



AGENDA
CITY OF CEDAR FALLS, IOWA
COMMITTEE OF THE WHOLE MEETING
MONDAY, JULY 15, 2024
5:45 PM AT CITY HALL, 220 CLAY STREET

Call to Order

Roll Call

- [1.](#) Downtown Parking Discussion.
(60 Minutes)

Adjournment



DEPARTMENT OF FINANCE & BUSINESS OPERATIONS

CITY OF CEDAR FALLS, IOWA
220 CLAY STREET
CEDAR FALLS, IOWA 50613
319-273-8600
FAX 319-268-5126

MEMORANDUM

TO: Mayor Laudick and City Council Members

FROM: Kim Kerr, City Clerk & Marcie Breitbach, Administrative Supervisor

DATE: July 15, 2024

SUBJECT: Downtown Parking Discussion

City staff and Fishbeck have gathered materials for your review and discussion. No formal staff presentation will be conducted tonight, but city staff and Fishbeck can answer questions on the materials that are provided below.

Attached for your review:

1. Follow-Up Parking Presentation & Parking Facility Options (Residential/Commercial) – Fishbeck, Committee of the Whole July 15, 2024.
2. Fee In Lieu Presentation – Planning & Zoning, Committee of the Whole July 15, 2024.
3. Parking Study Presentation – Fishbeck, Committee of the Whole June 17, 2024.
4. Public Meeting Presentation – Fishbeck, Public Meeting, February 26 & February 27, 2024.
5. Permit Fee History.
6. Parking Count Maps.
7. Parking Count Occupancy Data.

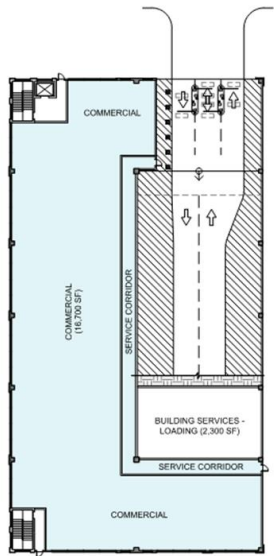
cc: Jennifer Rodenbeck, Director of Finance & Business Operations

Attachments

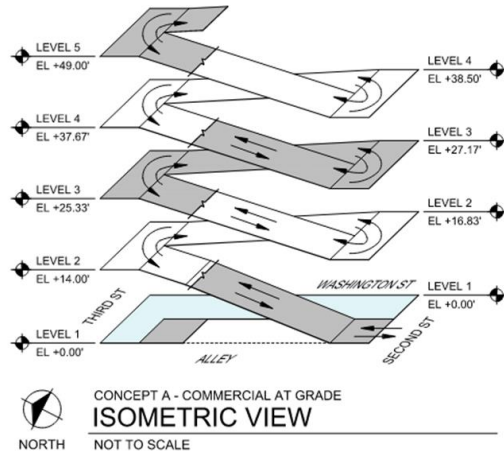
Fee in Lieu of Parking

Municipality	Property Owner
Revenue for parking and mobility infrastructure and operations	Reduced barrier to developing a site
Streamline site plan approval and reduce variance requests	Maximize building footprint, no need to reserve land for parking
Reduces barriers to site development and investment in the community	Limited control over parking supply and public parking / transportation policy
Maintain some control of development standards and density	Requires up front cost
Implied municipal responsibility for providing public parking / transportation infrastructure	No ongoing costs for parking operations and maintenance
Difficult to set rates to the cover construction cost of structured parking	Parking may not be directly adjacent or visible from building
One time fee does not account for ongoing operating costs / maintenance	
Retain control of the parking supply as part of overall community transportation plan	

Cedar Falls Concepts



CONCEPT A - COMMERCIAL AT GRADE
SITE + LEVEL 1 PLAN
1" = 50'-0"



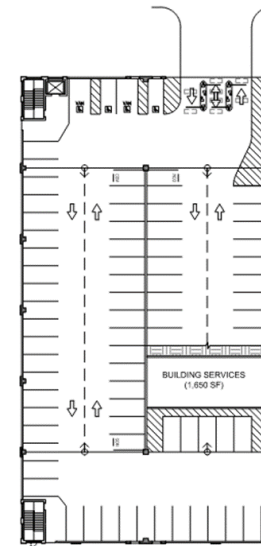
CONCEPT A - PARKING SPACE TABULATION

DESCRIPTION	STANDARD	COMPACT	ADA	ADA VAN	TOTAL	AREA (SF)
LEVEL 5	27	2	0	0	29	10800
LEVEL 4	89	4	0	0	93	29700
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LEVEL 1	0	0	0	0	0	9000
TOTAL	282	14	6	2	304	108900

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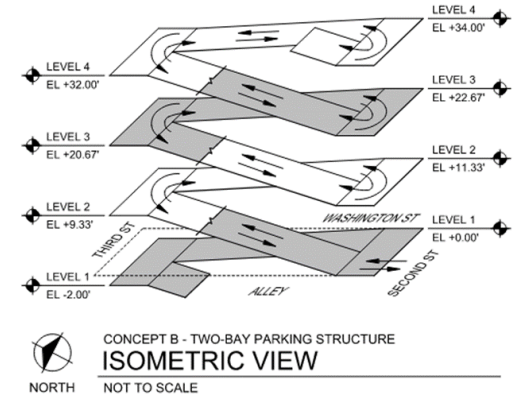
PARKING EFFICIENCY	358.2 SF/SPACE
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Commercial At Grade
\$64,000/Space (w/o Land Cost)



CONCEPT B - TWO BAY PARKING STRUCTURE
SITE + LEVEL 1 PLAN
1" = 50'-0"

Standalone Parking Structure
\$42,100/Space (w/o Land Cost)



CONCEPT B - PARKING SPACE TABULATION

DESCRIPTION	STANDARD	COMPACT	ADA	ADA VAN	TOTAL	AREA (SF)
LEVEL 4	76	4	0	0	80	26300
LEVEL 3	86	4	2	0	92	29700
LEVEL 2	86	4	2	0	92	29700
LEVEL 1	68	3	2	2	75	28000
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PARKING EFFICIENCY	335.4 SF/SPACE
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Commercial At Grade



Mixed-Use Over Parking



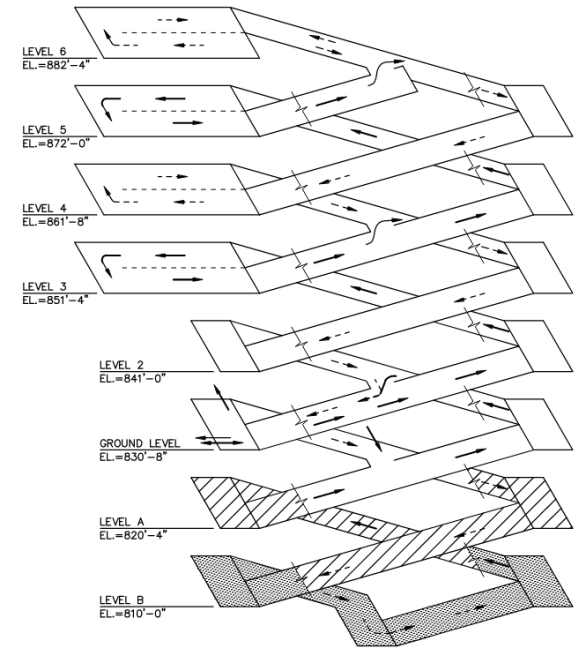
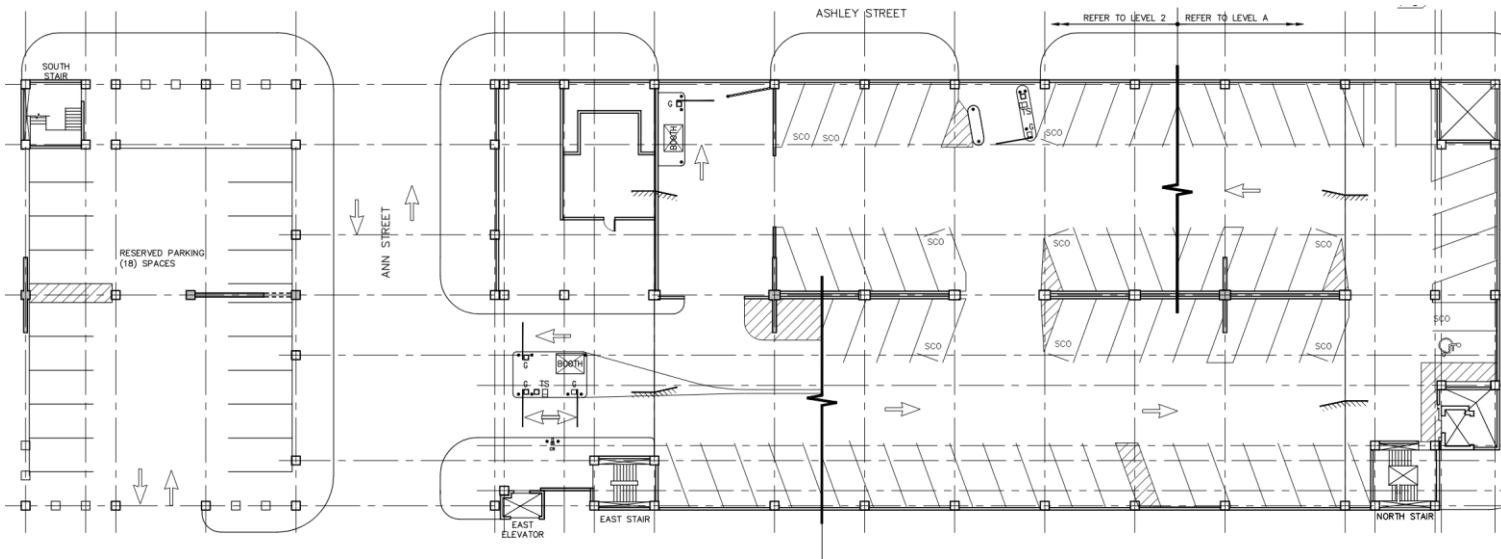
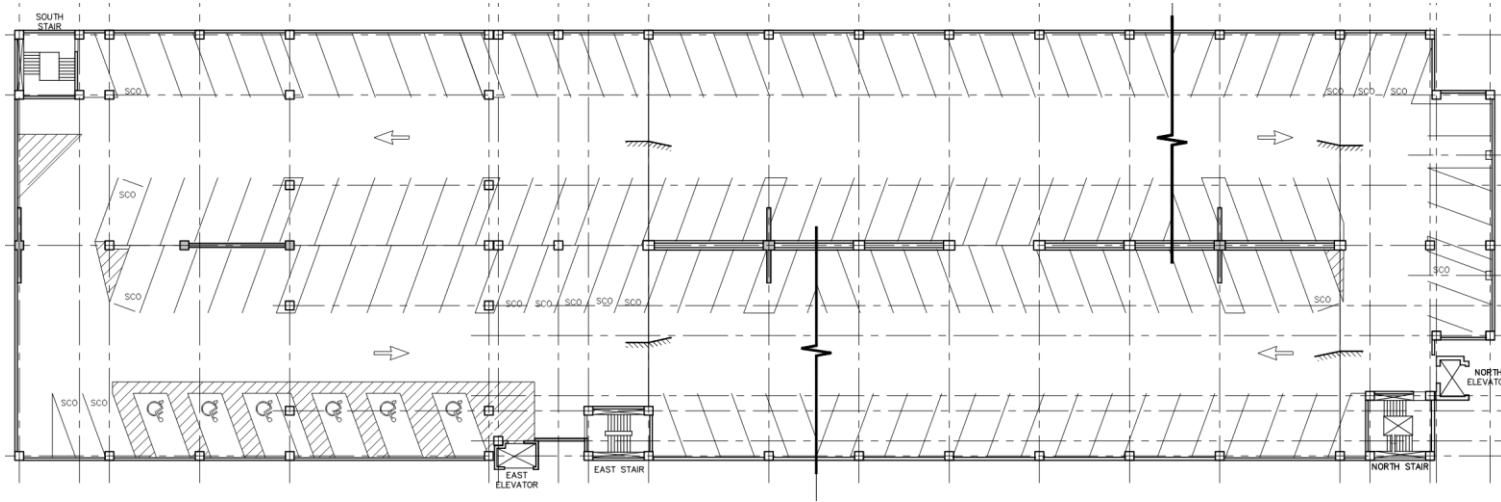
Below and Above Grade Parking Levels
\$75,000/Space



Below and Above Grade Parking Levels
\$83,500/Space



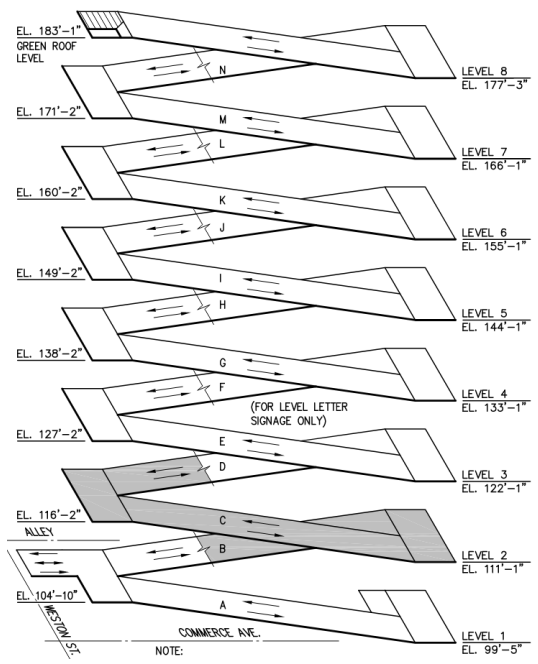
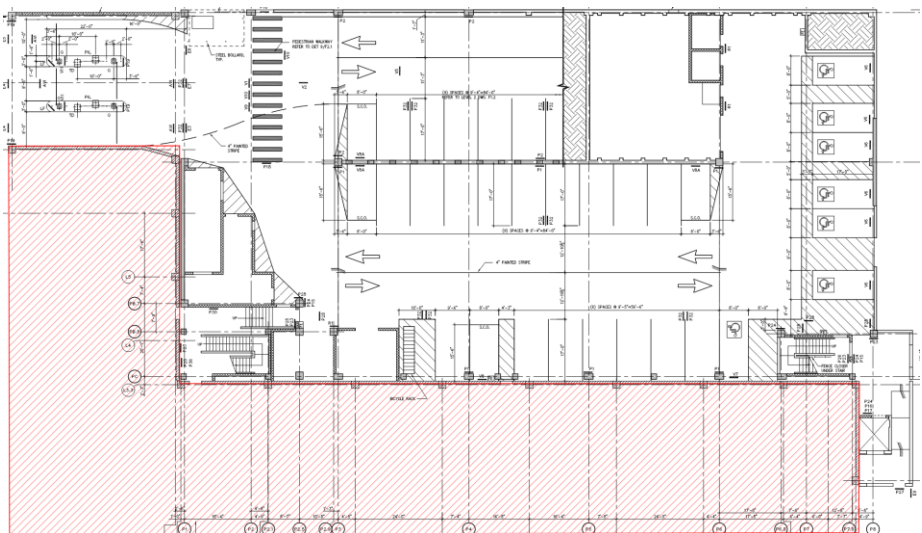
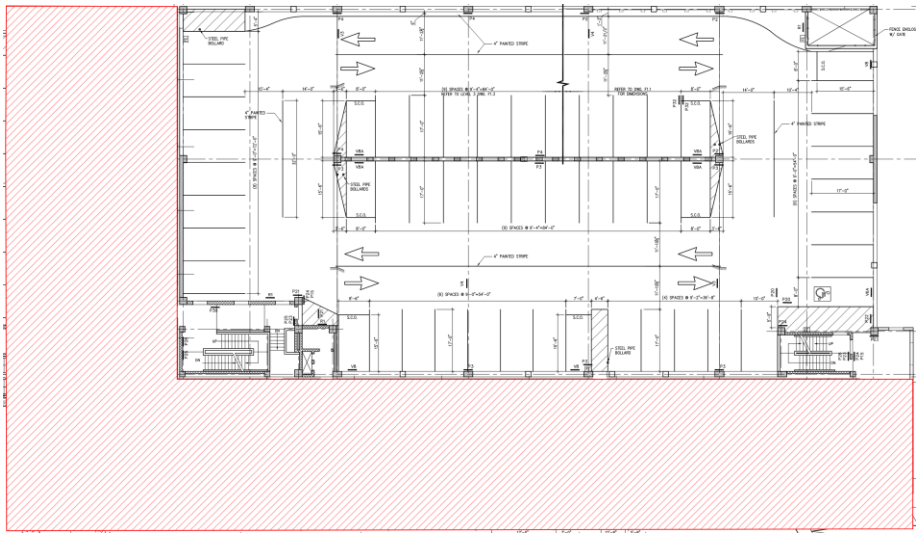
Parking "Bridge"



Parking “Bridge”



Liner Buildings



\$47,300/Space

Liner Buildings



\$28,300/Space
Not Including Solar



Liner Buildings



Harrison Street Parking Ramp
Iowa City, Iowa

- Condo liner building on two side
- 608 Parking spaces
- 6 Levels (1 Partially Below Grade)



City Council Committee Meeting

July 15, 2024



Downtown Parking Discussion

What is a “Fee in lieu” Ordinance?

- Developer given an option to pay a fee in lieu of constructing required parking spaces on the development site.
- Fee is based on a percentage of the current estimate of the cost of constructing a parking space in a parking ramp, adjusted annually.
- Payment is made on a per-space basis. City may restrict how much of the required parking is eligible for payment of fees in lieu.
- Ordinance establishes when the payment is due, e.g., fees due at the time the building permit is issued. Ordinance may allow payment to be made in installments per a development agreement.
- Fees must be used for capital improvement costs of parking facilities (including land acquisition, costs to construct, debt service on bonds).
- Per State law fees cannot be used for maintenance and operations.

Downtown Parking Discussion

“Fee in lieu” Ordinance - Important Aspects

- Fees are for capital costs of public parking infrastructure only.
- Fees are not payment for parking permits and do not give a developer rights to parking spaces within a facility.
- Residents within the development for which fees in lieu are paid then may purchase permits or pay daily fees for parking in the public parking facility. City may give them preference on purchase of permits.
- Ordinance must be targeted toward a defined area.
- Ordinance must include provision to refund any fees not used within 5 years, so it is important to have a plan to construct a public parking facility before establishing a fee ordinance.

Downtown Parking Discussion

“Fee in lieu” Benefits:

- Fees collected help pay for public parking facilities.
- Facilitates development by allowing flexibility on how parking is provided.
- Provides opportunities for redevelopment of small infill sites.
- Maximizes use of development sites for revenue generating uses, such as retail, restaurants, offices, housing.
- Increases assessed value of properties (increases City’s tax base).

Downtown Parking Discussion

Current Downtown Parking Requirements:

Residential in mixed-use or multi-unit buildings:

- Required parking: 0.75 spaces per bedroom
- Shared parking: 0.25 spaces per bedroom

Commercial - upper floor

- Shared parking: 1.25 spaces per 1,000 square feet
- If less than 5,000 square feet, exempt from shared parking.

Exempt from parking requirements:

- Commercial - ground floor
- Existing buildings fronting on Main Street between 1st and 6th
- Re-use of an existing building with no gross floor expansion and the use is/remains non-residential.

Downtown Parking Discussion

Building Height Limits:

Urban General: 4 stories and 52 feet

Changes to height standards or an allowance for bonus height would require an amendment to the zoning ordinance.

Note: During drafting of downtown code, early discussion included a provision allowing for up to two stories of bonus height for buildings containing significant public parking, as approved by Council.



Cedar Falls Parking Study Findings and Recommendations

June 17, 2024



Goals of the Downtown Parking Study

- Utilize parking occupancy counts to determine demand and assess need for additional parking supply
- Gather community input on downtown parking use and needs
- Determine if a parking structure is needed to accommodate current parking demand and plan for future growth
- Develop parking structure concepts and operating methodology
- If a parking structure is recommended, identify potential rate strategies that would help financially support construction and operations

Input and Data Gathering

- **Stakeholder interviews**
 - Business owners, elected officials, and staff
- **Two public forums**
 - February 25 and 26, 2024
- **Online parking survey**
 - 1,460 respondents
- **Conducted parking occupancy counts**
 - Thursday December 7, and Saturday, December 9, 2023
 - Reviewed historic occupancy counts gathered by city staff

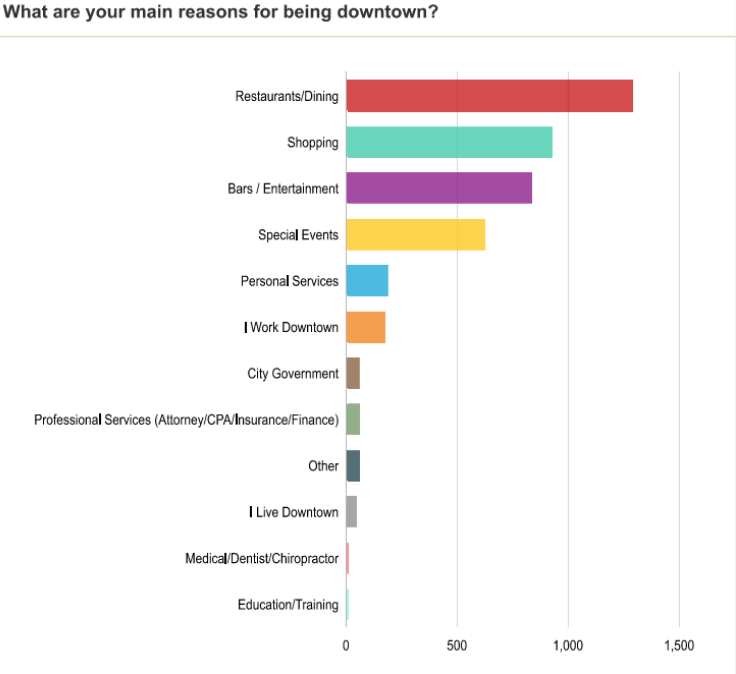


Stakeholder Interviews and Public Forums

- Business owners, downtown residents and the community like downtown and enjoy the energy and vibrancy
- Concerned about the public parking supply and feel there is a need for more parking
 - There is a desire for additional parking in a structure
 - How to pay for a parking structure overwhelms the conversation
- Mixed feelings on paid parking, although general feeling that it may be needed at some point
- The decision on a parking structure needs to be made one way or another

Survey

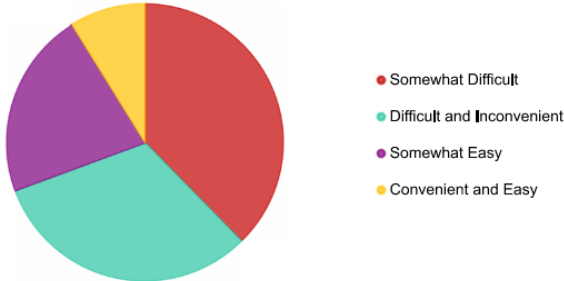
- Over 100 pages of results and comments
- Comments covered a large range of opinions
 - No garage, keep it free, don't do anything to downtown
 - Build a garage, charge fees to pay for it, keep downtown momentum going
 - Threats of never returning to downtown from both parties
- Don't ignore, but don't overly weigh the harshest comments
- Most respondents want to keep downtown great; they simply have differing views on how that is accomplished



Survey Responses

- 69% characterize finding a space as difficult
 - 37% somewhat difficult
 - 32% difficult and inconvenient
- Weekend evenings most difficult followed by events
- 65% say two or three blocks is a reasonable walking distance
- 80% say more parking is needed
- 52% say parking on Main St. should be free
 - 48% willing to pay

How would you generally characterize your ability to find a parking space downtown?



Answers	Count	Percentage
Somewhat Difficult	545	37.33%
Difficult and Inconvenient	461	31.58%
Somewhat Easy	316	21.64%
Convenient and Easy	128	8.77%

Answered: 1,450 Skipped: 10



Parking Demand

- Created Zones to segment demand
- Downtown core
 - Main St. on-street
 - Washington St.
 - State St.
- Clay St. zone feels demand on numbered streets
- Franklin St. and Southern zones are impacted on busiest days

Parking Demand Counts – December 2023

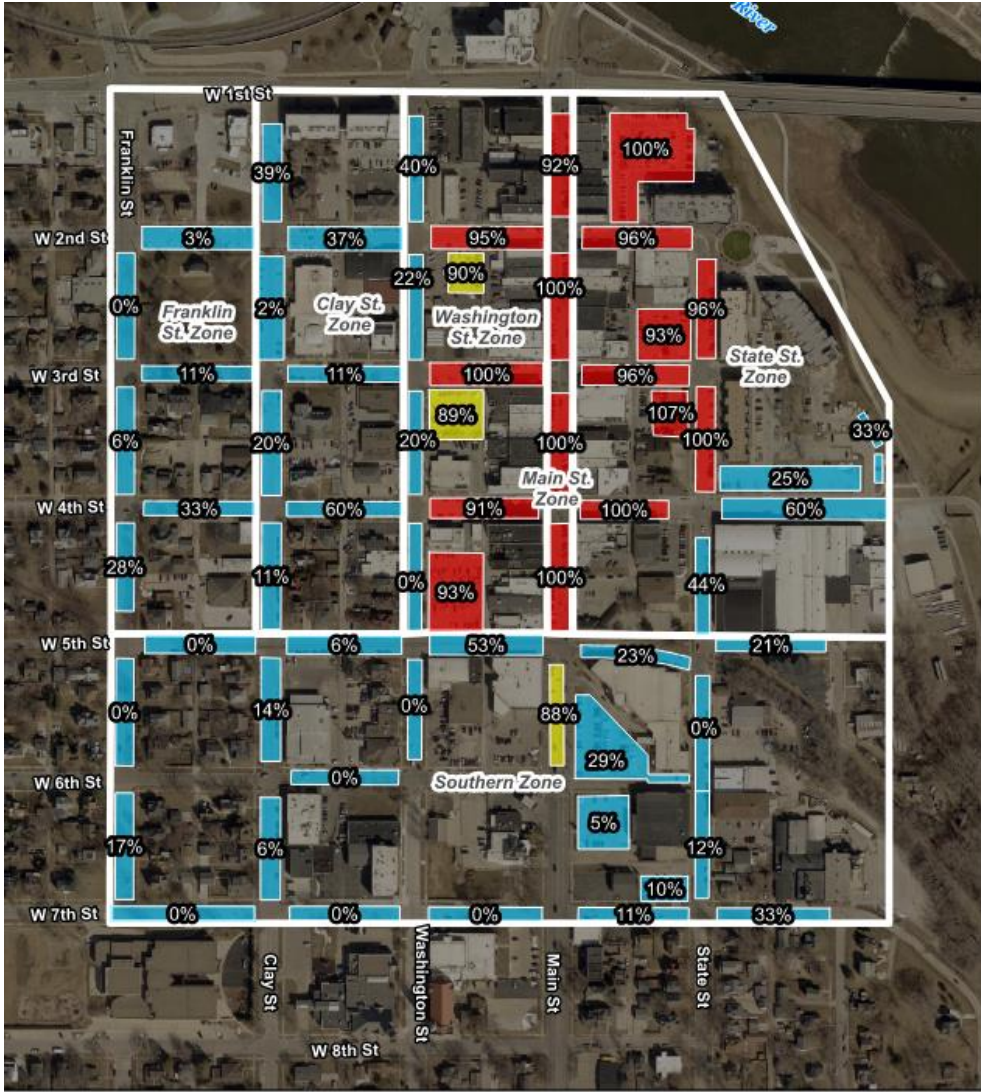
Zone Designation	Parking Lot	Parking Capacity	Weekday 10am	Weekday 10am	Weekday Noon	Weekday Noon	Weekday 2pm	Weekday 2pm	Weekday 4pm	Weekday 4pm	Weekday 6pm	Weekday 6pm	Weekday 8pm	Weekday 8pm
			Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %

Downtown Core Washington St., Main St., & State St. Zones	On Street Parking Total	332	158	48%	210	63%	175	53%	228	69%	358	108%	255	77%
	Off Street Parking Total	377	217	58%	236	63%	259	69%	267	71%	381	101%	292	77%
	Combined Total	709	375	53%	446	63%	434	61%	495	70%	739	104%	547	77%

Weekend 10am	Weekend 10am	Weekend Noon	Weekend Noon	Weekend 2pm	Weekend 2pm	Weekend 4pm	Weekend 4pm	Weekend 6pm	Weekend 6pm	Weekend 8pm	Weekend 8pm
Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %

204	61%	254	77%	259	78%	214	64%	275	83%	242	73%
218	58%	281	75%	276	73%	230	61%	301	80%	290	77%
422	60%	535	75%	535	75%	444	63%	576	81%	532	75%

- Peak on Thursday night event – over 100% in downtown core
- Saturday – 81% occupancy at 6PM
 - Empty spaces in Viking Pump and along 4th Street



LEGEND

Parking Occupancy

- 91%-107% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

**SATURDAY,
DECEMBER 9, 2023
6PM OCCUPANCY**



0 250 500 FEET

DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022.

LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

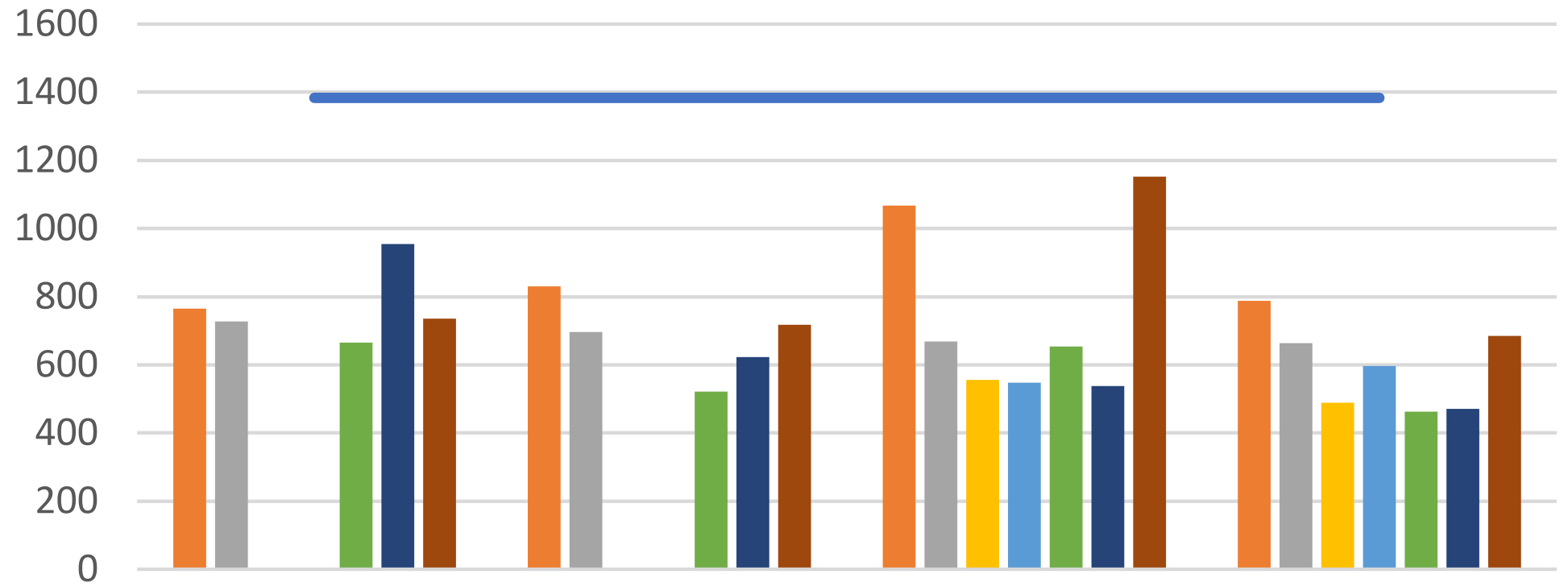
**SATURDAY,
OCTOBER 16, 2021
5PM OCCUPANCY**



0 250 500 FEET

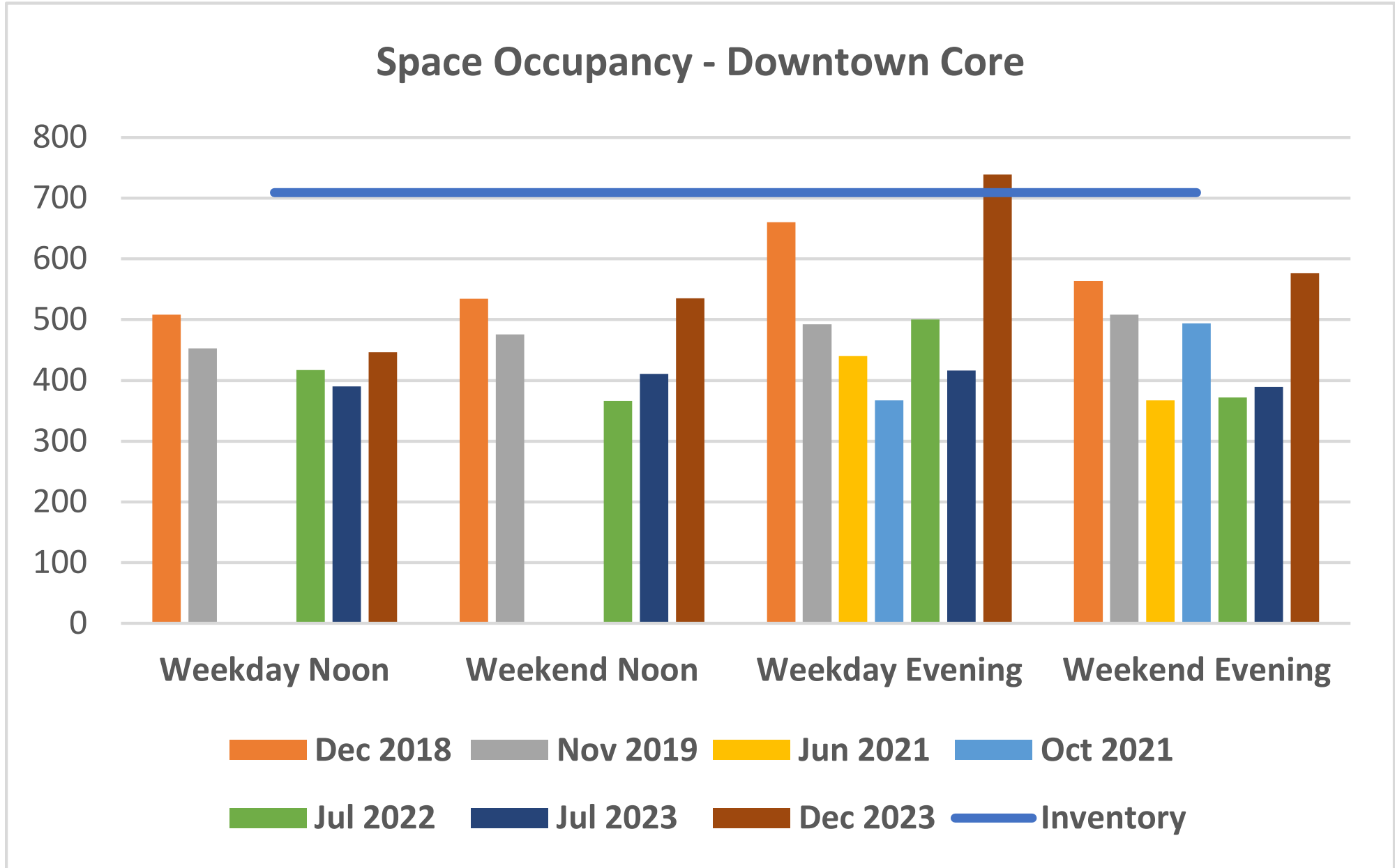
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022.

Space Occupancy - All Zones



Dec 2018 Nov 2019 Jun 2021 Oct 2021
Jul 2022 Jul 2023 Dec 2023 Inventory





Current Parking Demand

- Parking demand has returned to 2018 levels – slightly above in some areas
- Daytime demand appears to be growing slightly slower than evenings
- Downtown core is busy in the evening – only parking spaces available at:
 - W4th St. / Viking Pump
 - Washington St.



Downtown Opportunities and Development

- **Patton Diner**
 - Potentially creating parking demand for 50-80 spaces at peak time (employee plus patron)
- **3rd and State St.**
 - Assume most of the parking demand will be handled on-site
- **Cedar River Experience**
 - Potentially 200+ daily visitors
 - 20 – 50 additional vehicles into downtown
 - True impact measured after opening



Future Parking Demand

- Potential for 100+ additional vehicles in downtown
 - Considering highly likely developments and Cedar River Experience
- Potential to utilize all parking spaces in the downtown core on a typical weekend evening
 - Parkers will routinely end up at City Hall, Viking Pump, and neighborhood streets
- Event parking will continue to spill west and south of the core
- *Risk* – low intensity uses (retail) changing to high intensity uses (restaurant / bar) further increasing parking demand

Future Parking Demand in the Downtown Core

- **Current downtown core parking**
 - Near 100% occupancy during events
 - Over 80% occupancy on typical weekend (afternoon and evening)
 - 60% - 70% during the weekday
- **Patton Diner and 3rd and State**
 - Over 100% occupancy during events
 - Approaching 90% occupancy on typical weekend (afternoon and evening)
 - 70% - 75% during the weekday
- **Cedar River Experience**
 - Over 100% occupancy during events
 - Over 91% (daytime) and 95% (evening) occupancy on typical weekend
 - 75% - 80% during the weekday



Managing Parking Occupancy

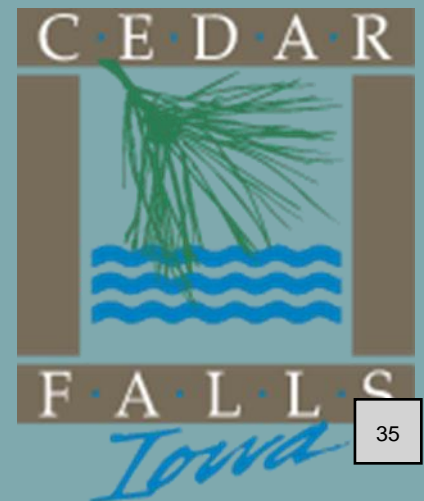
- **Under 80% occupancy - Inefficient**
 - System operates with proper enforcement and sound policy, but too much land is dedicated to parking, **supports growth and development**
- **80% - 90% occupancy – Ideal for patrons and administration**
 - System needs regular management for events, patron and business requests, enforcement oversight, and problem solving
- **90% - 95% occupancy – Difficult for patrons and administration**
 - Drivers have trouble finding an open space, enforcement is critical but often considered overbearing, complaints are common
- **95% - Effectively full - Patrons alter plans to come downtown**
 - There are no/few available parking spaces, patrons avoid downtown

Current Parking Finances

- Parking fund had \$451,000 balance at end of FY23
- “Free” parking operates at a **(\$100,000 - \$200,000)+** annual deficit
 - Does not include capital maintenance
 - Over \$100,000 in CIP budgets for 2025 and 2026
 - Only free to the people parking, not the City (taxpayers)
- Expenses will likely continue to increase, creating a larger annual deficit
- The Parking fund will be depleted in less than five years
- The current parking program cannot be sustained without operational changes or a decision to fund the deficit through means other than the parking fund



Findings and Recommendations



Parking Supply and Demand

- A successful and vibrant downtown has propelled parking demand
- The downtown core is reaching full parking capacity depending on the day, weather, events, etc.
- Event and weekend peaks are generally accommodated within a 10-minute walk – City Hall, Viking Pump, side streets, etc.
- Cedar River Experience and other opportunities will create a near 100% capacity and occasional shortages of parking in the downtown core



Options to Address Future Parking Demand

- **Build enough parking to meet demand – Additional Supply**
 - Structured parking as a primary or secondary building use
 - Additional parking lots are not a feasible, buildings would have to come down
 - Increasing zoning requirements would also create undesired parking lots in downtown
- **Utilize on-street parking outside of the downtown core**
 - Low-cost spaces that already exist
 - Patrons, business owners, and homeowners will have opinions on efficacy
- **Limit parking supply and encourage mobility options**
 - People will alter decisions on HOW they travel to downtown
 - May result in suburban style development with parking next to the buildings
 - *Risks turning some people away from downtown and/or slowing investment*

Downtown Momentum



- On most days, the City can support current (12/2023) downtown activity levels with the existing parking supply. People will park several blocks away but will find a space.
- However, a shortage of public parking will likely inhibit future growth and opportunities.
- To achieve the Downtown Vision Plan, especially along Washington St., additional parking is needed in the form of structured parking.

Parking Structures

- Architecture to meet Character Area defined in the Downtown Vision Plan
- Mixed-use when possible
 - Ground level commercial
 - Wrapped ends and sides – commercial or residential
 - Residential on top of parking
- Located for ease of use – driving to and walking after parking
- Designed with safety in mind
 - Lighting, clear sight lines, glass stair towers, effective signage



Parking Structure Advantages

- Opens parking lots for development opportunities
- Contributes to densification of downtown
- Consolidates parking into a few locations drivers can seek
 - Potential to have positive impact on traffic and cruising for open parking spaces
- Patrons want low-hassle parking
 - Many would prefer to pay for parking on Main St. rather than park at City Hall for free (38% per survey)
- Brick and mortar projects energize downtown



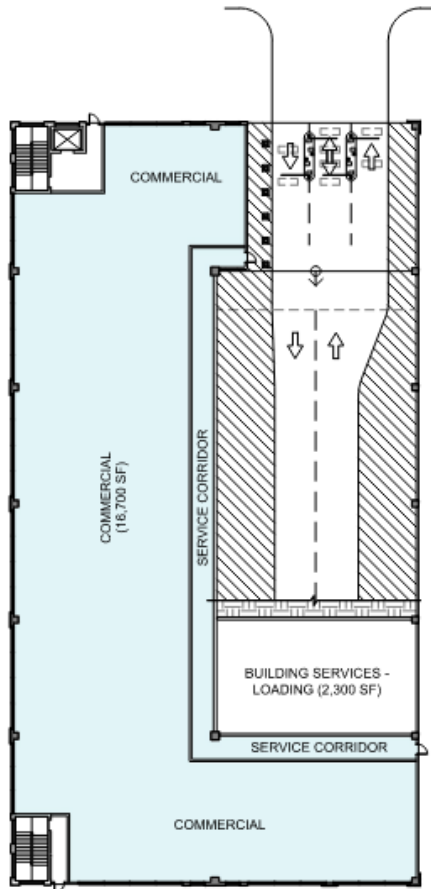
Parking Structure Risks

- Long-term commitment of land and money
 - Minimum 20-50 year use of land
- Cost \$40,000 - \$70,000 per space to build
 - \$14 - \$25 million for a 350-space structure
- Economic downturns result in lower usage of facilities
 - Reduced revenues when charging user fees
- Transportation habits change (low risk over 30 years for Cedar Falls)
 - Transit may improve, but Cedar Falls is likely to remain vehicle centric for the City and surrounding communities for the foreseeable future



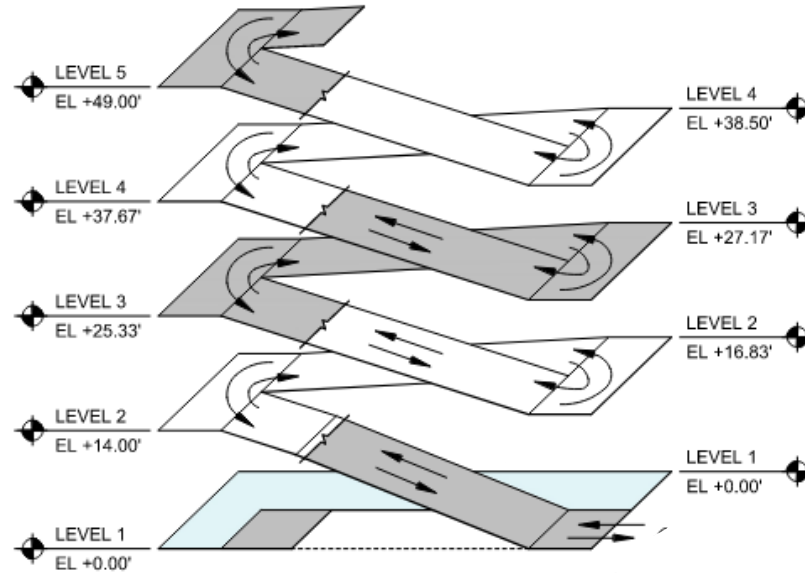
Easy to use
concept
that is
feasible in
many
downtown
locations

Street Level
Commercial



CONCEPT A - COMMERCIAL AT GRADE
SITE + LEVEL 1 PLAN

1" = 50'-0"

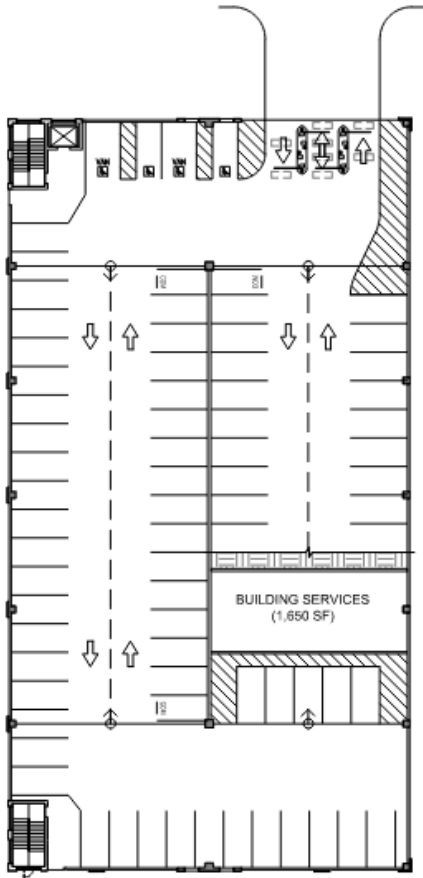


NORTH

CONCEPT A - COMMERCIAL AT GRADE
ISOMETRIC VIEW

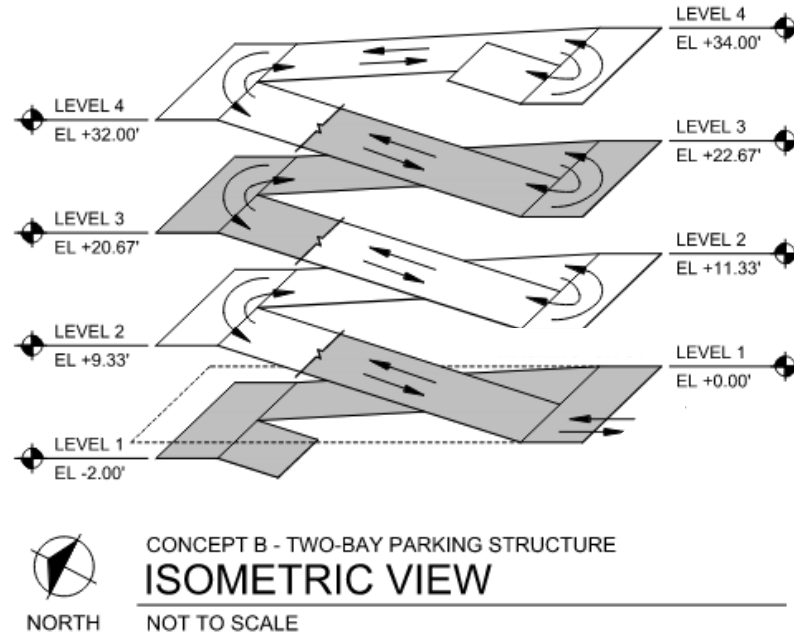
NOT TO SCALE

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CONCEPT B - TWO BAY PARKING STRUCTURE
SITE + LEVEL 1 PLAN

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PARKING EFFICIENCY	335.4 SF/SPACE					

Similar
 concept
 without
 commercial
 space

Occupied Space Above Parking

- Height restrictions complicate opportunities – four levels due to zoning
- To build on top, the parking structure typically requires
 - Podium level to support commercial/residential space
 - Parking structure fire protection
 - Additional structure (larger foundations, etc.)
 - Utility and pedestrian access penetrations, and additional structural framing can reduce parking efficiency
- One level of commercial / residential may not provide return on investment, while two levels reduce the amount of parking spaces gained
- Liner buildings and grade level space may be more viable

Parking with Commercial Space at Grade

City of Cedar Falls, Iowa
 Parking Structure Concept Study
 Concept A - Conceptual Budget Estimate
 Spring 2024



Precast parking structure with white box commercial space at grade and a premium façade that complements the character of downtown and neighboring buildings

		Parking Structure	Commercial Building	Residential Building	Total
Parking		\$ 12,500,000	\$ -	\$ -	\$ 12,500,000
Commercial White Box		\$ 2,070,000	\$ -	\$ -	\$ 2,070,000
Mobility Hub		\$ -	\$ -	\$ -	\$ -
Residential		\$ -	\$ -	\$ -	\$ -
Opinion of Probable Construction Cost		\$ 14,600,000	\$ -	\$ -	\$ 14,600,000
Design and Estimating Contingency	10.0%	\$ 1,460,000	\$ -	\$ -	\$ 1,460,000
Escalation - 2025 Construction	5.0%	\$ 803,000	\$ -	\$ -	\$ 803,000
Construction Contingency	5.0%	\$ 843,150	\$ -	\$ -	\$ 843,150
Soft Costs	10.0%	\$ 1,770,615	\$ -	\$ -	\$ 1,770,615
Land Acquisition		\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
Conceptual Budget Estimate		\$ 20,500,000	\$ -	\$ -	\$ 20,500,000

Four Levels Parking Only

City of Cedar Falls, Iowa
 Parking Structure Concept Study
 Concept B - Conceptual Budget Estimate
 Spring 2024



Precast parking structure with a premium façade that complements the character of downtown and neighboring buildings

		Parking Structure	Commercial Building	Residential Building	Total
Parking		\$ 10,700,000	\$ -	\$ -	\$ 10,700,000
Commercial White Box		\$ -	\$ -	\$ -	\$ -
Mobility Hub		\$ -	\$ -	\$ -	\$ -
Residential		\$ -	\$ -	\$ -	\$ -
Opinion of Probable Construction Cost		\$ 10,700,000	\$ -	\$ -	\$ 10,700,000
Design and Estimating Contingency	10.0%	\$ 1,070,000	\$ -	\$ -	\$ 1,070,000
Escalation - 2025 Construction	5.0%	\$ 588,500	\$ -	\$ -	\$ 588,500
Construction Contingency	5.0%	\$ 617,925	\$ -	\$ -	\$ 617,925
Soft Costs	10.0%	\$ 1,297,643	\$ -	\$ -	\$ 1,297,643
Land Acquisition		\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
Conceptual Budget Estimate		\$ 15,300,000	\$ -	\$ -	\$ 15,300,000

Parking Structure Costs

- Construction – One time cost, likely converted to annual debt
- Operations – Ongoing annually, increases with inflation
- Maintenance – Ongoing annually, increases with inflation
- Debt – Fixed cost that is a lower percentage of overall costs over time due to inflation



Parking Structure Operations

- Operate structure and off-street parking lots the same
 - Gateless
 - Monthly permits – downtown workers and residents
 - Daily parking and events
- **Staffing**
 - Additional enforcement - 0.5 FTE
 - Housekeeping and basic maintenance – 10 hours per week
 - Current administrative staff

Paid Parking

- Paid Patron Parking accomplishes two goals
- Paid parking is a capacity management tool
 - Occupancy levels above 80% require management of the system
 - Pricing for premium parking spaces and options for price sensitive patrons
 - Helps maintain open parking spaces along Main Street and reduce driving around looking for a parking space
- Paid parking provides revenue for parking and downtown improvements
 - Building additional parking infrastructure
 - Daily housekeeping, and long-term maintenance – asphalt and concrete
 - Potentially support pedestrian, bicycle and other transportation goals



Paid Parking

- **Paid parking across downtown would change usage dynamics**
 - Employees are likely moving cars around in time limited parking spaces rather than buying permits – permit demand could increase when there is a cost for all parking products
 - Private parking lots will increase “No Parking” enforcement and / or may potentially choose to charge – could expand public supply
- **Higher rates for on-street parking**
 - Most desired, easiest to find and use
 - Helps keep employees in off-street parking
- **Make it easy to pay**
 - Consider incentive or credit on mobile app when people sign up
- **Free parking is great, but patrons want predictability and ease of use**

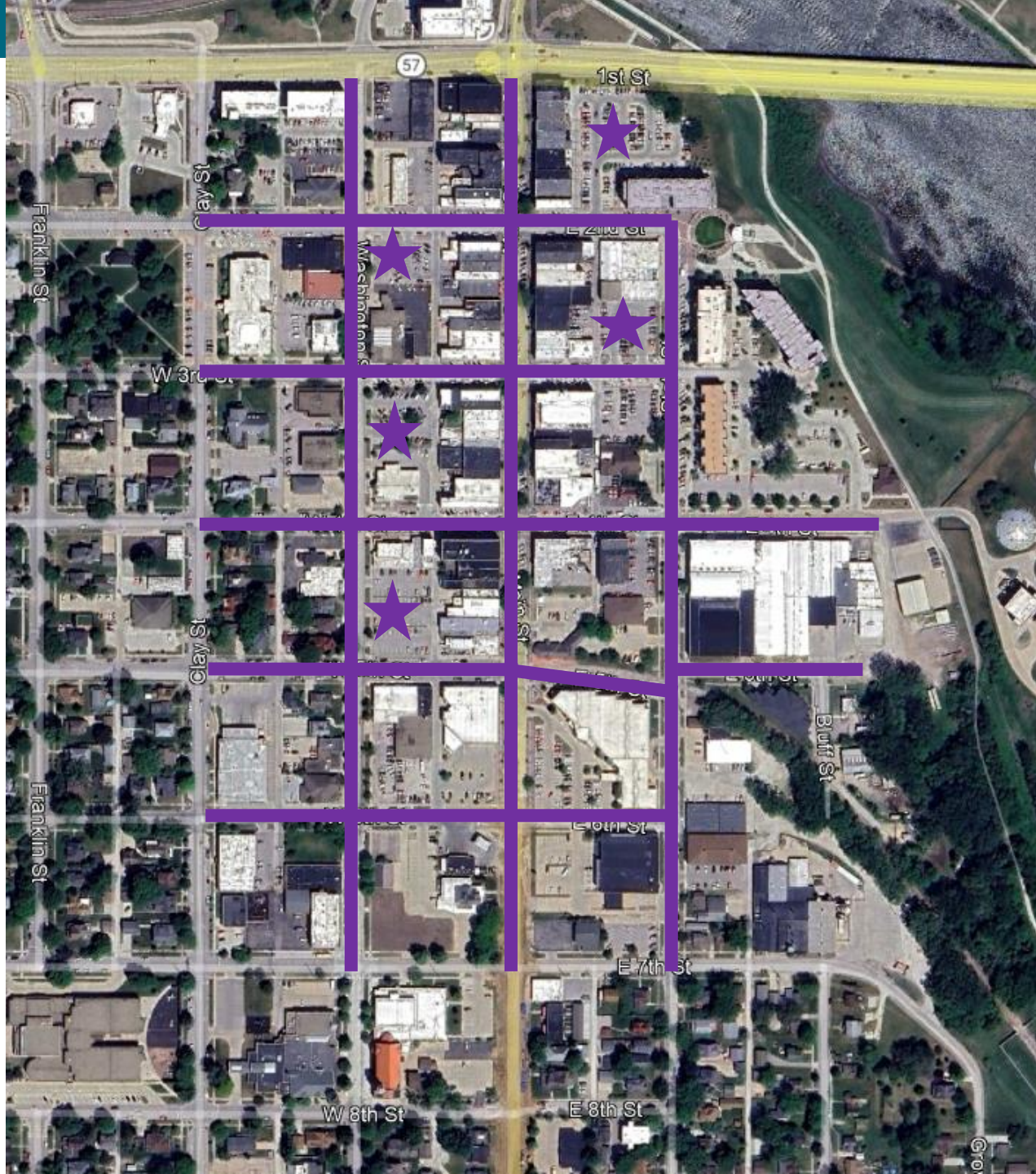


Paid Parking System

- **Parking would be a “system” encompassing all parking options**
 - Off-street lots and potential structure
 - On-street parking
 - Citations and fines
- **Expenses would be supported by parking rate strategy**
 - Operational costs
 - Maintenance – lots and structure
 - Debt Service
- **Other revenue sources may be necessary**
 - Downtown Business Owners, TIF, or General Fund

Potential Paid Parking Area

- Library lot would remain free to Library patrons
- Loading zones, 15 minutes spaces, No Parking, etc. to remain
- Private parking could be part of the system



Potential Rate Structure

- **On-street parking**
 - Premium location – highest rates
 - \$1 per hour
 - Main Street has the same rates as other streets – patron and operational simplicity
 - 9am – 9pm
 - Monday - Saturday
- **Citations should be at least 2X the cost of daily parking**
 - Increased expired meter fee
 - Initiate meter citation forgiveness program
 - Double fines after 30 days to encourage payment
 - Double initial fine after six citations in a calendar year – habitual offenders

Potential Rate Structure

- **Off-street parking**
 - \$0.75 per hour
 - Easy to find and access in a structure
 - Longer-term parking
 - Employee and residential permits
- **Permits**
 - \$35 / month – continue current price
 - \$45 / month after opening structure
 - Consider double the cost for residential permits since they desire 24/7 access
 - Adjust annually with inflation
- **As the system matures, consider a tiered rate system with less desirable locations at a lower rate**

Parking System Financial Considerations

- Parking structure with grade level occupied space - \$20,500,000
 - Annual Debt - \$1,700,000
- Parking structure with parking only - \$15,300,000
 - Annual Debt - \$1,275,000
- Debt Issuance
 - 20 years – General Obligation Bonds
 - Could be subject to referendum or reverse referendum
- Staffing
- Utilities, equipment, vendors, support services
- Long-term maintenance



Operating a Parking System

- Order of magnitude estimates to demonstrate possibilities
- Year 1 Parking Revenues
 - \$1.26 Million
- Year 1 Parking Expenses
 - \$1.73 Million (parking only structure)
 - \$2.15 Million (parking structure with commercial space)
 - Sale of commercial space could offset cost
- Potential shortfall of \$470,000 - \$800,000 annually
- The Parking System is facing an annual deficit with or without a structure

Operating a Parking System

- Cost of the parking system spread across several areas
- User fees, rates, collections
 - 60% - 75% annual costs
- General Fund
 - 10% - 30% annual cost
- Downtown business owners

City of Cedar Falls
Parking Financial History and Potential Costs

Item 1.

