



City of Las Cruces®

PEOPLE HELPING PEOPLE

Council Action and Executive Summary

Item # 14

Ordinance/Resolution# 13-142

For Meeting of _____
(Ordinance First Reading Date)

For Meeting of April 15, 2013
(Adoption Date)

Please check box that applies to this item:

QUASI JUDICIAL

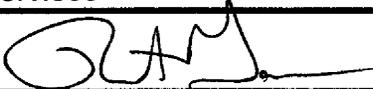
LEGISLATIVE

ADMINISTRATIVE

TITLE: A RESOLUTION ADOPTING THE 2012 DOWNTOWN PARKING STUDY UPDATE.

PURPOSE(S) OF ACTION:

Approve parking study update.

COUNCIL DISTRICT: N/A		
<u>Drafter/Staff Contact:</u> Andy Hume	<u>Department/Section:</u> Community Development / Planning & Neighborhood Services	<u>Phone:</u> 528-3048
<u>City Manager Signature:</u>		

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

Walker Parking Consultants completed an assessment of the parking supply and demand in 2008. Their services were again secured in 2012 to re-assess the parking status four years later. The re-assessment included a 24-block area roughly encompassed by Picacho, Campo, Amador, and Alameda. The consultant reviewed all public and private parking lots, as well as on-street parking. In addition to the final draft report, the consultant provided a parking demand model that can be used to track potential impacts that new or re-development may have on existing and future parking needs.

The final draft and recommendations are contained in the attached document, *Downtown Parking Study Update*, dated October 26, 2012.

The key proposed recommendations are listed below:

- Development of a public parking garage is not recommended at this time, but there is a need to track and evaluate development's impact on public parking. Use the Las Cruces Parking Demand Model as an evaluation tool;
- Investigate options to create a parking enforcement division;
- Evaluate options for a future pay parking pilot project;
- Sign and enforce 2-hour parking on Main Street; and
- Identify Farmers and Crafts Market vendor parking.

Adoption of the parking study update will provide staff, developers, and other downtown stakeholders with the tools and implementation steps to monitor parking needs over the next few years. Also, it will set a foundation for determining when improvements or expansion of parking facilities are required. Existing and future businesses will have more certainty regarding expansion or location plans.

SUPPORT INFORMATION:

1. Resolution.
2. Exhibit "A", Downtown Parking Study Update, October 26, 2012.

SOURCE OF FUNDING:

Is this action already budgeted? N/A	Yes	<input type="checkbox"/>	See fund summary below
	No	<input type="checkbox"/>	If No, then check one below:
	Budget Adjustment Attached	<input type="checkbox"/>	Expense reallocated from: _____
		<input type="checkbox"/>	Proposed funding is from a new revenue source (i.e. grant; see details below)
		<input type="checkbox"/>	Proposed funding is from fund balance in the _____ Fund.
Does this action create any revenue? N/A	Yes	<input type="checkbox"/>	Funds will be deposited into this fund: _____ in the amount of \$ _____ for FY _____.
	No	<input type="checkbox"/>	There is no new revenue generated by this action.

BUDGET NARRATIVE

N/A

FUND EXPENDITURE SUMMARY:

Fund Name(s)	Account Number(s)	Expenditure Proposed	Available Budgeted Funds in Current FY	Remaining Funds	Purpose for Remaining Funds
N/A	N/A	N/A	N/A	N/A	N/A

OPTIONS / ALTERNATIVES:

1. Vote "Yes"; this action will approve the Resolution adopting the Downtown Parking Study Update.
2. Vote "No"; this will deny the Resolution adopting the Downtown Parking Study Update.
3. Vote to "Amend"; this action could modify the Resolution and approve the modified Resolution. The Resolution may be modified to "Accept" the study update.

4. Vote to "Table"; this action could prevent staff from utilizing the proposed recommendations in the Downtown Parking Study Update.

REFERENCE INFORMATION:

1. N/A

RESOLUTION NO. 13-142

A RESOLUTION ADOPTING THE 2012 DOWNTOWN PARKING STUDY UPDATE.

The City Council is informed that:

WHEREAS, the Walker Parking Consultants submitted a final draft of the *Downtown Parking Study Update* on October 26, 2012; and

WHEREAS, the *Downtown Parking Study Update* is a re-assessment of the parking needs that were reviewed in their 2008 parking study; and

WHEREAS, the study update includes recommendations for addressing near- and long-term parking needs for the downtown.

NOW, THEREFORE, Be it resolved by the governing body of the City of Las Cruces:

(I)

THAT the *Downtown Parking Study Update*, as shown in Exhibit "A," attached hereto and made part of this Resolution, is hereby approved.

(II)

THAT City staff is hereby authorized to do all deeds necessary in the accomplishment of the herein above.

DONE AND APPROVED this ____ day of _____, 2013.

APPROVED:

Mayor

ATTEST:

City Clerk

(SEAL)

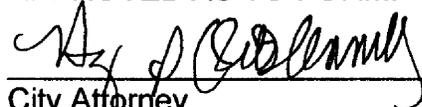
VOTE:

Mayor Miyagishima: _____
Councillor Silva: _____
Councillor Smith: _____
Councillor Pedroza: _____
Councillor Small: _____
Councillor Sorg: _____
Councillor Thomas: _____

Moved by: _____

Seconded by: _____

APPROVED AS TO FORM:



City Attorney



**DOWNTOWN PARKING STUDY
UPDATE**

**CITY OF LAS CRUCES,
NEW MEXICO**

Prepared for:
City of Las Cruces, Community Development
Department

OCTOBER 26, 2012





WALKER PARKING CONSULTANTS
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Greenwood Village, CO 80111

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Fax: 303.694.6667
www.walkerparking.com

October 26, 2012

Mr. David Dollahon, AICP
Chief Planning Administrator
Community Development Department
City of Las Cruces, NM
PO Box 20000
Las Cruces, NM 88004

Re: *Downtown Parking Study Update*
City of Las Cruces, New Mexico

Dear Mr. Dollahon:

Walker Parking Consultants is pleased to submit the following *Downtown Parking Supply Update* for the City of Las Cruces. The first section of this report discusses occupancy data that was collected in April and May of 2012; results from these occupancies are compared to our previous 2008 findings. Additional sections of this report provide analysis of future downtown parking needs (based on current and proposed projects), plus responses from our public feedback surveys, and recommendations related to future parking management and development.

We appreciate the opportunity to be of service to you. Please contact us with any questions.

Sincerely,

WALKER PARKING CONSULTANTS

A handwritten signature in black ink, appearing to read "J. Simpson", is written over a horizontal line.

Jeremiah Simpson
Parking Consultant

Enclosure



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23-7339.00

EXECUTIVE SUMMARY

The City of Las Cruces has hired Walker Parking Consultants to conduct a *Parking Study Update* for the downtown core. The purpose of this report is to re-assess downtown parking supply/demand conditions that were previously analyzed by Walker in 2008. Parking management strategies and recommendations have been updated based on our assessment of current and future parking demand and feedback received from the Downtown Revitalization Ad Hoc Committee and other public input. Possible short- and mid-range development projects are also evaluated as a part of this report (starting on page 14). Garage location options are also reviewed (see pages 19 – 21); though a garage is not being recommended at this time.

Supply and Demand Findings

Based on the data collected in 2012, Walker reports the following findings:

- The downtown parking system is currently sufficient to adequately address the needs of all user groups based on the 2012 data collected (using the peak hour and day).
- Individual parking lots may experience localized shortages at certain times. For example on Saturday morning, during the Farmer's and Crafts Market, public parking in Lot 13 (City Lot 3/4) filled to 94% while Lots 37-39 (City Lot 9/10) filled to 100%. As these lots are the closest and most convenient to Main Street, some visitors may perceive a parking shortage if attempting to park in these lots. For a detailed breakdown of lot by lot usage, please see Appendix B.
- Parking demand within the downtown shows little change over the last four years, though demand for parking associated with public buildings has increased somewhat (likely due to the impact of the new City Hall).
- The new Federal courthouse appears to have had little overall impact on the downtown parking system based on the data collected. This may mean that some of the demand for the new building is simply relocated from the other buildings, or that new parkers added were offset by others being relocated. In either case, we understand that this building may not be operating at 100% capacity yet.
- The public parking system (public lots and on-street) does have some capacity to accommodate additional demand on a typical peak weekday. Combined, public on-street parking and public parking lots have surplus of roughly 450 spaces at the peak hour.
- Based on our Saturday morning data sample, public parking resources were clearly heavily utilized due to the downtown Las Cruces Farmer's and Crafts Market. For Saturday morning, public parking lots overall filled to 93% (568 of 614 spaces occupied) and on-street spaces filled to 39% occupied (170 of 437 spaces occupied). The result is a public parking surplus of only roughly 300 spaces; though many of these would be located on-street on some of the more remote block faces away from the Main Street core. Note that this conclusion also takes into account that spaces right along Main Street are closed off for the Farmer's and Crafts Market.

Based on our analysis, Walker's overall conclusion is that the City can afford to support some additional downtown development without adding or requiring additional weekday parking resources. This is assuming that on-street and off-street parking resources remain available (i.e., not displaced by the project) and that the planned development is being added near to one of the available public parking lots. The Electric Company

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Lot (Lot 47) would be the best option for added demand as it has the most consistent availability of parking spaces.

However, if the proposed new development is expected to generate some parking demand on Saturday mornings, then alternative arrangements need to be made to accommodate this use.

Updated Recommendations

- 1) Development of a new public parking garage is not recommended at this time. However, we do recommend that the City keep track of new development and redevelopment projects as they occur (Figure 11 on page 18) so that the impact on public parking can be evaluated periodically. Recommended garage options are discussed on pages 19 – 21.
- 2) Investigate options to create a parking enforcement division within the existing City departmental structure. Some Cities have successfully organized a parking department under their finance or community development departments. However, the most common option for small and mid-sized cities is to organize this under their police department utilizing designated parking enforcement officers or liaisons (rather than regular full-time police officers).
- 3) Evaluate options for a future pay parking pilot program. However, Walker does not recommend implementing pay parking at this time for the downtown, until additional development or redevelopment has occurred.
- 4) Sign and enforce Main Street for 2-hour parking limits on both sides of the street. Signage and enforcement policies should be rolled out to the business community prior to enacting the program. Two hour limits should be enforced as a "zone restriction"; i.e., drivers should be allowed to park within the two hour zone only once per day and not simply move their vehicle from one space to a different nearby space every two hours and re-park within the same zone. (This is commonly referred to as the "employee shuffle" and defeats the purpose of time limited parking which is to ensure that these spaces turn over for customer and visitor parking.)
 - a. Enforcement technologies such as hand-held wireless ticket writers can be purchased in order to track license plates parking within the zone. However, for a lower cost enforcement option, Walker recommends occasionally conducting a survey of plate numbers every hour for the full day to identify violators.
 - b. A graduated fine schedule is recommended where first time violators may receive a warning, but fines escalate with each occurrence for chronic repeat offenders.
- 5) Identify specific parking resources that can be made available on Saturday mornings for vendor parking after they have set up their stalls. The City Hall garage or County Courthouse lot may be a good option. Institute a voluntary vendor decal or sticker program and incentive this program by offering drawings or awards for vendors that opt to participate. Again, institute a public outreach program prior to instituting this solution.
- 6) Consider instituting a Saturday morning limit for Lots 13, 28, and 37-39 (City Lots 3/4, 5, and 9/10) to prohibit vendor parking and ensure that these spaces are being used primarily by Farmer's and Craft Market visitors and customers and other downtown visitors.

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INTRODUCTION

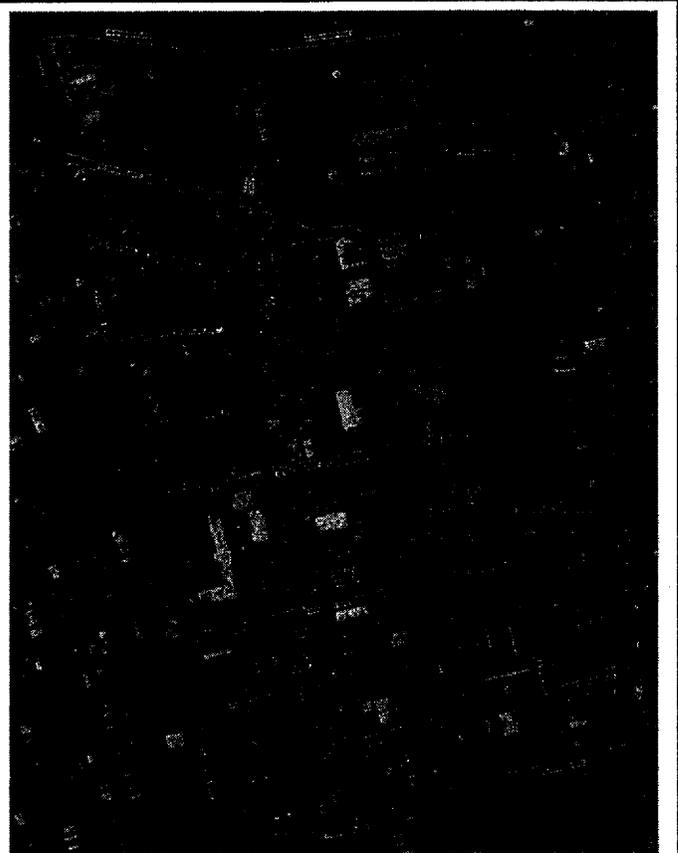
Walker Parking Consultants ("Walker") has been hired by the City of Las Cruces, New Mexico ("the City") to conduct a *Parking Study Update* for the City's downtown core. For this study, Walker has been asked to analyze current parking utilization trends, update our projections of downtown parking needs, and provide parking management and development recommendations for a roughly 24-block study area. The study area for this project is bounded by E. Picacho Ave., W. Amador Ave., S. Campo St., and S. Alameda Blvd. This area can be seen on Figure 1 on page 3. A detailed scope of work for this study is provided in Appendix A.

PREVIOUS FINDINGS (2008)

Walker previously analyzed downtown parking needs as part of a 2008 study effort for UniDev, LLC. Data was collected for this previous study in July of 2008 with a final report issued on 12/08/08.

As of 2008, UniDev was acting as the "owner's representative" on behalf of the City to look at options to develop multi-family workforce housing at several possible sites. The sites being considered included many of the downtown public parking lots, labeled on Figure 1 as lots 13, 33, 37, and 39. Such development would have likely displaced one or more of these heavily utilized parking lots. As a result, several sites for a downtown public parking garage were also being evaluated to replace the lost stalls and address new demand. However, due to the 2008 to 2010 recession, plans for the housing project did not move forward from the concept phase.

In addition to the proposed new housing project, Walker also analyzed possible parking needs for the new City Hall and the new Federal Courthouse; both buildings were under construction at the time. Several other possible projects were also discussed in the report along with options to convert some of the downtown parking system to pay parking through use of parking permits and/or trial use of pay-and-display meters. (*System-wide pay parking would have been required by the GSA, as a matter of policy, in order to charge Federal employees for monthly downtown parking permits. If implemented, this user group would help to provide some base funding for a possible new garage).



Study area for Walker's 2008 *Downtown Parking Study*. The City Hall block and Federal Courthouse block were under construction at that time. An updated map for 2012 is provided on Figure 1 and in Appendix B. Note that the lot numbers shown on the above map are not current as some lot designations have been updated since the 2008 report.

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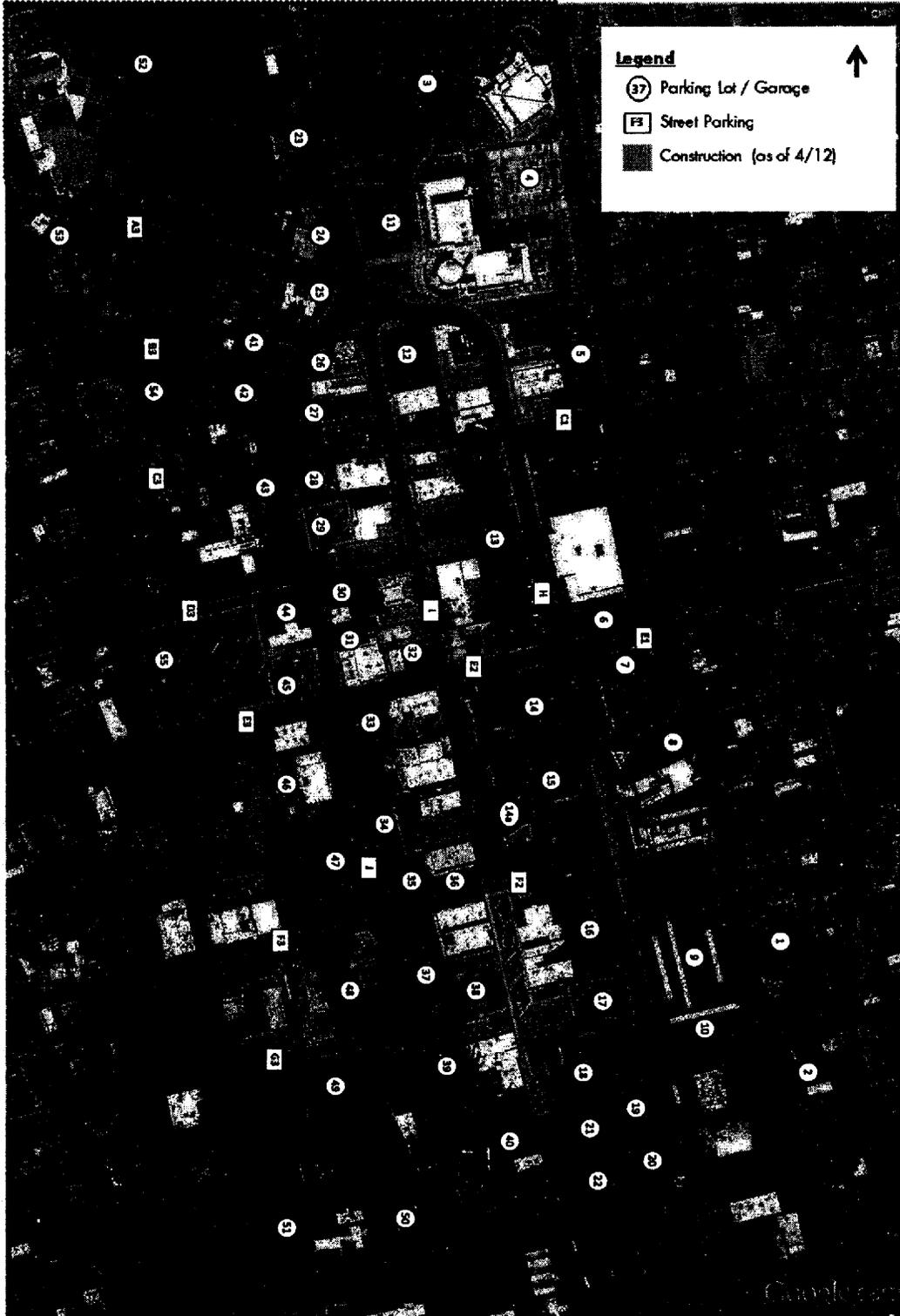
Some of the key findings from the previous 2008 study are listed below:

- As of July 2008, the downtown core had a total of 3,246 parking spaces with 1,038 of those available in public lots and on-street spaces. Public buildings provided an additional 595 stalls for uses such as the county courts, federal offices, post office, and old City Hall.
- Based on the occupancy data collected, the study area had an effective surplus of roughly 1,340 parking spaces overall at the peak hour, and an effective surplus of roughly 325 available public stalls (on-street and public lots only).
- Public parking resources were judged to be more heavily utilized within the Courthouse sub-zone (southern end of the downtown) than they were within the City Hall sub-zone (north end of the downtown).
- Based on proposed development plans, including the new City Hall, the New Federal Courthouse, and the UniDev housing projects, Walker projected a need for an additional roughly 550 to 660 public parking spaces for the downtown. The first figure assumed only a surface lot at the new City Hall while the second figure assumed a roughly 370-space garage at the new City Hall.
 - Note that for the 2008 study, a good portion of the projected need was parking spaces displaced by the new UniDev housing projects; as this development did not move forward, the actual parking impact on the downtown was less than anticipated.
- Based on analysis of various downtown sub-zones, Walker recommended adding approximately 700 parking spaces to the downtown. Walking distances between the north and south end of the loop meant that several facilities may be needed rather than providing all spaces in one location. (Hence the increase from the 660-space deficit to a recommendation for 700 new spaces.)
- For the north end, Walker recommended resurfacing and restriping spaces at the Moose Lodge and possibly developing a garage for the new City Hall. For the south end, one or two garages were recommended. Location D (the Electric Company Lot) and Location E (City Lot #1), across from the Federal Courthouse) were judged to be the best alternatives based on site geometrics and proximity to future demand generators.
- To address the issue of pay parking and collecting parking fees from the GSA, Walker recommended starting a trial program to install multi-space meters at several of the downtown public lots. If successful, this program was recommended to be expanded to include pay-and-display meters for on-street parking within the downtown loop and also pay parking for any future garages.
- Finally, the 2008 report briefly introduced several other parking management best practices that should be considered for the system. The following 2012 update will provide more detail on some of those recommendations.

