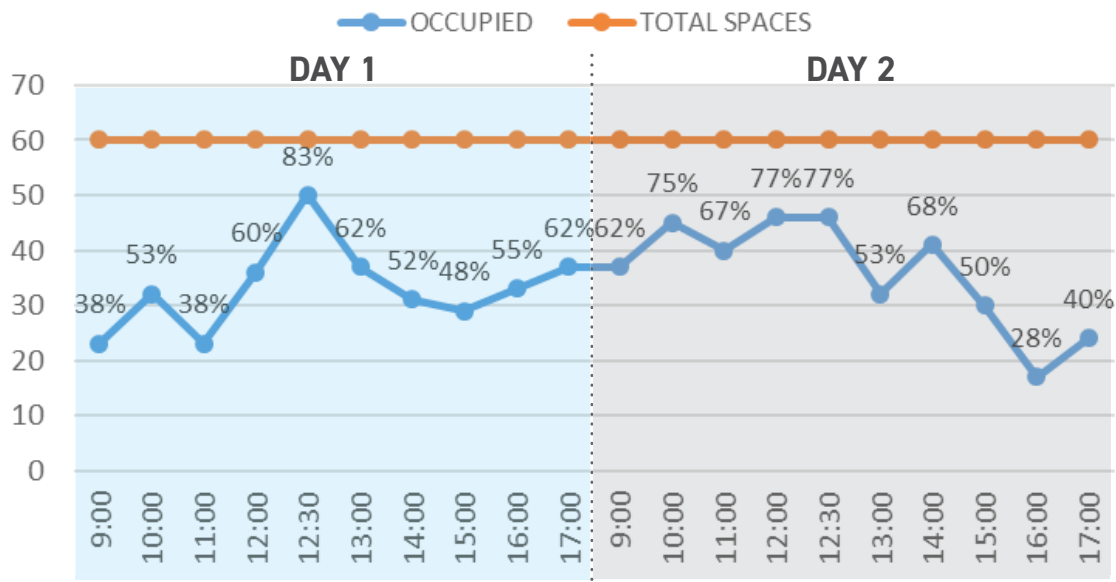


Off-Street Lot Analysis: M1 - Southwest of Martha/Gilmore

- Peak occupancy was 57%
- Average occupancy was 43% (10am-2pm)

Analysis Summary

Lot BB - Public Square Lots

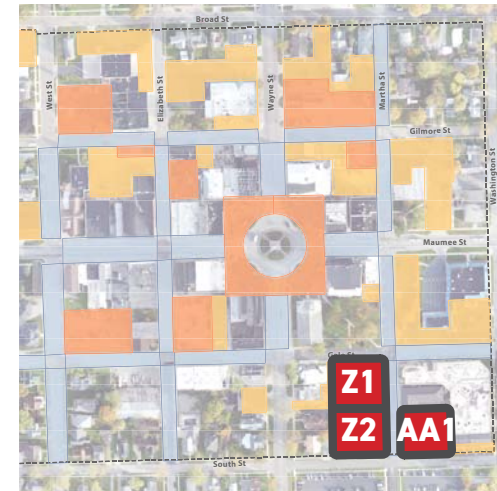
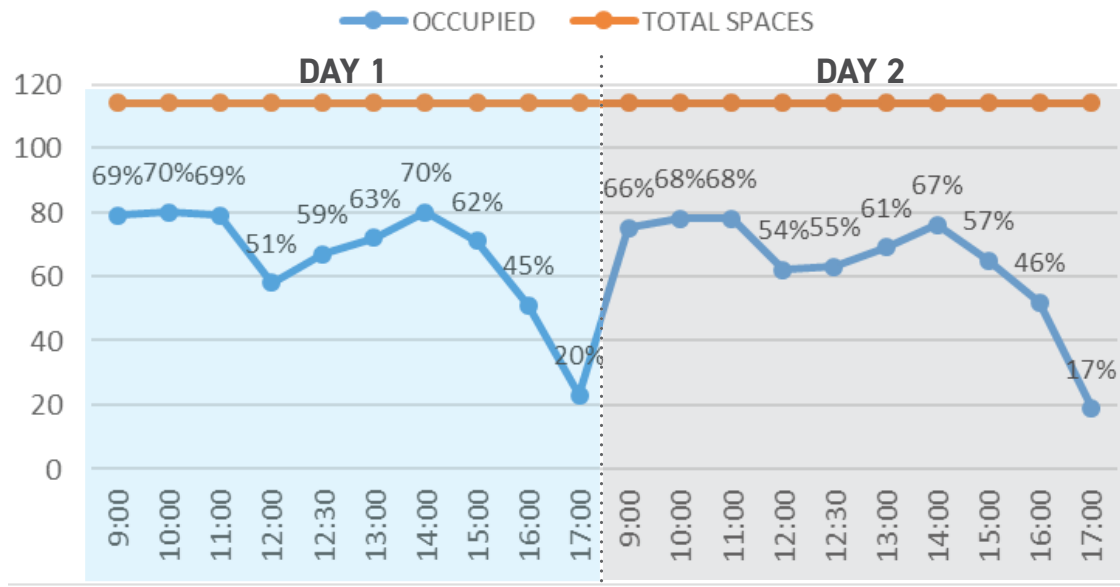


