

Appendix C-5
Parking Impact Analysis

APPENDIX C-5

PARKING IMPACT ANALYSIS

The purpose of this parking impact analysis is to identify the extent to which on and off street parking is available and utilized and to use this data to evaluate potential impacts to on- and off-street parking due to various I-81 Viaduct Project alternatives. A GIS database was developed by combining existing databases that were then updated and/or expanded to cover the critical portions of the study area.

CHAPTER 1

BACKGROUND

1.1 STUDY AREA

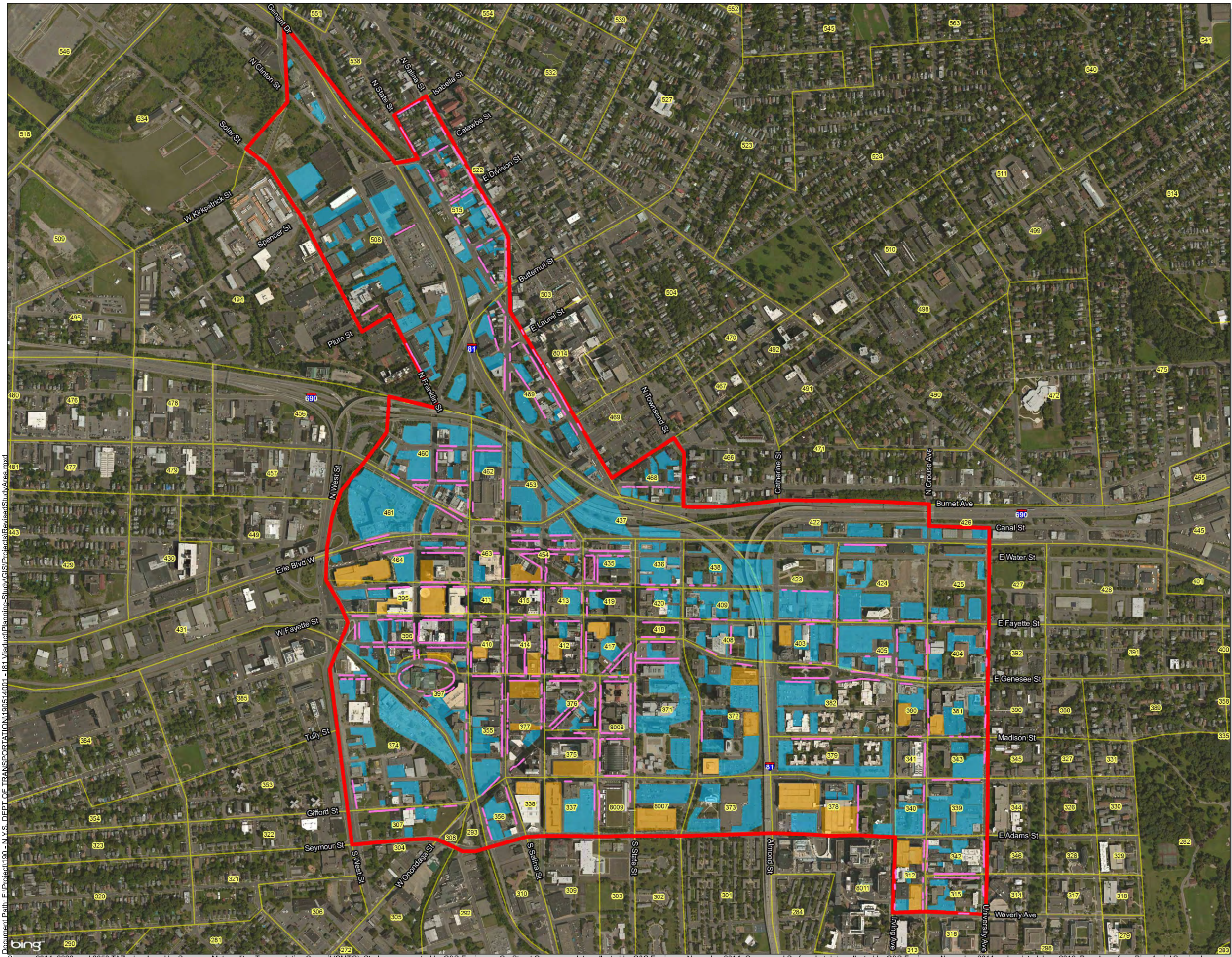
As shown in **Figure 1-1**, the study area limits are bound by West Street/Solar Street to the west, North Salina Street/North State Street/Burnet Avenue to the north, University Avenue to the east, and Adams Street/Waverly Avenue to the south covering all of downtown, portions of University Hill, and the north side of the city just shy of Destiny USA. The entire study area encompassed over 680 acres or approximately 1 square mile.


The study area was developed by providing a ¼ mile radius around potential project impact corridors based on preliminary alternatives. As the project alternatives were removed from consideration or further developed for analysis, the study area took shape around the specific areas of impacts. The Community Grid Alternative 2 and the Viaduct Alternative 4 are being progressed for analysis. The proposed limits of work for each of these alternatives were reviewed to ensure all potential areas of both on-street and off-street parking impacts were included within the study area.

Another factor in shaping the study area was the use of transportation analysis zones (TAZ) for evaluating future parking demand changes. See Section 1.3 for more information on how TAZs are used for this parking analysis. To ensure the parking analysis study area incorporated complete TAZs, the study area limits were adjusted to include entire TAZs impacted by the project alternatives.

There are a few locations where parking impacts are anticipated but the entire TAZ is not included in the study area due to the location and scale of impacts:







- Two parking lots between Canal Street and Interstate 690 between Lodi Street and University Avenue (TAZ 426) will be partially temporarily impacted during construction. The temporary impacts will be included in this analysis.
- The parking lot associated with the Syracuse Housing Authority bound by Burt Street, Interstate 81, and the railroad will be temporarily impacted during construction. The temporary impacts will be included in this analysis.
- A structure and its associated parking will be eliminated at the southwest corner of Van Buren Street and Fineview Place (TAZ 8012). The removal of the structure and its

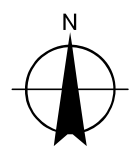




Department of
Transportation


Legend

-  Original Study Area
-  Revised Study Area
-  TAZ
-  Garage
-  Surface Lot
-  Midday On-Street Supply



500 250 0 500 Feet

1" = 450'
When printed at 22" x34"



I-81 Viaduct
Study Area
Figure 1-1

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Source: 2014, 2020, and 2050 TAZs developed by Syracuse Metropolitan Transportation Council (SMTC). Study areas created by C&S Engineers. On-Street Occupancy data collected by C&S Engineers November 2014. Garage and Surface Lot data collected by C&S Engineers November 2014 and updated June 2016. Base layer from Bing Aerial Service Layer

associated parking at Van Buren Street and Fineview Place will not have any impacts to the larger study area since the demand associated with the supply being eliminated is also being eliminated.

- Surface lots near Boland Hall on the Syracuse University Campus (TAZ 284). It is expected that there will be a temporary impact to these lots as part of the Community Grid Alternative and it is assumed that the demand associated with these small surface lots will be accommodated within existing Syracuse University facilities within this TAZ. There are no anticipated impacts associated with the Viaduct Alternative. These lots and their impacts are not included in this study area analysis.
- On-street impacts outside the study area for both alternatives:
 - 15 on-street spaces will be lost on the 800 block of Irving Avenue (TAZ 8011)
 - 16 on-street spaces added on Almond Street between Monroe Street and Dyer Street (TAZ 301)
 - 8 on-street spaces added on Almond Street between East Taylor Street and Jackson Street (TAZ 301)
 - 14 on-street spaces added on North West Street between Park Avenue and West Genesee Street (TAZ 457)
 - 7 on-street spaces added on North Clinton Street between Bear Street West and Court Street (TAZ 534)
- 11 on-street spaces added on Almond Street between Monroe Street and East Adams Street with the Community Grid Alternative (TAZ 301)
- Additional 13 on-street spaces added on Almond Street between Monroe Street and Dyer Street with the Community Grid Alternative (TAZ 301)

The impacts at these locations will be noted, but will not be included in any study area calculations or results.

1.2 PREVIOUS STUDIES

A number of previous documents provided the baseline for the on- and off-street parking inventory. A brief summary of each document used is provided below:

Downtown Syracuse Parking Study (2008)

C&S Companies for the Syracuse Industrial Development Agency

The purpose of the Downtown Syracuse Parking Study was to address a number of parking challenges faced by the City. The study focused on the downtown central business district (CBD) bound by Interstate 690 to the north, Almond Street (Interstate 81) to the east, Adams Street to the south, and West Street to the west. The southern border extends to Temple Street between South Salina Street and South Clinton Street. At the time, over 18,000 on- and off-street parking spaces were accounted for within the study area. Occupancy data was collected for the entire study area midday on typical weekdays as well as Friday nights in specified entertainment districts in Clinton/Hanover and Armory Squares. The study also looked at two different future scenarios projecting growth over a five-year timeframe. Numerous

recommendations were documented to maximize or increase supply, change parking policies, and revise or implement parking related programs.

University Hill Park and Ride Feasibility Study (2010)

C&S Companies for the Syracuse Metropolitan Transportation Council

This study was commissioned as a recommendation from the University Hill Transportation Study (2007) to assess the development potential for a single, remote, mixed-use facility including shared institutional parking, structurally integrated supportive land uses, and transit shuttle service to major institutions on the Hill. While there was no defined study area for this project since remote locations were considered throughout the greater Syracuse area, off-street parking supply and demand information was collected from the Hill institutions for an area generally bounded by Interstate 690 to the north, Ostrom Avenue to the east, Oakwood Cemetery to the south, and Almond Street (Interstate 81) to the west. At the time of this study, the major institutions owned or leased approximately 16,800 off-street spaces allocated to employees, students, and visitors in over 70 parking facilities. Short-term recommendations included establishing an area-wide Transportation Demand Management Program and creating and/or modifying Centro transit services to and from various Park-N-Ride locations. Long-term recommendations focused on providing a mixed-use parking garage within walking distance of University Hill, identifying a site on Kennedy Square.

Near Northside Parking & Wayfinding Study – Evaluation of Existing Conditions (2011)

Syracuse Metropolitan Transportation Council

The focus of this technical memorandum was to focus on the parking and pedestrian wayfinding needs of the North Salina Street Business District (300-900 blocks of North Salina Street). The memo documented existing parking supply and demand and included an extensive outreach effort through stakeholder involvement, focus group meetings, and a meeting with the business district association. Based on field counts and calculations, there were just over 1,000 on- and off-street parking spaces documented in the memo. This memo documented public comments and recommended action items, but no specific parking recommendations were noted.

St Joseph's Hospital Health Center Comprehensive Parking Study (2011)

C&S Companies for the St. Joseph's Hospital Health Center

The purpose of this study was to evaluate the adequacy of the parking supply at the hospital through the completion of their master plan development through 2015. The study reviewed existing and future supply and demand, and developed and evaluated alternatives to reduce or accommodate future demand. The study area was bound by Butternut Street to the north, North McBride Street to the east, James Street to the south, and North State Street to the west. Within the study area, there were just under 2,500 on- and off-street spaces inventoried and were found to be 86% occupied as a whole. Recommendations included the use of temporary and remote parking facilities and the implementation of a Transportation Demand Management (TDM) program to reduce demand.

CHAPTER 2

EXISTING PARKING SUPPLY & DEMAND

2.1 ON-STREET INVENTORY

Consistent with the 2008 Downtown Syracuse Parking Study, on-street parking locations were identified using GPS units and related software throughout the entire study area. Every type of parking designation and time limits, as indicated on signage, were noted. The linear foot of available parking was determined from identifying segments of legal parking not limited by bus stops, hydrants, loading zones, or curb cuts. The length of available parking was then converted to a number of available spaces by assuming a per vehicle parking space length of 20 feet.

The on-street inventory data from the 2008 Downtown study was used as a base but was updated for key streets that are expected to be impacted by potential alternatives or were known to have been changed since that study was conducted. Inventory was updated for some or portions of the following streets: South Clinton Street, South Salina Street, South Warren Street, South State Street, South Townsend Street, Erie Boulevard East, East Water Street, and West/East Fayette Street. These updates and the remainder of the study area was inventoried by C&S staff in December 2014. **Table 2-1** shows the breakdown of on-street inventory within the study area by type of parking.

Table 2-1
On-Street Inventory Summary

Type	# of Spaces
1 Hour Parking	52
2 Hour Parking	1,548
20 Minute Parking	3
30 Minute Parking	16
4 Hour Parking	16
Odd/Even Parking	176
Parking Permitted	161
Available Parking Total	1,972
12 Minute Pickup	114
15 Minute Pickup	9
Bus Pickup Only	1
Loading Zone	176
Reserved Parking	236
Other/Unavailable Parking Total	536

1 – The number of odd/even parking spaces vary depending on any given day. The number of odd/even spaces provided in Table 2-1 is based on which side of the roadway segment was legal on the day occupancy observations were conducted.

As noted above, the exact number of available spaces will vary any given day due to the number of odd/even designated parking areas. Since the inventory and occupancy data was collected over a number of days, the exact number of spaces on any given day is not known.

2.2 OFF-STREET INVENTORY

Off-street parking facility information was gathered from all of the previous studies mentioned in Section 1.2 and updated or supplemented where needed. Due to the myriad changes in off-street parking facilities since those studies were conducted, C&S reached out to the City of Syracuse, the New York State Department of Transportation (NYSDOT), and numerous University Hill institutions and facility operators for updated supply information. If information was not available through known contacts, C&S staff collected updated information in the field, if access was allowed.

Information gathered varied depending on which study the data was taken from, but at a minimum included the type of facility (surface lot or garage) and its owner/operator. Where the data was available, the type of user was noted: public, private, employees, visitors, students, etc.

Of the 321 facilities inventoried, there are 28 garages and 293 surface lots for a total of over 30,800 spaces. It should be noted that this number of off-street parking spaces does not take into account the breakdown of privately versus publically accessible facilities.

2.3 EXISTING SUPPLY & DEMAND SUMMARY

For planning purposes, parking supply is adjusted to allow for a buffer of available spaces and to account for inefficiencies in parking associated with a number of factors. For example, depending on how familiar occupants are with a parking facility, a facility will be perceived as full at less than its capacity if a driver has to search through a number of floors or aisles to find an available space. There is also the potential for weather events to affect available parking, such as when snow covers pavement markings resulting in inefficient parking within a surface lot or when snow is plowed onto on-street parking spaces. This adjustment of overall supply is known as the effective supply. This approach of using effective supply is consistent with best practices noted in numerous industry references such as the *Transportation Planning Handbook 4th Edition* produced by the Institute of Transportation Engineers (2016) and *Planning and Urban Design Standards* by the American Planning Association (2006). For consistency with the 2008 Downtown study, an 85% effective supply will be assumed for on-street facilities (accounting for higher visitor occupancy) and 93% for off-street facilities (accounting for a higher share of monthly/frequent parkers).

Most on-street parking occupancy data was collected through windshield surveys throughout the entire study area on typical weekdays throughout November 2014 prior to the week of Thanksgiving. As the study area changed, additional locations were observed as needed. The number of vehicles parked along each roadway segment was documented at three different periods of the day: 8:00-10:00 AM, 11:00-1:00 PM, and 3:00-5:00 PM.

Off-street occupancy data was collected through the previous studies and updated within the study area via correspondence with facility owners/operators or field investigation. Since the

majority of the previous studies only documented off-street occupancy one time throughout the middle of a typical weekday, that is the timeframe observed and documented for off-street facilities.

As noted when discussing the inventory, occupancy information was not available for all off-street facilities. These facilities account for approximately 4,000 parking spaces of the total 30,800 off-street spaces (see **Figure 2-2** referenced below):

- FID 1 – Upstate Garage West
- FID 2 – Crouse Garage
- FID 9 – Upstate Garage East
- FID 50 – Federal Lot
- FID 121 – Upstate Health Care Center
- FID 135 – Crouse Garage
- FID 136 – Crouse Valet
- FID 137 – Irving Garage

If occupancy data was not provided by the facility owner/operator and/or access was limited for field investigation, it is indicated that information was not available for that facility. It should be noted that when asked to provide occupancy information for their off-street facilities, the answer was often 100% utilized due to over-permitting the facility to their employees. Where possible, actual occupancy information was collected through field investigation unless access was gated.

The parking supply and demand for the study area is shown in the table below. The information is based on midday observations (11am – 1PM) for both on- and off-street parking facilities within the study area since it is the peak on-street occupancy period and that is the only timeframe off-street data was available. As noted previously, an assumed effective supply of 93% for off-street facilities and 85% for on-street facilities was used to provide a buffer for planning purposes. The utilization noted is the percentage of demand on the effective supply. This will serve as the base for future no-build and build scenario analyses.

Table 2-2
Existing Supply & Demand Summary

	Supply	Effective Supply	Demand	Utilization
On-Street Facilities	2,508	2,108	1,418	67%
Off-Street Facilities ¹	26,725	24,700	19,646	80%
Total Study Area	29,233	26,808	21,064	79%





1- Off-street facility information does not include supply and demand for the facilities noted above where occupancy information was not available

Figure 2-1 shows the midday on- and off-street parking supply by ID number and **Figure 2-2** shows the midday utilization of the individual parking facilities within the study area. While the study area is utilized at approximately 80% overall, there are on-street segments and certain off-street facilities that are over-utilized and some that are significantly under-utilized. Detailed information, including utilization by facility, is provided in **Appendix A**.




Legend

 Study Area

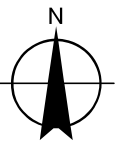
Off-Street Parking

-  <50% Effective Utilization*
-  >50.1% & <93% Effective Utilization*
-  >93.1% Effective Utilization*
-  Missing Utilization Data*

On-Street Parking

-  <50% Effective Utilization
-  >50.1% & <85% Effective Utilization
-  >85.1% Effective Utilization

* Labeled by FID#



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I-81 Viaduct Midday Utilization

Figure 2-2

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Source: Study areas created by C&S Engineers. On-Street Occupancy data collected by C&S Engineers November 2014. Garage and Surface Lot data collected by C&S Engineers November 2014 and updated June 2016. Base layer from Bing Aerial Service Layer

CHAPTER 3

FUTURE PARKING ANALYSIS METHODOLOGY

To ultimately determine the potential impacts to parking from the project alternatives, a future no-build scenario is evaluated to determine the future parking supply and demand if the project is not built and to compare to the future build scenarios. The future years to be analyzed are 2020 (ETC – Estimated Time of Completion) and 2050 (ETC+30). The I-81 Viaduct Project will not impact parking supply and demand beyond its construction. The project itself, regardless of the alternative, will not change parking supply or demand once it is built (e.g., the project will not require supply changes nor will it generate parking demand in the future). Therefore, future parking supply and demand was evaluated for 2020, but not 2050. The changes in supply and demand for the future no-build scenarios are estimated based on changes in socioeconomic data for each TAZ within the study area, specifically the number of households (residents) and employees through 2020, as well as estimated changes in supply based on planned development projects, as noted in July 2016.

The socioeconomic data for the existing and future analysis years is available by TAZ through the regional travel demand model for the area. This data was adjusted to account for anticipated growth for each TAZ in the region. The total change in household and employee numbers between the analysis years was determined for the entire study area and used for estimating parking demand changes.

The latest version of the Institute of Transportation Engineer's (ITE) Parking Generation Manual was used to estimate parking demand. ITE Parking Generation ratios are provided for different land uses such as single-home dwellings, apartments, hospitals, offices, etc. The manual provides demand ratios based on a specific variable associated with each land use such as the number of dwelling units, employees, building square footage, etc. The resulting parking demand includes all resident, employee, visitor, patient, or other demand associated with each land use.

For residential demand, it is assumed that each household has its own dwelling unit and that those dwelling units come in the form of apartments. The ITE Parking Generation ratio for apartment dwelling units in an urban setting is 1.2 vehicle spaces per unit. While ITE notes the peak demand period as occurring overnight for apartment dwelling units, it is assumed that the downtown housing market will desire dedicated spaces at all times regardless of zoning requirements. Therefore, the 1.2 vehicle spaces per unit demand ratio is also applicable during the day. Since the socioeconomic data for the study area indicated 1.2 vehicles per household, the ITE Parking Generation ratio is considered reasonable and will be used to estimate future residential parking demand.

For the non-residential demand, employment information for the study area was evaluated. Over 60% of the employees with the study area in 2014 were assumed to be office-based. The ITE Parking Generation ratio for office uses is 0.83 vehicles per employee. The remaining 40% of non-residential demand includes eating/drinking establishments, retail, education,

health-related establishments, hotels, non-restaurant services, and manufacturing. ITE Parking Generation information for these uses is either not available per employee or not available at all. Some uses, like manufacturing at 0.97 vehicles per employee, are higher than office uses, while others, like hospitals at 0.6 vehicles per employee, are lower. It is also assumed that the parking generation for retail, eating/drinking establishments, and non-restaurant service uses will be lower than the office use since many people visit these types of uses throughout the workday without driving their vehicle. Therefore, an average parking generation ratio of 0.85 per employee was assumed for all land uses within the study area.

The rates noted in the table below will be used to estimate future no-build and future build scenario demand based on the change in households and total employees noted in the TAZ information for the study area.

**Table 3-1
Parking Demand Ratios**

	Households	Employees
Parking Demand Ratio	1.2 vehicles/household	0.85 vehicles/employee

CHAPTER 4

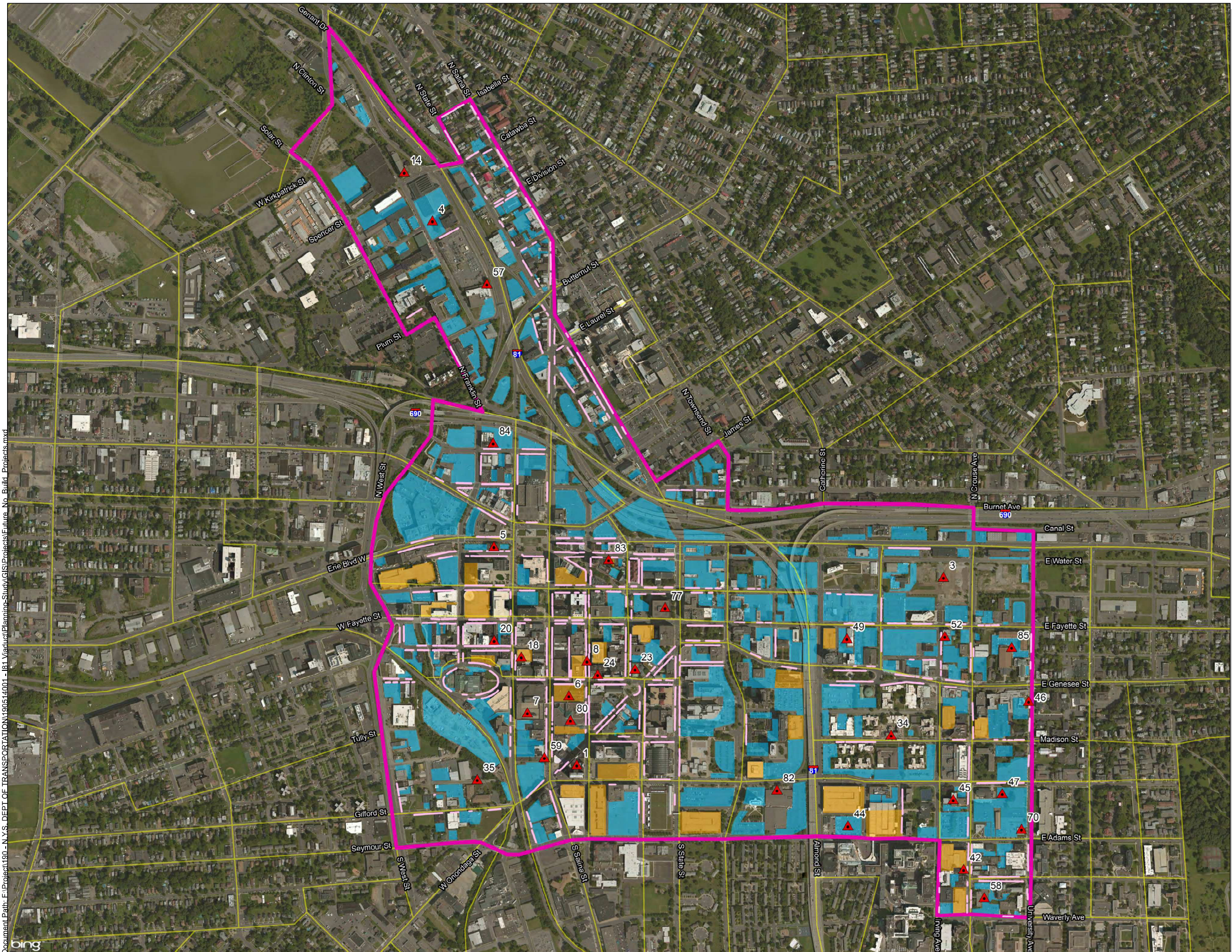
FUTURE NO BUILD SUPPLY & DEMAND

4.1 FUTURE NO BUILD SUPPLY







With or without the I-81 Viaduct Project, numerous development projects are expected to occur within the area that will impact parking supply and demand. Through coordination with a number of local agencies, a list of anticipated future projects, as of July 2016, was developed to understand what the potential parking supply and demand will be in 2020 regardless of the outcome of the I-81 Viaduct Project. Some projects may have been recently completed but were still considered as part of this list since their supply or demand may not have been captured in previous data collection efforts. The complete list of known development projects is provided in **Appendix B** and the projects within the parking analysis study area are shown in **Figure 4-1** and **Table 4-1**.

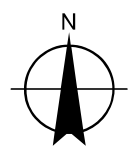
Table 4-1
Future Development Projects within Study Area

No.	TAZ	Project Name	Location	Land Use
1	377	Marriott Downtown Syracuse	500 South Warren Street, Syracuse NY	Hotel
3	425	Loguen Crossing	Erie Boulevard, University Avenue, East Fayette Street, East Forman Street	Mixed Use Residential
4	508	Nabisco	706-716 North Clinton Street, Syracuse, NY	Office
5	464	Amos Building	206 West Water Street, Syracuse, NY	Mixed Use Residential
6	377	Dey's Plaza	401 South Salina Street, Syracuse, NY	Multifamily Residential
7	355	City Center	400 South Salina Street, Syracuse, NY	Mixed Use Commercial
8	414	Excellus Building/Icon Tower	344 South Warren Street, Syracuse, NY	Mixed Use Residential
14	508	Destiny Arms	800 North Clinton Street, Syracuse, NY	Mixed Use Residential
18	410	Phase II SKY Armory	351 S Clinton Street, Syracuse, NY	Commercial
20	396	Hurbson Office Equipment Co.	215 West Fayette Street, Syracuse, NY	Mixed Use Residential



Legend

-  Study Area
-  TAZ
-  Parking Garage
-  Surface Lot
-  Midday On-Street Supply
-  Future No-Build Projects (labeled by Project ID#)


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 1" = 450'
 When printed at 22" x34"



I-81 Viaduct Future No-Build Projects

Figure 4-1

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Source: Study areas created by C&S Engineers. On-Street Occupancy data collected by C&S Engineers November 2014. Garage and Surface Lot data collected by C&S Engineers November 2014 and updated June 2016. Future No-Build Projects dated 2016 and provided by the City of Syracuse. Base layer from Bing Aerial Service Layer

No.	TAZ	Project Name	Location	Land Use
22	396	Onondaga Creek Public Access Improvements	Various	Open Space
23	417	Carnegie Building Rehab	335 Montgomery St., Syracuse, NY	Office
24	412	East Jefferson Street Bldg.	201 East Jefferson St. Syracuse, NY	Residential
26		DCC, LLC New Facility Development		Commercial
34	382	Hutchings Psychiatric Center Expansion Phase II	620 Madison Street, Syracuse, NY	Medical
35	374	Rescue Mission	22 Dickerson Street, Syracuse, NY	Residential
42	312	Varsity BLVD	732 and 802 S. Crouse Avenue, Syracuse, NY	Mixed Use Residential
44	8011	Upstate Ambulatory Care Center	Adams Street, Syracuse, NY	Medical
45	340	University Area Apartments	603 Irving/614 S Crouse	Residential
46	381	#BLVD404	404 University Avenue, Syracuse, NY	Residential
47	339	Skyler Commons	908 Harrison Street, Syracuse, NY	Residential
49	403	Fayette Place	712 East Fayette Street, Syracuse, NY	Residential
52	405	Sylvester Building	900 East Fayette Street, Syracuse, NY	Residential
57	508	Syracuse Lighting Company	311 Genant Drive, Syracuse, NY	Mixed Use Residential
58	315	Veterans Resource Center	111 Waverly Avenue, Syracuse, NY	Mixed Use Commercial
59	355	Whitlock Building/Goldberg Building	476-480 South Salina Street, Syracuse, NY	Mixed Use Commercial
70	339	610-614 University Avenue	610-614 University Avenue, Syracuse, NY	Mixed Use Residential
77	419	NYNEX Building	300 East Washington Street, Syracuse NY	Mixed Use

No.	TAZ	Project Name	Location	Land Use
80	377	Tower Proposal (lot near Hotel Syracuse)	West Onondaga and S Salina, Syracuse, NY	Commercial
82	373	Upstate Medical Center - Townsend Project	513-27 Harrison Street, Syracuse, NY	Office
83	454	State Tower Building	109 S Warren Street, Syracuse, NY 13202	Commercial
84	460	Syracuse Herald Redevelopment	220 Herald Place, Syracuse, NY 13202 (Herald Pl at Franklin St)	Residential
85	404	Copper Beech Commons (National Guard Armory Redevelopment)	1055 East Genesee St, Syracuse, NY 13202	Residential

Notes: No data available on Project No. 26

Non-consecutive Project Numbers account for project that are not within the study area or were ultimately determined not to be moving forward.