Fiscal Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Revenue										
Meter/Lot Collections	\$ 6,894	\$ 4,332	\$ 5,806	\$ 19,880	\$ 16,427	\$ 902,417	\$ 929,489	\$ 978,601	\$ 1,007,959	\$ 1,038,197
Parking Violations	\$ 123,038	\$ 146,651	\$ 84,688	\$ 175,048	\$ 130,026	\$ 195,039	\$ 200,890	\$ 231,024	\$ 237,954	\$ 245,093
Parking Permits	\$ 26,484	\$ 23,521	\$ 7,724	\$ 47,620	\$ 36,287	\$ 29,100	\$ 29,973	\$ 50,280	\$ 51,788	\$ 53,342
Interest	\$ 19,926	\$ 21,126	\$ 9,220	\$ 2,144	\$ 6,565	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Revenue Total	\$ 176,342	\$ 195,630	\$ 107,438	\$ 244,692	\$ 189,305	\$ 1,131,556	\$ 1,165,352	\$ 1,264,904	\$ 1,302,702	\$ 1,341,633
Expenditures										
Personal Services (Staff)	\$ 82,728	\$ 123,065	\$ 204,537	\$ 199,411	\$ 187,465	\$ 194,964	\$ 202,762	\$ 240,000	\$ 249,600	\$ 259,584
Commodities	\$ 4,037	\$ 6,889	\$ 8,577	\$ 12,241	\$ 12,385	\$ 13,624	\$ 14,986	\$ 18,500	\$ 20,350	\$ 22,385
Services and Charges	\$ 139,457	\$ 64,022	\$ 53,736	\$ 62,168	\$ 63,099	\$ 69,409	\$ 72,879	\$ 95,000	\$ 99,750	\$ 104,738
Capital Costs / Funding		\$ 80,209	\$ 15,914	\$ 7,063		\$ 20,000	\$ 21,000	\$ 74,350	\$ 81,785	\$ 89,964
Transfers	\$ 9,880	\$ 13,660	\$ 21,380	\$ 28,410	\$ 30,640	\$ 31,866	\$ 33,140	\$ 34,466	\$ 35,844	\$ 37,278
Debt Service								\$ 1,275,000	\$ 1,275,000	\$ 1,275,000
Initial Equipment Investment						\$ 500,000				
Expense Total	\$ 236,102	\$ 287,845	\$ 304,144	\$ 309,293	\$ 293,589	\$ 829,862	\$ 344,768	\$ 1,737,316	\$ 1,762,329	\$ 1,788,948
Net Income	\$ (59,760)	\$ (92,215)	\$ (196,706)	\$ (64,601)	\$ (104,284)	\$ 301,694	\$ 820,585	\$ (472,411)	\$ (459,628)	\$ (447,316)
Revenue Options										
Downtown Business Owners										
General Fund Contributions										
Annual Operating Balance	\$ (59,760)	\$ (92,215)	\$ (196,706)	\$ (64,601)	\$ (104,284)	\$ 301,694	\$ 820,585	\$ (472,411)	\$ (459,628)	\$ (447,316)
Fund Balance	\$ 969,092	\$ 909,332	\$ 817,117	\$ 620,411	\$ 555,810	\$ 451,526	\$ 753,220	\$ 1,573,805	\$ 1,101,393	\$ 641,765
Total Revenue	\$ 176,342	\$ 195,630	\$ 107,438	\$ 244,692	\$ 189,305	\$ 1,131,556	\$ 1,165,352	\$ 1,264,904	\$ 1,302,702	\$ 1,341,633
Total Expenditures	\$ 236,102	\$ 287,845	\$ 304,144	\$ 309,293	\$ 293,589	\$ 829,862	\$ 344,768	\$ 1,737,316	\$ 1,762,329	\$ 1,788,948
Year End Balance	\$ 909,332	\$ 817,117	\$ 620,411	\$ 555,810	\$ 451,526	\$ 753,220	\$ 1,573,805	\$ 1,101,393	\$ 641,765	\$ 194,449

Parking Funding Challenge

- There is a cost to building, maintaining, and operating a public parking system
- Downtown Cedar Falls is a great entertainment district with parking demand peaks for events and on weekend evenings
 - 3-4 nights per week for 2-3 hours, 10-15 hours of peak parking demand
- Moderate weekday demand and customer friendly parking rates make it difficult to pay the costs of structured parking
- To fund a parking system revenue would have to exceed \$200 / space / month for every space
 - Difficult to achieve at \$35 / month permits and \$1 / hour or less for daily parking

Paid Parking Without a Structure

- The City is facing a financial deficit that may exceed \$200,000 annually in the next 3-5 years that has to be addressed
- The management tools of paid parking would help with parking system administration
 - Pricing strategies to create available parking spaces along Main Street
 - Patrons could choose parking options to best meet their price sensitivity
- Parking system would likely run a surplus that could be saved / used for future parking and mobility infrastructure
- Hard to communicate advantages of paid parking to the community without an increase in parking supply (new structure)
 - Paying for a service that was previously free

Rates and Operations in Other Cities

- Coralville – Charge for parking in two locations, majority of operations and debt supported through the General Fund
- Waterloo – Operations supported through fees, maintenance and debt through the General Fund
- Iowa City – Recently raised rates, parking fees only cover 22% of operations, debt and maintenance

City	On-Street Rate/Hour	Off-Street Rate/Hour	Residential District Annual Permit	Parking Lot Monthly Permit	Structured Parking Monthly Permit	Citation	Late Fees	Equipment Type	Enforcement Times
Dubuque	\$0.50 - \$0.75	Structured - \$1.00 Lot (Metered)- \$0.50 - \$0.75	\$15.00	\$40.00 - \$52.00	\$38.00 - \$70.00	\$15.00	\$5.00 (30 Days)	Meters: Coin/PassportParking Structures: Credit Card/Cash	Mon-Sat 8:00am - 5:00pm
Iowa City	\$1.50 - \$3.00	Structured - \$2.00 Lot (Metered) - \$1.00	N/A	\$65.00	\$85.00	\$10.00 - \$25.00	\$5.00 (30 Days)	Meters: CC/Coin/ParkMobile Structures: Credit Card/Cash	Mon-Sat 8:00am - 6:00pm
Council Bluffs	\$0.25 - \$0.75	Lot (Metered)- \$0.25 - \$0.75	N/A	\$40.00	N/A	\$15.00	\$5.00 (30 Days)	Meters: Coin/PassportParking	Mon-Fri 8:00am - 5:00pm
Waterloo	\$0.20 - \$0.50	\$0.20 - \$1.00	N/A	\$30.00 - \$40.00	\$30.00 - \$50.00	\$10.00 - \$15.00	\$5.00 (30 Days)	Meters: Coin/PassportParking	Mon-Fri 9:00 61 00pm
Coralville	N/A	\$0.00 - \$1.00	N/A	N/A	\$50.00	\$25.00	\$5.00 (30 Days)		44

Continual Measurement and Management

- Parking supply is nearing capacity. Significant changes could quickly alter the parking situation.
 - Developments with limited on-site parking.
 - A low intensity use becomes a high intensity use. (Retail to restaurant)
- If the parking supply is not monitored regularly, the situation could quickly become worse
 - Prompts reactionary policy instead of planned solutions
- *Parking issues continually evolve, measuring and adjusting is vital. Occasionally, successful policy needs to be altered due to changing field conditions.*



Recommendations

- Charge for public parking in anticipation of building a parking structure in the next 2-4 years
- Design and construct a parking structure with 350 spaces (net gain of at least 250 spaces)
 - Determine a site that best fits the needs of downtown
 - Architecture, pedestrian use, and vehicle access that facilitates downtown cohesion
- Utilize a combination of user fees, SSMID, TIF and General Fund dollars to pay for operations and capital maintenance
- Allow future growth and development opportunities to direct future parking infrastructure needs
- Conduct regular parking counts, monitor financial situation, adjust, and plan for changes

Patron Service – Making Parking Easy

- **Online experience**
 - Accurate maps of hourly and permit parking
 - Easy to use portals for permit and citation payments
 - “How to” videos and instruction for kiosks and mobile payment apps
- **Mobile payments and citations**
 - Incentive when signing up for the mobile payment app
 - Meter citation forgiveness program
- **Clear signage for patrons to understand policy**
 - You have good signage now, but it will have to be changed for paid parking
- **Thirty-day grace period at implementation to allow community to get used to paid parking**
 - Warning citations, staff on the streets to help / explain, media campaign

Options

- **Keep everything the same**
 - Limits parking supply and possible downtown growth
 - Manage deficit when Parking Fund is exhausted (2-5 years)
- **Implement paid parking without a structure**
 - Closes deficit gap and provides management tools
 - No “concrete” projects to show for paid parking
- **Implement paid parking and plan for a new parking structure**
 - Parking infrastructure and operations plan to help downtown continue to grow
 - New parking deficit due to debt service
- *All options have risks and will require overcoming obstacles to provide a quality experience for residents and visitors!*

Thank You



Cedar Falls Parking Study Public Meeting

February 26 and 27, 2024



Downtown Parking Study

- Downtown has rebounded from COVID with events, shopping, dining and entertainment.
- Parking availability continues to be an issue. This is a sign of a successful downtown!
- BIG Question: Does downtown need more parking?
- If so, what does it look like?
 - Lots, parking structures, on-street outside of downtown?
- Who pays for parking?
- The City does not want parking concerns to inhibit future downtown vibrancy

Parking Occupancy

- Parking occupancy counts in December 2023
 - Historic counts since 2019
- Downtown evening parking highly utilized
 - Vehicles parked a block past City Hall
- Daytime parking also highly utilized
 - Main Street well over 90% occupancy at all times
 - City parking lots mostly full
 - 5th and Washington Lot 66% occupied
- 1st Street to the north, Cedar River to the east, and train tracks to the south create barriers to extending the parking supply



Thursday
December 7, 2023

Online Survey

- Open February 19 through March 4
- Available at the City website or on QR codes across downtown
- Opinions on current parking situation
- What parking needs should be addressed?
- Potential parking structure
- Potential for paid parking

Cedar Falls Parking Survey Questions



The City of Cedar Falls is studying the downtown parking situation to determine the best way to serve the community and support the growing and vibrant downtown. In this process, the possibility of building a downtown parking structure and potentially implementing paid parking have been suggested for further consideration.

The following survey addresses the current downtown parking situation while considering future parking needs as downtown continues to be a destination for people throughout the region. Your participation and opinion are greatly appreciated.

What are your main reasons for being downtown?

Check up to four

- Shopping
- Bars / Entertainment
- Personal Services (Salon/Spa)
- Medical/Dentist/Chiropractor
- I Work Downtown
- Education/Training

Stakeholder Interviews

- Downtown business owners and developers
- Cedar Falls Downtown District – Community Main Street
- Elected officials
- City staff

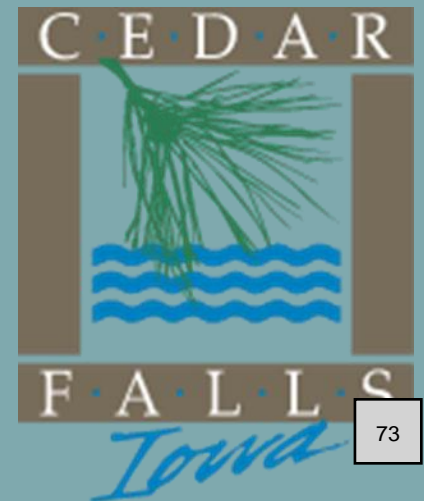


Public Meetings - Today

- Two public meetings to discuss downtown parking needs now and into the future
- Gathering your opinion on
 - Policies and operations that work well
 - Potential changes to improve parking for patrons, employees and residents
 - Potential for a parking structure
 - Who pays for parking?



Downtown Parking Discussion



Does Downtown Need More Parking?

- For the current businesses, events and activities?
- What are your patrons saying?
- To support new opportunities and developments?
- Will a lack of parking stifle the future of downtown?

Parking Structures

- What do you like about the idea of a parking ramp?
- What concerns you?
- Does the density / variety of businesses downtown help your organization?
- How would you like to see land used in downtown? Are parking lots a good use of land?
- Does the City have an obligation to plan for / provide “Public” parking?

Free Parking Discussion

- People drive to go to a destination, not to park
- Free parking is a great feature
 - Fewer actions to get to your destination
 - Welcoming to patrons and visitors
- Patrons want predictability and ease of use
- Free parking has diminished value if it is not available or if someone is unsure if they will get ticketed or towed



Who should pay for public parking?

City pays for free parking through tax dollars

- Land, construction, repairs
- Housekeeping, snow and ice control
- Utilities, signs, maintenance

Business owners through taxes, fees, ownership

- Tax rates – TIF, fees, permits
- Own parking lots / land

Public through fees

- Pay for the services used
- Aggregate parking spaces to share assets and maximize land use efficiency

Downtown Parking

- Downtown organizations, events and businesses draw people
- Most people drive to get to downtown Cedar Falls, and that is not likely to change in the foreseeable future
- Density / variety of businesses, walkability, public gathering space is what makes downtown enjoyable
- Parking is a support service that helps downtown flourish
- Available spaces should be easy to find and easy to use
- Parking and transportation have to be planned to support a great downtown environment

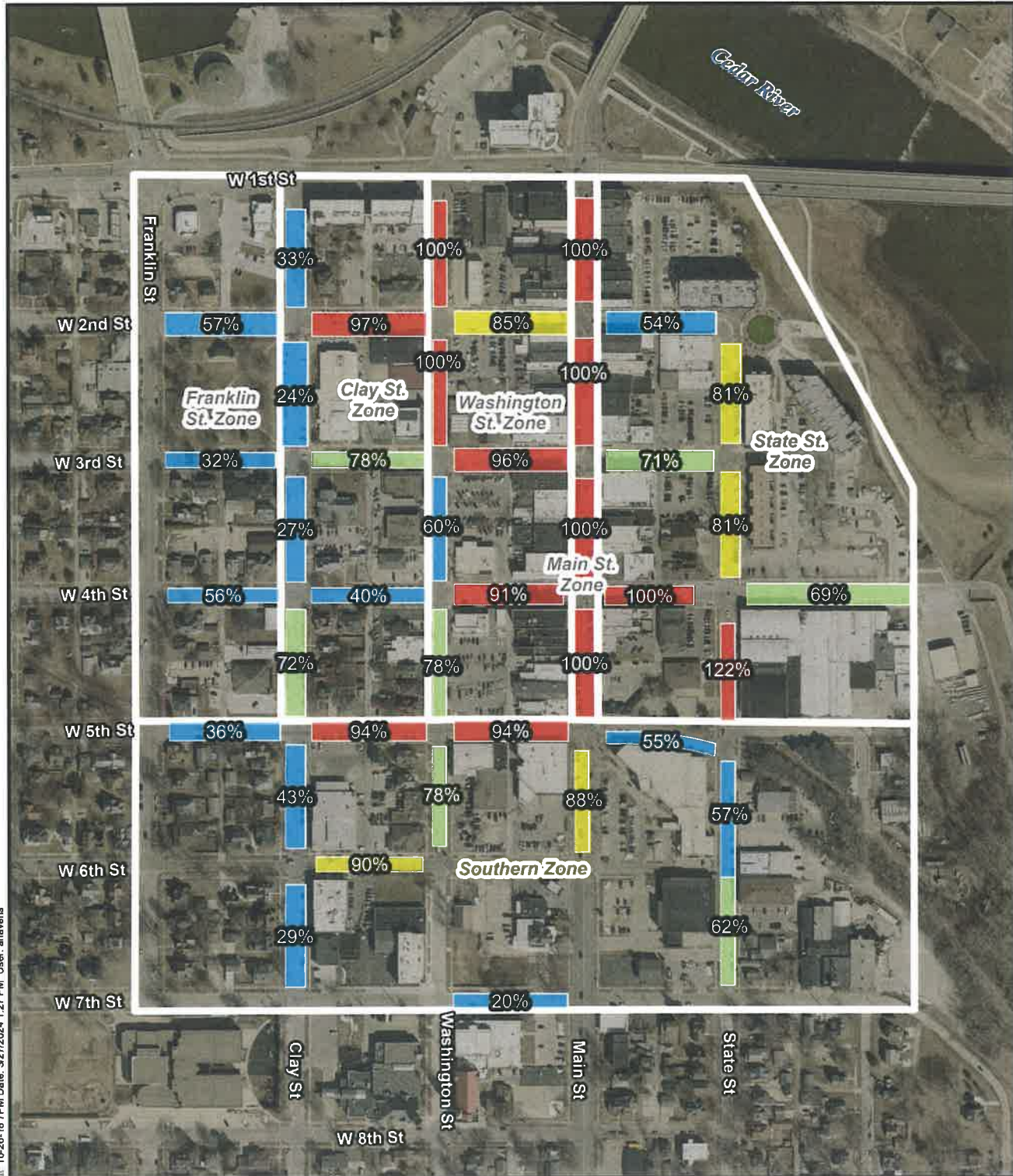
Thank You



Fee Schedule	Effective	Ordinance No.	Adopted	General Description	Cost
		1390	12/11/1972	Monthly parking sticker for use in off street parking facilities.	\$5/month (\$2.50 after 16th of the month)
		1471	7/14/1975	Increasing monthly parking fee from \$5 to \$10, annual parking fee from \$60 to \$120.	\$10/month (\$5 after 15th of the month), \$120/annual (pro-rated)
		2369	4/9/2002	Monthly parking fee to \$15 and annual fee to \$180.	\$15/month (\$7.50 after the 15th), \$180/annual (pro-rated)
		2771	7/9/2012	Daily parking fee \$2, monthly parking fee \$20, annual parking fee \$220.	\$2/daily, \$20/month, \$220/annual
FY21	7/1/2020			Parking permits \$35/month.	\$35/month
FY24	7/1/2023			Daily parking permits - municipal lots \$3/day (available to monthly permit holders only).	\$3/day

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
 Black Hawk County, Iowa
Downtown Parking Study



PLOT INFO: Z:\020218179\CAD\GIS\Proj\CityOfCedarFallsParking.aprx Layout: 10-26-18 7 PM Date: 3/27/2024 1:27 PM User: ahavens

LEGEND

Parking Occupancy

- 91% - 122% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

FRIDAY,
OCTOBER 26, 2018
7 PM OCCUPANCY



NORTH



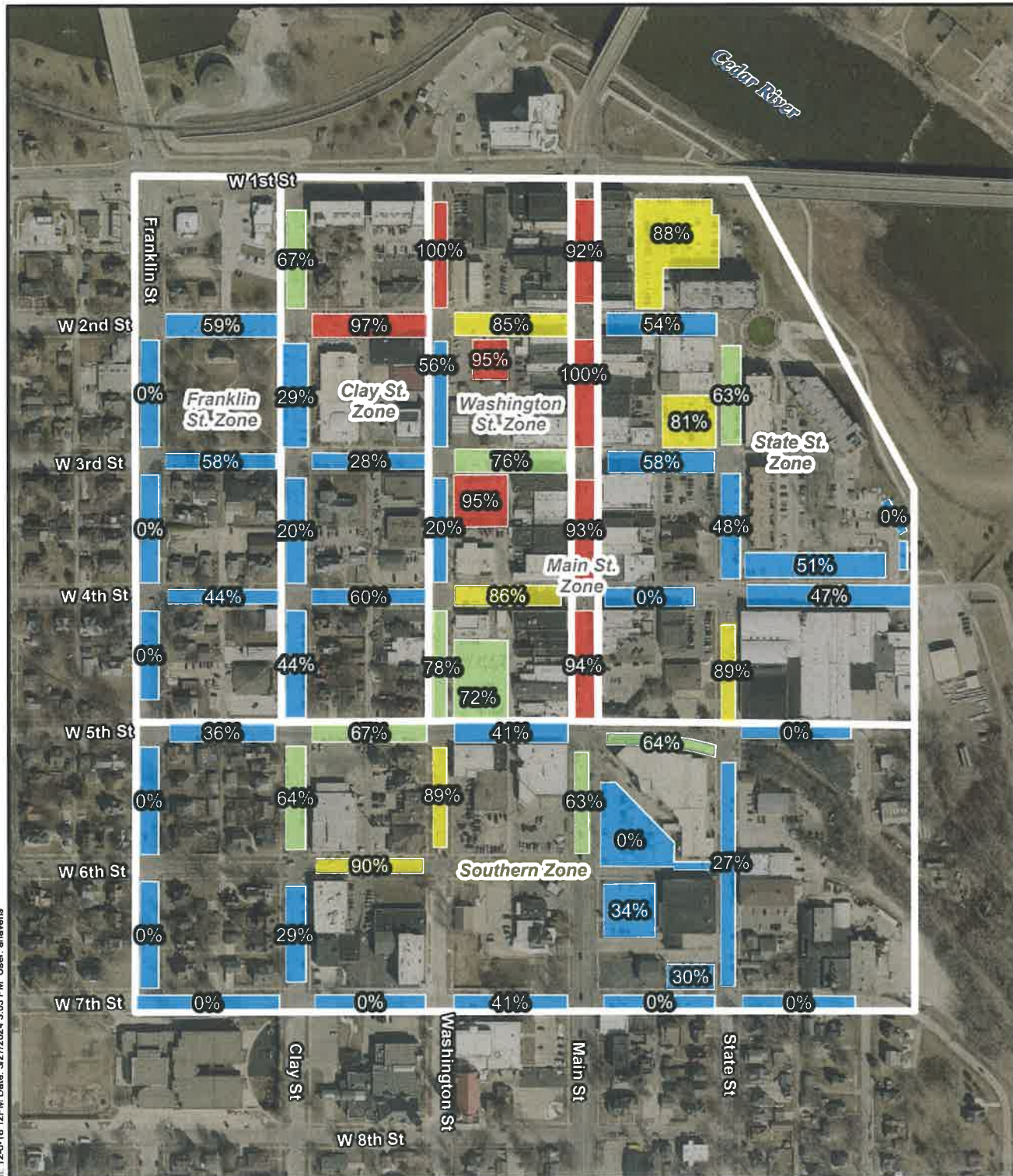
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

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City of Cedar Falls
 Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