STUDY AREA MAP

A map of the downtown study area is provided on the following page. Note that this map has been updated since the 2008 study to create a more logical numbering system for lots and on-street parking areas. Lot numbers and on-street parking letters correspond to the 2012 inventory and occupancy data provided in Appendix B. The map has also been updated to show areas that are currently under construction as of April 2012. A larger version of this map is provided in Appendix B.

Figure 1: Updated Downtown Study Area Map



Source: Walker Parking Consultants, 2012

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PARKING SUPPLY/DEMAND UPDATE (2012)

To update the previous parking supply and demand findings, Walker staff conducted parking inventory and occupancy surveys within the study area on Thursday, April 11, 2012.

Following the initial data collection, several community meetings were held to discuss the scope and purpose of the parking study. The initial meetings were held on April 13 with the Downtown Revitalization Ad Hoc Committee and on April 14 as a general public hearing. Over the course of these meetings, several comments were received regarding the parking shortages that occur on Saturdays due to the weekly downtown Las Cruces Farmer's and Crafts Market. Other meeting participants felt that the data collection effort should be expanded to also include some additional weekday morning, afternoon, and evening samples.

In response to these comments, Walker staff made a follow-up visit to Las Cruces to provide training to several City staff members. The City employees then proceeded to collect parking counts on Tuesday, May 15 through Saturday May 19, 2012. Results from all six occupancy counts are presented in summary form on the following pages. Detailed data from these counts is provided in Appendix B. Comparison occupancy data from 2008 is also provided for reference.

UPDATED PARKING INVENTORIES

Updated parking inventories for the downtown study area are shown on the table below. Most of the major changes to the inventory are the result of factors such as: new downtown development projects that have displaced previously available private lots, realigned street parking near the north-end round-about, and the new garage that was added in conjunction with the City Hall building. Other minor changes to the inventories include restriping and/or reclassification of spaces in certain lots such as the Moose Hall lot, the Magistrate building lot, Bank of the West lot, etc. Inventory changes are noted in more detail in Appendix B.

Figure 2: Parking Inventory Summary

On-Street	437	13%
Private Businesses	1,277	38%
Public Lots	614	18%
Public Buildings	968	29%
Gated (1)	-	-
Vacant / Unimproved	71	2%
Total Inventory	3,367	
1. For the 2012 surveys, gated parking at the two federal buildings was excluded.		

Source: Walker Parking Consultants, 2012

For this study, the secure parking below the new Federal Courthouse building was excluded. Also, the gated lot at the old Federal building was also excluded (labeled as lot 9). Though this lot was included in our 2008

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survey, the lot is now being used for staging for a number of contractor vehicles that are working on renovations. Therefore the demand is not a good indication for typical usage.

The following table shows a comparison between the 2012 inventory figures and the available inventory in 2008. Parking systems are often more dynamic than would be expected for a static resource; cities are always undergoing change, and surface parking lots are relatively easy to restripe, realign, or develop on top of. The changes in the inventory numbers seen below are not atypical for a downtown system.

Figure 3: Net Inventory Changes Since 2008

Inventory Type	2012 Inventory	2008 Inventory	Net Change (2)
On-Street	437	400	37
Private Businesses	1,277	1,355	(78)
Public Lots	614	638	(24)
Public Buildings	968	595	373
Gated (1)	-	77	(77)
Vacant / Unimproved	71	181	(110)
Total Inventory	3,367	3,246	121

1. For the 2012 surveys, gated parking at the two federal buildings was excluded.

2. See Appendix B for a detailed list of inventory changes.

Source: Walker Parking Consultants, 2012

A Note on "Public Parking"

For the purposes of this study, "public parking" is assumed to include all on-street spaces, plus City-controlled lots that are typically available to downtown visitors and merchants. Existing City lots include lots 13, 16, 27-29, 33, 37-39, and 47 on Figure 1. Note that the City has a different numbering system for these lots (large green signs in some cases). However for this study, the City's numbering is considered to be the lot name and does not correspond to Walker's map.

lots located at public buildings (library lot, City Hall lot, etc.) are assumed to be publically available but are not included as general "public parking" as they typically serve only one designated use at a time. In a few instances, including the old City Hall lot (Lot 7), the City may allow for some informal public use of the parking.¹ This is a good short- or mid-term solution until the old City Hall building is re-tenanted as it expands the available supply of public spaces using an existing under-utilized parking lot.

¹ At one point, the Old City Hall parking lot was formally leased to the County for a limited period to address parking needs associated with a court case at the Federal Courthouse. This lease has since expired. However, the lot is still being used informally for public parking as the City is not actively enforcing any restrictions here. According to City staff, this arrangement is likely to continue as long as the building remains vacant.

All other off-street parking within the downtown is considered to be "private." Though some of the private lots are not strictly enforced, these lots are still assumed to be available for one use only. Typically, private lots are included in this type of analysis in order to account for all downtown parking demand; this is helpful to establish accurate demand ratios. Also, private lots are sometimes mentioned as possible opportunities for shared-use, where underutilized lots might be available for lease or reciprocal use agreements between the City and a private business or between adjacent businesses. Note that Walker understands that these types of agreements are sometimes difficult to facilitate and usually do not offer a long-term solution. However, for short-term parking issues, Walker has seen this work in limited scenarios in other cities.

In any case, it should be clearly noted that private parking lots are not typically considered as "available" parking when we are looking at the need for additional general public parking capacity for the downtown.

PARKING OCCUPANCIES

The summary table on the next page provides a breakdown of the observed parking occupancy data by date and by time. Please see Appendix B for additional details by lot or by block face. Note that the "available inventory" shown for the Saturday counts is somewhat reduced due to the temporary closure of parking along Main Street due to the Farmer's and Crafts Market.

Overall peak occupancies were observed on Wednesday, May 16, 2012 at 9:00 am when roughly 47% of all available parking spaces within the study area were occupied. However, overall occupancy results from several other counts are also worth noting as they may indicate some of the typical demand patterns for the downtown. Saturday morning counts showed very heavy utilization of most of the core public parking resources. However, most parking lots serving private business (such as many of the bank lots) showed much lower utilization on Saturday than on weekdays. Again, please see Appendix B for a detailed breakdown of parking occupancy data by facility type. Generally, when a parking resource fills to 90% of capacity or greater, that lot is considered effectively "full."

Most of the rest of the analysis in this report will be based either on the peak hour demand (from 5/16/12), though occupancies at other times of the day may be slightly higher on over survey dates. The bottom of the following table shows the averages that have been calculated for the peak time and off-peak periods after factoring in the full data set. In some instances, these averages will be referenced when making comparisons.

Figure 4: Parking Occupancy Summary 2012

Summary of Downtown Parking Occupancies by Date (2012):						
Survey Date	Available Spaces	Occupancies				
		9:00 AM - 10:00 AM	10:00 AM - 2:00 PM	2:00 PM - 3:00 PM	3:00 PM - 7:00 PM	
Thursday, April 12, 2012	3,367	-	1,420	-	1,357	-
Tuesday, May 15, 2012	3,367	1,355	-	-	1,292	508
Wednesday, May 16, 2012	3,367	1,577	-	-	1,280	481
Thursday, May 17, 2012	3,367	1,360	-	-	1,357	582
Friday, May 18, 2012	3,367	1,361	-	-	1,083	481
Saturday, May 19, 2012	3,322	-	1,256	656	-	-
		Occupancies				
		9:00 AM - 10:00 AM	10:00 AM - 2:00 PM	2:00 PM - 3:00 PM	3:00 PM - 7:00 PM	
Thursday, April 12, 2012	3,367	-	42%	-	40%	-
Tuesday, May 15, 2012	3,367	40%	-	-	38%	15%
Wednesday, May 16, 2012	3,367		-	-	38%	14%
Thursday, May 17, 2012	3,367	40%	-	-	40%	17%
Friday, May 18, 2012	3,367	40%	-	-	32%	14%
Saturday, May 19, 2012	3,322	-	37%	19%	-	-
Weekday Morning Average Demand (9am / 10 am):				1,415	43%	
Weekday Afternoon Average Demand (3 pm; Friday excluded):				1,322	40%	
Saturday Morning Demand (10 am):				1,256	38%	
Weekday Evening Average Demand (7 pm):				513	15%	

Source: Walker Parking Consultants, 2012

The following table shows comparisons between the 2012 and 2008 occupancy findings. Note that the 2012 sample is more comprehensive as it includes five weekday survey dates rather than just the one from 2008.

When comparing the peak hour survey day demand in 2012 to the 2008 survey, the numbers do reflect an overall increase in demand especially for resources associated with public buildings. Logically, we assume that some of this demand is associated with the new City Hall. However, for that particular day, an increase in demand at the County Judicial complex is also responsible for some of the peak parking demand represented.

A different conclusion is evident when comparing averages from the 2012 survey to the 2008 data. Based on this comparison, it is clear that parking demand for all resource types except for public buildings is very similar to what was observed in 2008.

Figure 5: Parking Occupancy Comparison, 2012 versus 2008

Comparison of Weekday Morning Peak Parking Demand (9 am)			
	2012 Counts	2008 Counts	Change
On-Street	144	140	4
Private Businesses	416	515	(99)
Public Lots	454	417	37
Public Buildings	560	344	216
Gated	-	-	-
Vacant / Unimproved	3	26	(23)
Total Inventory	1,577	1,442	135
1. 2012 Occupancy data reported above is based on the counts collected on 5-16-12 which was the overall busiest day at 9 am.			
Comparison of Weekday Morning Parking Demand (based on averages)			
	2012 Counts	2008 Counts	Change
On-Street	121	140	(19)
Private Businesses	407	515	(108)
Public Lots	365	417	(52)
Public Buildings	518	344	174
Gated	-	-	-
Vacant / Unimproved	3	26	(23)
Total Inventory	1,415	1,442	(27)
2. 2012 Occupancy data reported above is based on the counts collected on all five weekday morning survey dates (at 9 am / 10 am) and averaged together			

Source: Walker Parking Consultants, 2012

PARKING OCCUPANCY FINDINGS

Based on the data collected in 2012 and our comparison with the 2008 data, Walker reports the following findings:

- The downtown parking system is currently sufficient to adequately address the needs of all user groups based on the 2012 data collected (using the peak hour and day).



- Individual parking lots may experience localized shortages at certain times. For example on Saturday morning, during the Farmer’s and Crafts Market, public parking in Lot 13 (City Lot 3/4) filled to 94% while Lots 37-39 (City Lot 9/10) filled to 100%. As these lots are the closest and most convenient to Main Street, some visitors may perceive a parking shortage if attempting to park in these lots. For a detailed breakdown of lot by lot usage, please see Appendix B.
- Parking demand within the downtown shows little change over the last four years, though demand for parking associated with public buildings has increased somewhat (likely due to the impact of the new City Hall).
- The new Federal courthouse appears to have had little overall impact on the downtown parking system based on the data collected. This may mean that some of the demand for the new building is simply relocated from the other buildings, or that new parkers added were offset by others being relocated. In either case, we understand that this building may not be operating at 100% capacity yet. Additional discussion on this project is provided in the next section.
- The public parking system (public lots and on-street) does have some capacity to accommodate additional demand on a typical peak weekday. Combined, public on-street parking and public parking lots have surplus of roughly 450 spaces at the peak hour. This finding can be seen on the table below:

Figure 6: Weekday Parking Occupancy Sufficiency 2012

2012 Weekday Parking System Sufficiency (based on the peak demand)			
Category	2011 Inventory	2012 Peak Demand	2012 Surplus
Private Businesses	1,277	416	861
Public Buildings	968	560	408
Gated	-	-	-
Vacant / Unimproved	71	3	68
Total Inventory	3,367	1,577	1,790

1. 2012 Occupancy data reported above is based on the counts collected on 5-16-12 which was the overall busiest day at 9 am.

Source: Walker Parking Consultants, 2012

- Based on our Saturday morning data sample, public parking resources were clearly heavily utilized due to the downtown Las Cruces Farmer’s and Crafts Market. For Saturday morning, public parking lots overall filled to 93% (568 of 614 spaces occupied) and on-street spaces filled to 39% occupied (170 of 437 spaces occupied). The result is a public parking surplus of only roughly 300 spaces; though many of these would be located on-street on some of the more remote block faces away from the Main Street core. Note that this conclusion also takes into account that spaces right along Main Street are closed off for the Farmer’s and Crafts Market. This finding can be seen on the table below:

Figure 7: Parking Occupancies by Day and Type 2012

Inventory Type	2012 Total	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
On-Street	437	125	130	144	104	101	130
Private Businesses	1,277	445	423	416	381	372	357
Public Lots	614	353	356	454	346	318	358
Public Buildings	968	496	442	560	527	567	157
Gated	-	-	-	-	-	-	-
Vacant / Unimproved	71	1	4	3	2	3	4
Total Occupancies	3,367	1,420	1,355	1,577	1,360	1,361	1,256

Source: Walker Parking Consultants, 2012

PARKING OCCUPANCY INITIAL RECOMMENDATIONS

Based on the previous two tables, Walker's overall conclusion is that the City can afford to support some additional downtown development without adding or requiring additional weekday parking resources. This is assuming that on-street and off-street parking resources remain available (i.e., not displaced by the project) and that the planned development is being added near to one of the available public parking lots. The Electric Company Lot (Lot 47) would be the best option for added demand as it has the most consistent availability of parking spaces.

However, if the proposed new development is expected to generate some parking demand on Saturday mornings, then alternative arrangements need to be made to accommodate this use. (This particular conclusion is somewhat different than the recommendation drafted by *The Downtown Revitalization Ad Hoc Committee* that all new downtown development be parking neutral; Walker will address this consideration in the next section of the report).

Another recommendation based on the occupancy data would be to reassess how parking is currently handled for the Saturday morning Farmer's and Crafts Market. This strategy might be an option to pursue over the near term. Though parking is currently adequate to address the needs of the Farmer's Market (with minimal parking management), we assume that some patrons already view the parking situation unfavorably as they likely must circulate for some period to find open parking spaces in the public lots. Addressing the problem now will allow additional new development to occur along Main Street without compounding any Saturday morning parking shortages.

Other cities have addressed similar shortages by designating more remote lots for vendor parking. Unloading and loading could be allowed in Lots 13, 28, and 37-39 (City Lots 3/4, 5, and 9/10) with the expectation that vendors would then relocate vehicles to another lot. The City could also investigate the option to allow for vendor and visitor parking in a more remote public building resource such as the City Hall garage and County Judicial Complex Lot. Operating a part-time shuttle or circulator from these facilities to the Main Street Farmer's and Crafts Market may make the idea of remote parking more acceptable to visitors and/or vendors.

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A member of the Ad Hoc Committee recommended that the City consider issuing parking stickers for Farmer’s and Crafts Market vendors for Saturday mornings. This is a solution that Walker supports. Initially a sticker or decal program would be mostly voluntary on the part of the vendors since the City does not current have infrastructure or policies in place for strict parking enforcement. Even so, a parking sticker or decal program with some positive outreach may help vendors to realize that keeping the prime lots open for customers is in their own best interests.

Adding time limits and/or pay parking to Lots 13, 28, and 37-39 (City Lots 3/4, 5, and 9/10) is not recommended at this time; though if demand in the downtown increases in the future, these types of options can provide another level of parking management to ensure that prime parking resources are available to visitors and customers rather than employees.

PUBLIC FEEDBACK AND SURVEYS

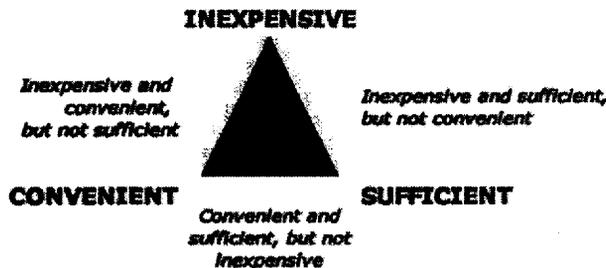
As part of our initial data collection efforts, Walker attended several meetings with the City, the Downtown Revitalization Ad Hoc Committee, and a public hearing (on April 14, 2012). As part of these meetings, a *Downtown Parking System Feedback Survey* was made available to meeting attendees that wanted to fill one out. Fourteen completed surveys were received, as of this report.

Many of the survey questions were short answer, which allowed for survey takers to provide a wide range of helpful thoughts, perceptions, and recommendations about the downtown parking system. A copy of the survey format is provided in Appendix C. A brief summary of the feedback received is presented below.

Question 1 on the survey was concerned with framing the priorities for the downtown parking system:

Figure 8: Parking System Feedback Surveys, Question 1

1. PLEASE REVIEW THE PARKING PRIORITIES TRIANGLE BELOW. GENERALLY, AN INDIVIDUAL PARKING FACILITY (LOT OR GARAGE) CAN ACCOMPLISH TWO OF THE THREE GOALS ON THE TRIANGLE, BUT NOT ALL THREE AT ONCE. FROM AN OVERALL DOWNTOWN PERSPECTIVE, PLEASE RATE THE MOST IMPORTANT ASPECTS TO YOU AS A DOWNTOWN STAKEHOLDER IN ORDER OF MOST IMPORTANT TO LEAST IMPORTANT.



For Day-To-Day Parking : 1. _____ 2. _____ 3. _____

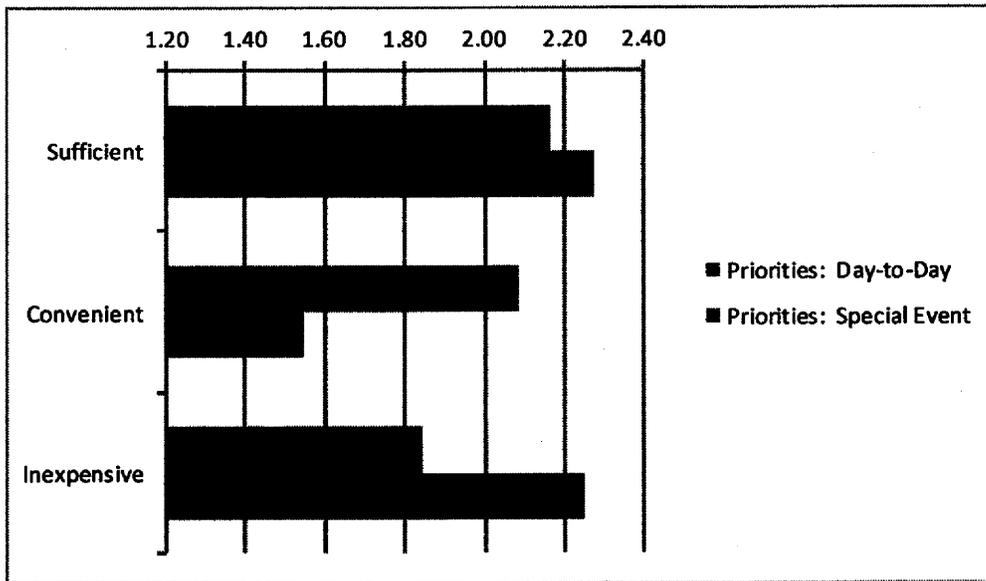
For Special Event Parking:
(such as farmers market) 1. _____ 2. _____ 3. _____

Source: Walker Parking Consultants, 2012

Responses were tallied and scored with the number one (most important) priority being given 3.0 points and the lowest priority given 1.0 point. The chart below represents the average weighted score for each priority.

It should be noted however, that many of the surveys did represent alternative points of view with some respondents placing a higher priority on inexpensive or on convenience than on "sufficient".

Figure 9: Question 1 Reponses



Source: Walker Parking Consultants, 2012

For day-to-day parking, responders tended to feel that parking should be: 1) Sufficient, 2) Convenient, and 3) Inexpensive. For special event parking, responders tended to score convenience much lower, meaning that the majority of survey takers would prefer a greater walking distance for a special event over higher parking fees.

Question #2 on the survey asked respondents to rate a number of different parking system criteria as "adequate", "inadequate", or "no opinion". Responses can be seen below.

Figure 10: Question 2 Responses

Parking System Component	Percentage
Public Parking Lot Signage	7
City's Responsiveness to Issues	6
Parking for Events / Festivals	6
Availability of Transit Alternatives	6
On-Street Signage	5
Technology	5
Parking Enforcement	4
Availability of Spaces	3
Parking Appearance	3
Convenience of Spaces	2
Parking Codes and Standards	1
Price (No pay parking, currently)	0

Source: Walker Parking Consultants, 2012

Of the items presented, Parking System Signage, Transit, City Responsiveness, and Special Event Parking were clearly perceived to be inadequate by roughly half of those returning a survey.