Information for the change in parking supply through 2020 was gathered through internet research and coordination with various agencies and institutions to quantify the anticipated parking supply changes associated with each of these projects. Information by project is included in **Appendix B**, but it is estimated that these projects will results in a net increase in parking supply of 2,149 spaces by 2020 within the study area. Therefore, the 2020 future No Build supply is expected to be 31,382 spaces.

4.2 FUTURE NO BUILD DEMAND

As stated in Section 3, the future No Build scenario demand is based on the estimated parking demand generated by the change in households and employees by 2020 within the study area, which take into account the list of future projects (noted in Section 4.1), using assumed parking demand ratios. The table below shows the change in the number of households and employees for the future years.

Table 4-2
Study Area Household & Employee Data

	TAZ Data	
	2014	2020
Number of Households	3,798	4,300
<i>Change in Households</i>		+502
Number of Employees	31,776	33,164
<i>Change in Employees</i>		+1,388

When the assumed parking demand ratios are applied to the anticipated change in demographics, the total increase in parking demand will be approximately 1,800 by 2020.

Table 4-3
Future No Build Change in Parking Demand

	TAZ Data		Parking Demand Ratios	Change in Demand
	2014	2020		2020
Number of Households	3,798	4,300		
Change in Households		+502	1.2	602
Number of Employees	31,776	33,164		
Change in Employees		+1,388	0.85	1,180
Total Change in Demand				1,782

4.3 FUTURE NO BUILD SUPPLY & DEMAND SUMMARY

In summary, the anticipated effective parking supply for the study area will be 79% utilized by 2020 without any changes to the I-81 viaduct as shown in **Table 4-4**.

Table 4-4
Future No Build Supply & Demand Summary

	Supply	Effective Supply	Demand	Utilization
Existing Conditions	29,233	26,808	21,064	79%
2020 Future No-Build	31,382	28,779	22,846	79%

The No Build analysis documents that in 2020, the study area supply is adequate to accommodate the demand. Therefore, project related impacts to parking will only be due to the long-term loss of parking associated with the build alternative.

CHAPTER 5

FUTURE BUILD (PERMANENT) ANALYSIS

The permanent impacts to parking within the study area were determined by evaluating the preliminary designs for each alternative along with existing and proposed highway boundary, proposed fee acquisition, and proposed permanent easement information. To evaluate the long-term or permanent impacts to parking once an alternative was constructed, it was assumed that if a parking area was encompassed or partially impacted by these boundary areas, that parking would be lost. There are some locations within the existing highway boundary where parking is currently available through a use and occupancy permit. These locations were evaluated individually to determine if either alternative would permanently impact those areas.

The anticipated work may result in the loss of an entire parcel (building and parking area), the building only, the parking area only, or a portion of the parking on-site. For this analysis, a loss of a building resulted in the loss of demand and the loss of a parking facility resulted in the loss of supply. Based on the preliminary design, assumptions were made for the amount of parking supply lost or demand impacted for the purposes of this analysis (25%, 50%, 75%, or 100% loss). In some locations for each alternative, it may be possible to replace or introduce new parking areas based on the preliminary design. Any potential replacement or new parking areas, post construction, will be addressed as part of the mitigation measures noted.

The preliminary design files for each alternative also included the anticipated lost and proposed on-street parking spaces on a number of streets within the study area. Some of the proposed spaces are replacing those impacted by an alternative but there are also new spaces associated with new roadway lane configurations. The new spaces within the study area were totaled for each alternative and added to the future parking supply.

The associated change in supply and demand was applied to the future No Build year's supply and demand to provide the estimated future year's supply and demand for each alternative.

5.1 VIADUCT ALTERNATIVE

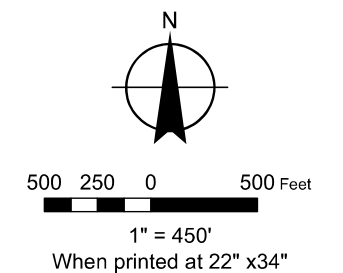
As a result of the Viaduct Alternative, the overall the loss of supply is 2,361 spaces, the reduction in demand is 582 spaces, and there are 315 proposed on-street parking spaces. The total net impact to parking because of the Viaduct Alternative is a loss of 2,046 spaces. Most of the off-street facility impacts are adjacent to or under the existing viaduct.

As shown in **Figure 5-1** and **Table 5-1** on the following page, parking supply in 2020 would be 83% utilized with the Viaduct Alternative compared to 79% utilized in 2020 without the construction of this project.

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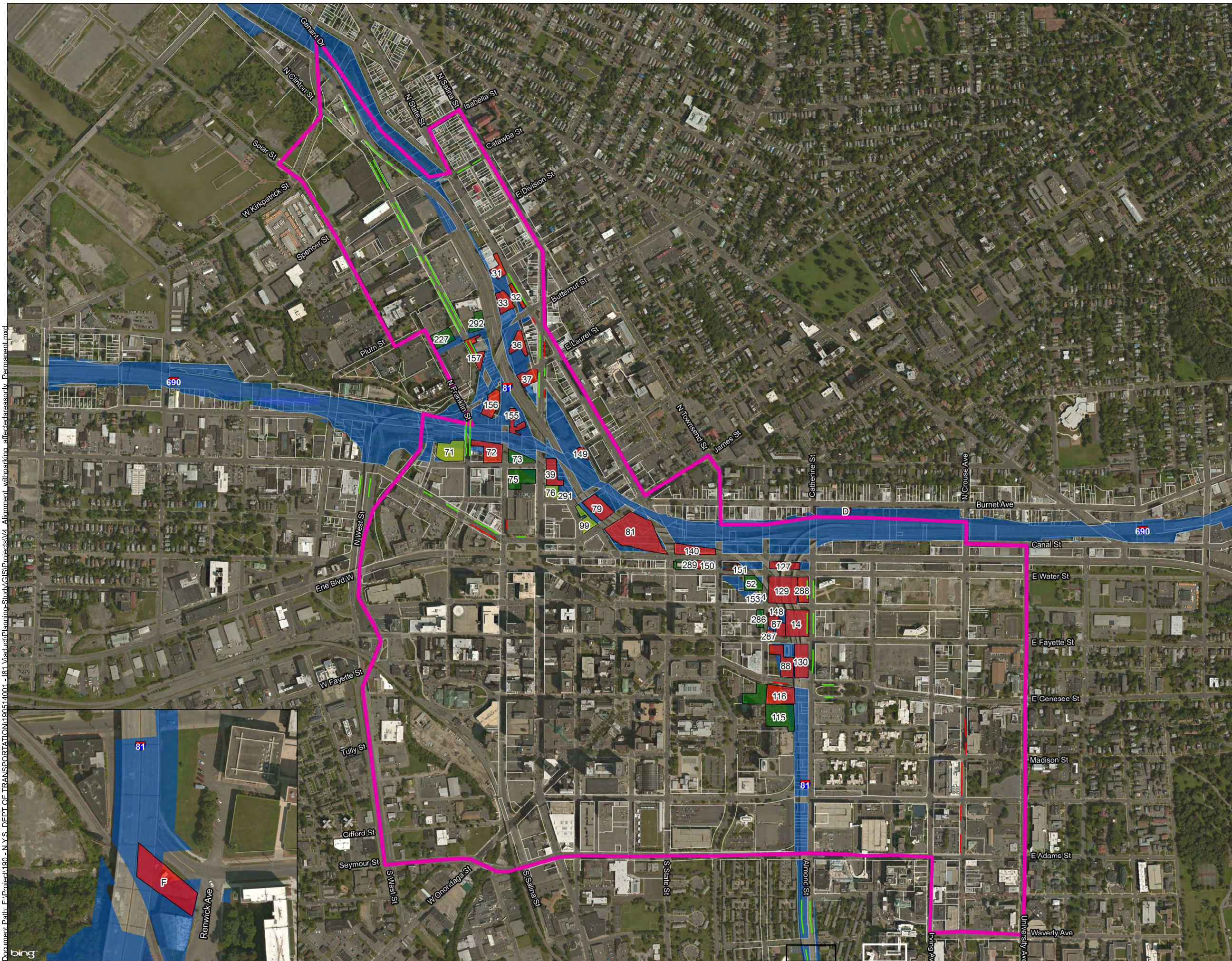
- Study Area
- Permanent Impacts Boundary
- Permanent on-street impacts
- Proposed on-street parking
- Tax Parcel Boundaries
- Off-Street Parking Supply
- 25% Impact
- 50% Impact
- 75% Impact
- 100% Impact

* Labeled by FID#
 ** Permanent off-street impacts include those located in the MHB, MHBWOA & MFS-P



I-81 Viaduct
 Viaduct Alignment
 with Permanent
 Impacted Parking

Figure 5-1



Document Path: F:\Project190 - N.Y.S. DEPT OF TRANSPORTATION\190514001 - I81 Viaduct\Planning-Study\GIS\Projects\VA - Alignment with parking - affected areas only - Permanent.mxd

Source: Study areas created by C&S Engineers. On-Street Occupancy data collected by C&S Engineers November 2014. Garage and Surface Lot data collected by C&S Engineers November 2014 and updated June 2016. Future No-Build Projects dated 2016 and provided by the City of Syracuse. Base layer from Bing Aerial Service Layer

Table 5-1
Viaduct Alternative Supply & Demand Summary

	Change in Supply	Supply	Effective Supply	Change in Demand	Demand	Utilization
Existing Conditions		29,233	26,808		21,064	79%
2020 Future No-Build	2,149	31,382	28,779	1,782	22,846	79%
2020 Future Build - Viaduct Alternative	-2,046	29,336	26,902	-582	22,264	83%

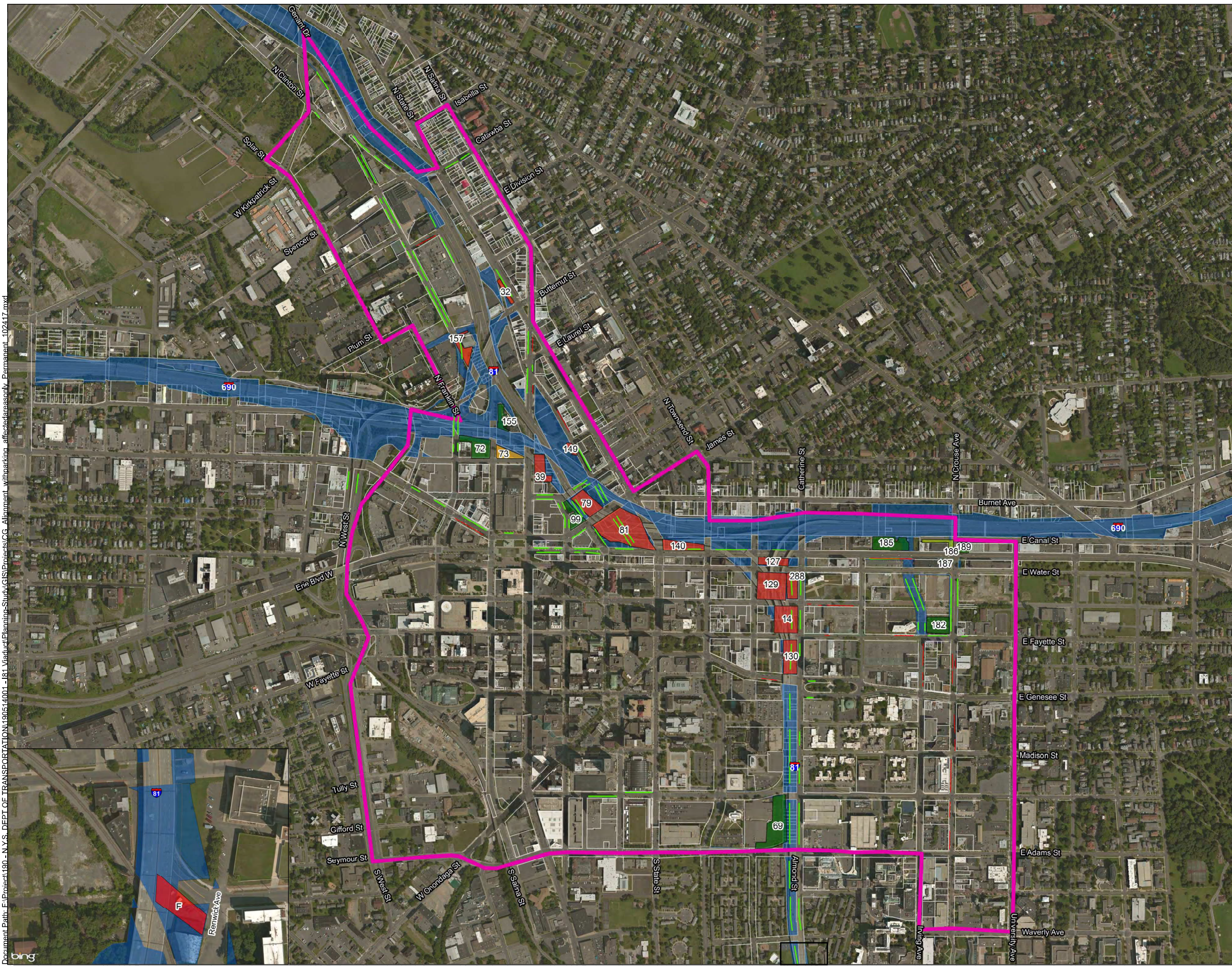
The Viaduct Alternative will result in a loss of approximately 1,196 spaces in public off-street parking facilities and 1,086 spaces in private off-street facilities. There is also a net gain of approximately 235 public on-street spaces. For the purposes of this analysis, public facilities are those where the public can purchase the rights to park regardless of the owner of the facility. A private facility is one on privately held land and is available only to employees or visitors of a specific building or institution. With regard to loss in supply, any parking facility owned by a municipality or public agency is considered public, even if it is only open to employees and not the general public. In terms of available supply, it was assumed that any parking owned by University Hill institutions that are for their employees, patients, or visitors are considered private.

As stated in Section 1.1, there are a few locations located outside of the study area but are expected to have minimal impacts to parking supply (a loss of 45 spaces and addition of 45 spaces). These locations are shown on **Figure 5-1** and in the detailed breakdown of anticipated impacts in **Appendix B**.






5.2 COMMUNITY GRID ALTERNATIVE

As a result of the Community Grid Alternative, 22 off-street parking facilities are expected to be lost to some degree along with a number of on-street spaces for a total loss of 1,589 spaces. As shown in **Figure 5-2**, most of the off-street facility impacts are adjacent to or under the existing viaduct. Most of the on-street losses occur on the roadways that may be reconstructed to accommodate the anticipated distribution of traffic onto other local streets such as Genesee Street, Erie Boulevard, Irving Avenue, and Crouse Avenue. The Community Grid Alternative includes the addition of 722 on-street parking spaces.

Table 5-2 summarizes the future parking supply and demand based on the Community Grid Alternative and more detailed information is included in **Appendix B**.



Legend

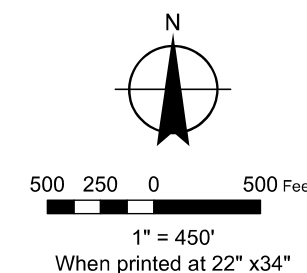
-  Study Area
-  Permanent Impacts Boundary
-  Impacted on-street parking
-  Proposed on-street parking
-  Tax Parcel Boundaries

Off-Street Parking Supply

- 25% Impact
- 50% Impact
- 75% Impact
- 100% Impact

* Labeled by FID#

**** Permanent off-street impacts include those located in the MHB, MHBWOA & MFS-P**



I-81 Viaduct

Permanent Impacts to Parking with Community Grid Alternative

Figure 5-2

Table 5-2

Community Grid Alternative Supply & Demand Summary

	Change in Supply	Supply	Effective Supply	Change in Demand	Demand	Utilization
Existing Conditions		29,233	26,808		21,064	79%
2020 Future No-Build	2,149	31,382	28,779	1,782	22,846	79%
2020 Future Build - Community Grid Alternative	-867	30,515	27,984	-2	22,844	82%

Overall, the loss of supply is estimated to be 1,589 spaces and the reduction in demand is minimal (2 spaces), but the Community Grid Alternative includes the addition of 722 on-street parking spaces. The total net impact to parking because of the Community Grid Alternative is a loss of 867 spaces. Parking utilization is expected to increase 3% by 2020 compared to the future No Build scenario.

The Community Grid Alternative will result in a loss of 1,089 spaces in public off-street parking facilities and 355 spaces in private off-street facilities. There is also a net gain of approximately 575 public on-street spaces (722 new on-street spaces and a loss of 147 spaces). For the purposes of this analysis, public facilities are those where the public can purchase the rights to park regardless of the owner of the facility. A private facility is one on privately held land and is available only to employees or visitors of a specific building or institution. With regard to loss in supply, any parking facility owned by a municipality or public agency is considered public, even if it is only open to employees and not the general public. In terms of available supply, it was assumed that any parking owned by University Hill institutions that are for their employees, patients, or visitors are considered private.

As stated in Section 1.1, there are a few locations located outside of the study area that are expected to have minimal impacts to parking supply (a loss of 43 spaces and addition of 69 spaces). These locations are shown on **Figure 5-2** and in the detailed breakdown of anticipated impacts in **Appendix B**.

5.3 FUTURE BUILD ANALYSIS SUMMARY

Table 5-3 summarizes the future parking impacts associated with the two project alternatives being analyzed for the I-81 Viaduct Project.

Table 5-3
Future Alternatives Supply & Demand Summary

	Viaduct Alternative		Community Grid Alternative	
	Spaces Lost	Spaces Gained	Spaces Lost	Spaces Gained
Public Facilities - Off-Street	1,196		1,089	
Public Facilities - On-Street	79	315	147	722
Total Public Facilities Impact	-960		-514	
Private Facilities - Off-Street	1,086		353	
Total Parking Impact	-2,046		-867	
Total Change in Demand	-582		-2	

CHAPTER 6

FUTURE BUILD (PERMANENT) MITIGATION

As a result of either alternative, parking supply will be impacted. Parking supply is anticipated to be removed that accommodates demand from a number of significant generators such as the city and state government buildings and University Hill institutions while most of the available supply is located in the south/southwest portions of the city. Mitigation measures to address the reduction in available parking supply within the study area would fall under three categories: new policy regarding parking requirements and the implementation of transportation demand management (TDM) measures, services to support the use of TDM strategies to reduce parking demand, and the development of new or redevelopment of existing parking supply.

TDM strategies are aimed at encouraging alternative modes of transportation such as carpooling, using transit, walking/biking, and telecommuting. In the 2011 Downtown Syracuse TDM Study by the Syracuse Metropolitan Transportation Council, a number of recommendations were noted to reduce vehicle miles traveled and parking demand. These recommendations should be implemented prior to the consideration of additional parking infrastructure associated with either alternative to the I-81 Viaduct Project. The study recommends the establishment of a transportation stakeholder organization (TSO) or transportation management association (TMA) to implement the following TDM strategies in the city based on the organizational/implementation structure and funding available.

Table 6-1

TDM Recommendations (Excerpt from SMTTC's Downtown Syracuse TDM Study)

TSO Programs	TMA Program
Coordinate with NYSDOT to use its carpool matching website	Hire or assign a TDM specialist
Develop an online clearinghouse for transportation information	Develop a TDM marketing plan and materials
Create a guaranteed ride home program	Conduct employer outreach
Identify and promote carshare opportunities	Assist companies with alternative work arrangements
Advocate for transportation system improvements	Conduct specialized marketing campaigns and challenges
Coordinate with the university and major employers interested in TDM programs	Provide personalized commuter plans for relocating businesses
Develop a bike parking system	Conduct individualized marketing campaigns

Other important considerations not noted in Table 6-1 include those that further maximize the utilization of existing parking facilities such as establishing a parking pricing system to encourage the use of facilities with available parking, developing a downtown shuttle to distribute demand and the improvement of the pedestrian realm between key parking demand generators and available parking supply to encourage users to be willing to walk a farther distance between where they park and their destination. Improved sidewalk conditions,

lighting, street furniture, and encouraging development that creates a feeling of safety and security along pathways between parking supply and destinations will maximize existing available supply within the study area.

The latest preferred parking mitigation plan for both alternatives is presented in **Chapter 5, Transportation and Engineering Considerations**, which contains a further refinement of the following preliminary parking mitigation evaluation. The refined parking mitigation plan is based on the data and methodology described in this study, but the number of spaces to be mitigated was updated to reflect the continued trend towards increased telecommuting that occurred in 2020 and to account for the use of parking information technologies in the future.

6.1 VIADUCT ALTERNATIVE MITIGATION

Mitigation for parking impacts vary for public versus private facilities. As part of the real estate process, and in accordance with New York State Eminent Domain Procedure Law (Articles 1 through 7), property owners would be compensated for any impacts to private parking facilities that result from permanent impacts. However, as part of the parking analysis, a parcel-by-parcel review of potential parking impacts was conducted and it was determined that no additional buildings or businesses would need to be acquired because of permanent parking impacts. Additionally, it was determined that further opportunities to avoid, minimize, and mitigate permanent parking impacts would be considered during final design.

Potential mitigation measures to address the reduction in public parking supply (1,196 spaces) include a combination of the following:

- implementation of transportation demand management (TDM) measures to reduce the demand for parking (refer to recommendations in the Syracuse Metropolitan Transportation Council Downtown Syracuse TDM Study),
- maximize the available public parking within the study area through promotion of available parking, improving the pedestrian environment and/or provision of shuttle services,
- replacement of parking supply under I-81 and I-690, and
- development of new parking supply within the existing or proposed right-of-way in the form of surface lots.

In order to estimate how much public parking loss could be mitigated using these measures, a number of assumptions were made regarding location and size of the currently available or potential new parking facilities. The inventory data indicates there may be available supply in the most southwestern portions of the parking study area, but the demand and supply that is being impacted is in the northeastern portion of the parking study area, therefore, the available supply may not be considered feasible for mitigation purposes.

Surveys of Syracuse employees indicate they are typically willing to walk ¼ mile from where they park to their destination. This provides a reference for considering available existing parking and locations for new or replacement parking to be considered to mitigate losses within a reasonable distance of their place of employment. An additional 0.1 mile beyond the ¼ mile area is also considered to account for the distribution of demand within the ¼ mile radius and potential spaces that could be used as mitigation if infrastructure improvements were available to encourage users to park farther away from where they park now. The existing

parking loss generally follows the I-81 alignment through the I-81/I-690 interchange, and is linear in nature along I-81 for approximately one mile, exceeding the typical walking distance. Therefore, it is necessary to subdivide this area of parking loss into three smaller subareas (A, B, and C) for evaluation purposes. Based on the typical walking distance, subareas defined by ¼ mile radii (with an additional 0.1 mile) were drawn along I-81 within the I-81/I-690 interchange and used to evaluate parking impacts and corresponding areas for potential mitigation.

Figures 6-1 and 6-2 show the potential mitigation areas associated with parking losses as described above. The mitigation areas are labeled as Subareas A, B, and C, corresponding to their location along the I-81 highway alignment. **Table 6-2** summarizes the potential to mitigate the parking loss through:

- the use of existing available public parking supply (1,010 spaces),
- potential replacement of parking below I-81 and I-690 (3,004 spaces), and
- the development of new surface parking lots (664 spaces).

Table 6-2
Viaduct Alternative Mitigation Summary

Area	Loss of Public Spaces	Available Public Spaces (Figure 6-1) ¹	Potential Replacement Spaces (Figure 6-2)	New Potential Surface Lots (6-2)	Total Possible Mitigation Spaces
Subarea A	0	0	616	136	752
Subarea B	618	949	1,346	75	2,370
Subarea C	578	61	1,042	453	1,556
Total	1,196	1,010	3,004	664	4,678

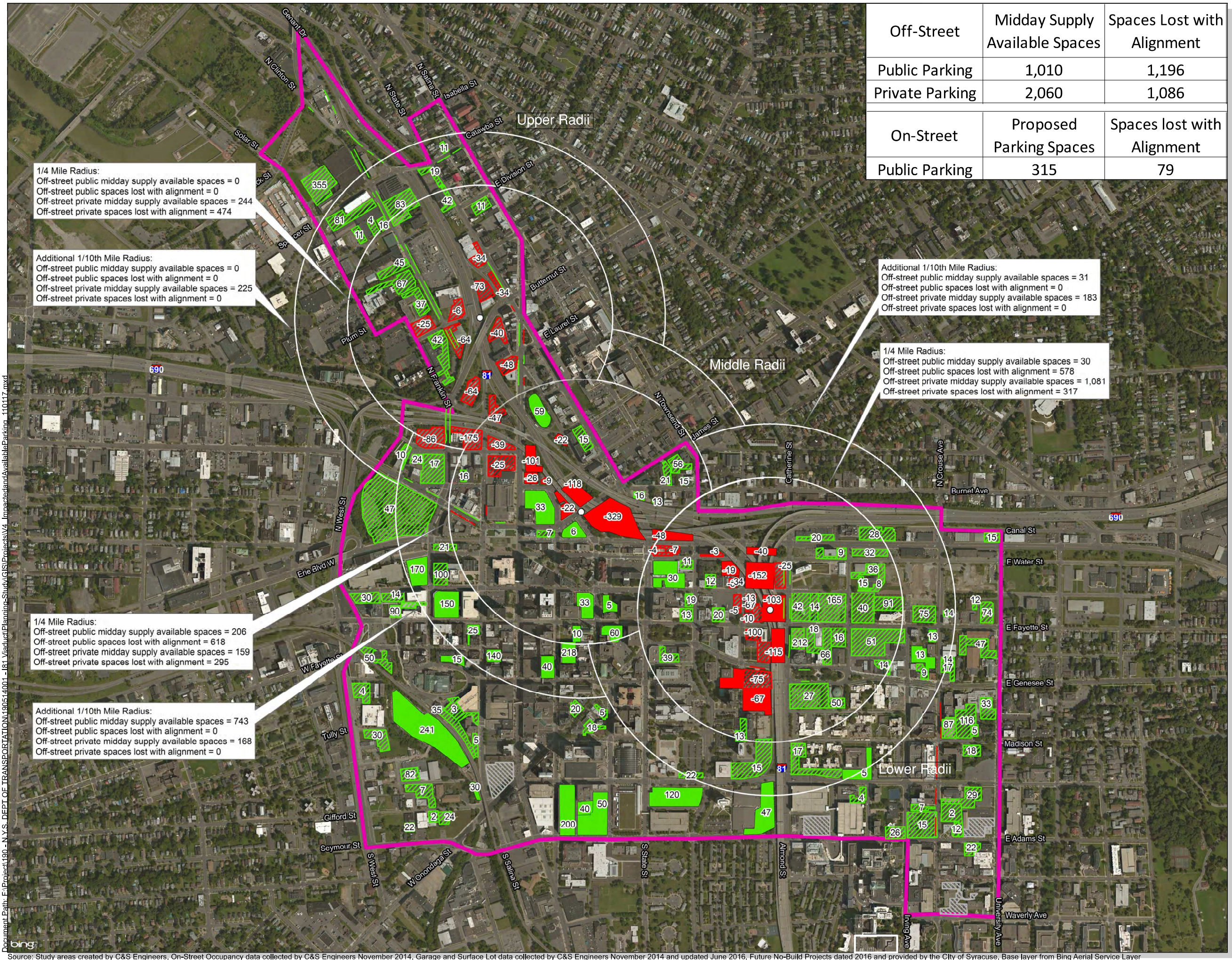
Notes:

1 – ¼ mile radius + 0.1 mile

Table 6-2 documents that possible mitigation measures could provide approximately 4,680 spaces, more than needed to address the loss of 1,196 spaces. The potential mitigation measures identified provides flexibility in the final selection of a combination of mitigation measures to be further defined through coordination with the City of Syracuse, NYSDOT, and other agencies and entities.

