

March 12, 2004

File: 0404.0128.03

Town of Golden
810 S. 9th Avenue
PO Box 350
GOLDEN BC V0A 1H0

**Attention: Kathy Gilbert, MCIP, Manager of Development Services / Planner
Ron Buss, P.Eng., Manager of Operations**

RE: PARKING SURVEY OF GOLDEN DOWNTOWN UPDATED

As requested, Urban Systems Ltd. completed a parking survey of the Town of Golden's old and new downtown. The study area included the old downtown and portions of the new downtown. The old downtown area is defined as the area just north of the Kicking Horse River and approximately bounded by the CP Rail tracks and 7th Street N. The portion of the new downtown that was surveyed is south of the river along 9th Street S. between 10th and 13th Avenues, and along 11th Avenue S. between 9th and 10th Streets.

The data was collected on Friday, August 29, 2003 between 8:00 a.m. and 6:00 p.m. It is noted that this is the start of the Labour Day long weekend and there was a forest fire nearby during the time of the survey. Golden staff were conscious of this fact and have confirmed that the parking activity observed prior to the survey had not been impacted by the local forest fires.

Parking Study Data Collection

The specific locations of where parking data were collected are shown in Figure 1-1 and 1-2. Each parking count location is defined by a code, i.e. F(N)-Pr1; where:

- The first letter (i.e. 'F') indicates the block where data was collected;
- The second letter in brackets (i.e. '(N)') indicates whether the block is in north or south downtown;
- The third set of letters (i.e. 'Pr') indicates the type of parking data collected. ('' = On-street parking, 'Pb' = Public parking lot, and 'Pr' = Private parking lot); and,
- The number (i.e. '1') indicates the parking location number.

Old (north) Downtown

The parking information collected in the old (north) downtown area, as shown in Figure 1-1, includes:

- Parking occupancy for all on-street parking;
- Parking occupancy for some of the private parking lots (free parking for patrons). All private parking lots in Block E (bounded by 8th Avenue to the south, 9th Avenue to the north, 6th Street to the west and 5th Street to the east) are included;
- Parking occupancy for all the public parking lots (free parking for the public); and,

- License plate surveys (duration survey) of a sampling of the on-street, private lots, and public lots distributed throughout the survey area.

Samplings of parking occupancy surveys for private lots, as well as a sampling of duration surveys were completed to provide a general overview of the parking situation using the resources available. Both the number of counters as well as the frequency of count periods limited the ability to collect occupancy information at all private lots, as well as duration information for all parking in the study area. In discussion with the Town, occupancy information was deemed important for the private lots backing into the alleyway between 8th and 9th Avenue between 5th and 6th Street.

New (south) Downtown

The parking information collected in the new (south) downtown area, as shown in Figure 1-2, includes:

- Parking occupancy for all on-street parking, public parking lot, and private commercial parking lots (excluded the Jehovah's Witness' church lot and a condominium lot); and,
- License plate survey (duration survey) of all on-street parking. Duration information was not collected for public and private parking lots.

The processed parking data summarized on an individual basis is provided in the following appendices:

- Appendix A: comparison of parking demand to parking supply for each block of on-street parking;
- Appendix B: comparison of parking demand to parking supply for each public parking lot;
- Appendix C: comparison of parking demand to parking supply for each private parking lot; and
- Appendix D: summary of vehicle parking duration.

Old (North) Downtown Parking Patterns

On-Street Parking

On-street parking capacity in the old (north) downtown area is never exceeded; however, 6 locations reached a capacity greater than 90% at one point during the count, typically in the early afternoon. These locations are C(N)-2, C(N)-3, D(N)-3, F(N)-1, F(N)-5 and H(N)-2.

- C(N)-2, C(N)-3, D(N)-3 and F(N)-1 are on blocks with smaller parking supply, so indication of parking shortage is slightly misrepresented as capacity is reached with up to 4 vehicles.
 - C(N)-2 is located along the northside of 8th Avenue. The capacity of adjacent parking is less than 60% for the duration of the study.
 - C(N)-3, D(N)-3 and F(N)-1 are located along 6th Street. This street has no posted maximum stay and borders the inner downtown core, where parking is typically restricted to 2 hours maximum. Patrons staying for longer duration may be parking along this street, as indicated by D(N)-3 where the average duration of stay is approximately 3 hours. Adjacent parking capacity along 9th Avenue west of 6th Street indicates residual parking capacity.
- F(N)-5 is along 5th Street next to the post office. For 10% of the count duration, approximately 80% of the parking capacity is exceeded, and for an additional 30% of the count duration the parking demand exceeds 70% of parking capacity. Adjacent area parking along Main Street indicates residual parking capacity for entire count duration.

- H(N)-2 is along the south side of 9th Ave east of 5th Street. For 25% of the count duration approximately 80% of the parking capacity is exceeded, and for an additional 25% of the count duration the parking demand exceeds 70% of parking capacity. The average duration of stay for vehicles on this block was 45 minutes, with only 3% of the total vehicles counted exceeding 2 hours.

On-street parking in the old (north) downtown area was typically 1 hour or less. The location of average parking duration that exceed 2 hours are D(N)-2, D(N)-3 and H(N)-1.

- D(N)-2 is the on-street parking in front of IGA and across the street from other larger retail outlets along 9th Avenue. The average duration of stay is approximately 3 hours. The demand did not ever exceed 70% of the parking capacity for the duration of the count.
- H(N)-1 is the on-street parking along the Kicking Horse River. The average duration of stay is just slightly over 2 hours. This location is posted as a 2 hour maximum between 9 a.m. to 6 p.m. from Monday to Saturday. Capacity is not an issue as the demand only exceeded 70% of the parking supply for a small portion of the day, and did not ever exceed 80%.

Public Parking Lot

Public parking lot locations where the average parking duration exceeded 2 hours are G(N)-Pb2 and H(N)-Pb1.

- G(N)-Pb2 is the public parking lot along the CP Rail tracks east of the 5th Street entrance. The average duration of stay is approximately 8 hours and 45 minutes. The lot is at approximately 95% capacity for majority of the count duration. It was noted by the counter that the firefighters were using this public lot for parking. Since the fires in the area were an anomaly, this data is not representative of a regular day, regardless the adjacent area lot (G(N)-Pb1) had spare parking with demand only reaching a maximum of 24% of capacity.
- H(N)-Pb1 is the public parking lot situated at the intersection of 9th Avenue and 10th Avenue. The average duration of stay was approximately 2 hours and 30 minutes. The lot was at capacity for a large portion of the day, even exceeding capacity during three count periods. The adjacent on-street parking (H(N)-2/3) has some residual capacity, however, is over 80% capacity during the same time period and may give the illusion of no available parking for drive-by traffic.

Private Parking Lot

Parking capacities for the private parking lot in the old (north) downtown area indicate that 6 lots exceed 70% of their parking capacity for greater than half the count duration. These lots are E(N)-Pr1, E(N)-Pr2, E(N)-Pr3, E(N)-Pr5, F(N)-Pr1 and H(N)-Pr1.

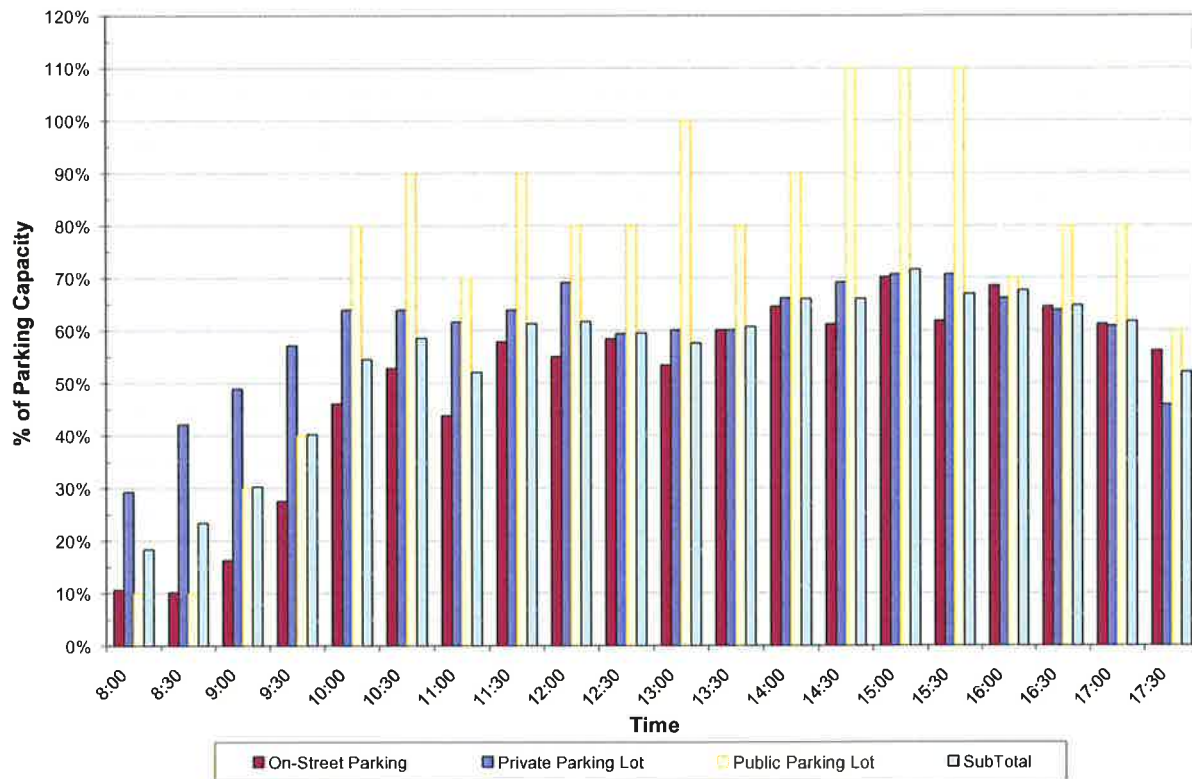
- E(N)-Pr1, E(N)-Pr2, E(N)-Pr3, E(N)-Pr5 and H(N)-Pr1 are all situated in and around the alleyway between 8th and 9th Avenue and 5th and 6th Street.
 - Parking duration information collected at E(N)-Pr2, the Columbia Valley Credit Union private parking lot next to the car wash, indicate that the average duration was approximately 7 hours. Using this duration information as a general guide in conjunction with the parking demands information from these lots, there is an indication that the average stays of vehicles are longer term (greater than 2 hours) in lots E(N)-Pr1, E(N)-Pr2, E(N)-Pr3 and H(N)-Pr1.
 - Lot E(N)-Pr1, situated on the corner lot fronting 9th Avenue across the alley from the car wash, had several used vehicles for sale parked for the duration of the count. These vehicles were included in the total count. The parking capacity does not exceed 70% when these vehicles are removed from the calculation.

- Lot E(N)-Pr5 situated behind the pizza establishment, exceeded the parking capacity on a couple of occasion during the afternoon. The frequent spikes in the parking demand indicate that a portion of the vehicles may be longer term, but the majority of the vehicles are short term parking. As well, the spikes appear to rotate on a 30 minute cycle during the afternoon and thus, may be a result of pick-ups and deliveries.
- Lot F(N)-Pr1, situated behind the post office next to 5th Street, experiences parking demands that exceed 70% from 9:30 to 16:30, with a decrease in demand from 13:00 to 14:00. Additional parking is available along Main Street during peak times when parking demand is 100% of capacity.

Overall Old (North) Downtown Average

Parking activity is most strongly concentrated in Blocks E, F, and H; the area bounded by 8th Avenue to the south, 6th Street to the west, and 10th Avenue to the north. For the purpose of this letter, the area is referred to as the inner downtown core. Graph 1-1 illustrates the existing parking demand of each parking type in the north inner downtown core, for the duration of the study.

**Graph 1-1: Existing Parking Demand of the North Inner Downtown Core
(Blocks E, F, and H)**

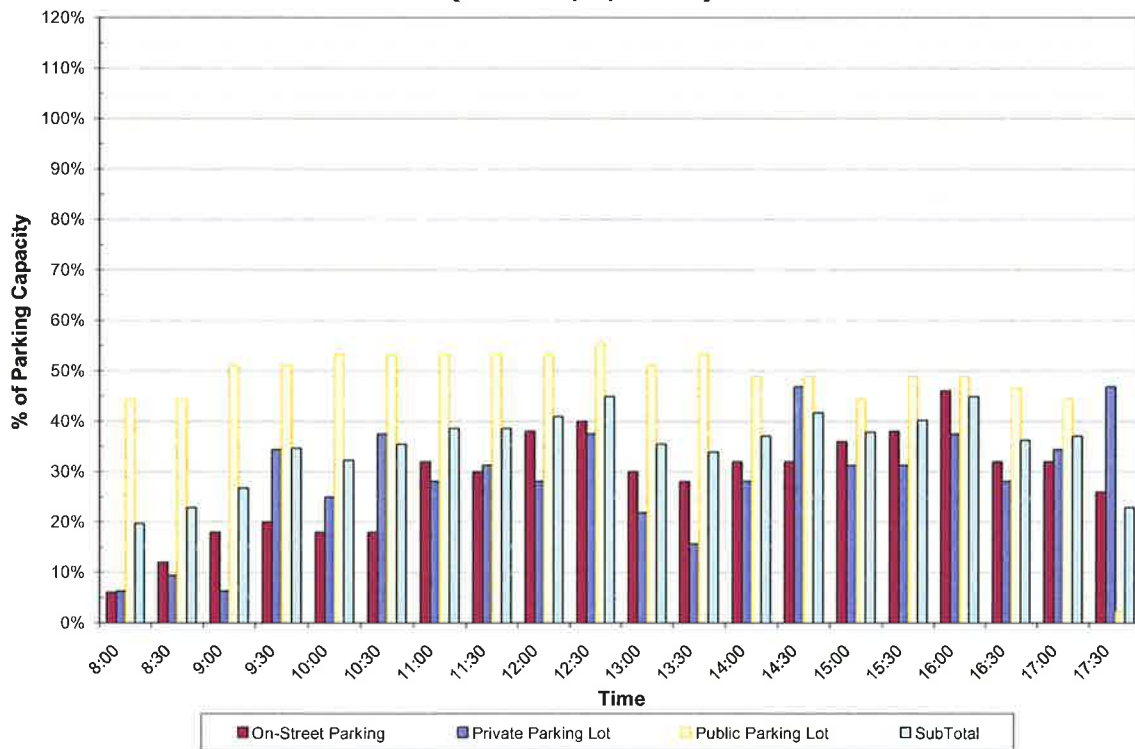


Graph 1-1 indicates that there were no definitive parking peaks, but subtle peaks do appear during mid-morning and mid-afternoon, for on-street parking, private parking lots, and subtotal (total of all parking types) in Blocks E, F, and H. The parking demands for these same parking types do not exceed approximately 70% of the parking capacity. The one public parking lot situated in the inner downtown

core indicate a peak parking hour from 14:30 to 15:30, with the parking demand exceeding the supply at 110% of the parking capacity.

The existing parking demand of each parking type in the north outer downtown core (Blocks C, D, and G), the area surrounding the inner downtown core, are illustrated in Graph 1-2.

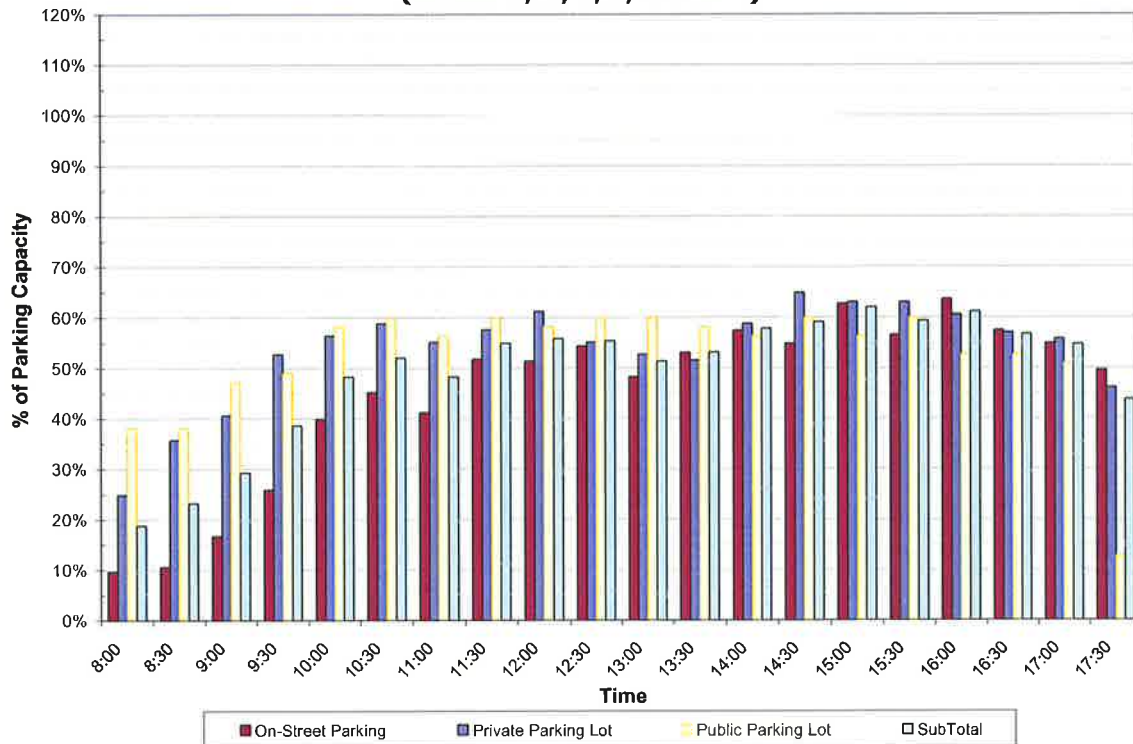
**Graph 1-2: Existing Parking Demand of the North Outer Downtown Core
(Blocks C, D, and G)**



Graph 1-2 does not indicate any definitive peak parking hours; however, there are slight decreases in demand during early afternoon, and on either end of the count period. The demands of each parking types do not exceed 55% for the duration of the count.

The existing parking demand of each parking type in the north downtown core (Blocks C, D, E, F, G and H), are illustrated in Graph 1-3.

**Graph 1-3: Existing Parking Demand of the Overall North Downtown Core
(Blocks C, D, E, F, G and H)**



The parking demand for the north downtown core is steady, varying from 40% to 60% of capacity for the majority of the count duration.

New (South) Downtown Parking Patterns

On-Street Parking

On-street parking capacity in the new (south) downtown area is never exceeded, and only one location (M(S)-1) reached a capacity greater than 90% at one point during the count.

- M(S)-1 is located in front of the commercial block along the east side of 11th Avenue, south of 9th Street. The demand exceeds 80% of the parking capacity at the beginning of the count (8:00 to 8:30) and again during the noon hour (12:30). For the remainder of the day, the parking demand is less than 70% of capacity. The average duration of stay for parking is just over 1 hour.

The average duration for on-street parking in the new (south) downtown area is typically less than 2 hours. Locations where the average parking duration exceeds 2 hours are J(S)-1 and K(S)-1; however, the average is skewed by a few vehicles that parked for the duration of the count. Other locations where 10% or more of the total vehicles counted exceed 2 hours of stay include K(S)-2, M(S)-2 and N(S)-1. These blocks are adjacent to the residential area along 9th Street east of 11th Avenue.

Public Parking Lot

The public parking lots in the new (south) downtown area does not exceed capacity. The maximum demand for lot I(S)-Pb1, the public lot north of the Town Hall at the south end of the bridge, does not

exceed 50% of capacity at any time during the count. The public lot between the garage and the pub, K(S)-Pb1, does not exceed 25% of capacity at any time during the count.

Private Parking Lot

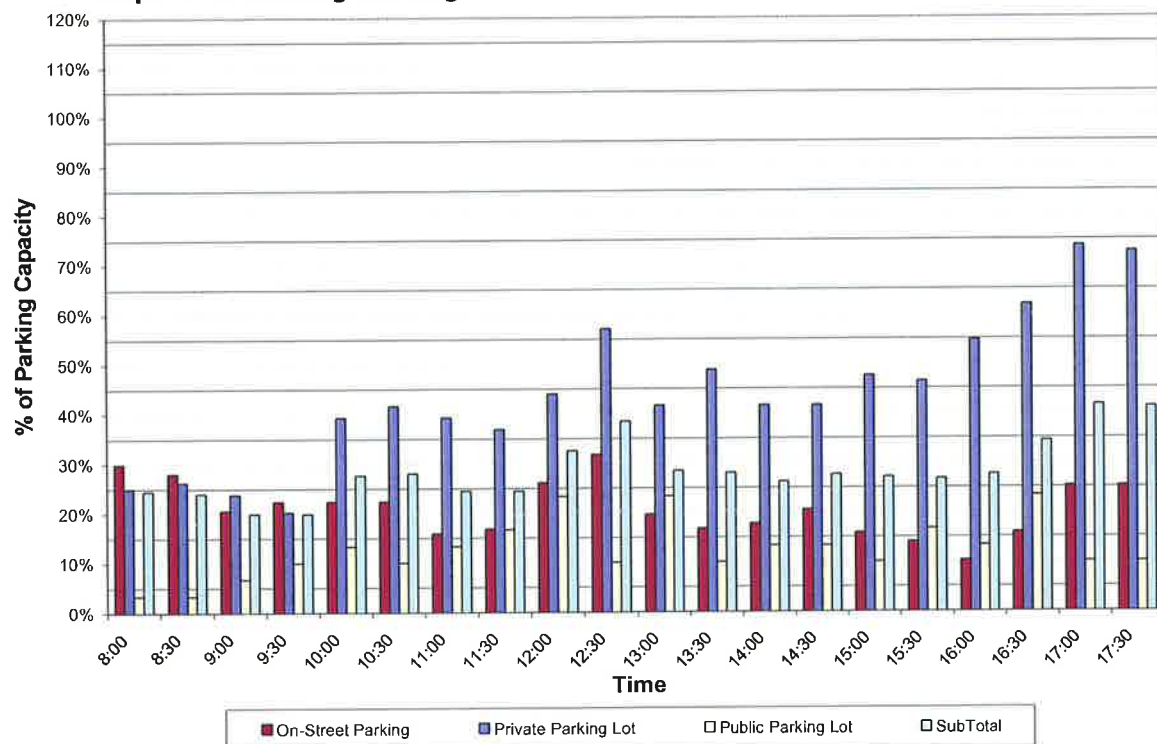
Parking capacities for the private parking lot in the new (south) downtown area indicate that lot L(S)-Pr1 exceeds 70% of its parking capacity for greater than half the count duration.

- Lot L(S)-Pr1 is situated on the south side of 9th Street, behind the commercial block fronting 10th Avenue. The parking lot is over capacity for the majority of the day, with spillover parking into the alleyway. Occupancy information indicates that there is additional on-street parking along 9th Street that could accommodate the extra vehicles.
- Lot J(S)-Pr1 is situated on the north side of 9th Street, behind the commercial block fronting 10th Avenue. The parking demand reaches 100% capacity on two occasions during the early afternoon. For the remainder of the day, the demand is typically less than 85% of capacity.
- Lot K(S)-Pr3 is the private lot for the Mad Trapper Pub on 9th Street. The parking demand is below 80% of capacity for the majority of the count duration; or before 16:00. After 16:00, the parking demand exceeds 100% of capacity. Occupancy information indicates that there is additional on-street parking along 9th Street that could accommodate the extra vehicles.

Overall New (South) Downtown Average

Graph 1-4 illustrates the existing parking demand of each parking type in the south (new) downtown study area, for the duration of the study.

Graph 1-4: Existing Parking Demand of the Overall South Downtown Study Area



The parking demand for the new (south) downtown area is typically less than 35% of capacity for on-street parking and public parking lots. For private parking lots the demand is higher and reaches up to 75% of parking capacity. Peak parking hours appear to occur during the noon hour and late afternoon/early evening hours.

Parking Generation Rates

Parking generation rates for each individual land use could not be developed due to the variety of land uses contained in each downtown block. Parking generation rates were determined for a "generic downtown block" (C1) in both the old and new downtown area. These rates are shown in the table below.

Parking Generation Rates (vehicles/1,000 ft² = vehicles/92 m²)

Old (north) Downtown	2.70
New (south) Downtown	1.14

A representative block was selected for the calculation of each rate. In the old (north) downtown, the block bounded by 8th Avenue, 9th Avenue, 5th Street, and 6th Street was selected. In the new (south) downtown, the area selected was the ½ blocks east and west of 11th Avenue between 9th and 10th Street. The gross leasable floor area used for the calculations excludes vacant (untenanted) floor space and non-typical downtown uses that are anticipated to contribute insignificantly to the downtown typical peak parking demand times (i.e. churches).

According to the Golden zoning bylaw (consolidated up to April 1, 2003) for C1, and assuming an average of 3.0 employees/1,000 ft², the C1 zoning for "other uses" would require 2.0 stalls/1,000 ft². The rate in the bylaw was established to determine the amount of parking supply to be provided by individual developments (i.e. private parking lots). The observed rate in the old (north) downtown is 2.7 stalls/1,000 ft², which appears higher than the rate identified in the bylaw. However, this observed rate includes all parking demand (i.e. on-street, private and public parking lot). A rate excluding the demand of on-street parking is calculated to be 1.9 stalls/1,000 ft², thus, the rate in the zoning bylaw is adequate. This is supported by the observation that demand did not exceed supply during the survey. This conclusion applies to the existing old downtown, which maintains a small town character.

Caution needs to be exercised in new expansion areas in the old downtown (i.e. north of 7th Street) if the type of development is more reflective of larger cities (i.e. big box retail), or if the size of new blocks are larger than existing blocks. In the latter case, since the curb length to developable area ratio is reduced then the proportion of on-street parking is reduced. In both cases, ITE (Institute of Transportation Engineers) parking generation rates should be considered.

The observed rate in the new (south) downtown area inclusive of all parking types is 1.14 stalls/1,000 ft². An observed rate excluding on-street parking demand is significantly lower at 0.44 stalls/1,000 ft². Both rates observed are lower than the C1 rate of 2.0 stalls/ 1,000 ft². Demand did not exceed supply for the duration of the survey; therefore, the bylaw rates are adequate. A reduction in the bylaw rate for new (south) downtown should not be considered for reasons discussed below.

The existing difference between the old (north) and new (south) downtown rates may be rationalized by the increased desirability caused by the greater intensity of development in the old (north) downtown.

The greater development intensity offers the convenience of accomplishing several chores in one driving trip. In time, as the new (south) downtown continues to mature with greater development intensity, parking demand will also increase; and therefore, the hylaw parking rate for the new (south) downtown should not be reduced.

Summary of Finding

Occupancy and duration summary tables for each parking location observed in both the old and new downtown study area can be found in Appendix A to C.

Old (North) Downtown

The overall observation for the old (north) downtown indicated that there was adequate parking supply for the duration of the study. The overall demand of the whole north downtown study area did not exceed 65% of the parking capacity. Parking activity is most strongly concentrated in Blocks E, F and H, but the parking demand within these blocks is below 70% of parking capacity except for the public parking lot situated at the intersection of 9th Avenue and 10th Avenue.

In general, the parking supply within the old (north) downtown area is adequate; however, there are some parking locations which have higher parking demands than the average. These areas are typically located in the main downtown core, adjacent to the actual businesses. In order to distribute the demand more evenly, the Town may consider implementing incremental time limitation zones (i.e. 1 hour maximum, 2 hours maximum, 4 hours maximum, and no limits). For example restrict parking along 9th Avenue, 5th Street and 6th Street to 1 hour, leave parking along Main Street to 2 hours, and increase parking restriction along the 8th Avenue north of the Kicking Horse River to 4 hours. The study area currently has a 2 hours maximum for most of the inner downtown core or no limits. By decreasing the maximum time to 1 hour along 9th Avenue, this will promote longer term users are encouraged to park in the adjacent block area. According to the average duration in the area, there is a higher turnover along 9th Avenue where users are staying for approximately 1 hour.

The parking generation rates for the old (north) downtown area are observed to be approximately 2.7 stalls/1,000 ft² (including on-street parking demand), and 1.9 stalls/1,000 ft² (excluding on-street parking demands). The rate of 2.0 stalls/1,000 ft² (private parking lot) based on the zoning bylaw is adequate to meet the parking demand.

New (South) Downtown

The overall observation for the new (south) downtown indicated that there was adequate parking supply for the duration of the study. The overall demand of the whole south downtown study area did not exceed 75% of the parking capacity. Overall parking demand for on-street parking and public private lot did not exceed 40% of the parking capacity for the duration of the study.

In general, the parking supply within the new (south) downtown area is adequate; however, there are some parking locations which have a higher parking demand than the average. These areas are located in private lots. According to observation, on-street parking is available adjacent to and/or near these private lots.

The parking generation rates for the new (south) downtown area are observed to be approximately 1.14 stalls/1,000 ft² (including on-street parking demand), and 0.44 stalls/1,000 ft² (excluding on-street

parking demands). The rate of 2.0 stalls/1,000 ft² (private parking lot) based on the zoning bylaw is adequate to meet the parking demand.

Continual Monitoring

Monitoring of the parking demand, supply, and duration should be conducted on a regular basis. The frequency should generally be every year for areas in transition (i.e. areas with many or major re-zonings and/or developments) and every second or third year for areas of more stable development. Ideally, the surveys should include at least the same study areas to maintain consistency for comparison purposes.

We trust this provides the information you require. Please call the undersigned should you have any questions or concerns.