Additional Feedback

The following bullet points provide a summary of some of the comments that Walker received during the public meeting and from parking surveys that were returned:

- Many of the survey responses indicated a strong desire to protect parking for downtown merchants, and improve the parking system in order to support the health of the downtown business community; this was also cited in the public meeting and the Ad Hoc Committee meeting as a top priority
- Some business owners stressed the need to not just provide parking but to make sure that existing and future lots and garages are well maintained
- Signage was the most frequently cited complaint about the current system
- Branding (i.e., use of logos and color schemes) was well received as a possible option to improve public parking signage for the downtown
- Many surveys also mentioned the parking shortages on Saturday mornings due to the Farmer's and Crafts Market
- Some surveys referenced the lack of effective public transportation systems for the downtown or other non-parking alternatives (such as carpool incentives, shuttles, and options to encourage additional pedestrian activity); responses were more skeptical of car sharing programs as an effective tool, at least for Las Cruces

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- Many surveys were supportive of the idea of a downtown parking garage, though a few residents had concerns about the aesthetics, architecture, etc.
- Several surveys and public meeting attendees referenced a desire to create a downtown plaza or green space to support special events and improve pedestrian activity along Main Street
- Most surveys were supportive of 2 hour time limits for Main Street or other areas
- A fair number of surveys were also supportive of some sort of pay parking system; however, survey responses were mixed and many mentioned a desire to maintain free parking for employees
- Some of the public meeting discussions revolved around whether or not parking garages were really a good way to incentivize or generate economic development

IMPACT OF ANTICIPATED NEW DEVELOPMENT

One factor to consider as part of the current supply/demand update is to assess the possible parking impacts of new projects that are planned or under construction within the downtown.

Unlike the UniDev housing project that was assessed in 2008, most of the short-term projects below are expected to have minimal (net) impact on the existing public parking system. Most are expected to be parking neutral and will accommodate the majority of their own parking needs on-site.

However, additional development density in the downtown will be a positive element for the health of the business community. Over the mid-range, the additional customer and employee base associated with these projects may help to encourage additional revitalization and infill development.

Short-Term Projects (1-3 years)

New America School: This project is currently under construction toward the south end of Main Street (Lot 17 on the map). The parking area for the school would be located off of N Church St. and will contain 41 spaces. The project is a publicly funded charter high school that would target non-traditional students, recent immigrants, and English language learners. For additional background on the school please see: <http://www.newamericaschool.org/>.

Day-to-day parking needs are expected to be accommodated sufficiently in the parking area adjacent to the school. Many of the classes will be held at night, meaning that overflow parking demand from the school would be able to use available spaces in the adjacent public lot (Lot 16 on the map) and on-street spaces. Lot 18 is a nearly vacant private lot and could be available to the school if an agreement were reached with that property owner. Walker does not project that such an agreement is necessary for this project. However, since the school is primarily an evening-time demand generator, this is the type of situation where an informal shared-use agreement would make sense (if both owners were willing parties).

Las Cruces Museum of Nature & Science: As of November 2012, the museum will be relocating from its existing shopping mall space to a larger building along Main Street (Lot 29 on the map). The building is

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currently being renovated. There will be a small amount of parking available behind the museum off of N. Water Street. The current location sees approximately 150,000 visitors a year.

For weekday daytime usage, the City anticipates a fair amount of school traffic with some children and visitors arriving via bus. For busy days, spaces behind the building may need to be temporarily reserved for bus loading and unloading. Walker strongly recommends that after drop-offs, all busses be moved to a more remote location (like Lot 47) for bus staging. City staff is aware of the issue of bus parking and will likely be enforcing a no parking policy for school buses along Main Street.

Walker anticipates that the new museum location will create some added demand for parking in Lot 13 (City lots 3 /4), on-street spaces, and Lot 33 which is also public. Based on the reported visitor volumes, Walker anticipates a typical daily need for 50-60 spaces. For larger special events, we would recommend that the museum and City work out a "Special Events Parking Management Plan" and instruct event attendees to park in Lot 47 or in other parking lots as needed.

Old City Hall: The old City Hall building (Lot 7) is currently vacant but may be renovated and used for new City or public agency offices in the future. According to City staff, Federal building employees are currently using this lot as public parking (informally). Demand counts for this lot showed only a few cars for most survey days; however on the peak day (Wednesday), up to 23 cars were counted in this lot.

If the old City Hall building were re-tenanted, these 20+ vehicles would need to be relocated to another available public lot. Once construction is completed on the New America School, some spaces in Lot 16 (City Lot 1) may be freed up as a good percentage of the vehicles currently using this lot are contractors.

On-street spaces in the area are not very heavily utilized and would also be an option if no available public lot spaces were identified.

Former Las Cruces Sun News Block: This site (Lot 55) is currently under construction and is expected to be developed with a mix of commercial office and retail buildings. The site plan for this project is still being finalized by the developer. However, the City anticipates that the site will be self-parked. So far one building (assumed to be office space) is being considered and will be self-parked with 46 spaces

Main Street Restaurants: Over the last few years two new restaurants were opened between Main Street and Water Street near to Lots 33, 34, and 35. One of the restaurants (Zeffiro Pizzeria) is still open and generating parking demand at the lunch and dinner hour. La Iguana recently closed. If re-tenanted with another restaurant, this development could increase the demand for these surface parking areas.

Typically, Walker assumes that the drive-in parking ratio for sit-down restaurants is between 5 to 8 vehicles per 1,000 sf for lunch-time demand with dinner time demand as high as 15 vehicles per 1,000 sf.

Based on the evening availability of spaces in nearby lots, Walker assumes that adding additional restaurant space along Main St. will not cause any evening parking issues unless a substantial amount of square footage is added. For daytime impacts, Walker has provided several tables in the next section of this report to help calculate possible demand.

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Tax Increment Funded Projects (by 2018)

The Las Cruces City Council and Community Development Department are currently looking at options fund a number of possible downtown projects using several million dollars in State of New Mexico tax increment financing. Walker understands that these funds are available through 2018 but must be used to retire debt service on infrastructure type of projects. The projects currently being considered include the following:

- Street improvements within the downtown (including converting Water St. and Church St. to two-way traffic and adding a round-about on the south end of the racetrack) = \$5.98 Million estimated
- Development of a Downtown Events Plaza = \$4.1 Million estimated
- Property Acquisition for the Plaza = \$1 Million estimated
- Smart Code Revisions (impacting requirements and the process for new projects) = \$75K estimated

Based on discussions with City staff, Walker understands that conversion of the streets to two-way traffic would be parking neutral. Some parking spaces may be displaced during the construction, though these stalls would then be added back to the converted street(s) in a different location.

Addition of a downtown events plaza may have a more substantial impact on downtown parking needs. The following assumptions were provided by the City's Public Works Department:

- Assume a 15,000 sf outdoor events plaza located within the downtown core; this space would accommodate vendor events, festivals, concerts, and other standing-room events
 - o Max capacity of 3,000 persons (less than 4 events per year)
 - o 90th Percentile event of 1,500 people
 - o Average event of 500 people

Based on similar event venues around the country, Walker would recommend planning the parking system to accommodate roughly the 85th to 90th percentile event with a special event parking plan in place to accommodate the largest events. At 1,500 attendees, and an industry standard ratio of 2.5 to 3.0 persons per car, such an event venue would generate a design day need for 500 to 600 parking spaces.

At this level of demand, the new events plaza may or may not warrant the development of a new downtown public parking garage. If most of the events were occurring on weekends and evenings, it is likely that the existing system of public lots and on-street spaces could likely handle the added demand for the majority of events. However, if the events plaza were developed in conjunction with other new development or redevelopment projects, the City could find that public parking may become more of a challenge.

A new public parking garage near to the events plaza may make sense. This is assuming that the events plaza would generate enough larger events (say 1-2 per month) were new parking facility would be used regularly and that the garage could be shared between evening/weekend event activities and other daytime uses during the week.

Other Mid-Term Projects (4-8 years)

It is our understanding that the City will continue to market several of the public parking lots as possible development options over the mid-range. A possible parking garage is still being considered, though this would not likely occur until development density and/or displacement of existing lots generates a need for this garage. As discussed above, a parking garage may also be needed if the City moves forward with a downtown events plaza. The following section should help the City to develop some guidelines as to the quantity of additional commercial development that could be allowed before public parking capacity is exceeded.

CAPACITY OF THE PUBLIC PARKING SYSTEM TO ACCOMMODATE DEVELOPMENT

As discussed in previous sections, the downtown core is estimated to have approximately 450 available public parking spaces at a typically peak weekday hour (see Figure 6). Of these, roughly 160 spaces are available in public City lots located near to Main Street and another 290+ are located in available on-street capacity. (Note that this analysis does not take into account any loss of spaces due to possible future street realignments along Church or Water Streets. If on-street spaces are lost, then findings in this section may need to be re-evaluated).

For the following exercise, Walker has based our model on certain assumptions:

- 1) Downtown in-fill development and re-tenanting of vacant space is judged to be a net benefit to the downtown business community. As a result, the City opts to allow some level of redevelopment to occur without a strict requirement for new private businesses to add additional off-street parking. Note that this assumption is somewhat contrary to the initial recommendation from the Ad Hoc Committee that all new downtown development be parking neutral. (Though an in-lieu fee program or other mechanism could still be considered).
- 2) The available public parking lot capacity is assumed to be roughly 100 off-street spaces after taking into account an adjustment for effective supply. On-street, Walker assumes that roughly 125 spaces are available taking into account both the effective supply, and an adjustment to account for on-street spaces that are judged to be too far away from where core area development is most likely to occur.
- 3) We assume that any new downtown residential units would be self-parked. As a placeholder, we also assume that remaining commercial development would include approximately 60% new or re-tenanted retail space, 20% restaurant space, and 20% office space. (Walker will provide an excel model to the City for their use so that these quantities and ratios can be adjusted as specific projects are identified).
- 4) For the model, only the weekday peak hour is evaluated as the critical period. This is assuming that some parking management programs are enacted for Saturday mornings, so that additional public lot capacity is made available even during the Farmer's and Crafts Market. As discussed earlier, Walker does not consider weekday or weekend evenings to be a problem at this point in time, due to the relatively low utilization of public lots outside of the daytime peak periods.
- 5) Based on these assumptions, the following table identifies a rough breakdown of square footage that could be added to the downtown core, before existing public parking capacity is fully absorbed (up to the recommended effective utilization of about 90%).

Figure 11: Public Parking Demand Intensification Model

Total New Square Footage Added =	42,000					
Weekday Peak Parking Demand						
Community Retail (@60%)	2.90	73	100%	95%	100%	69
Employee	0.70	18	100%	95%	100%	17
Full Service Restaurant (@20%)	15.25	128	75%	95%	100%	91
Employee	2.75	23	90%	95%	100%	20
Small Offices (@ 20%)	0.30	3	45%	95%	100%	1
Employee	3.50	29	90%	95%	100%	25
Total Parking Space Demand Added:						
Available Public Parking Capacity:						225

Source: Walker Parking Consultants, 2012

As an alternative scenario, the following model is also presented that demonstrates that impact of changing the projected mix to be more heavily weighted toward a retail mix, say approximately 80% retail and 10% each for office and restaurant.

Figure 12: Public Parking Demand Intensification Model Scenario B

Total New Square Footage Added =	51,000					
Weekday Peak Parking Demand						
Community Retail (@80%)	2.90	118	100%	95%	100%	112
Employee	0.70	29	100%	95%	100%	28
Full Service Restaurant (@10%)	15.25	78	75%	95%	100%	56
Employee	2.75	14	90%	95%	100%	12
Small Offices (@ 10%)	0.30	2	45%	95%	100%	1
Employee	3.50	18	90%	95%	100%	15
Total Parking Space Demand Added:						
Available Public Parking Capacity:						225

Source: Walker Parking Consultants, 2012

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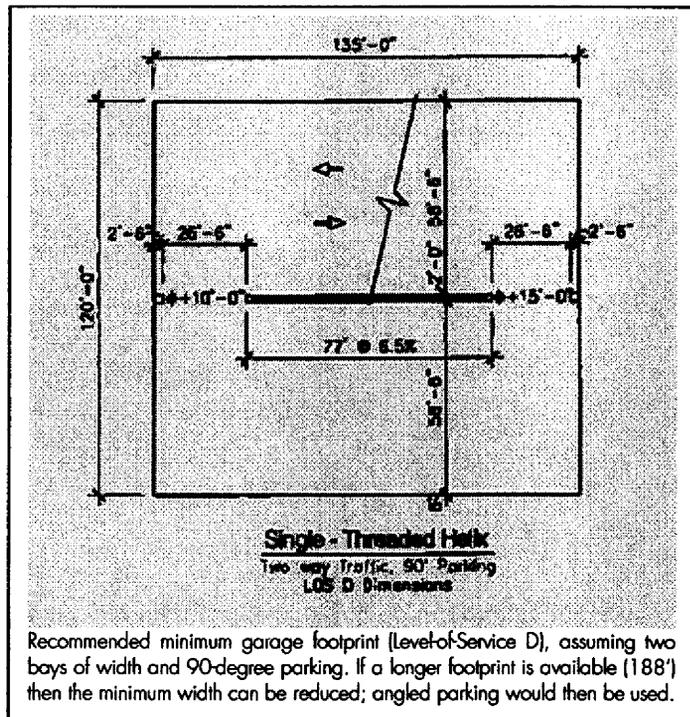
PARKING GARAGE DEVELOPMENT CONSIDERATIONS

Walker's 2008 parking study provided assessment of a number of possible locations for a new public parking garage within the downtown core. The need for a new garage was based primarily on the projected displacement of public parking lots by the UniDev housing project and some added demand from the new Federal Courthouse.

For this study update, Walker is not recommending the addition of another downtown garage at this time. (The new City Hall garage does address some of the added demand previously projected). However, at some point, the displacement of existing public lots, the addition of new development or redevelopment within the study area (see table on the previous page), and/or the construction of a new downtown events plaza could warrant the development of a new public garage.

When evaluating a new garage site, several factors are important to consider:

- The primary factor impacting the cost of a new garage is the efficiency (i.e. the square footage per space). Below-ground parking is more expensive than above-ground and typically adds a 50% premium to the cost per stall per level below grade. (For example, the first level down may be 1.5 x the cost per stall, while the second level down may be 2.0 x the cost per space, etc.)
- A parking garage can usually be designed to fit almost any site using a wide range of footprint options, various strategies for ramping, angled versus 90-degree parking, sloping garage floors, and other design tools. However, sites that are less than 110' by 135' are considered less than ideal as the efficiency tends to be relatively poor and cost per space becomes very high. (See diagram to the right).
- For a very efficient garage design, Walker typically assumes 325 sf per space, assuming 90-degree parking and long-span construction. The ideal site for this type of footprint would be at least 120' by 270'.
- Cost per space can vary greatly for various garage designs depending on the efficiency, the exterior architecture, structural design system (cast-in-place versus pre-cast), the number of spaces on the ground floor, and other elements such as ground-floor retail space, etc. However, based on recent garage construction trends in the southwest, Walker typically estimates garage costs of approximately \$50 per square foot for above grade levels and slightly lower costs for the floor plate.



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- Using an efficient garage design this would amount to \$10,000 to \$15,000 per space (including hard costs only), depending on the number of levels and the size of the footprint. Soft costs and design can add up to 30% in addition to these costs. Land acquisition costs can vary greatly.

Based on the general criteria above, Walker would evaluate the following as some of the prime possible locations for a new downtown garage:

#1 El Paso Electric Lot (Lot 47 on map)

Primary Demand Generators: Main Street mall, demand displaced from City lots (if developed), some Federal Courthouse demand, and demand from a new events plaza (if developed near Main Street)

Pros: This site is located within 500 feet of the center of the Main Street mall and could replace some or all of the public spaces displaced from any of the public lots if they were developed as a new use. The site has excellent dimensions for an efficient garage footprint and could accommodate more spaces per level at a lower cost per space than most of the other options.

Cons: This property has several private agreements for parking (and may not be owned publicly in its entirety). The site is located roughly 1000' feet from the new Federal Courthouse. Courthouse visitors and employees would need to walk approximately 2.5 blocks to their destination.

Priority: This location is recommended as our #1 option for future garage development, assuming that agreements can be reached to use the entire lot for future public parking. The location is ideal to support future redevelopment efforts for the Main Street corridor. If developed, some additional signage and wayfinding upgrades are recommended so that all downtown visitors are directed to this location as a primary resource.

#2 City Lot 3 and/or City Lot 4 (Lot 13 on map)

Primary Demand Generators: Main Street mall, demand displaced from City lots (if developed), some Federal Courthouse demand, and demand from a new events plaza (if developed near Main Street or near north end of the racetrack)

Pros: This site is located within 500 feet of the center of the mall and could replace some or all of the public spaces displaced from any of the public lots if they were developed as a new use. The site has adequate dimensions for an efficient garage footprint (though may be slightly too narrow for two 90-degree parking bays).

Cons: This property is also a prime development option. The option to add a garage at this site would need to be weighed against other possible development options to determine the highest and best use.

Priority: This location is recommended as our #2 option for future garage development. The location is ideal to support future redevelopment efforts for the Main Street corridor. However, the site is narrower than Option #1 which may slightly limit the design options.

#3 City Lot 1 (Lot 16 on map)

Primary Demand Generators: Main Street mall, demand displaced from City lots (if developed), Federal Courthouse demand, and demand from a new events plaza (if developed near Main Street)

Pros: This site is located within 800 feet of the center of the mall and could replace some or all of the public spaces displaced from any of the public lots if they were developed as a new use. The site has adequate dimensions for a garage footprint.

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Cons: The site is less efficient than previous options. The existing lot may be slightly too narrow for two 90-degree parking bays and is shorter than option #2. Design options may be limited and may preclude retail space as part of the garage footprint.

Priority: This location is recommended as our #3 option for future garage development. The location is very good to support future redevelopment efforts for the Main Street corridor. However, the site is narrower than Option #1 and shorter than Option #2 which may slightly limit the efficiency.

#4 City Lot 10 (Lot 39 on map)

Primary Demand Generators: South end of Main Street mall, demand displaced from City lots (if developed), Federal Courthouse demand, and demand from a new events plaza (if developed near Main Street)

Pros: This site is located within 1,000 feet of the center of the mall and could replace some or all of the public spaces displaced from any of the public lots if they were developed as a new use. The site has adequate dimensions for a garage footprint. A garage at this location could be combined with a retail wrap to create a southern "gateway" to the downtown.

Cons: The site is less efficient than the first few options. The existing lot may be slightly too narrow for two 90-degree parking bays and is shorter than option #2.

Priority: This location is recommended as our #4 option for future garage development. The location is very good to support future redevelopment efforts for the south of the Main Street corridor. However, the site is narrower than Option #1 and shorter than Option #2 which may slightly limit the efficiency.

#5 American Linen Lot (Lot 5 on map)

Primary Demand Generators: City Hall, north end of the Main Street mall, Events Plaza (if developed near this location)

Pros: This site is located near to Lot 13 (City Lots 3 /4) and could replace some or all of the public spaces displaced from this location if new development were to occur on this parcel. The site has adequate dimensions for a garage footprint.

Cons: This property is privately owned and would need to be acquired before building a public parking garage. The site is not immediately visible for downtown visitors and therefore some signage improvements would also be needed so that visitors could find this location. Additional development would need to occur around this location in order to tie a new garage at this site back to the Main Street corridor. Pedestrian improvements would be recommended.

Priority: This location would be recommended only if it can be acquired at a reasonable price. For now, Walker recommends additional investigation into the cost. If acquired, the lot could also be developed as a temporary public surface lot to help address the spaces displaced from Lot 13. The temporary lot could later be redeveloped into a garage or another use.

PARKING MANAGEMENT AND DEVELOPMENT DISCUSSION

The following section of this report provides discussion on several possible parking management tools that the City may consider as first steps toward creating a management and funding structure for future parking improvements in the downtown.

Note that improvements to the downtown system may include structured parking at some point over the mid- or long-range. However, prior to the development of structured parking, Walker anticipates there is a more immediate need to create a funding (and management) organization for parking enforcement, maintenance of surface lots, and the possible addition of a transit or parking circulator program.

PARKING ASSESSMENT DISTRICTS

Parking Assessment Districts are sometimes used as a way to fund new public parking development within a downtown. These districts are generally structured so that all of the businesses in the area pay into a central fund on a yearly basis. The revenues are then used by the City to make major public parking improvements such as new lots and garages.

This type of system makes sense for an older historic downtown since many businesses do not supply their own parking on site. Patrons for these businesses would use the public parking resources and the City, over time, would build up a fund available to develop and maintain new public parking resources.

The biggest drawback to a Parking Assessment District is that the cost of developing new parking is generally very high compared to the funds that local businesses are willing and able to contribute. Increasingly, Parking Assessment Districts have been very difficult to form since they require a vote of the land owners. In instances where these Districts are already in place, the area merchants are usually reluctant to vote in new fees to support additional parking development.

If the Parking Assessment District is the sole source of funds, it can take years to raise enough money to build a new garage. In this case, the demand for additional public parking may outpace the ability to build sufficient resources.

BUSINESS IMPROVEMENT DISTRICT (ALTERNATIVE)

Alternatively, some cities have experimented successfully with Business Improvement Districts. A BID would be similar to the Assessment District but would focus more on generating revenues for smaller projects such as parking maintenance, improvements (lighting, striping, etc.), public art and beautification, etc.