6.2 COMMUNITY GRID ALTERNATIVE MITIGATION

Mitigation for parking impacts vary for public versus private facilities. As part of the real estate process, and in accordance with New York State Eminent Domain Procedure Law (Articles 1 through 7), property owners would be compensated for any impacts to private parking facilities that result from permanent impacts. However, as part of the parking analysis, a parcel-by-parcel review of potential parking impacts was conducted and it was determined that no additional buildings or businesses would need to be acquired because of permanent





Department of
Transportation

Legend

 Study Area

On-Street Parking

 Proposed On-Street Parking

 Impacted On-Street Midday Supply

Off-Street Parking

 Available Private Parking

 Available Public Parking

 Loss of Private Parking

 Loss of Public Parking

 Loss of Parking for Future No Build Projects

* Available off-street parking labeled by midday available spaces

* Loss of off-street parking labeled by total spaces



500 250 0 500 Feet

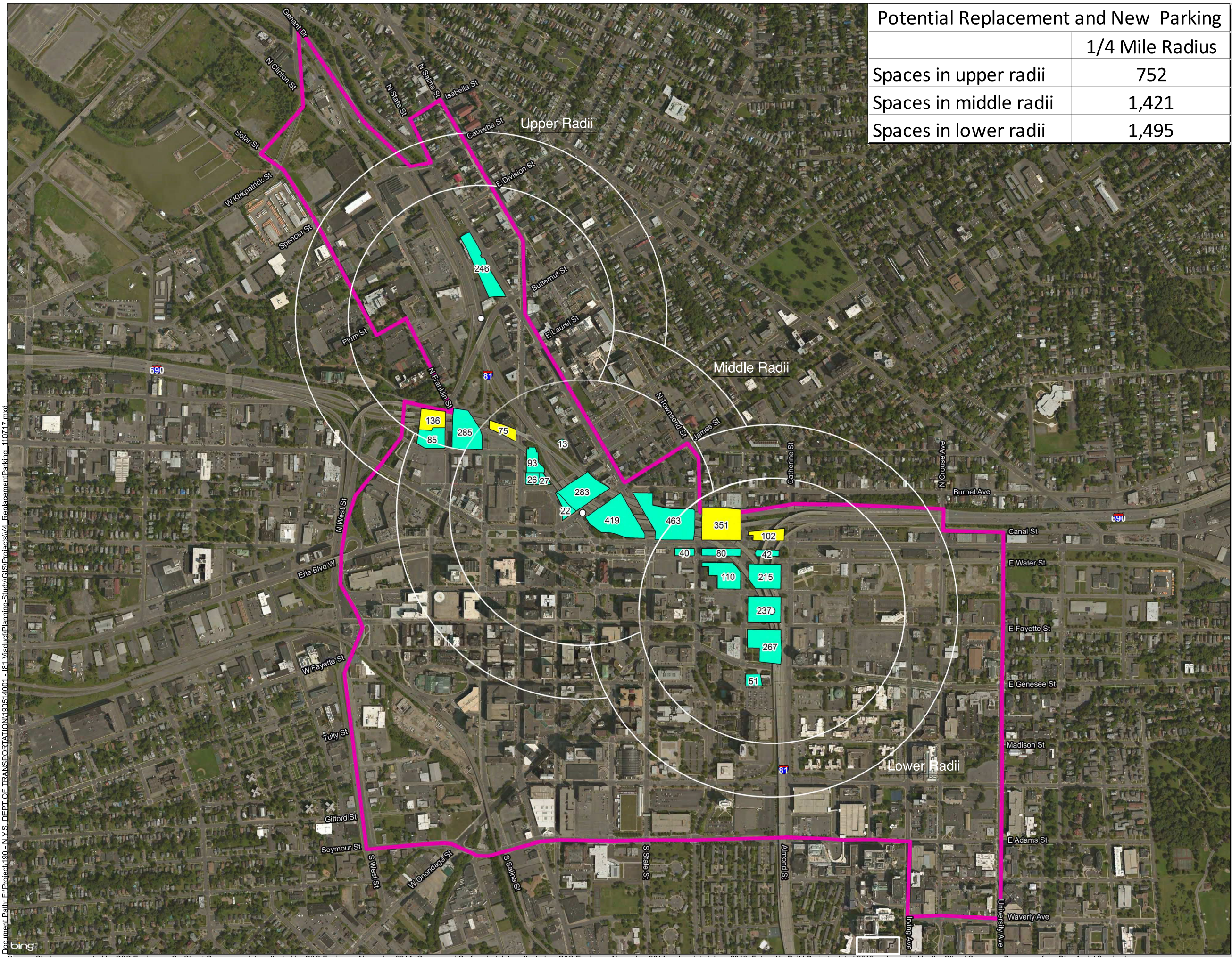
1" = 450'

When printed at 22" x34"



I-81 Viaduct
Viaduct Alignment
with Impacted and
Available Parking
Figure 6-1


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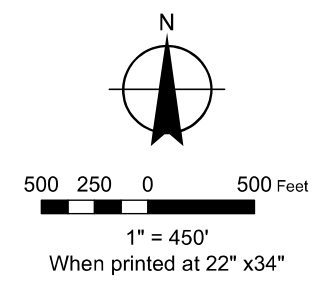


Potential Replacement and New Parking	
	1/4 Mile Radius
Spaces in upper radii	752
Spaces in middle radii	1,421
Spaces in lower radii	1,495



Legend

-  Study Area
- Off-Street Parking**
 -  Potential replacement parking labeled by potential parking supply
 -  Potential new surface lots labeled by potential parking supply



I-81 Viaduct
Viaduct Alignment
Potential Replacement
and New Surface Lot Parking
Figure 6-2

Source: Study areas created by C&S Engineers. On-Street Occupancy data collected by C&S Engineers November 2014. Garage and Surface Lot data collected by C&S Engineers November 2014 and updated June 2016. Future No-Build Projects dated 2016 and provided by the City of Syracuse. Base layer from Bing Aerial Service Layer

parking impacts. Additionally, it was determined that further opportunities to avoid, minimize, and mitigate permanent parking impacts would be considered during final design.

Potential mitigation measures to address the reduction in public parking supply (1,089 spaces) include a combination of the following:

- implementation of transportation demand management (TDM) measures to reduce the demand for parking (refer to recommendations in the Syracuse Metropolitan Transportation Council Downtown Syracuse TDM Study),
- maximize the available public parking within the study area through promotion of available parking, improving the pedestrian environment and/or provision of shuttle services,
- replacement of parking supply under I-690, and
- development of new parking supply within the existing or proposed right-of-way in the form of surface lots or parking garages.

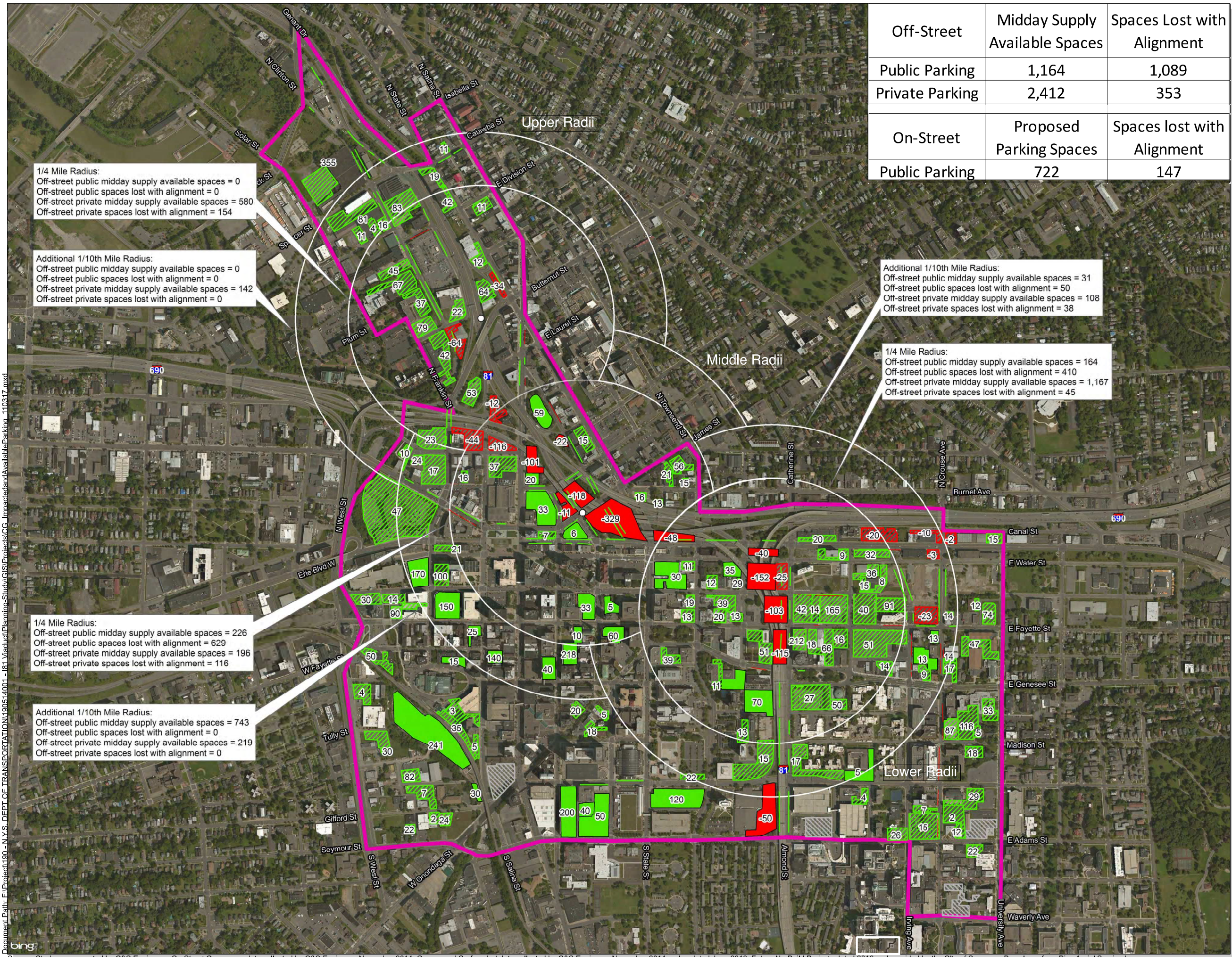
In order to estimate how much public parking loss could be mitigated using these measures, a number of assumptions were made regarding location and size of the currently available or potential new parking facilities. The inventory data indicates there may be available supply in the most southwestern portions of the parking study area, but the demand and supply that is being impacted is in the northeastern portion of the parking study area, therefore, the available supply may not be considered feasible for mitigation purposes.

Surveys of Syracuse employees indicate they are typically willing to walk $\frac{1}{4}$ mile from where they park to their destination. This provides a reference for considering available existing parking and locations for new or replacement parking to be considered to mitigate losses within a reasonable distance. An additional 0.1 mile beyond the $\frac{1}{4}$ mile area is also considered to account for the distribution of demand within the $\frac{1}{4}$ mile radius and potential spaces that could be used as mitigation if infrastructure improvements were available to encourage users to park farther away from where they park now. The existing parking loss generally follows the I-81 alignment through the I-81/I-690 interchange, and is linear in nature along I-81 for approximately one mile, exceeding the typical walking distance. Therefore, it is necessary to subdivide this area of parking loss into three smaller subareas (A, B, and C) for evaluation purposes. Based on the typical walking distance, subareas defined by $\frac{1}{4}$ mile radii (with an additional 0.1 mile) were drawn along I-81 within the I-81/I-690 interchange and used to evaluate parking impacts and corresponding areas for potential mitigation.

Figures 6-3 and 6-4 show the potential mitigation areas associated with parking losses as described above. The mitigation areas are labeled as Subareas A, B, and C, corresponding to their location along the I-81 highway alignment. **Table 6-3** summarizes the potential to mitigate the parking loss through:

- the use of existing available public parking supply (1,164 spaces),
- potential replacement of parking below I-690 (678 spaces),
- the development of new surface parking lots (484 spaces), and
- the development of a new garage (365-730 spaces).

While the potential garage location is located within the Subarea C location, it is located within $\frac{1}{4}$ mile from major parking generators in the Subarea B location. Therefore, it is assumed that



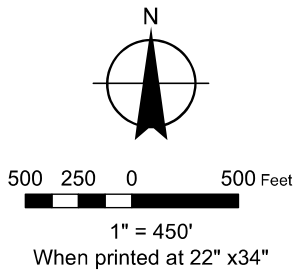
Off-Street	Midday Supply Available Spaces	Spaces Lost with Alignment
Public Parking	1,164	1,089
Private Parking	2,412	353

On-Street	Proposed Parking Spaces	Spaces lost with Alignment
Public Parking	722	147



- Legend**
- Study Area
 - On-Street Parking
 - Proposed On-Street Parking
 - Impacted On-Street Midday Supply
 - Off-Street Parking
 - Available Private Parking
 - Available Public Parking
 - Loss of Private Parking
 - Loss of Public Parking
 - Loss of Parking for Future No Build Projects

* Available off-street parking labeled by midday available spaces
* Loss of off-street parking labeled by total spaces



I-81 Viaduct
Community Grid Alignment
with Impacted and
Available Parking
Figure 6-3

Document Path: E:\Project190 - N.Y.S. DEPT OF TRANSPORTATION\190614001 - I-81 Viaduct Planning Study\GIS\Projects\CG - Impacted and Available Parking - 110317.mxd

Source: Study areas created by C&S Engineers. On-Street Occupancy data collected by C&S Engineers November 2014. Garage and Surface Lot data collected by C&S Engineers November 2014 and updated June 2016. Future No-Build Projects dated 2016 and provided by the City of Syracuse. Base layer from Bing Aerial Service Layer

this location would serve the needs of the Subarea B location for the purpose of this analysis. It should also be noted that the potential garage location is located where the existing viaduct is, therefore, the garage could not be built until the viaduct has been razed and would most likely have to wait until the proposed roadway work is completed in that area.

Table 6-3
Community Grid Alternative Mitigation Summary

Area	Loss of Public Spaces	Available Public Spaces (Figure 6-3) ¹	Potential Replacement Spaces (Figure 6-4)	New Potential Surface Lots (Figure 6-4)	New Potential Garage (Figure 6-4) ²	Total Possible Mitigation Spaces ²
Subarea A	0	0	110	0	0	110
Subarea B	629	969	184	75	365	1,228
Subarea C	460	195	384	409	0	988
Total	1,089	1,164	678	484	365	2,326

Notes:

1 – ¼ mile radius + 0.1 mile

2 – Potential spaces associated with new garage based on 2 floors of parking

Table 6-3 documents that possible mitigation measures could provide 2,326 spaces, more than needed to address the loss of 1,089 spaces. The potential mitigation measures identified provides flexibility in the final selection of a combination of mitigation measures to be further defined through coordination with the City of Syracuse, NYSDOT, and other agencies and entities.

CHAPTER 7

TEMPORARY IMPACT ANALYSIS

The potential temporary loss of parking during construction within the study area was determined using the same methodology associated with determining the permanent impacts. While the permanent impacts were determined using preliminary designs for each alternative along with existing and proposed highway boundary and permanent easement information, areas of proposed temporary easements were included to identify additional impacts during construction. This analysis incorporates all anticipated permanent impacts noted in Chapter 5 and incorporates areas expected to be included within temporary easement areas identified as part of the preliminary design for each alternative. Temporary impacts exceed the anticipated permanent impacts due to the need to use additional space outside work areas to conduct the work itself, but the time frame of the impacts will vary depending on the location and type of work to be completed in the area.

To evaluate the temporary impacts to parking during the construction of an alternative, it was assumed that if a parking area was encompassed or partially impacted by these boundary areas, including temporary easements, that parking would be lost. As noted while evaluating permanent impacts, there are some locations within the existing highway boundary where parking is currently available through a use and occupancy permit. These locations were evaluated individually to determine if either alternative would temporarily impact those areas.

The anticipated work may result in the temporary loss of an entire parcel (building and parking area), the building only, the parking area only, or a portion of the parking on-site. For this analysis, a loss of a building resulted in the loss of demand and the loss of a parking facility resulted in the loss of supply. Based on the preliminary design, assumptions were made for the amount of parking supply lost or demand impacted for the purposes of this analysis (25%, 50%, 75%, or 100% loss).

The associated change in supply and demand was applied to the future No Build year's supply and demand to provide the estimated temporary impacts to the parking supply and demand for each alternative.

7.1 VIADUCT ALTERNATIVE – TEMPORARY

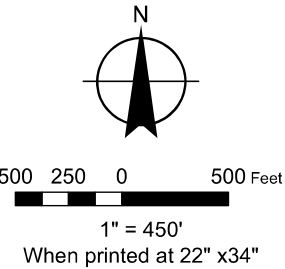
As a result of the Viaduct Alternative, 44 off-street parking facilities (2,501 spaces) are expected to be temporarily lost to some degree along with 305 on-street spaces. As shown in **Figure 7-1**, most of the off-street facility impacts are adjacent to or under the existing viaduct. Temporary on-street impacts are mostly noted along Genesee Street, South Crouse Avenue, and North Salina Street.

Table 7-1 summarizes the temporary parking supply and demand based on the Viaduct Alternative compared to the 2020 future No Build scenario. More detailed information is included in **Appendix B**.

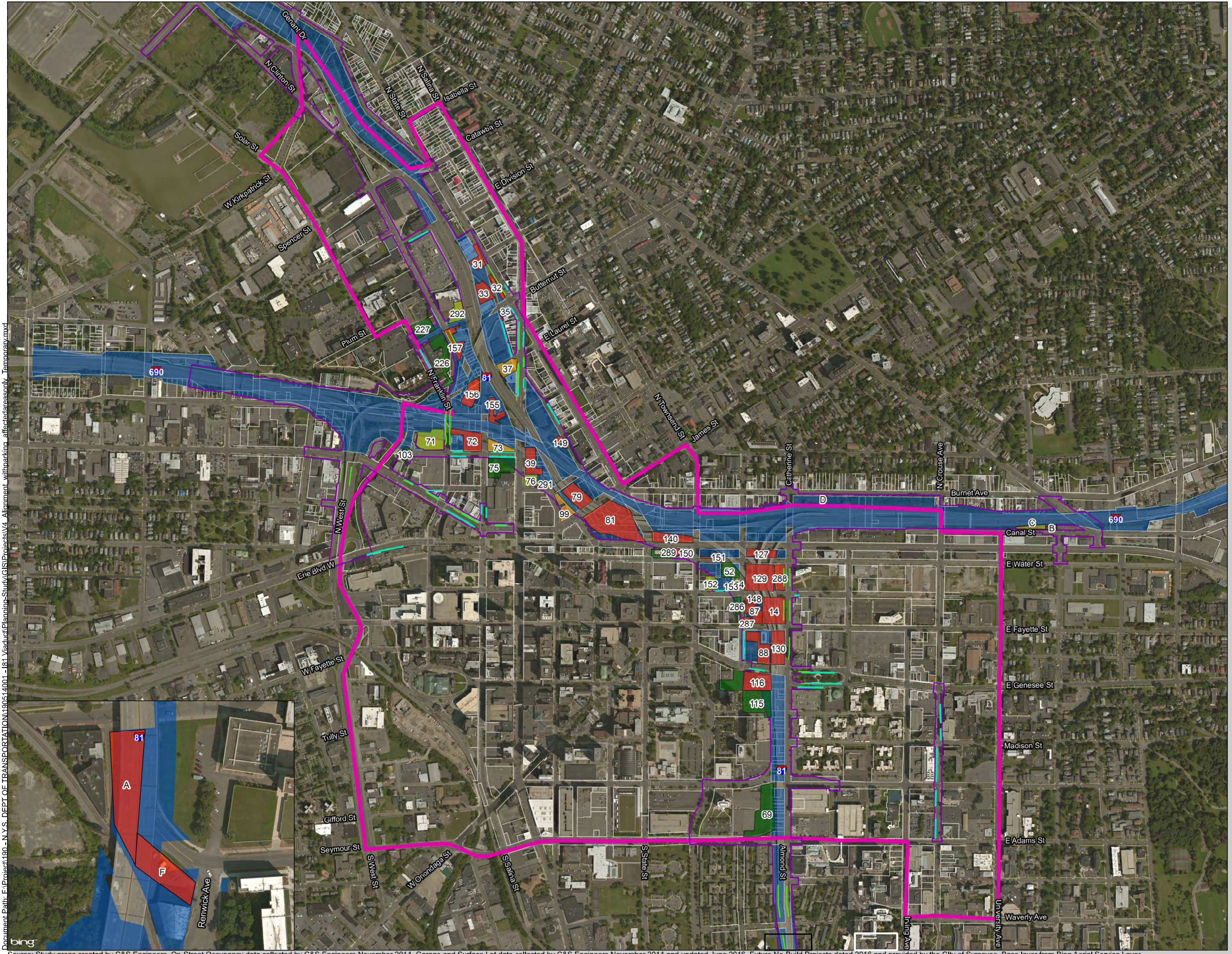
Legend

- Study Area
- Temporary Impacts Boundary
- On-Street Parking Impact Area
- Proposed on-street parking
- Impacted on-street parking
- Tax Parcel Boundaries
- Off-Street Parking Supply
 - 25% Impact
 - 50% Impact
 - 75% Impact
 - 100% Impact

* Labeled by FID#
** Temporary off-street impacts include those located in the MHB, MHBWOA, METS-P, MFS-P & MEPS-P



I-81 Viaduct
Viaduct Alignment
with Temporary
Impacted Parking
Figure 7-1



Document Path: F:\Project190 - N.Y.S. DEPT OF TRANSPORTATION\190614001 - I-81 Viaduct Planning Study\GIS\Projections\4 - Alignment with parking affected areas only - Temporary.mxd

Source: Study areas created by C&S Engineers. On-Street Occupancy data collected by C&S Engineers November 2014. Garage and Surface Lot data collected by C&S Engineers November 2014 and updated June 2016. Future No-Build Projects dated 2016 and provided by the City of Syracuse. Base layer from Bing Aerial Service Layer

Table 7-1

Viaduct Alternative Supply & Demand Summary - Temporary

	Change in Supply	Supply	Effective Supply	Change in Demand	Demand	Utilization
Existing Conditions		29,233	26,808		21,064	79%
2020 Future No-Build	2,149	31,382	28,779	1,782	22,846	79%
2020 Temporary - Viaduct Alternative	-2,806	28,577	26,206	-582	22,264	85%

Overall, the loss of supply is estimated to be 2,806 spaces and the reduction in demand is approximately 580 spaces. Parking utilization is expected to increase 6% during construction compared to the future No Build scenario. Utilization is expected to drop back down to 83% after construction without any proposed mitigation measures, as noted in **Table 5-1**.

The Viaduct Alternative will result in a loss of 1,206 spaces in public off-street parking facilities and 1,295 spaces in private off-street facilities temporarily during construction. There is also an anticipated loss of 305 public on-street spaces throughout construction. For the purposes of this analysis, public facilities are those where the public can purchase the rights to park regardless of the owner of the facility. A private facility is one on privately held land and is available only to employees or visitors of a specific building or institution. With regard to loss in supply, any parking facility owned by a municipality or public agency is considered public, even if it is only open to employees and not the general public. In terms of available supply, it was assumed that any parking owned by University Hill institutions that are for their employees, patients, or visitors are considered private.

As stated in Section 1.1, there are a few locations located outside of the study area that are expected to be temporarily impacted for a loss of 73 spaces and an associated reduction in demand of 10 spaces. These locations are shown on **Figure 7-1** and in the detailed breakdown of anticipated impacts in **Appendix B**.

7.2 COMMUNITY GRID ALTERNATIVE – TEMPORARY

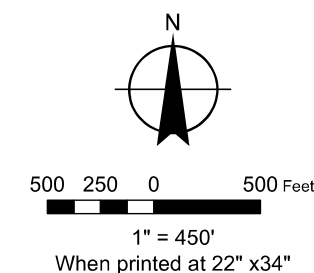
As a result of the Community Grid Alternative, 42 off-street parking facilities (1,838 spaces) are expected to be temporarily lost to some degree along with 1,035 on-street spaces. As shown in **Figure 7-2**, most of the off-street facility impacts are adjacent to or under the existing viaduct. Most of the on-street losses occur on the roadways that may be reconstructed to accommodate the anticipated distribution of traffic onto other local streets such as Genesee Street, Erie Boulevard, Irving Avenue, and Crouse Avenue.

Table 7-2 summarizes the temporary parking supply and demand based on the Community Grid Alternative compared to the 2020 future No Build scenario. More detailed information is included in **Appendix B**.

Legend

- Study Area
 - Temporary Impacts Boundary
 - On-Street Parking Impact Area
 - Proposed on-street parking
 - Impacted on-street parking
 - Tax Parcel Boundaries
- Off-Street Parking Supply
- 25% Impact
 - 50% Impact
 - 75% Impact
 - 100% Impact

* Labeled by FID#
 ** Temporary off-street impacts include those located in the MHB, MHBWOA, METS-P, MFS-P & MEPS-P



I-81 Viaduct Temporary Impacts to Parking with Community Grid Alternative

Figure 7-2

Table 7-2

Community Grid Alternative Supply & Demand Summary - Temporary

	Change in Supply	Supply	Effective Supply	Change in Demand	Demand	Utilization
Existing Conditions		29,233	26,808		21,064	79%
2020 Future No-Build	2,149	31,382	28,779	1,782	22,846	79%
2020 Temporary - Community Grid Alternative	-2,873	28,509	26,144	-2	22,844	87%

Overall, the loss of supply is estimated to be 2,873 spaces and the reduction in demand is minimal (2 spaces). Parking utilization is expected to increase 8% during construction compared to the future No Build scenario. Utilization is expected to drop back down to 82% after construction without any proposed mitigation measures, as noted in **Table 5-2**.

The Community Grid Alternative will result in a loss of approximately 1,170 spaces in public off-street parking facilities and 670 spaces in private off-street facilities temporarily during construction. There is also an anticipated loss of 1,035 public on-street spaces throughout construction. For the purposes of this analysis, public facilities are those where the public can purchase the rights to park regardless of the owner of the facility. A private facility is one on privately held land and is available only to employees or visitors of a specific building or institution. With regard to loss in supply, any parking facility owned by a municipality or public agency is considered public, even if it is only open to employees and not the general public. In terms of available supply, it was assumed that any parking owned by University Hill institutions that are for their employees, patients, or visitors are considered private.

As stated in Section 1.1, there are a few locations located outside of the study area that are expected to be temporarily impacted for a loss of 66 spaces. These locations are shown on **Figure 7-2** and in the detailed breakdown of anticipated impacts in **Appendix B**.

7.3 TEMPORARY ANALYSIS SUMMARY

Table 7-3 summarizes the parking impacts associated with the construction of the two project alternatives being analyzed for the I-81 Viaduct Project. The Community Grid Alternative is expected to impact over 2,000 more spaces during construction compared to anticipated permanent impacts while the Viaduct Alternative is expected to impact 760 more spaces during construction.

Table 7-3

Temporary Analysis Supply & Demand Summary

	Viaduct Alternative	Community Grid Alternative
Public Facilities - Off-Street	-1,206	-1,168
Public Facilities - On-Street	-305	-1,035
Total Temporary Public Facilities Impacts	-1,511	-2,203
Private Facilities - Off-Street	-1,295	-670
Total Temporary Parking Impacts	-2,806	-2,873
Total Change in Demand	-582	-2

CHAPTER 8

TEMPORARY IMPACT MITIGATION

As a result of either alternative, parking supply will be temporarily impacted during construction. Similar to the mitigation measures noted in Section 6 to address the reduction in parking supply after construction, the mitigation of temporary impacts would fall under three categories: new policy regarding parking requirements and the implementation of transportation demand management (TDM) measures, services to support the use of TDM strategies to reduce parking demand, and the development of new parking supply.

The identification of specific mitigation measures for temporary impacts would be addressed during final design in order to take into consideration the variation in the potential length of the impact and best practices during construction. The type of work, as well as construction phasing, would make the length of impacts vary from short- (weeks) to long-term (years), which would play a role in determining the required mitigation.

8.1 VIADUCT ALTERNATIVE TEMPORARY IMPACT MITIGATION

As with the anticipated permanent impacts, most of the parking supply that is anticipated to be impacted temporarily is located beneath or adjacent to the viaduct and accommodates employee demand from a number of significant generators such as the city and state government buildings and University Hill institutions. Using potential replacement parking areas or new surface parking lots or garages within existing or proposed right-of-way that could mitigate permanent impacts would not be available during construction to address temporary impacts. The NYSDOT is committed to mitigating temporary employee parking demand associated with the Viaduct Alternative using a combination of available spaces in existing parking areas not impacted by construction and remote parking facilities with shuttles, the details of which would be considered during final design.

8.2 COMMUNITY GRID ALTERNATIVE TEMPORARY IMPACT MITIGATION

As with the anticipated permanent impacts, most of the parking supply that is anticipated to be impacted temporarily is located beneath or adjacent to the viaduct and accommodates employee demand from a number of significant generators such as the city and state government buildings and University Hill institutions. There are limited opportunities within the right-of-way that would allow the construction of replacement parking areas, new surface parking lots, or new parking garages prior to the start of construction, which means those locations would not be available to address temporary impacts. However, the NYSDOT is committed to mitigating both the temporary and permanent impacts to employee parking. As design continues, the NYSDOT will consider a location that would support the construction of a parking lot or garage, in a location within a reasonable proximity to the majority of impacted parking areas (the area generally bound by South State Street, East Fayette Street, Almond Street, and Erie Boulevard) that could be built prior to construction. Such a location would provide mitigation for both the temporary and permanent parking impact.

Alternatively, if a suitable location is not available that would allow replacement parking to be built prior to construction, then the mitigation for the temporary impact will be different than the mitigation for the permanent impact. If this is the case, the temporary mitigation measure may involve using a combination of available spaces in existing parking areas not impacted by construction and remote parking facilities with shuttles. The permanent mitigation may involve the construction of new parking lots and/or a parking garage within areas that will be made available by construction of the Community Grid Alternative (such as the location shown in **Figure 6-4**).