**THURSDAY,
 DECEMBER 6, 2018
 NOON OCCUPANCY**



NORTH



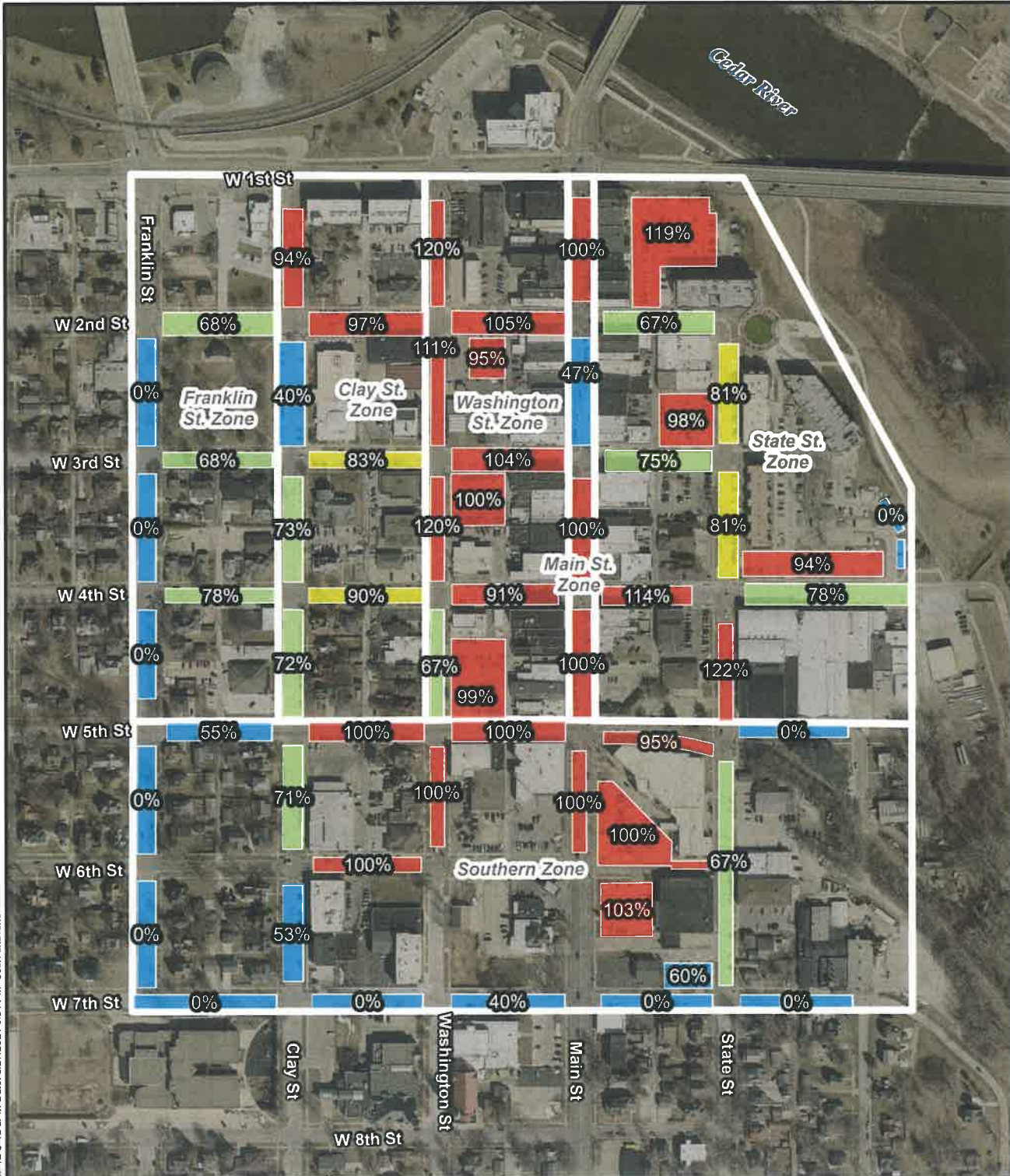
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City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 90% - 120% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

THURSDAY,
DECEMBER 6, 2018
6PM OCCUPANCY



NORTH



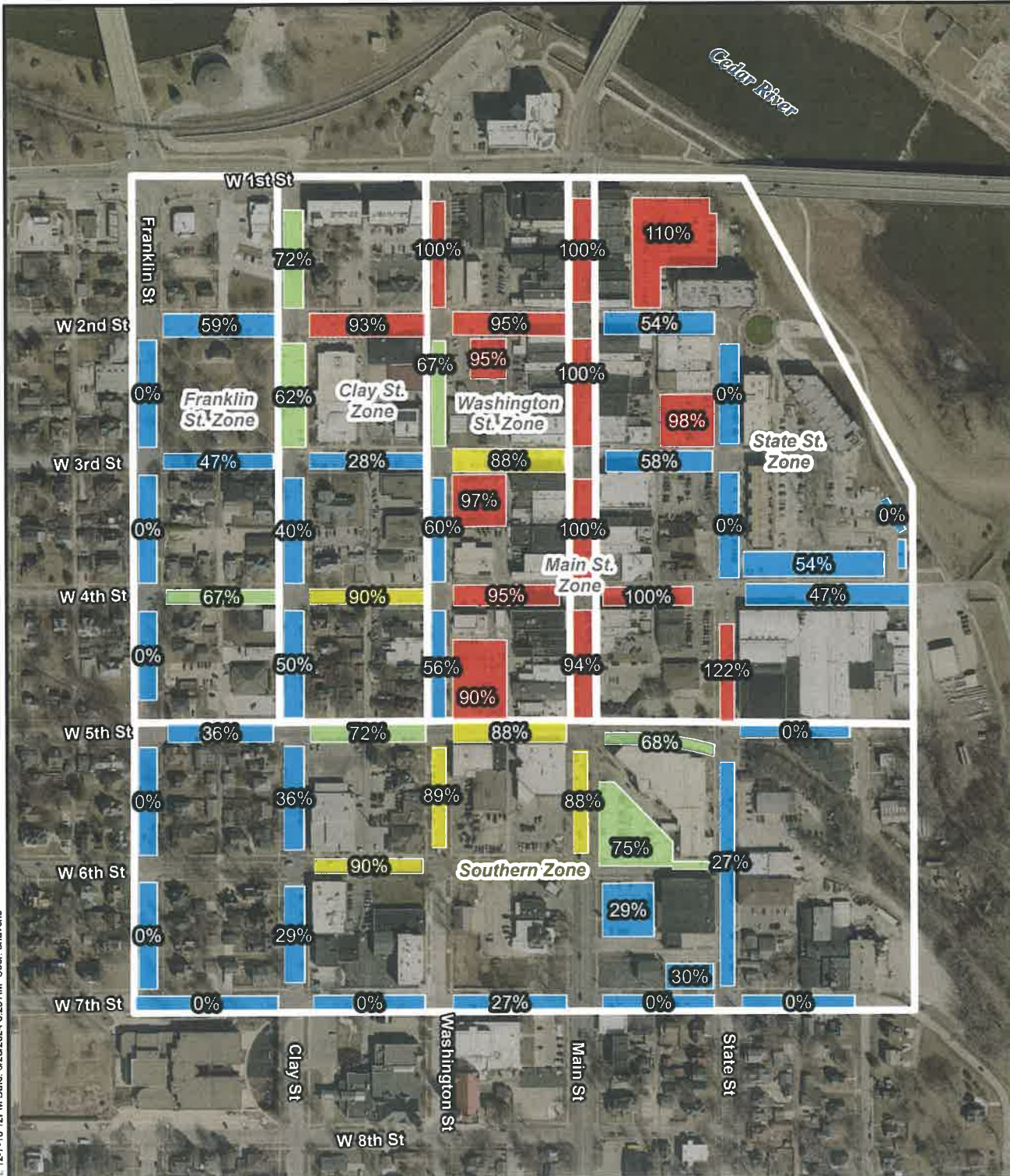
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City of Cedar Falls
 Black Hawk County, Iowa
Downtown Parking Study



LEGEND

- Parking Occupancy
- 90% - 110% Occupancy
 - 81% - 90% Occupancy
 - 61% - 80% Occupancy
 - 0% - 60% Occupancy

**FRIDAY,
 DECEMBER 7, 2018
 NOON OCCUPANCY**



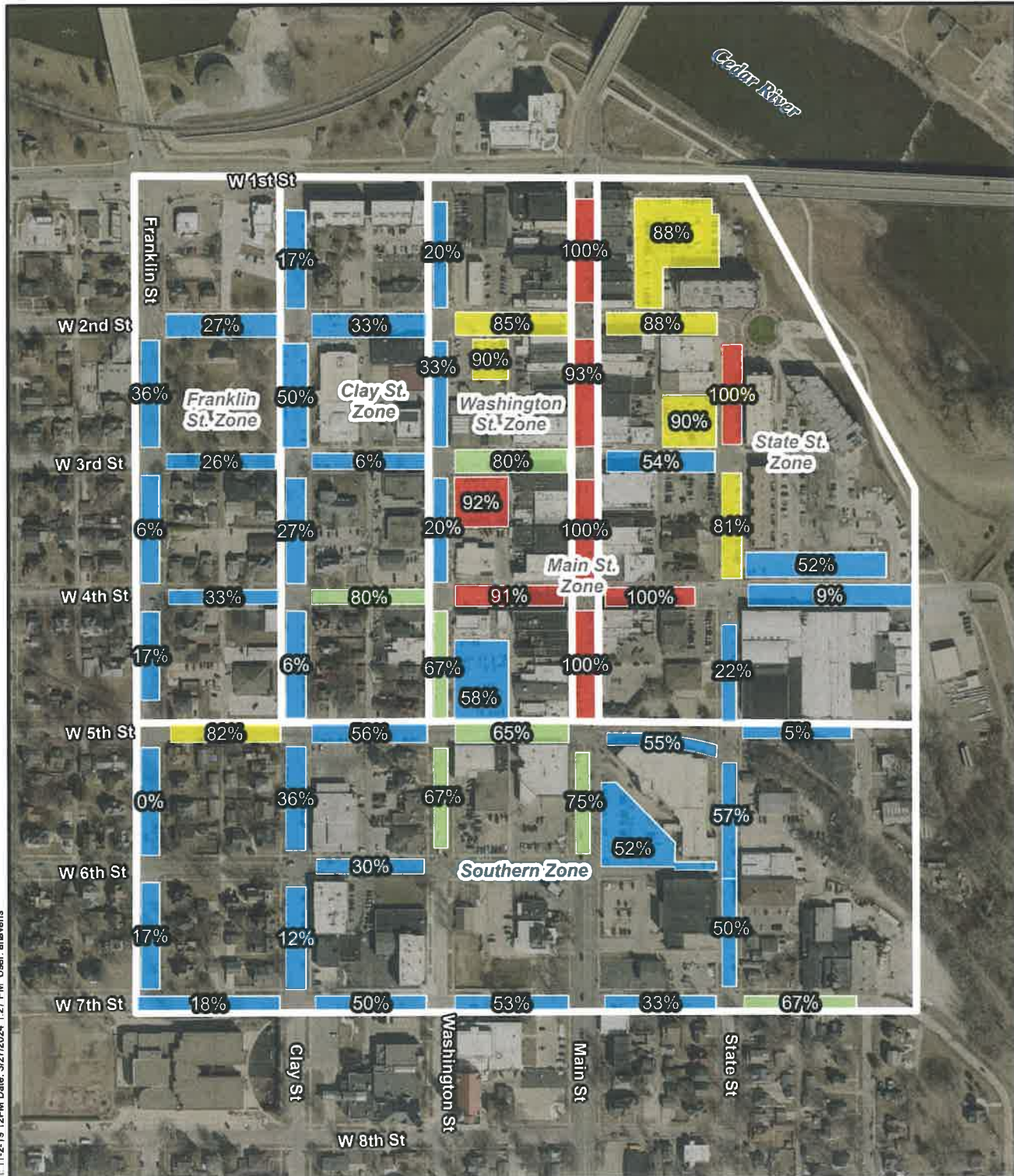
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City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

**SATURDAY,
NOVEMBER 2, 2019
NOON OCCUPANCY**



NORTH



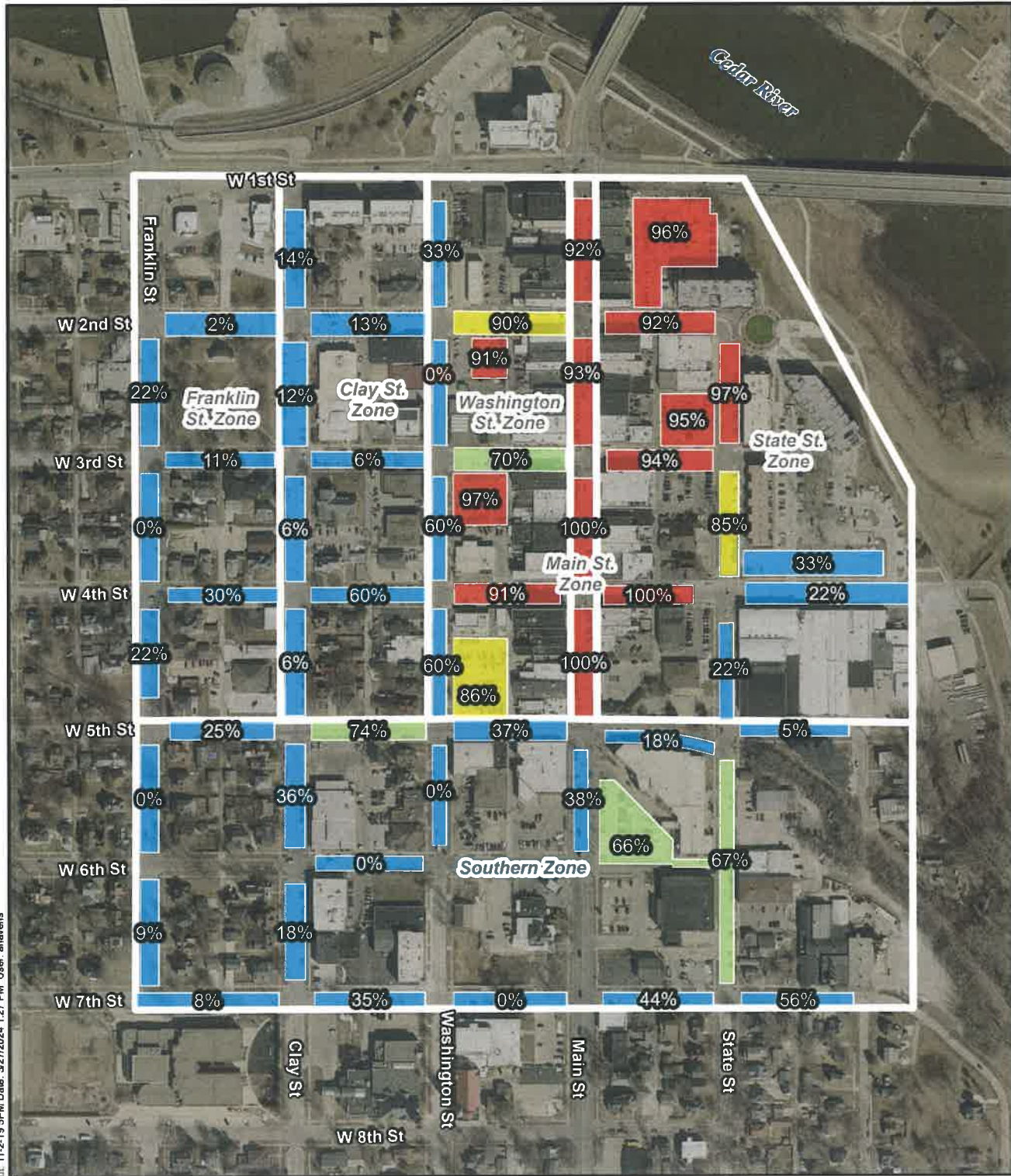
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City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

**SATURDAY,
NOVEMBER 2, 2019
5PM OCCUPANCY**



NORTH
0 250 500 FEET

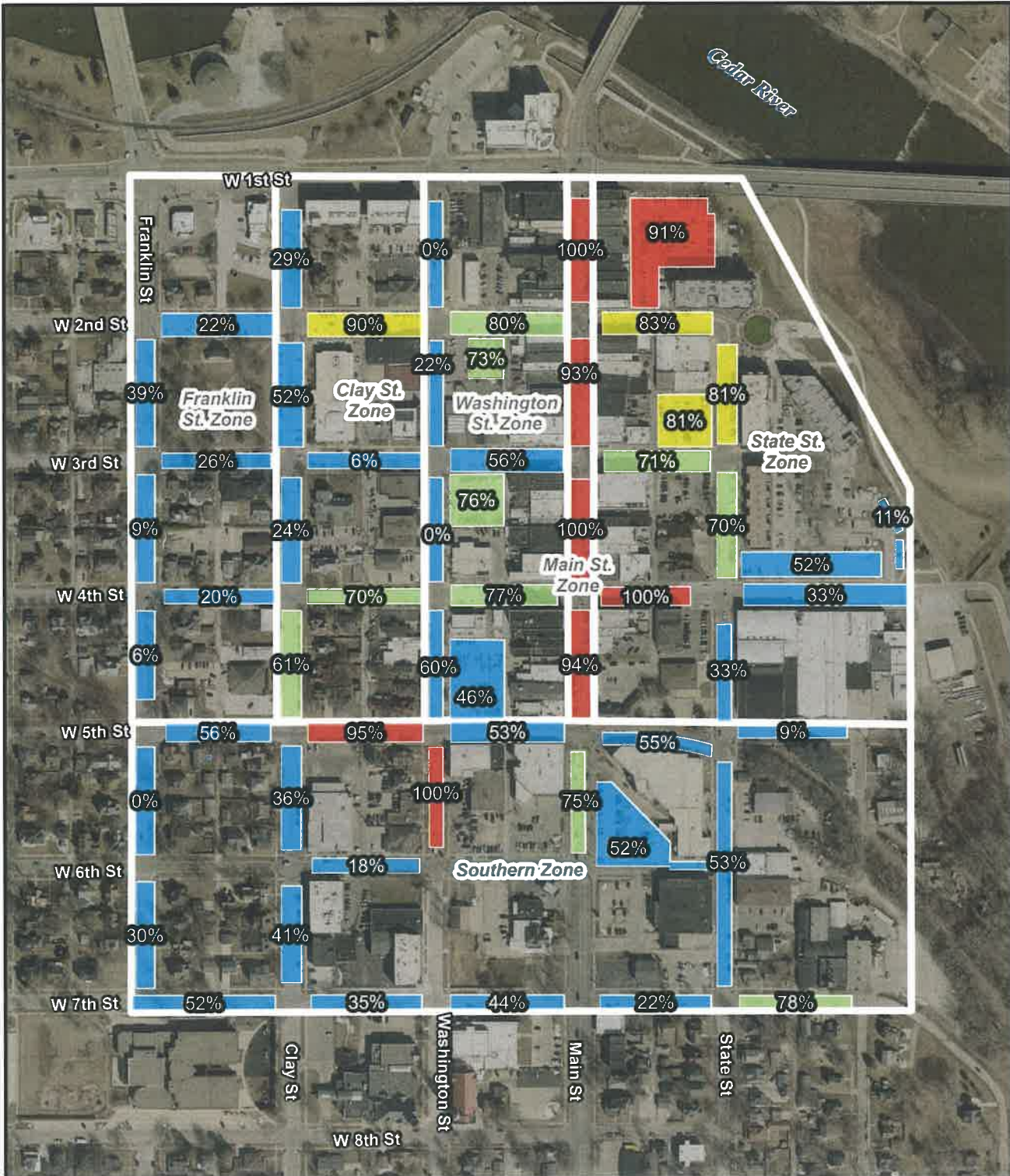
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City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

**THURSDAY,
NOVEMBER 7, 2019
NOON OCCUPANCY**



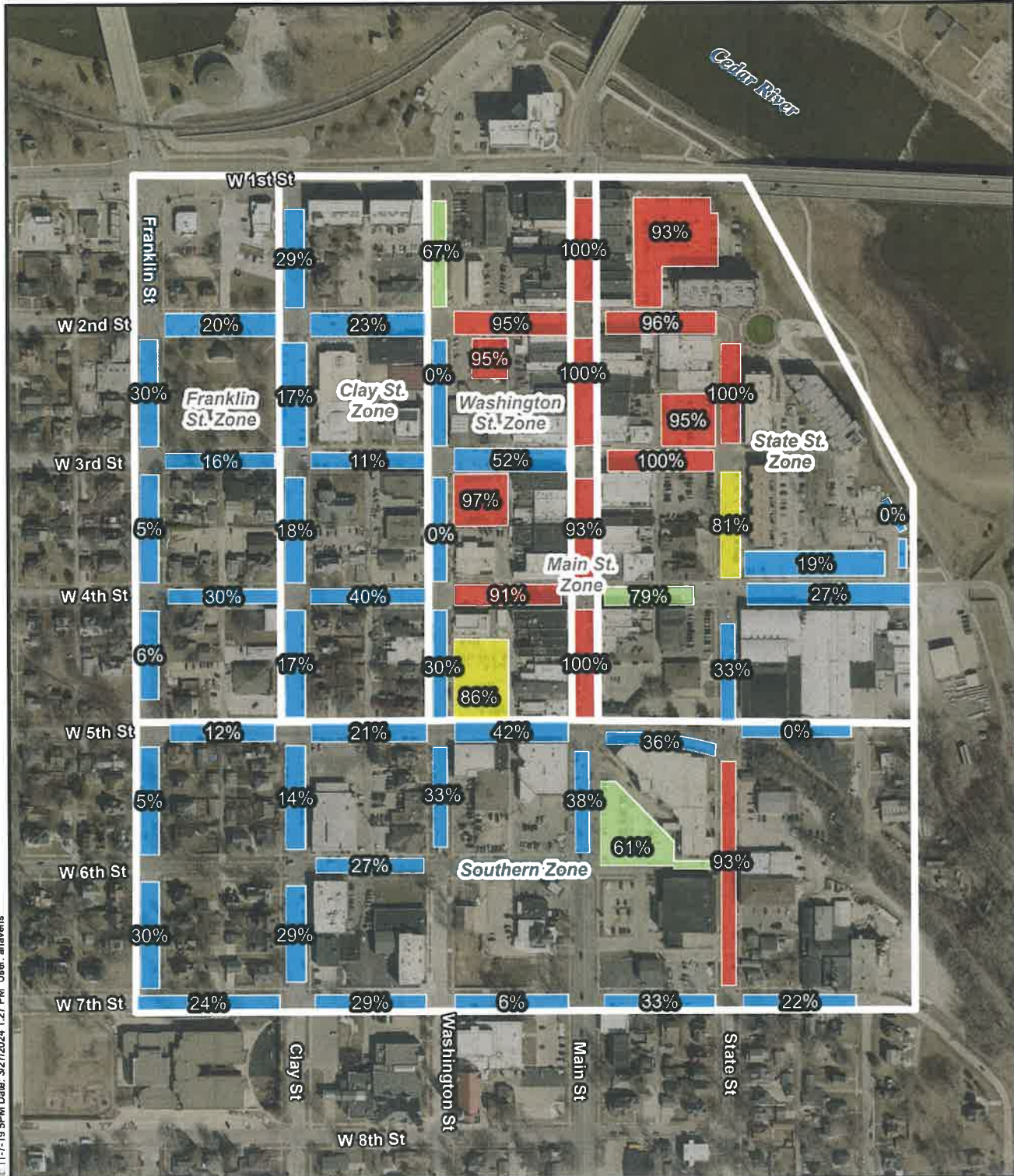
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City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

**THURSDAY,
NOVEMBER 7, 2019
5PM OCCUPANCY**



NORTH



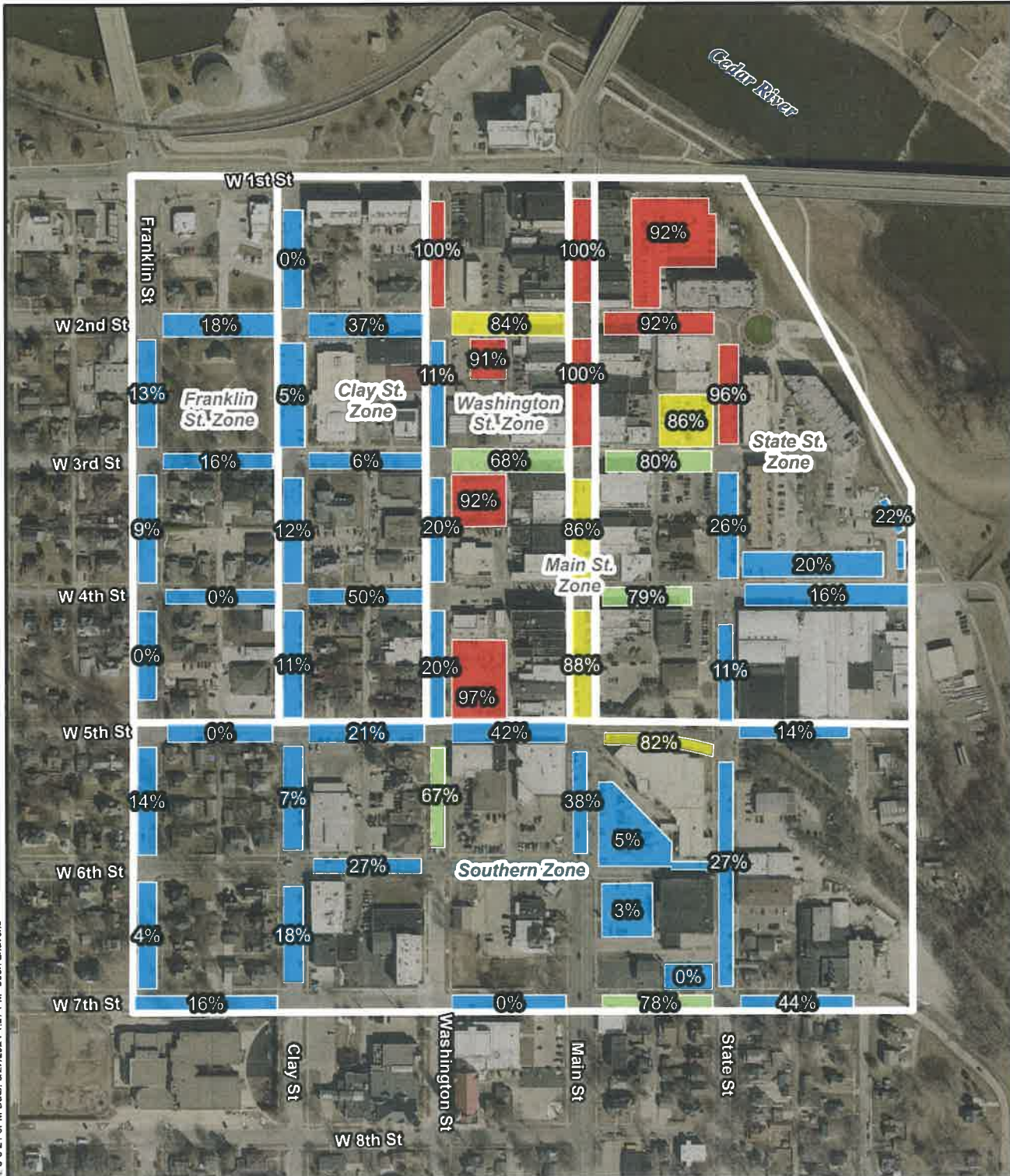
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City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study

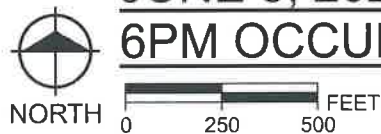


LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

**THURSDAY,
JUNE 3, 2021
6PM OCCUPANCY**



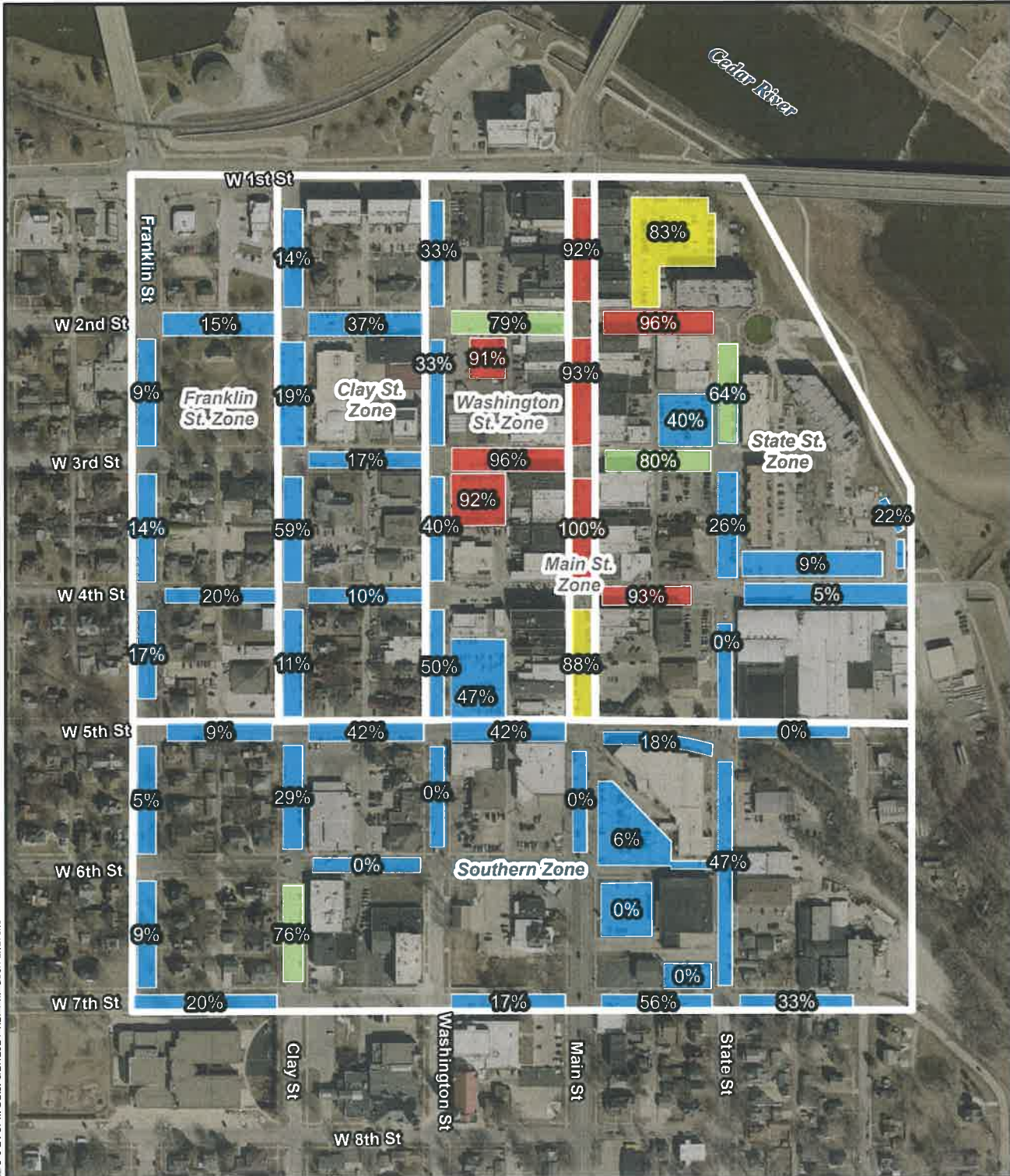
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FIGURE NO.