The major drawback for this type of program is that a BID generally will not bring in enough money to fund new parking development outright. The major contributing factor to the success of either an Assessment District or a BID is to ensure that the funds are reinvested directly into the neighborhood where they are generated. Systems that allow these revenues to go back to the General Fund to be used for other projects (or general

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obligation financing) are generally less supported by local merchants. Systems that have successfully instituted on street pay parking tend to follow a similar philosophy of reinvesting parking revenues to area improvements.

PARKING DOWNTOWN BUSINESS ASSOCIATION

The parking DBA can be a beneficial move when it is combined with any of the other parking strategies listed above.

Often, downtown businesses have a direct vested interest in the successful redevelopment of the CBD and also should be generally supportive of efforts to improve the parking. Creating a DBA specifically for parking allows local business the opportunity to voice their concerns and can sometimes help to foster shared-use parking agreements between complementary land uses. The downside to a business association is that there are inherent inefficiencies of the public process and that politics often play a role in land use planning and the distribution of public funds on various projects.

In downtown Las Cruces, a DBA for the entire study area may not be as successful as other cities since many of the businesses are already adequately parking in their own private lots and may be less willing to participate, especially if fees are involved. On the other hand, an association made up of merchants located along Main Street might make sense since a good percentage of these businesses rely on public parking located within the City lots. In a certain sense, businesses along Main Street should be at least partially invested in the upkeep of City lots as most do not maintain enough private parking supply to accommodate their entire need on site.

IN-LIEU FEE PROGRAM

An in-lieu fee program may be a viable option for downtown Las Cruces considering the redevelopment that is being considered over the next five- to ten-years. However, Las Cruces would need to couple this program with some revisions to their current zoning ordinances.

Some cities allow developers or land owners to pay a fee in lieu of providing parking spaces that may otherwise be required by zoning code. The fee that is collected is then used to help finance or maintain centralized public parking spaces.

The advantage to this type of program is that it gives developers an alternative to meeting the parking requirements on sites where providing all the required spaces would be expensive or difficult. In-lieu fees provide a major advantage in that they allow for adaptive reuse of historic buildings (while still requiring some contribution by developers when an increase in parking demand is probable). This increased flexibility allows the land owner to determine whether providing parking is better or paying an in-lieu fee to satisfy the minimum is preferred.

If cities use in-lieu fees to help build additional supply they can put public parking lots and structures where they have the lowest impact on vehicle and pedestrian circulation. Less on-site parking allows continuous

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storefronts without "dead" gaps for adjacent surface parking lots. To improve the streetscape, some cities dedicate the first floor of the public parking structures to retail uses.

Disadvantages of the program are that the City already has limited parking requirement for uses within the downtown core.² To be effective, the initial parking ordinance would need to be modified and may actually discourage redevelopment if the costs of the new in-lieu fee program represent too much of a hurdle for prospective developers.

For those already planning to provide some parking on-site, in lieu fees could be an option. However, individual developers may still have some concerns as the planned or available public parking option may not be immediately near their business or could represent an investment in public parking that is some years away.

For Las Cruces an in-lieu fee program likely would not generate enough revenue to construct a new garage outright and would need to be just one of several funding sources. For reference, recall the cost to construct an above ground parking garage (assuming internal ramps and a relatively efficient footprint) is still in the range of \$10,000 - \$15,000 per space.

PARKING CREDITS PROGRAM

An alternative to the more standard In-lieu fee program may be the use of parking credits. One established example of this program is currently in use with the City of Pasadena in southern California.

Parking credits basically allow business to contractually link a certain number of existing public spaces to their private business. This relationship allows businesses to satisfy the City's parking requirements without providing any additional on-site parking for their property. The spaces that are purchased via the credits remain with that particular property.

In Pasadena, the City effectively implemented a parking credit system to help construct two public parking structures, and contributed to the construction of a third private structure that is open to the public. The garages in Pasadena are effective because the public spaces in the structures are shared among adjacent land uses. As a result, following shared parking concepts, fewer spaces are required to meet the total parking demand in the downtown.

For the businesses that support the fees and use the structure, the City issues 1.5 parking credits per space available in the public garages (this is possible due to the efficiencies of using shared parking). According to the City, the parking credit program began in 1987, and by 2001 the City had allocated 2,350 credits.

A similar program is being evaluated in Englewood, Colorado based only on public lots and on-street. Here the public parking system was first evaluated to determine the surplus of public spaces available. The credit program will then be established to allow developers to buy redevelopment parking "credits" until the public

² Parking requirements can be found in the City of Las Cruces Land Development Code (Article V, Sections 38-43). Per code, any development along Main Street, between Church and Water will have no parking requirements regardless of use. Outside of those boundaries, but within the CBD, minimum parking requirements are established for new construction and any new physical additions. Change of use (from lower intensity to higher intensity) does not require added parking.

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parking system reaches an acceptable level of utilization. At that time, the City would then have some funding available to develop new public resources.

PAY PARKING PROGRAM

One of the most effective ways to use pay parking is to set fees based on demand, the desired user group for the various facilities, and the typical length of stay. Under this system, spaces in highest demand are priced at the highest rates. This encourages turn-over of these spaces and ensures that the customers (not the employees) have access to the most convenient stalls.

The less convenient spaces are priced lower. Employee spaces and other parking at the periphery of the downtown area are priced at the cheapest rate (if not free). This method can effectively spread out parking demand and better utilize all the spaces in the parking system.

Walker emphasizes that the focus of paid parking should be to increase the efficiency of the parking system. The revenue earned from these measures is a secondary effect, and in fact is generally not sufficient to build new parking facilities outright, unless the pay parking district is very large and/or supplemented by some other funding.

Instead, communities with successful paid parking systems often reinvest a portion of the parking fee and citation revenues into other public improvements such as maintenance and improvement of public spaces, public art work, and future parking improvements that benefit the area businesses and encourage redevelopment. Pay parking can also be used to encourage other modes of transportation.

As a rule of thumb, employee parking is generally the lowest income generator of all user groups. Encouraging shared use of parking facilities between daytime demand generators and nighttime uses (such as restaurants and entertainment) is also a good way to increase both the revenues and the efficiency of the system.

PREVIOUS PARKING MANAGEMENT RECOMMENDATIONS

Several possible Parking Management recommendations were addressed in Walker's 2008 report. A review of these items is listed below.

- 1) Create a tiered system of parking rates in which the most desirable on- and off-street locations for parking are priced at the highest hourly rates. The premium parking would include any of the public lots and on-street stalls located within the "racetrack". Locations that experience a relatively low demand for parking, such as on-street spaces on the periphery, should be priced at the lowest rates.
- 2) Parking within the future garages should be available for a lower rate than the on-street parking. Future public garages (i.e., the City Hall and any new garages constructed for the Federal Courthouse) would have a certain amount of monthly parking available. Employees are much more likely to seek out covered garage parking, whereas visitors prefer on-street and surface spaces that are within the sightline of their destination. For garages, we recommend that monthly spaces be assigned for the



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upper levels of the garage and that monthly areas be assigned based on a "hunting license" rather than trying to reserve individual spaces. (This greatly decreases the efficiency of the system).

- 3) Price parking at slightly higher rates during the busiest periods such as farmer's market and jury selection days. This will encourage additional turn over at the peak periods. At off peak times (i.e., evenings) the parking pricing should be low or free.
- 4) Consider the installation of multi-space meters which can accept coins, bills, credit cards and perhaps a local city cash key or card, for the convenience of residents and frequent visitors to the area.
- 5) Use parking revenue to fund and enhance area streetscape and infrastructure improvements that will encourage pedestrian behavior (additional security, sidewalk improvements), lighting, bicycle racks, and public transportation connections. In addition, parking revenue could be made available to help fund the operation and construction of additional parking facilities when necessary.
- 6) If future growth in the downtown warrants it, consider residential permit programs to protect residential parking areas on the immediate outskirts of the downtown. This will help to protect residential neighborhoods for the demand generated by commercial uses. Some employee permits would also be made available for these streets for businesses that are appropriately located within the transition blocks.

2012 UPDATED RECOMMENDATIONS

Based on findings from the 2012 analysis, Walker has re-evaluated our previous parking management recommendations and proposes the following revised list of recommendations:

- 1) Development of a new public parking garage is not recommended at this time. However, we do recommend that the City keep track of new development and redevelopment projects as they occur (Figure 11 on page 18) so that the impact on public parking can be evaluated periodically. Recommended garage options are discussed on pages 19 – 21.
- 2) Investigate options to create a parking enforcement division within the existing City departmental structure. Some Cities have successfully organized a parking department under their finance or community development departments. However, the most common option for small and mid-sized cities is to organize this under their police department utilizing designated parking enforcement officers or liaisons (rather than regular full-time police officers).
- 3) Evaluate options for a future pay parking pilot program. However, Walker does not recommend implementing pay parking at this time for the downtown, until additional development or redevelopment has occurred.
- 4) Sign and enforce Main Street for 2-hour parking limits on both sides of the street. Signage and enforcement policies should be rolled out to the business community prior to enacting the program. Two hour limits should be enforced as a "zone restriction"; i.e., drivers should be allowed to park within the two hour zone only once per day and not simply move their vehicle from one space to a different nearby space every two hours and re-park within the same zone. (This is commonly referred to as the "employee shuffle" and defeats the purpose of time limited parking which is to ensure that these spaces turn over for customer and visitor parking.)
 - a. Enforcement technologies such as hand-held wireless ticket writers can be purchased in order to track license plates parking within the zone. However, for a lower cost enforcement option, Walker recommends occasionally conducting a survey of plate numbers every hour for the full day to identify violators.
 - b. A graduated fine schedule is recommended where first time violators may receive a warning, but fines escalate with each occurrence for chronic repeat offenders.
- 5) Identify specific parking resources that can be made available on Saturday mornings for vendor parking after they have set up their stalls. The City Hall garage or County Courthouse lot may be a good option. Institute a voluntary vendor decal or sticker program and incentive this program by offering drawings or awards for vendors that opt to participate. Again, institute a public outreach program prior to instituting this solution.
- 6) Consider instituting a Saturday morning limit for Lots 13, 28, and 37-39 (City Lots 3/4, 5, and 9/10) to prohibit vendor parking and ensure that these spaces are being used primarily by Farmer's and Craft Market visitors and customers and other downtown visitors.

APPENDIX A
SCOPE OF SERVICES



WALKER
GROUP

SCOPE OF SERVICES

SCOPE OF SERVICES

(Per proposal dated February 14, 2012 and Add Services Agreement dated April 25, 2012)

Task A: Update Parking Supply and Occupancy Findings

1. Meet with City representatives to clarify the objectives for the study update, review concept plans for future downtown development, and discuss changes that have occurred since the 2008 study.
2. Conduct survey of current on-street and off-street parking inventories and parking occupancy conditions in downtown Las Cruces within the previously established study area. Occupancy counts would be collected three times on our selected survey day – mid-morning, early afternoon, and once at the dinnertime peak. Lot restrictions and general observations would be recorded.
3. Analyze the updated supply and occupancy findings and compare current conditions to those observed for our 2008 study.
4. Discuss with the City possible seasonal adjustments and special events that may have an impact on the downtown system. Discuss results from the inventory/occupancy surveys and any changes that have been noted within the system since 2008.

Task B: Update Parking Demand Projections

5. Obtain detailed program data from the City on any new projects being considered as part of the downtown Master Plan.
6. Create a parking demand model for each project reflecting the possible impact on the downtown study area. Demand models will be based on Walker's past research with similar projects plus industry standard ratios published by ULI and ITE. Calibrate any demand models for local conditions to more accurately reflect market-specific conditions in downtown Las Cruces.
7. Evaluate the downtown parking system in terms of possible new demand added, possible surface parking displaced, and possible additional parking added. Recommend an appropriate number of spaces to be added to the downtown and comment on possible locations and timing.
8. In light of the updated demand findings (and projections for new projects), update our 2008 discussion on possible parking management strategies for the downtown. Discuss various options for operating and improving the downtown parking system. Make recommendations based on our understanding of the program, anticipated user groups, and the City's objectives.
9. Make recommendations regarding the need and timing for additional parking supply in the downtown; discuss the potential need for structured versus surface parking; briefly discuss possible locations for future garage(s) and/or surface lots.
10. Provide a comprehensive draft report outlining findings and recommendations for all previous tasks.
11. Obtain one set of consolidated comments from the planning team and issue a final report. Up to five hard copies of the final report (as needed) and a reproducible PDF document will be submitted.

SCOPE OF SERVICES

Task C: Expanded Data Collection (Additional Service)

1. Travel to Las Cruces the week of May 7th and provide one day of training (on May 8th) related to parking occupancy data collection. We understand that the City of Las Cruces will supply several internal staff members for this effort (or will arrange for sub-consultants). Walker will provide training for the assigned staff as to the preferred methodology, the parking lots and street spaces to be surveyed, etc. Walker will also provide the necessary tools such as data collection sheets, clip-boards, maps, and hand tally counters. The assigned staff will then proceed to collect additional parking occupancy data for the remainder of the week through Saturday, May 12.
2. Analyze parking occupancy data collected by the assigned staff. These additional parking occupancy counts will cover the following time periods (or alternative periods as approved by the client):
 - Wednesday – Friday: 9:00 am, 3:00 pm, 7:00 pm
 - Saturday: 10:00 am, 2:00 pm
3. Incorporate findings from the additional data collection into our *Downtown Parking Study Update* report. Discuss any peaks in the parking occupancy related to the Saturday farmers market or any other time period (such as possible demand from evening generators).
4. Report on any unusual findings to the City and the Ad Hoc Committee.

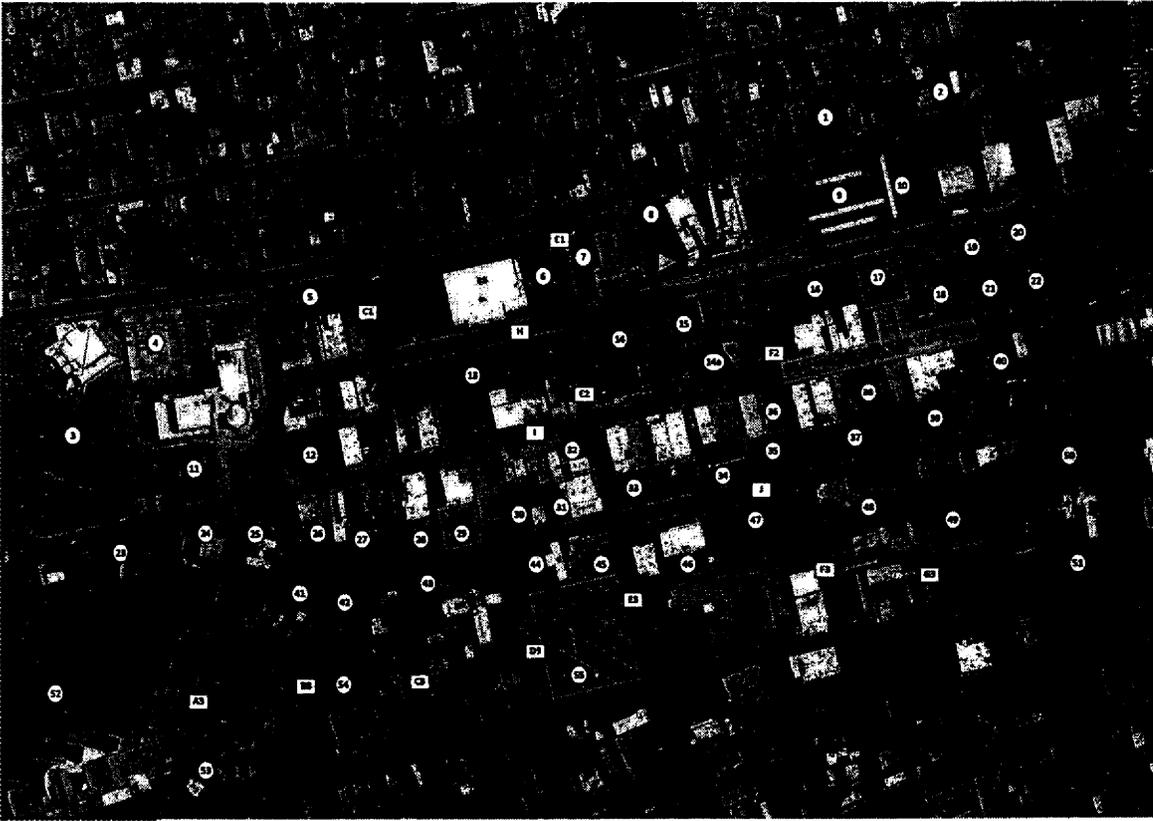
Task D: Additional Meeting & Presentation

5. Attend one additional public meeting and one additional Ad Hoc Committee meeting in Las Cruces, scheduled over one or two consecutive days.
6. Prepare materials to present Parking Study findings and make recommendations as to next steps.

Task E: Meetings (as needed)

7. Attend additional meeting(s) as needed to discuss / present parking study related material or findings with the Ad Hoc Committee, City Council, public workshop, and/or other group(s). These meetings will be attended on an "as requested" basis per the fees outlined in the next section.

APPENDIX B
PARKING INVENTORY /
OCCUPANCY DATA



APPENDIX FIGURE A:
Los Cruces Parking Map

Legend

-  Parking Lot / Garage
-  Street Parking
-  Construction (as of 4/12)



APPENDIX B1:

Downtown Las Cruces

2012 Parking Inventory and Occupancy Data



Las Cruces: Downtown Parking Inventory (April 11, 2012)

1	May St. Lots	paved	private	6	North of May		16
		gravel	private	20	South of May		
2	Law Firm	standard	private	20	Soenz and Torres Law Firm.		15
		ADA	private	3			
3	Library	standard	public		Construction completed on this lot	1	1
		ADA	public				
		Add'l	public		Shared with City Hall		
4	City Hall Employee	emp/service	reserved		Back Lot	2	2
		ADA	public		Back Lot		
		garage lower	public		Back Garage		
		garage roof	public		Back Garage		
		roof ADA	public		Back Garage		
5	American Linen	standard	private		Stripes badly faded (count is estimate)		3
		ADA	private	2			
6	Post Office	standard	public	59	Standard spaces have a 30 min time limit.	3	5
		ADA	public	2			
7	Old City Hall	standard	public	33	City Hall.		6
		official only	reserved	6	Official vehicles only.		
		ADA	public	5			
8	New Federal Court	below-grade	reserved	n/a	Unknown - secure below-ground gated parking	4	8
9	Federal Building	gated	gated	n/a	Gated parking for the Federal Building.	4	A - 9
10	1st Community Bank	standard	private	76	Inventory is estimated, as some stalls are not striped.		9
		ADA	private	9			
		permit	private	36	Permit parking only.		
		1-hr	private	10	One hour parking only.		
		employee	private	8	Employee parking only.		
11	City Hall Visitor Lot	standard	public		Front Lot	2	2
		ADA	public		Front Lot		
12	Moose Lodge	standard	private		Stalls now striped; less capacity than estimated	5	22
		ADA	private				
13	Lot 4	standard	public	74	For downtown market patrons only.	6	21
		reserved	reserved	5	Reserved for ABC Printing.		
		ADA	public	4			
	Lot 3	standard	public	80	For downtown market patrons only.		
		reserved	reserved	6			
		ADA	public	6	Reserved for Insta-Copy.		
14	Bank of the West	customer	private	57	Customer parking only.	7	52
		employee	reserved	9	Employee parking only.		
		ADA	private	3	ADA spaces are also unmarked.		
14a	Bank Drive Thru	employee	reserved	12		8	K - 52
15	Magistrate	standard	public			8	19
		ADA	public	3			
		reserved	public				
16	House of Praise	standard	private			7	18
	Lot 1	standard	public	61	Lot 1 has the capacity for approx. 20 add'l spaces.		
		ADA	public	7			
17	Gravel Addition	gravel	open		Under Construction for new charter school	9	B - 17
18	Grindell/ Romero	unstriped	private	27	Inventory is estimated, as stalls are not striped.	9	17
		customer	private		Inventory impacted by adjacent construction		
		ADA	private				
19	Carillo's Café	unstriped	open	44	Inventory is estimated, as stalls are not striped.		12



Las Cruces: Downtown Parking Inventory (April 11, 2012)

20	Pick Quik Food Mart	standard	private	22	Loading trucks present.		10
21	Behind Expert Tire	unstriped	open	27	Inventory is estimated, as stalls are not striped.		13
22	Expert Tire	standard	private	12			11
		ADA	private	1			
23	Shook Tire	standard	private	40	Inventory is estimated, as stalls are not striped.		35
	Bolt and Screw	standard	private	30	Inventory is estimated, as stalls are not striped.		
24	Eyecare	standard	private	11	Inventory is estimated, as stalls are not striped.		36
		ADA	private	1			
25	Danny's Barber	reserved	private	6	Area realigned with new round-about		H - 37
		ADA	private	3			
26	Stull Building	standard	private	10	Estimated space count all unstriped	⁸	23
			private				
27	Cultural Complex	reserved	public	15		⁸	24
		ADA	public	2			
		standard	private		Lot adjacent and north of Cultural Center		
		ADA	private				
28	Museum of Art	standard	public	5			25
	Lot 5	ADA	public	2			
29	Museum of N and S	standard	public		Under construction for new museum of nature and science	⁹	C - 25
30	COAS Bookstore	standard	private		No signs or restrictions.	⁸	26
		ADA	private	1			
31	Exec Center I	standard	private	30	No signs or restrictions.		27
		ADA	private	2			
32	Lot on Las Cruces St.	standard	private	13	Reserved for Exec Center tenants.		20
33	Day's Hamburgers	standard	public	54			28
		ADA	public	3			
34	Zappros	standard	private		Next to Excell Lot. 10 spaces total.	⁸	E - 31
		reserved	private	0			
35	Excell Lot	standard	private	34			31
		ADA	private	2			
36	Southwest Counseling	reserved	private	11	Reserved for Southwest Counseling.		D - 31
		ADA	private	2			
37	Lot 9	standard	public	32	Noted as "Zia Building" in former study.		33
		ADA	public	9			
38	Alley	standard	public	11			G - 33
		ADA	public	1			
39	Lot 10	standard	public	86			F - 33
		ADA	public	2			
40	My Brothers Place	standard	private		Back lot	⁹	50
		standard	private		Front Lot		
		ADA	private		Front Lot		
41	Bank of the Southwest	standard	private	17			40
		ADA	private	1			
42	Arrieta Law	standard	private	14	Inventory is estimated, as stalls are not striped.		39
43	Bank of the Rio Grande	standard	private	26			41
		ADA	private	10			
		employee	private	13			
		reserved	private	3			
44	Exec Center II	standard	private	16			44
		ADA	private	2			
		employee	private	4	Reserved for employees only.		