On-street Existing Supply Demand

Appendix A

A-1

Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of_Pa	Midday_o	PM_of_Pa	Midday Effective Supply	Midday Effective Utilization
ASH ST	Odd/Even Parking	0		S			100	S	2.972214326	2	3		6	2	300.00%
ASH ST	Odd/Even Parking	0		S			100	S	2.066656138	2				2	0.00%
Bark	Loading Zone			W	no pk 15 min load				0.550341293	0	0	0	0		
BURNET AVE	Odd/Even Parking	0		S			100	S	2.115177868	2	14	10	15	2	500.00%
BURNET AVE	Odd/Even Parking	0		S			100	S	6.993144951	6				5	0.00%
BURNET AVE	20 Minute Parking	0		S	Parcel Pickup Only		100	S	2.079043061	2				2	0.00%
BURNET AVE	Odd/Even Parking	0		S			100	S	3.979486268	3				3	0.00%
BURNET AVE	Odd/Even Parking	0		S			100	S	1.223450079	1				1	0.00%
BURNET AVE	Odd/Even Parking	0		S			100	S	5.306196361	5				4	0.00%
CATAWBA ST	Parking Permitted	0		N			100	N	2.195031795	2				2	0.00%
CATAWBA ST	Parking Permitted	0		N			100	N	1.492365353	1				1	0.00%
CATAWBA ST	Parking Permitted	0		N			100	N	1.909903154	1	0	2	2	1	200.00%
CATAWBA ST	Parking Permitted	0		S			100	S	4.727159964	4	7	6	6	3	200.00%
E FAYETTE ST	2 Hour Parking			N			100	N	5.305423868	5	0	0	0	4	0.00%
E FAYETTE ST	2 Hour Parking			N			100	N	5.986626913	5				4	0.00%
E FAYETTE ST	Parking Permitted			S	30 Minute Parcel Pickup Point		100	S	1.292482919	1	3	1	0	1	100.00%
E FAYETTE ST	2 Hour Parking			S			100	S	4.337548783	4				3	0.00%
E FAYETTE ST	2 Hour Parking			S			100	S	5.090345778	5				4	0.00%
E GENESEE ST	12 Minute Pickup		E	S	Conflicting Signs no parking and parci		100	S	11.86996112	11	3	7	6	9	77.78%
E Jefferson	2 Hour Parking	Pay to Park	E	N			100	N	3.674435323	3	5	6	4	3	200.00%
E Jefferson	2 Hour Parking	Pay to Park	E	N			100	N	6.570713719	6				5	0.00%
E Jefferson	2 Hour Parking	Pay to Park	E	S			100	S	12.08320723	12	7	11	5	10	110.00%
E Jefferson	Reserved Parking		E	S	Handicapped		100	S	1.838403019	1				1	0.00%
E LAUREL ST	2 Hour Parking	Pay to Park		S			100	S	3.758429174	3	2	3	0	3	100.00%
E Onondaga	12 Minute Pickup		E	S			100	S	8.931880019	8	0	1	0	7	14.29%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	N			100	N	6.287758304	6	5	7	3	5	140.00%
E WASHINGTON ST	12 Minute Pickup		E	N			100	N	1.223029193	1				1	0.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	N			100	N	3.198892657	3				3	0.00%
E WASHINGTON ST	Loading Zone		E	N			100	N	1.550204936	1				1	0.00%
E WASHINGTON ST	Reserved Parking	Metered	E	S	Handicapped		100	S	2.44279367	2	7	9	7	2	450.00%
E WASHINGTON ST	12 Minute Pickup		E	S			100	S	1.454278588	1				1	0.00%
E WASHINGTON ST	Loading Zone		E	S			100	S	3.145056046	3				3	0.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	S			100	S	1.995632491	1				1	0.00%
E WASHINGTON ST	30 Minute Parking	Metered	E	S			100	S	1.064679629	1				1	0.00%
E WATER ST	12 Minute Pickup	Metered		N	Parcel Pickup Only		100	N	2.150778795	2	3	9	6	2	450.00%
E WATER ST	2 Hour Parking	Pay to Park		N			100	N	3.626829929	3				3	0.00%
E WATER ST	Loading Zone	Pay to Park		N	30 Minute Loading Zone		100	N	1.47359257	1				1	0.00%
E WATER ST	2 Hour Parking	Pay to Park		N			100	N	6.525591258	6				5	0.00%
E WATER ST	2 Hour Parking	Pay to Park		S			100	S	8.35413645	8	4	8	7	7	114.29%
ELIZ.BLACKWELL ST	Parking Permitted	Metered		E			100	E	7.504741911	7	14	14	9	6	233.33%
ELIZ.BLACKWELL ST	Parking Permitted	Metered		E			100	E	12.50268559	12				10	0.00%
ERIE BLVD E	2 Hour Parking	Pay to Park		N			100	N	6.344869949	6	2	5	4	5	100.00%
ERIE BLVD E	2 Hour Parking	Pay to Park		N			100	N	3.447907536	3				3	0.00%
ERIE BLVD E	2 Hour Parking	Pay to Park		S	Diagonal		100	S	11.65199988	11	4	8	8	9	88.89%
ERIE BLVD E	Loading Zone	Pay to Park		S	30 Minute Loading zone		100	S	1.757941591	1				1	0.00%
Gifford	2 Hour Parking			S			100	S	3.90831077	3	15	13	7	3	433.33%
Gifford	2 Hour Parking			S			100	S	1.389790983	1				1	0.00%
Gifford	2 Hour Parking			S			100	S	5.935027141	5				4	0.00%
Herald	2 Hour Parking	Pay to Park		N			100	N	11.16114956	11	0	0	0	9	0.00%
Herald	2 Hour Parking	Pay to Park		S			100	S	11.60766259	11	0	2	1	9	22.22%
ISABELLA ST	Odd/Even Parking	0		S			100	S	4.521519059	4	1	1	0	3	33.33%
ISABELLA ST	Odd/Even Parking	0		S			100	S	1.37936172	1				1	0.00%
ISABELLA ST	Odd/Even Parking	0		S			100	S	1.161712895	1				1	0.00%
ISABELLA ST	Odd/Even Parking	0		S			100	S	0.946046391	0					
ISABELLA ST	Odd/Even Parking	0		S			100	S	1.8263496	1				1	0.00%
MADISON ST	Reserved Parking	Pay to Park		N			100	N	4.865806032	4	1	15	12	3	500.00%
MADISON ST	2 Hour Parking	Pay to Park		N			100	N	0.552772071	0					
MADISON ST	2 Hour Parking	Pay to Park		S	Con2		100	S	22.16232607	22	16	7	8	19	36.84%
Market	Reserved Parking			E			100	E	8.398244866	8	7	10	7	7	142.86%
Market	2 Hour Parking			E			100	E	2.970331016	2	23	23	16	2	1150.00%
Market	Reserved Parking			W			100	W	11.52783442	11	10	10	9	9	111.11%
MARSHALL ST	Loading Zone	0		N	30 Minutes		100	N	19.96935501	19	3	9	9	16	56.25%
MARSHALL ST	1 Hour Parking	Metered		S			100	S	5.66557079	5	7	36	35	4	900.00%
MARSHALL ST	1 Hour Parking	Pay to Park		S			100	S	15.16631107	15				13	0.00%
McCarthy	Reserved Parking			N			100	N	20.53450617	20	34	31	25	17	182.35%
McCarthy	Loading Zone			S			100	S	20.93458535	20	14	11	13	17	64.71%
MCCORMICK AVE	Reserved Parking			S	Handicapped				0.557529338	0	0	0	0		
MONTGOMERY ST	Reserved Parking			E	Handicapped		100	E	2.724404	2	6	6	5	2	300.00%
MONTGOMERY ST	30 Minute Parking	Pay to Park		E			100	E	7.63612318	7				6	0.00%
N SALINA ST	2 Hour Parking	Pay to Park	N	W			100	W	9.346915274	9	0	0	2	8	0.00%
S SALINA ST	2 Hour Parking			W			100	W	8.966521824	8	1	1	3	7	14.29%
S SALINA ST	2 Hour Parking			W			100	W	0.857989466	0					
S WARREN ST	30 Minute Parking	Pay to Park	S	E			100	E	3.717609039	3	7	1	3	3	33.33%
S WARREN ST	Reserved Parking	Pay to Park	S	E	Handicapped only		100	E	3.526350118	3				3	0.00%
S WARREN ST	Reserved Parking			S	Police Vehicles Only		100	E	3.71239415	3				3	0.00%
S WARREN ST	Reserved Parking			W	Police Vehicles Only		100	W	4.694631919	4	0	1	1	3	33.33%
SALT ST	Parking Permitted	0		W			100	W	9.299202823	9	12	10	12	8	125.00%
SALT ST	Parking Permitted	0		W			100	W	2.920140093	2				2	0.00%
SALT ST	Parking Permitted	0		W	Diagonal		100	W	2.660840319	2				2	0.00%
W DIVISION ST	Parking Permitted	0		S			100	S	10.34742553	10	1	0	0	9	0.00%
W FAYETTE ST	12 Minute Pickup			N			100	N	2.869790995	2	4	7	8	2	350.00%
W FAYETTE ST	2 Hour Parking			S			100	S	3.477948881	3	3	3	4	3	100.00%
W Genesee	12 Minute Pickup		W	N					2.479981917	2	0	1	0	2	50.00%
W Genesee	Reserved Parking	Metered	W	N	Handicapped				2.793760817	2				2	0.00%

On-street Existing Supply Demand

Appendix A

A-2

Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of_Pa	Midday_o	PM_of_Pa	Midday Effective Supply	Midday Effective Utilization
W JEFFERSON ST	Loading Zone		W	N			100	N	2.935873025	2	4	5	6	2	250.00%
W JEFFERSON ST	Reserved Parking	Pay to Park	W	N	Handicapped		100	N	1.261503961	1				1	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	N			100	N	4.783771605	4				3	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	N			100	N	4.596843045	4				3	0.00%
W ONONDAGA ST	Reserved Parking		W	N	1hr parking mobile vendor				1.79049148	1	0	0	0	1	0.00%
W ONONDAGA ST	2 Hour Parking		W	N					10.14245583	10				9	0.00%
W Walton	2 Hour Parking	Pay to Park	W	N			100	N	2.329104676	2	6	10	7	2	500.00%
W Walton	Loading Zone		W	N			100	N	7.952841734	7				6	0.00%
W Walton	2 Hour Parking	Pay to Park	W	N			100	N	8.329997323	8				7	0.00%
W Walton	Loading Zone		W	N			100	N	1.39601277	1				1	0.00%
W Walton	2 Hour Parking	Pay to Park	W	N			100	N	2.717698199	2				2	0.00%
W Walton	2 Hour Parking	Pay to Park	W	S			100	S	12.95151743	12	13	15	10	10	150.00%
W Walton	2 Hour Parking	Pay to Park	W	S			100	S	3.177655488	3				3	0.00%
W Walton	Reserved Parking	Metered	W	S	Handicapped		100	S	1.58835201	1				1	0.00%
W Washington	Reserved Parking	Metered	W	S	Handicapped		100	S	1.167091883	1	2	3	4	1	300.00%
W Washington	2 Hour Parking	Pay to Park	W	S			100	S	6.066154578	6				5	0.00%
W Water	2 Hour Parking	Pay to Park	W	S	Diagonal		100	S	10.74610864	10	9	9	7	9	100.00%
WAVERLY AVE	12 Minute Pickup	0		N			100	N	4.948779	4	7	14	13	3	466.67%
WELLINGTON PL	12 Minute Pickup	0		S	Parcel Pickup Only				2.080439491	2	0	0	1	2	0.00%
WELLINGTON PL	12 Minute Pickup	0		S	Parecel Pickup Only				6.05843867	6				5	0.00%
E FAYETTE ST	Odd/Even Parking	0		N			1000	N	1.971941818	1	7	9	7	1	900.00%
E FAYETTE ST	Odd/Even Parking	0		N			1000	N	2.581035383	2				2	0.00%
E FAYETTE ST	Odd/Even Parking	0		N			1000	N	3.442125885	3				3	0.00%
N STATE ST	Parking Permitted	0		E			1000	E	1.602921366	1	0	0	1	1	0.00%
N STATE ST	Parking Permitted	0		E			1000	E	3.414025844	3				3	0.00%
N STATE ST	Parking Permitted	0		E			1000	E	1.46759827	1				1	0.00%
N STATE ST	Parking Permitted	0		E			1100	E	2.251037042	2	3	3	1	2	150.00%
N STATE ST	Parking Permitted	0		E			1100	E	3.948365974	3				3	0.00%
N STATE ST	Parking Permitted	0		E			1100	E	1.752416506	1				1	0.00%
N STATE ST	Parking Permitted	0		E			1100	E	2.349385363	2				2	0.00%
N STATE ST	Reserved Parking	0		E	Handicappt Only		1100	E	0.975534975	0					
DUPLI PARK DR	2 Hour Parking	0		S	No overnight Parking				8.794941563	8	5	7	10	7	100.00%
Bank	Loading Zone			E	no pk 30 min load				3.399190978	3	2	5	2	3	166.67%
Bank	Loading Zone			W					7.986462253	7	1	4	2	6	66.67%
Bank	Loading Zone			W	no pk 30 min load				11.70004553	11				9	0.00%
E DIVISION ST	Parking Permitted	0					200	N	10.06022906	10	5	7	3	9	77.78%
E DIVISION ST	Parking Permitted	0		S			200	S	6.725205996	6	0	0	0	5	0.00%
E DIVISION ST	Parking Permitted	0		S			200	S	4.464399991	4				3	0.00%
E FAYETTE ST	12 Minute Pickup			S	Parcel pickup point		200	S	1.792744428	1	0	2	0	1	200.00%
E FAYETTE ST	2 Hour Parking			S			200	S	9.894496033	9				8	0.00%
E Jefferson	12 Minute Pickup		E	N	Con1		200	N	1.917561213	1	7	8	7	1	800.00%
E Jefferson	2 Hour Parking	Pay to Park	E	N			200	N	10.20568967	10				9	0.00%
E Jefferson	Loading Zone		E	S			200	S	1.337728135	1	4	6	6	1	600.00%
E Jefferson	12 Minute Pickup		E	S			200	S	2.333494725	2				2	0.00%
E Jefferson	2 Hour Parking	Pay to Park	E	S			200	S	9.864670498	9				8	0.00%
E Jefferson	12 Minute Pickup		E	S			200	S	1.846028067	1				1	0.00%
E Onondaga	Loading Zone		E	N			200	N	1.488366295	1	13	12	10	1	1200.00%
E Onondaga	2 Hour Parking	Pay to Park	E	N			200	N	7.533584158	7				6	0.00%
E Onondaga	2 Hour Parking	Metered	E	N			200	N	1.558044986	1				1	0.00%
E Onondaga	2 Hour Parking	Pay to Park	E	N			200	N	0.995949475	0					
E Onondaga	Reserved Parking		E	N			200	N	1.583498393	1				1	0.00%
E Onondaga	2 Hour Parking	Metered	E	N			200	N	2.923281698	2				2	0.00%
E Onondaga	Reserved Parking	Metered	E	N	handicapped		200	N	2.789039606	2				2	0.00%
E Onondaga	2 Hour Parking	Metered	E	N			200	N	6.06756917	6				5	0.00%
E Onondaga	Reserved Parking		E	S			200	S	4.46033157	4	15	15	6	3	500.00%
E Onondaga	12 Minute Pickup		E	S			200	S	1.851534989	1				1	0.00%
E Onondaga	Reserved Parking		E	S			200	S	7.245823298	7				6	0.00%
E Onondaga	2 Hour Parking	Pay to Park	E	S			200	S	5.141952842	5				4	0.00%
E WASHINGTON ST	30 Minute Parking	Pay to Park	E	N			200	N	7.515080432	7	11	5	7	6	83.33%
E WASHINGTON ST	2 Hour Parking	Metered	E	N			200	N	2.534164939	2				2	0.00%
E WASHINGTON ST	Reserved Parking		E	N			200	N	2.588009272	2				2	0.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	S			200	S	6.748495625	6	10	4	10	5	80.00%
E WASHINGTON ST	Loading Zone		E	S			200	S	1.862543267	1				1	0.00%
E WATER ST	Reserved Parking	Pay to Park		N			200	N	2.546116673	2	5	7	11	2	350.00%
E WATER ST	2 Hour Parking	Pay to Park		N			200	N	3.014478936	3				3	0.00%
E WATER ST	2 Hour Parking	Pay to Park		N			200	N	6.344910756	6				5	0.00%
E WATER ST	Loading Zone	Pay to Park		N	30 Minute Loading Zone		200	N	1.614664645	1				1	0.00%
E WATER ST	Loading Zone	0		S	30 Minute Loading Zone Limit		200	S	4.806749641	4	6	3	3	3	100.00%
E WATER ST	12 Minute Pickup	Pay to Park		S			200	S	2.939632796	2				2	0.00%
ERIE BLVD E	2 Hour Parking	0		N			200	N	10.03692464	10	5	4	6	9	44.44%
ERIE BLVD E	2 Hour Parking	Pay to Park		S			200	S	1.793725685	1	1	6	5	1	600.00%
ERIE BLVD E	2 Hour Parking	Pay to Park		S			200	S	5.090287272	5				4	0.00%
ERIE BLVD W	Reserved Parking	Pay to Park	W	N			200	N	2.905243534	2	4	7	1	2	350.00%
ERIE BLVD W	2 Hour Parking	Pay to Park	W	N			200	N	4.195053946	4				3	0.00%
ERIE BLVD W	2 Hour Parking	Pay to Park	W	N			200	N	3.836769275	3				3	0.00%
FORMAN AVE	Odd/Even Parking	0		E			200	E	11.25286242	11	2	4	3	9	44.44%
Gifford	Odd/Even Parking			S			200	S	14.21042217	14	2	2	2	12	16.67%
HARRISON ST	12 Minute Pickup			S			200	S	1.677115177	1	3	8	8	1	800.00%
HARRISON ST	Reserved Parking			S	Handicapped		200	S	1.549751781	1				1	0.00%
Herald	12 Minute Pickup			S			200	S	7.385506138	7	4	2	2	6	33.33%
Herald	Loading Zone			N			200	N	2.560707488	2	0	0	0	2	0.00%
Herald	Reserved Parking			N	Handicapped		200	N	5.65137146	5				4	0.00%
MADISON ST	2 Hour Parking			N	Con3		200	N	2.173183864	2	10	8	5	2	400.00%
MADISON ST	Parking Permitted			N	10 hr Parking		200	N	3.943523708	3				3	0.00%

On-street Existing Supply Demand

Appendix A

A-3

Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of Pa	Midday_o	PM_of Pa	Midday Effective Supply	Midday Effective Utilization
MADISON ST	Loading Zone			N			200	N	2.263682552	2				2	0.00%
MADISON ST	Reserved Parking			S			200	S	0.957495461	0	9	12	16		
MADISON ST	2 Hour Parking	Pay to Park		S	Observed		200	S	11.20365068	11				9	0.00%
MONTGOMERY ST	Loading Zone			E			200	E	1.443213189	1	2	3	2	1	300.00%
MONTGOMERY ST	2 Hour Parking	Metered		E			200	E	2.690165938	2				2	0.00%
MONTGOMERY ST	Reserved Parking	Metered		E			200	E	1.720543445	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			200	W	4.868542119	4				3	133.33%
N CLINTON ST	2 Hour Parking	Pay to Park	N	E			200	E	4.600901257	4	0	0	1	3	0.00%
N CLINTON ST	Loading Zone		N	W	9am-6pm		200	W	4.443254568	4				3	0.00%
N FRANKLIN ST	Loading Zone		N	E			200	E	2.457701427	2	0	10	8	2	500.00%
N FRANKLIN ST	12 Minute Pickup		N	E			200	E	3.011076874	3				3	0.00%
N FRANKLIN ST	Parking Permitted		N	E			200	E	3.708764074	3				3	0.00%
S CLINTON ST	2 Hour Parking	Pay to Park	S	W			200	W	2.749125079	2	3	4	0	2	200.00%
S CLINTON ST	2 Hour Parking	Pay to Park	S	W			200	W	2.253768458	2				2	0.00%
S SALINA ST	2 Hour Parking			E			200	E	5.679356083	5	8	8	9	4	200.00%
S SALINA ST	2 Hour Parking			E			200	E	4.64400175	4				3	0.00%
S WARREN ST	Loading Zone			E	30 Minute Limit		200	E	1.572035135	1	5	6	9	1	600.00%
S WARREN ST	Loading Zone			E	30 Minute Limit		200	E	1.250663489	1				1	0.00%
S WARREN ST	2 Hour Parking			E	9-6		200	E	1.29036029	1				1	0.00%
S WARREN ST	2 Hour Parking			E			200	E	2.25027145	2				2	0.00%
S WARREN ST	1 Hour Parking			W			200	W	2.607719016	2	4	7	9	2	350.00%
S WARREN ST	2 Hour Parking			W			200	W	7.715981114	7				6	0.00%
W FAYETTE ST	2 Hour Parking			N			200	N	2.79632459	2	4	4	5	2	200.00%
W FAYETTE ST	2 Hour Parking			N			200	N	7.814735071	7				6	0.00%
W FAYETTE ST	2 Hour Parking			S			200	S	6.991735816	6	8	12	13	5	240.00%
W FAYETTE ST	2 Hour Parking			S			200	S	7.241278651	7				6	0.00%
W Genesee	2 Hour Parking	Pay to Park	W	N			200	N	2.783651433	2	7	8	7	2	400.00%
W Genesee	12 Minute Pickup		W	N			200	N	1.427789835	1				1	0.00%
W Genesee	2 Hour Parking	Pay to Park	W	N			200	N	3.242546425	3				3	0.00%
W Genesee	Reserved Parking	Metered	W	N	Handicapped		200	N	1.217691567	1				1	0.00%
W Genesee	Loading Zone		W	S			200	S	2.135147379	2	5	11	4	2	550.00%
W Genesee	2 Hour Parking	Pay to Park	W	S			200	S	13.73080018	13				11	0.00%
W Walton	2 Hour Parking	Pay to Park	W	N			200	N	7.371402121	7	8	10	15	6	166.67%
W Walton	2 Hour Parking	Pay to Park	W	N			200	N	7.040834734	7				6	0.00%
W Walton	Loading Zone		W	N			200	N	1.575620825	1				1	0.00%
W Walton	2 Hour Parking	Pay to Park	W	N			200	N	1.758609307	1				1	0.00%
W Walton	2 Hour Parking	Pay to Park	W	N			200	N	4.440528696	4				3	0.00%
W Walton	2 Hour Parking	Pay to Park	W	S			200	S	7.150703577	7	12	17	21	6	283.33%
W Walton	2 Hour Parking	Pay to Park	W	S			200	S	3.942838263	3				3	0.00%
W Walton	2 Hour Parking	Pay to Park	W	S			200	S	5.463738622	5				4	0.00%
W Walton	2 Hour Parking	Pay to Park	W	S			200	S	12.24677504	12				10	0.00%
W Washington	2 Hour Parking	Pay to Park	W	S			200	S	10.27126435	10	9	13	5	9	144.44%
W Washington	2 Hour Parking		W	S			200	S	0.942717734	0				0	0.00%
W Washington	2 Hour Parking	Pay to Park	W	S			200	S	5.765482879	5				4	0.00%
W Washington	Reserved Parking		W	W			200	N	17.18125483	17	16	18	14	14	128.57%
W Water	2 Hour Parking	Metered	W	N			200	N	6.135138803	6	14	12	12	5	240.00%
W Water	12 Minute Pickup		W	N			200	N	4.713245649	4				3	0.00%
W Water	2 Hour Parking	Metered	W	N			200	N	3.323387201	3				3	0.00%
W Water	2 Hour Parking	Metered	W	N			200	N	1.712414554	1				1	0.00%
W Water	Reserved Parking		W	S	Diagonal		200	S	1.365457704	1	9		7	1	900.00%
W Water	Reserved Parking		W	S	Diagonal		200	S	15.3155476	15	23	23	16	13	176.92%
W Water	Reserved Parking	Metered	W	S	Handicapped		200	S	2.469306278	2	16	18	14	2	900.00%
W Willow	2 Hour Parking	Metered	W	N			200	N	3.928602097	3	3	9	1	3	300.00%
W Willow	2 Hour Parking	Pay to Park	W	N			200	N	9.014905358	9				8	0.00%
W Willow	2 Hour Parking	Metered	W	S			200	S	5.852373188	5	5	6	1	4	150.00%
E Jefferson	Loading Zone		E	N			300	N	0.811944485	0	7	6	7		
E Jefferson	2 Hour Parking	Pay to Park	E	N			300	N	3.04717538	3				3	0.00%
E Jefferson	2 Hour Parking	Pay to Park	E	N			300	N	3.378899553	3				3	0.00%
E Jefferson	Reserved Parking				Handicapped Diagonal		300	S	11.64197597	11	11	17	14	9	188.89%
E Onondaga	12 Minute Pickup		E	N			300	N	2.776810928	2	0	0	0	2	0.00%
E Onondaga	2 Hour Parking	Pay to Park	E	N			300	N	9.263484466	9				8	0.00%
E Onondaga	2 Hour Parking		E	N			300	N	2.677530072	2				2	0.00%
E Onondaga	2 Hour Parking		E	N			300	N	1.964709736	1				1	0.00%
E Onondaga	Reserved Parking	Handicapped	E	S			300	S	0.956381359	0	12	11	8		
E Onondaga	2 Hour Parking		E	S			300	S	11.99969296	11				9	0.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	N			300	N	5.799186255	5	10	7	9	4	175.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	N			300	N	4.072639753	4				3	0.00%
E WASHINGTON ST	Reserved Parking		E	S			300	S	5.825926504	5	9	10	6	4	250.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	S			300	S	6.489106171	6				5	0.00%
E WATER ST	Reserved Parking	Pay to Park					300	N	19.62450051	19	16	13	10	16	81.25%
E WATER ST	Reserved Parking		E	S			300	S	3.38349652	3	8	9	6	3	300.00%
E WATER ST	2 Hour Parking	Pay to Park	E	S			300	S	5.377171433	5				4	0.00%
E WATER ST	2 Hour Parking	Pay to Park	E	S			300	S	2.766923439	2				2	0.00%
ERIE BLVD W	2 Hour Parking	Pay to Park	W	N			300	N	11.11568863	11	2	2	2	9	22.22%
ERIE BLVD W	2 Hour Parking	Pay to Park	W	S			300	S	18.09195945	18	0	0	0	15	0.00%
FORMAN AVE	Odd/Even Parking	0		E			300	E	9.895281692	9	9	9	9	8	112.50%
HARRISON ST	2 Hour Parking			N			300	N	10.27366712	10	0	10	7	9	111.11%
IRVING AVE	Loading Zone	0		E			300	E	2.000630603	2	0	0	0	2	0.00%
IRVING AVE	12 Minute Pickup	Metered		E	Parcel Pickup only		300	E	1.537613242	1				1	0.00%
IRVING AVE	2 Hour Parking	Metered		E			300	E	1.965885198	1				1	0.00%
IRVING AVE	Odd/Even Parking	0		E			300	E	7.145317853	7				6	0.00%
IRVING AVE	Odd/Even Parking	0		E			300	E	2.893472267	2				2	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		E			300	E	4.324158674	4	11	10	13	3	333.33%
MONTGOMERY ST	Reserved Parking	Metered		E	Handicapped		300	E	1.658704456	1				1	0.00%

On-street Existing Supply Demand

Appendix A

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Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of_Pa	Midday_o	PM_of_Pa	Midday Effective Supply	Midday Effective Utilization
MONTGOMERY ST	2 Hour Parking	Pay to Park		E			300	E	4.581190396	4				3	0.00%
MONTGOMERY ST	Loading Zone			E			300	E	1.602947181	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		E			300	E	6.176932279	6				5	0.00%
MONTGOMERY ST	2 Hour Parking			W			300	W	0.937489533	0					
MONTGOMERY ST	Reserved Parking			W	Drop off and Pickup		300	W	3.237551597	3				3	0.00%
MONTGOMERY ST	Reserved Parking	Metered		W	Handicapped		300	W	2.225239641	2				2	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			300	W	2.318205966	2				2	0.00%
MONTGOMERY ST	Loading Zone			W			300	W	1.284124486	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			300	W	1.609351249	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			300	W	3.337572324	3				3	0.00%
MONTGOMERY ST	12 Minute Pickup			W			300	W	1.273625358	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			300	W	6.61380663	6				5	0.00%
N CLINTON ST	Loading Zone		N	E			300	E	14.29393536	14	2	3	0	12	25.00%
N SALINA ST	2 Hour Parking	0		E			300	E	3.643652027	3	0	0	0	3	0.00%
N SALINA ST	Loading Zone	0		E			300	E	3.607366977	3				3	0.00%
N SALINA ST	2 Hour Parking	0		W			300	W	6.966735158	6				5	0.00%
N SALINA ST	2 Hour Parking	0		W			300	W	7.607432985	7				6	0.00%
N STATE ST	4 Hour Parking	0		E			300	E	3.875313299	3	0	0	0	3	0.00%
N STATE ST	2 Hour Parking	0		W			300	W	6.615787872	6	0	0	0	5	0.00%
S CLINTON ST	2 Hour Parking			E			300	E	7.429949769	7	6	4	8	6	66.67%
S CLINTON ST	Loading Zone			E	30 Minute Limit		300	E	1.286393156	1				1	0.00%
S CLINTON ST	2 Hour Parking			W			300	W	5.215002177	5	1	4	3	4	100.00%
S CROUSE AVE	Reserved Parking	0		E	Handicappt		300	E	3.893420129	3	0	0	0	3	0.00%
S CROUSE AVE	Parking Permitted	0		W			300	W	6.394733852	6	11	12	10	5	240.00%
S CROUSE AVE	Parking Permitted	0		W			300	W	6.822425547	6				5	0.00%
S Franklin	Loading Zone		S	E			300	E	1.491797763	1	1	5	5	1	500.00%
S Franklin	2 Hour Parking	Pay to Park	S	E			300	E	3.56253874	3				3	0.00%
S Franklin	Reserved Parking	Pay to Park	S	E	Handicapped		300	E	1.830023175	1				1	0.00%
S Franklin	2 Hour Parking	Pay to Park	S	E			300	E	2.174027806	2				2	0.00%
S Franklin	2 Hour Parking	Pay to Park	S	W			300	W	5.017847682	5	5	6	7	4	150.00%
S Franklin	12 Minute Pickup		S	W			300	W	3.392442445	3				3	0.00%
S MCBRIDE ST	2 Hour Parking		S	E			300	E	10.88943032	10	6	8	5	9	88.89%
S MCBRIDE ST	Reserved Parking		S	E			300	E	2.547878763	2				2	0.00%
S SALINA ST	2 Hour Parking			E	9-6		300	E	8.074633816	8	7	17	14	7	242.86%
S SALINA ST	2 Hour Parking			E			300	E	15.1817541	15				13	0.00%
S SALINA ST	2 Hour Parking			W			300	W	5.215105727	5	6	8	11	4	200.00%
S SALINA ST	12 Minute Pickup			W	Parcel Pickup Only		300	W	2.286049139	2				2	0.00%
S SALINA ST	2 Hour Parking			W			300	W	10.18028032	10				9	0.00%
S SALINA ST	2 Hour Parking			W			300	W	2.929241934	2				2	0.00%
S WARREN ST	Reserved Parking			E			300	E	1.143582333	1	5	6	5	1	600.00%
S WARREN ST	2 Hour Parking			E			300	E	5.715614611	5				4	0.00%
S WARREN ST	2 Hour Parking			E			300	E	2.143589863	2				2	0.00%
S WARREN ST	Reserved Parking			E			300	E	1.036487149	1				1	0.00%
S WARREN ST	2 Hour Parking			E			300	E	2.715618684	2				2	0.00%
S WARREN ST	2 Hour Parking			W			300	W	7.573933822	7	1	7	5	6	116.67%
S WARREN ST	2 Hour Parking			W			300	W	1.714537086	1				1	0.00%
S WARREN ST	2 Hour Parking			W			300	W	1.143583932	1				1	0.00%
S WARREN ST	2 Hour Parking			W	9-6		300	W	8.575326515	8				7	0.00%
UNIVERSITY AVE	12 Minute Pickup	0		W			300	W	3.321924152	3	5	5	5	3	166.67%
UNIVERSITY AVE	2 Hour Parking	0		W			300	W	8.823849879	8				7	0.00%
W FAYETTE ST	2 Hour Parking			N			300	N	7.242603321	7	2	4	2	6	66.67%
W FAYETTE ST	Loading Zone			N	30 Minute Limit		300	N	4.058466895	4				3	0.00%
W FAYETTE ST	2 Hour Parking			N			300	N	7.959420469	7				6	0.00%
W FAYETTE ST	12 Minute Pickup			S	Parcel Pickup Point		300	S	1.721057602	1	4	5	9	1	500.00%
W FAYETTE ST	2 Hour Parking			S			300	S	6.166709546	6				5	0.00%
W FAYETTE ST	2 Hour Parking			S			300	S	6.560973086	6				5	0.00%
W Genesee	2 Hour Parking	Pay to Park	W	N			300	N	5.178625892	5				4	0.00%
W Genesee	2 Hour Parking	Pay to Park	W	N			300	N	4.286082108	4				3	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	N			300	N	3.260831808	3	9	14	13	3	466.67%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	N			300	N	11.05557457	11				9	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	N			300	N	9.31618665	9				8	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	S			300	S	20.97392041	20	2	8	7	17	47.06%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	S			300	S	2.212925635	2				2	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	S			300	S	5.132536209	5				4	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	S			300	S	3.931570707	3				3	0.00%
W JEFFERSON ST	2 Hour Parking	Pay to Park	W	S			300	S	1.928556689	1				1	0.00%
W JEFFERSON ST	Reserved Parking	Metered	W	S	Handicapped		300	S	3.475619241	3				3	0.00%
W Washington	2 Hour Parking		W	S			300	S	9.807696401	9	5	5	8	8	62.50%
W Washington	2 Hour Parking	Pay to Park	W	S			300	S	8.266895529	8				7	0.00%
W Water	2 Hour Parking	Pay to Park	W	S			300	S	6.501758971	6	4	5	5	5	100.00%
W Water	Reserved Parking		W	N			300	N	14.27317021	14	3	3	4	12	25.00%
W Willow	2 Hour Parking	Pay to Park	W	N			300	N	7.412864612	7	1	2	4	6	33.33%
W Willow	2 Hour Parking	Pay to Park	W	S			300	S	7.186977096	7				6	0.00%
E FAYETTE ST	2 Hour Parking			S	9-6		400	S	17.42372534	17	13	8	4	14	57.14%
E GENESEE ST	Reserved Parking			E	N		400	N	6.774096753	6	15	11	6	5	220.00%
E GENESEE ST	2 Hour Parking	Pay to Park	E	N			400	N	6.736364789	6				5	0.00%
E GENESEE ST	Reserved Parking			E	S		400	S	3.176667181	3	4	2	3	3	66.67%
E GENESEE ST	2 Hour Parking	Pay to Park	E	S			400	S	10.08619269	10				9	0.00%
E GENESEE ST	Reserved Parking			E	S		400	S	2.084100365	2				2	0.00%
E WASHINGTON ST	Loading Zone			E	N		400	N	1.081468929	1	2	2	0	1	200.00%
E WASHINGTON ST	Reserved Parking	Metered		E	Handicapped		400	N	1.535518342	1				1	0.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park		E	N		400	N	3.032377295	3				3	0.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park		E	N		400	N	5.191623572	5				4	0.00%
E WASHINGTON ST	12 Minute Pickup			E	N		400	N	1.428578161	1				1	0.00%