Off-Street Lot Analysis: BB – Northeast of West/Gale

- Peak occupancy was 83%
- Average occupancy was 64% (10am-2pm)
- Over 75% occupancy for 3 out of 4 hours Friday mid-day

Analysis Summary

Lots AA1, Z1 and Z2 - County Parking Lots



Off-Street Lot Analysis: AA1, Z1 & Z2 - County Lots

- Peak occupancy was 70%
- Average occupancy was 64% (10am-2pm)

Summary of Key Observations



- While there are some individual areas where parking demand is very high during peak periods, the maximum parking demand in the core downtown area peaked at 77 percent occupancy.
- It is acknowledged that these observations were completed in October. While this takes into account students in the community, it does not account for summer visitors.
- Parking demand outside the core area is generally provided within acceptable ranges. While there are some periods of peak demand, they are generally limited.
- Parking demand is heaviest within the core area. The focus of efforts coming out of this plan should be to improve parking within the core area.

Summary of Key Observations

- Lots within one block of the monument see the most significant use, with three having extended periods of time with over 75% of parking spaces full.
 - Public Square Lots
 - Lot L1
 - Lot S1
- Lots between one and two blocks from the monument generally have significant capacity available, including:
 - Lot F1
 - Lot M1
 - Lot S1
- On-street parking one to two blocks from the monument generally have significant excess capacity available.
- Angola can improve parking availability without incurring significant costs by encouraging different use patterns:
 - Encourage more use of on-street parking
 - Encourage more use of under-utilized parking lots.