Yours truly,

URBAN SYSTEMS LTD.



for Robert B. Gibbard, P.Eng.
Principal

/df

Enclosures



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LEGEND

-  Private Parking Lot Location
-  Public Parking Lot Location
-  On-Street Parking Location



Client/Project	
Town of Golden Parking Survey	
Scale	Figure No
NTS	1-1
Title	
South Downtown Parking Count Location	



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LEGEND

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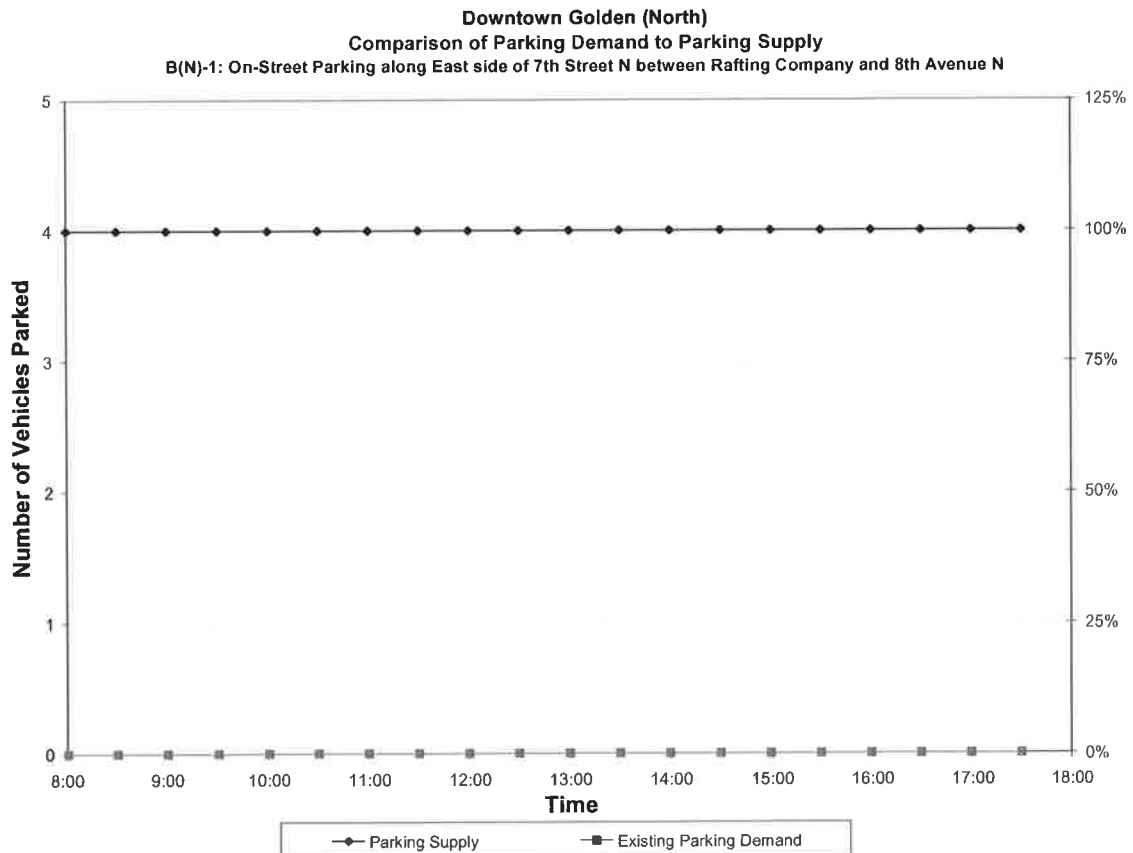
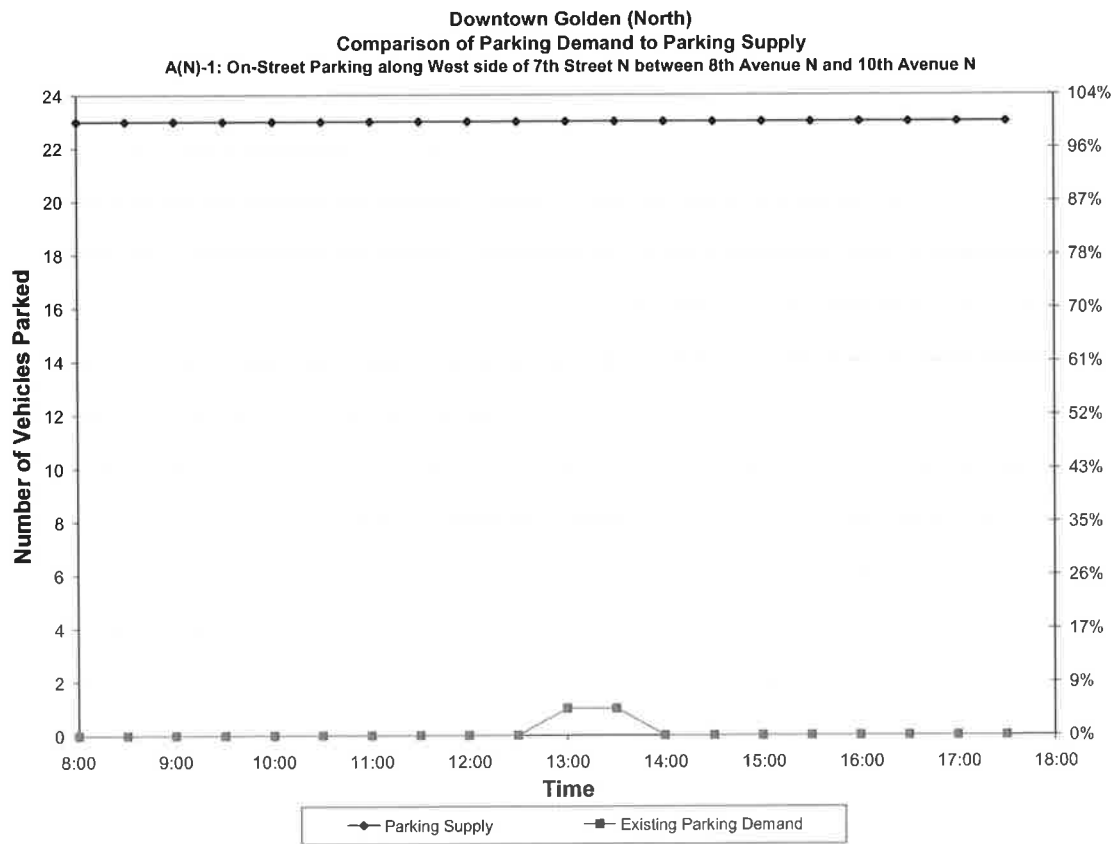


Client/Project	
Town of Golden Parking Survey	
Scale	Figure No.
NTS	1-2
Title	
South Downtown Parking Count Location	

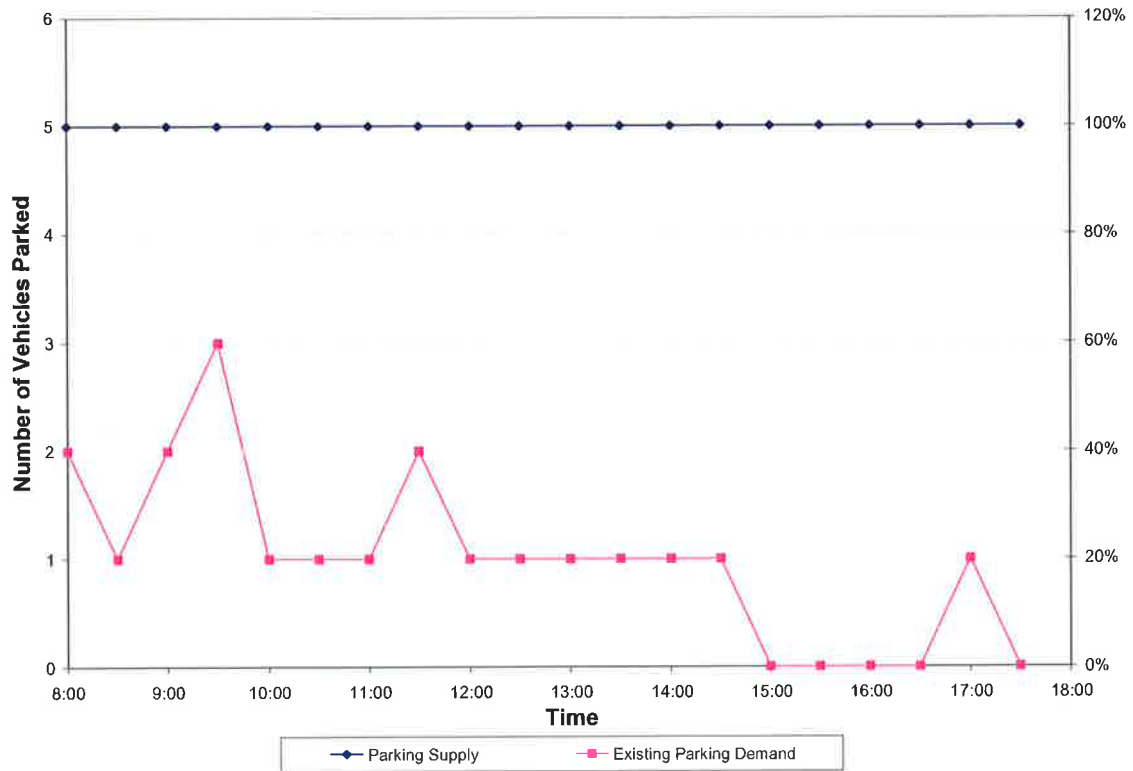
APPENDIX A

Table A-1: On-Street Parking Summary for Old and New Downtown Golden

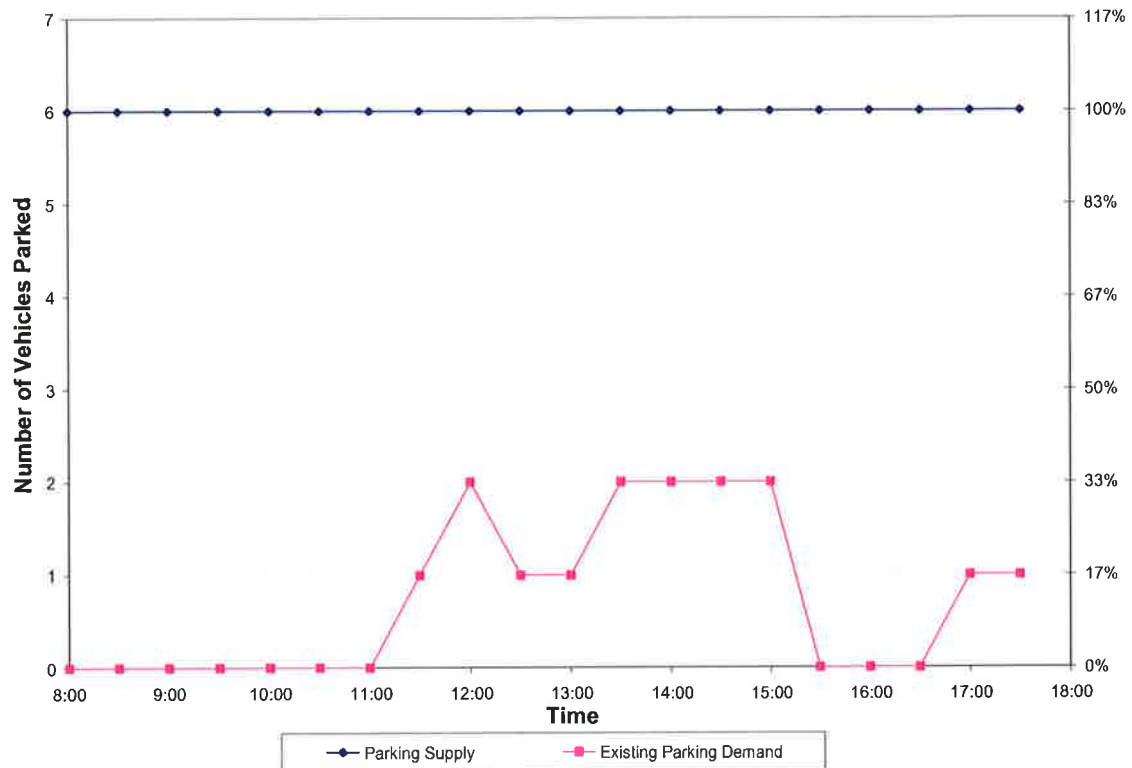
Parking Location	Parking Inventory (vehicle)	Peak Parking Hour	Maximum Capacity During Peak Hour	No. of Count Period between 70-80% Capacity	No. of Count Period > 80 % Capacity	Vehicle Parking Duration			
						Total Vehicle Counted	Approximate Distribution		Average Duration
							< 2 hrs	> 2 hrs	
Old (North) Downtown									
A(N)-1	23	13:00-14:00	5%	0 (0%)	0 (0%)				
B(N)-1	4	None	-	-	-				
B(N)-2	5	9:00-10:00	60%	0 (0%)	0 (0%)				
B(N)-3	6	13:30-14:30	33%	0 (0%)	0 (0%)	6	83%	17%	1 hr. 15 mins.
C(N)-1	12	15:00-16:00	75%	2 (10%)	0 (0%)				
C(N)-2	3	11:00-12:00	100%	0 (0%)	2 (10%)				
C(N)-3	1	> 2 peak hrs	100%	0 (0%)	14 (70%)	66	100%	0%	40 mins.
D(N)-1	5	13:00-14:00	20%	0 (0%)	0 (0%)				
D(N)-2	23	16:00-17:00	35%	0 (0%)	0 (0%)	In combination with C(N)-1 and D(N)-3			
D(N)-3	4	14:00-15:00	100%	11 (55%)	3 (15%)	13	61%	39%	3 hrs.
E(N)-1	7	14:00-15:00	71%	5 (25%)	0 (0%)				
E(N)-2	36	11:30-12:30	86%	3 (15%)	9 (45%)	250	97%	3%	45 mins
E(N)-3	2	14:30-15:30	50%	0 (0%)	0 (0%)				
F(N)-1	4	13:30-14:30	100%	4 (20%)	2 (10%)				
F(N)-2	39	15:00-16:00	65%	0 (0%)	0 (0%)	190	96%	4%	45 mins.
F(N)-3	13	16:30-17:30	77%	1 (5%)	0 (0%)				
F(N)-4	20	13:00-14:00	80%	9 (45%)	0 (0%)	129	97%	3%	40 mins.
F(N)-5	9	14:30-15:30	100%	6 (30%)	2 (10%)				
H(N)-1	16	16:00-17:00	69%	2 (10%)	0 (0%)	28	70%	30%	2 hrs. 5 mins.
H(N)-2	22	14:00-15:00	95%	5 (25%)	5(25%)	94	97%	3%	45 mins.
H(N)-3	8	10:00-11:00	88%	1 (5%)	1(5%)	30	97%	3%	1 hr.
New (South) Downtown									
I(S)-1 & 2	45	15:30-16:30	29%	0 (0%)	0 (0%)				
J(S)-1	7	12:00-13:00	57%	0 (0%)	0 (0%)	7	57%	43%	4 hrs. 5 mins
K(S)-1	16	13:30-14:30	13%	0 (0%)	0 (0%)	4	75%	25%	2 hrs. 55 mins.
K(S)-2	14	16:30-17:30	29%	0 (0%)	0 (0%)	8	87%	13%	1 hr. 20 mins.
L(S)-1	7	13:30-14:30	57%	0 (0%)	0 (0%)	20	95%	5%	55 mins.
L(S)-2	7	12:00-13:00	71%	1 (5%)	1(5%)	29	97%	3%	1 hr. 50 mins.
M(S)-1	21	8:00-9:00	90%	0 (0%)	3 (15%)	87	93%	7%	1 hr. 10 mins.
M(S)-2	17	8:00-9:00	35%	0 (0%)	0 (0%)	13	69%	31%	50 mins.
N(S)-1	18	16:30-17:30	28%	0 (0%)	0 (0%)	10	90%	10%	55 mins.



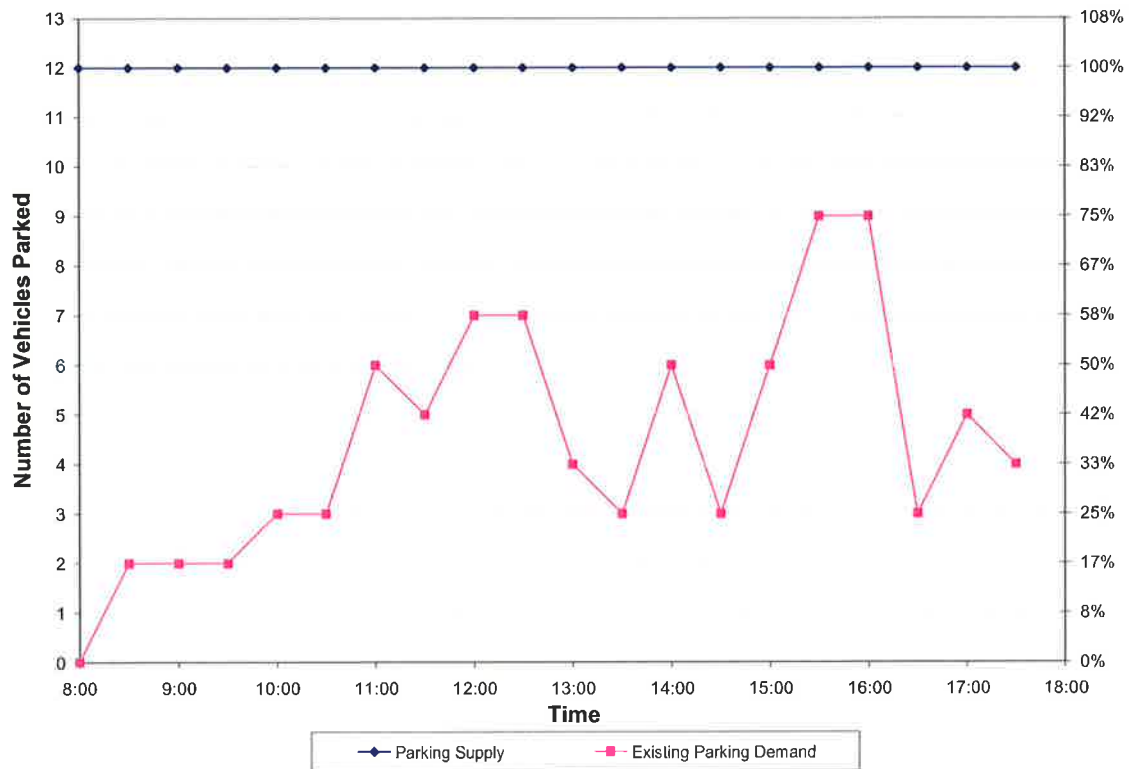
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
B(N)-2: On-Street Parking along South side of 8th Avenue N between Mary's Motel and 7th Street N



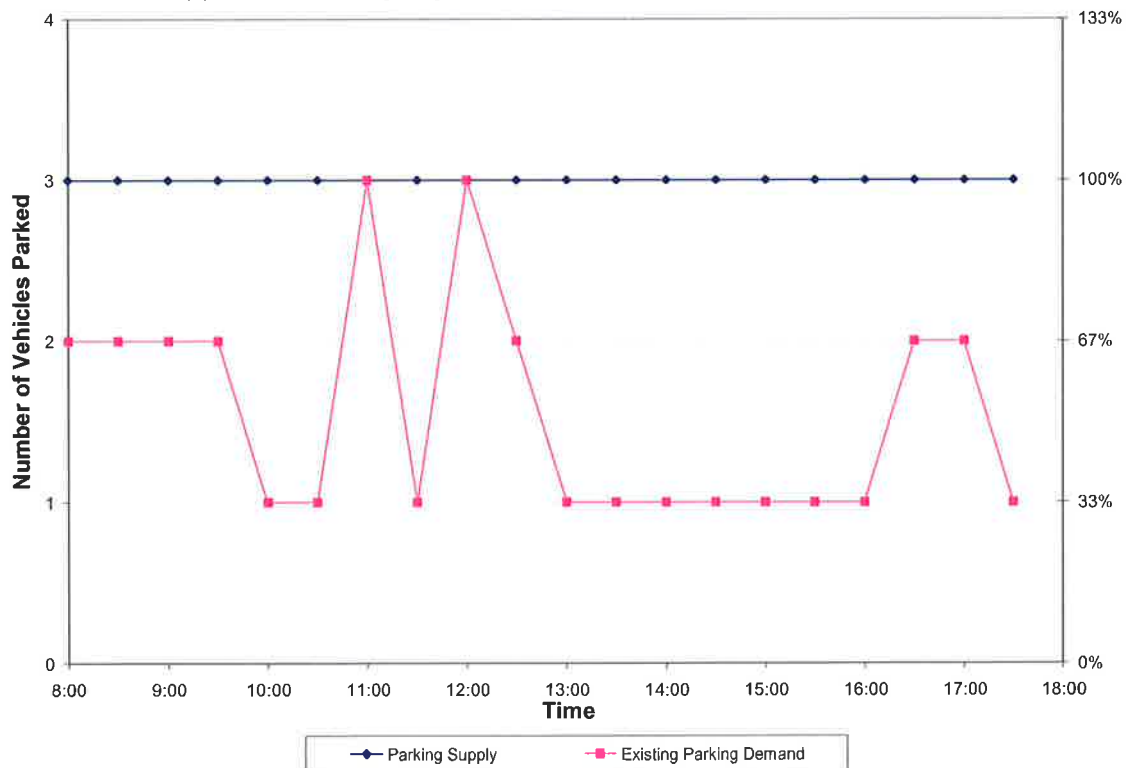
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
B(N)-3: On-Street Parking along South side of 8th Avenue N in front of apartment complex



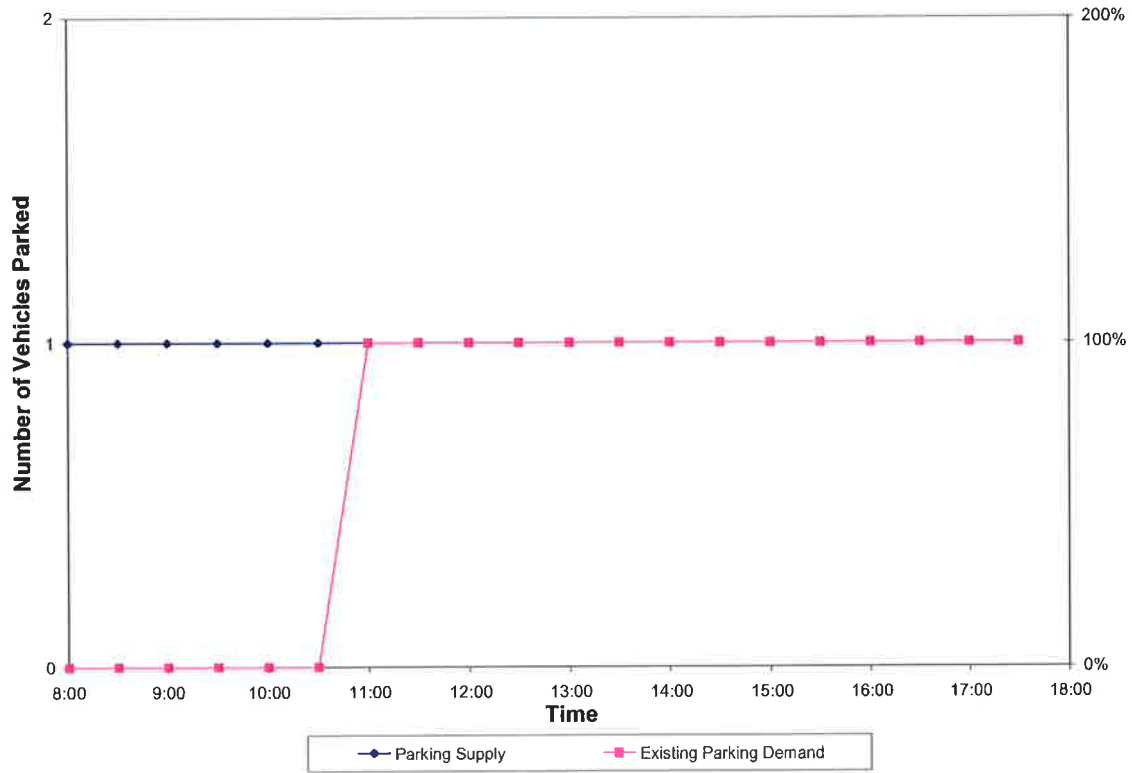
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
C(N)-1: On-Street Parking along South side of 9th Avenue N between 6th Street N and 7th Street N



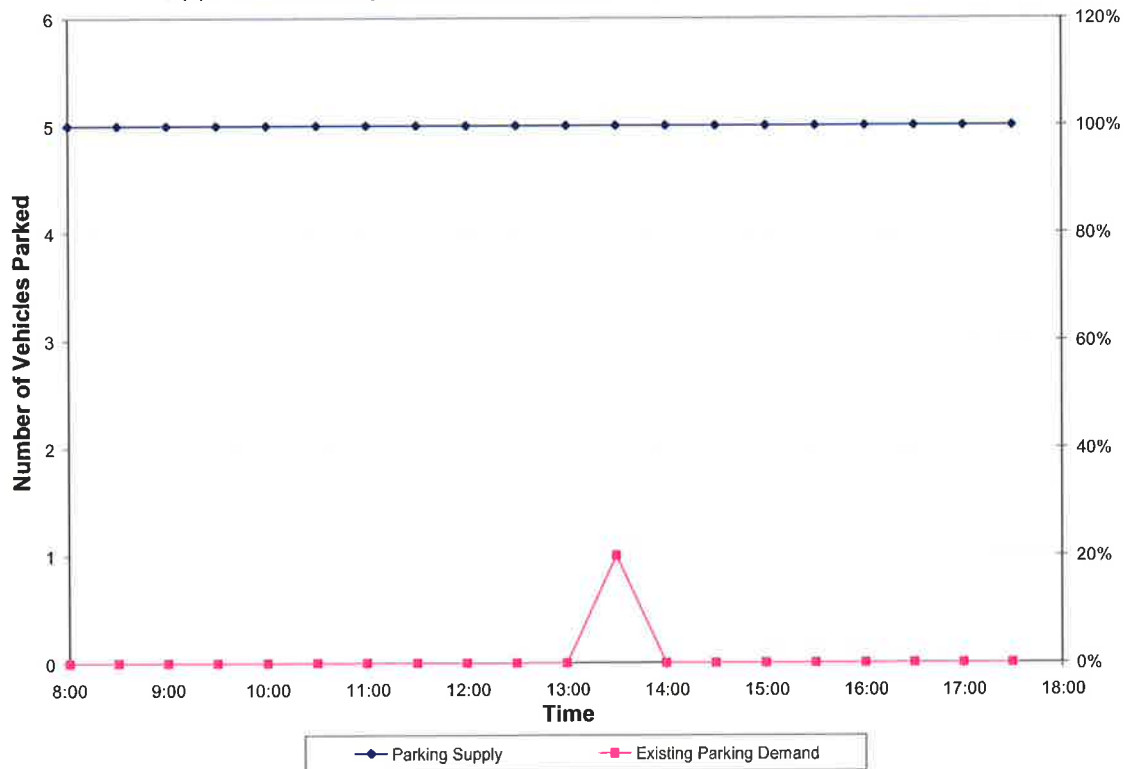
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
C(N)-2: On-Street Parking along North side of 8th Avenue N between 6th Street N and 7th Street N

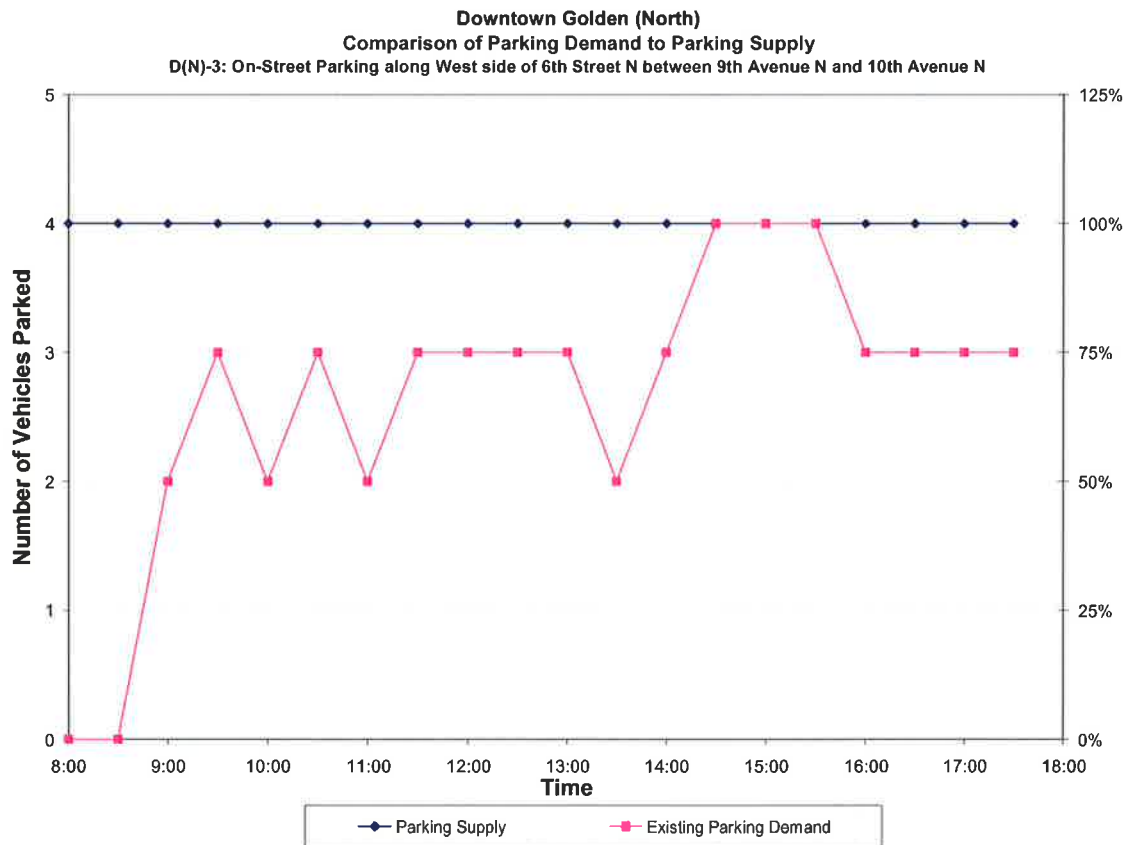
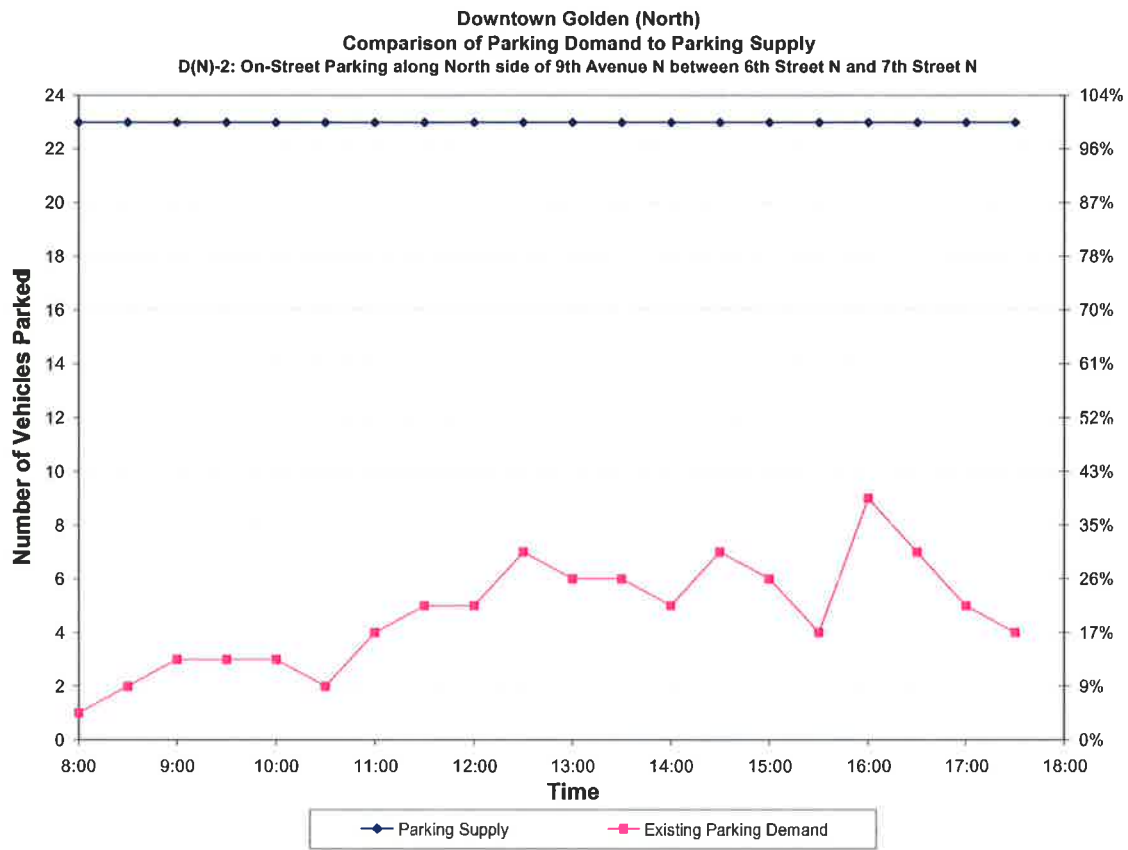


Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
C(N)-3: On-Street Parknig along West side of 6th Street N between 8th Avenue N and 9th Avenue N

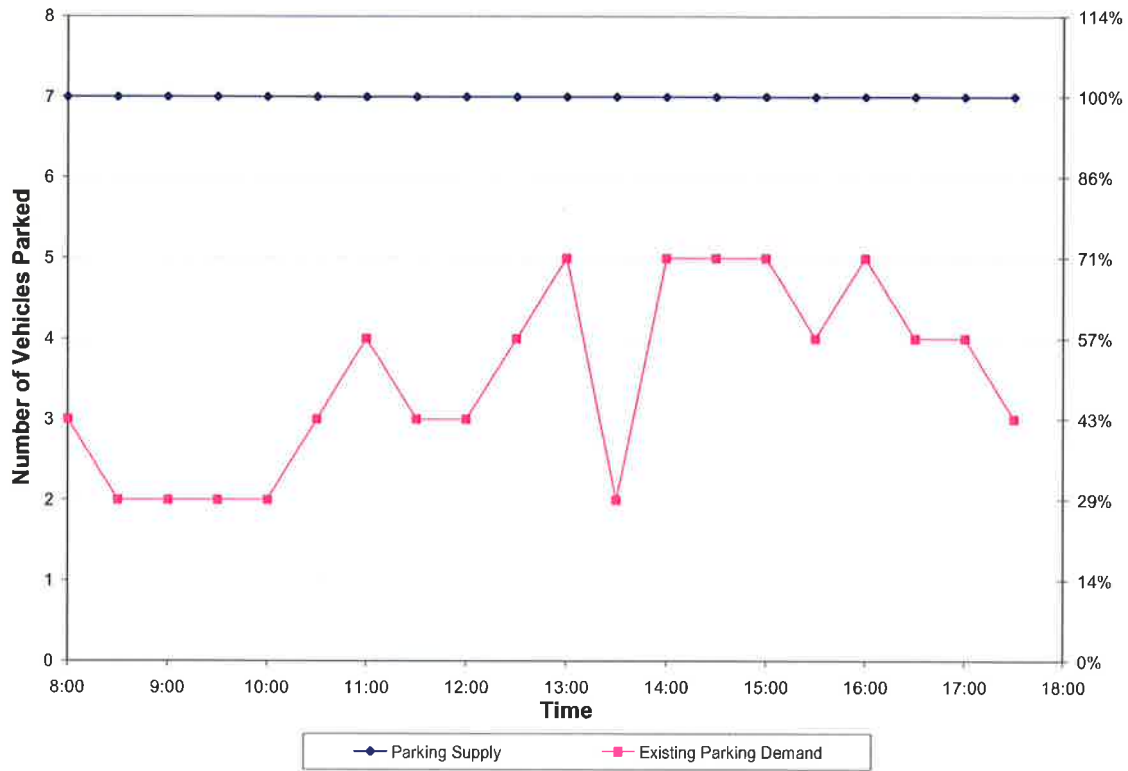


Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
D(N)-1: On-Street Parking along East side of 7th Street N between 9th Avenue N and 10th Avenue N

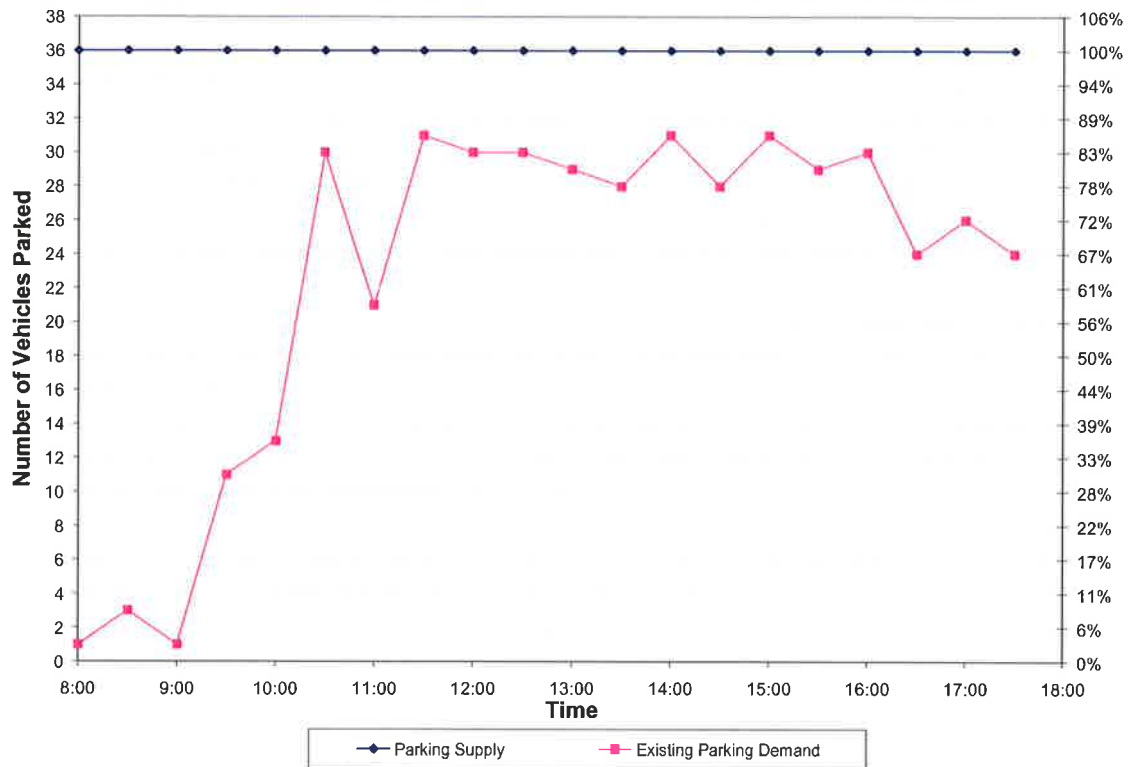




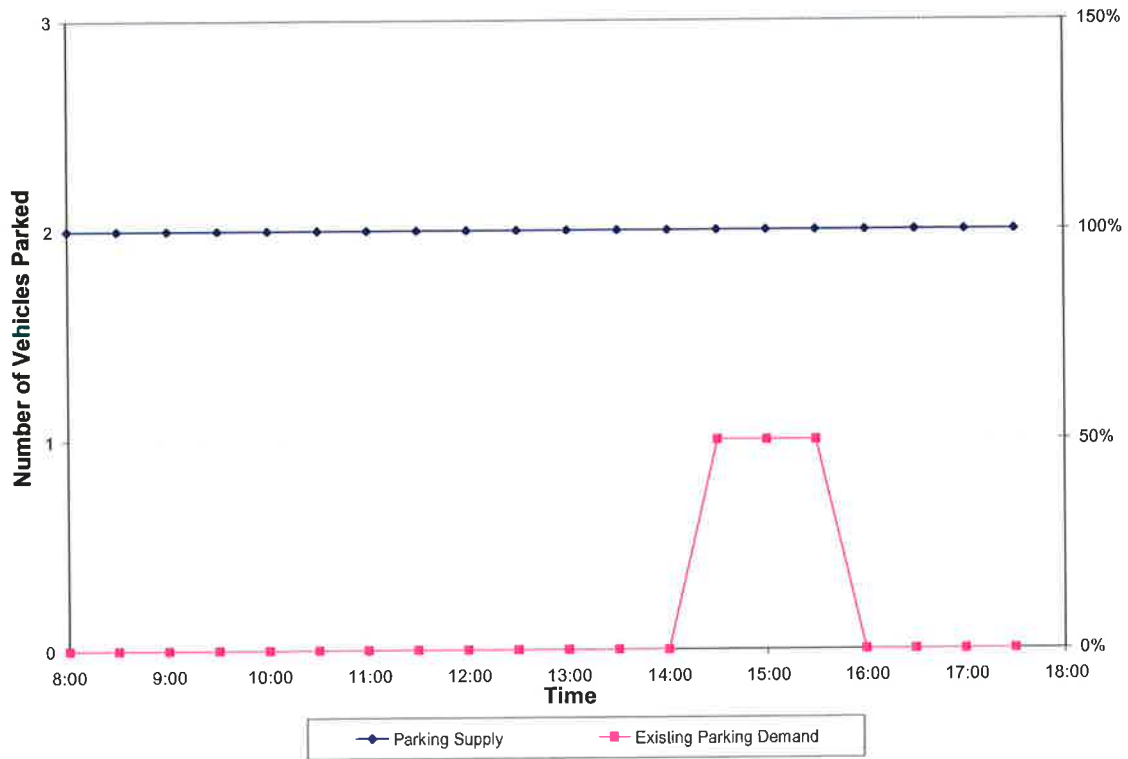
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
E(N)-1: On-Street Parking along West side of 6th Street N between 8th Avenue N and 9th Avenue N



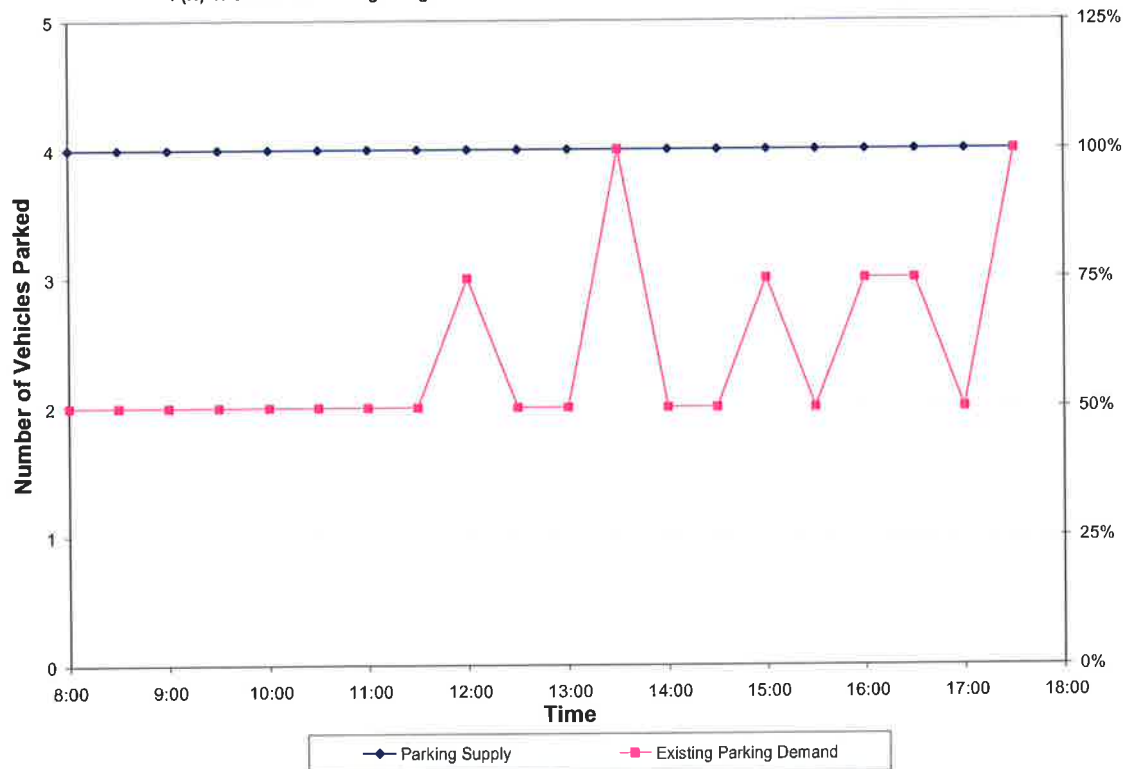
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
E(N)-2: On-Street Parking along South side of 9th Avenue N between 5th Street N and 6th Street N

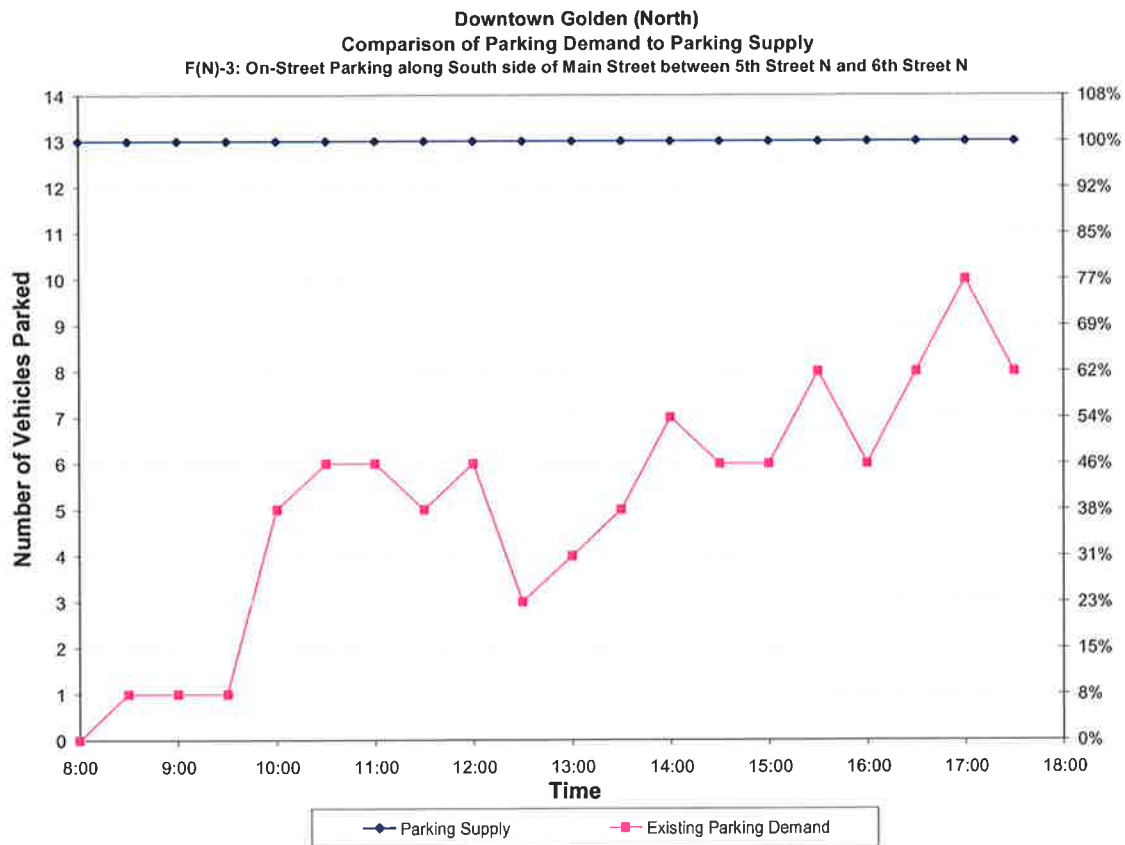
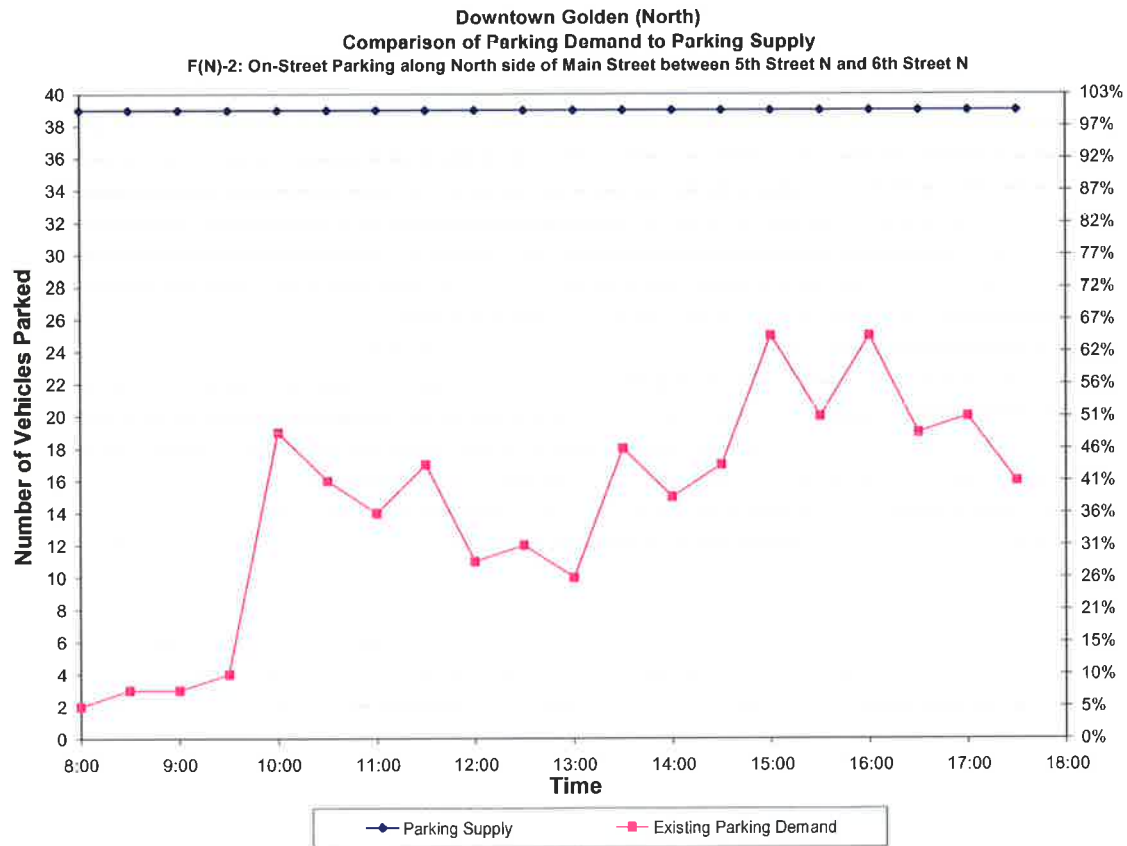


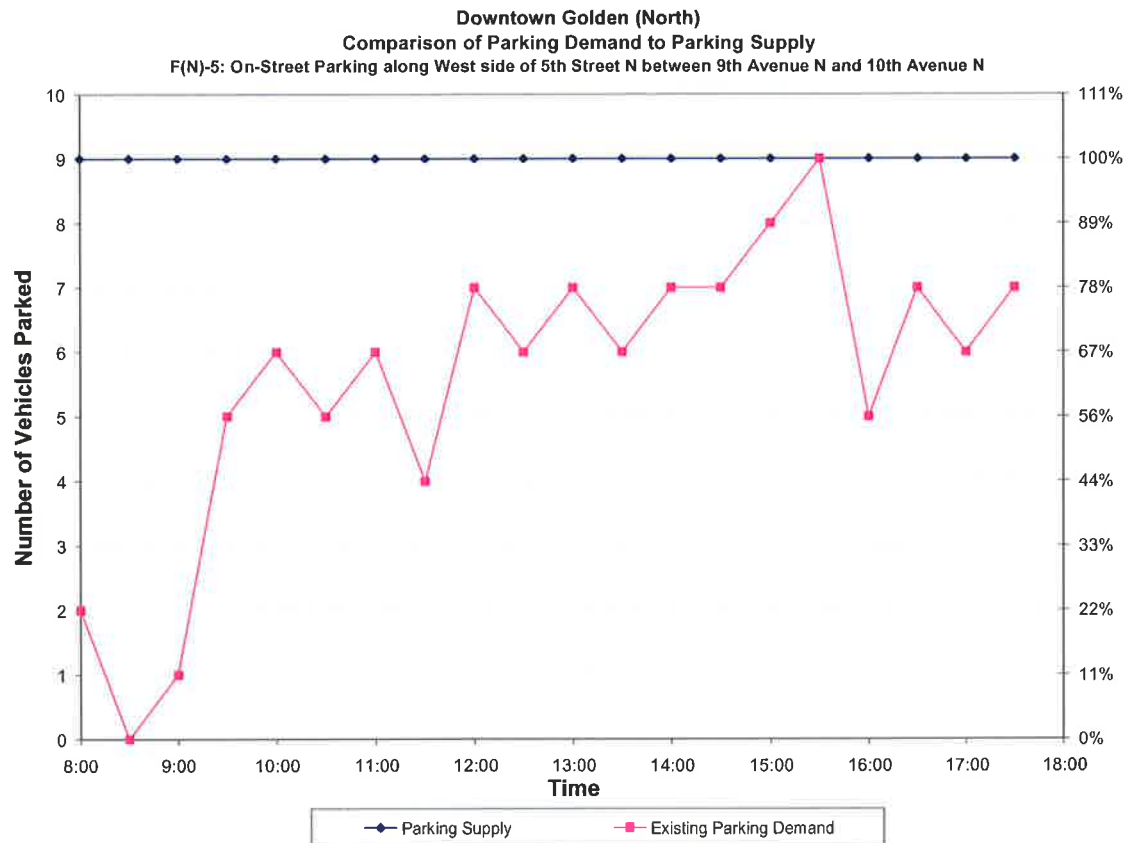
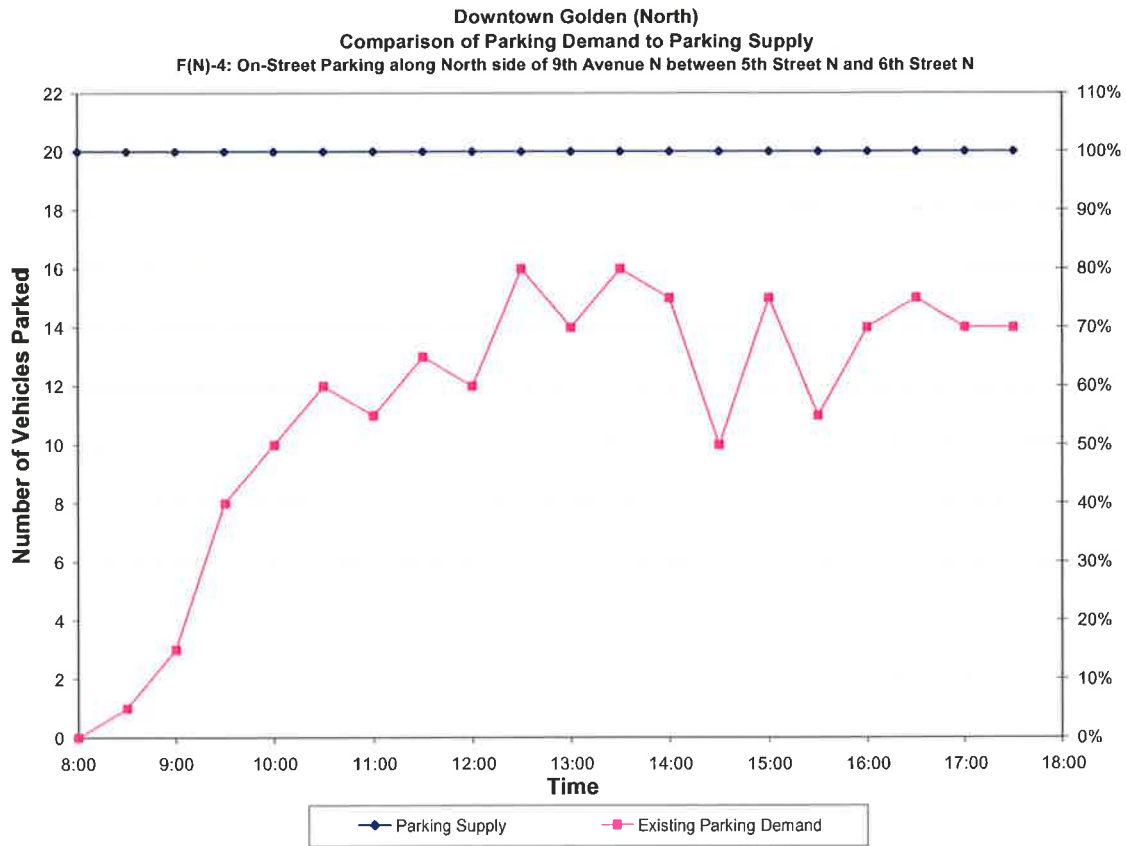
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
E(N)-3: On-Street Parking along North side of 8th Avenue N between 5th Street N and 6th Street N



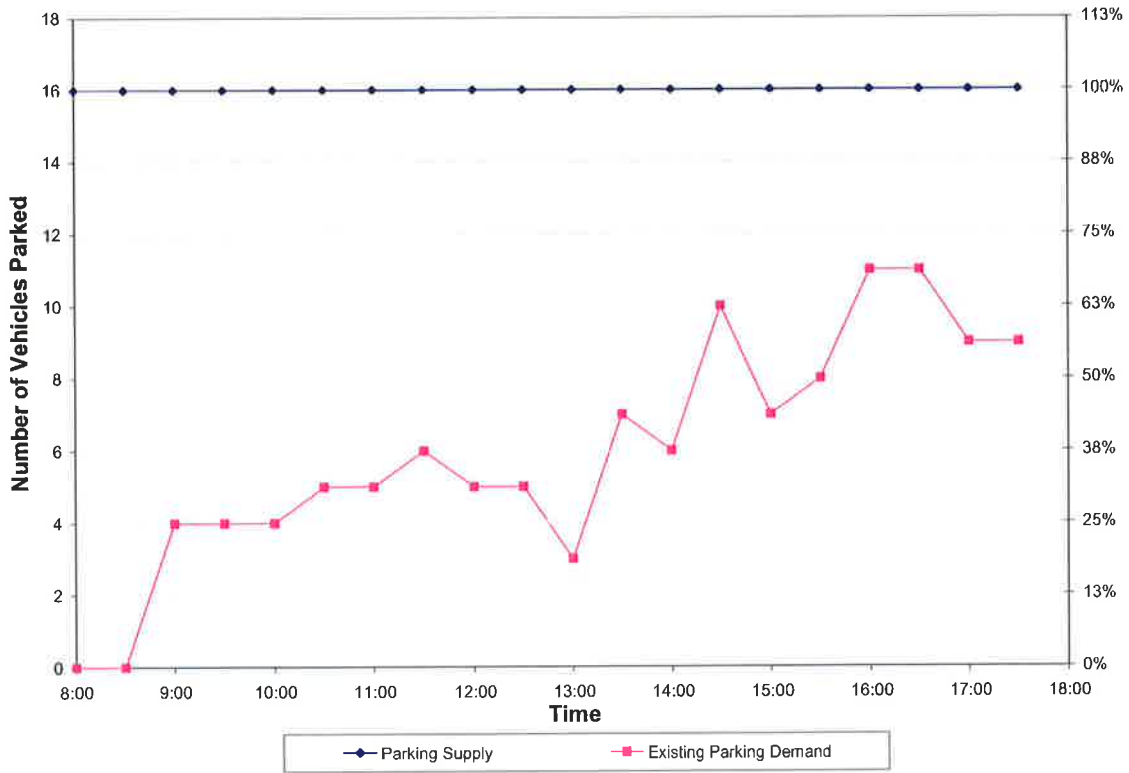
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
F(N)-1: On-Street Parking along East side of 6th Street N between 9th Avenue N and 10th Avenue N