On-street Existing Supply Demand

Appendix A

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Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of_Pa	Midday_o	PM_of_Pa	Midday Effective Supply	Midday Effective Utilization
E WASHINGTON ST	Reserved Parking	Pay to Park	E	S	Handicapped		400	S	2.26978415	2	3	2	3	2	100.00%
E WASHINGTON ST	2 Hour Parking	Pay to Park	E	S			400	S	3.072994684	3				3	0.00%
E WASHINGTON ST	Loading Zone		E	S			400	S	1.852832378	1				1	0.00%
MONTGOMERY ST	Reserved Parking			E			400	E	6.173172941	6	13	12	10	5	240.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		E			400	E	8.34900638	8				7	0.00%
MONTGOMERY ST	Reserved Parking			E			400	E	1.72602852	1				1	0.00%
MONTGOMERY ST	Reserved Parking			E	Drop off and Pickup		400	E	1.176535548	1				1	0.00%
MONTGOMERY ST	Reserved Parking			E			400	E	2.558848352	2				2	0.00%
MONTGOMERY ST	Loading Zone			E			400	E	2.011094282	2				2	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			400	W	3.969127748	3	14	13	7	3	433.33%
MONTGOMERY ST	Reserved Parking	Pay to Park		W			400	W	2.854385396	2				2	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			400	W	3.824841596	3				3	0.00%
N FRANKLIN ST	Odd/Even Parking	0		E					15.03368966	15	7	8	7	13	61.54%
N SALINA ST	2 Hour Parking	0		E			400	E	7.003342351	7	0	3	16	6	50.00%
N SALINA ST	12 Minute Pickup	0		W			400	W	1.60713739	1	0	11	12	1	1100.00%
N SALINA ST	Reserved Parking	0		W			400	W	0.964298855	0					
N SALINA ST	2 Hour Parking	0		W			400	W	10.57201239	10				9	0.00%
N STATE ST	2 Hour Parking	0		E			400	E	5.764068959	5	0	0	0	4	0.00%
N STATE ST	2 Hour Parking	0		E			400	E	9.555028338	9				8	0.00%
N STATE ST	2 Hour Parking	0		W			400	W	1.361222028	1	0	1	1	1	100.00%
N STATE ST	2 Hour Parking	0		W			400	W	5.59149519	5				4	0.00%
N STATE ST	2 Hour Parking	0		W			400	W	1.375335527	1				1	0.00%
N STATE ST	2 Hour Parking	0		W			400	W	2.581160348	2				2	0.00%
PEARL ST	2 Hour Parking	Pay to Park		E			400	E	11.41284437	11	1	0	2	9	0.00%
S CLINTON ST	Loading Zone			E	30 Minutes Limit		400	E	1.214997456	1	1	1	3	1	100.00%
S CLINTON ST	2 Hour Parking			E	9-6		400	E	4.037754081	4				3	0.00%
S CLINTON ST	Loading Zone			E	30 Minute Limit		400	E	1.929189948	1				1	0.00%
S CLINTON ST	2 Hour Parking			W			400	W	7.501453196	7	0	2	3	6	33.33%
S CROUSE AVE	2 Hour Parking	Pay to Park		E			400	E	5.465401188	5	11	5	11	4	125.00%
S CROUSE AVE	Loading Zone	Pay to Park		E	30 minute		400	E	0.860291395	0					
S CROUSE AVE	2 Hour Parking	Pay to Park		E			400	E	7.789119022	7				6	0.00%
S Franklin	2 Hour Parking	Pay to Park	S	E			400	E	4.08563981	4	1	4	4	3	133.33%
S Franklin	2 Hour Parking	Pay to Park	S	W			400	W	4.493166867	4	2	4	4	3	133.33%
S SALINA ST	1 Hour Parking		S	E	PTP		400	E	2.295570641	2	7	16	16	2	800.00%
S SALINA ST	2 Hour Parking		S	E	PTP		400	E	2.178027823	2				2	0.00%
S SALINA ST	Loading Zone		S	E			400	E	2.333761921	2				2	0.00%
S SALINA ST	12 Minute Pickup		S	E			400	E	0.934190458	0					
S SALINA ST	Reserved Parking		S	E	police only		400	E	2.957140488	2				2	0.00%
S SALINA ST	2 Hour Parking	Pay to Park	S	E			400	E	6.661321771	6				5	0.00%
S SALINA ST	12 Minute Pickup		S	E			400	E	1.481541025	1				1	0.00%
S SALINA ST	12 Minute Pickup		S	E			400	E	0.562056282	0					
S SALINA ST	12 Minute Pickup		S	E			400	E	0.80475776	0					
S SALINA ST	2 Hour Parking		S	E			400	E	4.362774218	4				3	0.00%
S SALINA ST	2 Hour Parking	Pay to Park	S	W			400	W	7.354751789	7	8	26	18	6	433.33%
S SALINA ST	2 Hour Parking	Pay to Park	S	W	PTP		400	W	6.028606074	6				5	0.00%
S SALINA ST	12 Minute Pickup		S	W			400	W	3.748989193	3				3	0.00%
S SALINA ST	Reserved Parking		S	W	Taxis only		400	W	3.356465439	3				3	0.00%
S SALINA ST	2 Hour Parking	Pay to Park	S	W			400	W	3.134317414	3				3	0.00%
S SALINA ST	12 Minute Pickup		S	W			400	W	1.498096307	1				1	0.00%
S SALINA ST	Reserved Parking	Metered	S	W	Handicapped		400	W	0.877666654	0					
S SALINA ST	2 Hour Parking		S	W			400	W	3.167848014	3				3	0.00%
S SALINA ST	Loading Zone		S	W			400	W	1.101832285	1				1	0.00%
S STATE ST	Reserved Parking	Metered		E	Sheriffs Only		400	E	2.643239036	2	0	0	8	2	0.00%
S STATE ST	Reserved Parking	Pay to Park		W	Sheriffs vehicles only		400	W	3.000706954	3	2	1	2	3	33.33%
S WARREN ST	Loading Zone			E	30 Minute Limit		400	E	1.178753426	1	10	12	13	1	1200.00%
S WARREN ST	12 Minute Pickup			E	Parcel Pickup Only		400	E	1.714569894	1				1	0.00%
S WARREN ST	Loading Zone			E	30 Minute Limit		400	E	1.466279931	1				1	0.00%
S WARREN ST	2 Hour Parking			E			400	E	5.145723823	5				4	0.00%
S WARREN ST	Reserved Parking			E			400	E	1.393093171	1				1	0.00%
S WARREN ST	2 Hour Parking			E			400	E	3.180942478	3				3	0.00%
S WARREN ST	Reserved Parking			W	For police Vehicles Only		400	W	1.394944738	1	7	10	10	1	1000.00%
S WARREN ST	2 Hour Parking			W			400	W	8.68047197	8				7	0.00%
S WARREN ST	2 Hour Parking			W			400	W	1.859007298	1				1	0.00%
S WARREN ST	1 Hour Parking			W			400	W	5.073395755	5				4	0.00%
UNIVERSITY AVE	2 Hour Parking	Pay to Park		W			400	W	6.182261048	6	0	1	4	5	20.00%
UNIVERSITY AVE	2 Hour Parking	Pay to Park		W			400	W	3.679883749	3				3	0.00%
W JEFFERSON ST	2 Hour Parking			N	Parking Permitted		400	N	7.385119373	7	4	5	4	6	83.33%
W JEFFERSON ST	2 Hour Parking			N	Parking Permitted		400	N	2.724705131	2				2	0.00%
W JEFFERSON ST	2 Hour Parking			S	Parking Permitted		400	S	2.226212709	2	5	6	5	2	300.00%
W JEFFERSON ST	2 Hour Parking			S	Parking Permitted		400	S	1.328300859	1				1	0.00%
W JEFFERSON ST	2 Hour Parking			S	Parking Permitted		400	S	4.125045533	4				3	0.00%
W JEFFERSON ST	2 Hour Parking			S	Parking Permitted		400	S	2.007820548	2				2	0.00%
E FAYETTE ST	2 Hour Parking			N			500	N	2.831955649	2	3	3	2	2	150.00%
E FAYETTE ST	2 Hour Parking			N			500	N	2.760493266	2				2	0.00%
E FAYETTE ST	2 Hour Parking			N			500	N	3.263885637	3				3	0.00%
E FAYETTE ST	Reserved Parking			N	Parks Dept. Employees only		500	N	1.61357634	1				1	0.00%
E GENESEE ST	2 Hour Parking		E	N			500	N	5.391678834	5	2	2	0	4	50.00%
E WASHINGTON ST	2 Hour Parking	Metered	E	N			500	N	2.028875597	2	3	2	1	2	100.00%
E WASHINGTON ST	Loading Zone		E	N			500	N	3.211682385	3				3	0.00%
E WASHINGTON ST	15 Minute Pickup		E	N			500	N	1.084619272	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		E			500	E	6.236720857	6	10	8	8	5	160.00%
MONTGOMERY ST	Reserved Parking	Metered		E	Handicapped		500	E	1.938163336	1				1	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		E			500	E	4.718715167	4				3	0.00%
MONTGOMERY ST	2 Hour Parking	Pay to Park		W			500	W	8.673126576	8	9	7	6	7	100.00%

On-street Existing Supply Demand

Appendix A

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Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of_Pa	Midday_o	PM_of_Pa	Midday Effective Supply	Midday Effective Utilization
N SALINA ST	2 Hour Parking	0		W			500	W	5.325673271	5	5	11	9	4	275.00%
N SALINA ST	Bus Pickup Only	0		W			500	W	1.964244421	1				1	0.00%
N SALINA ST	2 Hour Parking	0		W			500	W	5.465188539	5				4	0.00%
N SALINA ST	Loading Zone	0		W	30 Minute Limit		500	W	1.145066471	1				1	0.00%
N SALINA ST	2 Hour Parking	0		W			500	W	1.857416685	1				1	0.00%
N STATE ST	2 Hour Parking	0		E	Pay to Park		500	E	8.043828502	8	0	14	5	7	200.00%
N STATE ST	2 Hour Parking	0		E			500	E	8.743648563	8				7	0.00%
N STATE ST	Parking Permitted	0		W			500	W	3.540272204	3	1	0	1	3	0.00%
N STATE ST	Reserved Parking	0		W	Handicappt Only		500	W	1.289150157	1				1	0.00%
N STATE ST	Parking Permitted	0		W			500	W	3.398266021	3				3	0.00%
N STATE ST	Parking Permitted	0		W			500	W	3.329783314	3				3	0.00%
N STATE ST	Odd/Even Parking	0		W			500	W	1.152789723	1				1	0.00%
N STATE ST	15 Minute Pickup	0		W	Parcel Pickup Point		500	W	1.166977608	1				1	0.00%
N STATE ST	2 Hour Parking	0		W	9-6		500	W	1.557532032	1				1	0.00%
PEARL ST	Parking Permitted	Pay to Park		E	No Parking Nov. 1st thru Mar 31st		500	E	8.618400708	8	0	2	2	7	28.57%
PEARL ST	12 Minute Pickup	Pay to Park		E	Parcel Pickup Point		500	E	2.889545202	2				2	0.00%
S CLINTON ST	2 Hour Parking			W	Diagonal		500	W	9.751647455	9	4	1	2	8	12.50%
S CLINTON ST	2 Hour Parking			W			500	W	2.750473509	2				2	0.00%
S CLINTON ST	2 Hour Parking			W			500	W	2.39570897	2				2	0.00%
S CLINTON ST	2 Hour Parking			W			500	W	4.42952193	4				3	0.00%
S CLINTON ST	2 Hour Parking			W			500	W	2.429029509	2				2	0.00%
S CROUSE AVE	2 Hour Parking	0		W			500	W	16.22063644	16	5	3	2	14	21.43%
S SALINA ST	Loading Zone			W	30 Minute Limit		500	W	1.57101507	1	6	8	4	1	800.00%
S SALINA ST	2 Hour Parking			W	9-6		500	W	9.593943267	9				8	0.00%
S SALINA ST	12 Minute Pickup			W	Parcel Pickup Point		500	W	1.536968446	1				1	0.00%
S SALINA ST	2 Hour Parking			W			500	W	4.49095567	4				3	0.00%
S TOWNSEND ST	Reserved Parking			E	For City Marshall		500	W	4.143716852	4	0	0	0	3	0.00%
UNIVERSITY AVE	2 Hour Parking	Pay to Park		W			500	W	5.33451946	5	0	0	2	4	0.00%
E GENESEE ST	15 Minute Pickup		E	S	Patient Pickup		600	S	7.301610736	7	0	0	0	6	0.00%
MADISON ST	Loading Zone	0		S	20 Min		600	S	3.729024855	3	0	2	1	3	66.67%
MADISON ST	Loading Zone	0		S	20 Minute		600	S	14.41188148	14				12	0.00%
MONTGOMERY ST	Reserved Parking			E			600	E	14.38708727	14	2	4	4	12	33.33%
MONTGOMERY ST	2 Hour Parking			W			600	W	12.47682887	12	0	1	6	10	10.00%
N SALINA ST	2 Hour Parking	0		W			600	W	9.394657401	9	3	2	2	8	25.00%
N SALINA ST	Reserved Parking	0		W	Handicappt Only	odd even	600	W	1.423390395	1				1	0.00%
N SALINA ST	Reserved Parking	0		W			600	W	1.796260609	1				1	0.00%
N SALINA ST	2 Hour Parking	0		W			600	W	2.685159629	2				2	0.00%
N STATE ST	2 Hour Parking	0		E			600	E	2.07961477	2	11		4	2	50.00%
S CROUSE AVE	2 Hour Parking	Pay to Park		W			600	W	8.89743014	8	8	8	6	7	114.29%
S CROUSE AVE	2 Hour Parking	Pay to Park		W			600	W	7.471361697	7				6	0.00%
S STATE ST	Reserved Parking	Pay to Park		E			600	E	4.179362676	4	20	18	19	3	600.00%
S STATE ST	Reserved Parking			E	Police Department Vehicles Only		600	E	7.394400747	7				6	0.00%
S STATE ST	Reserved Parking			E	Fire Dept. Vehicles only		600	E	3.60791872	3				3	0.00%
S STATE ST	Reserved Parking			E	Syracuse Police Dept. Vehicles Only		600	E	1.822087143	1				1	0.00%
S STATE ST	Reserved Parking			E	Syracuse Police Dept. Vehicels Only		600	E	3.036238921	3				3	0.00%
S STATE ST	2 Hour Parking			E			600	E	2.858554957	2				2	0.00%
S STATE ST	2 Hour Parking			E			600	E	3.464902006	3				3	0.00%
S STATE ST	2 Hour Parking	Pay to Park		W			600	W	7.751260293	7				6	0.00%
S STATE ST	Reserved Parking	Pay to Park		W			600	W	1.32600421	1				1	0.00%
S STATE ST	Loading Zone	Metered		W	30 Minute Limit		600	W	2.821882773	2				2	0.00%
S STATE ST	Reserved Parking			W	Syracuse fire Dept. Vehicles Only		600	W	2.17894556	2				2	0.00%
S STATE ST	Reserved Parking			W	30 Min. Social Service worker parking		600	W	2.46572508	2				2	0.00%
S STATE ST	Reserved Parking	Metered		W	handicappt Only	2 Hour	600	W	2.000666526	2				2	0.00%
S STATE ST	Reserved Parking	Metered		W	Syracuse Fire Dept. Vehicles Only		600	W	1.071616617	1				1	0.00%
S STATE ST	Reserved Parking	Metered		W	Hadicappt Drop off/Pickup Zone		600	W	1.893510032	1				1	0.00%
S STATE ST	2 Hour Parking			W			600	W	3.750832104	3				3	0.00%
S STATE ST	Reserved Parking			E	Court/ Police Vehicles. Only		600	W	1.39310983	1				1	0.00%
S TOWNSEND ST	4 Hour Parking			E			600	E	9.430536093	9	0	0	0	8	0.00%
S WEST ST	1 Hour Parking		S	E			600	E	6.059534086	6	0	0	0	5	0.00%
S WEST ST	1 Hour Parking		S	E			600	E	6.887262404	6				5	0.00%
E FAYETTE ST	Odd/Even Parking	0		N			700	N	2.079456629	2	0	4	6	2	200.00%
E FAYETTE ST	Odd/Even Parking	0		N			700	N	2.724651884	2				2	0.00%
E FAYETTE ST	Odd/Even Parking	0		N			700	N	8.46913868	8				7	0.00%
E FAYETTE ST	Reserved Parking	0		S	Handicappt only	1 Hour	700	S	3.728144734	3	0	0	0	3	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		N			700	N	4.580149889	4	0	6	4	3	200.00%
E GENESEE ST	Reserved Parking	Pay to Park		N			700	N	1.147706254	1				1	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		N			700	N	9.529424767	9				8	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		N			700	N	17.92652594	17				14	0.00%
E GENESEE ST	12 Minute Pickup	Pay to Park		N			700	N	1.255190145	1				1	0.00%
E GENESEE ST	Loading Zone	0		N	30 Minute Limit		700	N	0.861094032	0					
E GENESEE ST	Reserved Parking	0		N			700	N	1.076040495	1				1	0.00%
E GENESEE ST	20 Minute Parking	0		N	Prcel pickup only		700	N	1.003752049	1				1	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		S			700	S	8.63944841	8	0	11	13	7	157.14%
E GENESEE ST	Reserved Parking	Pay to Park		S	Community Police Center Parking On		700	S	2.539969221	2				2	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		S			700	S	9.813477018	9				8	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		S			700	S	12.08524016	12				10	0.00%
E GENESEE ST	2 Hour Parking	Pay to Park		S			700	S	15.88277843	15				13	0.00%
E WASHINGTON ST	Parking Permitted	0		S	6am-6pm		700	S	1.864047675	1	17	17	11	1	1700.00%
E WASHINGTON ST	Parking Permitted	0		S	6am-6pm		700	S	1.828561639	1				1	0.00%
E WASHINGTON ST	Parking Permitted	0		S	6am-6pm		700	S	13.15981971	13				11	0.00%
IRVING AVE	4 Hour Parking	Pay to Park		E			700	E	2.362105444	2	6	8	8	2	400.00%
IRVING AVE	Loading Zone	0		E			700	E	1.000241692	1				1	0.00%
IRVING AVE	4 Hour Parking	0		E			700	E	1.143140468	1				1	0.00%
IRVING AVE	Reserved Parking	0		E	Handicapped Only/Pickup/Dropoff		700	E	1.44426947	1				1	0.00%

On-street Existing Supply Demand

Appendix A

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Street	Type	Payment	Direction	Side	Comment1	Comment2	Block	Side_1	Supply	Supply Rounded	AM_of Pa	Midday_o	PM_of Pa	Midday Effective Supply	Midday Effective Utilization
IRVING AVE	Reserved Parking	0		E	Handicapped Only/Pickup/Dropoff		700	E	1.643658992	1				1	0.00%
MADISON ST	2 Hour Parking	0		N	6-9	Parking Permitted Odd even 6-6	700	N	3.19079674	3	4	4	4	3	133.33%
MADISON ST	Reserved Parking	0		N			700	N	2.867964543	2				2	0.00%
N SALINA ST	Loading Zone	0		W	30 Minute Loading zone Limit		700	W	1.919764442	1	2	7	6	1	700.00%
N SALINA ST	12 Minute Pickup	0		W	Parcel Pickup Point		700	W	2.114997335	2				2	0.00%
N SALINA ST	Reserved Parking	0		W	Handicappt Only		700	W	0.975968228	0					
N SALINA ST	2 Hour Parking	0		W			700	W	4.683738574	4				3	0.00%
N SALINA ST	12 Minute Pickup	0		W	Parcel Pickup Point		700	W	1.1353056	1				1	0.00%
N SALINA ST	2 Hour Parking	0		W			700	W	6.180270358	6				5	0.00%
N STATE ST	2 Hour Parking	0		W			700	W	2.826977474	2	0	1	2	2	50.00%
N STATE ST	Reserved Parking	0		W	Handicappt Only		700	W	1.368458078	1				1	0.00%
S CLINTON ST	2 Hour Parking			E			700	E	4.18112096	4	0	0	0	3	0.00%
S CLINTON ST	2 Hour Parking			E			700	E	2.105978439	2				2	0.00%
S CLINTON ST	2 Hour Parking			E			700	E	6.272130928	6				5	0.00%
S CROUSE AVE	Reserved Parking	0		E	Taxi Stand		700	E	3.398404559	3	10	9	7	3	300.00%
S CROUSE AVE	1 Hour Parking	Pay to Park		E			700	E	7.542946995	7				6	0.00%
S CROUSE AVE	2 Hour Parking	Pay to Park		W			700	W	3.037280072	3	4	11	6	3	366.67%
S CROUSE AVE	Loading Zone	Pay to Park		W	30 Minute		700	W	1.78756201	1				1	0.00%
S CROUSE AVE	2 Hour Parking	0		W			700	W	6.290848564	6				5	0.00%
S CROUSE AVE	Reserved Parking	Pay to Park		W	Bus		700	W	1.750414999	1				1	0.00%
S STATE ST	Reserved Parking			E			700	E	1.500279702	1	13	8	11	1	800.00%
S STATE ST	1 Hour Parking			E	one mobile vendor only 10-5		700	E	1.000191964	1				1	0.00%
S STATE ST	2 Hour Parking			E			700	E	10.79161943	10				9	0.00%
UNIVERSITY AVE	2 Hour Parking	Pay to Park		W			700	W	3.395346955	3	10	9	7	3	300.00%
UNIVERSITY AVE	Reserved Parking	Pay to Park		W			700	W	1.923964684	1				1	0.00%
UNIVERSITY AVE	2 Hour Parking	Pay to Park		W			700	W	7.287800725	7				6	0.00%
E FAYETTE ST	Odd/Even Parking	0		N			800	N	8.818800004	8	16	17	12	7	242.86%
E FAYETTE ST	Odd/Even Parking	0		N			800	N	9.141414806	9				8	0.00%
ERIE BLVD E	Parking Permitted	0		S			800	S	20.47277177	20	10	12	9	17	70.59%
MADISON ST	Odd/Even Parking	0		N			800	N	1.505677893	1	12	12	9	1	1200.00%
MADISON ST	Odd/Even Parking	0		N			800	N	1.185178989	1				1	0.00%
MADISON ST	Odd/Even Parking	0		N			800	N	4.803831958	4				3	0.00%
MADISON ST	Odd/Even Parking	0		N			800	N	2.152143379	2				2	0.00%
N SALINA ST	2 Hour Parking	0		W	Diagonal	9-6	800	W	4.695731534	4	10	17	14	3	566.67%
N SALINA ST	Reserved Parking	0		W	Diagonal	Handicappt Only 2 Hour	800	W	0.822700743	0					
N SALINA ST	2 Hour Parking	0		W	Diagonal	9-6	800	W	4.016656551	4				3	0.00%
N STATE ST	2 Hour Parking	0		E			800	E	8.589065842	8	0	0	4	7	0.00%
N STATE ST	12 Minute Pickup	0		E	Diagonal	2 spots	800	E	0.674524617	0					
N STATE ST	2 Hour Parking	0		E			800	E	1.888733963	1				1	0.00%
N STATE ST	Reserved Parking	0		E	Handicappt Only 1 Spot	2 Hour	800	E	0.496593251	0				0	0.00%
S CROUSE AVE	2 Hour Parking	Pay to Park		E			800	E	3.18019006	3	6	1	8	3	33.33%
S CROUSE AVE	2 Hour Parking	Pay to Park		E			800	E	4.396314643	4				3	0.00%
S CROUSE AVE	2 Hour Parking	Pay to Park		W			800	W	3.929761432	3	9	11	8	3	366.67%
S CROUSE AVE	2 Hour Parking	Pay to Park		W			800	W	2.823045557	2				2	0.00%
S CROUSE AVE	2 Hour Parking	Metered		W			800	W	1.857953354	1				1	0.00%
S STATE ST	Reserved Parking			W			800		4.965453041	4	0	4	3	3	133.33%
UNIVERSITY AVE	Reserved Parking	Pay to Park		W	2 Hour	2am-6am nst, 9pm-6pm no pk	800	W	2.32449912	2	4	5	4	2	250.00%
UNIVERSITY AVE	2 Hour Parking	0		W	2am-6am ns, 9pm-6pm no pk		800	W	2.786418753	2				2	0.00%
E FAYETTE ST	Odd/Even Parking	0		N			900	N	9.715303944	9	9	9	8	8	112.50%
E GENESEE ST	2 Hour Parking	Pay to Park		N			900	N	9.275177287	9	0	3	4	8	37.50%
E GENESEE ST	2 Hour Parking	Pay to Park		S			900	S	5.617990806	5	2	5	3	4	125.00%
HARRISON ST	Odd/Even Parking	0		N			900	N	7.528864228	7	0	0	0	6	0.00%
HARRISON ST	Odd/Even Parking	0		N			900	N	13.96035596	13				11	0.00%
N STATE ST	Parking Permitted	0		E			900	E	1.042173459	1	2	0	0	1	0.00%
N STATE ST	Parking Permitted	0		E			900	E	1.680332903	1	2	0	0	1	0.00%
N STATE ST	Parking Permitted	0		E			900	E	1.974265634	1				1	0.00%
										Total	Total	Total	Total	Total	Average
										1,138	1,418	1,279	2,108		