Las Cruces: Downtown Parking Inventory (April 11, 2012)

45	Full Circle Health Center	standard	private	15			45
		reserved	reserved	5	Sunshine Building Only.		
		ADA	private	5			
46	Las Cruces Convention	standard	private	6			J - 46
		ADA	private	1			
47	Electric Company	standard	public	90	Back row signed as "No Parking." Drive thru lane.		46
		ADA	public	8			
		front	private	9	Assumed for customers only.		
		back	private	23	Assumed for employees only.		
48	Shopping Center	standard	private	27	Parking in back of shopping center.		47
49	St. Paul's Methodist	standard	private	183			53
		ADA	private	13			
		side	private	8	On side of building by the basketball court.		
50	Bank of America East	standard	private	42	Reserved for Bank of America patrons only.		48
		ADA	private	3			
51	Bank of America West	standard	private	60	Inventory is estimated, as stalls are not striped.		49
52	Judicial Complex	standard	public	305	There were 3 obstructed spaces. Badly striped.		34
		ADA	public	10			
		reserved	reserved	5			
		back	public	8	Reserved for courts, in back of building.		
53	Chiropractic	standard	private	21			51
54	Church Lot	standard	private	61	Large lot south of Mountain Street.		1 - 38
55	Las Cruces Sun News	standard	private		under construction for new office	9	42
		customer	private				
		ADA	private				

Street Parking

A3	Lucero Street	on-street	public		Alameda to Water (Round-about displaced some spaces)	9	37
B3	Mountain Street	on-street	public	48	Alameda to Water.		38
C1	Hadley Street	on-street	public	20	Campo to Church.		4
C3		on-street	public	31	Water to Alameda.		
D3	Court Ave.	on-street	public	29	Water to Alameda.		43
E1	Las Cruces Street	on-street	public	20	Campo to Church.		7
E2		on-street	public	14	Church to Water.		
E3		on-street	public	15	Water to Alameda.		
n/a	Organ Street	on-street	public	n/a	Campo to Church - closed for construction		14
F2	Griggs Street	on-street	public	20	Church to Water.		32
F3		on-street	public	17	Water to Alameda.		
G3	May Ave	on-street	public	??	Water to Alameda.		na
H	Church Street						30
	-Las Cruces to N. end	on-street	public	19	Las Cruces to south of loop.		
	Las Cruces to S. end	on-street	public	42	Las Cruces to north of loop.		
I	Main Street					9	54
	-Church to Las Cruces	on-street	public		North end to W. Las Cruces Ave.		
		on-street	public		W Las Cruces Ave to W Griggs Ave		
		on-street	public		under construction on south end		
J	Water Street						29
	- Amador to Bowman	on-street	public	10	Amador to Bowman.		
	-Bowman to Griggs	on-street	public	22	Bowman to Griggs.		
	-Griggs to Las Cruces	on-street	public	22	Griggs to Las Cruces.		
	-Las Cruces to N. end	on-street	public	11	Las Cruces to north of loop.		



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Las Cruces: Downtown Parking Inventory (April 11, 2012)

General Notes:

- A. Downtown parking lot and street parking areas have been renumbered for reference. Please see the map at the beginning of Appendix A. These designations have been updated since Walker's previous 2008 study so that the numbers follow a more logical progression.
- B. A number of the downtown lots are restricted or no longer usable due to loading. The parking inventory for these lots is estimated based on the general size of the lot and observed parking patterns.
- C. For restricted on-street parking an estimate of roughly 18% per parking space has been assumed along any downtown block face where parking is allowed. Actual number of stalls or stalls may vary depending on how effectively parkers are using these spaces.

Footnotes:

1. The library lot has been heavily reconfigured since Walker's 2008 parking study due to the realignment of the drive aisles between this lot and the City Hall lot. Parking spaces between the main library lot and N. Church Street are assumed to be shared with City Hall for overflow visitors.
2. The lot in front of City Hall and the lot and garage behind City Hall are new since the previous 2008 study.
3. Gated loading and unloading lot behind USPS not counted.
4. Access to the Federal maintenance garage is gated and not available for this study; we understand that this garage likely contains less than 100 spaces. The driveway to the old Federal building (containing approx. 77 spaces) has also been restricted since the study as this lot is being used for construction vehicle staging and is not available to field staff for accurate counts.
5. The Moore Lodge lot has been renumbered and renamed since the last 2008 Walker study. Fewer stalls were counted than previously estimated.
6. User designations for lots 2, 4, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 have been combined since the last study; spaces in these lots are no longer designated for public employee usage.
7. Most lots were renumbered and renamed since the last study.
8. Designation for lot 23 has been changed since the last study.
9. Lot 10 has since been closed, changed since the last study, due to construction activity.

Las Cruces: Downtown Parking Occupancies (April, 2012)

Date: Thursday, April 12, 2012

Collected By: Walker staff



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1	May St. Lots	paved	private	6	2	0	
		gravel	private	20	3	1	
2	Law Firm	standard	private	20	7	5	
		ADA	private	3	0	0	
3	Library	standard	public	101	58	49	
		ADA	public	11	4	2	
		Add'l	public	17	1	0	
4	City Hall Employee	emp/service	reserved	70	60	51	
		ADA	public	9	3	4	
		garage lower	public	118	107	102	
		garage roof	public	110	48	46	
		roof ADA	public	2	0	0	
5	American Linen	standard	private	62	41	44	
		ADA	private	2	0	0	
6	Post Office	standard	public	59	10	24	
		ADA	public	2	0	2	
7	Old City Hall	standard	public	33	8	8	
		official only	reserved	6	7	6	
		ADA	public	5	0	0	
8	New Federal Court	below-grade	reserved	n/a	-	-	
9	Federal Building	gated	gated	n/a	-	-	
10	1st Community Bank	standard	private	76	23	14	
		ADA	private	9	0	0	
		permit	private	36	10	9	
		1-hr	private	10	7	2	
		employee	private	8	4	4	
11	City Hall Visitor Lot	standard	public		19	18	
		ADA	public		0	0	
12	Moose Lodge	standard	private		2	11	
		ADA	private		0	0	
13	Lot 4	standard	public	74	35	26	
		reserved	reserved	5	1	2	
		ADA	public	4	1	0	
	Lot 3	standard	public	80	54	56	
		reserved	reserved	6	2	2	
		ADA	public	6	0	0	
14	Bank of the West	customer	private	57	21	17	
		employee	reserved	9	4	4	
		ADA	private	3	0	0	
14a	Bank Drive Thru	employee	reserved	12	1	1	
15	Magistrate	standard	public	21	21	17	
		ADA	public	3	0	1	
		reserved	public	14	14	14	

Las Cruces: Downtown Parking Occupancies (April, 2012)

Date: Thursday, April 12, 2012

Collected By: Walker staff



					10:00 AM	1:00 PM	
16	House of Praise	standard	private	6	3	2	
	Lot 1	standard	public	61	40	35	
		ADA	public	7	1	0	
17	Gravel Addition	gravel	open	0	-	-	
18	Grindell/ Romero	unstriped	private	27	7	7	
		customer	private	0	-	-	
		ADA	private	0	-	-	
19	Carillo's Café	unstriped	open	44	1	4	
20	Pick Quik Food Mart	standard	private	22	6	7	
21	Behind Expert Tire	unstriped	open	27	0	3	
22	Expert Tire	standard	private	12	12	9	
		ADA	private	1	1	0	
23	Shook Tire	standard	private	40	17	22	
	Bolt and Screw	standard	private	30	0	0	
24	Eyecare	standard	private	11	5	7	
		ADA	private	1	0	0	
25	Danny's Barber	reserved	private	6	2	2	
		ADA	private	3	0	0	
26	Stull Building	standard	private	0	1	0	
			private	0	-	-	
27	Cultural Complex	reserved	public	15	5	5	
		ADA	public	2	0	1	
		standard	private	0	9	10	
		ADA	private	0	0	0	
28	Museum of Art	standard	public	5	6	6	
	Lot 5	ADA	public	2	1	0	
29	Museum of N and S	standard	public	0	-	-	
30	COAS Bookstore	standard	private	0	7	8	
		ADA	private	1	0	1	
31	Exec Center I	standard	private	30	28	28	
		ADA	private	2	0	0	
32	lot on Las Cruces St.	standard	private	13	9	8	
33	Day's Hamburgers	standard	public	54	21	21	
		ADA	public	3	0	0	
34	Zappros	standard	private	10	1	1	
			private	0	-	-	
35	Excell Lot	standard	private	34	35	42	
		ADA	private	2	0	0	
36	Southwest Counseling	reserved	private	11	8	11	
		ADA	private	2	1	1	
37	Lot 9	standard	public	32	32	30	
		ADA	public	9	1	1	

Las Cruces: Downtown Parking Occupancies (April, 2012)

Date: Thursday, April 12, 2012

Collected By: Walker staff



38	Alley	standard	public	11	1	2	
		ADA	public	1	0	0	
39	Lot 10	standard	public	86	71	54	
		ADA	public	2	0	0	
40	My Brothers Place	standard	private		0	0	
		standard	private		2	8	
		ADA	private		0	0	
41	Bank of the Southwest	standard	private	17	4	10	
		ADA	private	1	0	0	
42	Arrieta Law	standard	private	14	9	6	
43	Bank of the Rio Grande	standard	private	26	16	15	
		ADA	private	10	0	0	
		employee	private	13	10	10	
		reserved	private	3	3	4	
44	Exec Center II	standard	private	16	7	7	
		ADA	private	2	0	0	
		employee	private	4	0	0	
45	Full Circle Health Center	standard	private	15	4	9	
		reserved	reserved	5	5	5	
		ADA	private	5	0	1	
46	Las Cruces Convention	standard	private	6	1	1	
		ADA	private	1	0	0	
47	Electric Company	standard	public	90	55	68	
		ADA	public	8	1	0	
		front	private	9	6	6	
		back	private	23	10	12	
48	Shopping Center	standard	private	27	25	15	
49	St. Paul's Methodist	standard	private	183	30	8	
		ADA	private	13	1	0	
		side	private	8	8	1	
50	Bank of America East	standard	private	42	24	20	
		ADA	private	3	0	0	
51	Bank of America West	standard	private	60	1	2	
52	Judicial Complex	standard	public	305	129	148	
		ADA	public	10	1	1	
		reserved	reserved	5	2	3	
		back	public	8	4	5	
53	Chiropractic	standard	private	21	0	1	
54	Church Lot	standard	private	61	27	4	
55	Las Cruces Sun News	standard	private		-	-	
		customer	private		-	-	
		ADA	private		-	-	

Las Cruces: Downtown Parking Occupancies (April, 2012)

Date: Thursday, April 12, 2012

Collected By: Walker staff



Street Parking

A3	Lucero Street	on-street	public		6	5	
B3	Mountain Street	on-street	public	48	4	8	
C1	Hadley Street	on-street	public	20	1	3	
C3		on-street	public	31	5	5	
D3	Court Street	on-street	public	29	0	0	
E1	Las Cruces Street	on-street	public	20	2	2	
E2		on-street	public	14	9	12	
E3		on-street	public	15	8	7	
n/a	Organ Street	on-street	public	n/a	-	-	
F2	Griggs Street	on-street	public	20	9	9	
F3		on-street	public	17	7	8	
G3	May Ave	on-street	public	n/a	-	-	
H	Church Street						
	-Las Cruces to N. end	on-street	public	19	11	8	
	Las Cruces to S. end	on-street	public	42	12	11	
I	Main Street						
	-Church to Las Cruces	on-street	public		24	20	
		on-street	public		-	-	
		on-street	public		-	-	
J	Water Street						
	- Amador to Bowman	on-street	public	10	6	1	
	-Bowman to Griggs	on-street	public	22	6	6	
	-Griggs to Las Cruces	on-street	public	22	4	2	
	-Las Cruces to N. end	on-street	public	11	11	10	
Totals:				3,367	1,420	1,357	0
					42%	40%	0%

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Tuesday, May 15, 2012

Collected By: City Staff


WALKER
 PARKING CONSULTANTS

1	May St. Lots	paved	private	6	0	0	1
		gravel	private	20	0	3	0
2	Law Firm	standard	private	20	9	5	0
		ADA	private	3	0	0	0
3	Library	standard	public	101	7	50	43
		ADA	public	11	1	5	1
		Add'l	public	17	0	1	0
4	City Hall Employee	emp/service	reserved	70	54	52	15
		ADA	public	9	4	7	1
		garage lower	public	118	115	116	4
		garage roof	public	110	44	39	15
		roof ADA	public	2	0	0	0
5	American Linen	standard	private	83	40	30	1
		ADA	private	2	0	0	0
6	Post Office	standard	public	59	9	13	1
		ADA	public	2	0	3	0
7	Old City Hall	standard	public	33	1	0	0
		official only	reserved	6	5	6	0
		ADA	public	5	1	0	0
8	New Federal Court	below-grade	reserved	n/a	-	-	-
9	Federal Building	gated	gated	n/a	-	-	-
10	1st Community Bank	standard	private	76	25	7	2
		ADA	private	9	0	0	0
		permit	private	36	12	13	0
		1-hr	private	10	0	5	0
		employee	private	8	6	6	0
11	City Hall Visitor Lot	standard	public	53	24	23	0
		ADA	public	6	0	1	0
12	Moose Lodge	standard	private	38	3	9	19
		ADA	private	2	1	0	4
13	Lot 4	standard	public	74	55	47	8
		reserved	reserved	5	2	2	0
		ADA	public	4	1	1	0
	Lot 3	standard	public	80	33	18	12
		reserved	reserved	6	3	3	0
		ADA	public	6	1	1	1
14	Bank of the West	customer	private	57	19	18	15
		employee	reserved	9	6	4	2
		ADA	private	3	0	0	0
14a	Bank Drive Thru	Employee	reserved	12	2	2	0

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Tuesday, May 15, 2012

Collected By: City Staff


WALKER
 PARKING CONSULTANTS

15	Magistrate	standard	public	21	16	16	3
		ADA	public	3	0	1	0
		reserved	public	14	12	10	4
16	House of Praise	standard	private	6	6	3	3
	Lot 1	standard	public	61	61	49	9
		ADA	public	7	3	2	0
17	Gravel Addition	gravel	open	0	-	-	-
18	Grindell/ Romero	unstriped	private	27	8	7	0
		customer	private	0	-	-	-
		ADA	private	0	-	-	-
19	Carillo's Café	unstriped	open	44	3	2	1
20	Pick Quik Food Mart	standard	private	22	9	7	1
21	Behind Expert Tire	unstriped	open	27	1	3	5
22	Expert Tire	standard	private	12	17	17	7
		ADA	private	1	0	1	0
23	Shook Tire	standard	private	40	19	15	10
	Bolt and Screw	standard	private	30	0	0	0
24	Eyecare	standard	private	11	8	4	0
		ADA	private	1	0	0	0
25	Danny's Barber	reserved	private	6	0	0	0
		ADA	private	3	0	0	0
26	Stull Building	standard	private	10	2	5	0
			private	0	-	-	-
27	Cultural Complex	reserved	public	15	4	3	7
		ADA	public	2	0	0	0
		standard	private	17	9	7	0
		ADA	private	2	0	0	0
28	Museum of Art	standard	public	5	2	2	2
	Lot 5	ADA	public	2	0	0	0
29	Museum of N and S	standard	public	0	-	-	-
30	COAS Bookstore	standard	private	20	8	7	5
		ADA	private	1	0	0	0
31	Exec Center I	standard	private	30	23	27	6
		ADA	private	2	0	1	0
32	Lot on Las Cruces St.	standard	private	13	8	7	3
33	Day's Hamburgers	standard	public	54	21	23	50
		ADA	public	3	0	0	0
34	Zappros	standard	private	10	2	1	7
			private	0	-	-	-
35	Excell Lot	standard	private	34	40	31	17
		ADA	private	2	0	0	0

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Tuesday, May 15, 2012

Collected By: City Staff


WALKER
 PARKING CONSULTANTS

36	Southwest Counseling	reserved	private	11	11	10	6
		ADA	private	2	1	1	0
37	Lot 9	standard	public	32	47	49	39
		ADA	public	9	0	1	0
38	Alley	standard	public	11	0	2	0
		ADA	public	1	0	0	0
39	Lot 10	standard	public	86	43	41	17
		ADA	public	2	0	3	3
40	My Brothers Place	standard	private	9	0	2	1
		standard	private	23	4	5	8
		ADA	private	1	0	6	1
41	Bank of the Southwest	standard	private	17	4	5	0
		ADA	private	1	0	0	0
42	Arrieta Law	standard	private	14	8	5	0
43	Bank of the Rio Grande	standard	private	26	13	11	0
		ADA	private	10	0	0	0
		employee	private	13	11	10	1
		reserved	private	3	4	5	0
44	Exec Center II	standard	private	16	4	5	1
		ADA	private	2	0	0	0
		employee	private	4	4	2	2
45	Full Circle Health Center	standard	private	15	12	8	0
		reserved	reserved	5	3	3	0
		ADA	private	5	0	0	0
46	Las Cruces Convention	standard	private	6	1	0	1
		ADA	private	1	0	0	0
47	Electric Company	standard	public	90	58	56	11
		ADA	public	8	0	3	0
		front	private	9	2	3	1
		back	private	23	11	12	11
48	Shopping Center	standard	private	27	15	16	2
49	St. Paul's Methodist	standard	private	183	19	9	25
		ADA	private	13	1	0	0
		side	private	8	3	1	0
50	Bank of America East	standard	private	42	18	21	1
		ADA	private	3	1	0	0
51	Bank of America West	standard	private	60	0	0	0
52	Judicial Complex	standard	public	305	134	132	14
		ADA	public	10	3	0	2
		reserved	reserved	5	5	2	2
		back	public	8	7	9	0

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Tuesday, May 15, 2012

Collected By: City Staff



53	Chiropractic	standard	private	21	1	3	0
54	Church Lot	standard	private	61	12	4	12
55	Las Cruces Sun News	standard	private	0	-	-	-
		customer	private	0	-	-	-
		ADA	private	0	-	-	-

Street Parking

A3	Lucero Street	on-street	public	52	3	5	8
B3	Mountain Street	on-street	public	48	5	8	7
C1	Hadley Street	on-street	public	20	1	0	0
C3		on-street	public	31	3	8	2
D3	Court Street	on-street	public	29	1	1	1
E1	Las Cruces Street	on-street	public	20	3	1	0
E2		on-street	public	14	9	3	11
E3		on-street	public	15	6	6	0
n/a	Organ Street	on-street	public	n/a	-	-	-
F2	Griggs Street	on-street	public	20	19	11	3
F3		on-street	public	17	7	7	0
G3	May Ave	on-street	public	n/a	-	-	-
H	Church Street						
	-Las Cruces to N. end	on-street	public	19	12	6	1
	Las Cruces to S. end	on-street	public	42	12	2	2
I	Main Street						
	-Church to Las Cruces	on-street	public	45	26	19	16
		on-street	public	0	-	-	-
		on-street	public	0	-	-	-
J	Water Street						
	- Amador to Bowman	on-street	public	10	1	4	0
	-Bowman to Griggs	on-street	public	22	8	9	1
	-Griggs to Las Cruces	on-street	public	22	5	11	7
	-Las Cruces to N. end	on-street	public	11	9	5	3
Totals:				3,367	1,355	1,292	508
					40%	38%	15%