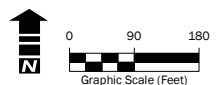
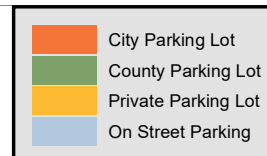
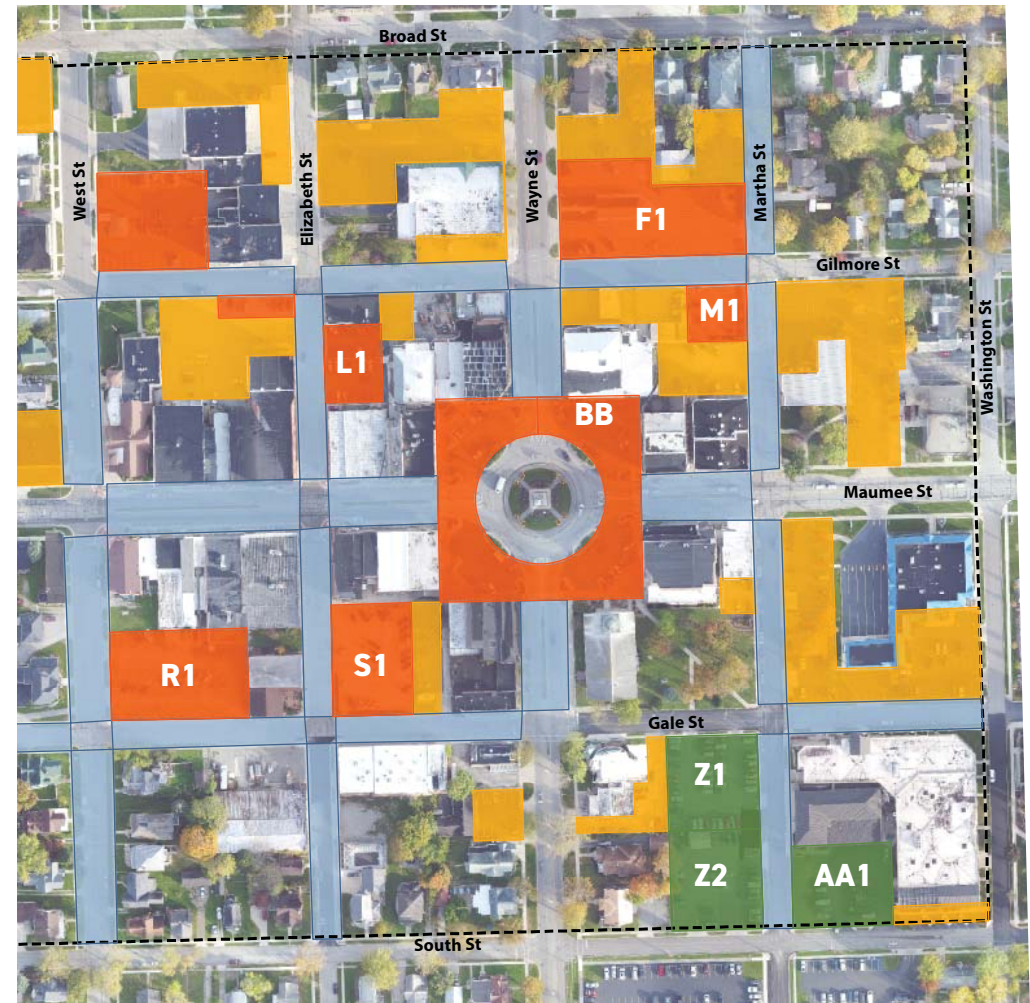


Primary Recommendations

1 Designate parking capacity near the monument for patrons and visitors. This can be done by designating 2 hour limits for lots and on-street parking within one block of the monument.

2 Encourage more use of on-street parking near the monument. This could be done by eliminating 2 hour parking requirements for spaces over one block from the monument.

3 Encourage more use of lots more than one block from the monument by maintaining free all day parking in these locations.



Key Parking Issues

In addition to quantifying parking inventory and demand, the study was meant to inform the following specific parking concerns:

- 1.** How should the City accommodate overnight parking in the downtown, while still accommodating snow removal?
- 2.** If redevelopment projects are completed in the downtown, how should parking be accommodated?
- 3.** As the county considers parking improvements to support the courthouse and jail, should that project accommodate city parking needs?
- 4.** Does the City need to re-evaluate downtown parking controls?
- 5.** How can the city protect the integrity of downtown building frontage and avoid large “islands” of parking?

Discussion on each of these topics is provided on the following pages.

Overnight Parking

As upper floors in the downtown are being converted into housing, there is a growing need for dedicated overnight and all-day parking.

Key Observations:

- There are no opportunities for overnight parking on public lots in the downtown.
- Most lots and on-street parking areas are signed for “No Parking 2-6am” to accommodate snow removal.

Recommended Strategies:

1. Begin issuing parking permits for overnight parking on public lots in the downtown. Designate lots (or portions of lots) for overnight parking by permit. Identify spaces in the northwest, northeast, southwest and southeast quadrants of the downtown.
2. Consider alternate winter parking restrictions for the downtown so that residents have a clearly designated place to park overnight.
 - Limit 3-6am restriction to on-street parking only – and allow overnight parking on public lots.
 - Identify designated lot(s) for public parking on storm nights where it is practical to clear drive aisles.