0.672675522

Off-street Parking Supply Demand Information

FID	Type	Location	Facility Owner	Parking	Street	Block	Side	Total Spaces	Available	Not Available	Effective Midday Supply	Effective Midday Utilization
0	surface lot	Overflow		private			0	32	0	32	29	110.34%
1	garage	Garage West	SUNY Upstate	private			0	1500	0	1500	1395	107.53%
2	garage	City Medical Center Garage	Crouse	private			0	297	0	297	276	107.61%
3	surface lot	H.P.C. #2	Hutchings Psychiatric Ctr	private			0	38	0	38	35	108.57%
4	surface lot	H.P.C.-Employee	Hutchings Psychiatric Ctr	private			0	134	17	117	124	94.35%
5	surface lot	H.P.C.	Hutchings Psychiatric Ctr	private			0	173	27	146	160	91.25%
6	surface lot	CIM Employee	Crouse	private			0	165	0	165	153	107.84%
7	surface lot	CIM Employee	Crouse	private			0	165	15	150	153	98.04%
8	surface lot	SUNY Health & Science Ctr	SUNY Upstate	private			0	48	26	22	44	50.00%
9	garage	Garage East	SUNY Upstate	private			0	1400	0	1400	1302	107.53%
10	surface lot	Hotel Skylar/Skyler Commons		private			0	88	29	59	81	72.84%
11	surface lot	CIM Lot	Crouse	private			0	105	2	103	97	106.19%
12	surface lot	Harrison	SU	private			0	64	0	64	59	108.47%
13	surface lot	Waverly	Syracuse University	private			0	107	44	63	99	63.64%
14	surface lot	I-Lot	SUNY Upstate	private			0	103	5	98	95	103.16%
15	surface lot	I-Lot	SUNY Upstate	private			0	357	51	306	332	92.17%
16	surface lot	H.P.C.-3	Hutchings Psychiatric Ctr	private			0	38	0	38	35	108.57%
17	surface lot	H.P.C.-4	Hutchings Psychiatric Ctr	private			0	62	0	62	57	108.77%
18	surface lot	STG	SU	private			0	89	0	89	82	108.54%
19	surface lot	N-3		private			0	19	0	19	17	111.76%
20	surface lot	L-1		private			0	4	0	4	3	133.33%
21	surface lot	L-2		private			0	8	7	1	7	14.29%
22	surface lot	L-7		private			0	10	0	10	9	111.11%
23	surface lot	L-4		private			0	13	0	13	12	108.33%
24	surface lot	J-2		private			0	21	0	21	19	110.53%
25	surface lot	I-2		private			0	48	42	6	44	13.64%
26	surface lot	J-6		private			0	28	0	28	26	107.69%
27	surface lot	J-3		private			0	58	0	58	53	109.43%
28	surface lot	F-2		private			0	22	0	22	20	110.00%
29	surface lot	F-6		private			0	14	5	9	13	69.23%
30	surface lot	F-1		private			0	6	0	6	5	120.00%
31	surface lot	I-5		private			0	34	12	22	31	70.97%
32	surface lot	E-1		private			0	34	0	34	31	109.68%
33	surface lot	E-2		private			0	73	64	9	67	13.43%
34	surface lot	F-4		private			0	2	0	2	1	200.00%
35	surface lot	C-1		private			0	5	1	4	4	100.00%
36	surface lot	C-3		private			0	40	0	40	37	108.11%
37	surface lot	C-4		private			0	48	0	48	44	109.09%
38	surface lot	B-1		private			0	46	0	46	42	109.52%
39	surface lot	City Lot #10	Herald Company Inc	public	N Salina St	200 E		101	14	87	93	93.55%
40	surface lot	100 Clinton Sq.	Third National Assoc Gro*	public	E Willow	100 S		220	33	187	204	91.67%
41	garage	State Tower Building	Murbo	public	E Water St	200 S		90	0	90	83	108.43%
42	garage	M&T Bank	M&T Bank	public	E Washington St	100 E		450	0	450	418	107.66%
43	garage	Convention Center Garage	County of Onondaga	public	S State St	800 E		1000	0	1000	930	107.53%
44	surface lot	Murbo Lot#17	County of Onondaga	public	S State St	800 E		335	120	215	311	69.13%
45	garage	Harrison St Garage	City of Syracuse	public	Harrison Pl	100 E		1345	200	1145	1250	91.60%
46	surface lot	Syracuse Building Lot	Donald Murphy (Testament)*	public	Montgomery St	500 E		350	50	300	325	92.31%
47	garage	Shoppers Garage	401 South Clinton LLC	public	S Clinton St	400 E		310	140	170	288	59.03%
48	garage	Atrium Garage	Atrium Associates LLC	public	S Franklin St	200 E		800	150	650	744	87.37%
49	garage	Washington Street Garage	City of Syracuse	public	W Washington St	300 N		1230	0	1230	1143	107.61%
50	surface lot	Federal Lot	Norpo Corp	public	S Franklin St	200 W		170	170	0	158	0.00%
51	surface lot	State-Washington-Water	Donald V Murphy Trust	public	E Water St	400 S		260	30	230	241	95.44%
52	surface lot	Smith Lot	Seymour D Smith ETAL	public	S McBride St	100 W		75	35	40	69	57.97%
53	surface lot	City Lot#21	Syracuse Urban Renewal *	public	S Clinton St	200 E		62	0	62	57	108.77%
54	surface lot	Key Bank Lot	Kelly-Duke Inc	public	Montgomery St	200 W		100	33	67	93	72.04%
55	surface lot	City Hall Lot	Hills Building	public	Montgomery St	200 E		80	5	75	74	101.35%
56	surface lot	Fayette-Walton St	Great Northern	public	Walton St	200 NE		90	0	90	83	108.43%
57	surface lot	Clinton-Fayette Lot	201-13 W Fayette Assoc L *	public	W Fayette St	200 S		77	25	52	71	73.24%
58	garage	Center Armory	City of Syracuse	public	W Jefferson	200 Cir		120	15	105	111	94.59%
59	surface lot	Clinton-Gifford Lot	Railroad	public	S Clinton St	500 W		90	30	60	83	72.29%
60	surface lot	Murbo Lot#11	Moly II Inc	public	S Clinton St	500 E		200	45	155	186	83.33%
61	garage	The Galleries Garage	No owner listed	public	S Salina St	400 E		175	0	175	162	108.02%
62	surface lot	Galleries Lot	147 East Onondaga St. Co*	public	E Onondaga St	200 N		80	0	80	74	108.11%
63	surface lot	Raymour Lot	DJ Curley Corp	private	E Onondaga St	200 N		75	20	55	69	79.71%
64	garage	Onondaga Tower Garage	City of Syracuse	public	S Warren St	200 E		375	40	335	348	96.26%
65	garage	Warren Street Garage	Warren Garage LLC	public	S Warren St	200 E		475	218	257	441	58.28%
66	surface lot	206 E. Fayette	St. Paul's Church	public	E Fayette St	200 S		50	10	40	46	86.96%
67	garage	Fayette Street Garage	City of Syracuse	public	Montgomery St	300 E		571	60	511	531	96.23%
68	garage	MONY Garage	City of Syracuse	public	E Onondaga	300 N		550	0	550	511	107.63%
69	surface lot	Harrison Center	Harrison Center Assoc	public	Harrison St	500 S		200	47	153	186	82.26%
70	surface lot	Kemper Building Lot	No owner listed	public	Harrison Pl	100 E		140	40	100	130	76.92%
71	surface lot	National Grid Herald Lot	National Grid	private	Herald Pl	300 N		171	23	148	159	93.08%
72	surface lot	Herald Place	John F. Kreil	private	Herald St	200 N		175	0	175	162	108.02%
73	surface lot	Post Standard Parking	Herald Properties Inc.	private	Herald St	100 N		154	131	23	143	16.08%
74	surface lot	National Grid Willow Lot	National Grid	private	Herald Pl	300 S		187	17	170	173	98.27%
75	surface lot	Post Standard Parking	Herald Company	private	Herald St	100 S		100	37	63	93	67.74%
76	surface lot	Murbo Lot #21	Donald Murphy (Testament)*	public	E Willow	100 N		51	20	31	47	65.96%
77	surface lot	National Grid Main Lot	National Grid	private	W Genesee	300 S		300	47	253	279	90.68%
78	surface lot	Clinton Exchange	Suzanne Congel	private	N Franklin St	100 E		35	0	35	32	109.38%
79	surface lot	State Employee Parking	New York State	public	James St	300 E		118	21	97	109	88.99%
80	surface lot	Lot #3	City of Syracuse	public	E Erie Blvd	200 N		79	6	73	73	100.00%
81	surface lot	State Employee Parking	New York State	public	James St	300 E		329	90	239	305	78.36%
82	garage	Federal Building	United States of America	private	S Franklin St	100 E		180	100	80	167	47.90%
83	surface lot	Atrium Bldg Lot	Atrium Associates LLC	private	S Clinton St	100 E		52	0	52	48	108.33%
84	surface lot	State Building	New York State	public	E Water St	300 S		99	0	99	92	107.61%
85	surface lot	Murbo Lot #34	SIDA	public	W Fayette St	300 S		55	0	55	51	107.84%

Missing Data

Effective
Midday Supply
at 93%

Off-street Parking Supply Demand Information

FID	Type	Location	Facility Owner	Parking	Street	Block	Side	Total Spaces	Available	Not Available	Effective Midday Supply	Effective Midday Utilization
86	surface lot	Woodbine Group Lot	1030 E. Genesee Co LLC	private	E Washington St	400 S		84	39	45	78	57.69%
87	surface lot	Former Pete's Empire block	543 E. Genesee Partners*	private	S McBride St	200 E		67	62	5	62	8.06%
88	surface lot	Former Charter School Lot	Onondaga County INDSTR	private	E Genesee St	600 N		100	51	49	93	52.69%
89	surface lot	Vocational School	City of Syracuse School *	private	S McBride St	300 W		41	0	41	38	107.89%
90	surface lot	Hamilton White House	One Fayette Park Corp LLC	private	E Genesee St	500 N		39	0	39	36	108.33%
91	surface lot	One Park Place Parking	1 Park Place LLC	private	E Onondaga St	300 N		96	0	96	89	107.87%
92	surface lot	450 South Salina Lot	450 S. Salina Street	private	S Salina St	400 W		91	0	91	84	108.33%
93	surface lot	Empire Building Lot	450 S Salina LLC	private	S Clinton St	500 E		58	0	58	53	109.43%
94	surface lot	500 Bldg Parking	Coolidge 5000 Salina Inc	private	S Clinton St	600 E		100	0	100	93	107.53%
95	surface lot	Chamber of Commerce- rear	Chamber of Commerce	private	S Clinton St	600 E		45	0	45	41	109.76%
96	surface lot	580 Bldg Parking	Five Eighty Partners	private	W Adams St	100 N		14	0	14	13	107.69%
97	surface lot	Murbo Lot B	County of Onondaga	public	S Townsend St	600 W		160	0	160	148	108.11%
98	garage	Hotel Syracuse garage	GML Associates	public	S Warren St	600 W		506	0	506	470	107.66%
99	surface lot	James & Warren Streets	Robert Tisdell	public	N Warren St	200 E		44	4	40	40	100.00%
100	surface lot	Pearl St	State DOT	public	Pearl St	400 S		125	59	66	116	56.90%
101	surface lot	344 E Genesee St		private	Wallace	200 E		16	11	5	14	35.71%
102	surface lot	corner of Herald & Wallace		private	Herald Pl	300 S		43	24	19	39	48.72%
103	surface lot	corner of Herald & Wallace		private	Wallace	200 W		40	10	30	37	81.08%
104	surface lot	Lofts on Willow		private	N Clinton St	300 W		19	0	19	17	111.76%
105	surface lot	corner of Water & Franklin		private	W Erie Blvd	200 S		28	21	7	26	26.92%
106	surface lot	corner of Water & Clinton		private	W Erie Blvd	200 S		18	9	9	16	56.25%
107	surface lot	Bank of America		private	E Erie Blvd	100 S		29	7	22	26	84.62%
108	surface lot	Verizon & ATT (Washington)		private	E Washington St	400 S		31	0	31	28	110.71%
109	surface lot	Lewis & Tanner (Washington)		public	E Washington St	400 S		25	0	25	23	108.70%
110	surface lot	Josephs Salon		private	S Townsend St	200 W		26	19	7	24	29.17%
111	surface lot	Law firm/psychologist offi*		private	S Townsend St	200 E		17	0	17	15	113.33%
112	surface lot	Partners Trust Bank		private	S Townsend St	200 W		23	13	10	21	47.62%
113	surface lot	Orthopedic CNY		private	E Fayette St	500 N		35	20	15	32	46.88%
114	surface lot	Police/TLS parking		private	McCarthy Ave	100 N		65	39	26	60	43.33%
115	surface lot	Lot 18		public	E Genesee St	500 S		268	70	198	249	79.52%
116	garage	600 E Genesee St		private	E Genesee St	600 S		75	0	75	69	108.70%
117	surface lot	Madison Tower		private	S Townsend St	600 E		26	0	26	24	108.33%
118	garage	Madison Tower		private	Harrison St	500 N		221	0	221	205	107.80%
119	surface lot	Madison Tower		private	S Townsend St	600 E		32	0	32	29	110.34%
120	surface lot	Upstate Health Care Center		private	Harrison St	500 N		188	15	173	174	99.43%
121	garage	Upstate Health Care Center		private	Harrison St	500 N		28	0	28	26	107.69%
122	surface lot	Museum Service		private	Harrison St	400 N		38	22	16	35	45.71%
123	surface lot	City/Police/Sheriff		private	S Townsend St	600 W		176	0	176	163	107.98%
124	surface lot	City/Police/Sheriff		private	S Townsend St	600 W		132	0	132	122	108.20%
125	surface lot	Townsend Towers		private	Harrison St	500 S		35	0	35	32	109.38%
126	surface lot	Townsend Towers		private	E Adams St	500 N		124	0	124	115	107.83%
127	surface lot	State Lot E (OGS)	NYSDOT	private		0		40	12	28	37	75.68%
128	surface lot	Upstate R2	Upstate	private		0		24	0	24	22	109.09%
129	surface lot	Upstate I2	Upstate	private		0		152	26	126	141	89.36%
130	surface lot	Centro Park-N-Ride	Centro	public		0		115	5	110	106	103.77%
131	surface lot	Loguens Crossing	Upstate	private		0		117	40	77	108	71.30%
132	garage	Madison/Irving Garage	City of Syracuse	public		0		500	0	500	465	107.53%
133	surface lot	Genesee Grande Hotel	Genesee Grande Hotel	private		0		188	116	72	174	41.38%
134	garage	Hill Medical Garage		private		0		439	87	352	408	86.27%
135	garage	Crouse Garage	Crouse	private		0		399	0	399	371	107.55%
136	surface lot	Crouse Valet	Crouse	private		0		50	0	50	46	108.70%
137	garage	Irving Garage	Crouse	private		0		583	0	583	542	107.56%
138	surface lot	Syracuse CSD	City of Syracuse	public		0		115	5	110	106	103.77%
139	surface lot	Lehman	SU	private		0		64	0	64	59	108.47%
140	surface lot	State Lot C	NYSDOT	public		0		48	18	30	44	68.18%
141	surface lot			private		0		96	91	5	89	5.62%
142	surface lot			private		0		184	165	19	171	11.11%
143	surface lot			private		0		33	14	19	30	63.33%
144	surface lot			private		0		47	42	5	43	11.63%
145	surface lot			private		0		105	66	39	97	40.21%
146	surface lot			private		0		52	16	36	48	75.00%
147	surface lot			private		0		99	71	28	92	30.43%
148	surface lot			private		0		13	3	10	12	83.33%
149	surface lot			private		0		22	13	9	20	45.00%
150	surface lot	M&T Bank		private		0		7	4	3	6	50.00%
151	surface lot	Smith's Restaurant Supply		private		0		19	8	11	17	64.71%
152	surface lot	Fallon & Bigsby Building		private		0		36	12	24	33	72.73%
153	surface lot	Enable/521 E Washington St		private		0		8	5	3	7	42.86%
154	surface lot	Monthly Parking Lot		public		0		67	29	38	62	61.29%
155	surface lot	VIP Structures		private		0		47	1	46	43	106.98%
156	surface lot	VIP Structures isolate lot		private		0		64	53	11	59	18.64%
157	surface lot	Liquid Compound Division		private		0		64	64	0	59	0.00%
158	surface lot	Marshall St		public		0		28	2	26	26	100.00%
159	surface lot	Varsity Pizza/Uniform		private		0		18	0	18	16	112.50%
160	surface lot	Bruegers Bagels		private		0		5	2	3	4	75.00%
161	surface lot	Marshall Square Mall		private		0		16	2	14	14	100.00%
162	surface lot	Marshall Square Mall		private		0		38	22	16	35	45.71%
163	surface lot	First Niagara Bank		private		0		16	6	10	14	71.43%
164	surface lot	Chase Bank		private		0		24	12	12	22	54.55%
165	surface lot	LEZ parking		public		0		111	33	78	103	75.73%
166	surface lot	614 Crouse Ave Apts.		private		0		25	7	18	23	78.26%
167	surface lot	Apartments		private		0		11	2	9	10	90.00%
168	surface lot	624 Crouse Ave Apts.		private		0		14	9	5	13	38.46%
169	surface lot	Forensic Services- Upstate	Upstate	private		0		28	4	24	26	92.31%
170	surface lot	The Summit FCU		private		0		51	50	1	47	2.13%
171	surface lot	Nunns Home Med Equip.		private		0		21	14	7	19	36.84%

Off-street Parking Supply Demand Information

FID	Type	Location	Facility Owner	Parking	Street	Block	Side	Total Spaces	Available	Not Available	Effective Midday Supply	Effective Midday Utilization
172	surface lot	Syracuse Blue Print Company		private			0	16	1	15	14	107.14%
173	surface lot	Public Parking		public			0	107	13	94	99	94.95%
174	surface lot	Specialized Dentistry		private			0	33	17	16	30	53.33%
175	surface lot	Copper Beech Commons		private			0	101	47	54	93	58.06%
176	surface lot	Copper Beech Commons		private			0	83	74	9	77	11.69%
177	surface lot	Welch Terrace Apartments		private			0	23	12	11	21	52.38%
178	surface lot	Car Brokerage for lease		private			0	26	0	26	24	108.33%
179	surface lot	Nunns Home Medical Equip		private			0	21	14	7	19	36.84%
180	surface lot	Collins Barbershop		private			0	9	3	6	8	75.00%
181	surface lot	Monthly permit parking		public			0	27	13	14	25	56.00%
182	surface lot	CNY Biotech Accelerator		private			0	91	75	16	84	19.05%
183	surface lot	800-16E Water St		private			0	42	36	6	39	15.38%
184	surface lot	Erle Blvd East 910 CNY Dial		private			0	72	32	40	66	60.61%
185	surface lot	YNH		private			0	80	28	52	74	70.27%
186	surface lot	The Art Store		private			0	19	13	6	17	35.29%
187	surface lot	DaVita Central NY at Home		private			0	10	0	10	9	111.11%
188	surface lot	Fireslane		private			0	35	20	15	32	46.88%
189	surface lot	Valvoline		private			0	9	5	4	8	50.00%
190	surface lot	Meier Supply		private			0	28	15	13	26	50.00%
191	surface lot	Abandoned?		private			0	16	16	0	14	0.00%
192	surface lot	Cathedral Emergency Service		private			0	24	5	19	22	86.36%
193	surface lot	Roman Catholic Diocese		private			0	10	2	8	9	88.89%
194	surface lot	Plymouth Congregational Chu		private			0	53	18	35	49	71.43%
195	surface lot	Clinton Plaza Apartments		private			0	23	5	18	21	85.71%
196	surface lot	Clinton Plaza Apartments		private			0	87	35	52	80	65.00%
197	surface lot	The Rescue Mission		private			0	20	2	18	18	100.00%
198	surface lot	New Life Day Center		private			0	15	14	1	13	7.69%
199	surface lot	Gethsemane Holiness Church		private			0	22	22	0	20	0.00%
200	surface lot	210 Gifford St		private			0	11	9	2	10	20.00%
201	surface lot	200 Gifford St		private			0	5	1	4	4	100.00%
202	surface lot	Food Service Center		private			0	82	7	75	76	98.68%
203	surface lot	625 West St S		private			0	9	4	5	8	62.50%
204	surface lot	Jordan Box Co.		private			0	87	82	5	80	6.25%
205	surface lot	Steripharma		private			0	75	30	45	69	65.22%
206	surface lot	Fire Station 6		private			0	15	7	8	13	61.54%
207	surface lot	Trolley Lot		public			0	422	241	181	392	46.17%
208	surface lot	Steripharma		private			0	70	4	66	65	101.54%
209	surface lot	317 W Fayette St		private			0	14	5	9	13	69.23%
210	surface lot	Millpond Landing		private			0	7	3	4	6	66.67%
211	surface lot	Jefferson Clinton Hotel		private			0	17	1	16	15	106.67%
212	surface lot	Residence Inn Syracuse Down		private			0	43	14	29	39	74.36%
213	surface lot	Nancy Cantor Warehouse- Syracuse	Syracuse University	private			0	41	30	11	38	28.95%
214	surface lot	The Carnegie Building		private			0	12	11	1	11	9.09%
215	surface lot			private			0	15	4	11	13	84.62%
216	surface lot	Key Bank		private			0	14	5	9	13	69.23%
217	surface lot	Goodyear		public			0	21	11	10	19	52.63%
218	surface lot	Chargepoints		private			0	14	4	10	13	76.92%
219	surface lot	Lofts on Willow		private			0	33	16	17	30	56.67%
220	surface lot	Krell Distributing		private			0	12	5	7	11	63.64%
221	surface lot	Private		private			0	19	16	3	17	17.65%
222	surface lot	Samaritan Center		private			0	16	10	6	14	42.86%
223	surface lot	Apartments/Knise & Crick		private			0	60	15	45	55	81.82%
224	surface lot	Peaceful Schools		private			0	7	7	0	6	0.00%
225	surface lot	Louie's		private			0	19	15	4	17	23.53%
226	surface lot	The Foundry		private			0	145	42	103	134	76.87%
227	surface lot	One Franklin Place		private			0	100	79	21	93	22.58%
228	surface lot	One Franklin Place		private			0	74	37	37	68	54.41%
229	surface lot	Power Engineers Consulting		private			0	125	67	58	116	50.00%
230	surface lot	Dental Lab		private			0	18	17	1	16	6.25%
231	surface lot	Unknown		private			0	17	12	5	15	33.33%
232	surface lot	Dunkin Donuts		private			0	21	11	10	19	52.63%
233	surface lot	Dental Office		private			0	20	11	9	18	50.00%
234	surface lot	Dayco Performance Automotiv		private			0	37	19	18	34	52.94%
235	surface lot	Andy's Produce		private			0	17	9	8	15	53.33%
236	surface lot	DTIS Truck Service		private			0	36	3	33	30	109.09%
237	surface lot	Franklinview Terrace		private			0	22	16	6	20	30.00%
238	surface lot	Powerhouse Gym		private			0	33	4	29	30	96.67%
239	surface lot	Powerhouse Gym		private			0	27	11	16	25	64.00%
240	surface lot	Spaghetti Warehouse		private			0	68	45	23	63	36.51%
241	surface lot	Crouse Commons Apartments		private			0	26	14	12	24	50.00%
242	garage	Crowne Plaza Hotel		private			0	289	212	77	268	28.73%
243	surface lot	United Uniform		private			0	29	18	11	26	42.31%
244	surface lot	U-Haul Moving & Storage of		private			0	26	9	17	24	70.83%
245	surface lot	Upper NY Area United Method		private			0	6	4	2	5	40.00%
246	surface lot	Shared Parking		private			0	23	9	14	21	66.67%
247	surface lot	Onondaga County Medical Exa		private			0	17	2	15	15	100.00%
248	surface lot	Public Parking		private			0	14	4	10	13	76.92%
249	surface lot	WKRL K-Rock		private			0	82	50	32	76	42.11%
250	surface lot	128 Spencer St-Abandoned		private			0	355	355	0	330	0.00%
251	surface lot	OneGroup Center		private			0	176	83	93	163	57.06%
252	surface lot	Syracuse Scale Co.		private			0	11	7	4	10	40.00%
253	surface lot	Vacant?		private			0	18	17	1	16	6.25%
254	surface lot	McCarthy Manor		private			0	58	18	40	53	75.47%
255	surface lot	Grace Episcchal Church		private			0	20	5	15	18	83.33%
256	surface lot	#BLVD Apartments		private			0	41	33	8	38	21.05%
257	surface lot	double-stacked parking		private			0	9	9	0	8	0.00%

Off-street Parking Supply Demand Information

FID	Type	Location	Facility Owner	Parking	Street	Block	Side	Total Spaces	Available	Not Available	Effective Midday Supply	Effective Midday Utilization
258	surface lot	Jefferson Clinton Hotel		private			0	43	3	40	39	102.56%
259	surface lot	MOST Museum		private			0	5	0	5	4	125.00%
260	surface lot	Unknown		private			0	18	0	18	16	112.50%
261	surface lot	CNY Business Journal		private			0	7	3	4	6	66.67%
262	surface lot	Dolce Vita World Bistro		private			0	19	4	15	17	88.24%
263	surface lot	Franklinview Terrace		private			0	120	81	39	111	35.14%
264	surface lot	MCK Building Associates		private			0	10	5	5	9	55.56%
265	surface lot	JJ's Miss Syracuse Diner		private			0	11	4	7	10	70.00%
266	surface lot	MOST Museum		private			0	10	1	9	9	100.00%
267	surface lot	MOST Museum		private			0	7	3	4	6	66.67%
268	surface lot	The Century Club		private			0	64	56	8	59	13.56%
269	surface lot	State Farm Insurance		private			0	20	15	5	18	27.78%
270	surface lot	Quality Inn and Suites		private			0	26	21	5	24	20.83%
271	surface lot	Private		private			0	12	11	1	11	9.09%
272	surface lot	117 N Townsend St/Vacant?		private			0	14	7	7	13	53.85%
273	surface lot	Cab Fab		private			0	11	6	5	10	50.00%
274	surface lot	Permit Parking		private			0	22	16	6	20	30.00%
275	surface lot	Private Parking		private			0	10	8	2	9	22.22%
276	surface lot	Private Parking		private			0	20	13	7	18	38.89%
277	surface lot	SU Ambulance		private			0	8	0	8	7	114.29%
278	surface lot	Office Building		private			0	16	4	12	14	85.71%
279	surface lot	Office Building		private			0	7	7	0	6	0.00%
280	surface lot	Children Outpatient Center		private			0	8	0	8	7	114.29%
281	surface lot	Service/Maintenance Bldg		private			0	10	4	6	9	66.67%
282	surface lot	Time Warner Cable		private			0	6	0	6	5	120.00%
283	surface lot	Madison Towers		private			0	26	13	13	24	54.17%
284	surface lot	Pascarella Tower		private			0	70	11	59	65	90.77%
285	surface lot	511 E Fayette St		private			0	37	13	24	34	70.59%
286	surface lot	Gilbert Stinzian Heintz PC		private			0	19	3	16	17	94.12%
287	surface lot	Gilbert Stinzian Heintz PC		private			0	10	5	5	9	55.56%
288	surface lot	Dunkin Donuts		private			0	25	23	2	23	8.70%
289	surface lot	Speedway		private			0	14	6	8	13	61.54%
290	surface lot	The Mission		private			0	3	0	3	2	150.00%
291	surface lot	Colella Galleries		private			0	9	6	3	8	37.50%
292	surface lot	Absdonded		private			0	22	22	0	20	0.00%
293	surface lot	Rent-A-Center		private			0	4	3	1	3	33.33%
294	surface lot	Vacant/For Lease		private			0	11	11	0	10	0.00%
295	surface lot	Tenant Parking Only		private			0	11	0	11	10	110.00%
296	surface lot	909 North State St		private			0	5	4	1	4	25.00%
297	surface lot	Adirondack Furniture		private			0	8	6	2	7	28.57%
298	surface lot	Carl's Auto Glass		private			0	6	1	5	5	100.00%
299	surface lot	Syracuse Office Environment		private			0	9	1	8	8	100.00%
300	surface lot	Walt's Automotive Services		private			0	11	2	9	10	90.00%
301	surface lot	Apizza		private			0	8	1	7	7	100.00%
302	surface lot	King & King (loading dock)		private			0	10	9	1	9	11.11%
303	surface lot	107-155 Gifford Street		private			0	34	24	10	31	32.26%
304	surface lot	Under Construction		private			0	N/A	N/A	N/A	N/A	
305	garage	Courtyard Syracuse Downtown		private			0	120	90	30	111	27.03%
306	surface lot	Darwin		private			0	3	2	1	2	50.00%
307	surface lot	Turning Points		private			0	1	0	1	0	
308	surface lot	517-19 North State St		private			0	12	6	6	11	54.55%
309	surface lot	Knise & Krick Inc Shipping		private			0	4	1	3	3	100.00%
310	surface lot	Ky Duyen Cafe		private			0	3	0	3	2	150.00%
311	surface lot	Public Parking		public			0	17	7	10	15	66.67%
312	surface lot	Public Parking		public			0	6	2	4	5	80.00%
313	surface lot	Sound Garden		private			0	14	1	13	13	100.00%
314	surface lot	Dan's Auto/Upholstery		private			0	6	4	2	5	40.00%
315	surface lot	509 S West St		private			0	10	8	2	9	22.22%
316	surface lot	CNY Jazz Center		private			0	9	6	3	8	37.50%
317	surface lot	Fire Engine Co #7		private			0	3	3	0	2	0.00%
318	surface lot	DTS Truck Service		private			0	4	2	2	3	66.67%
319	surface lot	PEACE		private			0	22	15	7	20	35.00%
320	surface lot	Private		private			0	5	0	5	4	125.00%
321	surface lot	PEACE		private			0	30	8	22	27	81.48%
322	garage	Dey's Plaza		private	S Salina St		400 E	125	0	125	116	107.76%
Totals								30,812		23,903	28,500	71.95% 0.838701754
Totals w/o unknown facilities								26,725 4,087		19,646	24,700	71.38% 0.795384615

No-Build Project List

I-81 Viaduct Project - Future Projects (July 2016)