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Wednesday, May 16, 2012

Collected By: City Staff



1	May St. lots	paved	private	6	0	0	0
		gravel	private	20	0	1	0
2	Law Firm	standard	private	20	9	6	0
		ADA	private	3	0	0	0
3	Library	standard	public	101	17	74	31
		ADA	public	11	1	5	2
		Add'l	public	17	0	0	1
4	City Hall Employee	emp/service	reserved	70	54	47	13
		ADA	public	9	6	6	0
		garage lower	public	118	115	108	9
		garage roof	public	110	53	48	16
		roof ADA	public	2	0	0	0
5	American Linen	standard	private	83	42	26	6
		ADA	private	2	1	1	0
6	Post Office	standard	public	59	14	9	3
		ADA	public	2	0	0	0
7	Old City Hall	standard	public	33	14	10	0
		official only	reserved	6	8	6	0
		ADA	public	5	1	0	0
8	New Federal Court	below-grade	reserved	n/a	-	-	-
9	Federal Building	gated	gated	n/a	-	-	-
10	1st Community Bank	standard	private	76	35	18	2
		ADA	private	9	0	0	0
		permit	private	36	11	10	0
		1-hr	private	10	4	1	0
		employee	private	8	6	7	0
11	City Hall Visitor Lot	standard	public	53	32	23	1
		ADA	public	6	0	0	0
12	Moose Lodge	standard	private	38	3	8	22
		ADA	private	2	0	1	4
13	Lot 4	standard	public	74	46	41	6
		reserved	reserved	5	3	0	0
		ADA	public	4	3	0	0
	Lot 3	standard	public	80	62	16	3
		reserved	reserved	6	1	0	0
		ADA	public	6	0	0	0
14	Bank of the West	customer	private	57	28	26	2
		employee	reserved	9	4	4	0
		ADA	private	3	0	1	0
14a	Bank Drive Thru	Employee	reserved	12	3	2	0

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Wednesday, May 16, 2012

Collected By: City Staff



15	Magistrate	standard	public	21	21	20	4
		ADA	public	3	0	0	0
		reserved	public	14	17	11	1
16	House of Praise	standard	private	6	4	2	5
	Lot 1	standard	public	61	67	22	45
		ADA	public	7	3	0	1
17	Gravel Addition	gravel	open	0	-	-	-
18	Grindell/ Romero	unstriped	private	27	5	8	0
		customer	private	0	-	-	-
		ADA	private	0	-	-	-
19	Carillo's Café	unstriped	open	44	1	4	1
20	Pick Quik Food Mart	standard	private	22	4	5	2
21	Behind Expert Tire	unstriped	open	27	2	5	5
22	Expert Tire	standard	private	12	13	9	9
		ADA	private	1	0	0	0
23	Shook Tire	standard	private	40	17	18	9
	Bolt and Screw	standard	private	30	2	0	0
24	Eyecare	standard	private	11	10	2	0
		ADA	private	1	0	0	0
25	Danny's Barber	reserved	private	6	0	0	1
		ADA	private	3	1	0	0
26	Stull Building	standard	private	10	2	0	0
			private	0	-	-	-
27	Cultural Complex	reserved	public	15	7	6	0
		ADA	public	2	0	0	0
		standard	private	17	7	7	0
		ADA	private	2	0	0	0
28	Museum of Art	standard	public	5	5	6	0
	Lot 5	ADA	public	2	1	0	0
29	Museum of N and S	standard	public	0	-	-	-
30	COAS Bookstore	standard	private	20	3	7	12
		ADA	private	1	0	0	0
31	Exec Center I	standard	private	30	24	26	4
		ADA	private	2	0	1	0
32	Lot on Las Cruces St.	standard	private	13	7	5	0
33	Day's Hamburgers	standard	public	54	46	25	10
		ADA	public	3	0	0	0
34	Zappros	standard	private	10	2	2	9
			private	0	-	-	-
35	Excell Lot	standard	private	34	42	32	17
		ADA	private	2	0	0	0

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Wednesday, May 16, 2012

Collected By: City Staff



36	Southwest Counseling	reserved	private	11	11	6	7
		ADA	private	2	0	0	0
37	Lot 9	standard	public	32	70	44	40
		ADA	public	9	0	1	0
38	Alley	standard	public	11	0	0	0
		ADA	public	1	0	0	0
39	Lot 10	standard	public	86	61	39	9
		ADA	public	2	0	4	4
40	My Brothers Place	standard	private	9	0	1	0
		standard	private	23	1	9	17
		ADA	private	1	0	0	0
41	Bank of the Southwest	standard	private	17	4	7	0
		ADA	private	1	0	0	0
42	Arrieta Law	standard	private	14	8	8	0
43	Bank of the Rio Grande	standard	private	26	11	12	0
		ADA	private	10	1	1	0
		employee	private	13	10	8	1
		reserved	private	3	5	5	0
44	Exec Center II	standard	private	16	2	8	1
		ADA	private	2	0	0	0
		employee	private	4	3	3	0
45	Full Circle Health Center	standard	private	15	9	5	0
		reserved	reserved	5	0	3	0
		ADA	private	5	0	0	0
46	Las Cruces Convention	standard	private	6	1	1	1
		ADA	private	1	0	0	0
47	Electric Company	standard	public	90	59	40	14
		ADA	public	8	0	0	0
		front	private	9	5	4	0
		back	private	23	8	16	9
48	Shopping Center	standard	private	27	18	13	2
49	St. Paul's Methodist	standard	private	183	16	5	49
		ADA	private	13	1	0	1
		side	private	8	2	1	0
50	Bank of America East	standard	private	42	17	21	0
		ADA	private	3	0	1	0
51	Bank of America West	standard	private	60	0	0	0
52	Judicial Complex	standard	public	305	188	148	22
		ADA	public	10	5	4	1
		reserved	reserved	5	5	3	2
		back	public	8	9	8	0

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Wednesday, May 16, 2012

Collected By: City Staff



53	Chiropractic	standard	private	21	5	3	0
54	Church Lot	standard	private	61	9	4	4
55	Las Cruces Sun News	standard	private	0	-	-	-
		customer	private	0	-	-	-
		ADA	private	0	-	-	-

Street Parking

A3	Lucero Street	on-street	public	52	7	7	6
B3	Mountain Street	on-street	public	48	4	7	7
C1	Hadley Street	on-street	public	20	2	0	1
C3		on-street	public	31	4	5	4
D3	Court Street	on-street	public	29	1	2	0
E1	Las Cruces Street	on-street	public	20	5	1	0
E2		on-street	public	14	12	10	3
E3		on-street	public	15	2	5	0
n/a	Organ Street	on-street	public	n/a	-	-	-
F2	Griggs Street	on-street	public	20	24	9	0
F3		on-street	public	17	5	3	0
G3	May Ave	on-street	public	n/a	-	-	-
H	<u>Church Street</u>						
	-Las Cruces to N. end	on-street	public	19	9	4	0
	-Las Cruces to S. end	on-street	public	42	12	6	0
I	<u>Main Street</u>						
	-Church to Las Cruces	on-street	public	45	26	31	17
		on-street	public	0	-	-	-
		on-street	public	0	-	-	-
J	<u>Water Street</u>						
	- Amador to Bowman	on-street	public	10	5	4	0
	-Bowman to Griggs	on-street	public	22	12	10	0
	-Griggs to Las Cruces	on-street	public	22	6	5	2
	-Las Cruces to N. end	on-street	public	11	8	7	1

Totals:				3,367	1,577	1,280	481
					47%	38%	14%

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Thursday, May 17, 2012

Collected By: City Staff


WALKER
 PARKING CONSULTANTS

1	May St. Lots	paved	private	6	1	0	0
		gravel	private	20	2	3	0
2	Law Firm	standard	private	20	9	8	0
		ADA	private	3	0	0	0
3	Library	standard	public	101	22	56	41
		ADA	public	11	1	4	4
		Add'l	public	17	0	0	3
4	City Hall Employee	emp/service	reserved	70	55	53	18
		ADA	public	9	5	7	2
		garage lower	public	118	113	118	13
		garage roof	public	110	58	52	17
		roof ADA	public	2	0	0	0
5	American Linen	standard	private	83	36	43	3
		ADA	private	2	0	0	0
6	Post Office	standard	public	59	13	10	2
		ADA	public	2	2	0	1
7	Old City Hall	standard	public	33	4	1	0
		official only	reserved	6	9	5	0
		ADA	public	5	0	0	0
8	New Federal Court	below-grade	reserved	n/a	-	-	-
9	Federal Building	gated	gated	n/a	-	-	-
10	1st Community Bank	standard	private	76	22	15	1
		ADA	private	9	0	1	0
		permit	private	36	6	10	0
		1-hr	private	10	3	5	0
		employee	private	8	7	6	0
11	City Hall Visitor Lot	standard	public	53	11	30	5
		ADA	public	6	1	3	0
12	Moose Lodge	standard	private	38	3	6	29
		ADA	private	2	2	0	3
13	Lot 4	standard	public	74	54	49	32
		reserved	reserved	5	2	2	0
		ADA	public	4	1	1	0
	Lot 3	standard	public	80	21	20	14
		reserved	reserved	6	2	3	0
		ADA	public	6	0	0	0
14	Bank of the West	customer	private	57	25	21	35
		employee	reserved	9	4	4	7
		ADA	private	3	1	0	0
14a	Bank Drive Thru	Employee	reserved	12	2	2	0

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Thursday, May 17, 2012

Collected By: City Staff


WALKER
 PARKING CONSULTANTS

15	Magistrate	standard	public	21	21	19	6
		ADA	public	3	0	1	0
		reserved	public	14	12	10	1
16	House of Praise	standard	private	6	6	4	2
	Lot 1	standard	public	61	67	50	7
		ADA	public	7	3	1	0
17	Gravel Addition	gravel	open	0	-	-	-
18	Grindell/ Romero	unstriped	private	27	10	5	0
		customer	private	0	-	-	-
		ADA	private	0	-	-	-
19	Carillo's Café	unstriped	open	44	1	4	0
20	Pick Quik Food Mart	standard	private	22	5	4	3
21	Behind Expert Tire	unstriped	open	27	1	4	2
22	Expert Tire	standard	private	12	16	15	8
		ADA	private	1	0	0	0
23	Shook Tire	standard	private	40	15	18	8
	Bolt and Screw	standard	private	30	0	1	0
24	Eyecare	standard	private	11	7	5	0
		ADA	private	1	0	0	0
25	Danny's Barber	reserved	private	6	1	1	1
		ADA	private	3	0	0	0
26	Stull Building	standard	private	10	2	2	0
			private	0	-	-	-
27	Cultural Complex	reserved	public	15	7	3	2
		ADA	public	2	0	0	0
		standard	private	17	4	5	4
		ADA	private	2	0	0	0
28	Museum of Art	standard	public	5	2	3	1
	Lot 5	ADA	public	2	0	0	0
29	Museum of N and S	standard	public	0	-	-	-
30	COAS Bookstore	standard	private	20	10	5	1
		ADA	private	1	0	0	0
31	Exec Center I	standard	private	30	25	24	3
		ADA	private	2	0	1	0
32	Lot on Las Cruces St.	standard	private	13	8	6	8
33	Day's Hamburgers	standard	public	54	13	29	40
		ADA	public	3	0	3	1
34	Zappros	standard	private	10	1	3	9
			private	0	-	-	-
35	Excell Lot	standard	private	34	38	36	20
		ADA	private	2	0	0	1

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Thursday, May 17, 2012

Collected By: City Staff


WALKER
 PARKING CONSULTANTS

Location	Category	Occupancy	Other	Total
36 Southwest Counseling	reserved	private	11	6
	ADA	private	2	0
37 Lot 9	standard	public	32	40
	ADA	public	9	0
38 Alley	standard	public	11	0
	ADA	public	1	0
39 Lot 10	standard	public	86	65
	ADA	public	2	1
40 My Brothers Place	standard	private	9	1
	standard	private	23	0
	ADA	private	1	0
41 Bank of the Southwest	standard	private	17	3
	ADA	private	1	0
42 Arrieta Law	standard	private	14	6
	ADA	private	10	1
43 Bank of the Rio Grande	standard	private	26	12
	ADA	private	10	1
	employee	private	13	9
	reserved	private	3	4
44 Exec Center II	standard	private	16	5
	ADA	private	2	0
	employee	private	4	4
45 Full Circle Health Center	standard	private	15	5
	reserved	reserved	5	3
	ADA	private	5	1
46 Las Cruces Convention	standard	private	6	0
	ADA	private	1	0
47 Electric Company	standard	public	90	47
	ADA	public	8	0
	front	private	9	3
	back	private	23	14
48 Shopping Center	standard	private	27	15
49 St. Paul's Methodist	standard	private	183	7
	ADA	private	13	0
	side	private	8	3
50 Bank of America East	standard	private	42	20
	ADA	private	3	0
51 Bank of America West	standard	private	60	1
52 Judicial Complex	standard	public	305	189
	ADA	public	10	1
	reserved	reserved	5	5
	back	public	8	5

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Thursday, May 17, 2012

Collected By: City Staff



53	Chiropractic	standard	private	21	0	0	0
54	Church lot	standard	private	61	8	3	12
55	Las Cruces Sun News	standard	private	0	-	-	-
		customer	private	0	-	-	-
		ADA	private	0	-	-	-

Street Parking

A3	Lucero Street	on-street	public	52	5	3	7
B3	Mountain Street	on-street	public	48	7	10	1
C1	Hadley Street	on-street	public	20	1	1	0
C3		on-street	public	31	2	7	1
D3	Court Street	on-street	public	29	1	1	0
E1	Las Cruces Street	on-street	public	20	0	0	0
E2		on-street	public	14	6	14	8
E3		on-street	public	15	5	4	0
n/a	Organ Street	on-street	public	n/a	-	-	-
F2	Griggs Street	on-street	public	20	12	16	1
F3		on-street	public	17	6	4	0
G3	May Ave	on-street	public	n/a	-	-	-
H	<u>Church Street</u>						
	-Las Cruces to N. end	on-street	public	19	11	9	0
	-Las Cruces to S. end	on-street	public	42	6	7	0
I	<u>Main Street</u>						
	-Church to Las Cruces	on-street	public	45	22	21	19
		on-street	public	0	-	-	-
		on-street	public	0	-	-	-
J	<u>Water Street</u>						
	- Amador to Bowman	on-street	public	10	5	3	0
	-Bowman to Griggs	on-street	public	22	6	9	4
	-Griggs to Las Cruces	on-street	public	22	3	2	7
	-Las Cruces to N. end	on-street	public	11	6	5	0

Totals:				3,367	1,360	1,357	582
					40%	40%	17%

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Friday, May 18, 2012

Collected By: City Staff


WALKER
 PARKING CONSULTANTS

1	May St. Lots	paved	private	6	0	0	0
		gravel	private	20	2	1	0
2	Law Firm	standard	private	20	7	5	0
		ADA	private	3	0	0	0
3	Library	standard	public	101	13	22	1
		ADA	public	11	0	1	0
		Add'l	public	17	0	0	0
4	City Hall Employee	emp/service	reserved	70	55	48	13
		ADA	public	9	4	7	0
		garage lower	public	118	109	114	7
		garage roof	public	110	49	36	14
		roof ADA	public	2	0	0	0
5	American Linen	standard	private	83	51	42	0
		ADA	private	2	0	0	0
6	Post Office	standard	public	59	5	17	5
		ADA	public	2	0	2	1
7	Old City Hall	standard	public	33	2	0	1
		official only	reserved	6	8	5	0
		ADA	public	5	0	0	0
8	New Federal Court	below-grade	reserved	n/a	-	-	-
9	Federal Building	gated	gated	n/a	-	-	-
10	1st Community Bank	standard	private	76	18	14	1
		ADA	private	9	0	0	0
		permit	private	36	8	7	0
		1-hr	private	10	2	3	0
		employee	private	8	7	7	0
11	City Hall Visitor Lot	standard	public	53	50	18	0
		ADA	public	6	0	0	0
12	Moose Lodge	standard	private	38	7	8	29
		ADA	private	2	2	1	5
13	Lot 4	standard	public	74	44	33	15
		reserved	reserved	5	0	1	0
		ADA	public	4	1	0	1
	Lot 3	standard	public	80	26	25	20
		reserved	reserved	6	1	1	1
		ADA	public	6	0	0	0
14	Bank of the West	customer	private	57	19	14	29
		employee	reserved	9	6	5	4
		ADA	private	3	0	0	1
14a	Bank Drive Thru	Employee	reserved	12	2	2	0

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Friday, May 18, 2012

Collected By: City Staff


WALKER
 PARKING CONSULTANTS

15	Magistrate	standard	public	21	19	15	6
		ADA	public	3	0	0	0
		reserved	public	14	10	1	1
16	House of Praise	standard	private	6	2	2	2
	Lot 1	standard	public	61	45	42	2
		ADA	public	7	0	0	0
17	Gravel Addition	gravel	open	0	-	-	-
18	Grindell/ Romero	unstriped	private	27	5	3	0
		customer	private	0	-	-	-
		ADA	private	0	-	-	-
19	Carillo's Café	unstriped	open	44	2	4	4
20	Pick Quik Food Mart	standard	private	22	4	6	0
21	Behind Expert Tire	unstriped	open	27	1	4	4
22	Expert Tire	standard	private	12	13	13	9
		ADA	private	1	1	0	0
23	Shook Tire	standard	private	40	18	15	10
	Bolt and Screw	standard	private	30	2	0	0
24	Eyecare	standard	private	11	4	7	0
		ADA	private	1	0	0	0
25	Danny's Barber	reserved	private	6	0	0	0
		ADA	private	3	0	0	0
26	Stull Building	standard	private	10	2	4	0
			private	0	-	-	-
27	Cultural Complex	reserved	public	15	4	1	0
		ADA	public	2	0	0	0
		standard	private	17	7	9	0
		ADA	private	2	0	0	0
28	Museum of Art	standard	public	5	3	5	0
	Lot 5	ADA	public	2	0	0	0
29	Museum of N and S	standard	public	0	-	-	-
30	COAS Bookstore	standard	private	20	3	11	2
		ADA	private	1	0	0	0
31	Exec Center I	standard	private	30	22	19	14
		ADA	private	2	0	0	0
32	Lot on Las Cruces St.	standard	private	13	7	4	0
33	Day's Hamburgers	standard	public	54	17	20	49
		ADA	public	3	0	0	0
34	Zappros	standard	private	10	2	1	10
			private	0	-	-	-
35	Excell Lot	standard	private	34	33	27	14
		ADA	private	2	0	0	0

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Friday, May 18, 2012

Collected By: City Staff



36	Southwest Counseling	reserved	private	11	5	4	5
		ADA	private	2	0	0	0
37	Lot 9	standard	public	32	42	28	20
		ADA	public	9	3	4	0
38	Alley	standard	public	11	0	0	0
		ADA	public	1	0	0	0
39	Lot 10	standard	public	86	65	53	27
		ADA	public	2	1	0	0
40	My Brothers Place	standard	private	9	1	1	0
		standard	private	23	0	6	14
		ADA	private	1	0	0	0
41	Bank of the Southwest	standard	private	17	5	5	0
		ADA	private	1	0	0	0
42	Arrieta Law	standard	private	14	6	5	0
43	Bank of the Rio Grande	standard	private	26	9	10	0
		ADA	private	10	0	0	0
		employee	private	13	10	9	1
		reserved	private	3	5	5	2
44	Exec Center II	standard	private	16	7	5	3
		ADA	private	2	0	0	0
		employee	private	4	3	4	0
45	Full Circle Health Center	standard	private	15	3	4	0
		reserved	reserved	5	1	3	0
		ADA	private	5	0	0	0
46	Las Cruces Convention	standard	private	6	1	3	2
		ADA	private	1	0	0	0
47	Electric Company	standard	public	90	47	33	18
		ADA	public	8	0	0	0
		front	private	9	2	5	0
		back	private	23	10	13	12
48	Shopping Center	standard	private	27	18	13	3
49	St. Paul's Methodist	standard	private	183	15	6	2
		ADA	private	13	0	0	0
		side	private	8	3	1	0
50	Bank of America East	standard	private	42	19	24	1
		ADA	private	3	0	1	0
51	Bank of America West	standard	private	60	0	0	0
52	Judicial Complex	standard	public	305	230	77	12
		ADA	public	10	4	1	4
		reserved	reserved	5	5	2	1
		back	public	8	4	2	0

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Friday, May 18, 2012

Collected By: City Staff



53	Chiropractic	standard	private	21	7	4	4
54	Church Lot	standard	private	61	5	2	5
55	Las Cruces Sun News	standard	private	0	-	-	-
		customer	private	0	-	-	-
		ADA	private	0	-	-	-