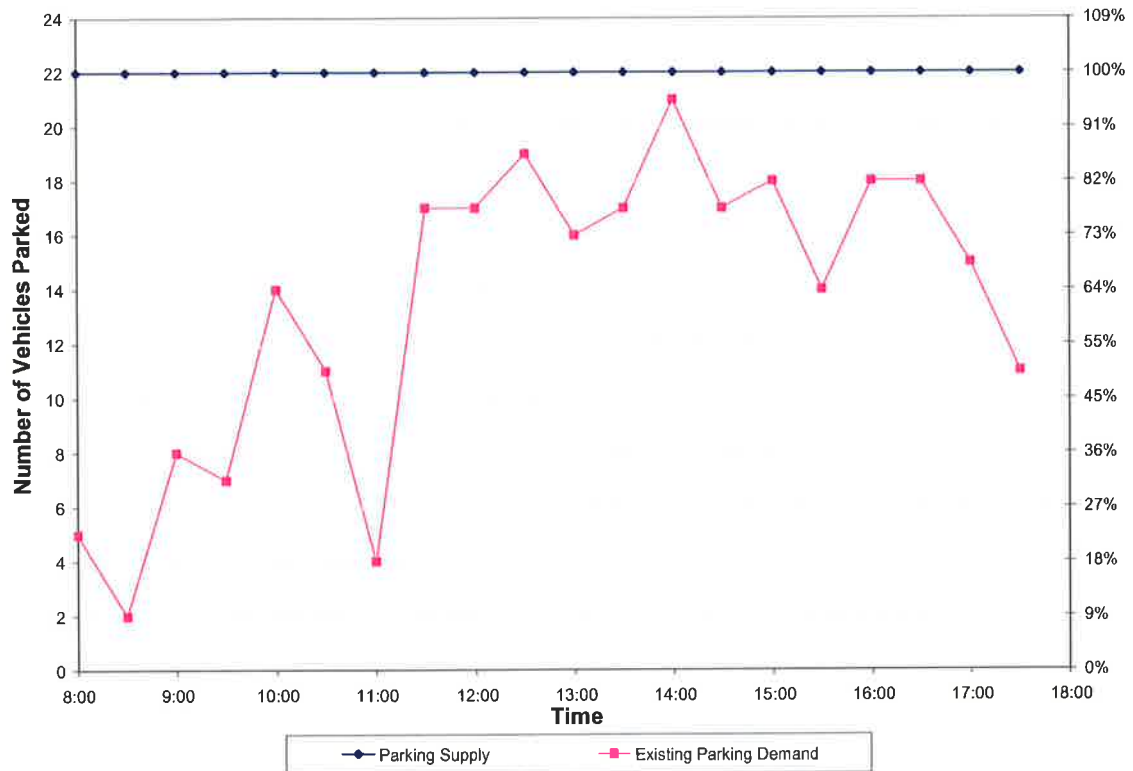


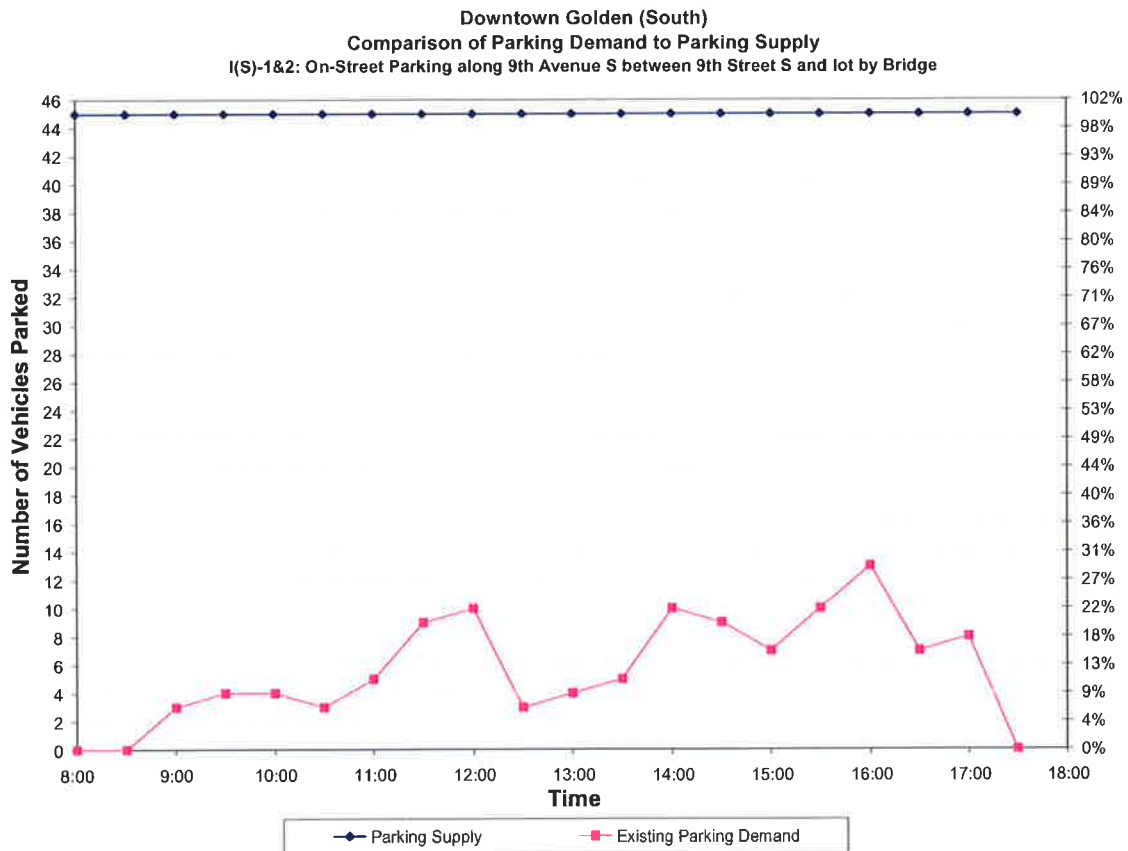
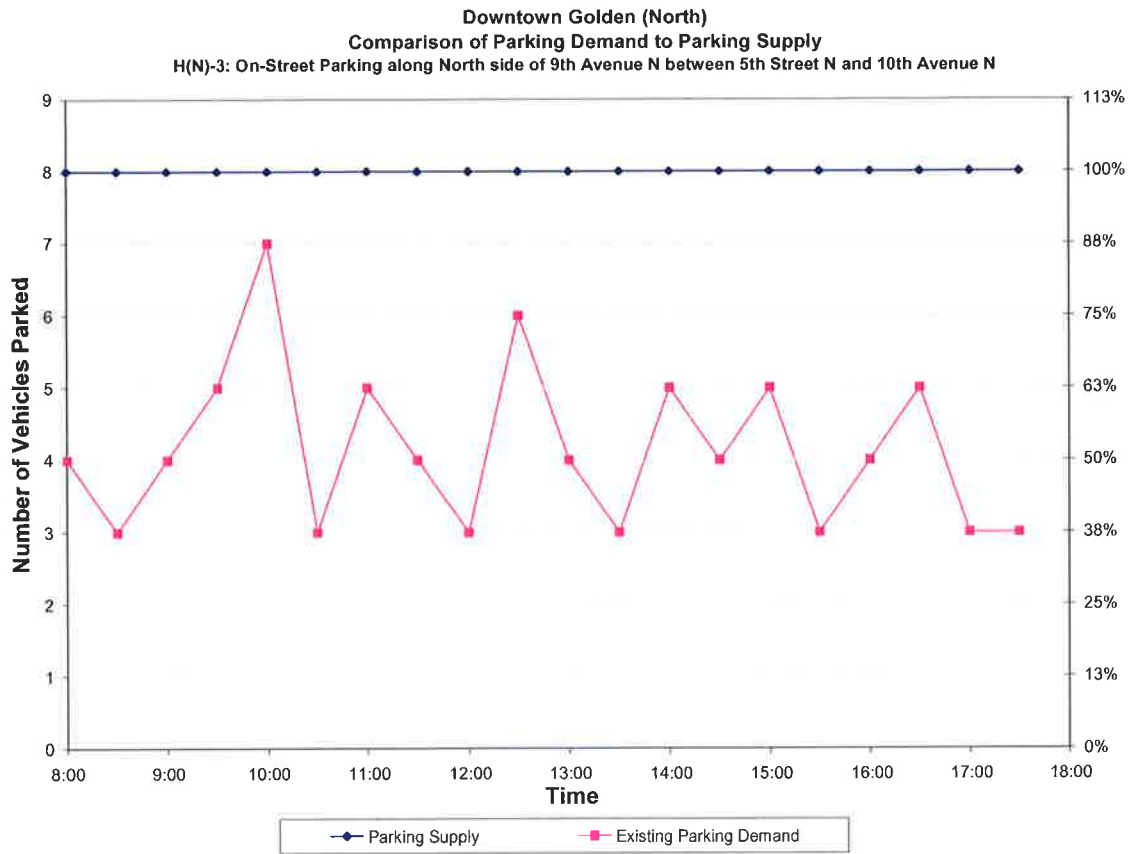


Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
H(N)-1: On-Street Parking along South side of 8th Avenue N along Kicking Horse River

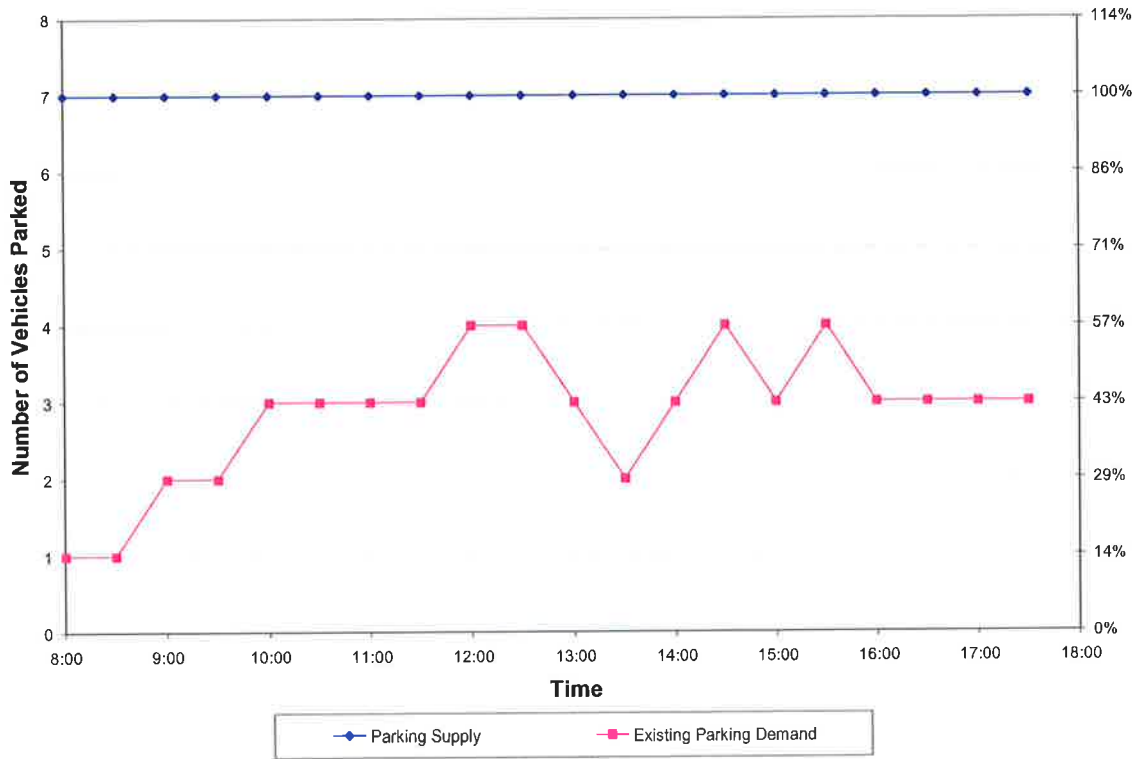


Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
H(N)-2: On-Street Parking along South side of 9th Avenue N between 5th Street N and 10th Avenue N

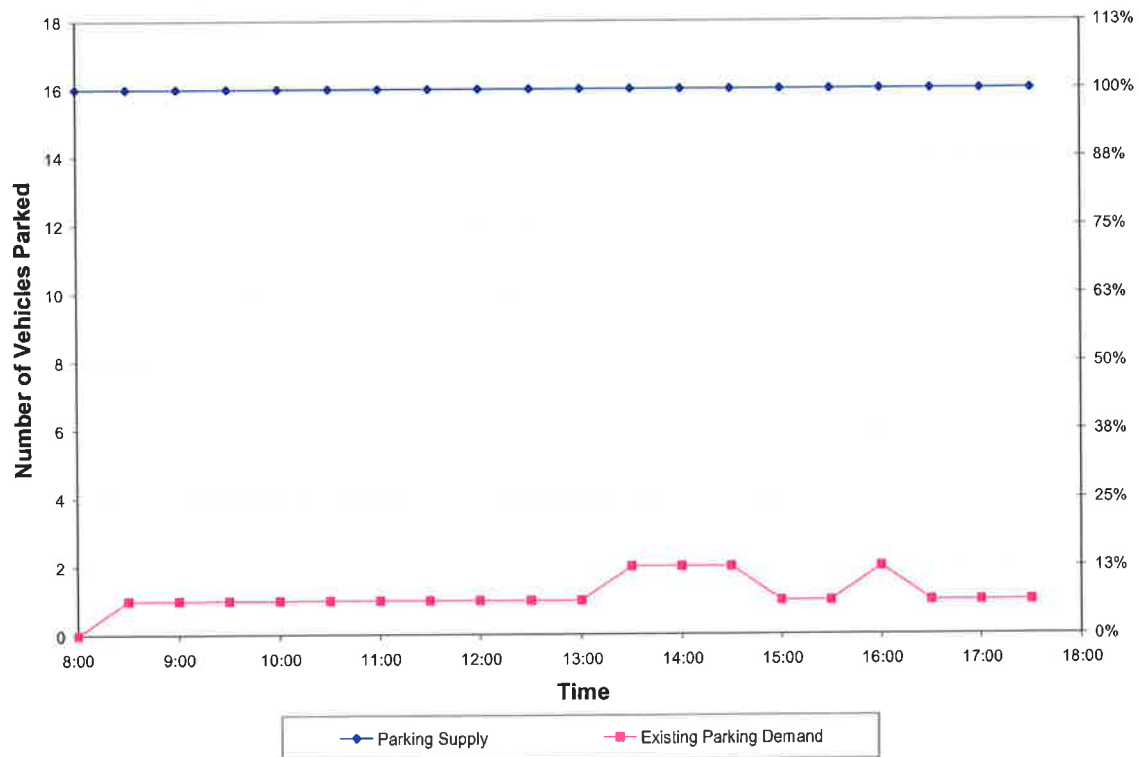




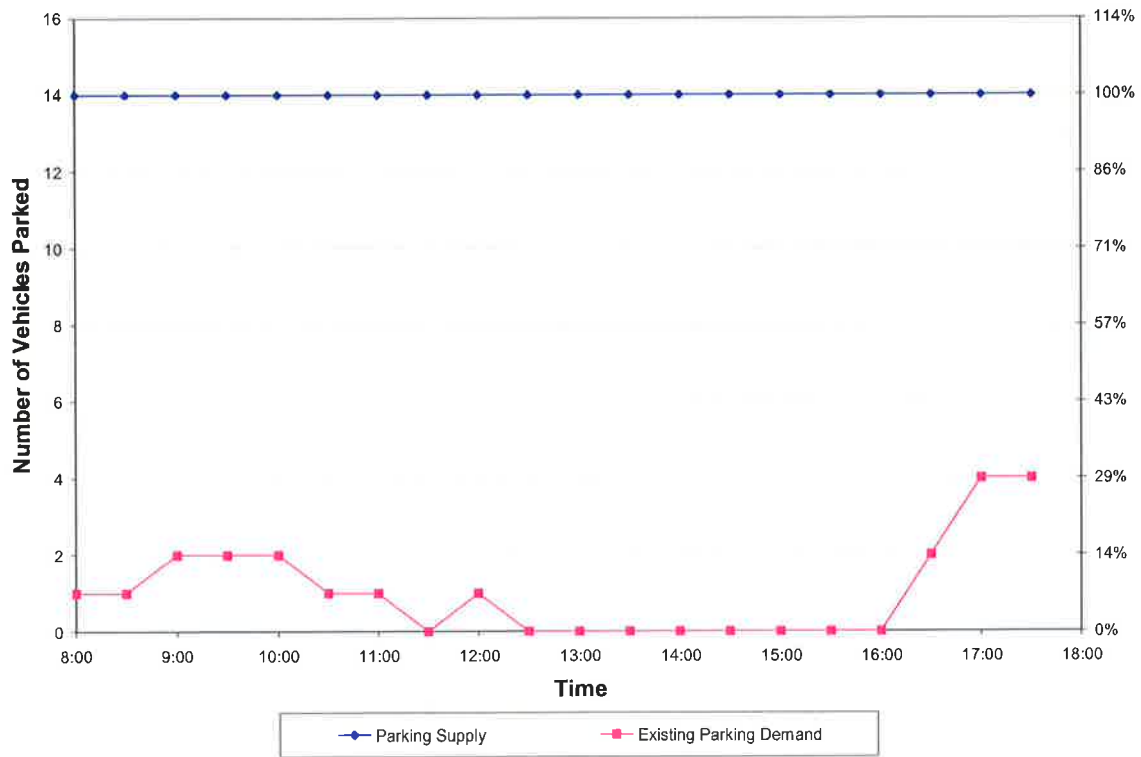
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
J(S)-1: On-Street Parking along North side of 9th Street S between 10th Avenue S and 11th Avenue S



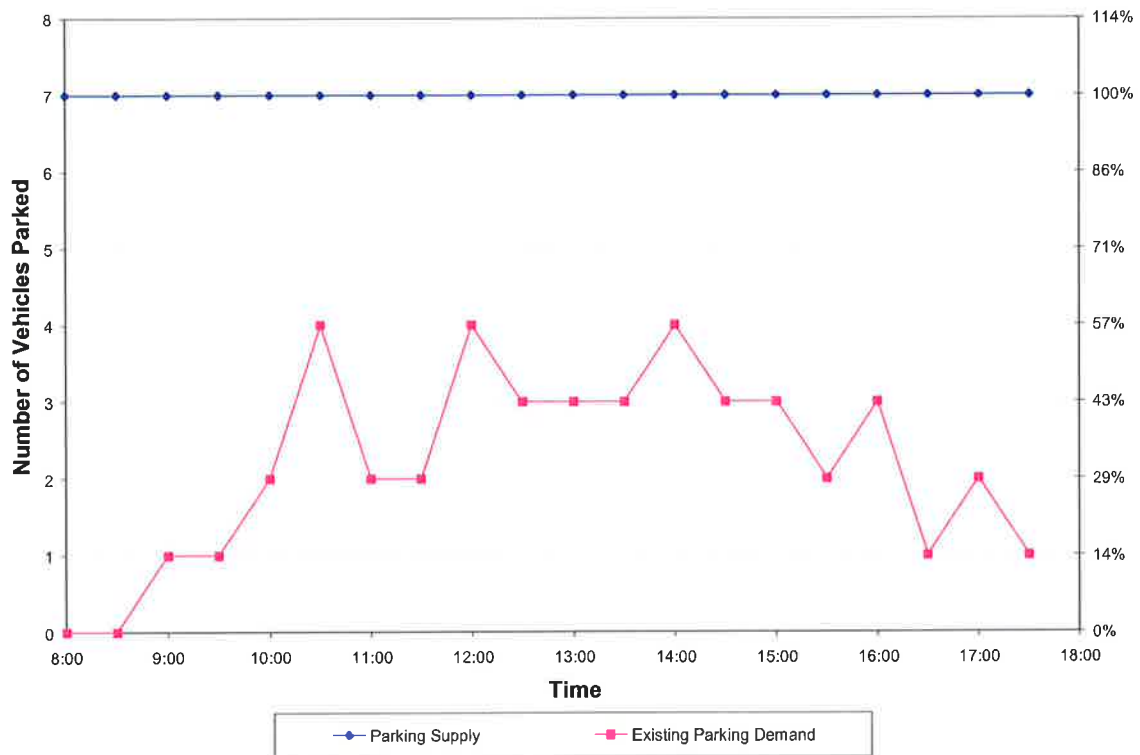
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
K(S)-1: On-Street Parking along North side of 9th Street S between 11th Avenue S and 12th Avenue S



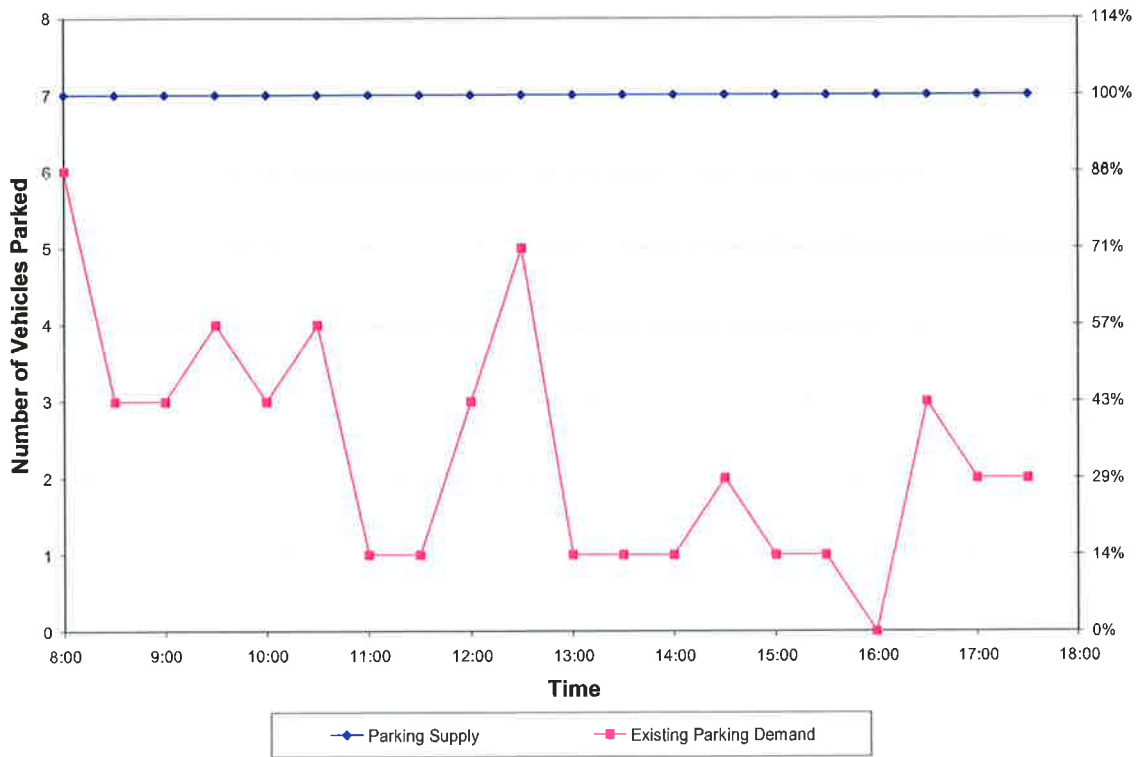
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
K(S)-2: On-Street Parking along North side of 9th Street S between 12th Avenue S and 13th Avenue S



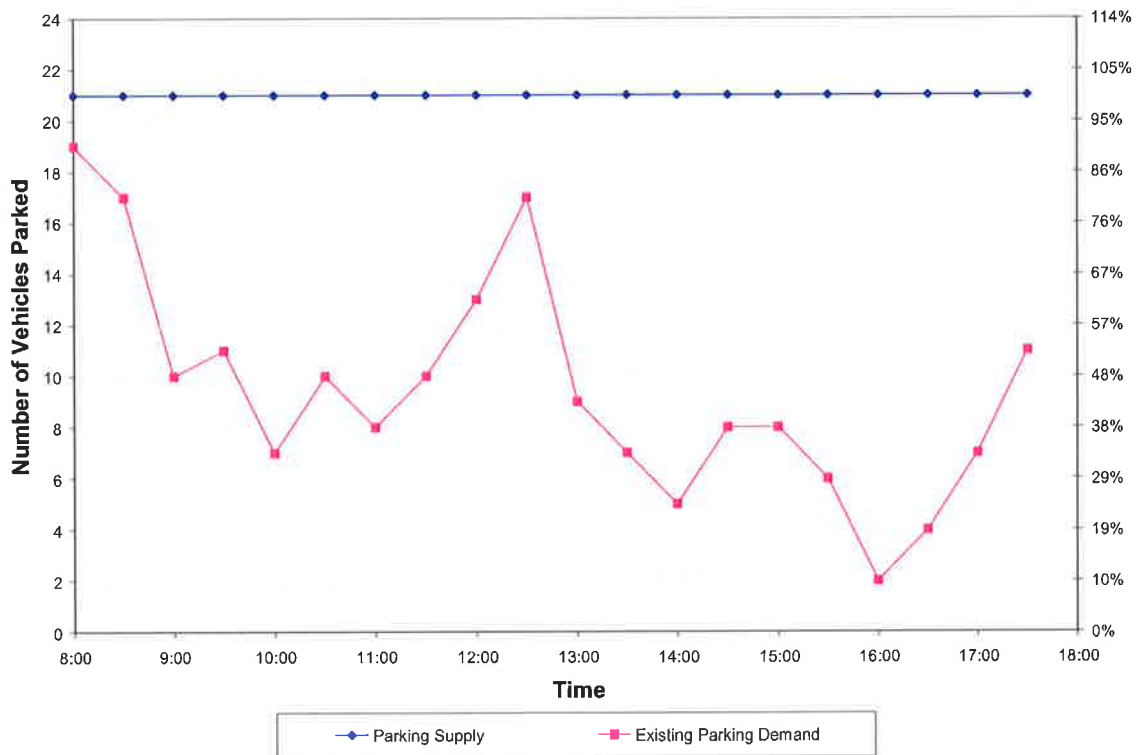
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
L(S)-1: On-Street Parking along South side of 9th Street S between 10th Avenue S and 11th Avenue S



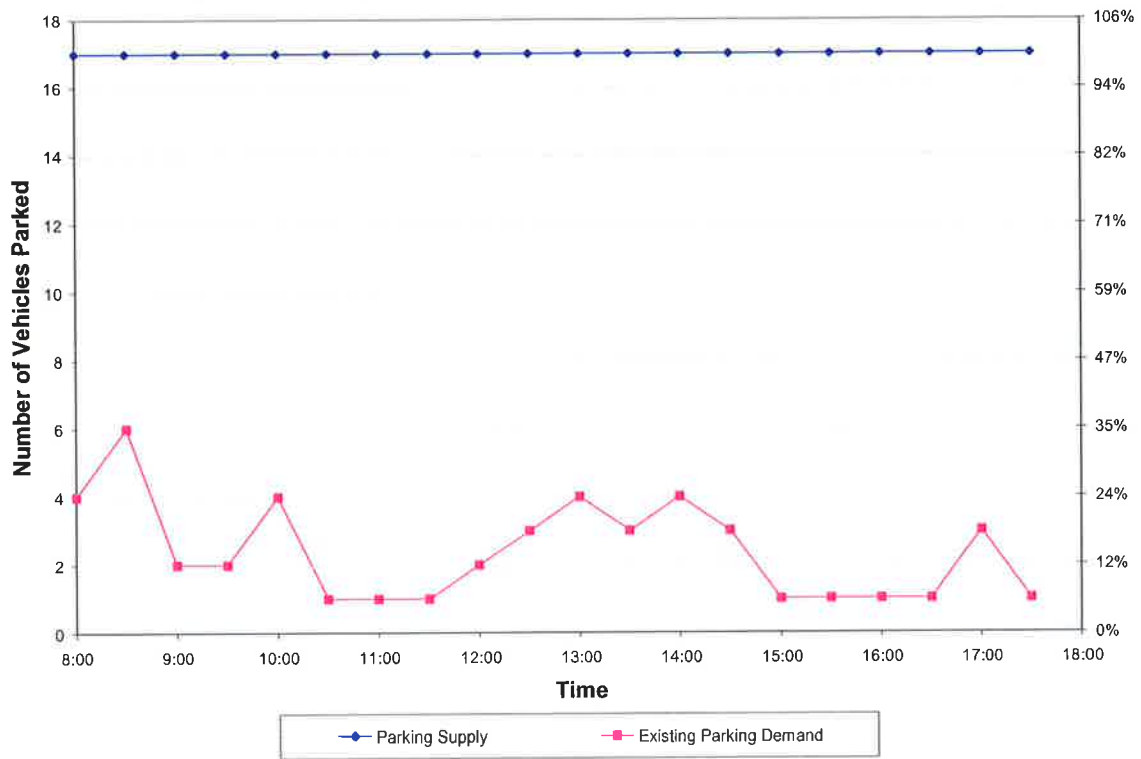
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
L(S)-2: On-Street Parking along West side of 11th Avenue S between 9th Street S and 10th Street S



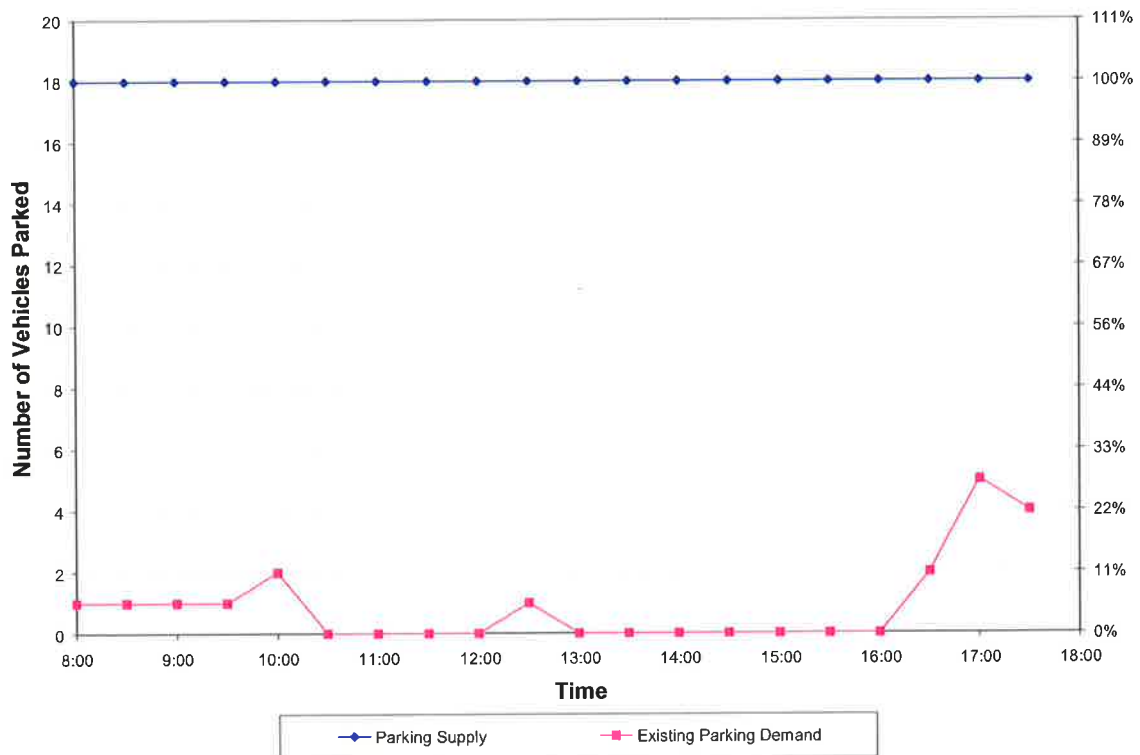
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
M(S)-1: On-Street Parking along East side of 11th Avenue S between 9th Street S and 10th Street S



Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
M(S)-2: On-Street Parking along South side of 9th Street S between 11th Avenue S and 12th Avenue S



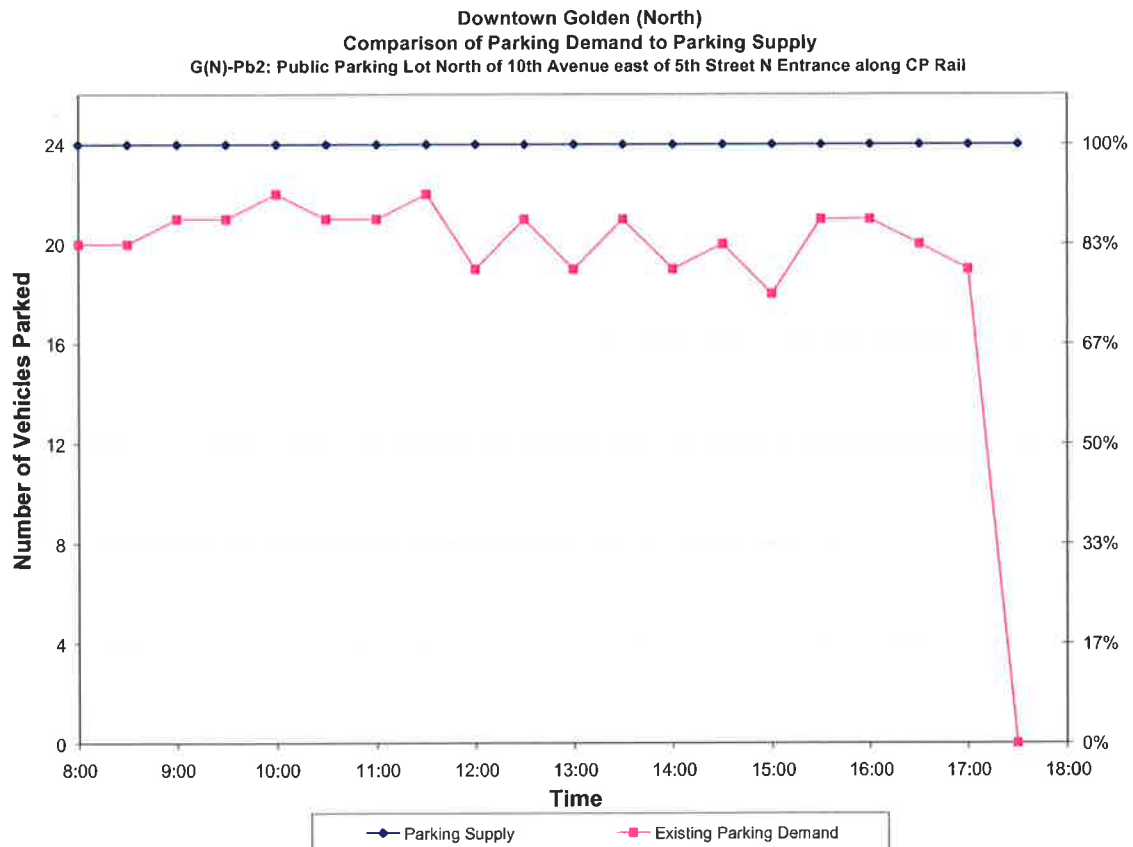
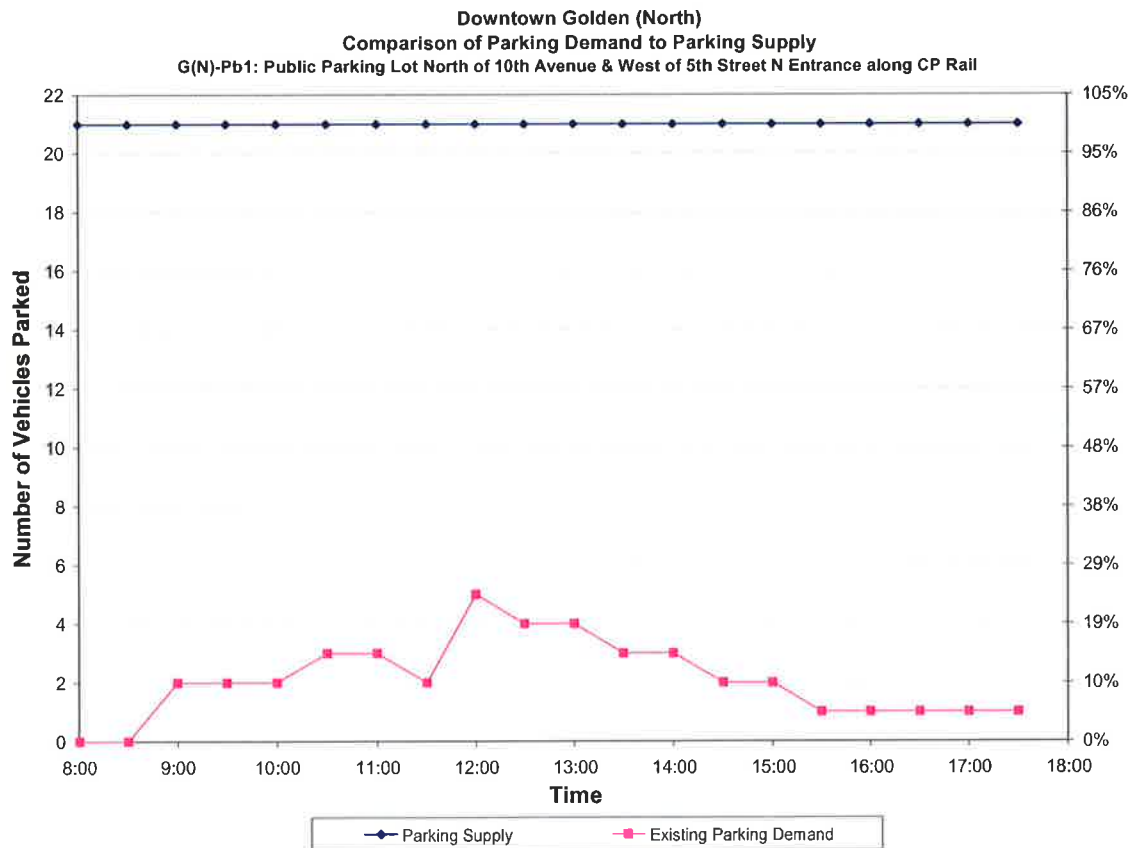
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
N(S)-1: On-Street Parking along South side of 9th Street S between 12th Avenue S and 13th Avenue S



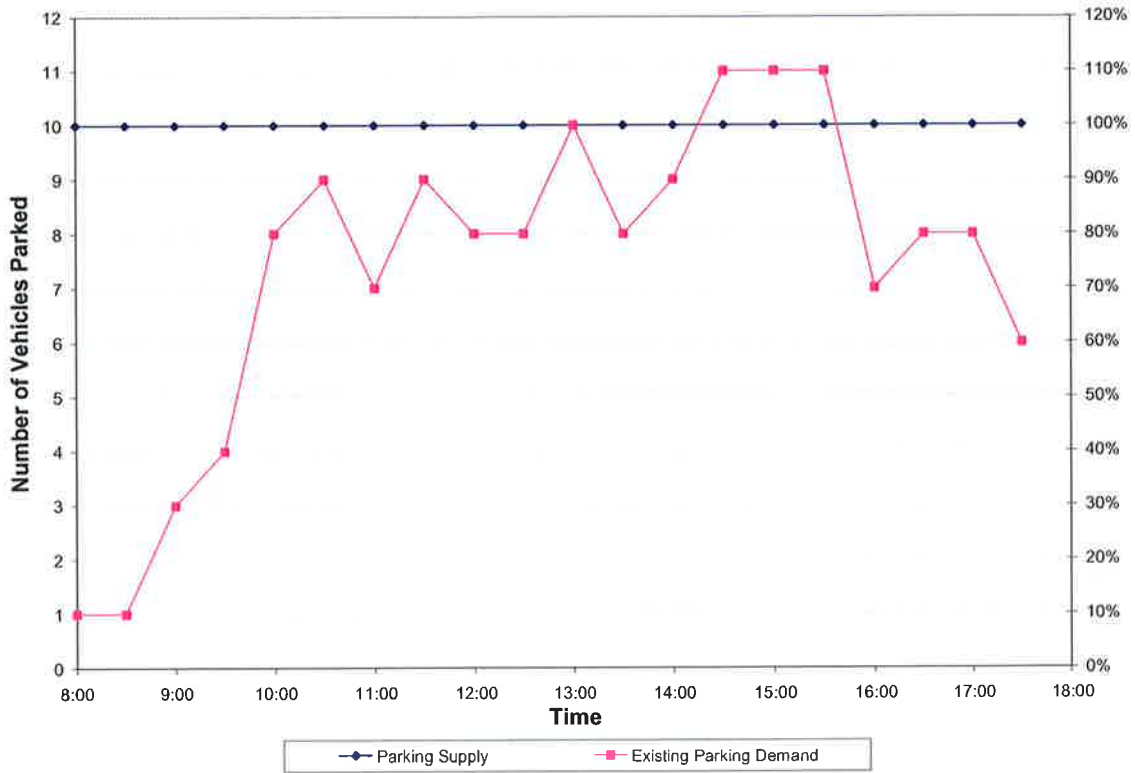
APPENDIX B

Table B-1: Public Parking Lot Summary for Old and New Downtown Golden

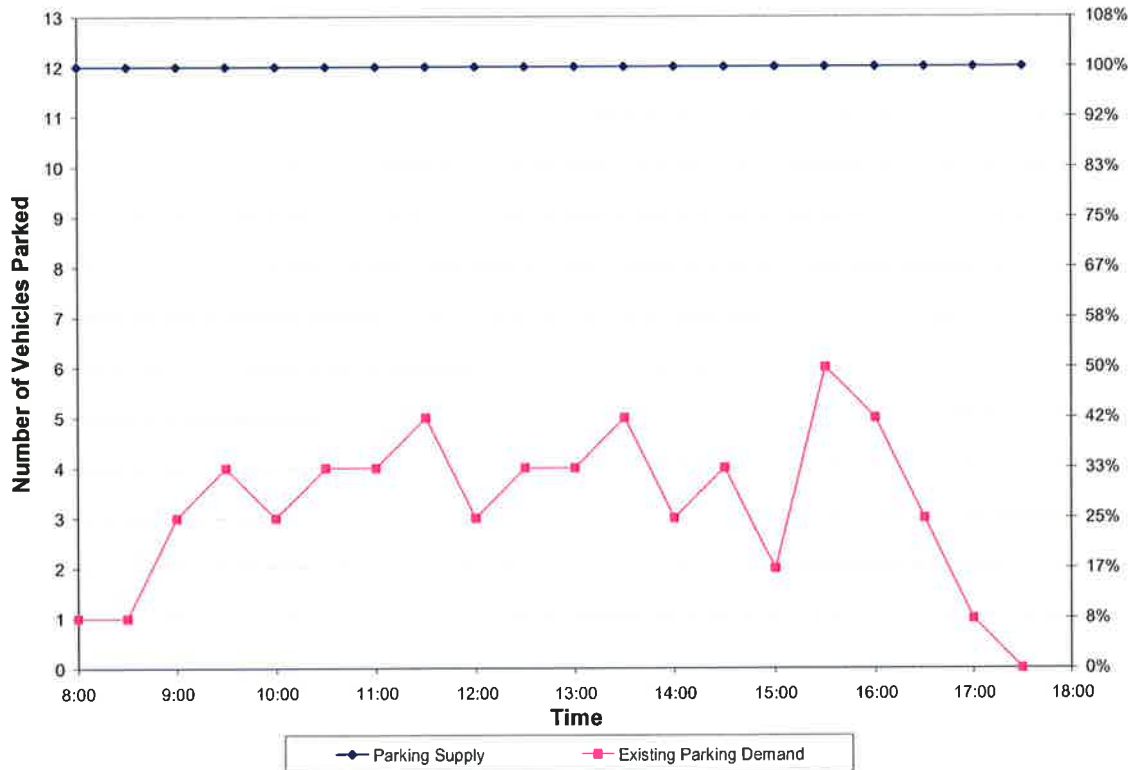
Parking Location	Parking Inventory (vehicle)	Peak Parking Hour	Maximum Capacity During Peak Hour	No. of Count Period between 70-80% Capacity	No. of Count Period >= 80 % Capacity	Vehicle Parking Duration			
						Total Vehicle Counted	Approximate Distribution		Average Duration
							< 2 hrs	> 2 hrs	
Old (North) Downtown									
G(N)-Pb1	21	12:00-13:00	24%	0 (0%)	0 (0%)				
G(N)-Pb2	24	10:00-11:00	92%	5 (25%)	14 (70%)	20	5%	95%	8 hrs. 45 mins.
H(N)-Pb1	10	14:30-15:30	110%	2 (10%)	13 (65%)	29	52%	48%	2 hrs. 30 mins.
New (South) Downtown									
I(S)-Pb1	12	15:30-16:30	50%	0 (0%)	0 (0%)				
K(S)-Pb1	30	11:30-12:30	23%	0 (0%)	0 (0%)				



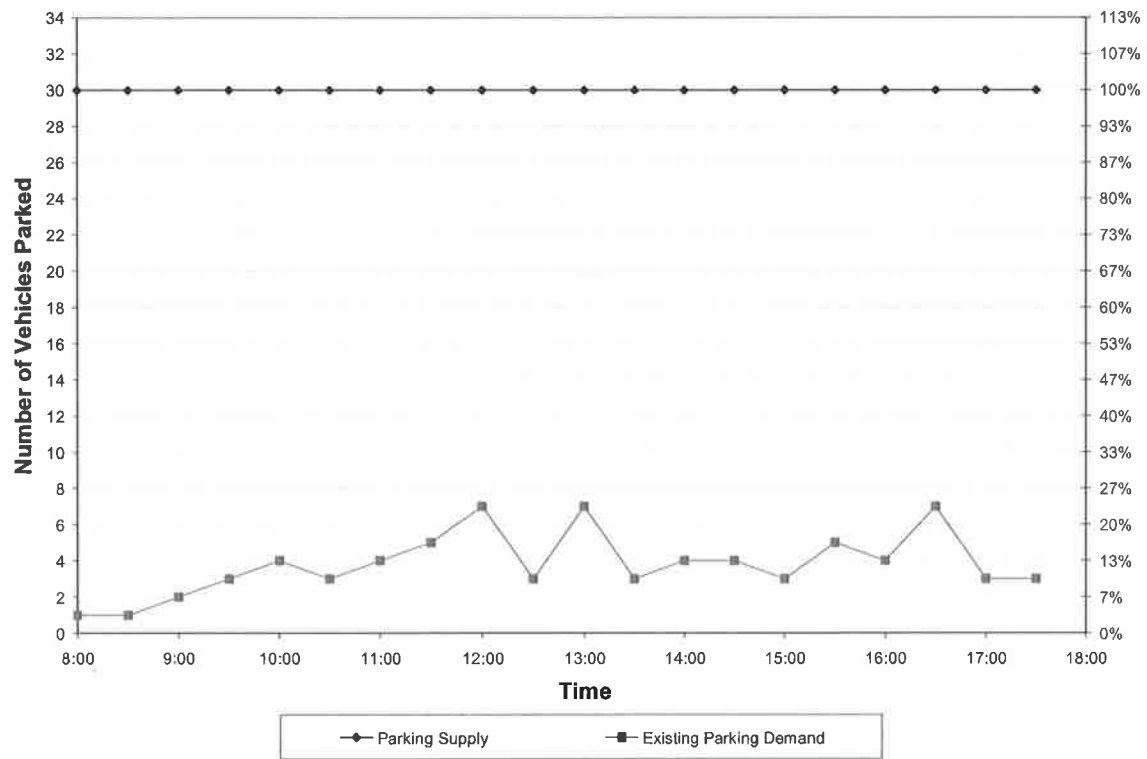
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
H(N)-Pb1: Public Parking Lot at south end of 9th Avenue N between Dollar Store and Bridge



Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
I(S)-Pb1: Public Parking Lot at north end of 9th Street S, just south of the Bridge



Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
K(S)-Pb1: Public Parking Lot on North side of 9th Street S between 11th Avenue S and 12th Avenue S

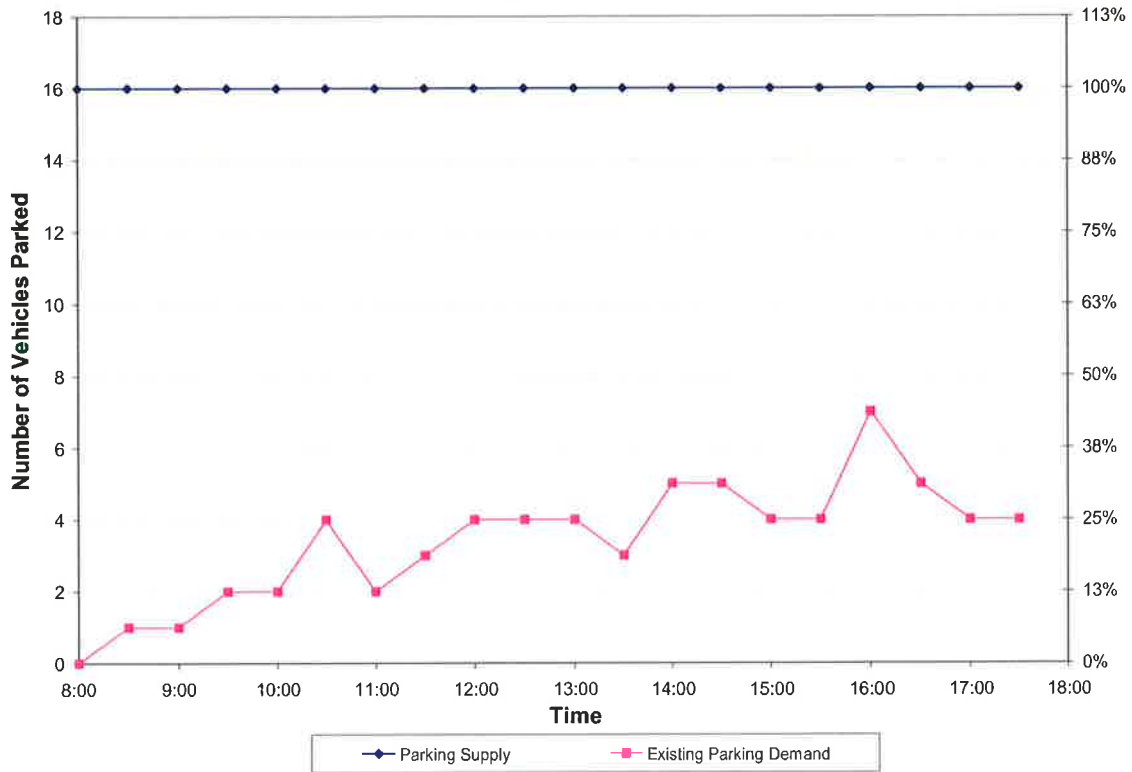


APPENDIX C

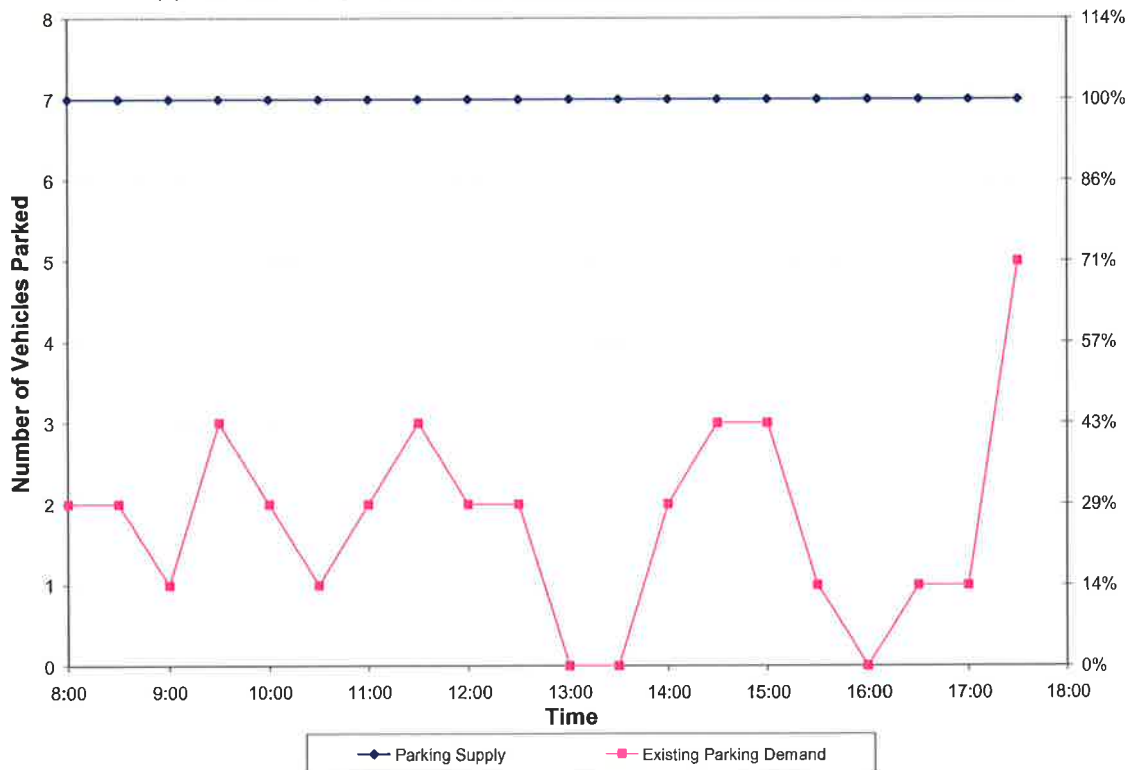
Table C-1: Private Parking Lot Summary for Old and New Downtown Golden

Parking Location	Parking Inventory (vehicle)	Peak Parking Hour	Maximum Capacity During Peak Hour	No. of Count Period between 70-80% Capacity	No. of Count Period >= 80 % Capacity	Vehicle Parking Duration			
						Total Vehicle Counted	Approximate Distribution		Average Duration
							< 2 hrs	> 2 hrs	
Old (North) Downtown									
C(N)-Pr1	16	15:30-16:30	44%	0 (0%)	0 (0%)				
C(N)-Pr2	7	> 2 peak hrs	71%	1 (5%)	0 (0%)				
C(N)-Pr3	9	10:30-11:30/ 14:30-15:30	78%	2 (10%)	0 (0%)				
E(N)-Pr1	21	11:30-12:30/ 15:00-16:00	86%	7 (35%)	11 (55%)				
E(N)-Pr2	17	11:00-12:00	82%	10 (50%)	2 (10%)	16	6%	94%	7 hrs. 10 mins.
E(N)-Pr3	9	12:00-13:00/ 14:30-15:30	100%	6 (30%)	7 (35%)				
E(N)-Pr4	4	> 2 peak hrs	50%	0 (0%)	0 (0%)				
E(N)-Pr5	10	16:00-17:00	110%	2 (10%)	8 (40%)				
E(N)-Pr6	10	13:30-14:30	60%	0 (0%)	0 (0%)				
E(N)-Pr7	4	10:00-11:00	75%	3 (15%)	0 (0%)				
E(N)-Pr8	11	11:30-12:30/ 14:30-15:30	64%	0 (0%)	0 (0%)				
E(N)-Pr9	9	14:30-15:30	78%	2 (10%)	0 (0%)				
E(N)-Pr10	12	14:30-15:30	92%	1 (5%)	1 (5%)				
E(N)-Pr11	6	12:00-13:00/ 16:30-17:30	50%	0 (0%)	0 (0%)				
E(N)-Pr12	2	12:30-13:30	100%	0 (0%)	6 (30%)				
F(N)-Pr1	8	10:00-11:00	100%	3 (15%)	9 (45%)				
H(N)-Pr1	10	12:00-13:00	110%	2 (10%)	14 (70%)				
New (South) Downtown									
J(S)-Pr1	6	14:00-15:00	100%	0 (0%)	7 (35%)				
K(S)-Pr1	10	> 2 peak hrs	20%	0 (0%)	0 (0%)				
K(S)-Pr2	10	11:30-12:30	80%	3 (15%)	1 (5%)				
K(S)-Pr3	23	16:30-17:30	122%	2 (10%)	3 (15%)				
L(S)-Pr1	6	> 2 peak hrs	167%	0 (0%)	16 (80%)				
L(S)-Pr2	7	14:30-15:30	86%	0 (0%)	1 (5%)				
M(S)-Pr1	11	16:30-17:30	73%	1 (5%)	0 (0%)				
M(S)-Pr2	11	10:00-11:00	45%	0 (0%)	0 (0%)				

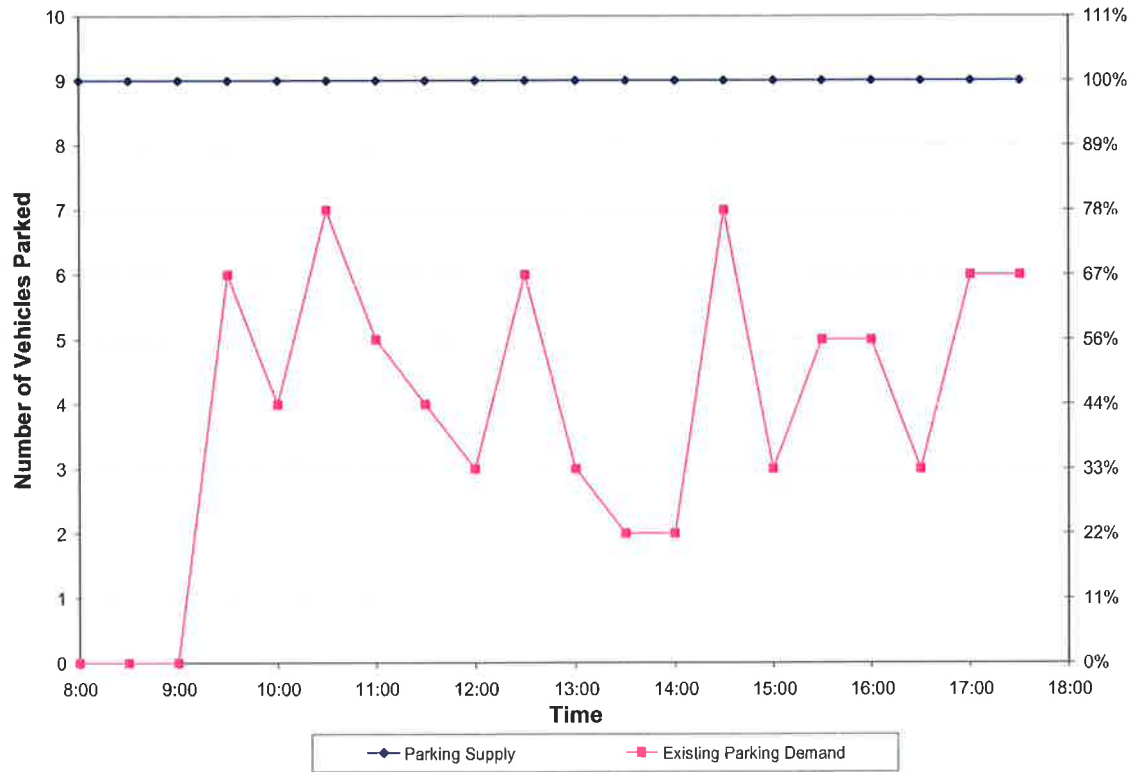
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
 C(N)-Pr1: Private Parking Lot next to SAAN south of 9th Avenue N



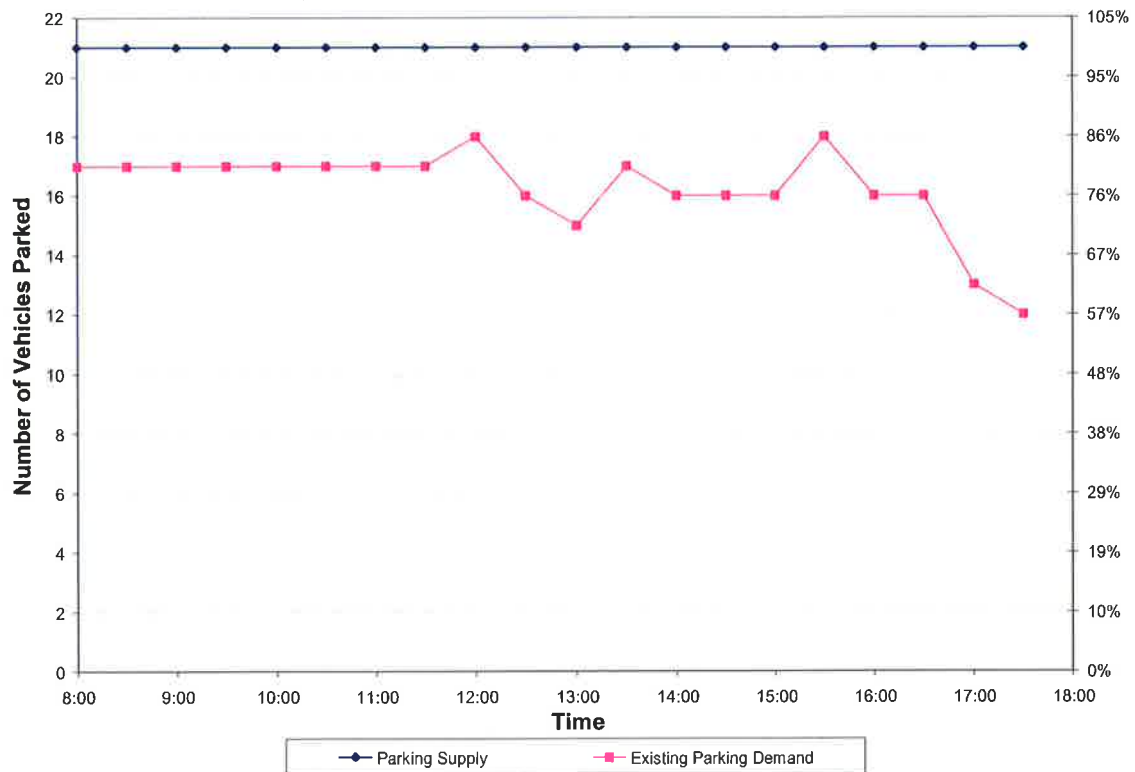
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
 C(N)-Pr2: Private Parking Lot in front of Hardware Store north of 8th Avenue N (across from Lumber Yard)