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City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

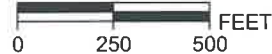
Parking Occupancy

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- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

**SATURDAY,
JUNE 5, 2021
5PM OCCUPANCY**



NORTH



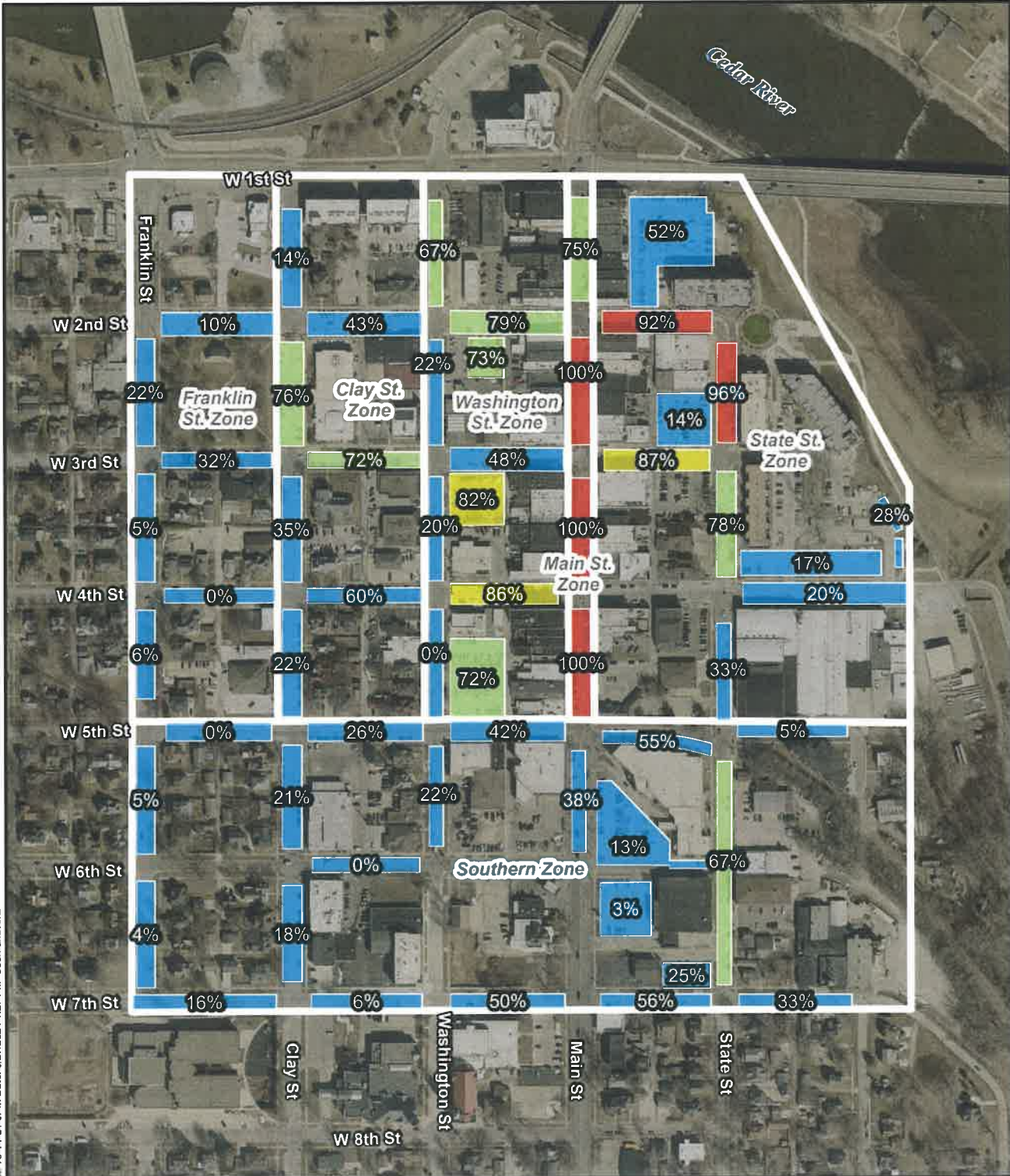
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

THURSDAY,
OCTOBER 14, 2021
5PM OCCUPANCY



NORTH



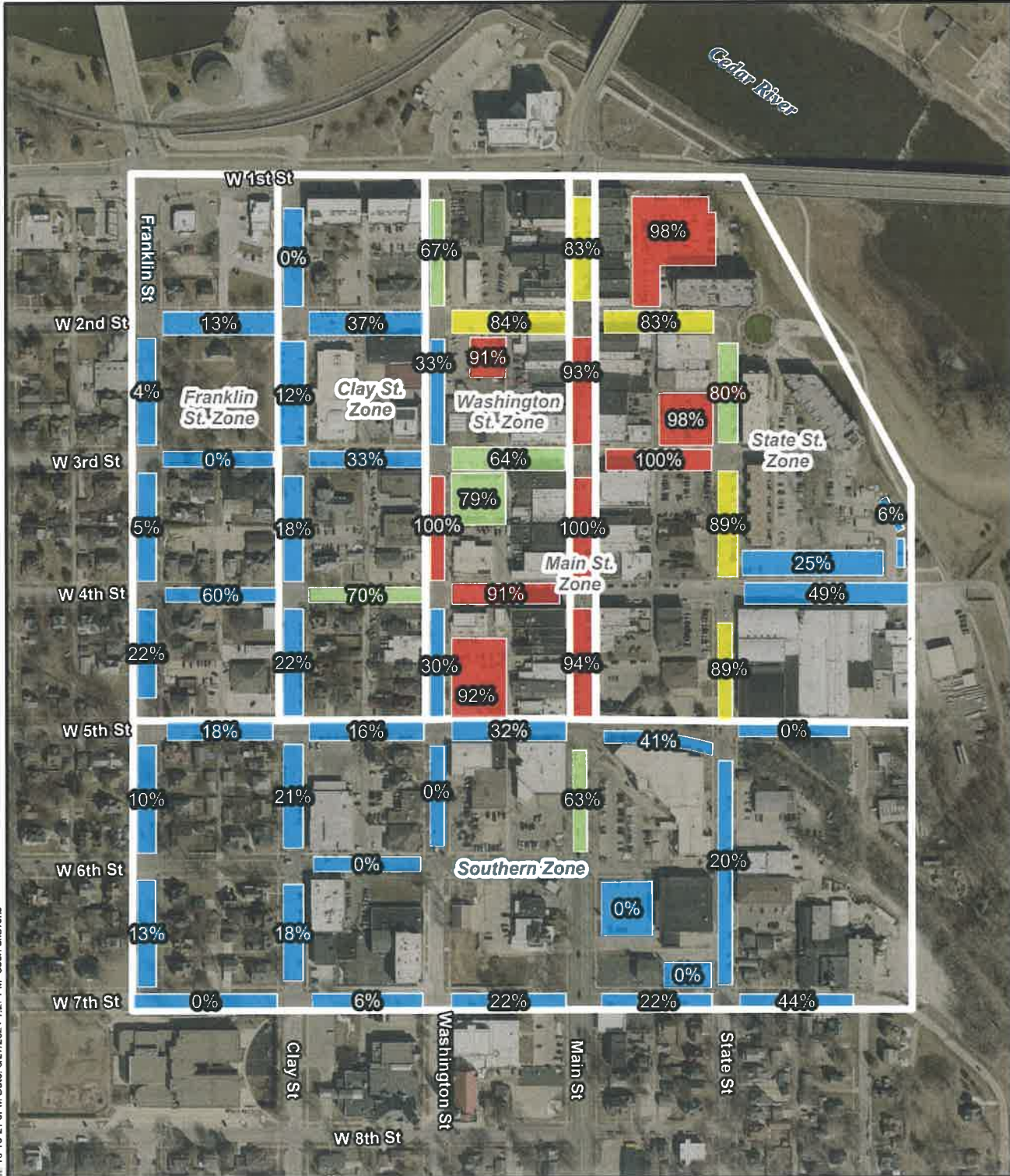
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

SATURDAY,
OCTOBER 16, 2021
5PM OCCUPANCY



NORTH

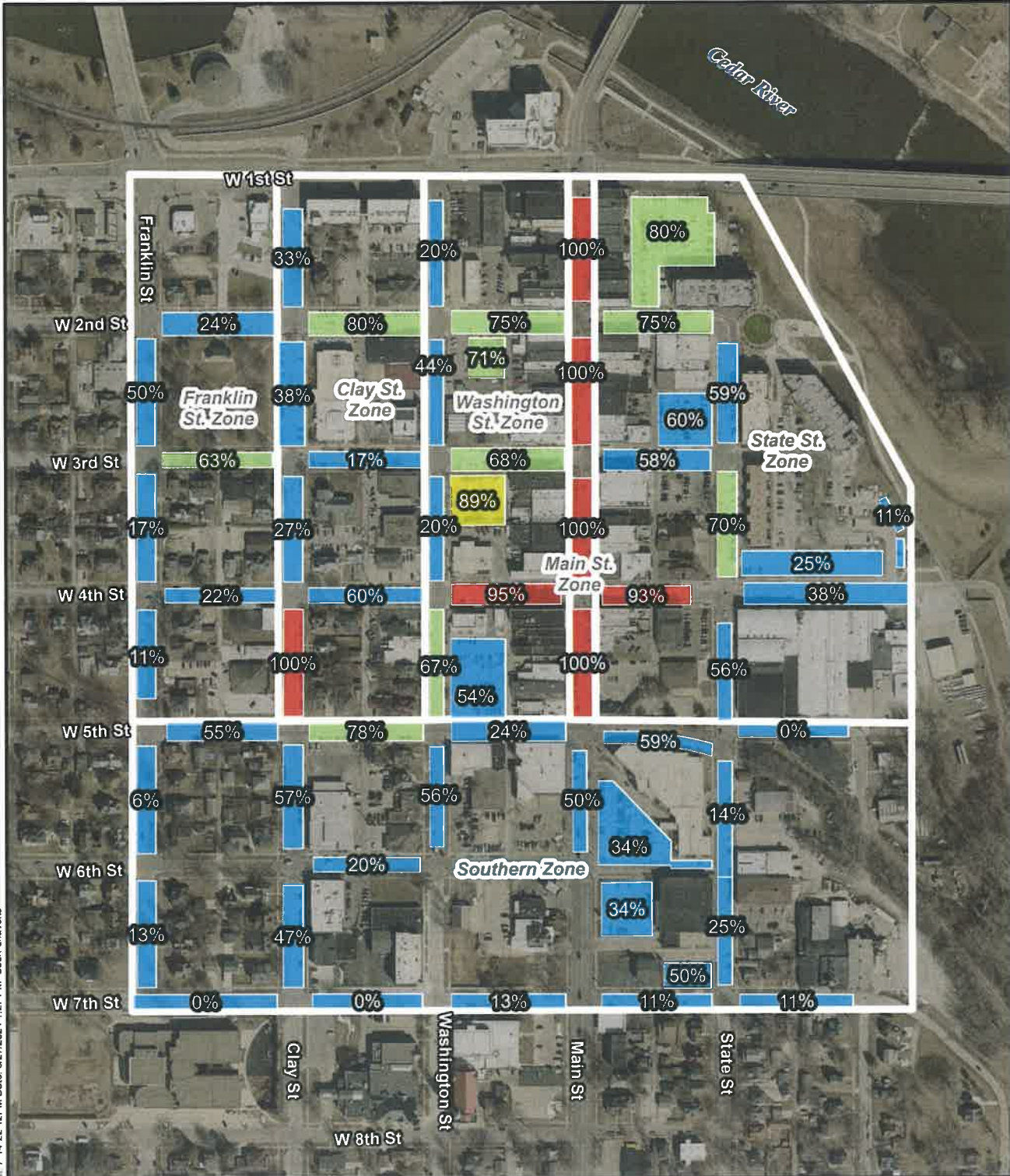


DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.



City of Cedar Falls
 Black Hawk County, Iowa
Downtown Parking Study

PROJECT NO.
231879

FIGURE NO.

LEGEND

- Parking Occupancy**
- 91% - 100% Occupancy
 - 81% - 90% Occupancy
 - 61% - 80% Occupancy
 - 0% - 60% Occupancy

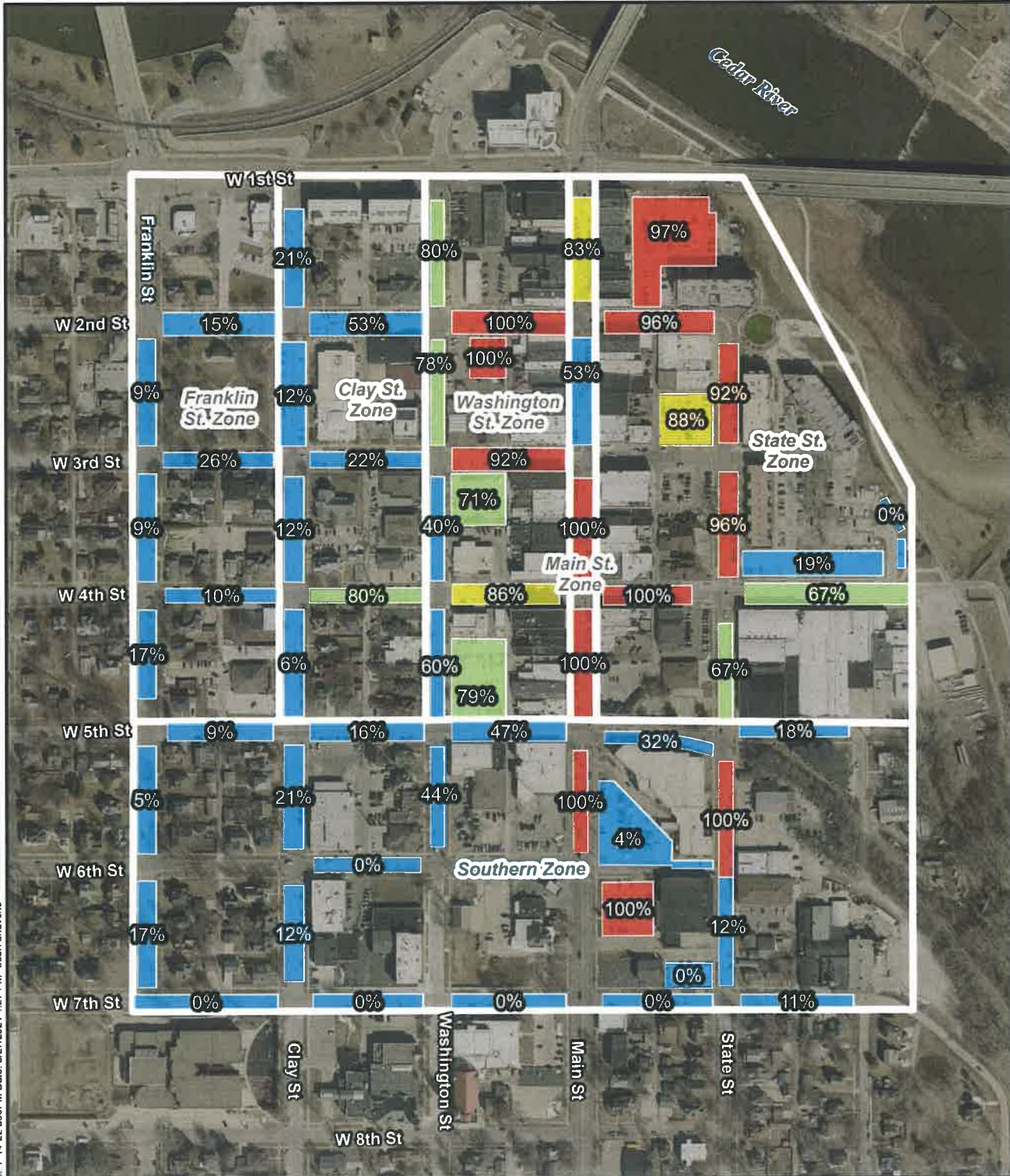
**THURSDAY,
 JULY 14, 2022
 NOON OCCUPANCY**



DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

**THURSDAY,
JULY 14, 2022
5:30PM OCCUPANCY**



NORTH

0 250 500 FEET

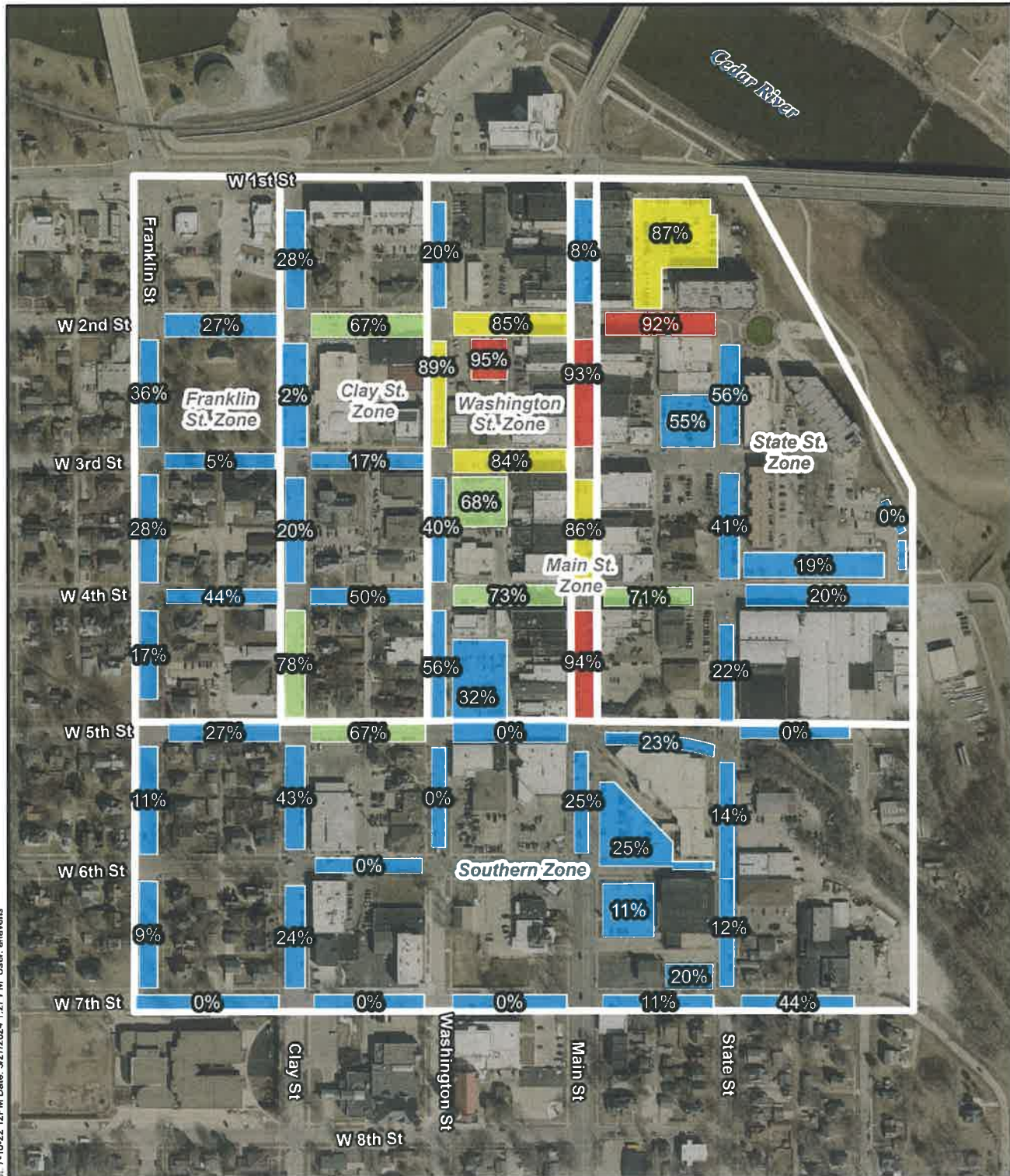
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

**SATURDAY,
JULY 16, 2022
NOON OCCUPANCY**



NORTH



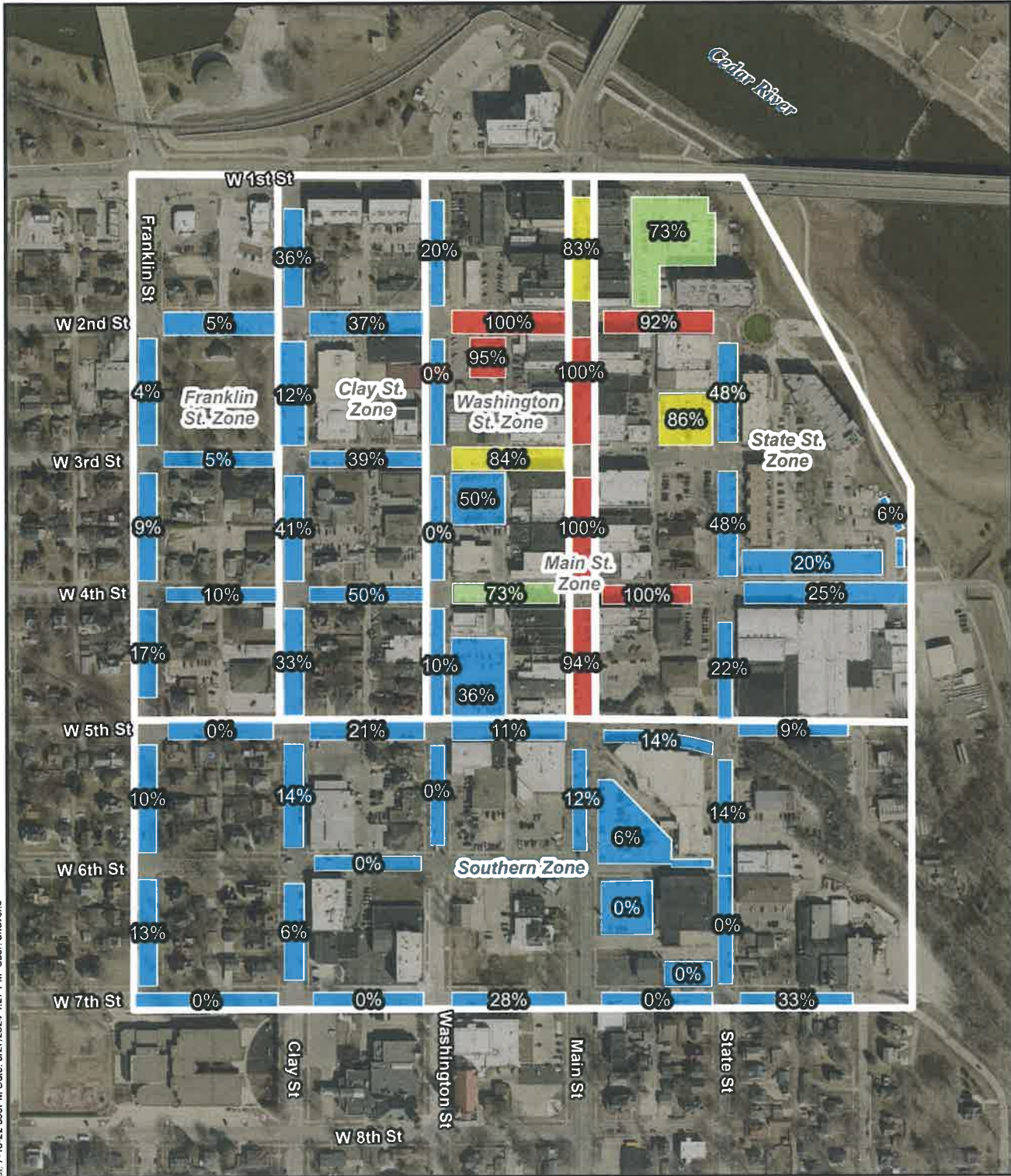
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

SATURDAY,
JULY 16, 2022
5:30PM OCCUPANCY



0 250 500 FEET

DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

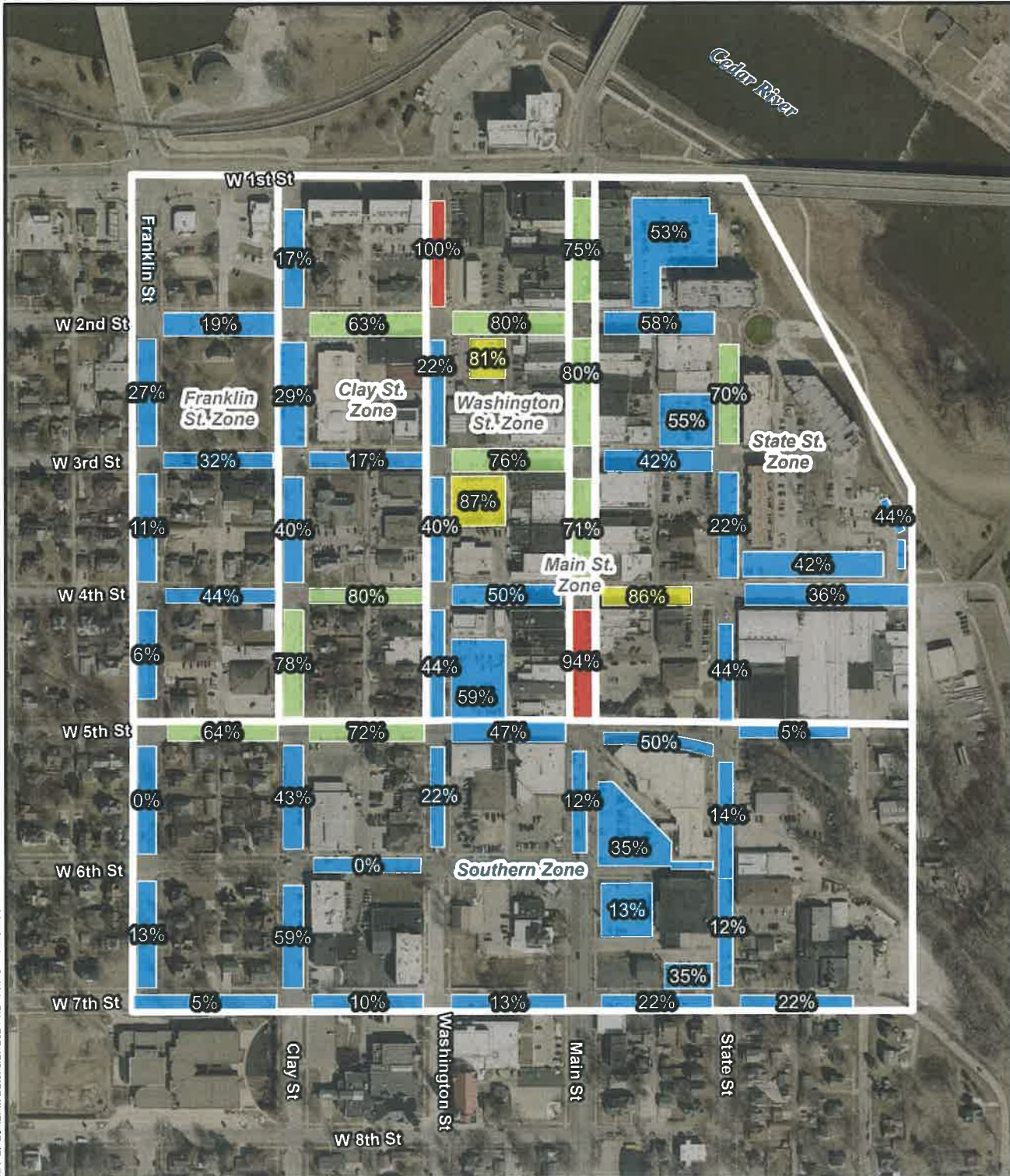
PROJECT NO.
231879

FIGURE NO.