Street Parking

A3	Lucero Street	on-street	public	52	6	6	5
B3	Mountain Street	on-street	public	48	4	8	10
C1	Hadley Street	on-street	public	20	0	1	0
C3		on-street	public	31	4	4	2
D3	Court Street	on-street	public	29	1	1	2
E1	Las Cruces Street	on-street	public	20	0	0	0
E2		on-street	public	14	11	11	14
E3		on-street	public	15	4	6	0
n/a	Organ Street	on-street	public	n/a	-	-	-
F2	Griggs Street	on-street	public	20	4	5	0
F3		on-street	public	17	8	5	0
G3	May Ave	on-street	public	n/a	-	-	-
H	<u>Church Street</u>						
	-Las Cruces to N. end	on-street	public	19	11	7	3
	-Las Cruces to S. end	on-street	public	42	7	6	0
I	<u>Main Street</u>						
	-Church to Las Cruces	on-street	public	45	18	16	23
		on-street	public	0	-	-	-
		on-street	public	0	-	-	-
J	<u>Water Street</u>						
	- Amador to Bowman	on-street	public	10	4	4	0
	-Bowman to Griggs	on-street	public	22	8	3	0
	-Griggs to Las Cruces	on-street	public	22	2	7	11
	-Las Cruces to N. end	on-street	public	11	9	8	0
Totals:				3,367	1,361	1,083	481
					40%	32%	14%

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: **Saturday, May 19, 2012**

Collected By: **City Staff**



1	May St. Lots	paved	private	6	1	1	
		gravel	private	20	0	0	
2	Law Firm	standard	private	20	1	0	
		ADA	private	3	0	0	
3	Library	standard	public	101	52	58	
		ADA	public	11	4	5	
		Add'l	public	17	0	0	
4	City Hall Employee	emp/service	reserved	70	13	12	
		ADA	public	9	0	0	
		garage lower	public	118	1	2	
		garage roof	public	110	11	11	
		roof ADA	public	2	0	0	
5	American Linen	standard	private	83	12	10	
		ADA	private	2	0	0	
6	Post Office	standard	public	59	15	2	
		ADA	public	2	2	0	
7	Old City Hall	standard	public	33	14	2	
		official only	reserved	6	0	0	
		ADA	public	5	1	0	
8	New Federal Court	below-grade	reserved	n/a	-	-	
9	Federal Building	gated	gated	n/a	-	-	
10	1st Community Bank	standard	private	76	2	1	
		ADA	private	9	0	0	
		permit	private	36	1	0	
		1-hr	private	10	0	0	
		employee	private	8	3	0	
11	City Hall Visitor Lot	standard	public	53	3	2	
		ADA	public	6	0	0	
12	Moose Lodge	standard	private	38	32	17	
		ADA	private	2	2	2	
13	Lot 4	standard	public	74	69	33	
		reserved	reserved	5	5	0	
		ADA	public	4	4	1	
	Lot 3	standard	public	80	76	28	
		reserved	reserved	6	6	0	
		ADA	public	6	5	2	
14	Bank of the West	customer	private	57	50	14	
		employee	reserved	9	9	0	
		ADA	private	3	3	0	
14a	Bank Drive Thru	Employee	reserved	12	0	0	

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Saturday, May 19, 2012

Collected By: City Staff


WALKER
 PARKING CONSULTANTS

15	Magistrate	standard	public	21	21	13	
		ADA	public	3	3	0	
		reserved	public	14	3	1	
16	House of Praise	standard	private	6	6	4	
	Lot 1	standard	public	61	56	20	
		ADA	public	7	4	0	
17	Gravel Addition	gravel	open	0	-	-	
18	Grindell/ Romero	unstriped	private	27	0	0	
		customer	private	0	-	-	
		ADA	private	0	-	-	
19	Carillo's Café	unstriped	open	44	2	7	
20	Pick Quik Food Mart	standard	private	22	7	5	
21	Behind Expert Tire	unstriped	open	27	2	2	
22	Expert Tire	standard	private	12	9	13	
		ADA	private	1	0	0	
23	Shook Tire	standard	private	40	10	10	
	Bolt and Screw	standard	private	30	0	0	
24	Eyecare	standard	private	11	2	1	
		ADA	private	1	0	0	
25	Danny's Barber	reserved	private	6	1	0	
		ADA	private	3	0	0	
26	Stull Building	standard	private	10	10	7	
			private	0	-	-	
27	Cultural Complex	reserved	public	15	15	7	
		ADA	public	2	2	1	
		standard	private	17	17	9	
		ADA	private	2	2	0	
28	Museum of Art	standard	public	5	5	11	
	Lot 5	ADA	public	2	2	0	
29	Museum of N and S	standard	public	0	-	-	
30	COAS Bookstore	standard	private	20	20	19	
		ADA	private	1	1	0	
31	Exec Center I	standard	private	30	27	8	
		ADA	private	2	0	0	
32	Lot on Las Cruces St.	standard	private	13	4	5	
33	Day's Hamburgers	standard	public	54	54	38	
		ADA	public	3	3	2	
34	Zappros	standard	private	10	10	5	
			private	0	-	-	
35	Excell Lot	standard	private	34	33	20	
		ADA	private	2	2	0	

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Saturday, May 19, 2012

Collected By: City Staff



36	Southwest Counseling	reserved	private	11	11	10	
		ADA	private	2	2	1	
37	Lot 9	standard	public	32	42	15	
		ADA	public	9	6	4	
38	Alley	standard	public	11	11	1	
		ADA	public	1	1	0	
39	Lot 10	standard	public	86	79	41	
		ADA	public	2	2	0	
40	My Brothers Place	standard	private	9	0	0	
		standard	private	23	1	14	
		ADA	private	1	0	0	
41	Bank of the Southwest	standard	private	17	1	0	
		ADA	private	1	0	0	
42	Arrieta Law	standard	private	14	1	0	
43	Bank of the Rio Grande	standard	private	26	9	2	
		ADA	private	10	0	0	
		employee	private	13	3	1	
		reserved	private	3	1	0	
44	Exec Center II	standard	private	16	16	3	
		ADA	private	2	0	0	
		employee	private	4	2	2	
45	Full Circle Health Center	standard	private	15	3	1	
		reserved	reserved	5	1	2	
		ADA	private	5	0	0	
46	Las Cruces Convention	standard	private	6	4	2	
		ADA	private	1	0	0	
47	Electric Company	standard	public	90	84	19	
		ADA	public	8	4	0	
		front	private	9	2	0	
		back	private	23	12	12	
48	Shopping Center	standard	private	27	10	7	
49	St. Paul's Methodist	standard	private	183	9	9	
		ADA	private	13	0	0	
		side	private	8	0	0	
50	Bank of America East	standard	private	42	14	1	
		ADA	private	3	2	0	
51	Bank of America West	standard	private	60	0	0	
52	Judicial Complex	standard	public	305	12	11	
		ADA	public	10	0	2	
		reserved	reserved	5	2	1	
		back	public	8	0	1	

Las Cruces: Downtown Parking Occupancies (May, 2012)

Date: Saturday, May 19, 2012

Collected By: City Staff



53	Chiropractic	standard	private	21	0	0	
54	Church Lot	standard	private	61	9	1	
55	Las Cruces Sun News	standard	private	0	-	-	
		customer	private	0	-	-	
		ADA	private	0	-	-	

Street Parking

A3	Lucero Street	on-street	public	52	7	5	
B3	Mountain Street	on-street	public	48	5	11	
C1	Hadley Street	on-street	public	20	5	2	
C3		on-street	public	31	6	0	
D3	Court Street	on-street	public	29	2	2	
E1	Las Cruces Street	on-street	public	20	16	0	
E2		on-street	public	14	14	17	
E3		on-street	public	15	15	0	
n/a	Organ Street	on-street	public	n/a	-	-	
F2	Griggs Street	on-street	public	20	12	12	
F3		on-street	public	17	2	0	
G3	May Ave	on-street	public	n/a	-	-	
H	Church Street						
	-Las Cruces to N. end	on-street	public	19	32	5	
	-Las Cruces to S. end	on-street	public	42	8	0	
I	Main Street						
	-Church to Las Cruces	on-street	public	45	0	0	
		on-street	public	0	-	-	
		on-street	public	0	-	-	
J	Water Street						
	- Amador to Bowman	on-street	public	10	0	0	
	-Bowman to Griggs	on-street	public	22	9	4	
	-Griggs to Las Cruces	on-street	public	22	14	9	
	-Las Cruces to N. end	on-street	public	11	23	15	
Totals:				3,367	1,256	656	0
					37%	19%	0%

1. Parts of Griggs Street and all of Main Street are blocked off on Saturdays for the Farmer's Market and Craft Fair. Estimated that roughly 53 parking spaces are not available due to these closures.

2013 Inventory Dates by Type

		Thursday, April 18, 2013	Friday, May 3, 2013	Saturday, May 11, 2013	Sunday, May 17, 2013	Monday, May 19, 2013	Tuesday, May 20, 2013
1	May St. Lrk	private	6	0	0	0	1
2	May St. Lrk	private	20	0	0	0	0
3	Low Firm	private	7	5	0	0	0
4	Low Firm	private	3	0	0	0	0
5	American Union	private	41	44	40	36	43
6	American Union	private	0	0	0	0	0
7	American Union	private	2	35	18	2	22
8	1st Community Bank	private	7	2	0	0	0
9	1st Community Bank	private	0	0	0	0	0
10	1st Community Bank	private	10	9	11	10	0
11	1st Community Bank	private	2	0	5	0	0
12	1st Community Bank	private	4	6	4	7	0
13	1st Community Bank	private	11	3	8	22	3
14	1st Community Bank	private	0	1	0	4	0
15	1st Community Bank	private	21	17	26	2	25
16	1st Community Bank	private	4	4	4	4	4
17	1st Community Bank	private	6	3	2	5	0
18	1st Community Bank	private	7	7	8	0	5
19	1st Community Bank	private	0	0	0	0	0
20	1st Community Bank	private	6	7	1	4	5
21	1st Community Bank	private	12	17	17	7	13
22	1st Community Bank	private	1	0	0	0	0
23	1st Community Bank	private	17	22	18	9	15
24	1st Community Bank	private	30	0	0	0	0
25	1st Community Bank	private	5	7	8	4	0
26	1st Community Bank	private	0	0	0	0	0
27	1st Community Bank	private	2	2	0	0	0
28	1st Community Bank	private	0	0	0	0	0
29	1st Community Bank	private	1	0	0	0	0
30	1st Community Bank	private	8	7	5	3	7
31	1st Community Bank	private	28	27	6	24	3
32	1st Community Bank	private	0	0	0	0	0
33	1st Community Bank	private	9	8	7	5	0
34	1st Community Bank	private	1	1	2	2	2
35	1st Community Bank	private	35	42	32	17	42
36	1st Community Bank	private	0	0	0	0	0
37	1st Community Bank	private	8	11	6	7	6
38	1st Community Bank	private	1	1	0	0	0
39	1st Community Bank	private	1	1	0	0	0
40	1st Community Bank	private	2	8	1	0	1
41	1st Community Bank	private	0	0	0	0	0
42	1st Community Bank	private	4	10	4	7	0
43	1st Community Bank	private	0	0	0	0	0
44	1st Community Bank	private	9	6	8	0	6
45	1st Community Bank	private	14	15	11	12	0
46	1st Community Bank	private	10	10	1	1	0
47	1st Community Bank	private	3	4	5	0	4
48	1st Community Bank	private	16	7	4	5	1
49	1st Community Bank	private	0	0	0	0	0
50	1st Community Bank	private	3	4	5	0	4
51	1st Community Bank	private	7	7	8	1	7
52	1st Community Bank	private	0	0	0	0	0
53	1st Community Bank	private	4	5	0	1	2
54	1st Community Bank	private	4	5	0	1	2
55	1st Community Bank	private	4	5	0	1	2
56	1st Community Bank	private	4	5	0	1	2
57	1st Community Bank	private	4	5	0	1	2
58	1st Community Bank	private	4	5	0	1	2
59	1st Community Bank	private	4	5	0	1	2
60	1st Community Bank	private	4	5	0	1	2
61	1st Community Bank	private	4	5	0	1	2
62	1st Community Bank	private	4	5	0	1	2
63	1st Community Bank	private	4	5	0	1	2
64	1st Community Bank	private	4	5	0	1	2
65	1st Community Bank	private	4	5	0	1	2
66	1st Community Bank	private	4	5	0	1	2
67	1st Community Bank	private	4	5	0	1	2
68	1st Community Bank	private	4	5	0	1	2
69	1st Community Bank	private	4	5	0	1	2
70	1st Community Bank	private	4	5	0	1	2
71	1st Community Bank	private	4	5	0	1	2
72	1st Community Bank	private	4	5	0	1	2
73	1st Community Bank	private	4	5	0	1	2
74	1st Community Bank	private	4	5	0	1	2
75	1st Community Bank	private	4	5	0	1	2
76	1st Community Bank	private	4	5	0	1	2
77	1st Community Bank	private	4	5	0	1	2
78	1st Community Bank	private	4	5	0	1	2
79	1st Community Bank	private	4	5	0	1	2
80	1st Community Bank	private	4	5	0	1	2
81	1st Community Bank	private	4	5	0	1	2
82	1st Community Bank	private	4	5	0	1	2
83	1st Community Bank	private	4	5	0	1	2
84	1st Community Bank	private	4	5	0	1	2
85	1st Community Bank	private	4	5	0	1	2
86	1st Community Bank	private	4	5	0	1	2
87	1st Community Bank	private	4	5	0	1	2
88	1st Community Bank	private	4	5	0	1	2
89	1st Community Bank	private	4	5	0	1	2
90	1st Community Bank	private	4	5	0	1	2
91	1st Community Bank	private	4	5	0	1	2
92	1st Community Bank	private	4	5	0	1	2
93	1st Community Bank	private	4	5	0	1	2
94	1st Community Bank	private	4	5	0	1	2
95	1st Community Bank	private	4	5	0	1	2
96	1st Community Bank	private	4	5	0	1	2
97	1st Community Bank	private	4	5	0	1	2
98	1st Community Bank	private	4	5	0	1	2
99	1st Community Bank	private	4	5	0	1	2
100	1st Community Bank	private	4	5	0	1	2

2012 Inventory Data by Type and Percentage

	Monday, May 15, 2011	Tuesday, May 16, 2011	Wednesday, May 17, 2011	Thursday, May 18, 2011	Friday, May 19, 2011	Saturday, May 20, 2011		
1	May 21, Ltd	private	6	0%	0%	0%	17%	17%
1	May 21, Ltd	general	20	0%	5%	0%	0%	0%
2	Low Pin	standard	20	15%	25%	0%	43%	40%
2	Low Pin	ADA	3	0%	0%	0%	0%	0%
5	American Lines	standard	3	46%	36%	1%	31%	7%
5	American Lines	ADA	2	0%	0%	0%	43%	37%
10	1st Community Bank	standard	78	30%	18%	0%	0%	0%
10	1st Community Bank	ADA	9	33%	9%	3%	46%	24%
10	1st Community Bank	parish	36	0%	0%	0%	0%	0%
10	1st Community Bank	ADA	10	32%	36%	0%	31%	28%
10	1st Community Bank	employee	8	79%	20%	0%	40%	10%
12	Moore Lodge	standard	8	59%	20%	0%	73%	86%
12	Moore Lodge	ADA	37	8%	34%	50%	0%	21%
14	Bank of the West	customer	37	50%	32%	20%	49%	46%
14	Bank of the West	ADA	3	0%	44%	44%	0%	0%
14	Bank of the West	ADA	3	0%	0%	0%	33%	0%
16	House of Praise	standard	6	100%	50%	50%	67%	33%
16	House of Praise	ADA	27	30%	20%	0%	19%	30%
16	GrubHub/Emero	customer	3	-	-	-	-	-
16	GrubHub/Emero	ADA	3	-	-	-	-	-
18	Crabby's Food Mart	standard	22	41%	37%	9%	18%	23%
20	Crabby's Food Mart	ADA	22	147%	147%	56%	108%	73%
22	Expert Tire	standard	1	100%	0%	0%	0%	0%
23	Expert Tire	ADA	1	0%	100%	0%	0%	0%
23	Shook Tire	standard	40	43%	38%	23%	43%	43%
23	Ball and Screw	standard	30	0%	0%	0%	0%	0%
24	Eyecore	standard	11	45%	64%	0%	91%	18%
24	Eyecore	ADA	1	0%	0%	0%	0%	0%
25	Denny's Barber	ADA	6	0%	0%	0%	0%	0%
25	Denny's Barber	ADA	3	0%	0%	0%	0%	0%
26	Swif Building	standard	0	20%	50%	0%	33%	0%
26	Swif Building	ADA	0	0%	0%	0%	0%	0%
30	COAS Bookstore	standard	0	15%	33%	60%	13%	33%
30	COAS Bookstore	ADA	1	0%	0%	0%	0%	0%
31	East Center 1	standard	39	77%	90%	20%	80%	67%
31	East Center 1	ADA	2	0%	50%	0%	0%	50%
32	Lot on the Green B.	standard	13	62%	54%	23%	54%	38%
34	Zigron	standard	0	10%	10%	70%	20%	20%
34	Zigron	ADA	0	-	-	-	-	-
35	East Lot	standard	34	118%	91%	50%	124%	94%
35	East Lot	ADA	2	0%	0%	0%	0%	0%
36	Southwest Creamery	ADA	11	100%	91%	55%	100%	53%
36	Southwest Creamery	ADA	2	50%	50%	0%	0%	0%
40	My Brothers Place	standard	17	0%	0%	0%	0%	0%
40	My Brothers Place	ADA	17	17%	22%	35%	4%	39%
41	Bank of the Southwest	standard	17	0%	0%	0%	0%	0%
41	Bank of the Southwest	ADA	1	24%	29%	0%	24%	41%
42	Arville Law	standard	14	0%	0%	0%	0%	0%
42	Bank of the Rio Grande	standard	26	64%	43%	66%	57%	57%
43	Bank of the Rio Grande	ADA	10	62%	62%	0%	42%	40%
43	Bank of the Rio Grande	ADA	13	0%	0%	0%	10%	10%
43	Bank of the Rio Grande	employee	3	81%	77%	8%	77%	43%
43	Bank of the Rio Grande	standard	3	133%	167%	0%	167%	167%
44	East Center 8	standard	16	23%	31%	6%	12%	50%



APPENDIX B2:

Downtown Las Cruces

2008 Parking Inventory and Occupancy Data


Las Cruces: Downtown Parking Inventory (July 1, 2008)

Block #	Location	Standard	Public	ADA	Notes	Count	
1	Library	standard	public	97	Construction on southern portion of block	1	
		ADA	public	9			
		Add'l	public	20			
2	So-Lo	n/a	n/a	n/a	CLOSED! Construction on block for new City Hall.		
3	American Linen	standard	private	86	No restrictions.		
		ADA	private	2			
4	Hadley Street	on-street	public	n/a	San Pedro to Campo. Not counted; residential.	3	
		on-street	public	20	Campo to Church.		
		on-street	public	31	Water to Alameda.		
5	Post Office	standard	public	59	Standard spaces have a 30 min time limit.	4	
		ADA	public	2			
6	City Hall	standard	public	33	City Hall.		
		official only	reserved	6	Official vehicles only.		
		ADA	public	5			
7	Las Cruces Street	on-street	public	n/a	San Pedro to Campo. Not counted; residential.		
		on-street	public	20	Campo to Church.		
		on-street	public	14	Church to Water.		
		on-street	public	15	Water to Alameda.		
8	South City Hall	n/a	n/a	n/a	CLOSED! Construction on block for new Federal Court.	5	
A - 9	Federal Building	gated	gated	77	Gated parking for the Federal Building.		
9	1st Community Bank	standard	private	76	Inventory is estimated, as some stalls are not striped.		
		ADA	private	9			
		permit	private	36			Permit parking only.
		1-hr	private	10			One hour parking only.
		employee	private	8	Employee parking only.		
10	Pick Quik Food Mart	standard	private	22	Loading trucks present.		
11	Expert Tire	standard	private	12		6	
		ADA	private	1			
12	Carillo's Café	unstriped	open	44	Inventory is estimated, as stalls are not striped.	12	
13	Behind Expert Tire	unstriped	open	27	Inventory is estimated, as stalls are not striped.	12	
14	Organ Street	on-street	public	n/a	San Pedro to Campo. Not counted; residential.		
		on-street	public	n/a	Campo to Church - closed for construction		
15	Law Firm	standard	private	20	Saenz and Torres Law Firm.		
		ADA	private	3			
16	May St. Lots	paved	private	6	North of May	8	
		gravel	private	20	South of May		
B - 17	Gravel Addition	gravel	open	50	Inventory is estimated, as stalls are not striped.	12	
17	Grindell/ Romero	unstriped	private	27	Inventory is estimated, as stalls are not striped.	12	
		customer	private	4			
		ADA	private	1			
18	House of Praise Lot 1	unstriped	private	8	Lot 1 has the capacity for approx. 20 add'l spaces.	9	
		standard	public	61			
		ADA	public	7			
19	Magistrate	standard	public	25			
		ADA	public	3			


Las Cruces: Downtown Parking Inventory (July 1, 2008)