Downtown Redevelopment Impacts on Parking

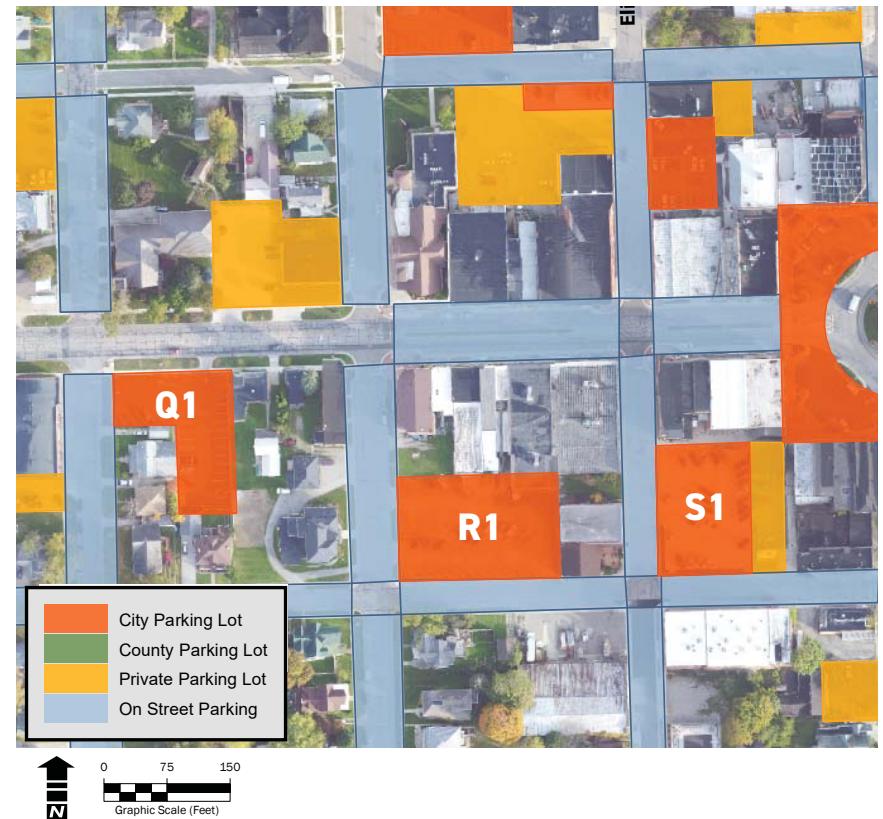
Redevelopment projects have been proposed in the southwest portion of the downtown. If completed, public parking in the blocks south of Maumee and west of Elizabeth Street (lots R1 and Q1) could be incorporated into a development.

Key Observations:

- There is currently limited use of lots R1 and Q1. Lot R1 averages 36% occupancy. Lot Q1 averages 21% occupancy.
- Lot S1 (near lot R1) is over capacity, so a goal would be to shift more parking from lot S1 to lot R1.

Recommendations:

- Public parking at lot R1 should be maintained at levels similar to existing so that it can accommodate lot S1 overflow. Alternatively, additional public parking could be developed in the vicinity of Elizabeth and Gale Streets to replace it.



South Downtown Parking

The county is considering parking improvements to meet their future needs (lots Z1, Z2 and AA1). This raises the question of whether there are city parking needs in the southern part of the downtown that could be accommodated with that project.

Key Observations:

- While lot S1 sees heavy demand, there is available on-street parking in the southern part of the downtown. Additionally, parking in lot R1 is generally available.

Recommended Strategies:

- As long as lots R1 and S1 are maintained, there is not currently demand for additional City parking in the southern part of the downtown.

Parking Controls

The city currently maintains a 2 hour restriction for on-street parking around the public square. Public parking lots generally do not have time restrictions. All parking is currently subject to a 2-6am restriction for snow removal. Additionally, lot F1 parking is restricted Wednesday mornings for the Farmer's Market.