No.	TAZ	Project Name	Location	Land Use	Full Program	Status	Notes	Additional Notes	Change in Supply
1	377	Marriott Downtown Syracuse	500 South Warren Street, Syracuse NY	Hotel	Hotel – 261 Rooms	Opening in June, grand (re)opening July 4, 2016	Syracuse .com (5/25/2016)	Assume no change in parking supply	0
3	425	Loguen Crossing	Erie Boulevard, University Avenue, East Fayette Street, East Forman Street	Mixed Use Residential	Residential – 280 DU Office – 230,000 SF Retail – 140,000 SF	Proposed	COR Development Company Site Plan (4/2012) Syracuse.com (10/17/2014) Central New York Biotech Accelerator is completed; status of remaining development is unknown	there is currently parking around the accelerator, site plan on website indicates garage - it is assumed existing zoning requirements with a reduction in residential parking needs will be met in garage	1200
4	508	Nabisco	706-716 North Clinton Street, Syracuse, NY	Office -- OneGroup (insurance broker) is primary tenant	Office – 56,675 SF	Completed in May 2015	State approves \$50,000 redevelopment plan (7/2015) http://www.syracuse.com/business-news/index.ssf/2015/07/state_approves_500000_grant_for_redevelopment_project_near_syracuse_inner_harbor_1.html syracuse.com (12/29/2013) ESDC (7/16/2015) Article notes that steam pipe is being maintained as an architectural feature	Supply included in existing data	0
5	464	Amos Building	206 West Water Street, Syracuse, NY	Mixed Use Residential	Residential = 24 DU Retail = 6,321 SF	Under construction	syracuse.com (12/27/2014) Planned expansion; existing building is occupied with residential and retail uses	looks like the expansion will remove parking on the east side of building - need to confirm	-19
6	377	Dey's Plaza	401 South Salina Street, Syracuse, NY	Multifamily Residential	Residential = 16 DU 61 total DU when the addition of 16 are completed Retail on ground floor (already there)	Under construction	http://www.syracuse.com/storefront/index.ssf/2015/05/dey_brother_s_metropros.html (5/14/2015) syracuse.com (12/27/2014) , Planned redevelopment of 4th and 5th Floors; remainder of the building is already occupied	currently parking in lower level of building - need info	0
7	355	City Center	400 South Salina Street, Syracuse, NY	Mixed Use - Commercial	Total: 240,000 sf Office = 2nd and 3rd floor of 200,000 sf building Retail = basement of building Arts Center = 20,000 SF	Under construction	(8/2014) http://www.syracuse.com/news/index.ssf/2014/08/city_center_project_goes_against_downtown_syracuses_residential_trend.html 2014 Regional Economic Development Councils Award	will rehab garage to provide 380 spaces, as per Syracuse.com article noted	380
8	414	Excellus Building/Icon Tower	344 South Warren Street, Syracuse, NY	Mixed Use Residential	Residential = 89 DU Office = 17,500 SF Commercial = 17,500 SF	Under construction, ready for occupancy April 2017	http://www.syracuse.com/business-news/index.ssf/2015/10/redevelopment_of_former_excellus_hq_in_syracuse_gets_tax_breaks_1.html (Oct, 2015)	Article notes underground parking - need info	48
14	508	Destiny Arms	800 North Clinton Street, Syracuse, NY	Mixed Use Residential	Residential = 62 DU Retail = 1,500 SF	Under construction	http://www.syracuse.com/business-news/index.ssf/2015/10/work_to_start_soon_on_destiny_arms_apartments_at_abandoned_syracuse_factory.html (Oct/23/2015) Syracuse.com (11/19/2015)	Need info	45
18	410	Phase II SKY Armory	351 S Clinton Street, Syracuse, NY	Commercial	Renovation of ground floor as addition ballroom	Under Construction	2014 Regional Economic Development Council Awards streetsinsider.com (4/28/15)	Assume no change in parking supply	0
20	396	Hurbson Office Equipment Co.	215 West Fayette Street, Syracuse, NY	Mixed Use Residential	Residential = 14 DU Retail = 4,500 SF		2014 Regional Economic Development Council Awards	Assume no change in parking supply	0
22	396	Onondaga Creek Public Access Improvements		Open Space			http://www.syr.gov.net/Creekwalk.aspx	remove 3 on-street spaces near Walton/West Sts (current design plans)	-3
23	417	Carnegie Building Rehab	335 Montgomery St., Syracuse, NY	Office	Office = ??	PROJECT IN PURGATORY. LIKELY REMOVE. renovation grounded to a halt, building is current vacant (of Feb., 2016)	2/2/16: http://www.syracuse.com/news/index.ssf/2016/02/whats_next_for_the_historic_carnegie_building_downtown.html	Remove project?	0
24	412	East Jefferson Street Bldg.	201 East Jefferson St. Syracuse, NY	Residential	Residential = 21 DU	Under construction, May 1, 2016 was target opening day	Commonspace.io syracuse.com (12/9/14)	Assume no change in parking supply	0
26		DCC, LLC New Facility Development		Commercial			2014 Regional Economic Development Council Awards	Remove project?	
34	382	Hutchings Psychiatric Center Expansion Phase II	620 Madison Street, Syracuse, NY	Medical	Hospital = 50 Beds	Estimated completion in 2018	University Hill Corporation Annual Meeting Presentation (12/1/15)	Need info	0
35	374	Rescue Mission	22 Dickerson Street, Syracuse, NY	Residential	Residential = 183 DU	Complete	Reconstruction and expansion of existing building Syracuse.com (9/30/2015)	Assume no change in parking supply	0
42	312	Varsity BLVD	732 and 802 S. Crouse Avenue, Syracuse, NY	Mixed Use Residential	8 floors of apartments, 2 floors of commercial, 200 space parking facility - may be redesigned	Plans being amended.	2015 Regional Economic Development Councils Awards (12/15)	tenant parking facility noted - need info	200
44	8011	SUNY Upstate Emergency Department Expansion	750 E Adams Street, Syracuse, NY	Medical	Medical = 250,000 SF		University Hill Corporation Annual Meeting Presentation (12/1/15) http://www.syracuse.com/health/index.ssf/2016/03/ny_providing_1014_million_to_six_central_new_york_health_improvement_projects.html	To be built on existing Upstate surface lot	-99
45	340	University Area Apartments	603 Irving/614 S Crouse	Residential	Dormitory = 200 Beds	Estimated completion in 2016	University Hill Corporation Annual Meeting Presentation (12/1/15)	603 Irving ave/614 S Crouse Ave 94 apartments/60 parking spaces http://www.syracuse.com/news/index.ssf/2013/11/rosewood_heights_nursing_home_in_syracuse_to_be_turned_into_apartments.html Accounted for in existing supply	0

No-Build Project List

I-81 Viaduct Project - Future Projects (July 2016)

No.	TAZ	Project Name	Location	Land Use	Full Program	Status	Notes	Additional Notes	Change in Supply
46	381	#BLVD404	404 University Avenue, Syracuse, NY	Residential	Residential = 54 DU	Estimated completion in August 2016	University Hill Corporation Annual Meeting Presentation (12/1/15), syracuse.com (7/27/15)	Supply included in existing data	0
47	339	Skyler Commons	908 Harrison Street, Syracuse, NY	Residential	Residential = 80 DU	Complete	University Hill Corporation Annual Meeting Presentation (12/1/15), Syracuse.com (2/6/15)	Supply included in existing data	0
49	403	Fayette Place	712 East Fayette Street, Syracuse, NY	Residential	Residential = 39 DU	Under Construction	University Hill Corporation Annual Meeting Presentation (12/1/15) Presentation identifies two additional projects by same developer	Supply included in existing data	0
52	405	Sylvester Building	900 East Fayette Street, Syracuse, NY	Residential	Commercial = 13,900 SF Residential = 42 DU		2015 Regional Economic Development Councils Awards (12/15) http://regionalcouncils.ny.gov/sites/default/files/regions/centralny/C_NYREDC-2015-Progress-Report.pdf	Need info	19
57	508	Syracuse Lighting Company	311 Genant Drive, Syracuse, NY	Mixed Use Residential	Restaurant/microbrewery = ?? Residential = 4 DU Office = 10,000 SF	Apr-17	2015 Regional Economic Development Councils Awards (12/15); Syracuse.com (4/17/16)	Need info	80
58	315	Veterans Resource Center	111 Waverly Avenue, Syracuse, NY	Mixed Use Commercial	Community Facility = 74,000 SF Auditorium = 1,000 Seats Event Space = 4,000 SF		2015 Regional Economic Development Councils Awards (12/15)	Based on information from SU: remove surface lots (-140) & include 11 on-site spaces...all other existing and future demand will be accommodated through existing facilities	-129
59	355	Whitlock Building/Goldberg Building	476-480 South Salina Street, Syracuse, NY	Mixed Use Commercial	14,000 SF retail, 14,000 SF commercial		2015 Regional Economic Development Councils Awards (12/15)	Need info	0
70	339	610-614 University Avenue	610-614 University Avenue, Syracuse, NY	Mixed Use Residential	Residential = 256 DU Commercial = 8,400 SF		Syracuse.com (5/26/2016) http://www.syracuse.com/business-news/index.ssf/2016/05/17-story_student_housing_proposed_near_syracuse_university.html	394 spaces as per syracuse.com article, loss of 111 existing spaces	283
77	419	NYNEX Building	300 East Washington Street, Syracuse NY	Mixed Use	Residential = ?? Commercial = ??? Office=??	Planned	http://www.syracuse.com/business-news/index.ssf/2016/04-plan_would_turn_vacant_downtown_syracuse_building_into_apartments_offices.html	109 space garage based on syracuse.com article	134
80	377	Tower Proposal (lot near Hotel Syracuse_	West Onondaga and S Salina, Syracuse, NY	Commercial	Extended Stay Hotel: 120 Rooms	Proposed	http://www.syracuse.com/business-news/index.ssf/2016/01/former_hotel_syracuse_tower_to_become_extended-stay_hotel.html	Assume no change in parking supply	0
82	373	Upstate Medical Center - Townsend Project	513-27 Harrison Street, Syracuse, NY (Harriso	Office	Office Lab: 112,000	Planned	Substantial renovation to existing medical office clinics operated by building tenant, Upstate Hospital. 100% rehabilitation of 1st and 5th floors, elevator modernization (3), replace windows, re-skin building exterior, new energy management system, install fire sprinkler protection system, common area renovations, improve handicapped accessibility.	Assume no change in parking supply	0
83	454	State Tower Building	109 S Warren Street, Syracuse, NY 13202	Commercial	Office/Lab: 150,000 Residential: 57 units		During the entirety of its existence, the State Tower Building has served solely as an office building with retail on the ground floor. Given the competitive downtown office market in Syracuse and the continued strong demand for urban residential units, Pioneer plans an adaptive reuse of the upper thirteen floors to new residential units, while maintaining the first eight floors as Class A office space with retail in-fill on the ground floor, creating a truly urban mixed-use neighborhood within the building. The floor plates and window locations present an ideal layout for contemporary residential living while maintaining the historic character of the building. The 57± apartments will include a mix of studio, one bedroom and two bedroom units ranging in size from 600-1,300 square feet, highlighted by unique floor plans. Each unit will feature a solid surface countertops, tile and hardwood flooring, wood cabinetry and energy efficient kitchen appliances and washer/dryers. Complementing the stunning vistas and modern layouts will be a work-out facility and parking in the attached 100 car garage.	2008 study notes 90 spaces in garage...this article indicates 100 so add 10 spaces	10
84	460	Syracuse Herald Redevelopment	220 Herald Place, Syracuse, NY 13202 (Herald Pl at Franklin St)	Residential	Residential: 27 units	Proposed	http://www.syracuse.com/news/index.ssf/2015/01/apartments_to_go_into_old_heraldjournal_building_in_downtown_syracuse.html	Assume no change in parking supply	0
85	404	Copper Beech Commons (National Guard Armory Redevelopment)	1055 East Genesee St, Syracuse, NY 13202	Residential	Residential: 133 units	Proposed	http://www.syracuse.com/news/index.ssf/2011/03/owner_wants_to_turn_east_genes.html	Supply included in existing data	0

Total change in supply (2020) 2149

I-81 Viaduct Project - Complete List of Future Projects (July 2016)

Appendix B

B-3

No.	TAZ	Project Name	Location	Land Use	Full Program	Status
1	377	Marriott Downtown Syracuse	500 South Warren Street, Syracuse NY	Hotel	Hotel – 261 Rooms	Opening in June, grand (re)opening July 4, 2016
3	425	Loguen Crossing	Erie Boulevard, University Avenue, East Fayette Street, East Forman Street	Mixed Use Residential	Residential -- 280 DU Office – 230,000 SF Retail – 140,000 SF	Proposed
4	508	Nabisco	706-716 North Clinton Street, Syracuse, NY	Office -- OneGroup (insurance broker) is	Office – 56,675 SF	Completed in May 2015
5	464	Amos Building	206 West Water Street, Syracuse, NY	Mixed Use Residential	Residential = 24 DU Retail = 6,321 SF	Under construction
6	377	Dey's Plaza	401 South Salina Street, Syracuse, NY	Multifamily Residential	Residential = 16 DU 61 total DU when the addition of 16 are completed Retail on ground floor (already there)	Under construction
7	355	City Center	400 South Salina Street, Syracuse, NY	Mixed Use - Commercial	Total: 240,000 sq ft Office = 2nd and 3rd floor of 200,000 sq ft building Retail = basement of building Arts Center = 20,000 SF	Under construction
8	414	Excellus Building	344 South Warren Street, Syracuse, NY	Mixed Use Residential	Residential = 89 DU Office = 17,500 SF Commercial = 17,500 SF	Under construction, ready for occupancy April 2017
11	8011	VA Hospital	Irving Avenue and University Place, Syracuse	Medical	Medical F15 facility = 12,000 SF 16	Planned completion by 2020
12	8011	Crouse Hospital	736 Irving Avenue, Syracuse, NY	Medical	ER Facility = 35,000 SF Convert existing ER Facility to Urgent Care Center, critical decision unit, and ER	ER Facility = 2017 Urgent Care = 2018
13	8011	Crouse Hospital	736 Irving Avenue, Syracuse, NY	Medical	Urgent Care Facility	
14	508	Destiny Arms	800 North Clinton Street, Syracuse, NY	Mixed Use Residential	Residential = 62 DU Retail = 1,500 SF	Under construction
15	631	JDC Magna	6600 New Venture Gear Drive, DeWitt, NY	Industrial	Distribution = 150,000 SF	2017
16	449	538 / CG Meaker Redevelopment	538 Erie Boulevard West, Syracuse, NY	Mixed Use Residential	Commercial = 10,000 SF Residential = 33 DU	Completed in June 2016
17	522	Northside Training and Entrepreneurship Center		Institutional		
18	410	Phase II SKY Armory	351 S Clinton Street, Syracuse, NY	Commercial	Renovation of ground floor as addition ballroom	Under Construction
19	509	Inner Harbor Veterans Center	Van Renesseleer and North Geddes Street, Syracuse, NY	Mixed Use Residential	Residential = 80 DU Commercial = 15,000 SF	
20	396	Hurbson Office Equipment Co.	215 West Fayette Street, Syracuse, NY	Mixed Use Residential	Residential = 14 DU Retail = 4,500 SF	

I-81 Viaduct Project - Complete List of Future Projects (July 2016)

Appendix B

B-4

No.	TAZ	Project Name	Location	Land Use	Full Program	Status
21	446	Canalway Trail		Open Space		
22		Onondaga Creek Public Access Improvements		Open Space		
23	417	Carnegie Building Rehab	335 Montgomery St., Syracuse, NY	Office	Office = ??	PROJECT IN PURGATORY. LIKELY REMOVE. renovation grounded to a halt.
24	412	East Jefferson Street Bldg.	201 East Jefferson St. Syracuse, NY	Residential	Residential = 21 DU	Under construction, May 1, 2016 was target opening day
26		DCC, LLC New Facility Development		Commercial		
27	607	Field of Dreams	Rt 635, Dewitt, NY	Open Space	Parkland: 20.43 Acres	21-05-16
28	384	Syracuse Smart Regrowth Sustainable Corners	Ontario and Otisco Streets, Syracuse, NY	Mixed Use Residential	Redevelopment of existing smaller buildings (2- 4,000sf houses) reconfigured. Residential: 10 total DU (8 owner, 2 rental) Commercial: co-op laundromat, 2	May 2017 completion intended
29	668	Collamer Crossing Business Park	DeWitt, NY	Industrial	Manufacturing = 100,000 SF	
30	631	Homewood Suites DeWitt	6006 Fair Lakes Road, East Syracuse, New	Hotel	Hotel = 101 Rooms	Complete
31	638	Marriot Fairfield DeWitt	Weighlock Drive, East Syracuse, NY	Hotel	Hotel = 108 rooms	Complete
32	632	Ultra Dairy	6750 West Benedict Road, DeWitt, NY	Industrial	Manufacturing = 100,000 SF	Proposed
33	668	Soraa	Collamer Rd, DeWitt, NY	Industrial	LED lighting manufacturer, 82,500 sf	Under construction, expected to be completed in second half of 2016.
34	382	Hutchings Psychiatric Center Expansion Phase II	620 Madison Street, Syracuse, NY	Medical	Hospital = 50 Beds	Estimated completion in 2018
35	374	Rescue Mission	22 Dickerson Street, Syracuse, NY	Residential	Residential = 183 DU	Complete
36	551, 559, 694, 698	Loop the Lake		Open Space	Recreational trail	Planned
37	X	Honeywell		Open Space	Onondaga Lake access improvements	Planned -- dredging completed ahead of schedule, other cleanup efforts still in
38	8001	State Fair		Open Space	Fairgrounds	Planned
39	649	Hampton Inn and Suites	1305-1333 Buckley Road North Syracuse, NY	Hotel	Hotel = 124 Rooms	Planned 2016 opening
40	494	400 W. Division St.	400 W. Division St.	Mixed Use Residential	Office, apartment, and retail 41,000 sf	Planned opening spring 2016
41	584	Kimberly Enterprise Center	Kimberly at Grant Boulevard, Syracuse, NY	Mixed Use Commercial	Hospital = __Beds Office = __SF	

I-81 Viaduct Project - Complete List of Future Projects (July 2016)

Appendix B

B-5

No.	TAZ	Project Name	Location	Land Use	Full Program	Status
42	312	Varsity BLVD	732 and 802 S. Crouse Avenue, Syracuse, NY	Mixed Use Residential	Residential = ___DU Office = ___SF Retail = ___SF	Plans being amended.
43	8011	SUNY Upstate College of Nursing	750 E Adams Street, Syracuse, NY	Institutional	Educational = 72,000 SF	
44	8011	SUNY Upstate Emergency Department Expansion	750 E Adams Street, Syracuse, NY	Medical	Medical = 250,000 SF	
45	340	University Area Apartments	603 Irving/614 S Crouse	Residential	Dormitory = 200 Beds	Estimated completion in 2016
46	381	#BLVD404	404 University Avenue, Syracuse, NY	Residential	Residential = 54 DU	Estimated completion in August 2016
47	339	Skyler Commons	908 Harrison Street, Syracuse, NY	Residential	Residential = 80 DU	Complete
48	390	Ronald McDonald House	1100 E Genesee Street, Syracuse, NY	Residential	Residential = 17 Beds	Complete
49	403	Fayette Place	712 East Fayette Street, Syracuse, NY	Residential	Residential = 39 DU	Under Construction
50	8012	SUNY ESF Biological Sciences Building	1 Forestry Drive, Syracuse, NY	Institutional	Educational = 52,000 SF	Estimated completion in 2017
51	358	Stickley House	438 Columbus Avenue, Syracuse, NY	Museum	Museum = approx. 6,000 SF	Exterior estimated completion in 2017 Interior estimated completion in 2019
52	405	Sylvester Building	900 East Fayette Street, Syracuse, NY	Residential	Commercial = 13,900 SF Residential = 42 DU	
53	897	White Pines Industrial Park (White Pine Commerce Park)	Route 31 and Caughdenoy Road Clay, NY	Industrial	Agricultural = 100 acres -- OR -- Manufacturing = 2.5M SF Laboratory = 210,000 sf Warehousing = 235,000 SF	Planned
54	395	Near West Side Initiative Inc	350 West Fayette Street, Syracuse, NY	Institutional	Performance Center = 1.7 acre	Estimated completion: 12/9/2016
55	494	Rapid Response Monitoring Inc.	400 West Division Street, Syracuse, NY	Mixed Use Residential	Office = Residential = 13,500 sf Retail = 27,000 sf	August, 2017 anticipated completion
56	430	The Dietz at Leavenworth Park	225 Wilkinson Street, Syracuse, NY	Mixed Use Residential	Residential = 74 DU Office + retail = 36,000 sf	March, 2017 anticipated completion
57	508	Syracuse Lighting Company	311 Genant Drive, Syracuse, NY	Mixed Use Residential	Restaurant = ?? Residential = 4 DU Office = 10,000 SF	Apr-17
58	315	Veterans Resource Center	111 Waverly Avenue, Syracuse, NY	Mixed Use Commercial	Community Facility = 74,000 SF Auditorium = 1,000 Seats Event Space = 4,000 SF	
59	355	Whitlock Building	476-480 South Salina Street, Syracuse, NY	Mixed Use Commercial	Office = ___SF, Retail = ___SF	

I-81 Viaduct Project - Complete List of Future Projects (July 2016)

 Appendix B
 B-6

No.	TAZ	Project Name	Location	Land Use	Full Program	Status
60	351	547 East Genesee Street	547 East Genesee Street, Fayetteville, NY	Residential	Residential = 250 DU	Planned
61	749	Associated Group Services, inc.	3652-3720 Route 51, Clay, NY	Commercial	Commercial = 96,820 SF	2016/2017
62	714	Sonic	3808 Route 11, Mattydale, NY	Retail	Retail = 2,655 SF (Fast Food)	2015
63	X	720-730 Van Buren Road	720-730 Van Buren Road, Town of Van	Industrial	Industrial = ___SF (Distribution Facility)	2017
64	8012	Syracuse University Promenade		Open Space	Recreational	Severe pushback by faculty may delay the progress
65	693	Electronics Business Park	136 Transistor Parkway, Liverpool, NY	Industrial	Manufacturing = 17,100 SF	
66	630	Maplewood Inn and Suites	400 7th North Street, Liverpool, NY	Commercial	Restaurant = 6,100 SF	
67	657	Old Liverpool Point	706 Old Liverpool Road, Liverpool, NY	Residential	Residential = 28 DU	
68	606	2301 Teall Avenue	2301 Teall Avenue, Syracuse, NY	Commercial	Commercial = 4,500 SF	
69	662	Farone and Son Funeral Home	Lot 9, Salina Meadows Parkway, Liverpool, NY	Commercial	Commercial = 10,000 SF	
70	339	610-614 University Avenue	610-614 University Avenue, Syracuse, NY	Mixed Use Residential	Residential = 256 DU Commercial = 8,400 SF	
71	8012	Fast Forward Syracuse Syracuse University Master Plan		Institutional		
72	8012	Syracuse University Irving Garage		Parking	Add two floors to existing parking facility	
73	X	NYS92	NYS92, Manlius NY	Commercial	Commercial = ___SF (Gas Station)	Planned
74	X	NYS5	NYS5, Dewitt, NY	Commercial	Retail = ___SF (Fast Food)	2016
75	X	NYS5	NYS5, Fayetteville, NY	Commercial	Retail = ___SF (Fast Food)	2015/2016
76	X	NYS5	NYS5, Fayetteville, NY	Commercial	Retail = ___SF	In Review
77	419	NYNEX Building	300 East Washington Street, Syracuse NY	Mixed Use	Residential = ?? Commercial = ??? Office=??	Planned

I-81 Viaduct Project - Complete List of Future Projects (July 2016)

Appendix B

B-7

No.	TAZ	Project Name	Location	Land Use	Full Program	Status
78	292	Syracuse Community Health Center	930 South Salina Street, Syracuse, NY	Medical	Medical = 50,000	Planned
79	503	Mixed Use Hotel (near St. Joseph's Hospital)	400 Prospect Avenue, Syracuse, NY (Butternut St and Prospect Ave)	Mixed Use Hotel	Hotel: 53,673 sf (93 rooms) Residential: 13 units Medical Offices: 36,787 Parking: 207 spaces (lower level)	Proposed
80	377	Tower Proposal (lot near Hotel Syracuse_	West Onondaga and S Salina, Syracuse, NY	Commercial	Extended Stay Hotel: 120 Rooms	Proposed
81	148	Thurber Street and Brighton Residential Bldg	Thurber and Brighton, Syracuse, NY	Residential	Residential: 166 units (560 beds)	Planned
82	373	Upstate Medical Center - Townsend Project	513-27 Harrison Street, Syracuse, NY (Harriso	Office	Office Lab: 112,000	Planned
83	454	State Tower Building	109 S Warren Street, Syracuse, NY 13202	Commercial	Office/Lab: 150,000 Residential: 57 units	0
84	460	Syracuse Herald Redevelopment	220 Herald Place, Syracuse, NY 13202 (Herald Pl at Franklin St)	Residential	Residential: 27 units	Proposed
85	404	Copper Beech Commons (National Guard Armory Redevelopment)	1055 East Genesee St, Syracuse, NY 13202	Residential	Residential: 133 units	Proposed
10 (NOT IN PROJECT 25 (NOT MOVING FORWARD		Seneca Meadows	1786 Salcman Road, Waterloo, NY	Other	2011-year contract for 24 to 36 railcar loads per day; replaces current truck hauling	
		Sullivan Bongio Bazinet Inc.	7643 Edgecomb Drive, Clay, NY	Industrial	Manufacturing = 130,000 SF	NOT GOING FORWARD PER City Planning
2a & 2b	509 & 534	Inner Harbor	West Bear Street, Solar Street, West Kirkpatrick Street North	Mixed Use Residential	West Shore- Residential – 350 DU Mixed use building: 40,000 sf	Under construction. Mixed use building to be completed Spring 2017. Office complex
9 (NOT MOVING FORWARD		CenterState NY Inland Port	North side of I-481 in the Town of DeWitt and Town of Onondaga (290-acre	Other	Railroad siding and loading/unloading area Storage Area for containing stacking and storage	Controversial project, still being planned of April, 2016

Future Parking Supply Demand Calculations

	TAZ Data			Parking Demand Ratio	Change in Demand	
	2014	2020	2050		2020	2050
Number of Households	3,798	4,300	5,880			
Change in Households		502	1,580	1.2	602	1,896
Number of Total Employees	31,776	33,164	38,202			
Change in Employees		1,388	5,038	0.85	1,180	4,282
Total Change in Demand					1,782	6,178

2020 Change in Supply 2,149

temporary impacts

	Supply	Effective Supply	Demand	Utilization
Existing Conditions	29,233	26,808	21,064	79%
2020 Future No-Build	31,382	28,779	22,846	79%
<u>CG Alternative</u>				
Estimated Changes	-2,873		-2	
2020	28,509	26,144	22,844	87%
<u>Viaduct Alternative</u>				
Estimated Changes	-2,806		-582	
2020	28,577	26,206	22,264	85%

permanent impacts

	Supply	Effective Supply	Demand	Utilization
Existing Conditions	29,233	26,808	21,064	79%
2020 Future No-Build	31,382	28,779	22,846	79%
2050 Future No-Build	31,382	28,779	29,024	101%
<u>CG Alternative</u>				
Estimated Changes	-867		-2	
2020	30,515	27,984	22,844	82%
<u>Viaduct Alternative</u>				
Estimated Changes	-2,046		-582	
2020	29,336	26,902	22,264	83%

references updated supply & demand calcs

[Parking_SupplyandDemand_Removals_Updated 11-1-17.xlsx](#)

overall effective supply for the study area
assumes 85% for on-street & 93% for off-street
29,233
26,808

91.70%

Households:

- ITE trip gen (9th edition) - indicates average peak period demand ratio of 1.2 spaces per unit
- assume 1 unit = 1 household
- average # of vehicles per household is ~ 1.2
- Therefore, demand ratio for change in households is 1.2

Employees:

- gathered all the employment descriptions in TAZ data
- most are offices uses which would have an 0.83 average peak period demand ratio as per ITE trip gen
- other uses such as those associated with retail, manufacturing, health, & education may be slightly different but data is not available or the ratio is expected to be lower than 0.85.