ID	Location	Category	Type	Count	Notes	Other
		unmarked	public	8		
20	Lot on Las Cruces St.	standard	private	13	Reserved for Exec Center tenants.	
21	Lot 4	standard	public	46	For downtown market patrons only.	
		gov't	public	28	Not signed for government use.	10
		reserved	reserved	5	Reserved for ABC Printing.	
		ADA	public	4		
		alley	public	7	Spaces are unmarked.	11
	Lot 3	standard	public	52	For downtown market patrons only.	
		gov't	public	28	Not signed for government use.	
		reserved	reserved	6		
		ADA	public	6	Reserved for Insta-Copy.	
22	Moose Lodge	unstriped	open	60	Inventory is estimated, as stalls are not striped.	12
23	Mastery in Life Center	guest	private	5		
		employee	private	2		
		ADA	private	2		
24	Cultural Complex	reserved	public	15		
		unmarked	public	16		
		ADA	public	3		
C - 25	Bank of Rio Grande	standard	public	19	Former bank spaces. May be used for museum.	
25	Las Cruces Museum	standard	public	5		
		ADA	public	2		
26	COAS Bookstore	standard	private	17	No signs or restrictions.	
		ADA	private	1		
27	Exec Center I	standard	private	30	No signs or restrictions.	
		ADA	private	2		
28	Day's Hamburgers	standard	public	54		
		ADA	public	3		
29	Water Street	on-street	public	10	Amador to Bowman.	
		on-street	public	22	Bowman to Griggs.	
		on-street	public	22	Griggs to Las Cruces.	
		on-street	public	11	Las Cruces to north of loop.	
30	Church Street	on-street	public	19	Las Cruces to south of loop.	
		on-street	public	42	Las Cruces to north of loop.	
31	Excell Lot	standard	private	34		
		ADA	private	2		
D - 31	Southwest Counseling	reserved	private	11	Reserved for Southwest Counseling.	
		ADA	private	2		
E - 31	Small Lot	standard	private	4	Next to Excell Lot. 10 spaces total.	
		reserved	private	6		
32	Griggs Street	on-street	public	n/a	San Pedro to Campo. Not counted; residential.	
		on-street	public	n/a	Campo to Church. Closed for construction.	
		on-street	public	20	Church to Water.	
		on-street	public	17	Water to Alameda.	
33	Lot 9	standard	public	32	Noted as "Zia Building" in former study.	
		ADA	public	9		


Las Cruces: Downtown Parking Inventory (July 1, 2008)

F - 33	Lot 10	standard	public	86		
		ADA	public	2		
G - 33	Alley	standard	public	11		
		ADA	public	1		
34	Judicial Complex	standard	public	305	There were 3 obstructed spaces. Badly striped.	
		ADA	public	10		
		reserved	reserved	5		
		back	public	8	Reserved for courts, in back of building.	
35	Shook Tire	standard	private	40	Inventory is estimated, as stalls are not striped.	12
	Bolt and Screw	standard	private	30	Inventory is estimated, as stalls are not striped.	12
36	Take 5 Fitness/ Eyecare	standard	private	11	Inventory is estimated, as stalls are not striped.	12
		ADA	private	1		
37	Lucero Street	on-street	public	60	Alameda to Water.	
H - 37	Danny's Barber	reserved	private	9	Parking adjacent to Lucero Street. Reserved.	
38	Mountain Street	on-street	public	48	Alameda to Water.	
I - 38	Church Lot	standard	private	61	Large lot south of Mountain Street.	
39	Arrieta Law	standard	private	14	Inventory is estimated, as stalls are not striped.	12
40	Bank of the Southwest	standard	private	17		
		ADA	private	1		
41	Bank of the Rio Grande	standard	private	26		
		ADA	private	10		
		employee	private	13		
		reserved	private	3		
42	Las Cruces Sun News	standard	private	73	Unmarked, no signs. Approx 1/3 of spaces unstriped.	
		customer	private	3		
		ADA	private	5		
43	Court Street	on-street	public	29		
44	Exec Center II	standard	private	16		
		ADA	private	2		
		employee	private	4	Reserved for employees only.	
45	Full Circle Health Center	standard	private	15		
		reserved	reserved	5	Sunshine Building Only.	
		ADA	private	5		
46	Electric Company	standard	public	90	Back row signed as "No Parking." Drive thru lane.	
		ADA	public	8		
		front	private	9	Assumed for customers only.	
		back	private	23	Assumed for employees only.	
J - 46	Las Cruces Convention	standard	private	6		
		ADA	private	1		
47	Shopping Center	standard	private	27	Parking in back of shopping center.	
48	Bank of America East	standard	private	42	Reserved for Bank of America patrons only.	
		ADA	private	3		
49	Bank of America West	standard	private	60	Inventory is estimated, as stalls are not striped.	12
50	Dona Ana Co.	standard	private	65	Inventory is estimated, as stalls are not striped.	12
51	Milagro Maintenance	standard	private	21		


Las Cruces: Downtown Parking Inventory (July 1, 2008)

52	Bank of the West	customer	private	41	Customer parking only.
		employee	reserved	9	Employee parking only.
		unmarked	private	7	
		ADA	private	2	ADA spaces are also unmarked.
K - 52	Bank Drive Thru	customer	private	13	
		employee	reserved	8	
53	St. Paul's Methodist	standard	private	183	
		ADA	private	13	
		side	private	8	On side of building by the basketball court.

General Notes:

- A. Downtown parking lots and on-street parking areas have been numbered for reference. Please see the map at the beginning of Appendix A.
- B. The numbering system for this survey is the same one that was established in the 2002 GMI parking study. The same numbers were used in order to provide an apples-to-apples comparison of occupancy percentages between 2002 and 2008.
- C. The 2008 study area has been revised to exclude blocks east of Campo (between Campo and San Pedro) with the exception of two small private lots located south of May St. It is our determination that these blocks include mostly residential uses with some light commercial. However, since Campo is a relatively busy street, any available on-street parking located to the east of this street is both inconvenient and unsafe for pedestrians. Therefore these spaces should not be considered part of the downtown supply available for the core area businesses. Blocks to the east of San Pedro (and likewise, blocks west of Alameda) are primarily residential.
- D. For unstriped parking lots, the GMI study provided estimated inventory counts based on square footage taken from an aerial photograph. Unless obvious errors were detected, Walker has used the same inventory figure for these lots. For unstriped, on-street parking, the GMI study estimated the number of available spaces using a calculation of linear feet of curb space minus some allowance for curb cuts, etc. Walker has revised most of the on-street inventory estimates by counting off estimated 18' parking spaces along any unmarked block face where parking is allowed.
- E. Parking areas that have been added since the 2002 study (or were missed) have been labeled on the map and the table above with a letter-number designation. For example Lot E-31 is a lot located next to Lot 31 but was not included in the original GMI counts.

Footnotes:

- ¹ New drive aisle and construction fence obstructs the use of 13 spaces. No sign or restrictions.
- ² Additional parking area located to the south and west of main library lot.
- ³ Unless marked, all on-street inventory numbers are estimated based on a rough calculation of 18' per car in areas between curb cuts, no parking zones, and intersections. (The previous GMI inventory numbers were calculated using an aerial photograph - please see General Note C above). The actual on-street occupancies may vary slightly from the inventory depending on how efficiently drivers can make use of the available curb space.
- ⁴ Gated loading lot behind USPS not counted.
- ⁵ Formerly 185 spaces in a lot south of City Hall.
- ⁶ Some vehicles parked here are under repair or being stored.
- ⁷ Closed from Campo to Church for construction of new Courthouse. Organ Street does not go through to Alameda.
- ⁸ Location of these lots was unclear from the GMI study. Two private lots adjacent to May Street were counted.
- ⁹ This lot could add approximately 20 additional spaces by restriping.
- ¹⁰ The parking aisle adjacent to Campo is utilized by government workers displaced by the construction of the new courthouse.
- ¹¹ Located next to the mall, by the Farmer's Market.
- ¹² Where the lot was unpaired, and Walker's counts were similar, the previous numbers were used.


Las Cruces: Downtown Parking Occupancies (Wednesday, July 2, 2008)

ID	Location	Type	Access	Total	Occupancy		
					7:00 AM - 12:00 PM	12:00 PM - 5:00 PM	5:00 PM - 8:00 PM
1	Library	standard	public	97	40	56	44
		ADA	public	9	0	2	3
		Add'l	public	20	2	3	0
2	So-Lo	n/a	n/a	n/a	0	0	0
3	American Linen	standard	private	86	50	53	23
		ADA	private	2	0	0	2
4	Hadley Street -San Pedro to Campo	on-street	public	n/a	0	0	0
		on-street	public	20	2	2	0
		on-street	public	31	7	4	6
5	Post Office	standard	public	59	11	20	14
		ADA	public	2	1	1	0
6	City Hall	standard	public	33	28	23	5
		official only	reserved	6	9	3	7
		ADA	public	5	1	2	0
7	Las Cruces St. -San Pedro to Campo	on-street	public	n/a	0	0	0
		on-street	public	20	20	17	7
		on-street	public	14	19	8	5
		on-street	public	15	8	6	1
8	South City Hall	n/a	n/a	n/a	0	0	0
A - 9	Federal Building	gated	gated	77	56	53	26
9	1st Community Bank	standard	private	76	57	45	12
		ADA	private	9	0	0	0
		permit	private	36	28	19	11
		1-hr	private	10	5	3	3
		employee	private	8	5	4	4
10	Pick Quik Food Mart	standard	private	22	2	5	3
11	Expert Tire	standard	private	12	10	10	10
		ADA	private	1	0	0	0
12	Carillo's Café	unstriped	open	44	0	2	1
13	Behind Expert Tire	unstriped	open	27	1	2	0
14	Organ Street -San Pedro to Campo	on-street	public	n/a	0	0	0
		on-street	public	n/a	0	0	0
15	Law Firm	standard	private	20	6	2	3
		ADA	private	3	0	0	0
16	May St. Lots	paved	private	6	3	2	0
		gravel	private	20	3	3	3
B - 17	Gravel Addition	gravel	open	50	28	12	1
17	Grindell/ Romero	unstriped	private	27	12	2	2
		customer	private	4	0	0	0
		ADA	private	1	0	0	0
18	House of Praise	unstriped	private	8	3	5	2
		standard	public	61	49	64	6



WALKER
PARKING CONSULTANTS

Las Cruces: Downtown Parking Occupancies (Wednesday, July 2, 2008)

ID	Location	Type	Status	Total	Occupancy		
					AM	10 PM	PM
		ADA	public	7	2	2	0
19	Magistrate	standard	public	25	24	27	5
		ADA	public	3	2	3	0
		unmarked	public	8	5	8	0
20	Lot on Las Cruces St.	standard	private	13	13	7	5
21	Lot 4	standard	public	46	46	38	5
		gov't	public	28	28	21	3
		reserved	reserved	5	2	0	0
		ADA	public	4	1	1	0
		alley	public	7	3	3	0
	Lot 3	standard	public	52	51	25	5
		gov't	public	28	26	22	4
		reserved	reserved	6	2	3	0
		ADA	public	6	3	1	0
22	Moose Lodge	unstriped	open	60	2	3	11
23	Mastery in Life Center	guest	private	5	1	1	0
		employee	private	2	0	1	0
		ADA	private	2	0	0	0
24	Cultural Complex	reserved	public	15	13	7	1
		unmarked	public	16	0	0	0
		ADA	public	3	0	0	0
C - 25	Bank of Rio Grande	standard	public	19	16	7	0
25	Las Cruces Museum	standard	public	5	4	5	1
		ADA	public	2	0	0	0
26	COAS Bookstore	standard	private	17	19	14	3
		ADA	private	1	0	0	0
27	Exec Center I	standard	private	30	21	25	5
		ADA	private	2	0	0	0
28	Day's Hamburgers	standard	public	54	42	40	25
		ADA	public	3	0	0	0
29	Water Street	-Amador to Bowman	on-street	10	3	0	0
		-Bowman to Griggs	on-street	22	5	7	3
		-Griggs to Las Cruces	on-street	22	6	6	2
		-Las Cruces to N. of loop	on-street	11	6	6	3
30	Church St.	-Las Cruces to S. of loop	on-street	19	16	14	0
		-Las Cruces to N. of loop	on-street	42	27	12	9
31	Excell Lot	standard	private	34	34	12	24
		ADA	private	2	2	0	0
D - 31	Southwest Counseling	reserved	private	11	11	10	3
		ADA	private	2	2	0	0
E - 31	Small Lot	standard	private	4	2	3	2
		reserved	private	6	5	4	3


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Las Cruces: Downtown Parking Occupancies (Wednesday, July 2, 2008)

						9:30 AM	1:00 PM	5:00 PM
32	Griggs Street	-San Pedro to Campo	on-street	public	n/a	0	0	0
		-Campo to Church	on-street	public	n/a	0	0	0
		-Church to Water	on-street	public	20	4	5	2
		-Water to Alameda	on-street	public	17	3	4	2
33	Lot 9		standard	public	32	27	25	27
			ADA	public	9	1	2	1
F - 33	Lot 10		standard	public	86	49	43	41
			ADA	public	2	0	0	0
G - 33	Alley		standard	public	11	4	5	2
			ADA	public	1	0	0	0
34	Judicial Complex		standard	public	305	203	145	86
			ADA	public	10	8	6	5
			reserved	reserved	5	5	0	4
			back	public	8	5	6	6
35	Shook Tire		standard	private	40	5	11	4
	Bolt and Screw		standard	private	30	1	0	1
36	Take 5 Fitness/ Eyecare		standard	private	11	6	7	5
			ADA	private	1	0	0	0
37	Lucero Street	-Alameda to Water	on-street	public	60	6	3	4
H - 37	Danny's Barber		reserved	private	9	1	3	3
38	Mountain Street	-Alameda to Water	on-street	public	48	8	11	12
I - 38	Church Lot		standard	private	61	14	10	3
39	Arrieta Law		standard	private	14	0	0	0
40	Bank of the Southwest		standard	private	17	10	8	6
			ADA	private	1	0	0	6
41	Bank of the Rio Grande		standard	private	26	20	16	5
			ADA	private	10	1	2	0
			employee	private	13	9	7	3
			reserved	private	3	2	3	2
42	Las Cruces Sun News		standard	private	73	38	32	31
			customer	private	3	0	0	0
			ADA	private	5	0	0	0
43	Court Street		on-street	public	29	0	0	0
44	Exec Center II		standard	private	16	2	2	2
			ADA	private	2	0	0	0
			employee	private	4	5	5	0
45	Full Circle Health Center		standard	private	15	3	4	3
			reserved	reserved	5	2	3	1
			ADA	private	5	0	1	0
46	Electric Company		standard	public	90	36	30	3
			ADA	public	8	0	1	0
			front	private	9	2	9	2


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Las Cruces: Downtown Parking Occupancies (Wednesday, July 2, 2008)

		back	private	23	8	11	11	
J - 46	Las Cruces Convention	standard	private	6	1	1	2	
		ADA	private	1	0	1	0	
47	Shopping Center	standard	private	27	12	10	8	
48	Bank of America East	standard	private	42	27	14	6	
		ADA	private	3	0	0	0	
49	Bank of America West	standard	private	60	2	0	0	
50	Dona Ana Co.	standard	private	65	0	1	4	
51	Milagro Maintenance	standard	private	21	3	2	0	
52	Bank of the West	customer	private	41	20	16	3	
		employee	reserved	9	6	5	2	
		unmarked	private	7	4	5	1	
		ADA	private	2	0	0	0	
K - 52	Bank Drive Thru	customer	private	13	5	3	3	
		employee	reserved	8	1	2	0	
53	St. Paul's Methodist	standard	private	183	18	13	8	
		ADA	private	13	0	0	0	
		side	private	8	0	0	0	
TOTALS				3,246	1,500	1,285	648	

APPENDIX C:
PARKING SYSTEM FEEDBACK
SURVEY (EXAMPLE)





Dear Resident, Business Owner, or Stakeholder:

Thank you very much for the opportunity to meet with you to discuss the current and future public parking system for downtown Las Cruces. As you may be aware, the City has recently hired Walker Parking Consultants ("Walker") to complete a parking planning study update for the downtown area. Part of our scope of work is to help the City examine policies regarding how public parking is provided, managed, and developed in the future. The goal is help create a parking system that will continue to serve downtown businesses, residents, employees, and visitors - meanwhile encouraging new development and redevelopment within the downtown core. To this end, we feel that it is very important to get feedback from existing downtown stakeholders such as you. Please take a few minutes to fill out the attached parking feedback survey.

Your thoughtful responses are greatly appreciated!

Sincerely,

Jeremiah J. Simpson
Parking Consultant II

Walker Parking Consultants | Walker Restoration Consultants
5350 S. Roslyn Street, Suite 220 | Greenwood Village, CO 80210
303.694.6622 (Office) | 818.720.7196 (Cell) | 303.694.6667 (Fax)
www.walkerparking.com

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**City of Las Cruces
Downtown Parking System - Feedback Survey**

Name: _____ Phone: _____

Title: _____ Alt Phone: _____

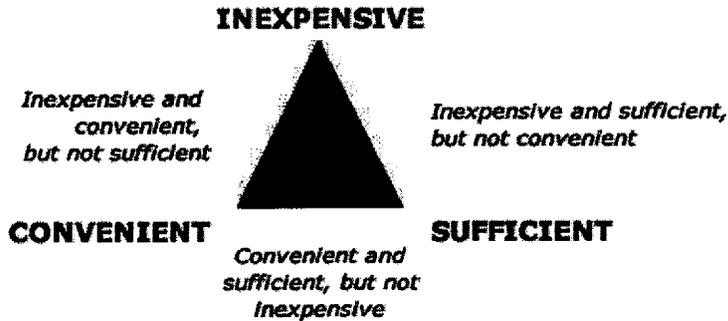
E-Mail: _____

Property/Business Name and Location: _____

Does your property/business currently provide off-street parking?: _____ Yes _____ No

If so, how many parking spaces do you provide?: _____ On-Site _____ Off-Site

1. PLEASE REVIEW THE PARKING PRIORITIES TRIANGLE BELOW. GENERALLY, AN INDIVIDUAL PARKING FACILITY (LOT OR GARAGE) CAN ACCOMPLISH TWO OF THE THREE GOALS ON THE TRIANGLE, BUT NOT ALL THREE AT ONCE. FROM AN OVERALL DOWNTOWN PERSPECTIVE, PLEASE RATE THE MOST IMPORTANT ASPECTS TO YOU AS A DOWNTOWN STAKEHOLDER IN ORDER OF MOST IMPORTANT TO LEAST IMPORTANT.



For Day-To-Day Parking : 1. _____ 2. _____ 3. _____

For Special Event Parking:
(such as farmers market) 1. _____ 2. _____ 3. _____

2. PLEASE RATE THE FOLLOWING BASED ON CURRENT PARKING OPERATIONS IN DOWNTOWN LAS CRUCES?

	ADEQUATE	INADEQUATE	NO OPINION
▪ Availability of Spaces	_____	_____	_____
▪ Convenience of Spaces	_____	_____	_____
▪ Public Parking Lot Signage	_____	_____	_____
▪ On-Street Signage	_____	_____	_____
▪ Parking Appearance	_____	_____	_____
▪ Parking Enforcement	_____	_____	_____
▪ City's Responsiveness to Issues	_____	_____	_____
▪ Parking Codes and Standards	_____	_____	_____
▪ Parking for Events / Festivals	_____	_____	_____
▪ Price (No pay parking, currently)	_____	_____	_____
▪ Availability of Transit Alternatives	_____	_____	_____
▪ Technology	_____	_____	_____

(On the next page, please explain any answers in which you indicated inadequate)

Comments: _____

3. ARE THERE PARTICULAR AREAS IN THE DOWNTOWN WHERE YOU FEEL THERE ARE PARKING SHORTAGES?

FUTURE PARKING OPERATIONS

1. What do you see as the most important issues (or concerns) surrounding the downtown parking operations for the future?

2. In your own view, what are your thoughts on each of the following potential changes to the system (note that these are for discussion only and not necessarily Walker's recommendations at this point):

A. "Branding" the public parking system through use of similar on-street signage, graphics, colors, and internal parking lot signage?

- B. Forming a downtown parking assessment district where businesses would pay annual fees to help develop and maintain additional public lots?

- C. Enforcing two hour time limits on-street to help encourage turn-over of the most convenient spaces?

- D. Managing on-street and public lot parking through use of multi-space meters or other pay systems?

- E. Identifying more remote lots with a limited shuttle service to help with parking during special events and festivals?

- F. Creating "visitor only" parking spaces through use of signage at some of the key downtown buildings?

- G. Creating residential permit zones in some of the neighborhoods immediately adjacent to the downtown?

- H. Increasing the City's investment in alternative transportation programs such as the parking shuttle (existing), car sharing programs (such as ZipCar), or incentives for employee carpooling, etc.?

- 3. What's your perception of how the City of Las Cruces' parking operations may compare with parking systems in other similar communities?

Are you aware of any other parking systems that the City should look at as a possible model? (Which 'best practices' may be of interest?)

4. If you were asked to provide a "single most important piece of advice" for this current assessment of the parking – what would it be?

5. Any additional comments or suggestions?