Key Observations:

- The most common concerns with the 2 hour parking are from those going to the movies and those visiting a salon. The movie concerns are generally not an issue since the 2 hour parking is only applicable 9am-5pm weekdays, and most movie traffic is after 5pm and on weekends. Salon visitors are more common during the day, it is acknowledged that they would need to utilize a public lot for parking over 2 hours in duration.
- See the "Overnight Parking" discussion for more recommendations on the 3-6am restrictions.
- There is concern that parking restrictions for the Farmer's Market cause confusion on when the lot is available for use. This may be contributing to the underutilization of this lot.

Parking Controls continued...

- As more downtown apartments are opened in the north and east portions of the downtown, lot F1 would be an attractive, well-lit parking lot for overnight parking. However, farmers market restrictions limit the use of this lot for overnight parking since cars would have to be removed by 6am.
- There are no parking controls on downtown lots, and use of many lots is reaching capacity during the day.
- The city's parking enforcement is limited to 2 hours per week.

Recommended Strategies:

- The 2 hour parking restriction for on-street parking is an appropriate control since it keeps the closest parking available for business patrons. This should be maintained.
- Consider alternate signage or notification of restrictions on lot F1 for the Farmer's Market.
- Encourage use of lot F1 during the winter season for overnight/permit parking.
- Designate lots within the core downtown area with 2 hour parking restrictions to encourage more use by visitors. Lots outside the core downtown area should remain all day parking.
- Utilize revenue from overnight parking permits to expand parking enforcement.

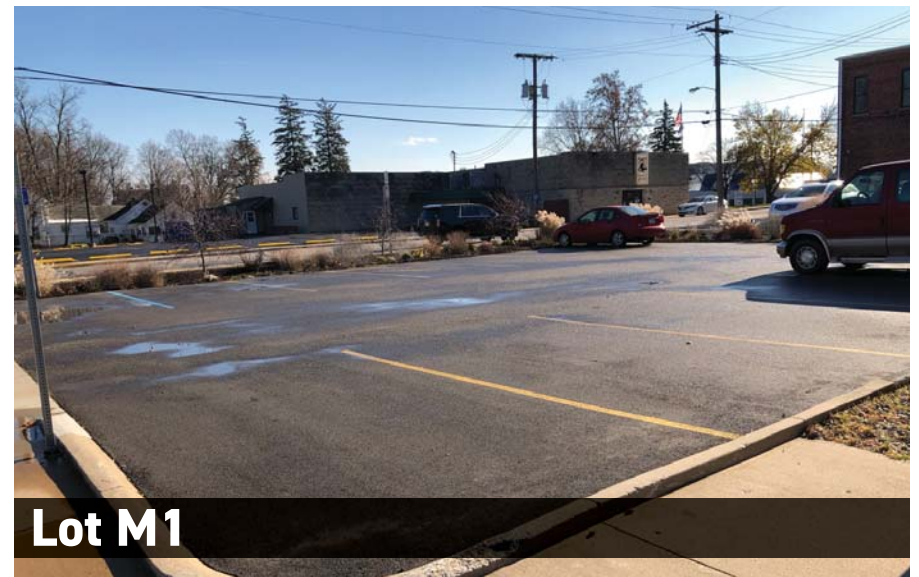
Controls for New Downtown Parking

As Angola experiences redevelopment of its downtown, it is important that new parking is developed in a manner that supports the overall downtown vision. In general, there is sufficient existing parking to accommodate smaller conversions of existing structures. However, it is recognized that new parking may be needed to support larger redevelopment projects (such as new downtown housing projects).