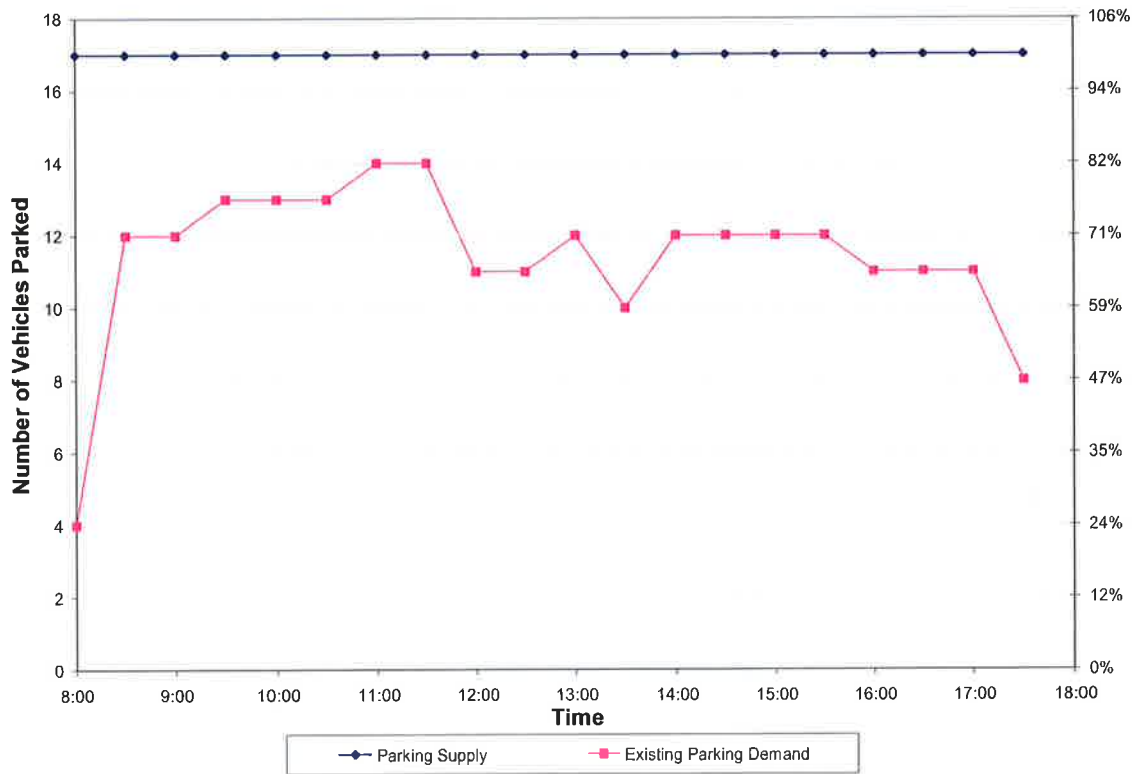
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
C(N)-Pr3: Private Parking Lot in front of Hardware Store south of 9th Avenue N



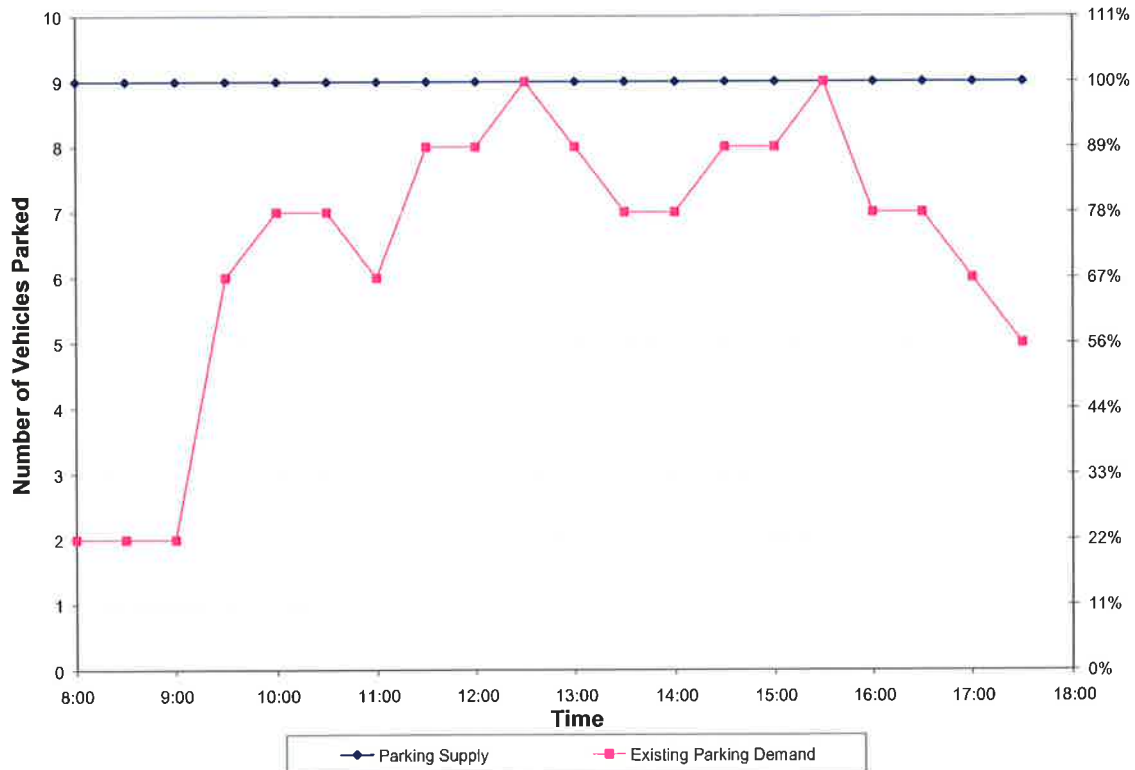
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
E(N)-Pr1: Private Parking Lot S.E. corner of 9th Avenue N & 6th Street N



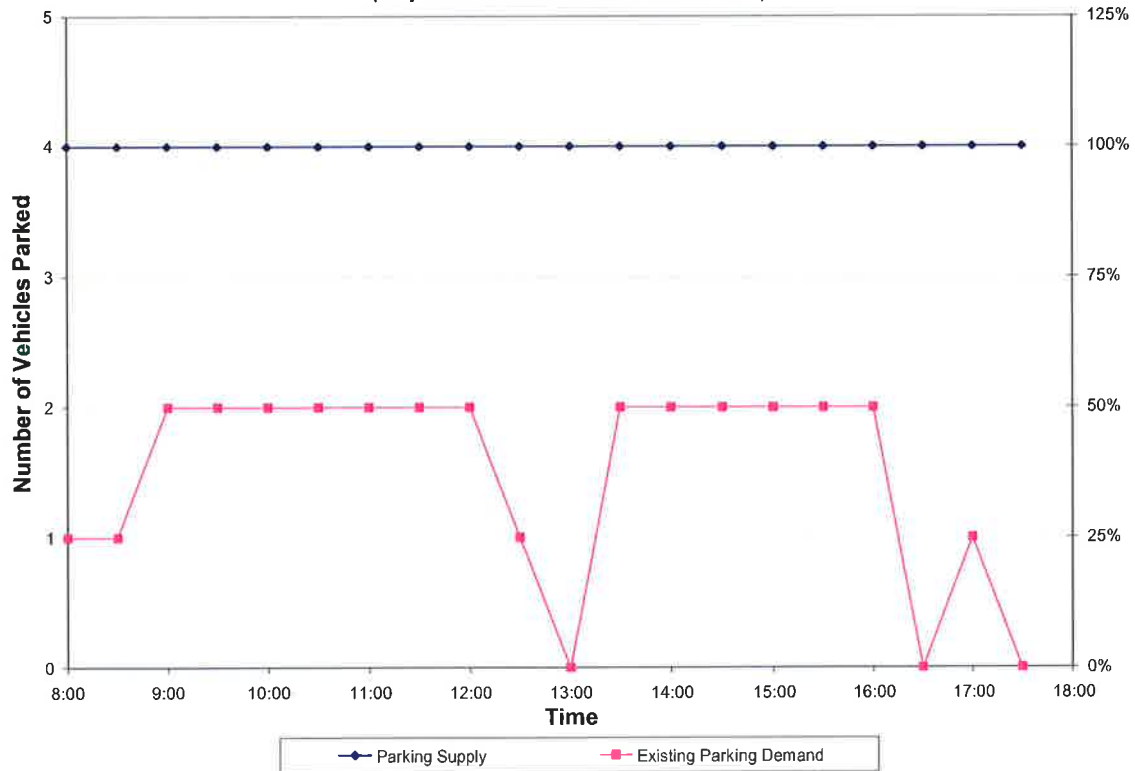
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
 E(N)-Pr2: Private Parking Lot for Columbia Valley Credit Union



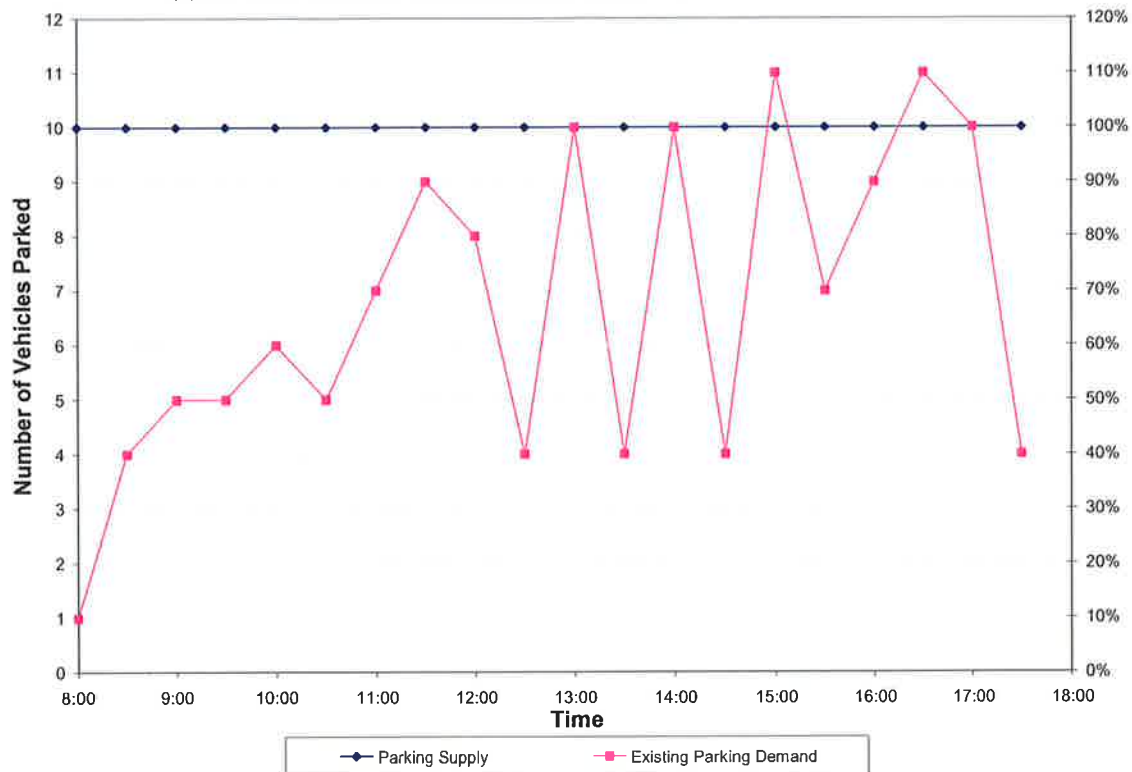
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
 E(N)-Pr3: Private Parking Lot behind Bean Bag (Alley between 9th Avenue N and 8th Avenue N)



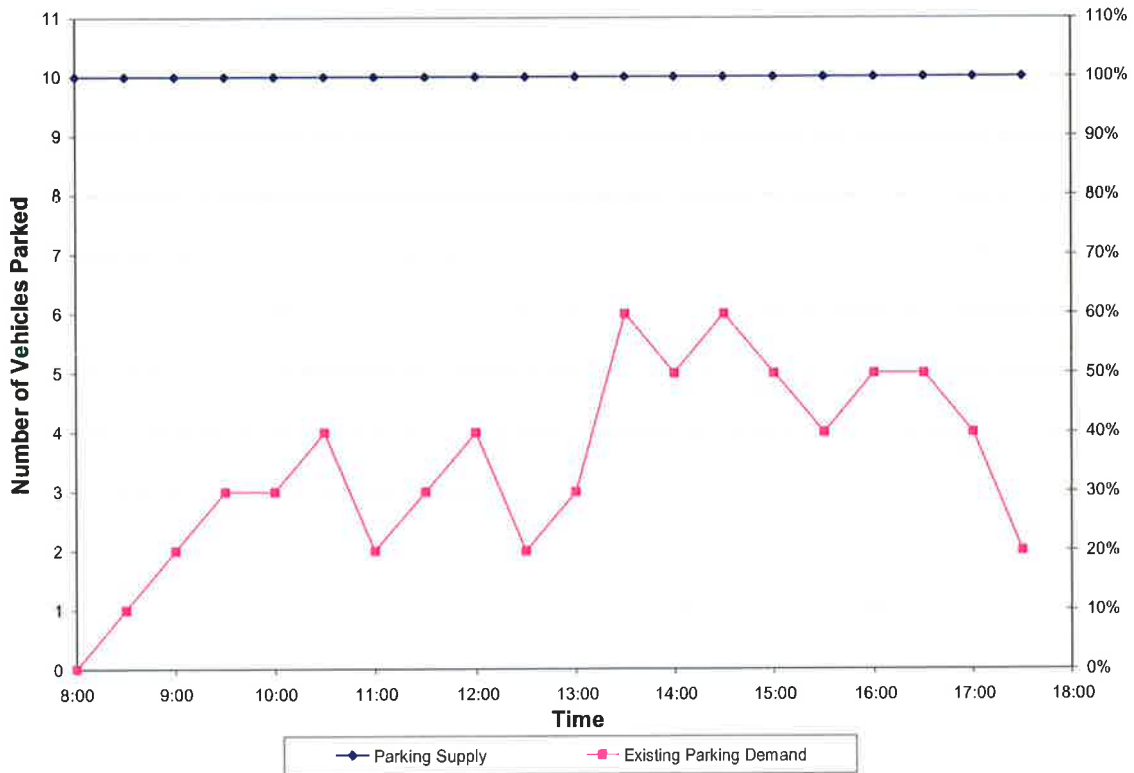
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
E(N)-Pr4: Private Parking Lot for Staff of Golden Employment
(Alley between 8th Avenue N and 9th Avenue N)



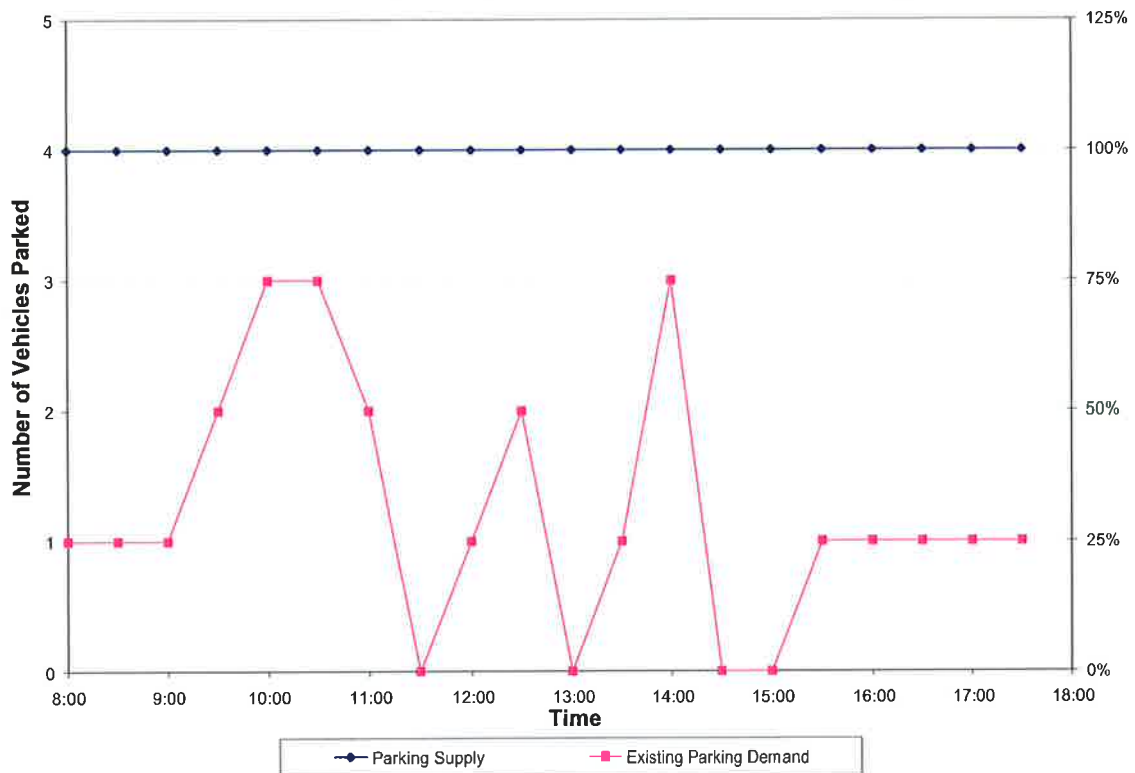
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
E(N)-Pr5: Private Parking Lot behind Pizza Restaurant (Alley between 9th Avenue N and 8th Avenue N)



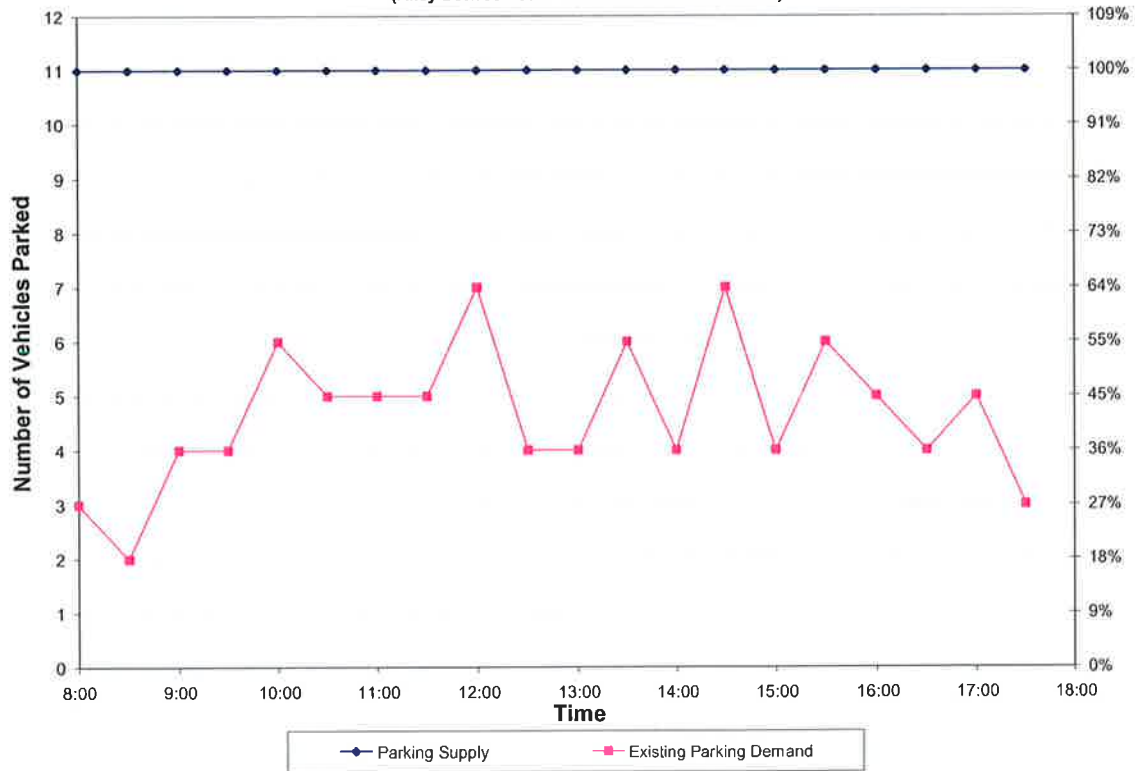
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
 E(N)-Pr6: Private Parking Lot for Ewan & McKenzie Law (West side of Dogtooth Café)



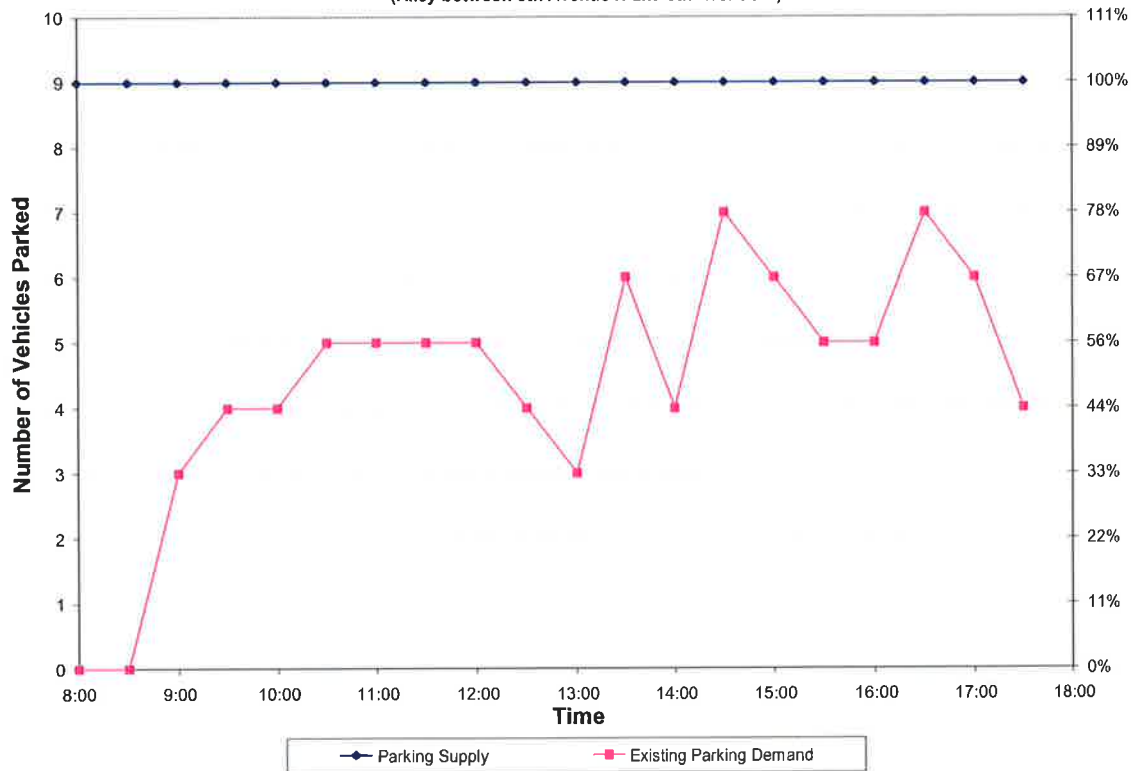
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
 E(N)-Pr7: Private Parking Lot for Dogtooth Café (Alley between 9th Avenue N and 8th Avenue N)



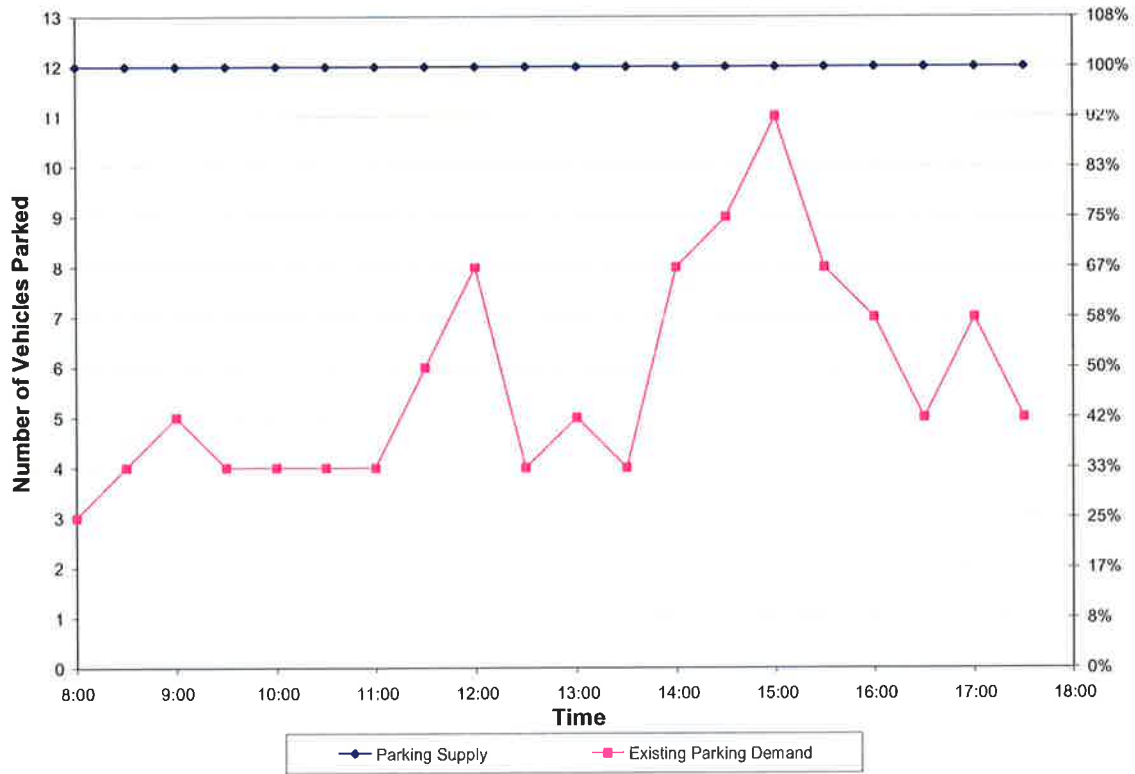
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
 E(N)-Pr8: Private Parking Lot for Ewan & McKenzie Law & Insurance Agency
 (Alley between 9th Avenue N and 8th Avenue N)



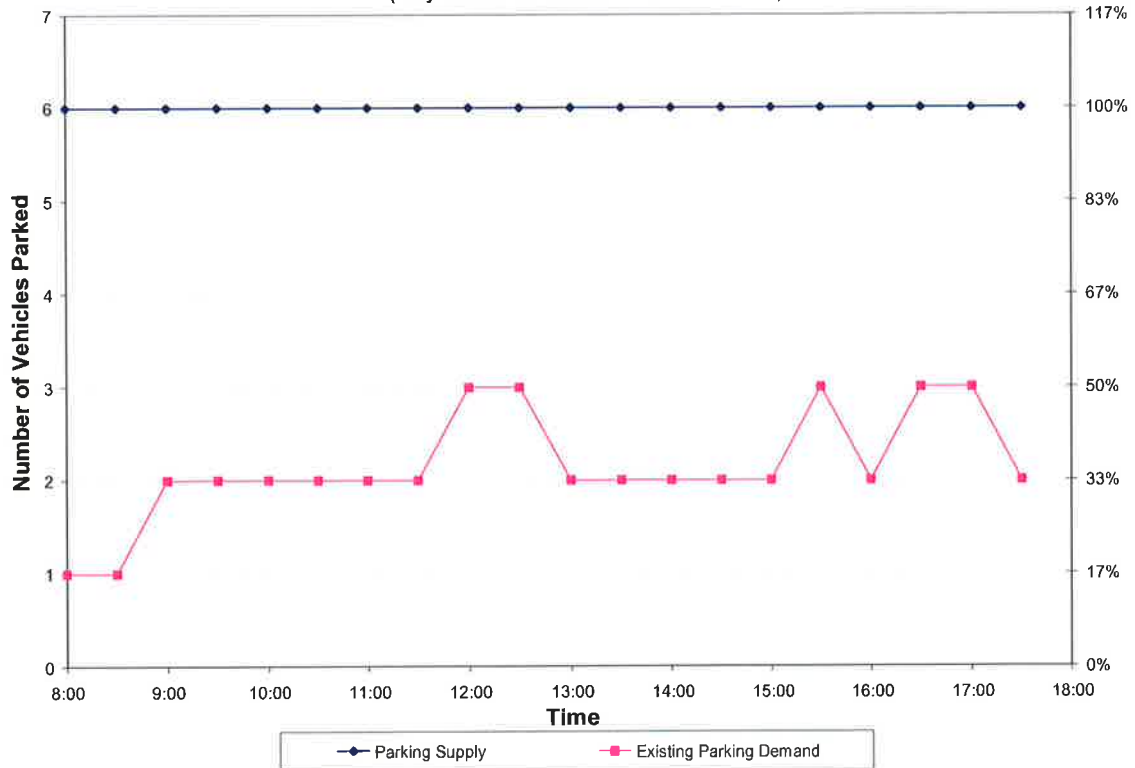
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
 E(N)-Pr9: Private Parking Lot for Golden Professional Building
 (Alley between 9th Avenue N and 8th Avenue N)