Viaduct Alternative

On-street Permanent Impacts

Side	Link_data	Spaces	
S	200 W Genesee S	13	
S	600 E GENESEE ST S	7	
W	600 S CROUSE AVE W	8	
W	600 S CROUSE AVE W	7	
W	500 S CROUSE AVE W	16	
E	400 S CROUSE AVE E	5	
E	400 S CROUSE AVE E	0	
E	400 S CROUSE AVE E	7	
W	700 N STATE ST W	2	
E	400 N SALINA ST E	7	
E	300 N SALINA ST E	3	
E	200 N CLINTON ST E	4	
W	800 IRVING AVE	15	*Outside Study Area, not included in Total
	TOTAL IMPACTED	79	
		-79	

Viaduct Alternative

On-street Replacements

Spaces	Street	Block	Side	
18	N Franklin St	300	E	
15	N Franklin St	300	W	
9	N Franklin St	400	E	
9	N Franklin St	400	W	
8	Almond St	100	E	
8	Almond St	100	W	
9	Almond St	700	E	
9	Almond St	700	W	
10	Almond St	300	E	
5	Genesee St	700	N	
3	Genesee St	700	S	
5	Genant Dr	1100	W	
3	Genant Dr	1100	W	
16	Genant Dr	300	E	
10	N Salina St	400	W	
11	N Salina St	300	W	
3	N Salina St	300	E	
4	W Genesee St	400	N	
6	W Genesee St	300	N	
12	W Genesee St	200	N	
4	W Genesee St	100	N	
3	N CLINTON ST	800	E	
10	GENANT DR	1000	W	
10	N CLINTON ST	800	W	
14	N CLINTON ST	800	E	
3	GENANT DR	1000	W	
3	GENANT DR	1000	W	
3	N CLINTON ST	200	W	
7	N CLINTON ST	200	W	
15	N CLINTON ST	200	E	
6	CATAWBA ST	100	S	
4	CATAWBA ST	200	S	
2	N CLINTON ST	200	W	
3	N CLINTON ST	600	W	
4	N CLINTON ST	500	W	
13	N CLINTON ST	500	E	
20	N CLINTON ST	400	W	
18	N CLINTON ST	400	E	
8	ALMOND ST	BETWEEN MONROE ST AND DYER ST	W	*Outside study area, not included
8	ALMOND ST	BETWEEN MONROE ST AND DYER ST	E	*Outside study area, not included
8	ALMOND ST	BETWEEN E TAYLOR ST AND JACKSON ST	W	*Outside study area, not included
7	N WEST ST	BETWEEN PARK AVE AND WEST GENESEE ST	E	*Outside study area, not included
7	N WEST ST	BETWEEN PARK AVE AND WEST GENESEE ST	W	*Outside study area, not included
7	N CLINTON ST	BETWEEN BEAR ST W AND COURT ST	E	*Outside study area, not included
TOTAL	315			

Viaduct Alternative **Temporary On-street Impacts**

Street	Direction	Side	Blocks	Alday	Supply	V CHANGE			
						Midday Total Supply	Midday Demand		
W Genesee	W	N	300	5	5	G	-5	N	0
W Willow	W	S	300	2	7	G	-7	N	0
W Genesee	W	N	300	5	4	G	-4	N	0
Herald		S	200	2	7	G	-7	N	0
N CLINTON ST	N	W	200	0	4	G	-4	N	0
W Genesee	W	N	200	8	2	G	-2	N	0
W Genesee	W	N	200	8	1	G	-1	N	0
W Genesee	W	N	200	8	3	G	-3	N	0
W Genesee	W	N	200	8	1	G	-1	N	0
W Genesee	W	S	200	11	2	G	-2	N	0
W Genesee	W	S	200	11	13	G	-13	N	0
ERIE BLVD W	W	S	300	0	18	G	-18	N	0
Herald		S	100	2	11	G	-11	N	0
W Genesee	W	N	100	1	2	G	-2	N	0
W Genesee	W	N	100	1	2	G	-2	N	0
Herald		N	100	0	11	G	-11	N	0
E GENESEE ST	E	S	600	0	7	G	-7	N	0
E WASHINGTON ST	E	N	500	2	3	G	-3	N	0
E WASHINGTON ST	E	N	500	2	1	G	-1	N	0
S MCBRIDE ST	S	E	300	8	10	G	-10	N	0
S MCBRIDE ST	S	E	300	8	2	G	-2	N	0
N FRANKLIN ST		E	400	8	15	G	-15	N	0
W DIVISION ST		S	100	0	10	G	-10	N	0
S CROUSE AVE		W	600	8	8	G	-8	N	0
S CROUSE AVE		W	600	8	7	G	-7	N	0
S CROUSE AVE		W	500	3	16	G	-16	N	0
S CROUSE AVE		E	400	5	5	G	-5	N	0
S CROUSE AVE		E	400	5	0	G	-0	N	0
S CROUSE AVE		E	400	5	7	G	-7	N	0
E WASHINGTON ST		S	700	17	1	G	-1	N	0
E GENESEE ST		S	700	11	12	G	-12	N	0
E GENESEE ST		N	700	6	17	G	-17	N	0
E GENESEE ST		S	700	11	15	G	-15	N	0
PEARL ST		E	400	0	11	G	-11	N	0
N STATE ST		E	800	0	1	G	-1	N	0
N STATE ST		E	800	0	0	G	-0	N	0
N STATE ST		W	700	1	2	G	-2	N	0
N STATE ST		W	700	1	1	G	-1	N	0
N SALINA ST		W	400	11	1	G	-1	N	0
N SALINA ST		W	400	11	0	G	-0	N	0
N SALINA ST		W	400	11	10	G	-10	N	0
N SALINA ST		E	400	3	7	G	-7	N	0
N SALINA ST		W	300	0	6	G	-6	N	0
N SALINA ST		W	300	0	7	G	-7	N	0
N SALINA ST		E	300	0	3	G	-3	N	0
N SALINA ST		E	300	0	3	G	-3	N	0
SALT ST		W	100	10	9	G	-9	N	0
SALT ST		W	100	10	2	G	-2	N	0
SALT ST		W	100	10	2	G	-2	N	0
Herald		N	200	0	2	G	-2	N	0
Herald		N	200	0	5	G	-5	N	0
N CLINTON ST	N	E	200	0	4	G	-4	N	0
TOTALS				247	305		-305		0

G = GONE

N = NO CH

--305

Viaduct Alternative
Temporary Off-Street Impacts

					V CHANGE				MIDDAY SUPPLY WITH V	MIDDAY DEMAND WITH V	MIDDAY DEMAND EXCESS/DEFICIENCY
FID	Type	Public v private	LOCATION_N	SPACES_1	Midday Total Supply		Midday Demand				
14	surface lot	public	I-Lot	103	G	-103	N	-0	0	98	-98
31	surface lot	private	I-5	34	G	-34	G	-22	0	0	0
32	surface lot	private	E-1	34	G	-34	N	-0	0	34	-34
33	surface lot	private	E-2	73	G	-73	G	-9	0	0	0
36	surface lot	private	C-3	40	G	-40	G	-40	0	0	0
37	surface lot	private	C-4	48	G	-48	G	-48	0	0	0
39	surface lot	public	City Lot #10	101	G	-101	N	-0	0	87	-87
52	surface lot	public	Smith Lot	75	25%	-19	G	-40	56	0	56
69	surface lot	private	Harrison Center	200	25%	-50	N	-0	150	153	-3
71	surface lot	private	National Grid Herald Lot	171	50%	-86	N	-0	86	148	-63
72	surface lot	private	Herald Place	175	G	-175	G	-175	0	0	0
73	surface lot	private	Post Standard Parking	154	75%	-116	N	-0	39	23	16
75	surface lot	private	Post Standard Parking	100	25%	-25	N	-0	75	63	12
76	surface lot	public	Murbro Lot #21	51	50%	-26	N	-0	26	31	-6
79	surface lot	public	State Employee Parking	118	G	-118	N	-0	0	97	-97
81	surface lot	public	State Employee Parking	329	G	-329	N	-0	0	239	-239
87	surface lot	private	Former Pete's Empire block	67	G	-67	N	-0	0	5	-5
88	surface lot	private	Former Charter School Lot	100	G	-100	G	-49	0	0	0
99	surface lot	public	James & Warren Streets	44	75%	-33	G	-40	11	0	11
103	surface lot	private	corner of Herald & Wallace	33	25%	-8	N	-0	25	30	-5
115	surface lot	public	Lot 18	268	25%	-67	N	-0	201	198	3
116	garage	private	600 E Genesee St	75	G	-75	G	-75	0	0	0
127	surface lot	public	State Lot E (OGS)	40	G	-40	N	-0	0	28	-28
129	surface lot	public	Upstate I2	152	G	-152	N	-0	0	126	-126
130	surface lot	public	Centro Park-N-Ride	115	G	-115	N	-0	0	110	-110
140	surface lot	public	State Lot C	48	G	-48	N	-0	0	30	-30
148	surface lot	private		13	G	-13	N	-0	0	10	-10
149	surface lot	public		22	G	-22	N	-0	0	9	-9
150	surface lot	private	M&T Bank	7	G	-7	G	-3	0	0	0
151	surface lot	private	Smith's Restaurant Supply	19	G	-19	G	-11	0	0	0
152	surface lot	private	Fallon & Bigsby Building	36	50%	-18	N	-0	18	24	-6
153	surface lot	private	Enable/521 E Washington St	8	G	-8	G	-3	0	0	0
154	surface lot	public	Monthly Parking Lot	67	50%	-34	N	-0	34	38	-5
155	surface lot	private	VIP Structures	47	G	-47	G	-46	0	0	0
156	surface lot	private	VIP Structures isolate lot	64	G	-64	G	-11	0	0	0
157	surface lot	private	Liquid Compound Division	64	G	-64	G	-0	0	0	0
226	surface lot	private	The Foundry	145	25%	-36	N	-0	109	103	6
227	surface lot	private	One Franklin Place	100	25%	-25	N	-0	75	21	54
286	surface lot	private	Gilbert Stinzian Heintz PC	19	25%	-5	N	-0	14	16	-2
287	surface lot	private	Gilbert Stinzian Heintz PC	10	G	-10	G	-5	0	0	0
288	surface lot	private	Dunkin Donuts	25	G	-25	G	-2	0	0	0
289	surface lot	private	Speedway	14	25%	-4	N	-0	11	8	3
291	surface lot	private	Colella Galleries	9	G	-9	G	-3	0	0	0
292	surface lot	private	Abandoned	22	50%	-11	N	-0	11	0	11
TOTALS				3439		-2501		-582	939	1729	-791
A	surface lot		Syracuse Housing Authority	20	100%	-20	N	-0	0	16	-16
B	surface lot		Tobins' Refinishing	10	50%	-5	N	-0	5	7	-2
C	surface lot		Tobins' Reginishing Extra lot	35	50%	-18	N	-0	18	29	-12
D	surface lot		400 Burnet Ave	2	100%	-2	G	-1	0	0	0
F	surface lot		500 Renwick Ave	28	100%	-28	G	-9	0	0	0

G=GONE
N=NO CHApublic sup;
private sup*Outside Study Area
*Outside Study Area
*Outside Study Area
*Outside Study Area
*Outside Study Area

Table Updated 11/1/17 based on meeting with NYSDOT/Parsons on 10/31/17 (KMF)

--2501

--582

Viaduct Alternative
Permanent Off-Street ImpactsG=GONE
N=NO CHAI

FID	Type	LOCATION_N	FACILITY_O	Public v Private	TOTAL SUPPLY	V CHANGE				Building Removed Address
						Midday Total Supply		Midday Demand		
14	surface lot	I-Lot	SUNY Upstate	public	103	G	-103	N	-0	
31	surface lot	I-5		private	34	100%	-34	G	-22	915, 909 & 901 N STATE ST
32	surface lot	E-1		private	34	G	-34	N	-0	
33	surface lot	E-2		private	73	G	-73	G	-9	117 BUTTERNUT ST
36	surface lot	C-3		private	40	100%	-40	G	-40	329 N SALINA ST LEARBURY CENTER
37	surface lot	C-4		private	48	100%	-48	G	-48	319 N SALINA ST
39	surface lot	City Lot #10	Herald Company Inc	public	101	G	-101	N	-0	
52	surface lot	Smith Lot	Seymour D Smith ETAL	public	75	25%	-19	G	-40	110 S MCBRIDE ST
71	surface lot	National Grid Herald Lot	National Grid	private	171	50%	-86	N	-0	
72	surface lot	Herald Place	John F. Krell	private	175	100%	-175	G	-175	212 HERALD PLACE
73	surface lot	Post Standard Parking	Herald Properties Inc.	private	154	25%	-39	N	-0	
75	surface lot	Post Standard Parking	Herald Company	private	100	25%	-25	N	-0	
76	surface lot	Murbro Lot #21	Donald Murphy (Testamen	public	51	50%	-26	N	-0	
79	surface lot	State Employee Parking	New York State	public	118	G	-118	N	-0	
81	surface lot	State Employee Parking	New York State	public	329	G	-329	N	-0	
87	surface lot	Former Pete's Empire block	543 E. Genessee Partners'	private	67	G	-67	N	-0	
88	surface lot	Former Charter School Lot	Onondaga County INDSTR	private	100	100%	-100	G	-49	309 S MCBRIDE ST
99	surface lot	James & Warren Streets	Robert Tisdell	public	44	50%	-22	G	-40	126 N WARREN ST
115	surface lot	Lot 18		public	268	25%	-67	N	-0	
116	garage	600 E Genessee St		private	75	100%	-75	G	-75	600 E GENESEE ST
127	surface lot	State Lot E (OGS)	NYS DOT	public	40	G	-40	N	-0	
129	surface lot	Upstate I2	Upstate	public	152	G	-152	N	-0	
130	surface lot	Centro Park-N-Ride	Centro	public	115	G	-115	N	-0	
140	surface lot	State Lot C	NYS DOT	public	48	G	-48	N	-0	
148	surface lot			private	13	G	-13	N	-0	
149	surface lot			public	22	G	-22	N	-0	
150	surface lot	M&T Bank		private	7	100%	-7	G	-3	421 E WATER ST
151	surface lot	Smith's Restaurant Supply		private	19	100%	-3	G	-11	500 E ERIE BLVD
153	surface lot	Enable/521 E Washington S		private	8	G	-8	G	-3	521 E WASHINGTON ST
154	surface lot	Monthly Parking Lot		public	67	50%	-34	N	-0	
155	surface lot	VIP Structures		private	47	G	-47	G	-46	471-81 OSWEGO BLVD
156	surface lot	VIP Structures isolate lot		private	64	100%	-64	G	-11	471-81 OSWEGO BLVD
157	surface lot	Liquid Compound Division		private	64	G	-64	G	-0	215 GENANT DR
227	surface lot	One Franklin Place		private	100	25%	-25	N	-0	
286	surface lot	Gilbert Stinzian Heintz PC		private	19	25%	-5	N	-0	
287	surface lot	Gilbert Stinzian Heintz PC		private	10	G	-10	G	-5	603 E FAYETTE ST
288	surface lot	Dunkin Donuts		private	25	100%	-25	G	-2	110 ALMOND ST
289	surface lot	Speedway		private	14	25%	-4	N	-0	
291	surface lot	Colella Galleries		private	9	G	-9	G	-3	
292	surface lot	Absndoned		private	22	25%	-6	N	-0	
TOTALS					3025		-2282		-582	

D	surface lot	400 Burnet Ave		2	100%	-2	G	-1	*Outside Study Area
F	surface lot	500 Renwick Ave		28	100%	-28	G	-9	*Outside Study Area

Table Updated 11/1/17 based on meeting with NYSDOT/Parsons on 10/31/17 (KMF)

-2282

-582

Community Grid Alternative
On-street Replacement

Spaces	Street_Nam	Block	Side_1	
4	N FRANKLIN ST	300	E	
9	N FRANKLIN ST	300	E	
3	N FRANKLIN ST	300	W	
10	N FRANKLIN ST	300	W	
12	GENANT DRIVE	300	W	
6	GENANT DRIVE	400	W	
13	PEARL STREET	300	W	
7	E WILLOW STREET	100	S	
7	E WILLOW STREET	100	N	
7	E WILLOW STREET	200	N	
3	E WILLOW STREET	200	S	
8	NEW CONSTRUCTION S PEARL ST	0	E	
8	NEW CONSTRUCTION S PEARL ST	0	W	
2	N WARREN ST	100	W	
3	N WARREN ST	100	E	
8	NEW CONSTRUCTION N OSWEGO ST	0	W	
8	NEW CONSTRUCTION N OSWEGO ST	0	E	
6	N WARREN STREET	0	W	
3	N WARREN STREET	100	E	
7	JAMES STREET	200	S	
8	OSWEGO BLVD	0	E	
10	ERIE BLVD EAST	100	S	
5	ERIE BLVD EAST	100	N	
2	ERIE BLVD EAST	100	N	
2	ERIE BLVD EAST	200	S	
6	ERIE BLVD EAST	200	S	
11	ERIE BLVD EAST	200	N	
8	ERIE BLVD EAST	300	N	
6	ERIE BLVD EAST	400	N	
14	ERIE BLVD EAST	500	N	
6	ERIE BLVD EAST	600	N	
13	ERIE BLVD EAST	800	S	
12	S CROUSE AVE	100	E	
15	NEW CONSTRUCTION N IRVING AVE	0	W	
15	NEW CONSTRUCTION N IRVING AVE	0	E	
23	S CROUSE AVE	100	W	
4	NEW CONSTRUCTION N IRVING AVE	0	E	
4	NEW CONSTRUCTION N IRVING AVE	0	W	
8	E FAYETTE ST	900	N	
3	E FAYETTE ST	1000	N	
8	ALMOND ST	100	E	
8	ALMOND ST	100	W	
8	ALMOND ST	200	W	
8	ALMOND ST	200	E	
5	ALMOND ST	300	E	
3	E GENESEE ST	700	N	
10	ALMOND ST	300	W	
3	E GENESEE ST	700	S	
11	ALMOND ST	500	W	
6	ALMOND ST	600	E	
24	ALMOND ST	600	W	
10	ALMOND ST	500	E	
18	ALMOND ST	800	E	
18	ALMOND ST	800	W	
12	HARRISON ST	200	S	
12	HARRISON ST	300	N	
9	GENANT DRIVE	1100	W	
15	NEW CONSTRUCTION PEARL ST	0	E	
15	NEW CONSTRUCTION PEARL ST	0	W	
9	CLINTON STREET	200	E	
14	GENANT DR	300	W	
10	N SALINA ST	400	W	
11	N SALINA ST	300	W	
4	W GENESEE ST	300	N	
5	W GENESEE ST	300	N	
12	W GENESEE ST	200	N	
4	W GENESEE ST	100	N	
3	N SALINA ST	300	E	
3	N CLINTON ST	800	E	
10	GENANT DR	1000	W	
10	N CLINTON ST	800	W	
14	N CLINTON ST	800	E	
3	GENANT DR	1000	W	
3	GENANT DR	1000	W	
3	N CLINTON ST	200	W	
7	N CLINTON ST	200	W	
15	N CLINTON ST	200	E	
6	CATAWBA ST	100	S	
4	CATAWBA ST	200	S	
2	N CLINTON ST	200	W	
3	N CLINTON ST	600	W	
4	N CLINTON ST	500	W	
13	N CLINTON ST	500	E	
20	N CLINTON ST	400	W	
18	N CLINTON ST	400	E	
15	ALMOND ST	BETWEEN MONROE ST AND DYER ST	W	*Outside study ar
14	ALMOND ST	BETWEEN MONROE ST AND DYER ST	E	*Outside study ar
8	ALMOND ST	BETWEEN E TAYLOR ST AND JACKSON ST	W	*Outside study ar
7	N WEST ST	BETWEEN PARK AVE AND WEST GENESEE ST	E	*Outside study ar
7	N WEST ST	BETWEEN PARK AVE AND WEST GENESEE ST	W	*Outside study ar
7	N CLINTON ST	BETWEEN BEAR ST W AND COURT ST	E	*Outside study ar
11	ALMOND ST	BETWEEN MONROE ST AND ADAMS ST	W	*Outside study ar
TOTAL	722			

Community Grid Alternative

On-street Permanent Impacts

Street	Side_12	Blocks	Spaces	
W Genesee	S	200	2	
W Genesee	S	200	2	
E GENESEE ST	S	600	7	
W DIVISION ST	S	100	10	
S CROUSE AVE	W	600	8	
S CROUSE AVE	W	600	8	
S CROUSE AVE	W	500	16	
S CROUSE AVE	E	400	5	
S CROUSE AVE	E	400	5	
S CROUSE AVE	E	400	5	
S CROUSE AVE	W	300	6	
S CROUSE AVE	W	300	6	
S CROUSE AVE	E	300	3	
E WASHINGTON ST	S	700	1	
E WASHINGTON ST	S	700	1	
E WASHINGTON ST	S	700	1	
ERIE BLVD E	S	800	20	
IRVING AVE	E	300	2	
IRVING AVE	E	300	2	
IRVING AVE	E	300	2	
IRVING AVE	E	300	2	
IRVING AVE	E	300	2	
E FAYETTE ST	N	700	2	
E FAYETTE ST	N	800	8	
PEARL ST	E	400	11	
N SALINA ST	E	400	7	
N SALINA ST	E	300	3	
IRVING AVE	W	800	15	*Outside study area, not included in Total
TOTAL IMPACTED			147	

Community Grid Alternative
On-street Temporary Impacts

Street	Side	Block	Midday Occupancy	Supply	CG CHANGE			
					Midday Total Supply		Midday Demand	
W Genesee	N	300	5	9	G	-9	N	0
W Willow	S	300	2	7	G	-7	N	0
W Genesee	N	300	5	9	G	-9	N	0
Herald	S	200	2	7	G	-7	N	0
N CLINTON ST	W	200	0	4	G	-4	N	0
W Genesee	N	200	8	8	G	-8	N	0
W Genesee	N	200	8	8	G	-8	N	0
W Genesee	N	200	8	8	G	-8	N	0
W Genesee	N	200	8	8	G	-8	N	0
W Genesee	S	200	11	15	G	-15	N	0
W Genesee	S	200	11	15	G	-15	N	0
ERIE BLVD W	S	300	0	18	G	-18	N	0
Herald	S	100	2	11	G	-11	N	0
W Genesee	N	100	1	2	G	-2	N	0
W Genesee	N	100	1	2	G	-2	N	0
Herald	N	100	0	11	G	-11	N	0
E GENESEE ST	S	600	0	7	G	-7	N	0
HARRISON ST	S	200	8	3	G	-3	N	0
HARRISON ST	S	200	8	3	G	-3	N	0
HARRISON ST	N	300	10	10	G	-10	N	0
S MCBRIDE ST	E	900	22	32	G	-32	N	0
IRVING AVE	W	800	13	15	G	-15	N	0
N FRANKLIN ST	E	400	8	15	G	-15	N	0
W DIVISION ST	S	100	0	10	G	-10	N	0
S CROUSE AVE	W	600	8	16	G	-16	N	0
S CROUSE AVE	W	600	8	16	G	-16	N	0
S CROUSE AVE	W	500	3	16	G	-16	N	0
S CROUSE AVE	E	400	5	14	G	-14	N	0
S CROUSE AVE	E	400	5	14	G	-14	N	0
S CROUSE AVE	E	400	5	14	G	-14	N	0
S CROUSE AVE	W	300	12	13	G	-13	N	0
S CROUSE AVE	W	300	12	13	G	-13	N	0
S CROUSE AVE	E	300	0	3	G	-3	N	0
E WASHINGTON ST	S	700	17	16	G	-16	N	0
E WASHINGTON ST	S	700	17	16	G	-16	N	0
E WASHINGTON ST	S	700	17	16	G	-16	N	0
ERIE BLVD E	S	800	12	20	G	-20	N	0
E GENESEE ST	S	700	11	48	G	-48	N	0
E GENESEE ST	N	700	6	37	G	-37	N	0
E GENESEE ST	S	700	11	48	G	-48	N	0
IRVING AVE	E	300	0	15	G	-15	N	0
IRVING AVE	E	300	0	15	G	-15	N	0
IRVING AVE	E	300	0	15	G	-15	N	0
IRVING AVE	E	300	0	15	G	-15	N	0
IRVING AVE	E	300	0	15	G	-15	N	0
E FAYETTE ST	N	700	4	13	G	-13	N	0
E FAYETTE ST	N	800	17	17	G	-17	N	0
E FAYETTE ST	N	900	9	9	G	-9	N	0
E FAYETTE ST	N	1000	9	7	G	-7	N	0
E FAYETTE ST	N	1000	9	7	G	-7	N	0
BURNET AVE	S	600	9	26	G	-26	N	0
BURNET AVE	S	400	11	46	G	-46	N	0
BURNET AVE	S	300	3	6	G	-6	N	0
ERIE BLVD E	S	100	8	13	G	-13	N	0
ERIE BLVD E	S	100	8	13	G	-13	N	0
ERIE BLVD E	N	100	5	9	G	-9	N	0
ERIE BLVD E	N	100	5	9	G	-9	N	0
ERIE BLVD E	N	200	4	10	G	-10	N	0
ERIE BLVD E	S	200	6	6	G	-6	N	0
ERIE BLVD E	S	200	6	6	G	-6	N	0
PEARL ST	E	400	0	11	G	-11	N	0
N STATE ST	E	800	0	11	G	-11	N	0
N STATE ST	E	800	0	11	G	-11	N	0
N STATE ST	W	700	1	4	G	-4	N	0
N STATE ST	W	700	1	4	G	-4	N	0
N SALINA ST	W	400	11	13	G	-13	N	0
N SALINA ST	W	400	11	13	G	-13	N	0
N SALINA ST	W	400	11	13	G	-13	N	0
N SALINA ST	E	400	3	12	G	-12	N	0
N SALINA ST	W	300	0	14	G	-14	N	0
N SALINA ST	W	300	0	14	G	-14	N	0
N SALINA ST	E	300	0	7	G	-7	N	0
N SALINA ST	E	300	0	7	G	-7	N	0
SALT ST	W	100	10	14	G	-14	N	0
SALT ST	W	100	10	14	G	-14	N	0
SALT ST	W	100	10	14	G	-14	N	0
N FRANKLIN ST	W	400	0	10	G	-10	N	0
Herald	N	200	0	8	G	-8	N	0
Herald	N	200	0	8	G	-8	N	0
N CLINTON ST	E	200	0	4	G	-4	N	0
TOTALS			471	1035	0	-1035	0	0

Community Grid Alternative
Temporary Off-Street Impacts

FID #	Type	Location Name	Facility/Use	Public v Private	Total Spaces	Change with CG Alignment			
						Midday Total Supply		Midday Demand	
14	surface lot	I-Lot	SUNY Upstate	public	103	100	-103	N	0
32	surface lot	E-1		private	34	100	-34	N	0
33	surface lot	E-2		private	73	25	-18	N	0
35	surface lot	C-1		private	5	100	-5	N	0
39	surface lot	City Lot #10	Herald Company Inc	public	101	100	-101	N	0
69	surface lot	Harrison Center	Harrison Center Assoc	public	200	25	-50	N	0
72	surface lot	Herald Place	John F. Krell	private	175	25	-44	N	0
73	surface lot	Post Standard Parking	Herald Properties Inc.	private	154	75	-116	N	0
76	surface lot	Murbro Lot #21	Donald Murphy (Testament *	private	51	100	-51	N	0
79	surface lot	State Employee Parking	New York State	public	118	100	-118	N	0
81	surface lot	State Employee Parking	New York State	public	329	100	-329	N	0
99	surface lot	James & Warren Streets	Robert Tisdell	public	44	25	-11	N	0
103	surface lot	corner of Herald & Wallace		private	33	25	-8	N	0
127	surface lot	State Lot E (OGS)	NYSOT	public	40	100	-40	N	0
129	surface lot	Upstate I2	Upstate	public	152	100	-152	N	0
130	surface lot	Centro Park-N-Ride	Centro	public	115	100	-115	N	0
140	surface lot	State Lot C	NYSOT	public	48	100	-48	N	0
149	surface lot			public	22	100	-22	N	0
155	surface lot	VIP Structures		private	47	75	-35	N	0
157	surface lot	Liquid Compound Division		private	64	100	-64	G	0
182	surface lot	CNY Biotech Accelerator		private	91	25	-23	N	0
185	surface lot	YNN		private	80	50	-40	N	0
186	surface lot	The Art Store		private	19	50	-10	N	0
187	surface lot	DaVita Central NY at Home		private	10	50	-5	N	0
189	surface lot	Valvoline		private	9	50	-5	N	0
288	surface lot	Dunkin Donuts		private	25	100	-25	G	-2
291	surface lot	Colella Galleries		private	9	25	-2	N	0
40	surface lot	100 Clinton Sq.	Third National Assoc Gro*	public	220	25	-55	N	0
80	surface lot	Lot #3	City of Syracuse	private	79	75	-59	N	0
88	surface lot	Former Charter School Lot	Onondaga County INDSTRL	private	100	25	-25	N	0
107	surface lot	Bank of America		private	29	25	-7	N	0
126	surface lot	Townsend Towers		private	124	25	-31	N	0
156	surface lot	VIP Structures isolate lot		private	64	25	-16	N	0
180	surface lot	Collins Barbershop		private	9	25	-2	N	0
181	surface lot	Monthly permit parking		public	27	25	-7	N	0
188	surface lot	Firestone		private	35	50	-18	N	0
218	surface lot	Chargepoints		public	14	100	-14	N	0
221	surface lot	Private		private	19	50	-10	N	0
248	surface lot	Public Parking		public	14	25	-4	N	0
257	surface lot	double-stacked parking		private	9	100	-9	N	0
289	surface lot	Speedway		private	14	50	-7	N	0
309	surface lot	Knise & Krick Inc Shipping		private	4	50	-2	N	0
TOTALS					2912		-1838		-2
A	surface lot	Syracuse Housing Authority			20	100	-20	N	0
E	surface lot	Boland Hall			18	100	-18	N	0
F	surface lot	500 Renwick Ave			28	100	-28	G	-9

*Outside study area, n
 *Outside study area, n
 *Outside study area, n

Table Updated 11/1/17 based on meeting with NYSDOT/Parsons on 10/31/17 (KMF)

Community Grid Alternative
Permanent Off-Street Impacts

FID #	Type	Location Name	Facility/Use	Public v Private	Total Spaces	Change with CG Alignment			
						Midday Total Supply		Midday Demand	
14	surface lot	I-Lot	SUNY Upstate	public	103	100	-103	N	0
32	surface lot	E-1	NYS DOT/City	private	34	100	-34	N	0
39	surface lot	City Lot #10	Herald Company Inc	public	101	100	-101	N	0
69	surface lot	Harrison Center	Harrison Center Assoc	public	200	25	-50	N	0
72	surface lot	Herald Place	John F. Krell	private	175	25	-44	N	0
73	surface lot	Post Standard Parking	Herald Properties Inc.	private	154	75	-116	N	0
79	surface lot	State Employee Parking	New York State	public	118	100	-118	N	0
81	surface lot	State Employee Parking	New York State	public	329	100	-329	N	0
99	surface lot	James & Warren Streets	Robert Tisdell	private	44	25	-11	N	0
127	surface lot	State Lot E (OGS)	NYS DOT	public	40	100	-40	N	0
129	surface lot	Upstate I2	Upstate	public	152	100	-152	N	0
130	surface lot	Centro Park-N-Ride	Centro	public	115	100	-115	N	0
140	surface lot	State Lot C	NYS DOT	public	48	100	-48	N	0
149	surface lot		NYS DOT- Centro	public	22	100	-22	N	0
155	surface lot	VIP Structures		private	47	25	-12	N	0
157	surface lot	Liquid Compound Division		private	64	100	-64	G	0
182	surface lot	CNY Biotech Accelerator		private	91	25	-23	N	0
185	surface lot	YNN		private	80	25	-20	N	0
186	surface lot	The Art Store		private	19	50	-10	N	0
187	surface lot	DaVita Central NY at Home		private	10	25	-3	N	0
189	surface lot	Valvoline		private	9	25	-2	N	0
288	surface lot	Dunkin Donuts		private	25	100	-25	G	-2
TOTALS					1980	1525	-1442	0	-2
F	surface lot	500 Renwick Ave			28	100	-28	G	-9

*Outside study area, n

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