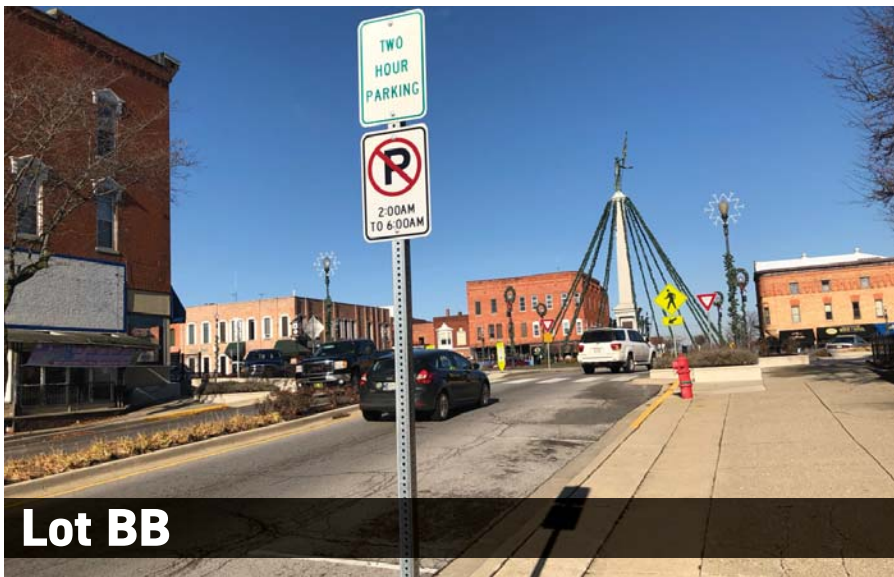
Since downtown parking development is very different than suburban parking, the City should re-evaluate their ordinances related to parking to ensure new parking can be held to an appropriate standard. More specifically, your parking standards should reflect the following:

- 1.** Parking should be behind buildings and not in front of buildings.
- 2.** Parking should not interrupt continuous building frontage on main streets (such as Maumee or Wayne Streets).
- 3.** Parking should be shared between developments whenever possible.
- 4.** Parking should be held to both minimum and maximum counts to avoid too much parking downtown.

Appendix - Lot Images



Appendix- Lot Images



Appendix - Parking Table

BLOCK	TOTAL SPACES	OWNER	DAY ONE										DAY TWO									
			9:00 a.m.	10:00 a.m.	11:00 a.m.	Noon	12:30 p.m.	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	5:00 p.m.	9:00 a.m.	10:00 a.m.	11:00 a.m.	Noon	12:30 p.m.	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	5:00 p.m.
OUTSIDE CORE AREA																						
C	15	PRIVATE	1	1	0	0	0	0	0	0	0	0	1	2	1	1	0	1	1	1	1	1
D	26	PRIVATE	4	4	4	3	4	5	5	7	7	4	5	3	5	3	5	4	4	6	3	1
E	55	PRIVATE	4	15	12	17	17	15	15	13	14	17	3	11	13	13	12	17	14	16	14	11
F	38	PRIVATE	8	8	11	2	1	6	9	9	10	6	1	1	1	1	1	1	2	2	4	3
H	65	PRIVATE	1	1	1	2	2	2	1	3	4	4	1	1	1	1	1	1	2	1	0	0
I	95	PRIVATE	27	38	29	33	28	30	25	18	21	36	43	31	45	34	37	31	35	29	24	25
J	21	PRIVATE	4	5	5	5	5	4	5	8	6	4	8	4	8	10	8	8	8	6	5	3
K	33	PRIVATE	8	13	9	9	9	13	10	8	16	15	4	10	8	10	9	8	8	6	7	9
N	66	PRIVATE	5	7	6	5	6	4	7	6	6	9	3	3	5	2	3	3	3	3	6	11
P	39	PRIVATE	19	20	20	20	19	20	15	11	13	11	18	18	19	24	22	23	21	15	14	15
U	58	PRIVATE	29	24	23	23	18	18	22	23	19	7	26	28	25	23	20	22	23	23	21	9
Y	8	PRIVATE	1	1	3	2	1	2	3	2	3	1	0	1	1	0	1	2	1	4	3	2
Z	11	PRIVATE	8	8	7	7	5	8	6	7	6	2	7	7	8	5	5	8	8	8	8	3
AA	7	PRIVATE	3	3	2	3	3	3	4	4	5	5	4	4	4	4	3	3	3	3	4	4
	537		122	148	132	131	118	130	127	119	130	121	124	124	144	131	127	132	133	123	114	97
D1	39	CITY	5	5	5	5	5	4	4	6	11	11	6	6	6	6	6	5	5	6	5	5
F1	42	CITY	5	4	3	4	4	5	5	7	10	10	3	5	6	8	8	7	7	6	5	8
K1	9	CITY	5	5	6	6	6	7	4	4	9	5	3	5	3	4	4	4	4	4	2	5
Q1	28	CITY	5	5	6	7	7	6	4	3	6	5	8	7	7	6	7	6	4	5	5	3
R1	33	CITY	11	12	13	9	9	14	13	17	22	18	11	11	12	12	13	11	14	13	16	11
Z1	48	COUNTY	42	44	44	38	34	39	43	39	25	9	42	43	41	32	33	38	38	35	25	9
Z2	45	COUNTY	21	21	18	17	17	19	23	19	14	3	19	20	23	16	16	19	23	19	15	2
AA1	21	COUNTY	16	15	17	3	16	14	14	13	12	11	14	15	14	14	14	12	15	11	12	8
	265		110	111	112	89	98	108	110	108	109	72	106	112	112	98	101	102	110	99	85	51