1
96

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

THURSDAY,
JULY 27, 2023
NOON OCCUPANCY



NORTH
0 250 500 FEET

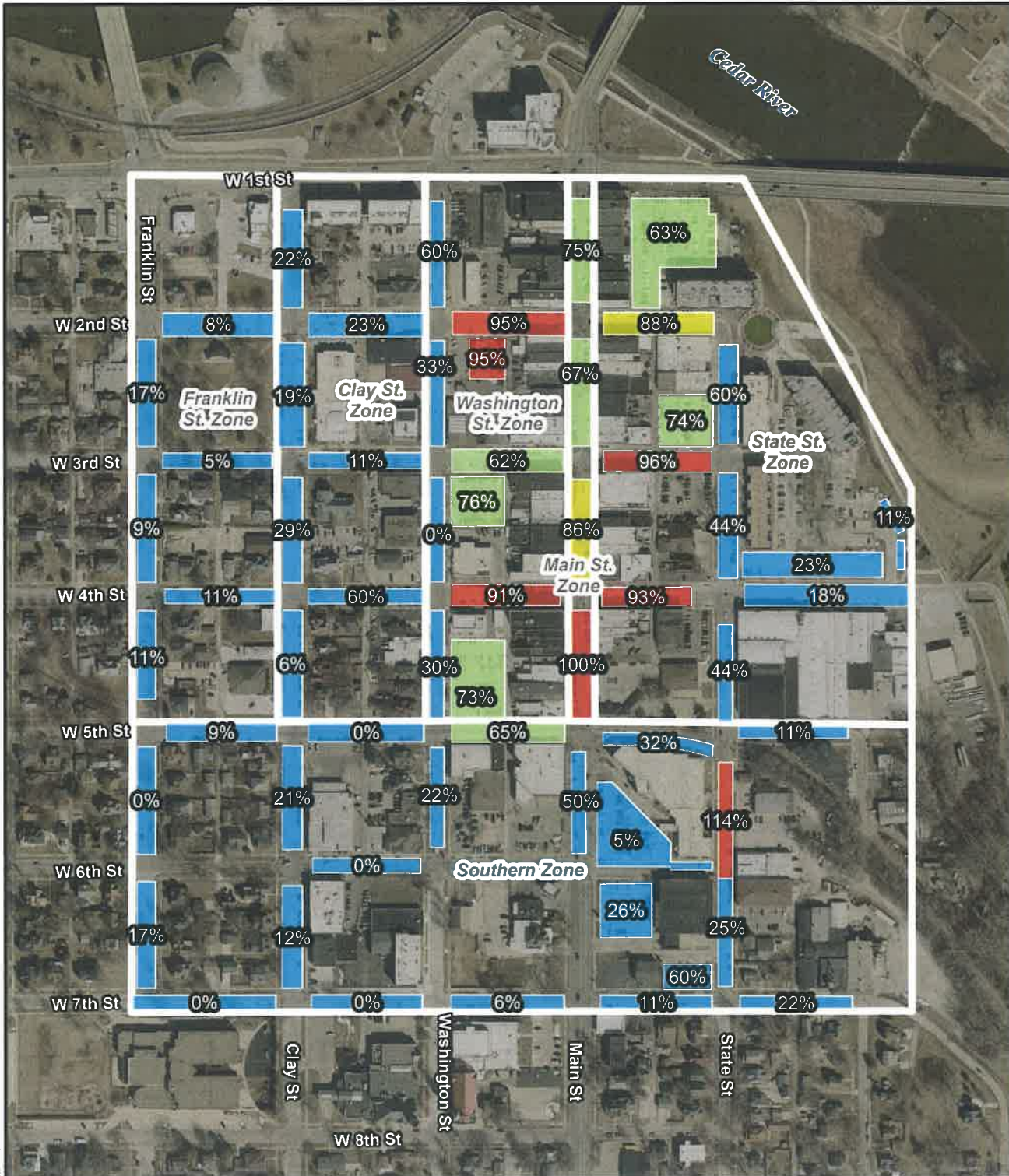
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 114% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

**THURSDAY,
JULY 27, 2023
5:30PM OCCUPANCY**



0 250 500 FEET

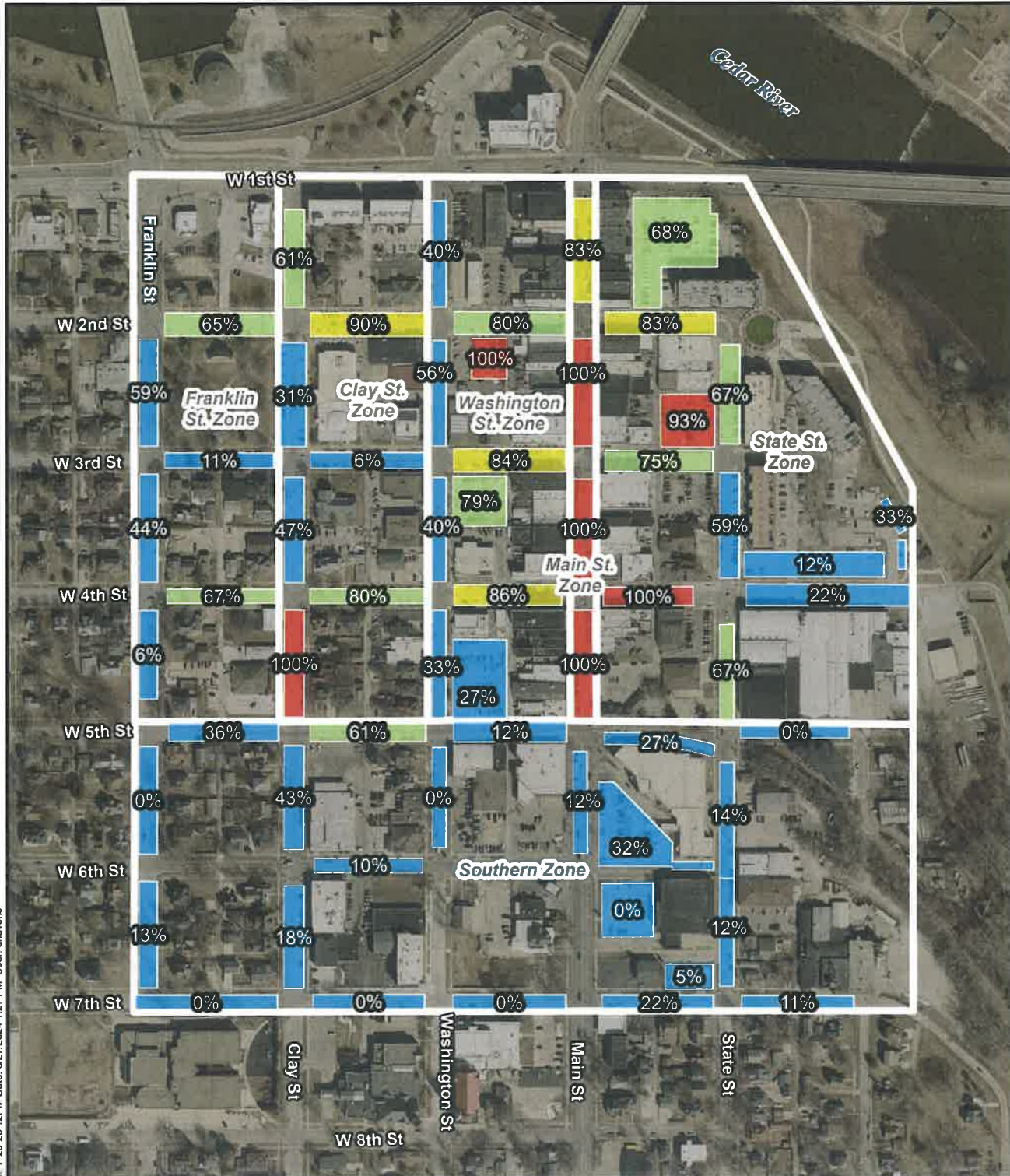
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
 Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

SATURDAY,
JULY 29, 2023
NOON OCCUPANCY



NORTH



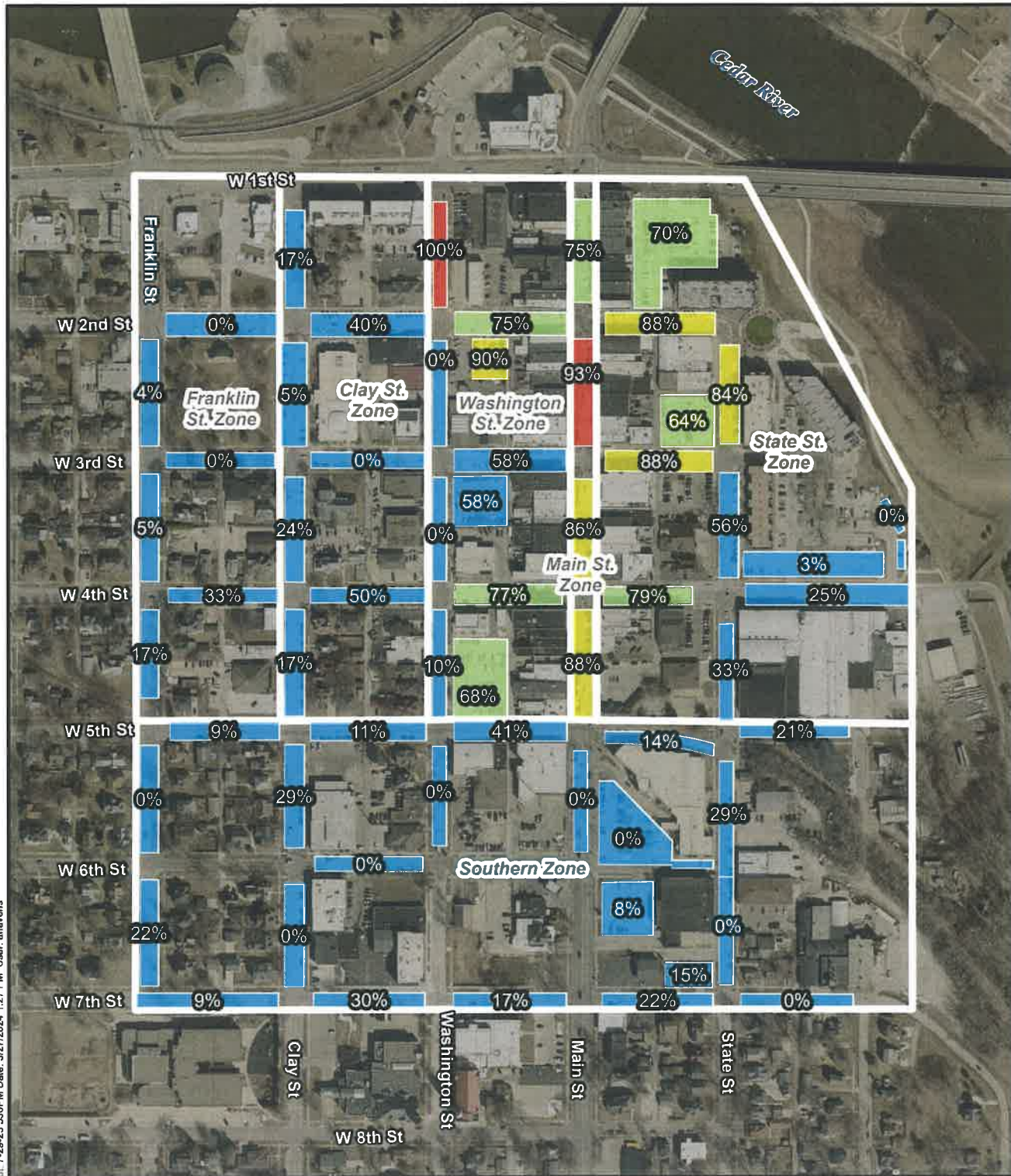
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
 Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

SATURDAY,
JULY 29, 2023
5:30PM OCCUPANCY



0 250 500 FEET

DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

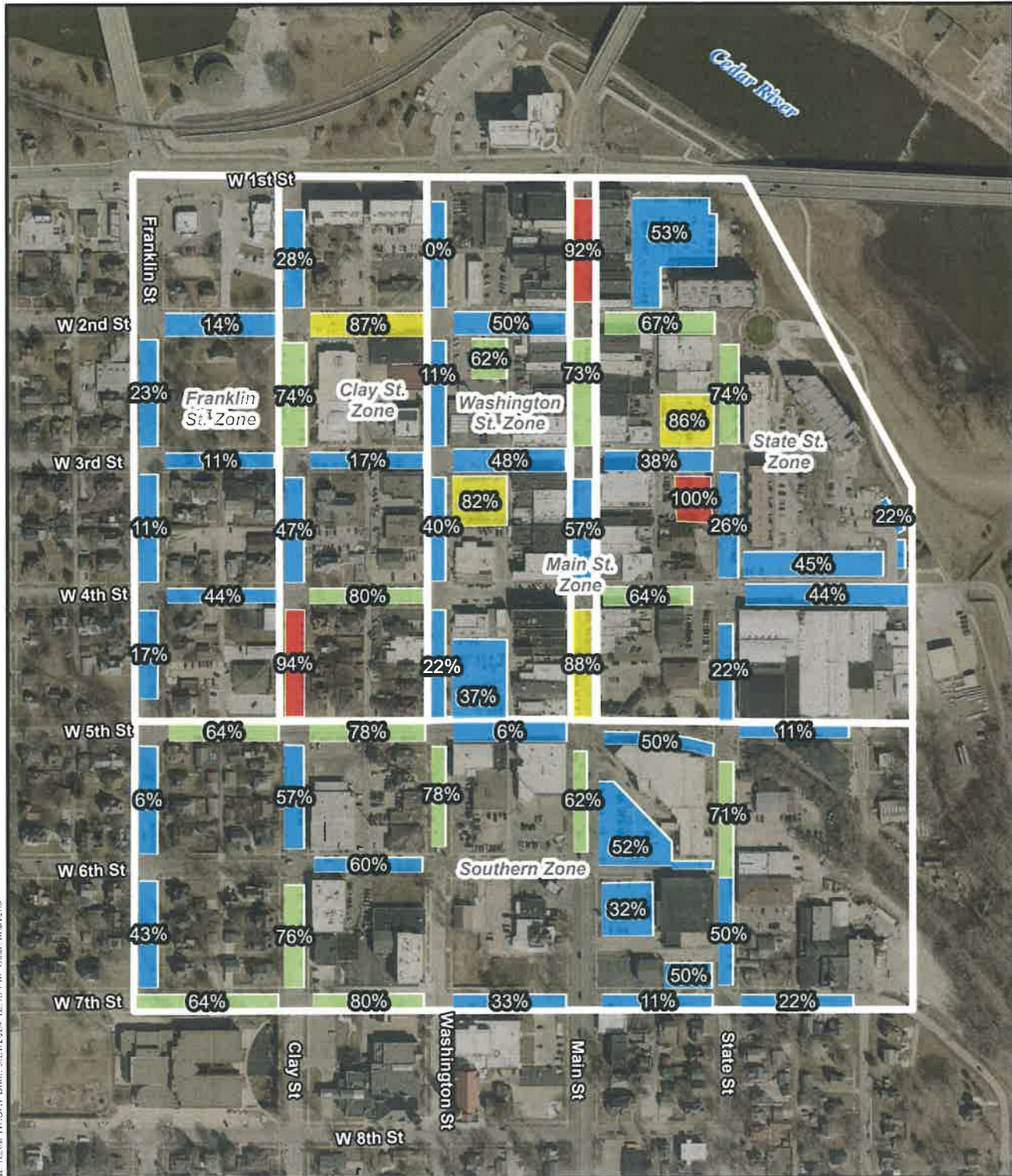
PROJECT NO.
231879

FIGURE NO.

100

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
 Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91%-100% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

**THURSDAY,
 DECEMBER 7, 2023
 10AM OCCUPANCY**



NORTH



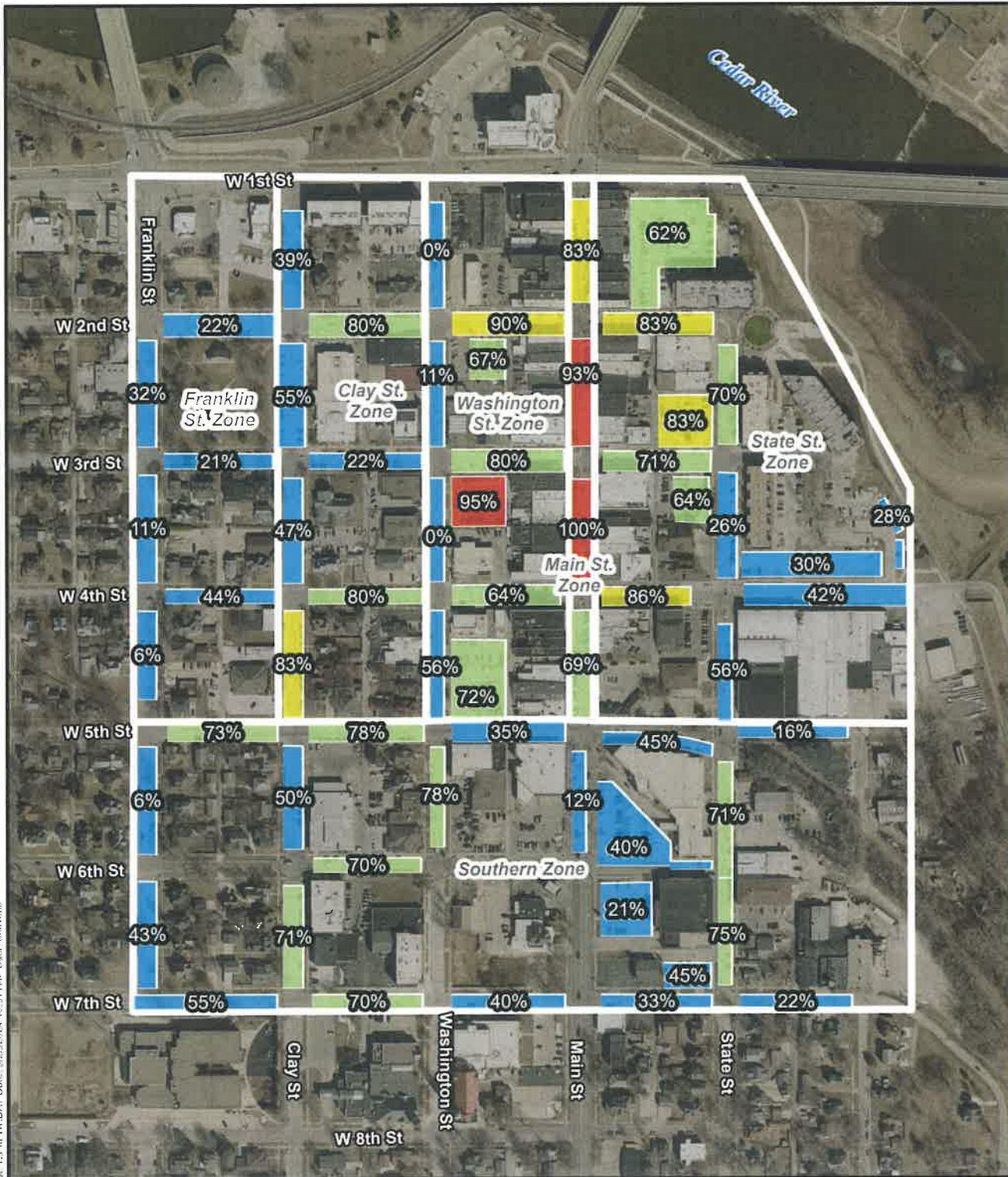
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022.

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91%-100% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

**THURSDAY,
DECEMBER 7, 2023
12PM OCCUPANCY**



NORTH

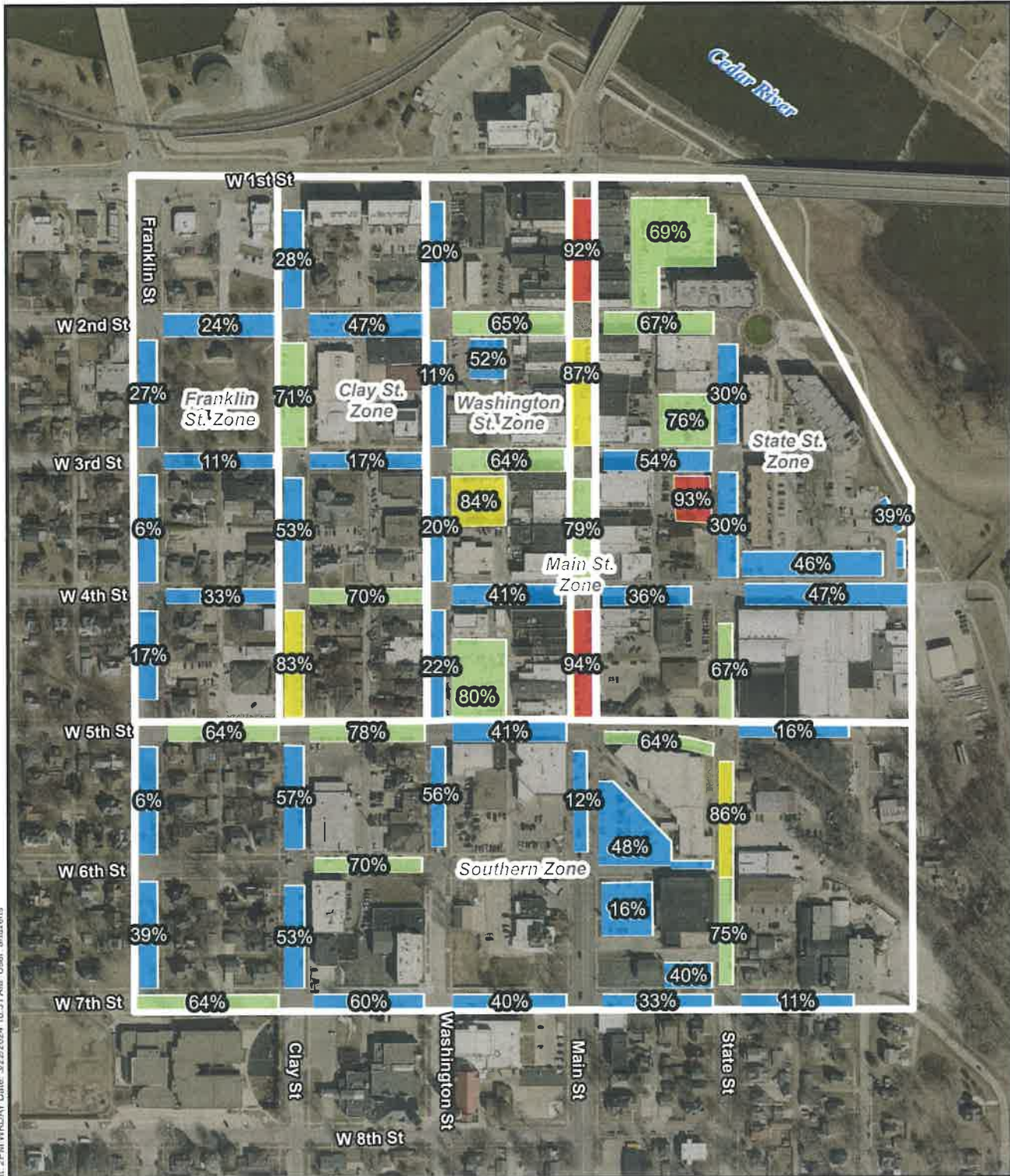


DATA SOURCE: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.