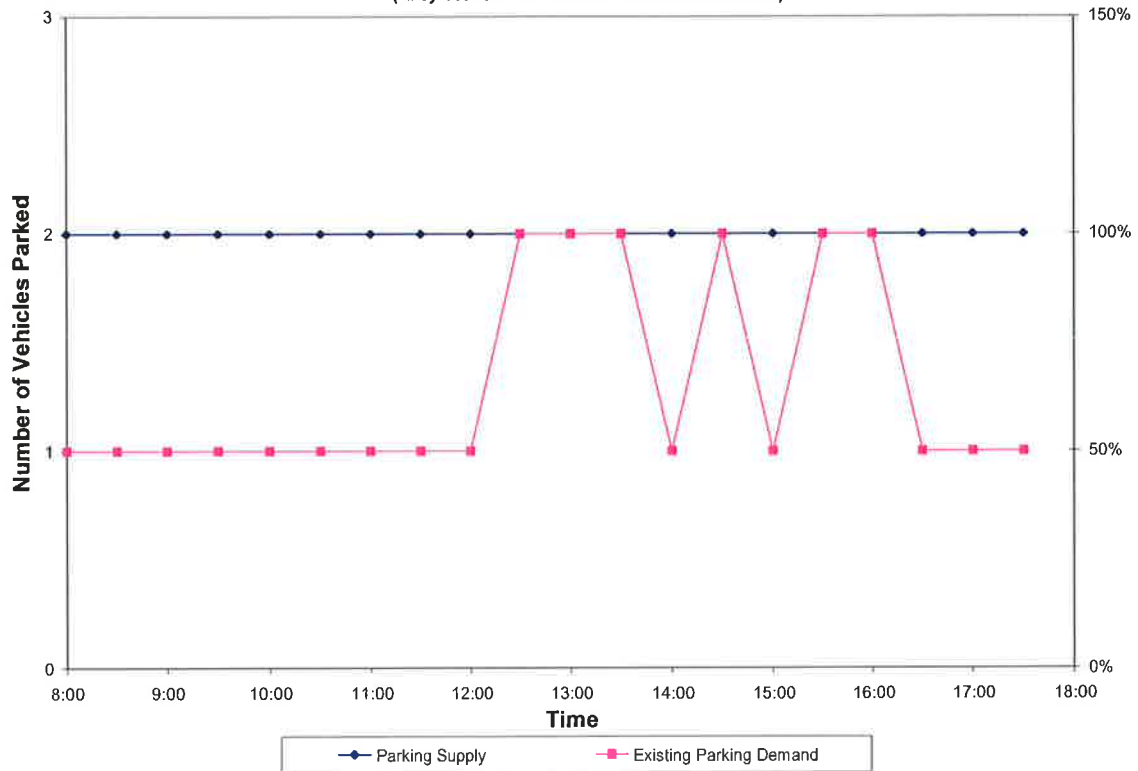
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
E(N)-Pr10: Private Parking Lot for tenants of Patlar Building (Engineering Firm)



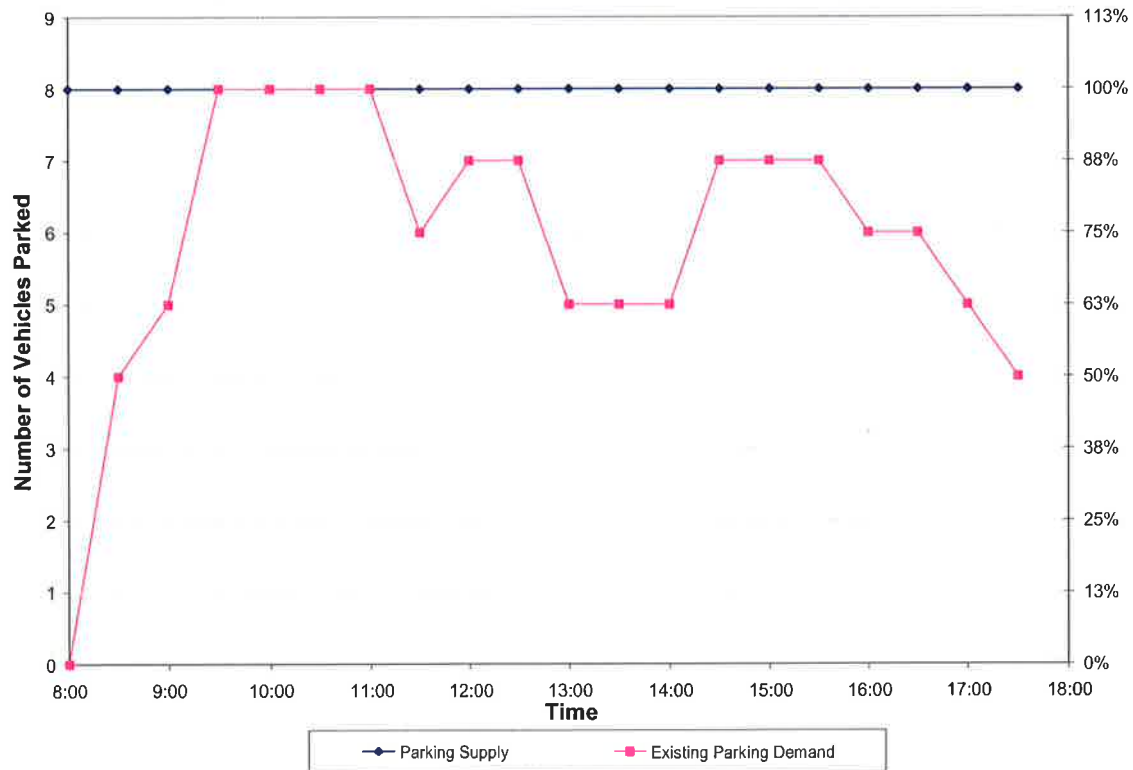
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
E(N)-Pr11: Private Parking Lot for Rocky Mtn Internet and adjacent building
(Alley between 9th Avenue N and 8th Avenue N)



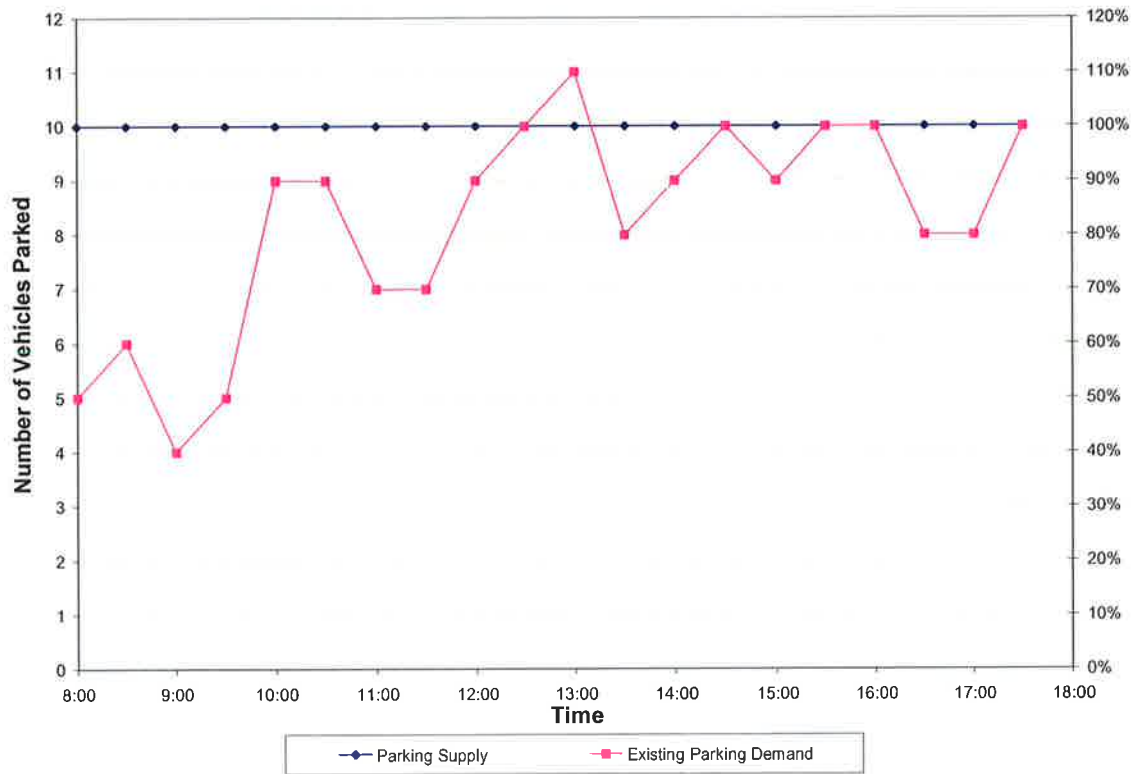
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
 E(N)-Pr12: Private Parking Lot in alley off of 5th Street N
 (Alley between 9th Avenue N and 8th Avenue N)



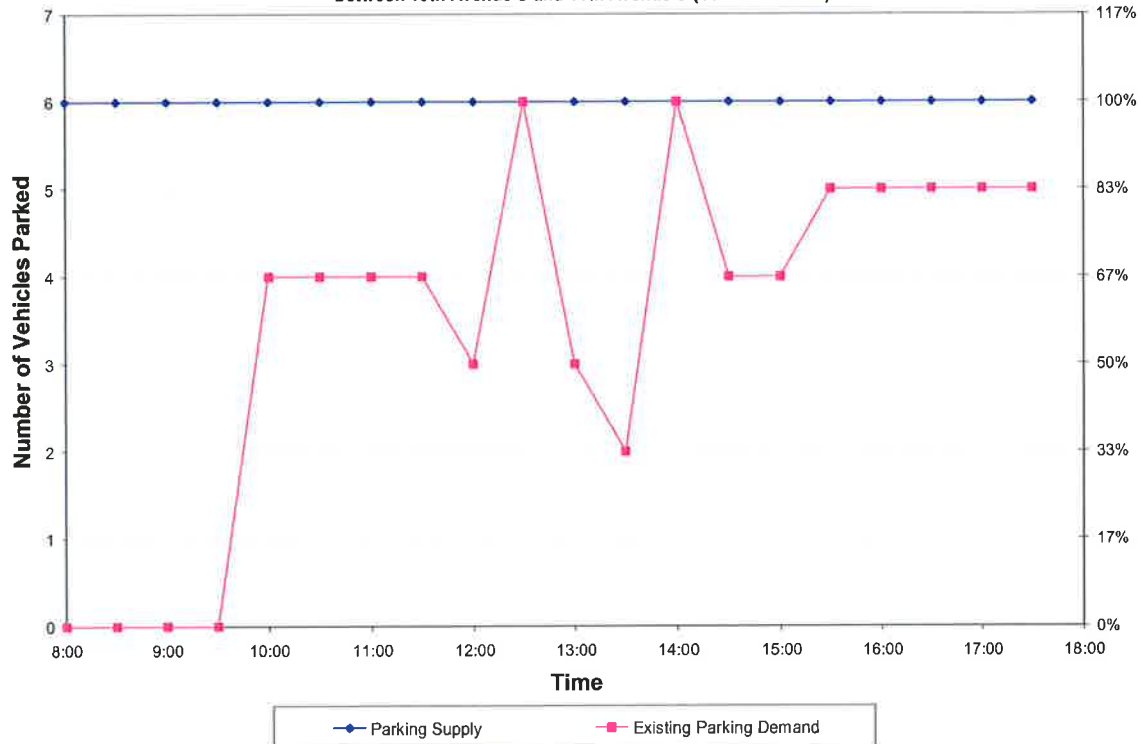
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
 F(N)-Pr1: Private Parking Lot behind Post Office (S.W. Corner of Main Street & 5th Street N)



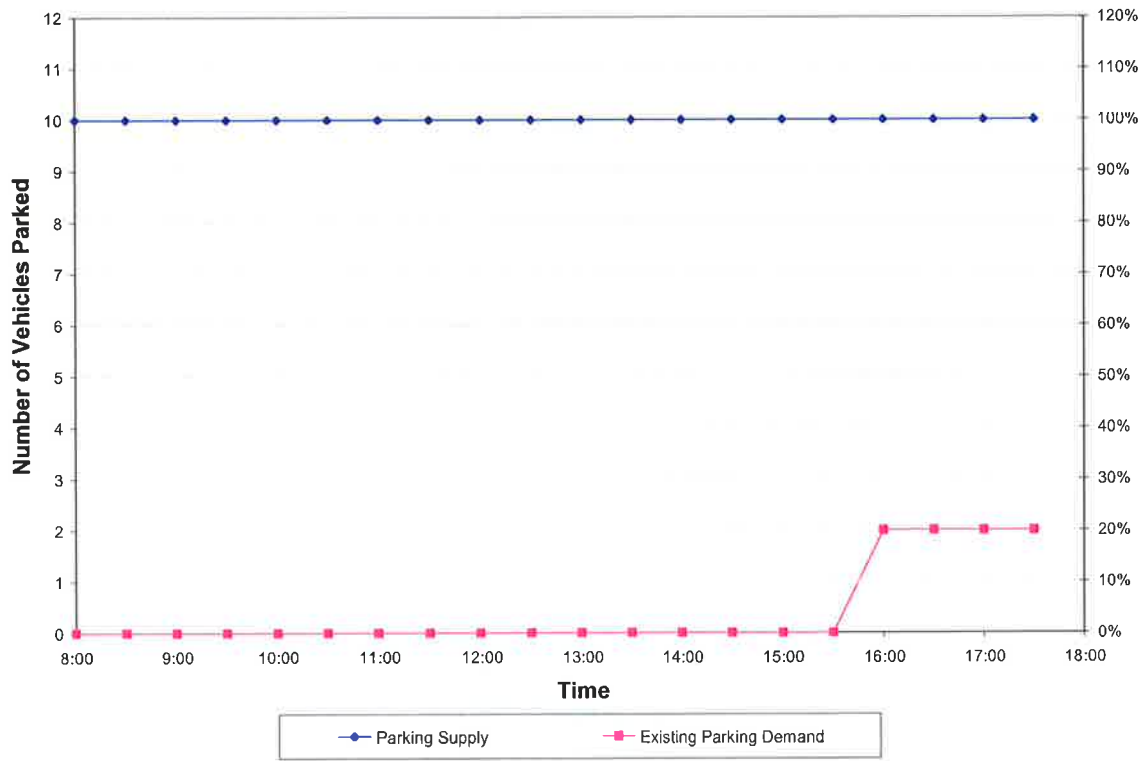
Downtown Golden (North)
Comparison of Parking Demand to Parking Supply
H(N)-Pr1: Private Parking Lot at west end of 9th Avenue N next to Hotel (Big Bend Hotel Parking)



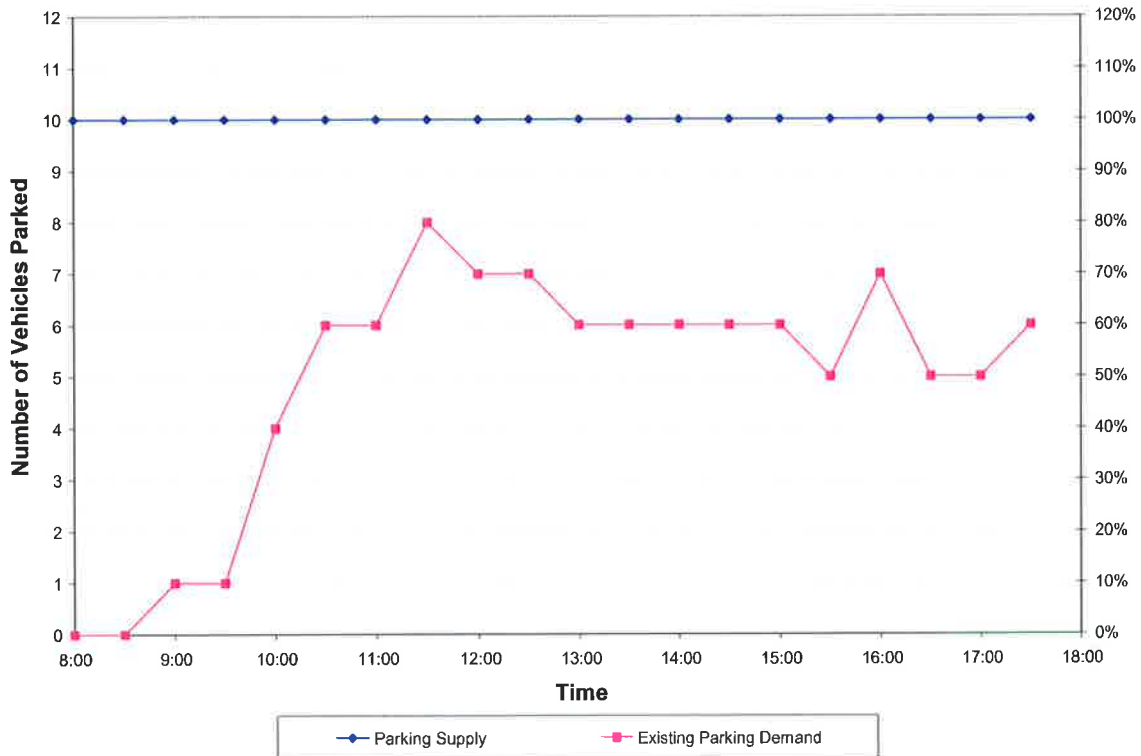
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
J(S)-Pr1: Private Parking Lot on North side of 9th Street S between 10th Avenue S and 11th Avenue S (behind Chantal)



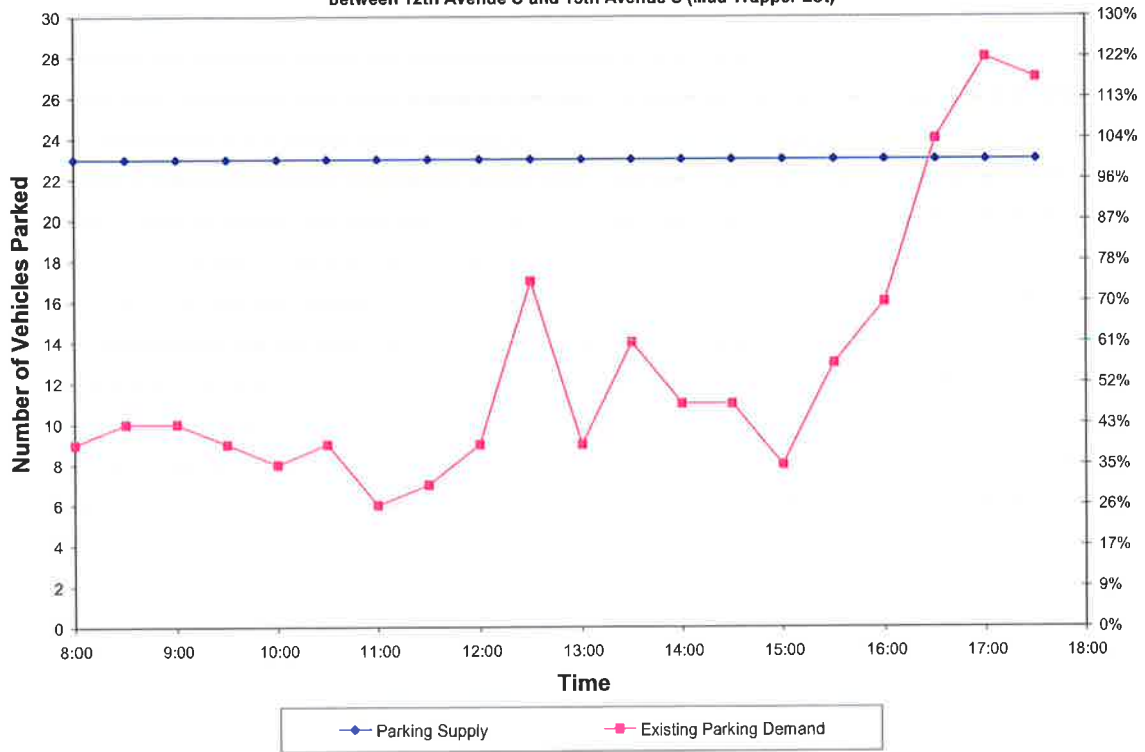
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
 K(S)-Pr1: Private Parking Lot on North side of 9th Street S between 11th Avenue S and 12th Avenue S (Pub Lot)



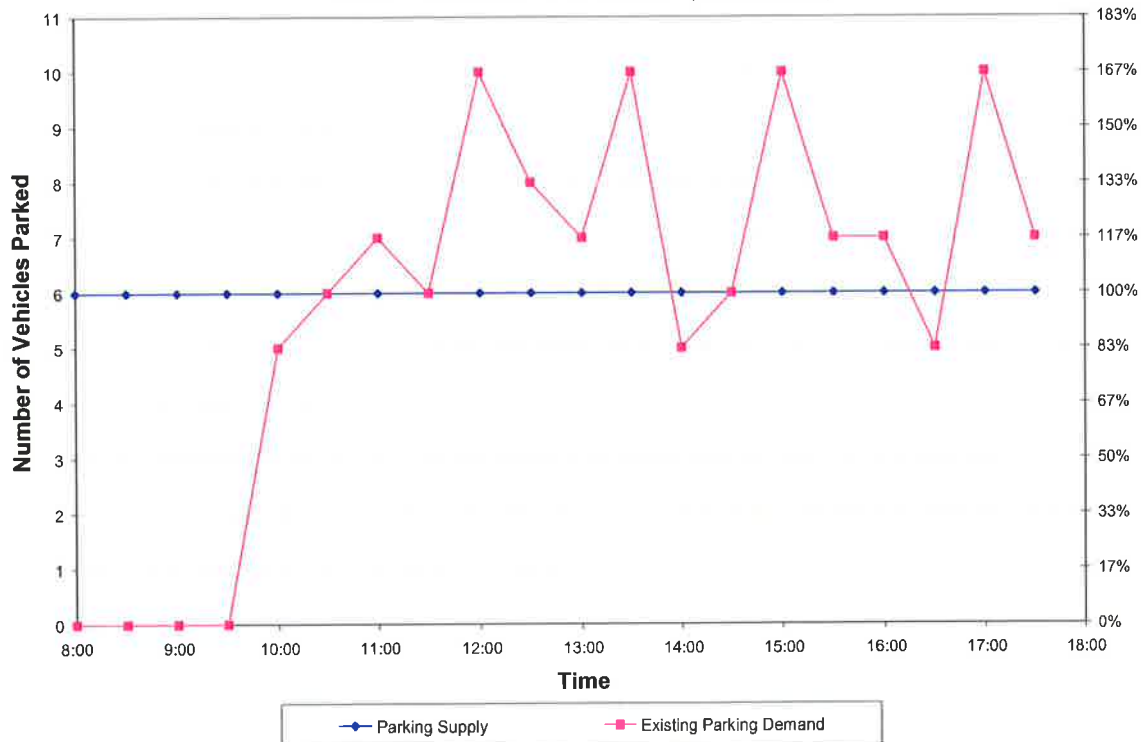
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
 K(S)-Pr2: Private Parking Lot on North side of 9th Street S between 11th Avenue S and 12th Avenue S



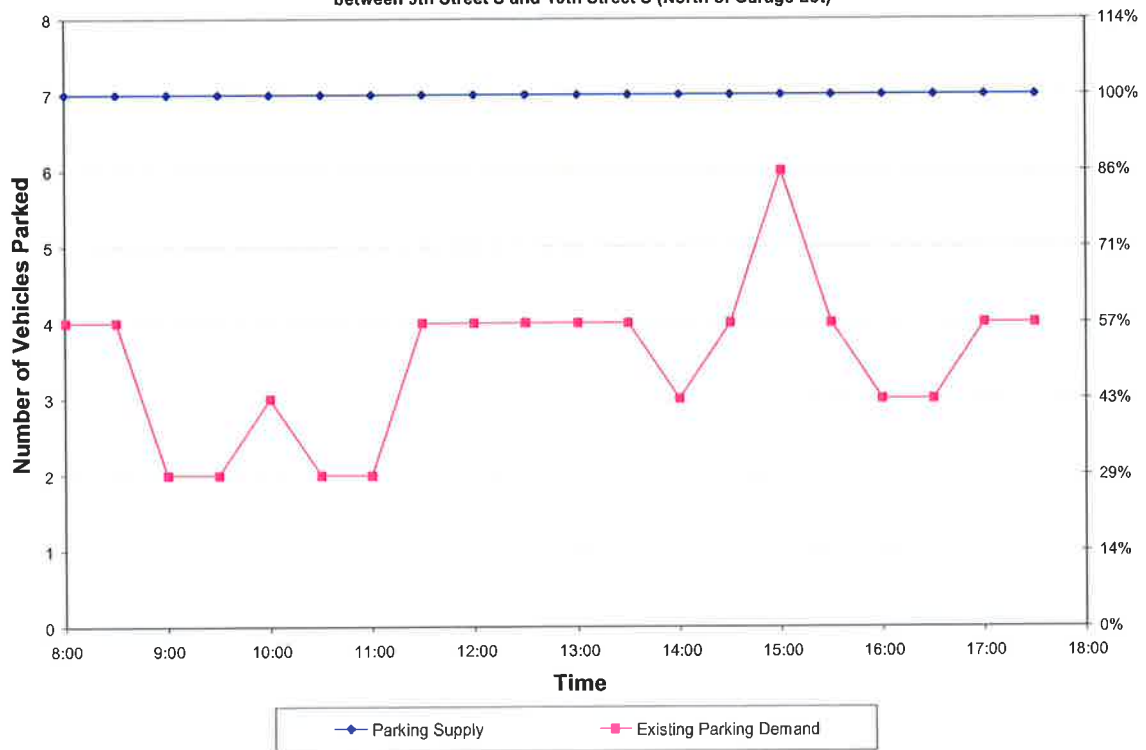
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
 K(S)-Pr3: Private Parking Lot on North side of 9th Street S
 between 12th Avenue S and 13th Avenue S (Mad Trapper Lot)



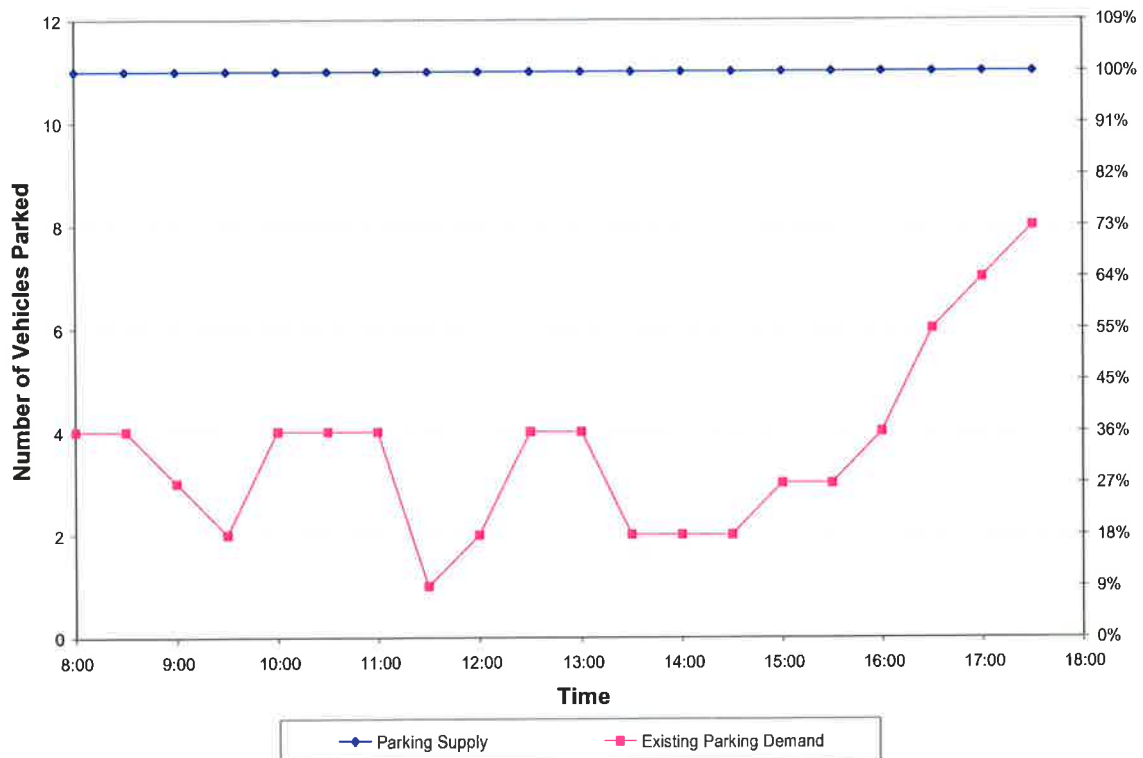
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
 L(S)-Pr1: Private Parking Lot on South side of 9th Street S
 between 10th Avenue S and 11th Avenue S (Commercial Lot)