Appendix - Parking Table

BLOCK	TOTAL SPACES	OWNER	DAY ONE										DAY TWO									
			9:00 a.m.	10:00 a.m.	11:00 a.m.	Noon	12:30 p.m.	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	5:00 p.m.	9:00 a.m.	10:00 a.m.	11:00 a.m.	Noon	12:30 p.m.	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	5:00 p.m.
1	10	STREET	1	3	2	2	1	2	2	3	4	4	3	2	2	2	3	3	3	2	3	4
2	17	STREET	4	2	3	3	2	2	2	2	4	5	8	8	3	3	3	3	4	4	8	4
6	5	STREET	1	2	1	1	1	1	1	1	2	2	2	2	2	1	2	2	1	3	2	1
7	10	STREET	1	2	0	1	2	1	1	2	2	2	1	1	1	2	1	1	1	2	1	2
8	9	STREET	2	3	3	3	3	2	3	1	0	2	2	0	1	0	1	2	1	1	2	0
11	13	STREET	5	5	6	4	5	6	6	1	0	1	9	0	6	3	2	2	3	0	0	0
12	11	STREET	0	4	1	2	1	0	3	3	5	5	5	1	5	1	2	1	4	5	1	0
13	14	STREET	5	3	3	2	2	6	7	5	6	4	2	1	4	3	2	2	3	4	1	1
23	15	STREET	4	6	4	7	5	4	5	6	5	3	1	1	0	3	1	1	2	1	0	0
25	10	STREET	2	3	3	0	3	4	2	2	6	3	1	2	1	3	2	1	0	1	3	2
26	19	STREET	2	6	6	8	8	9	10	9	12	12	1	3	7	9	10	11	6	7	8	5
33	9	STREET	3	4	4	3	3	3	4	1	2	2	4	4	4	4	4	5	4	4	3	5
34	9	STREET	3	3	3	4	4	3	4	2	3	3	3	3	3	3	3	3	4	3	5	4
35	12	STREET	6	7	7	7	6	5	5	7	8	7	6	6	7	8	8	8	9	5	5	6
36	8	STREET	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	17	STREET	6	5	5	4	3	3	2	4	4	7	4	3	4	4	3	4	4	6	5	7
39	10	STREET	2	4	2	2	2	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0
42	9	STREET	1	3	4	3	0	2	4	3	0	0	3	2	2	0	2	2	3	2	1	0
43	5	STREET	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	212		48	67	57	56	51	54	61	53	63	62	55	39	52	49	51	52	52	50	48	41