City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study

LEGEND

Parking Occupancy

- 91%-100% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

**THURSDAY,
DECEMBER 7, 2023
2PM OCCUPANCY**



NORTH



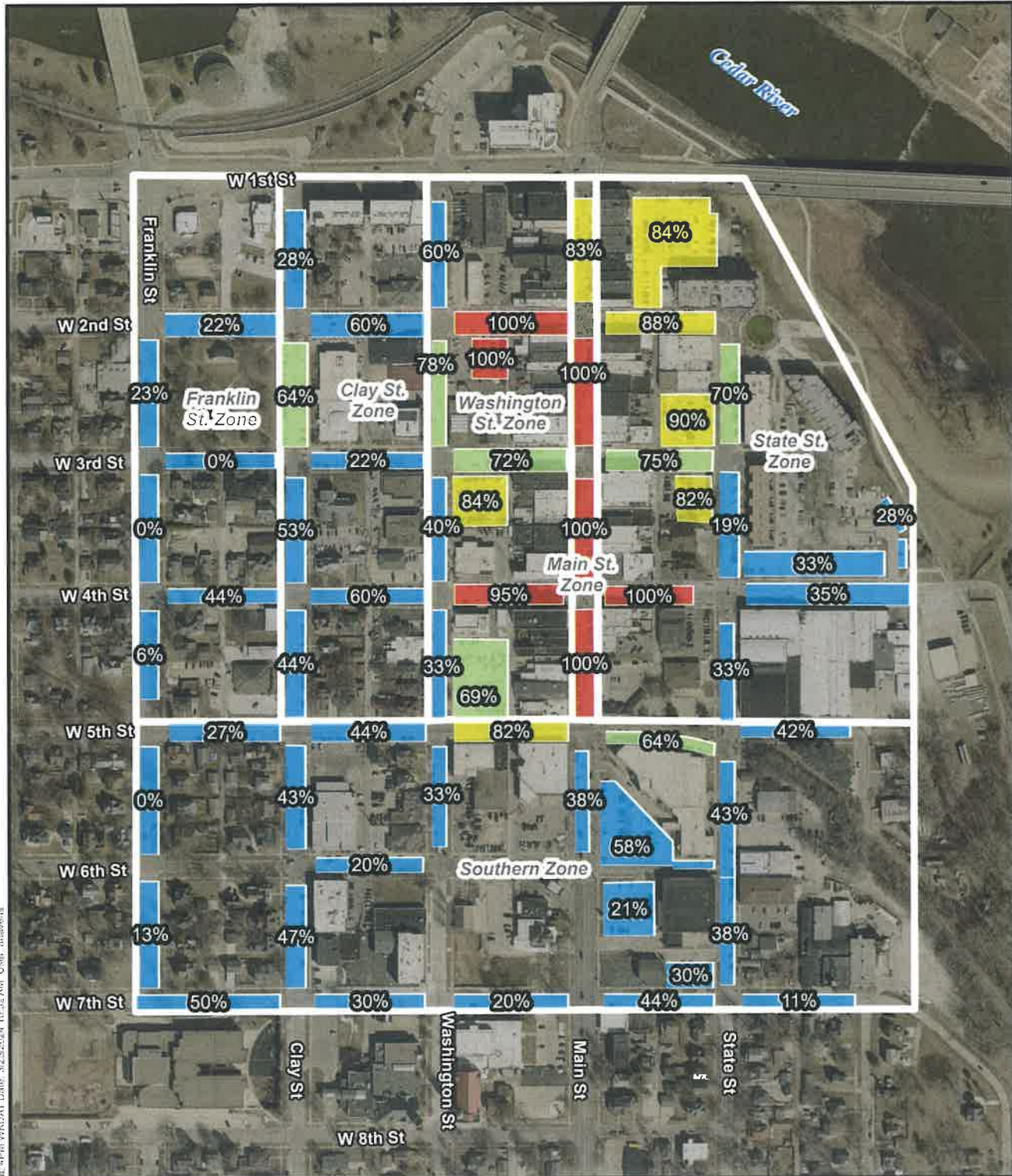
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91%-100% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

**THURSDAY,
DECEMBER 7, 2023
4PM OCCUPANCY**



NORTH



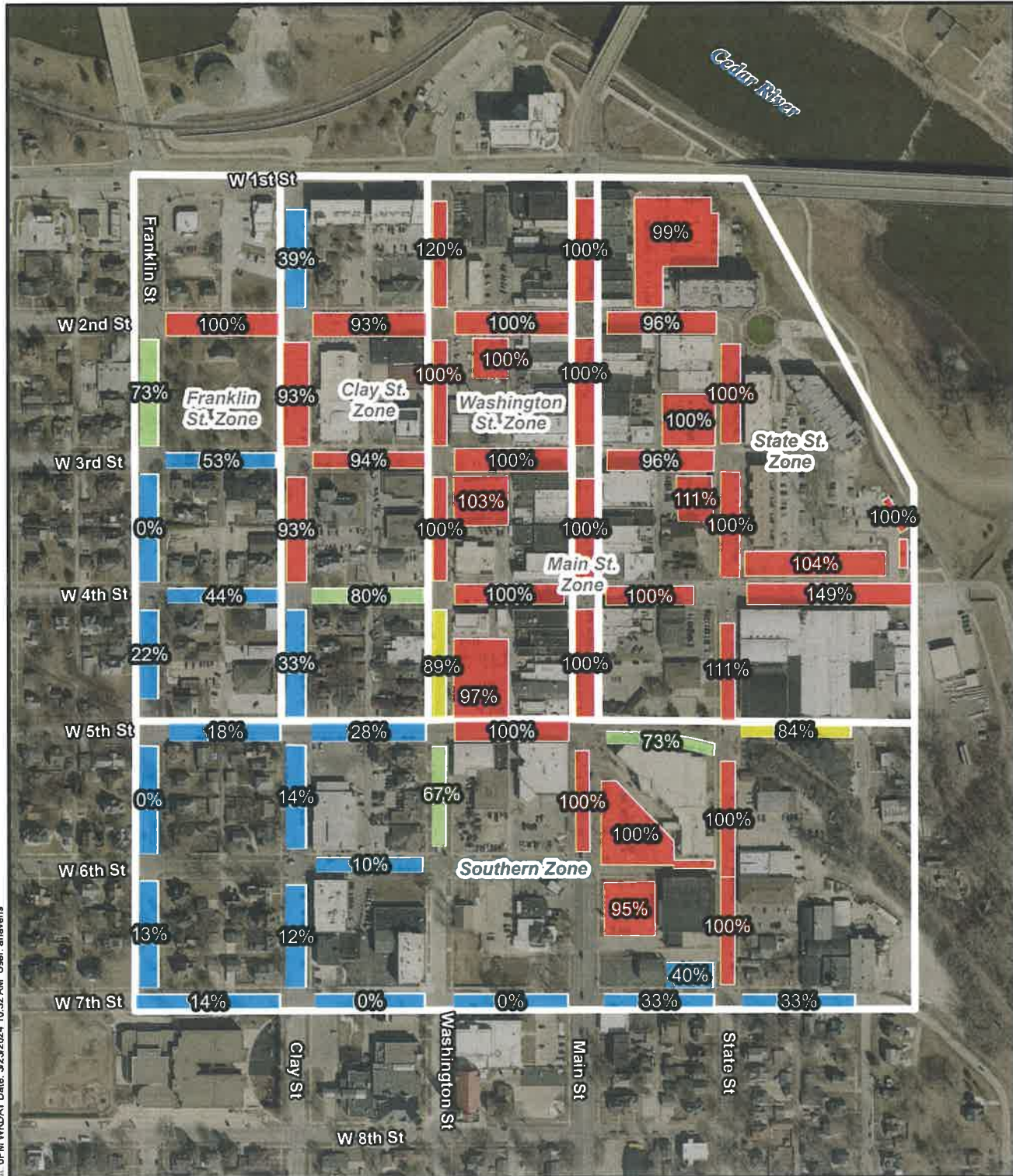
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY 2023

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



PLOT INFO: Z:\0203\2118\79\CAD\GIS\Proj\CedarFallsParking.aprx Layout: GPM_WKDAY Date: 3/25/2024 10:52 AM User: ahavens

LEGEND

Parking Occupancy

- 91%-149% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

THURSDAY,
DECEMBER 7, 2023
6PM OCCUPANCY



NORTH



DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 6.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91%-100% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

**THURSDAY,
DECEMBER 7, 2023
8PM OCCUPANCY**



NORTH



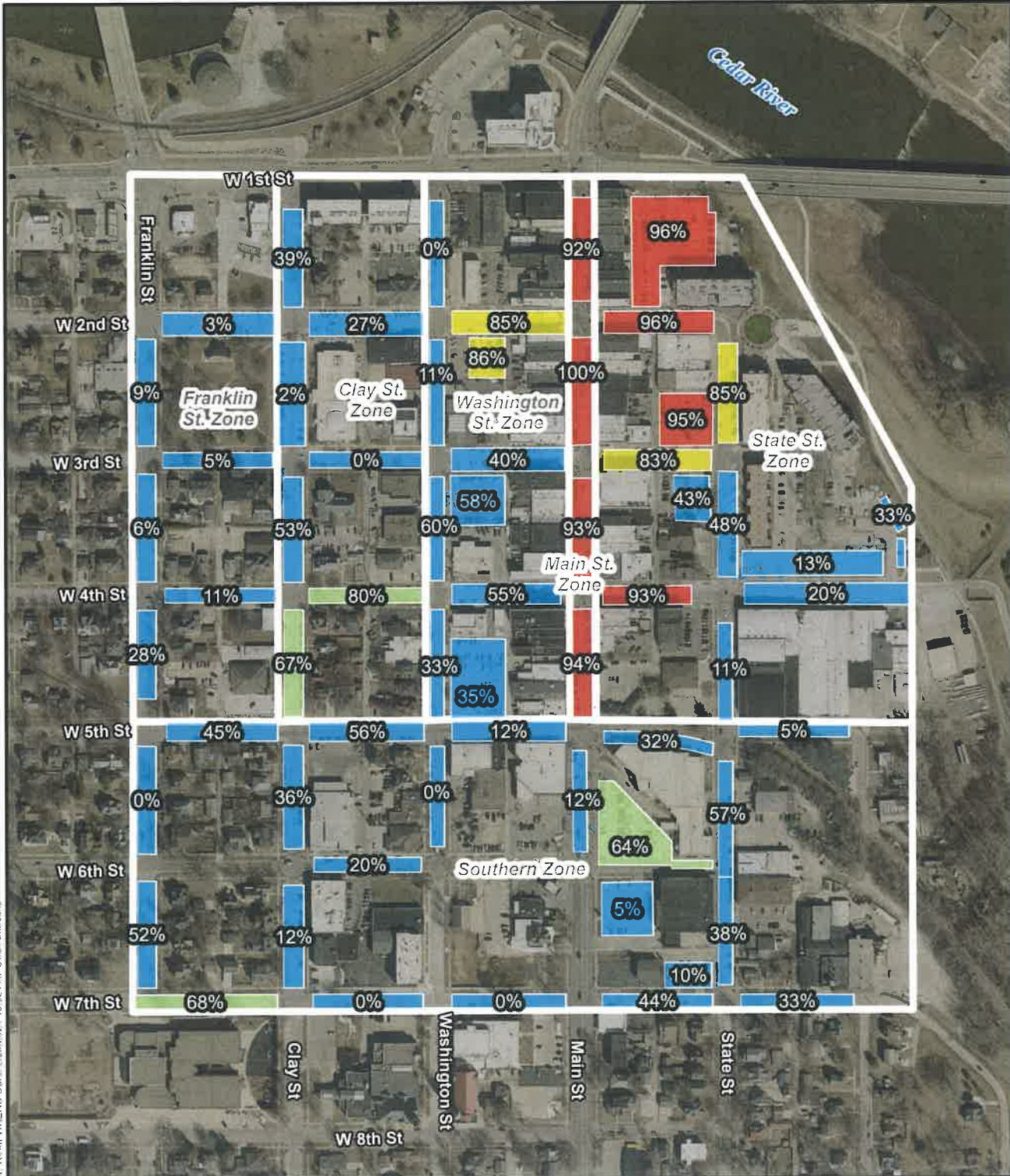
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
 Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91%-100% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

SATURDAY,
DECEMBER 9, 2023
10AM OCCUPANCY



NORTH



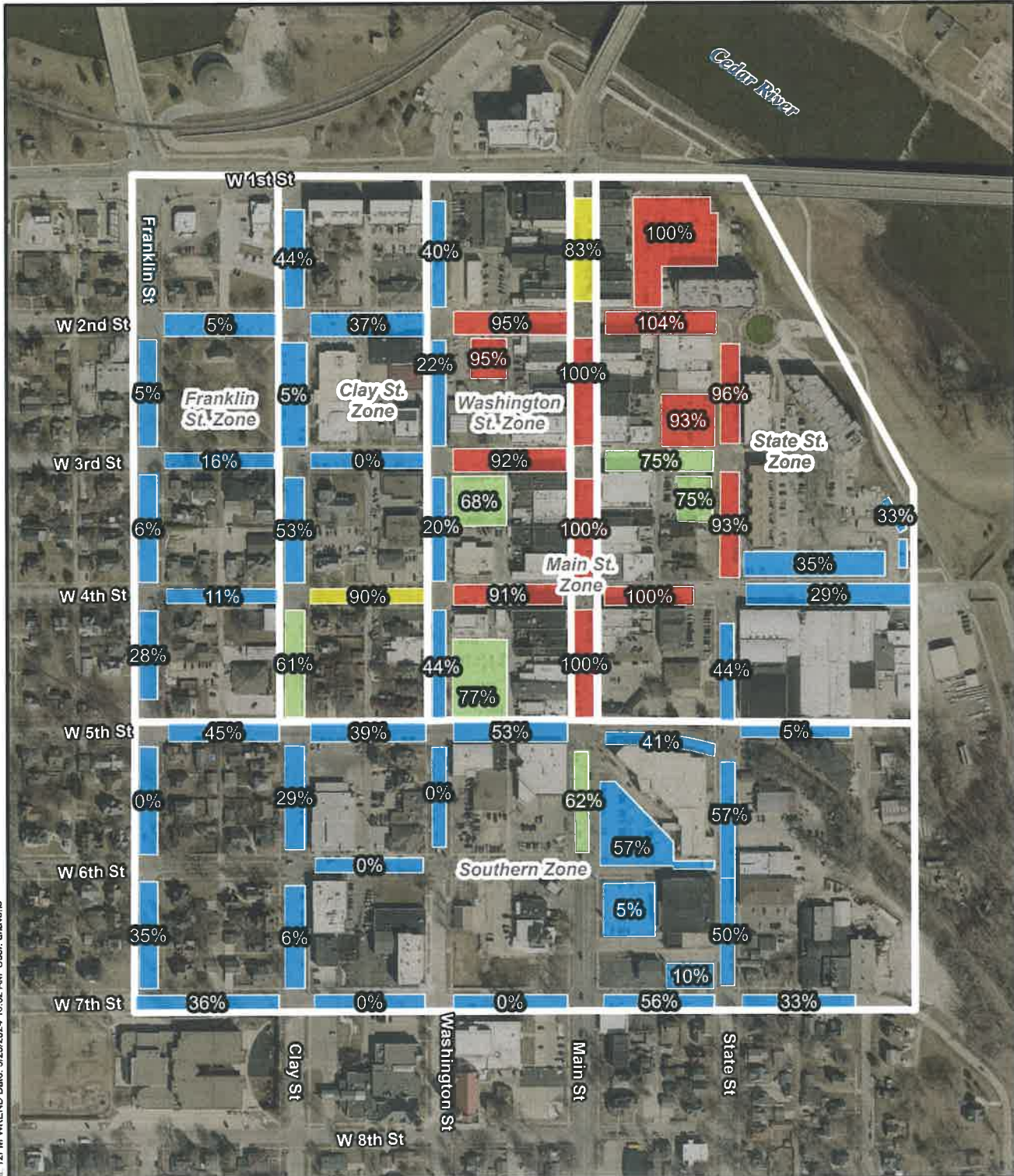
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study

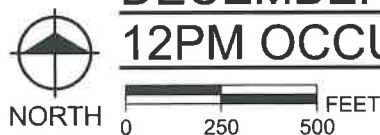


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LEGEND

- Parking Occupancy
- 91%-104% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

**SATURDAY,
DECEMBER 9, 2023
12PM OCCUPANCY**



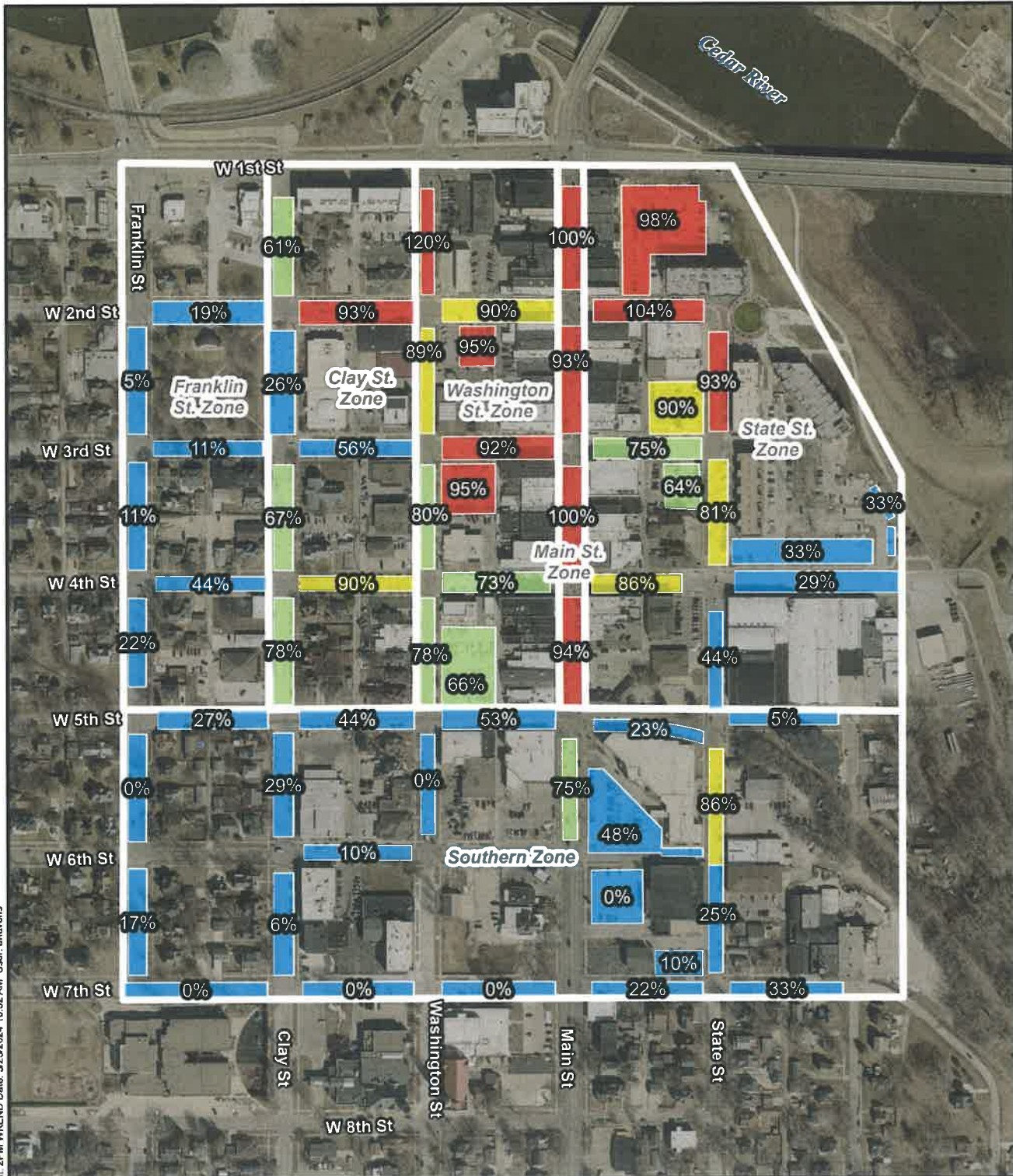
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91%-120% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

**SATURDAY,
DECEMBER 9, 2023
2PM OCCUPANCY**



NORTH



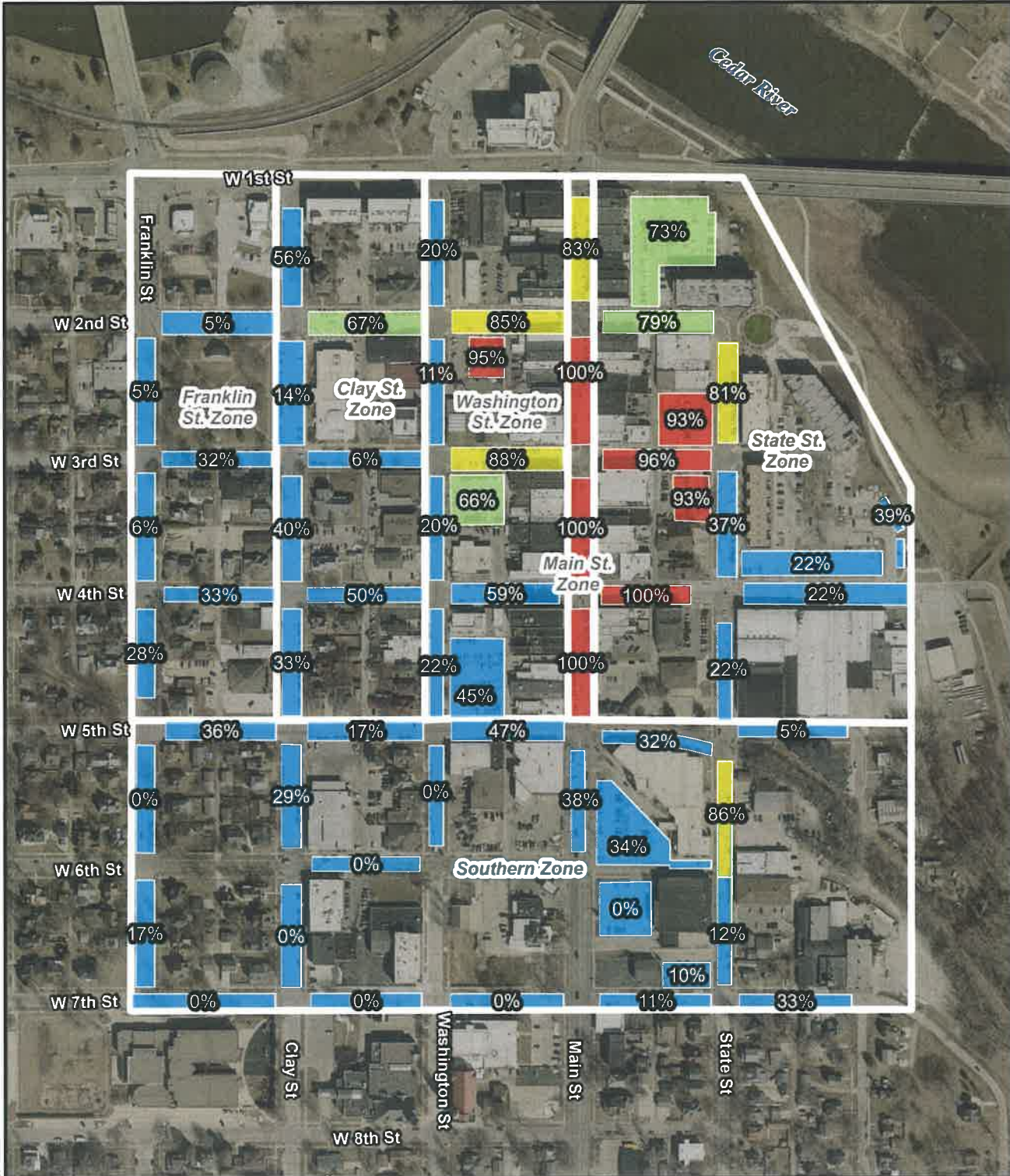
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91%-100% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

SATURDAY,
DECEMBER 9, 2023
4PM OCCUPANCY



NORTH



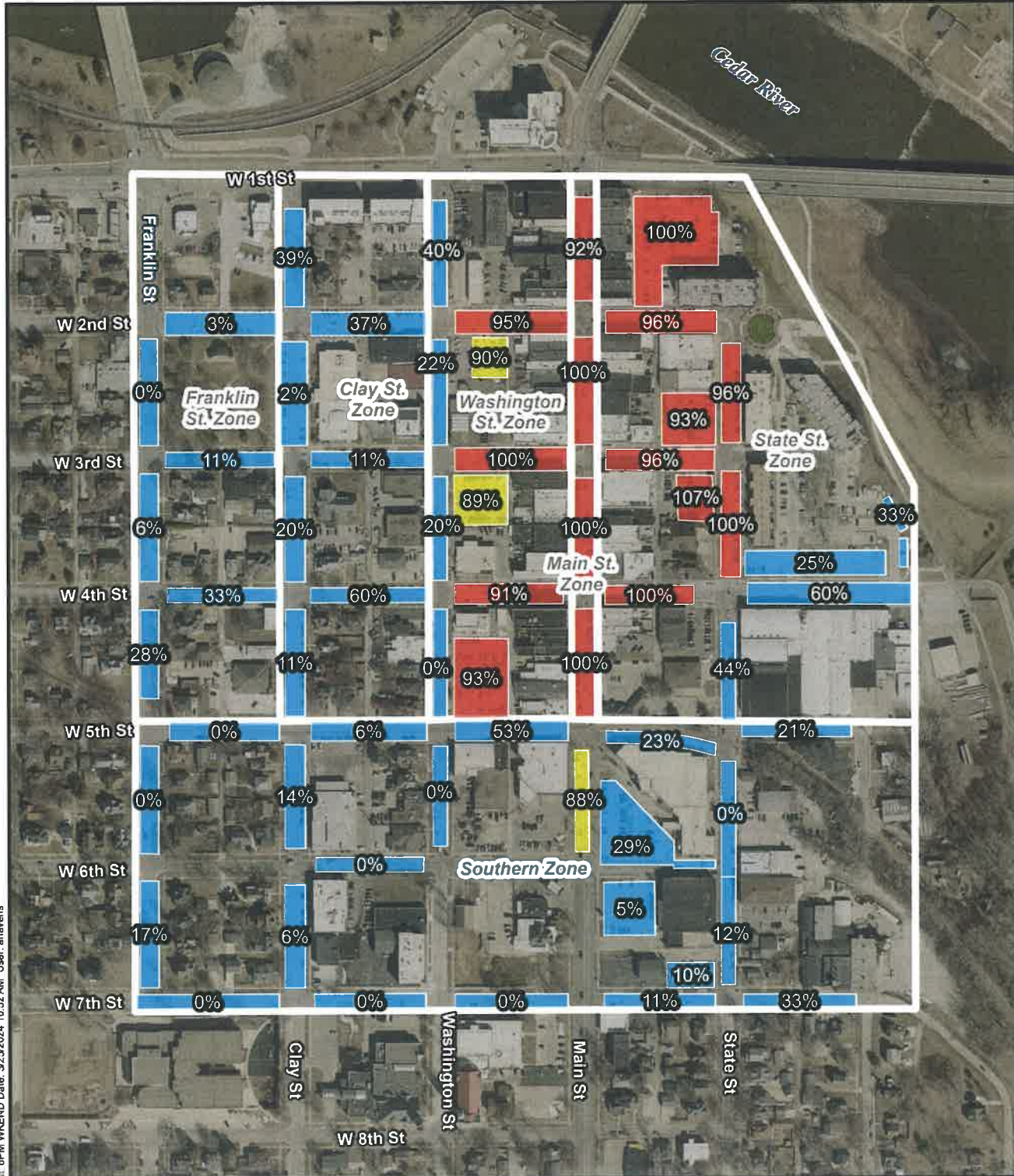
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91%-107% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

SATURDAY,
DECEMBER 9, 2023
6PM OCCUPANCY



NORTH



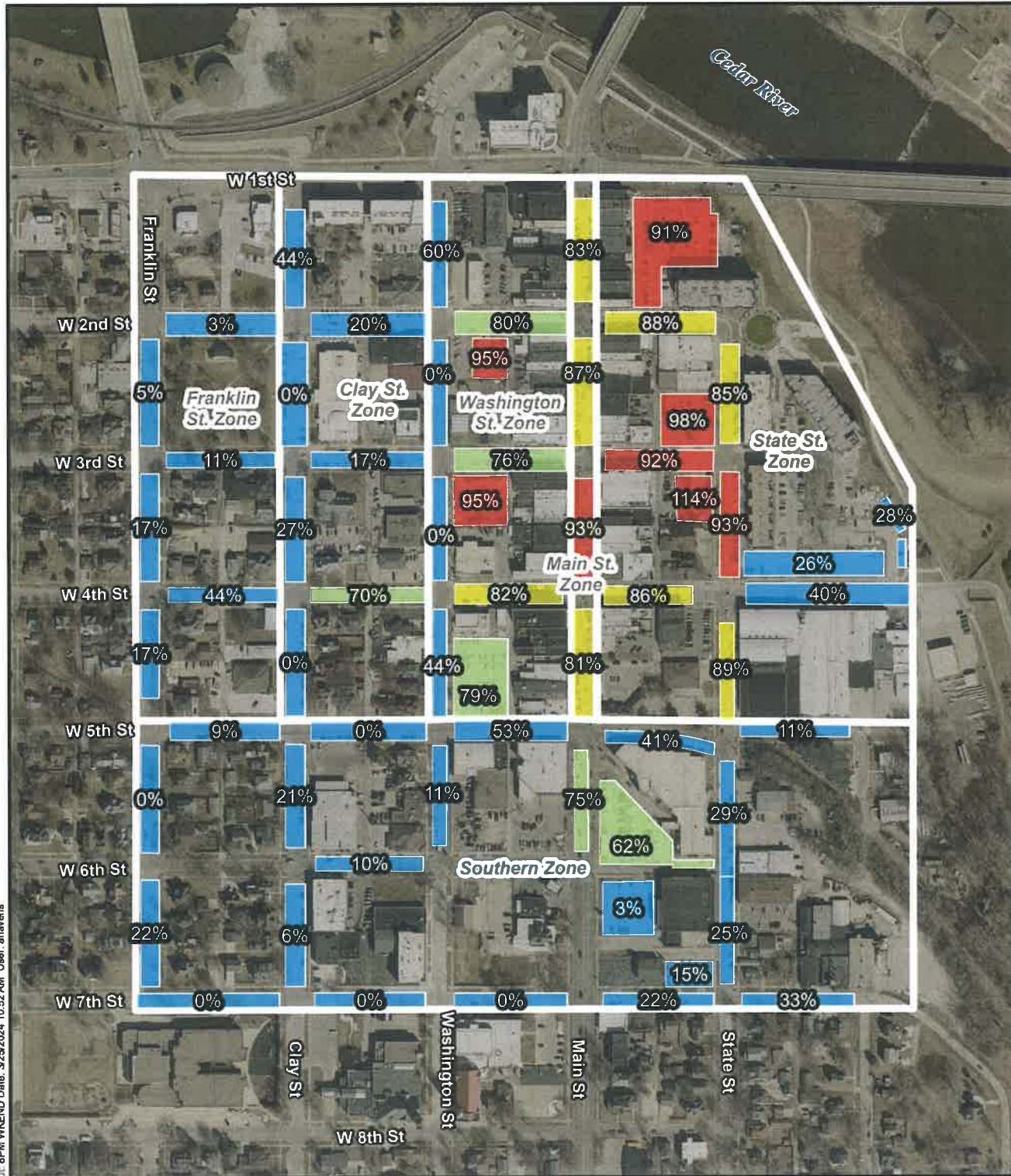
DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Hard copy is intended to be 8.5"x11" when plotted. Scale(s) indicated and graphic quality may not be accurate for any other size.