Appendix - Parking Table

BLOCK	TOTAL SPACES	OWNER	DAY ONE										DAY TWO									
			9:00 a.m.	10:00 a.m.	11:00 a.m.	Noon	12:30 p.m.	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	5:00 p.m.	9:00 a.m.	10:00 a.m.	11:00 a.m.	Noon	12:30 p.m.	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	5:00 p.m.
CORE AREA ONLY																						
L	4	PRIVATE	0	2	1	4	3	1	2	1	4	4	0	0	1	1	1	1	1	2	3	
M	26	PRIVATE	7	10	13	15	13	13	14	11	14	14	6	11	11	9	9	9	11	10	11	10
S	8	PRIVATE	3	3	3	2	3	3	4	3	3	2	3	3	3	3	4	4	2	3	3	3
T	8	PRIVATE	4	3	2	2	1	2	3	4	3	1	1	4	2	2	2	3	3	3	3	1
	46		15	20	20	25	22	20	25	21	26	23	11	19	18	16	17	18	18	18	21	19
L1	27	CITY	15	17	16	15	17	13	17	18	15	9	17	18	19	17	14	15	13	9	7	10
M1	14	CITY	5	5	5	5	6	7	4	6	6	7	6	6	7	8	6	6	7	7	8	8
BB	60	CITY	23	32	23	36	50	37	31	29	33	37	37	45	40	46	46	32	41	30	17	24
S1	34	CITY	25	29	31	28	29	30	26	24	19	13	22	27	28	33	28	28	24	21	16	9
	135		68	83	75	84	102	87	78	77	73	66	82	96	94	104	94	81	85	67	48	51
14	5	STREET	3	2	2	4	1	2	1	1	1	3	2	2	2	2	3	0	1	2	3	4
15	9	STREET	0	1	0	2	4	3	4	4	5	5	2	2	3	1	1	1	1	2	1	6
16	9	STREET	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0
17	8	STREET	1	4	3	3	7	4	3	2	5	5	2	1	4	5	6	1	4	2	3	2
19	16	STREET	0	1	2	3	2	6	3	3	3	1	1	4	2	2	3	1	4	1	3	0
27	13	STREET	0	1	4	3	3	3	2	2	4	1	2	4	3	3	4	2	2	0	2	1
28	9	STREET	1	2	3	5	8	1	5	5	8	8	0	4	4	3	6	5	3	2	2	2
29	8	STREET	3	2	2	1	1	0	0	0	1	1	3	4	5	1	1	1	4	1	1	2
30	7	STREET	1	2	3	4	3	5	4	5	4	4	1	6	5	5	3	2	3	2	2	1
31	12	STREET	7	6	7	8	7	7	7	6	5	3	9	9	7	6	5	8	8	10	6	4
38	13	STREET	1	1	3	0	0	0	4	1	3	2	1	1	3	2	0	3	2	1	0	1
	109		17	22	29	33	36	31	33	30	41	34	23	37	38	30	32	24	32	23	23	23

Appendix - Parking Table

BLOCK	TOTAL SPACES	OWNER	DAY ONE										DAY TWO									
			9:00 a.m.	10:00 a.m.	11:00 a.m.	Noon	12:30 p.m.	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	5:00 p.m.	9:00 a.m.	10:00 a.m.	11:00 a.m.	Noon	12:30 p.m.	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	5:00 p.m.
TOTAL AREA OVERALL																						
N/A	583	PRIVATE	137	168	152	156	140	150	152	140	156	144	135	143	162	147	144	150	151	141	135	116
N/A	400	PUBLIC	178	194	187	173	200	195	188	185	182	138	188	208	206	202	195	183	195	166	133	102
N/A	321	STREET	65	89	86	89	87	85	94	83	104	96	78	76	90	79	83	76	84	73	71	64
	1304	OVERALL	380	451	425	418	427	430	434	408	442	378	401	427	458	428	422	409	430	380	339	282
CORE AREA																						
N/A	46	PRIVATE	15	20	20	25	22	20	25	21	26	23	11	19	18	16	17	18	18	18	21	19
N/A	135	PUBLIC	68	83	75	84	102	87	78	77	73	66	82	96	94	104	94	81	85	67	48	51
N/A	109	STREET	17	22	29	33	36	31	33	30	41	34	23	37	38	30	32	24	32	23	23	23
	290	OVERALL	100	125	124	142	160	138	136	128	140	123	116	152	150	150	143	123	135	108	92	93

Appendix - Parking Map