City of Cedar Falls
Black Hawk County, Iowa
Downtown Parking Study



LEGEND

Parking Occupancy

- 91%-114% Occupancy
- 81%-90% Occupancy
- 61%-80% Occupancy
- 0%-60% Occupancy

SATURDAY,
DECEMBER 9, 2023
8PM OCCUPANCY



NORTH



DATA SOURCES: CITY OF CEDAR FALLS AERIAL IMAGERY, 2022

PROJECT NO.
231879

FIGURE NO.

Cedar Falls, Iowa Parking Occupancy - Study Dates December 7 and 9, 2023

Item 1.

Zone Designation	Parking Lot	Parking Capacity	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Weekend	Weekend	Weekend	Weekend	Weekend	Weekend	Weekend	Weekend	Weekend	
			10am	10am	Noon	Noon	2pm	2pm	4pm	4pm	6pm	6pm	8pm	8pm	10am	10am	Noon	Noon	2pm	2pm	4pm	4pm	6pm	6pm	8pm	8pm
			Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %	Spaces Occupied	Occupancy %
Franklin St. Zone	Franklin St. Zone Total	123	21	17%	26	21%	24	20%	18	15%	71	58%	52	42%	11	9%	13	11%	20	16%	18	15%	12	10%	14	11%
Clay St. Zone	Clay St. Zone Total	151	97	64%	88	58%	82	54%	76	50%	119	79%	103	68%	44	29%	49	32%	93	62%	54	36%	32	21%	28	19%
Washington St. Zone	On Street Parking Total	95	27	28%	58	61%	43	45%	74	78%	95	100%	63	66%	46	48%	71	75%	82	86%	57	60%	69	73%	60	63%
	Off Street Parking Total	130	70	54%	101	78%	100	77%	102	78%	129	99%	113	87%	65	50%	101	78%	103	79%	77	59%	119	92%	112	86%
	Washington St. Zone Total	225	97	43%	159	71%	143	64%	176	78%	224	100%	176	78%	111	49%	172	76%	185	82%	134	60%	188	84%	172	76%
Main St. Zone	Main St. Zone Total	57	44	77%	49	86%	50	88%	55	96%	57	100%	54	95%	54	95%	55	96%	55	96%	55	96%	56	98%	49	86%
State St. Zone	On Street Parking Total	180	87	48%	103	57%	82	46%	99	55%	206	114%	138	77%	104	58%	128	71%	122	68%	102	57%	150	83%	133	74%
	Off Street Parking Total	247	147	60%	135	55%	159	64%	165	67%	252	102%	179	72%	153	62%	180	73%	173	70%	153	62%	182	74%	178	72%
	State St. Zone Total	427	234	55%	238	56%	241	56%	264	62%	458	107%	317	74%	257	60%	308	72%	295	69%	255	60%	332	78%	311	73%
South Zone	On Street Parking Total	266	124	47%	127	48%	127	48%	100	38%	102	38%	65	24%	76	29%	73	27%	55	21%	45	17%	38	14%	47	18%
	Off Street Parking Total	135	62	46%	48	36%	51	38%	59	44%	121	90%	46	34%	53	39%	48	36%	39	29%	28	21%	26	19%	52	39%
	South Zone Total	401	186	46%	175	44%	178	44%	159	40%	223	56%	111	28%	129	32%	121	30%	94	23%	73	18%	64	16%	99	25%
Parking Total		1384	679	49%	735	53%	718	52%	748	54%	1152	83%	813	59%	606	44%	718	52%	742	54%	589	43%	684	49%	673	49%
Downtown Core Washington St., Main St., & State St. Zones	On Street Parking Total	332	158	48%	210	63%	175	53%	228	69%	358	108%	255	77%	204	61%	254	77%	259	78%	214	64%	275	83%	242	73%
	Off Street Parking Total	377	217	58%	236	63%	259	69%	267	71%	381	101%	292	77%	218	58%	281	75%	276	73%	230	61%	301	80%	290	77%
	Combined Total	709	375	53%	446	63%	434	61%	495	70%	739	104%	547	77%	422	60%	535	75%	535	75%	444	63%	576	81%	532	75%

Cedar Falls, Iowa Parking Occupancy - 2018 to 2023 at 5:00-7:00pm

Item 1.

Zone Designation	Parking Lot	Parking Capacity	December 2018	November 2019	June 2021	October 2021	July 2022	July 2023	December 2023	October 2018	November 2019	June 2021	October 2021	July 2022	July 2023	December 2023
			Thur. 6:00pm	Thur. 5:00pm	Thur. 6:00pm	Thur. 5:00pm	Thur. 5:30pm	Thur. 5:30pm	Thur. 6:00pm	Fri. 7:00pm	Sat. 5:00pm	Sat. 5:00pm	Sat. 5:30pm	Sat. 5:30pm	Sat. 5:30pm	Sat. 6:00pm
			Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Weekend	Weekend	Weekend	Weekend	Weekend
Franklin St. Zone	On Street Parking															
	200 Blk Franklin St	22	N/A	7	3	5	2	4	16	N/A	5	2	1	1	1	0
	300 Blk Franklin St	18	N/A	1	2	1	2	2	0	N/A	0	3	1	2	1	1
	400 Blk Franklin St	18	N/A	1	0	1	3	2	4	N/A	4	3	4	3	3	5
	300 Blk W 2nd St	37	25	8	7	4	6	3	37	21	1	6	5	2	0	1
	300 Blk W 3rd St	19	13	3	3	6	5	1	10	6	2	0	0	1	0	2
	300 Blk W 4th St	9	7	3	0	0	1	1	4	5	3	2	6	1	3	3
	Franklin St. Zone Total	123	45	23	15	17	19	13	71	32	15	16	17	10	8	12
Clay St. Zone	On Street Parking															
	100 Blk Clay St	18	17	4	0	2	3	4	7	6	2	2	0	5	3	7
	200 Blk Clay St	42	17	7	2	32	5	8	39	10	5	8	5	5	2	1
	300 Blk Clay St	15	11	3	2	6	2	5	14	4	1	10	3	7	4	3
	400 Blk Clay St	18	13	3	2	4	1	1	6	13	1	2	4	6	3	2
	200 Blk W 2nd St	30	29	7	11	13	16	7	28	29	4	11	11	11	12	11
	200 Blk W 3rd St	18	15	2	1	13	4	2	17	14	1	3	6	7	0	2
	200 Blk W 4th St	10	9	4	5	6	8	6	8	4	6	1	7	5	5	6
	Clay St. Zone Total	151	111	30	23	76	39	33	119	80	20	37	36	46	29	32
	Washington St. Zone	On Street Parking														
100 Blk Washington St		5	6	2	3	2	4	3	6	5	1	1	2	1	5	2
200 Blk Washington St		9	10	0	1	2	7	3	9	9	0	3	3	0	0	2
300 Blk Washington St		5	6	0	1	1	2	0	5	3	3	2	5	0	0	1
400 Blk Washington St		9	6	3	2	0	6	3	8	7	6	5	3	1	1	0
100 Blk W 2nd St		20	21	19	16	15	19	19	20	17	18	15	16	19	15	19
100 Blk W 3rd St		25	26	14	17	12	23	16	25	24	19	24	16	21	15	25
100 Blk W 4th St		22	20	20	0	19	19	20	22	20	20	0	20	16	17	20
On Street Parking Total		95	95	58	40	51	80	64	95	85	67	50	65	58	53	69
Off Street Parking																
2nd Street West (B)		21	22	21	20	16	22	20	21	21	20	20	20	21	19	19
3rd Street West (H)		38	38	37	35	31	27	29	39	31	37	35	30	19	22	34
5th Street West (A)		71	70	62	70	52	57	52	69	68	62	34	66	26	48	66
Off Street Parking Total		130	130	120	125	99	106	101	129	120	119	89	116	66	89	119
Washington St. Zone Total		225	225	178	165	150	186	165	224	205	186	139	181	124	142	188
Main St. Zone	On Street Parking															
	100 Blk Main St	12	12	12	12	9	10	9	12	12	11	11	10	10	9	11
	200 Blk Main St	15	7	15	15	15	8	10	15	15	14	14	14	15	14	15
	300 Blk Main St	14	14	13	12	14	14	12	14	14	14	14	14	14	12	14
	400 Blk Main St	16	16	16	14	16	16	16	16	16	16	14	15	15	14	16
	Main St. Zone Total	57	49	56	53	54	48	47	57	57	55	53	53	54	49	56
State St. Zone	On Street Parking															
	200 Blk State St	27	22	31	24	24	23	15	27	22	30	16	20	12	21	26
	300 Blk State St	27	22	22	7	21	26	12	27	22	23	7	24	13	15	27
	400 Blk State St	9	11	3	1	3	6	4	10	11	2	0	8	2	3	4
	100 Blk E 2nd St	24	16	23	22	22	23	21	23	13	22	23	20	22	21	23
	100 Blk E 3rd St	24	18	17	12	13	0	23	23	17	16	12	15	0	21	23
	100 Blk E 4th St	14	16	11	11	0	14	13	14	14	14	13	0	14	11	14
	200 Blk E 4th St	55	43	15	9	11	37	10	82	38	12	3	27	14	14	33
	On Street Parking Total	180	148	122	86	94	129	98	206	137	119	74	114	77	106	150
	Off Street Parking															
	2nd Street East (D)	90	107	83	82	46	87	57	89	89	85	74	87	66	63	90
3rd Street East (C)	42	41	40	36	6	37	31	42	42	40	17	41	36	27	39	

	Third and State private lot	28	25	N/A	N/A	N/A	N/A	N/A	31	26	N/A	N/A	N/A	N/A	N/A	3	Item 1.
	Viking Pump	69	65	13	14	12	13	16	72	8	23	6	17	14	2	1	
	Grow CV	18	N/A	0	4	5	0	2	18	N/A	0	4	1	1	0	6	
	Off Street Parking Total	247	238	136	136	69	137	106	252	165	148	101	146	117	92	182	
	State St. Zone Total	427	386	258	222	163	266	204	458	302	267	175	260	194	198	332	
South Zone	On Street Parking																
	500 Blk Franklin St	18	N/A	1	3	1	1	0	0	N/A	0	1	2	2	0	0	
	600 Blk Franklin St	23	N/A	7	3	1	4	4	3	N/A	2	2	3	3	5	4	
	300 Blk W 5th St	11	6	2	0	0	1	1	2	4	4	1	2	0	1	0	
	300 Blk W 7th St	22	N/A	6	4	4	0	0	3	N/A	2	5	0	0	0	2	0
	500 Blk Clay St	14	10	2	1	3	3	3	2	6	5	4	3	2	4	2	
	600 Blk Clay St	17	9	5	1	3	2	2	2	5	3	13	3	1	0	1	
	200 Blk W 5th St	18	18	4	4	5	3	0	5	17	14	8	3	4	2	1	
	200 Blk W 6th St	10	10	3	3	0	0	0	1	9	0	0	0	0	0	0	
	200 Blk W 7th St	10	N/A	5	0	1	0	0	0	N/A	6	0	1	0	3	0	
	500 Blk Washington St	9	9	3	6	2	4	2	6	7	0	0	0	0	0	0	
	100 Blk W 5th St	17	17	8	8	8	9	11	17	16	7	8	6	2	7	9	
	100 Blk W 7th St	15	6	1	0	9	0	1	0	3	0	3	4	5	3	0	
	500 Blk Main St	8	8	3	3	3	8	4	8	7	3	0	5	1	0	7	
	100 Blk E 5th St	22	21	8	18	12	7	7	16	12	4	4	9	3	3	5	
	100 Blk E 7th St	9	N/A	3	7	5	0	1	3	N/A	4	3	2	0	2	1	
	500 Blk State St	7	5	7	2	5	7	8	7	4	5	3	1	1	2	0	
	600 Blk State St	8	5	7	2	5	1	2	8	5	5	4	2	0	0	1	
	200 Blk E 5th St	19	N/A	0	3	1	4	2	16	N/A	1	0	0	2	4	4	
	200 Blk E 7th St	9	N/A	2	4	3	1	2	3	N/A	5	5	4	3	0	3	
		On Street Parking Total	266	124	77	72	71	55	50	102	95	70	64	50	29	38	38
		Off Street Parking															
		Library	77	77	47	4	10	3	4	77	8	51	5	0	5	0	22
		First National 1	38	39	N/A	1	1	38	10	36	5	N/A	0	0	0	3	2
		First National 2	20	12	N/A	0	5	0	12	8	3	N/A	0	0	0	3	2
		Off Street Parking Total	135	128	47	5	16	41	26	121	16	51	5	0	5	6	26
	South Zone Total	401	252	124	77	87	96	76	223	111	121	69	50	34	44	64	
Parking Total		1384	1068	669	555	547	654	538	1152	787	664	489	597	462	470	684	

Downtown Core Washington St., Main St., & State St. Zones	On Street Parking Total	332	292	236	179	199	257	209	358	279	241	177	232	189	208	275
	Off Street Parking Total	377	368	256	261	168	243	207	381	285	267	190	262	183	181	301
	Combined Total	709	660	492	440	367	500	416	739	564	508	367	494	372	389	576

Cedar Falls, Iowa Parking Occupancy - 2018 to 2023 at 12:00pm (Noon)

Zone Designation	Parking Lot	Parking Capacity	December 2018	November 2019	July 2022	July 2023	December 2023	December 2018	November 2019	July 2022	July 2023	December 2023	
			Thur. 12:00pm	Thur. 12:00pm	Thur. 12:00pm	Thur. 12:00pm	Thur. 12:00pm	Fri. 12:00pm	Sat. 12:00pm	Sat. 12:00pm	Sat. 12:00pm	Sat. 12:00pm	
			Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Weekend	Weekend	Weekend	
Franklin St. Zone	On Street Parking												
	200 Blk Franklin St	22	N/A	9	11	6	7	N/A	8	8	13	1	
	300 Blk Franklin St	18	N/A	2	3	2	2	N/A	1	5	8	1	
	400 Blk Franklin St	18	N/A	1	2	1	1	N/A	3	3	1	5	
	300 Blk W 2nd St	37	22	9	9	7	8	22	10	10	24	2	
	300 Blk W 3rd St	19	11	5	12	6	4	9	5	1	2	3	
	300 Blk W 4th St	9	4	2	2	4	4	6	3	4	6	1	
	Franklin St. Zone Total	123	37	28	39	26	26	37	30	31	54	13	
Clay St. Zone	On Street Parking												
	100 Blk Clay St	18	12	4	6	3	7	13	3	5	11	8	
	200 Blk Clay St	42	12	22	16	12	23	26	21	1	13	2	
	300 Blk Clay St	15	3	4	4	6	7	6	4	3	7	8	
	400 Blk Clay St	18	8	11	18	14	15	9	1	14	18	11	
	200 Blk W 2nd St	30	29	27	24	19	24	28	10	20	27	11	
	200 Blk W 3rd St	18	5	1	3	3	4	5	1	3	1	0	
	200 Blk W 4th St	10	6	7	6	8	8	9	8	5	8	9	
	Clay St. Zone Total	151	75	76	77	65	88	96	48	51	85	49	
	Washington St. Zone	On Street Parking											
		100 Blk Washington St	5	5	0	1	5	0	5	1	1	2	2
200 Blk Washington St		9	5	2	4	2	1	6	3	8	5	2	
300 Blk Washington St		5	1	0	1	2	0	3	1	2	2	1	
400 Blk Washington St		9	7	6	6	4	5	5	6	5	3	4	
100 Blk W 2nd St		20	17	16	15	16	18	19	17	17	16	19	
100 Blk W 3rd St		25	19	15	17	19	20	22	20	21	21	23	
100 Blk W 4th St		22	19	17	21	11	14	21	20	16	19	20	
On Street Parking Total		95	73	56	65	59	58	81	68	70	68	71	
Off Street Parking													
2nd Street West (B)		21	20	16	15	17	14	20	19	20	21	20	
3rd Street West (H)		38	36	29	34	33	36	37	35	26	30	26	
5th Street West (A)		71	51	33	38	42	51	64	41	23	19	55	
Off Street Parking Total		130	107	78	87	92	101	121	95	69	70	101	
Washington St. Zone Total		225	180	134	152	151	159	202	163	139	138	172	
Main St. Zone		On Street Parking											
		100 Blk Main St	12	11	12	12	9	10	12	12	1	10	10
	200 Blk Main St	15	15	14	15	12	14	15	14	14	15	15	
	300 Blk Main St	14	13	14	14	10	14	14	14	12	14	14	
	400 Blk Main St	16	15	15	16	15	11	15	16	15	16	16	
	Main St. Zone Total	57	54	55	57	46	49	56	56	42	55	55	
State St. Zone	On Street Parking												
	200 Blk State St	27	17	25	16	19	19	N/A	27	15	18	26	
	300 Blk State St	27	13	19	19	6	7	N/A	22	11	16	25	
	400 Blk State St	9	8	3	5	4	5	11	2	2	6	4	
	100 Blk E 2nd St	24	13	20	18	14	20	13	21	22	20	25	
	100 Blk E 3rd St	24	14	12	0	10	17	14	13	0	18	18	
	100 Blk E 4th St	14	14	14	13	12	12	14	14	10	14	14	
	200 Blk E 4th St	55	26	18	21	20	23	26	5	11	12	16	
	On Street Parking Total	180	105	111	92	85	103	78	104	71	104	128	
	Off Street Parking												
	2nd Street East (D)	90	79	81	72	48	56	99	79	78	61	90	
	3rd Street East (C)	42	34	34	25	23	35	41	38	23	39	39	
	Third and State private lot	28	21	N/A	N/A	N/A	18	21	N/A	N/A	N/A	21	
	Viking Pump	69	35	36	17	29	21	37	36	13	8	24	
	Grow CV	18	N/A	2	2	8	5	N/A	0	0	6	6	
	Off Street Parking Total	247	189	153	116	108	135	198	153	114	114	180	
	State St. Zone Total	427	274	264	208	193	238	276	257	185	218	308	
South Zone	On Street Parking												
	500 Blk Franklin St	18	N/A	0	1	0	1	N/A	0	2	0	0	
	600 Blk Franklin St	23	N/A	7	3	3	10	N/A	4	2	3	8	
	300 Blk W 5th St	11	4	9	6	7	8	4	9	3	4	5	
	300 Blk W 7th St	22	N/A	13	0	1	12	N/A	4	0	0	8	
	500 Blk Clay St	14	9	5	8	6	7	5	5	6	6	4	
	600 Blk Clay St	17	5	7	8	10	12	5	2	4	3	1	
	200 Blk W 5th St	18	12	18	14	13	14	13	10	12	11	7	
	200 Blk W 6th St	10	9	2	2	0	7	9	3	0	1	0	
	200 Blk W 7th St	10	N/A	6	0	1	7	N/A	5	0	0	0	
	500 Blk Washington St	9	8	9	5	2	7	8	6	0	0	0	
	100 Blk W 5th St	17	7	10	4	8	6	15	11	0	2	9	
	100 Blk W 7th St	15	3	8	2	2	6	4	8	0	0	0	
	500 Blk Main St	8	5	6	4	1	1	7	6	2	1	5	
	100 Blk E 5th St	22	14	12	13	11	10	15	12	5	6	9	
	100 Blk E 7th St	9	N/A	2	1	2	3	N/A	3	1	2	5	
	500 Blk State St	7	2	4	3	2	5	2	4	2	2	4	
	600 Blk State St	8	2	4	8	2	6	2	4	4	4	4	
	200 Blk E 5th St	19	N/A	2	0	1	3	N/A	1	0	0	1	
	200 Blk E 7th St	9	N/A	7	1	2	2	N/A	6	4	1	3	
	On Street Parking Total	266	80	131	83	74	127	89	103	47	46	73	
	Off Street Parking												
	Library	77	46	40	26	27	31	58	40	19	25	44	
	First National 1	38	13	N/A	13	5	8	11	N/A	4	0	2	
	First National 2	20	6	N/A	10	7	9	6	N/A	4	1	2	
	Off Street Parking Total	135	65	40	49	39	48	75	40	27	26	48	
	South Zone Total	401	145	171	132	113	175	164	143	74	72	121	
Parking Total		1384	765	728	665	594	735	831	697	522	622	718	
Downtown Core Washington St., Main St., & State St. Zones	On Street Parking Total	332	232	222	214	190	210	215	228	183	227	254	
	Off Street Parking Total	377	276	231	203	200	236	319	248	183	184	281	
	Combined Total	709	508	453	417	390	446	534	476	366	411	535	

Cedar Falls, Iowa Parking Occupancy - 2018 to 2023 at 12:00pm (Noon)

Zone Designation	Parking Lot	Parking Capacity	December 2018	November 2019	July 2022	July 2023	December 2023	December 2018	November 2019	July 2022	July 2023	December 2023
			Thur. 12:00pm	Thur. 12:00pm	Thur. 12:00pm	Thur. 12:00pm	Thur. 12:00pm	Fri. 12:00pm	Sat. 12:00pm	Sat. 12:00pm	Sat. 12:00pm	
			Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Weekend	Weekend	
Franklin St. Zone	Franklin St. Zone Total	123	37	28	39	26	26	37	30	31	54	13
Clay St. Zone	Clay St. Zone Total	151	75	76	77	65	88	96	48	51	85	49
Washington St. Zone	On Street Parking Total	95	73	56	65	59	58	81	68	70	68	71
	Off Street Parking Total	130	107	78	87	92	101	121	95	69	70	101
	Washington St. Zone Total	225	180	134	152	151	159	202	163	139	138	172
Main St. Zone	Main St. Zone Total	57	54	55	57	46	49	56	56	42	55	55
State St. Zone	On Street Parking Total	180	105	111	92	85	103	78	104	71	104	128
	Off Street Parking Total	247	169	153	116	108	135	198	153	114	114	180
	State St. Zone Total	427	274	264	208	193	238	276	257	185	218	308
South Zone	On Street Parking Total	266	80	131	83	74	127	89	103	47	46	73
	Off Street Parking Total	135	65	40	49	39	48	75	40	27	26	48
	South Zone Total	401	145	171	132	113	175	164	143	74	72	121
Parking Total		1384	765	728	665	594	735	831	697	522	622	718

Downtown Core Washington St., Main St., & State St. Zones	On Street Parking Total	332	232	222	214	190	210	215	228	183	227	254
	Off Street Parking Total	377	276	231	203	200	236	319	248	183	184	281
	Combined Total	709	508	453	417	390	446	534	476	366	411	535

Cedar Falls, Iowa Parking Occupancy - 2018 to 2023 at 5:00-7:00pm

Zone Designation	Parking Lot	Parking Capacity	December 2018	November 2019	June 2021	October 2021	July 2022	July 2023	December 2023	October 2018	November 2019	June 2021	October 2021	July 2022	July 2023	December 2023
			Thur. 6:00pm	Thur. 5:00pm	Thur. 6:00pm	Thur. 5:00pm	Thur. 5:30pm	Thur. 5:30pm	Thur. 6:00pm	Fri. 7:00pm	Sat. 5:00pm	Sat. 5:00pm	Sat. 5:30pm	Sat. 5:30pm	Sat. 5:30pm	Sat. 6:00pm
			Weekday	Weekday	Weekday	Weekday	Weekday	Weekday	Weekend	Weekend	Weekend	Weekend	Weekend	Weekend	Weekend	Weekend
Franklin St. Zone	Franklin St. Zone Total	123	45	23	15	17	19	13	71	32	15	16	17	10	8	12
Clay St. Zone	Clay St. Zone Total	151	111	30	23	76	39	33	119	80	20	37	36	46	29	32
Washington St. Zone	On Street Parking Total	95	95	58	40	51	80	64	95	85	67	50	65	58	53	69
	Off Street Parking Total	130	130	120	125	99	106	101	129	120	119	89	116	66	89	119
	Washington St. Zone Total	225	225	178	165	150	186	165	224	205	186	139	181	124	142	188
Main St. Zone	Main St. Zone Total	57	49	56	53	54	48	47	57	57	55	53	53	54	49	56
State St. Zone	On Street Parking Total	180	148	122	86	94	129	98	206	137	119	74	114	77	106	150
	Off Street Parking Total	247	238	136	136	69	137	106	252	165	148	101	146	117	92	182
	State St. Zone Total	427	386	258	222	163	266	204	458	302	267	175	260	194	198	332
South Zone	On Street Parking Total	266	124	77	72	71	55	50	102	95	70	64	50	29	38	38
	Off Street Parking Total	135	128	47	5	16	41	26	121	16	51	5	0	5	6	26
	South Zone Total	401	252	124	77	87	96	76	223	111	121	69	50	34	44	64
Parking Total		1384	1068	669	555	547	654	538	1152	787	664	489	597	462	470	684

Downtown Core Washington St., Main St., & State St. Zones	On Street Parking Total	332	292	236	179	199	257	209	358	279	241	177	232	189	208	275
	Off Street Parking Total	377	368	256	261	168	243	207	381	285	267	190	262	183	181	301
	Combined Total	709	660	492	440	367	500	416	739	564	508	367	494	372	389	576