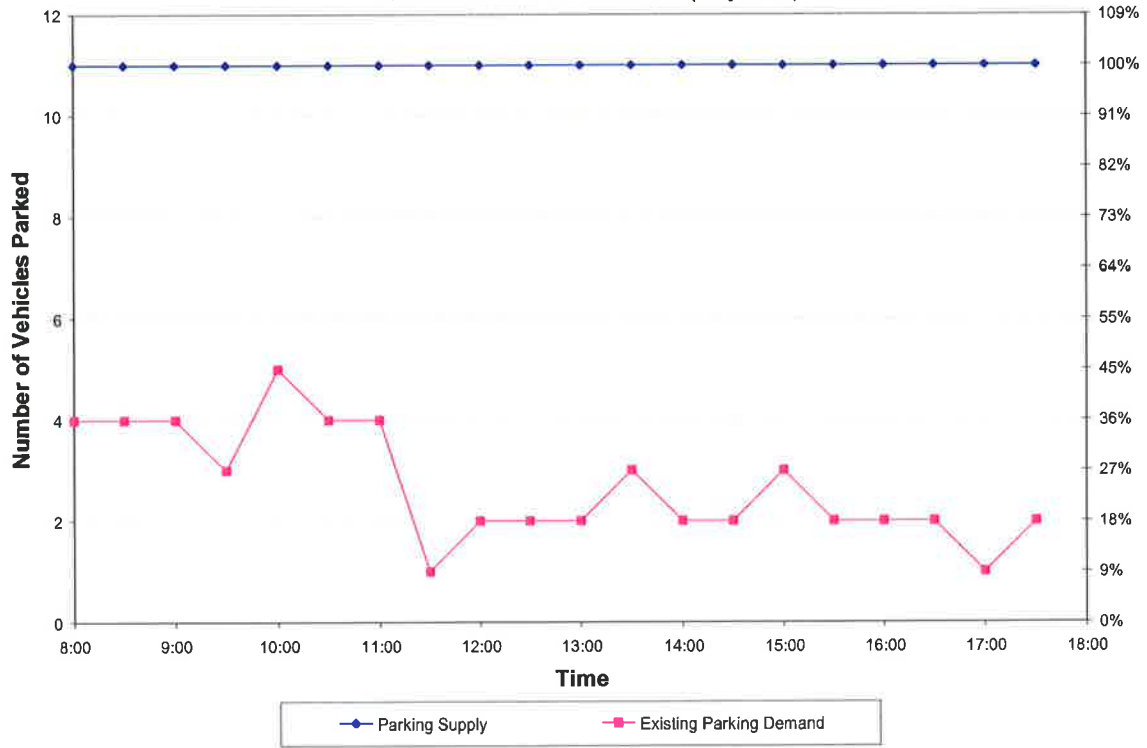
Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
 L(S)-Pr2: Private Parking Lot on West side of 11th Avenue S
 between 9th Street S and 10th Street S (North of Garage Lot)



Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
 M(S)-Pr1: Private Parking Lot on South side of 9th Street S between 11th Avenue S and 12th Avenue S

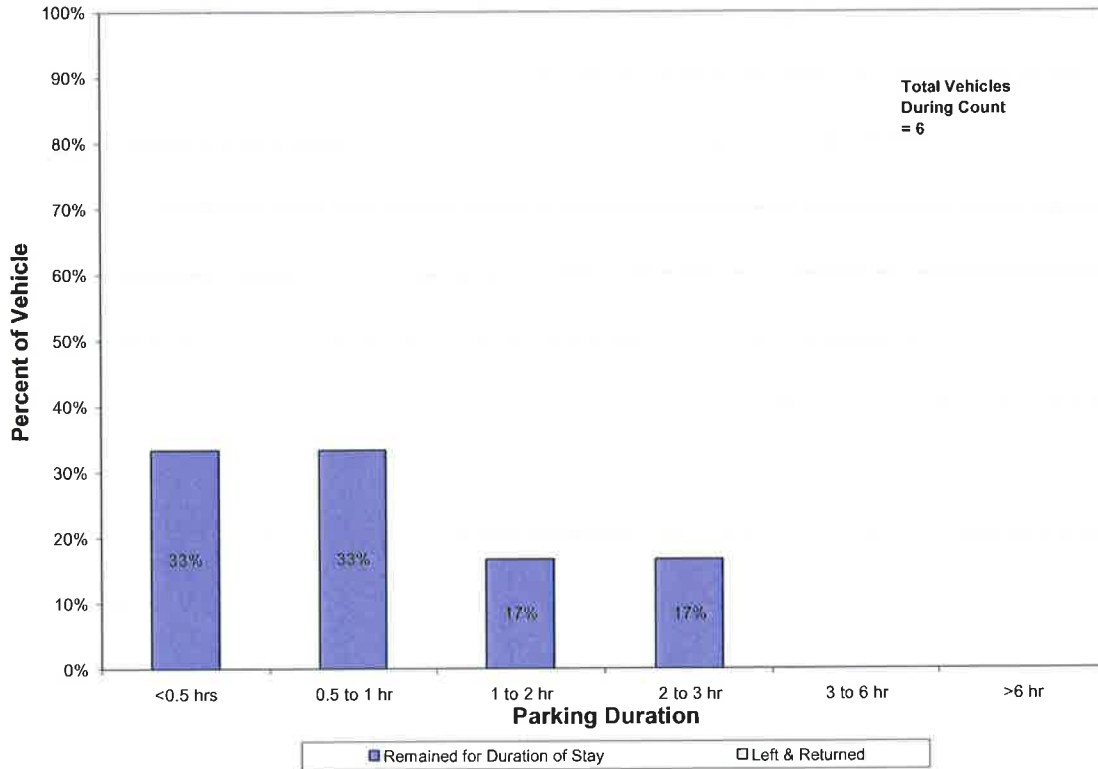


Downtown Golden (South)
Comparison of Parking Demand to Parking Supply
M(S)-Pr2: Private Parking Lot on East side of 11th Avenue S
between 9th Street S and 10th Street S (Recycle Lot)

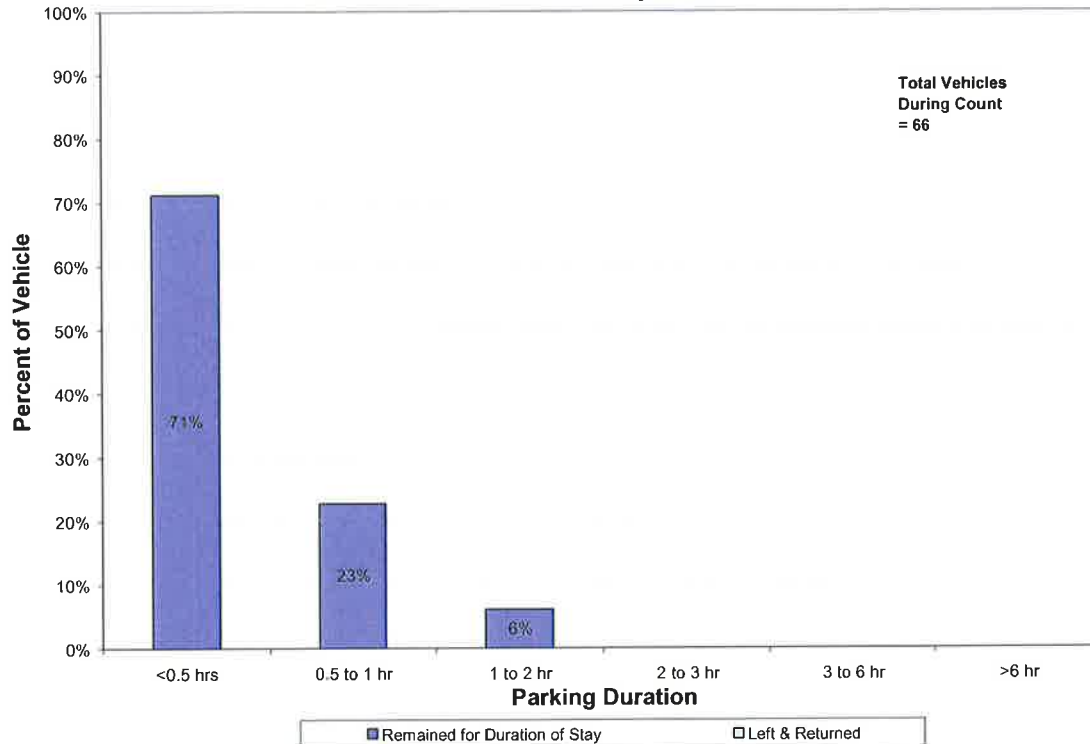


APPENDIX D

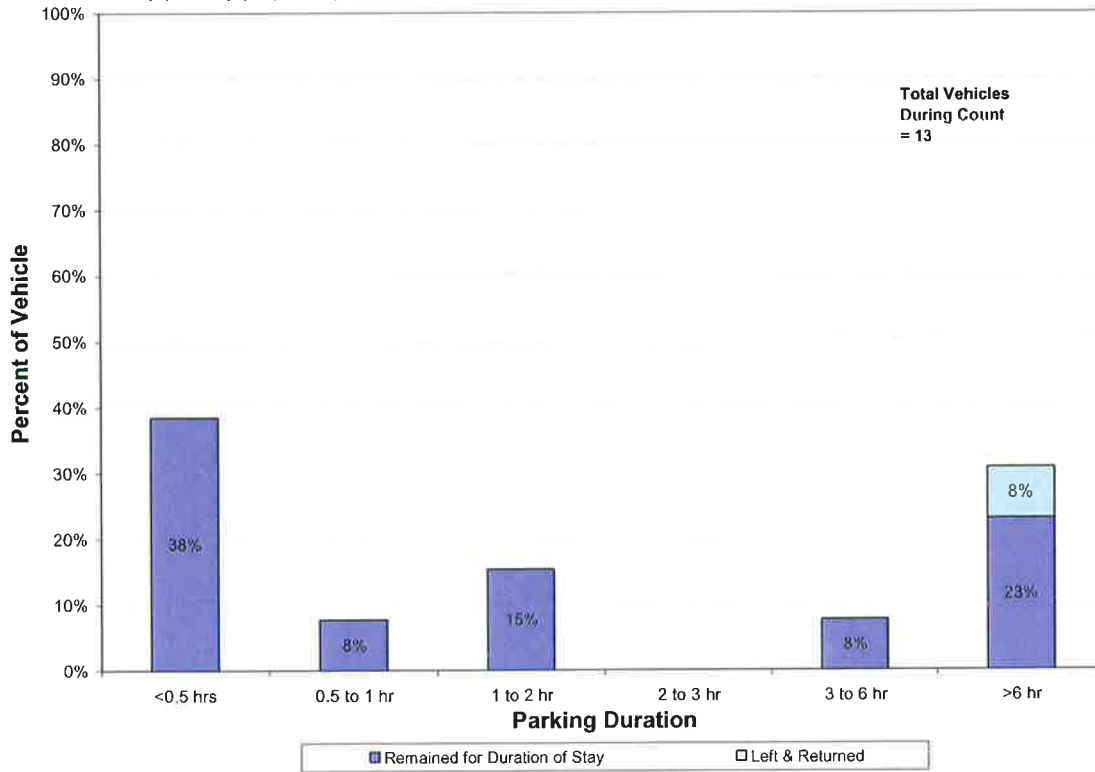
Downtown Golden (North)
Summary of Vehicle Parking Duration
B(N)-3: On-Street Parking along South side of 8th Avenue N in front of apartment complex



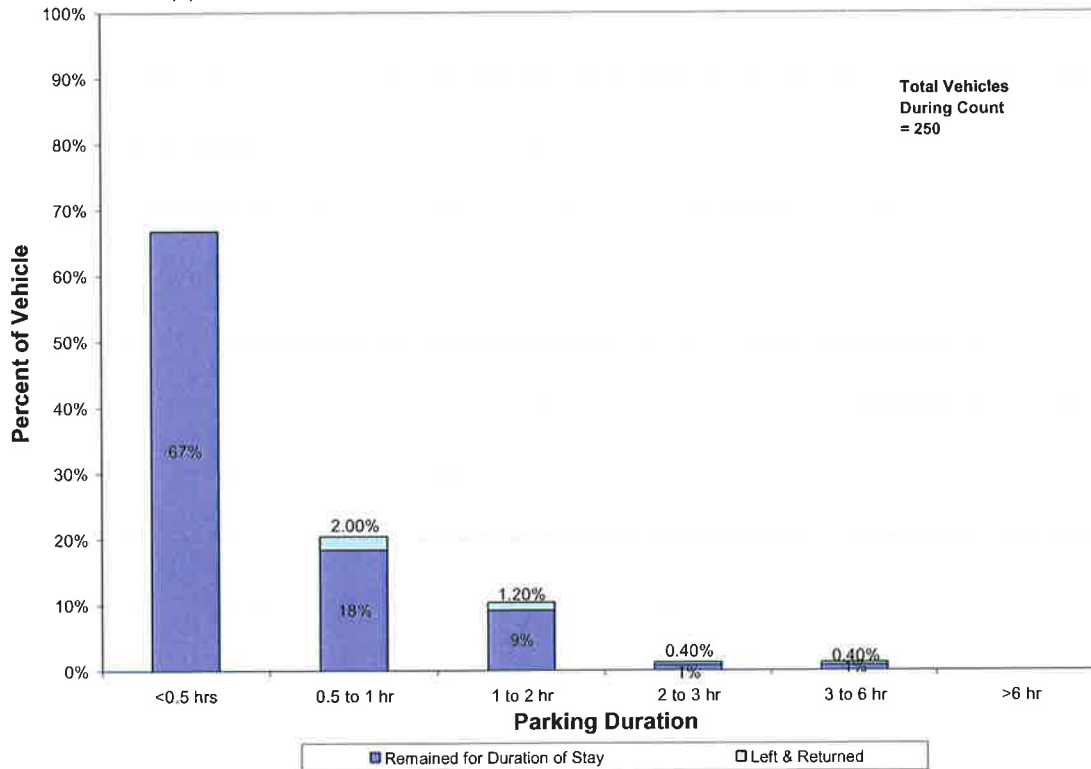
Downtown Golden (North)
Summary of Vehicle Parking Duration
C(N)-1 & D(N)-2 (Partial): On-Street Parking along North side and South side curb face of 9th Avenue N just East of 7th Street N



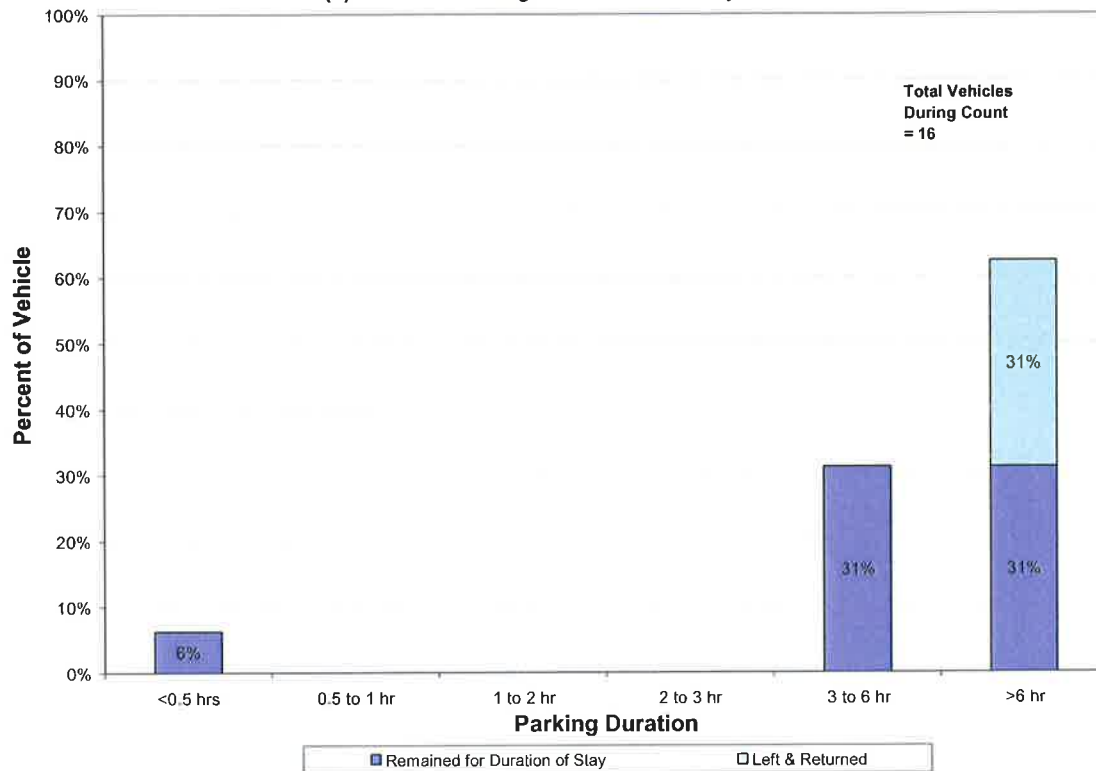
Downtown Golden (North)
Summary of Vehicle Parking Duration
D(N)-2 & D(N)-3 (Partial): On-Street Parking along Northwest curb face at 6th Street N and 9th Avenue N



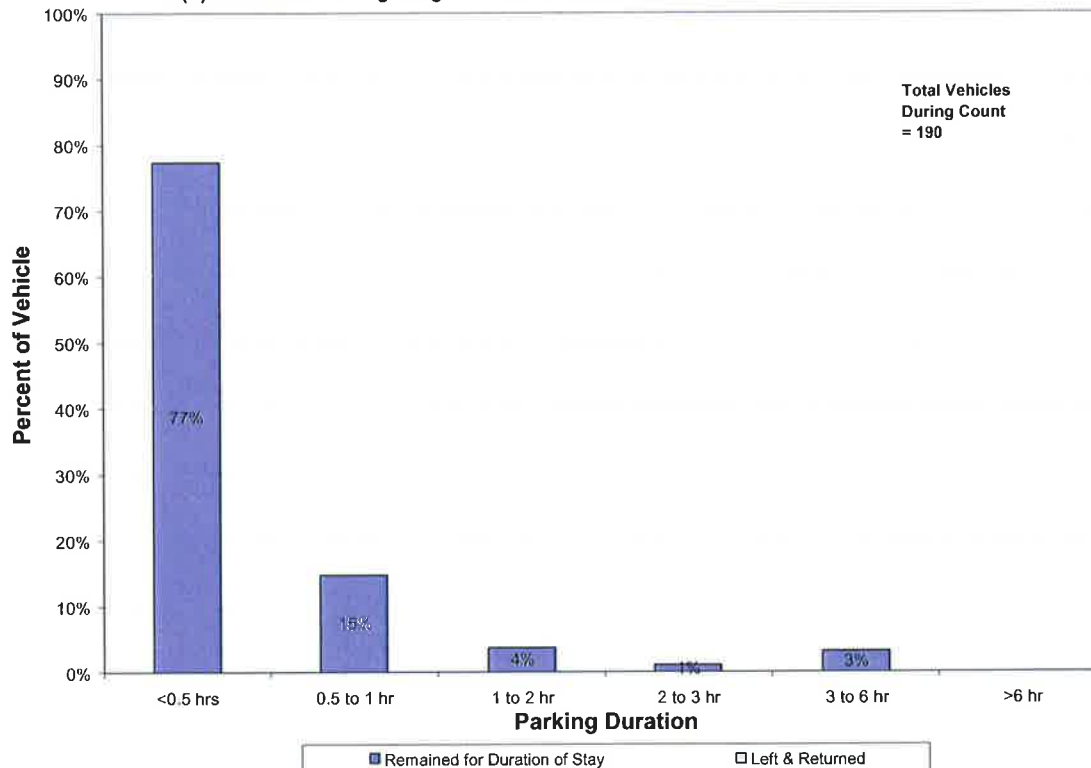
Downtown Golden (North)
Summary of Vehicle Parking Duration
E(N)-2: On-Street Parking along South side of 9th Avenue N between 5th Street N and 6th Street N



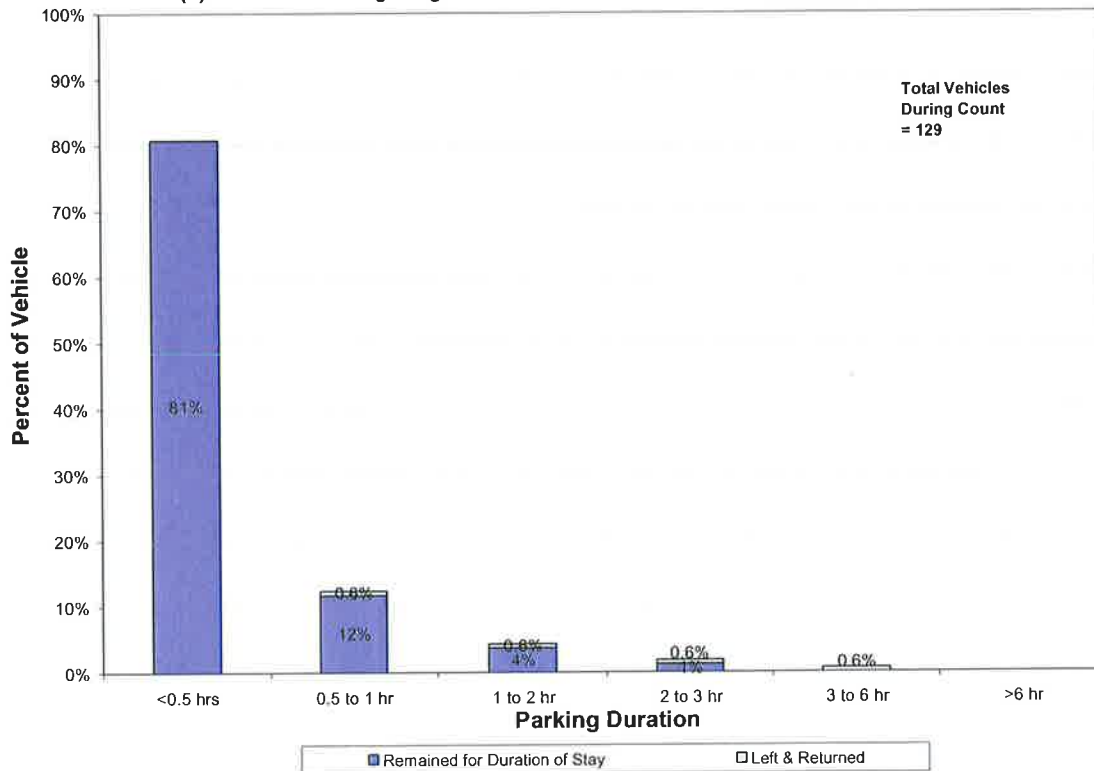
Downtown Golden (North)
Summary of Vehicle Parking Duration
E(N)-Pr2: Private Parking Lot for Columbia Valley Credit Union



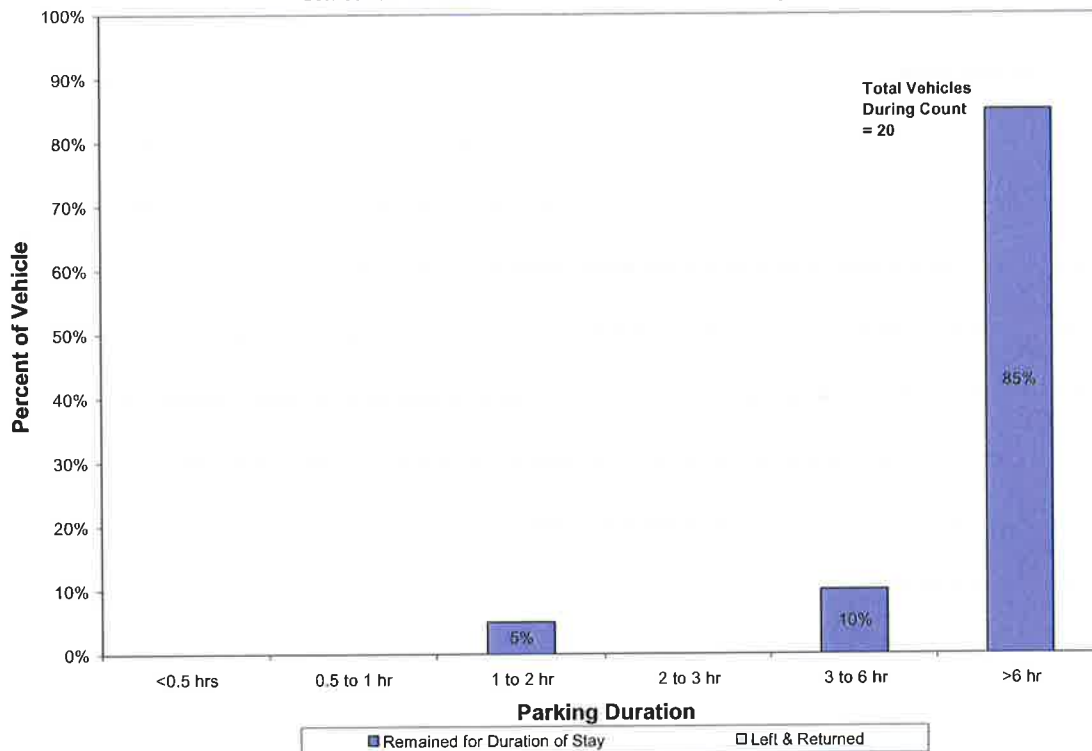
Downtown Golden (North)
Summary of Vehicle Parking Duration
F(N)-2: On-Street Parking along North side of Main Street between 5th Street N and 6th Street N



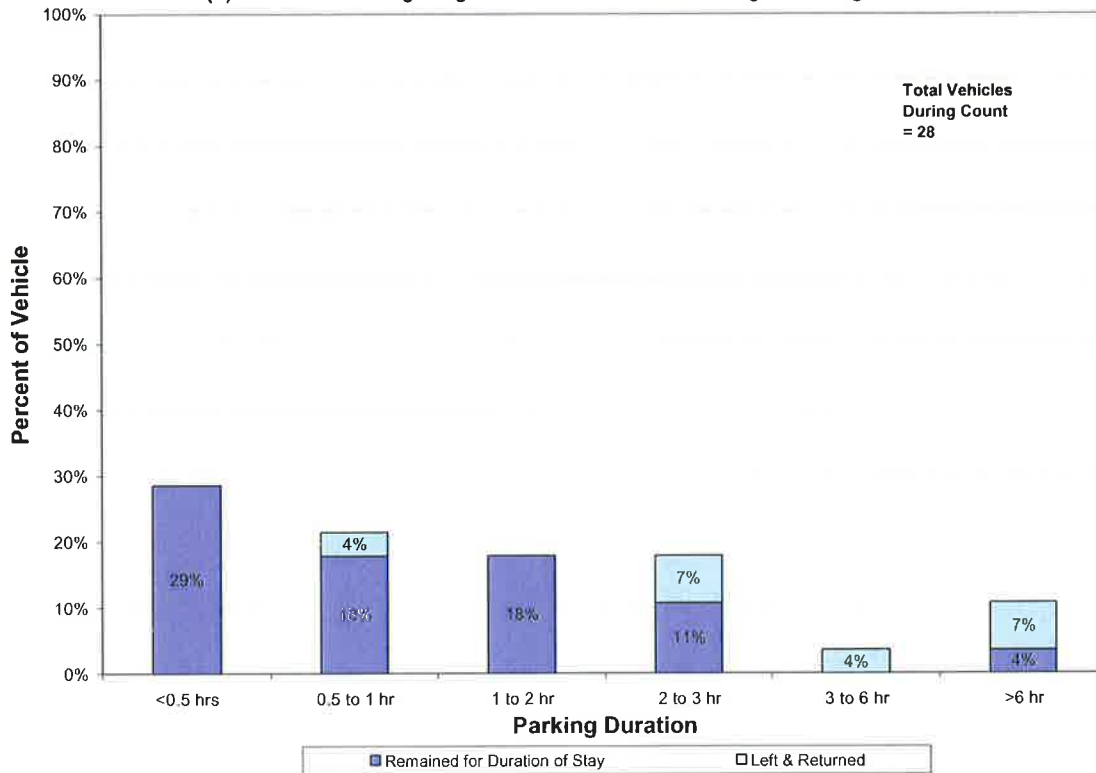
Downtown Golden (North)
Summary of Vehicle Parking Duration
F(N)-4: On-Street Parking along North side of 9th Avenue between 5th Street N and 6th Street N



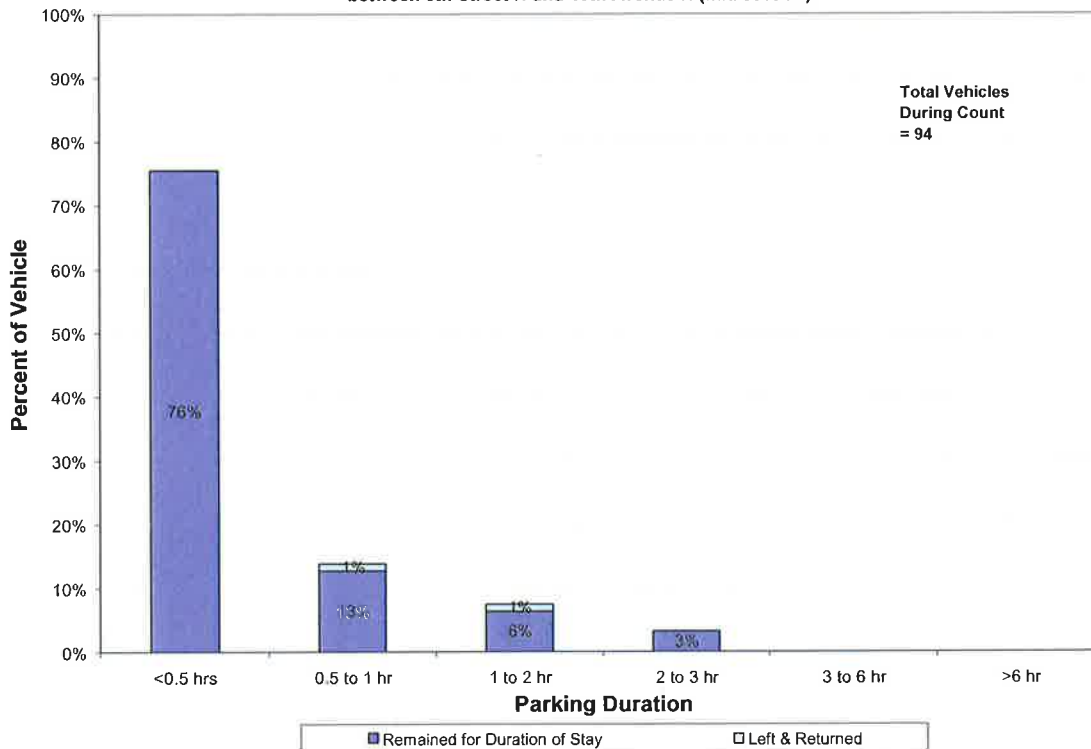
Downtown Golden (North)
Summary of Vehicle Parking Duration
G(N)-Pb2 (Partial): Public Parking Lot North of 10th Avenue N between the 5th Street N and 9th Avenue N Entrance along CP Rail



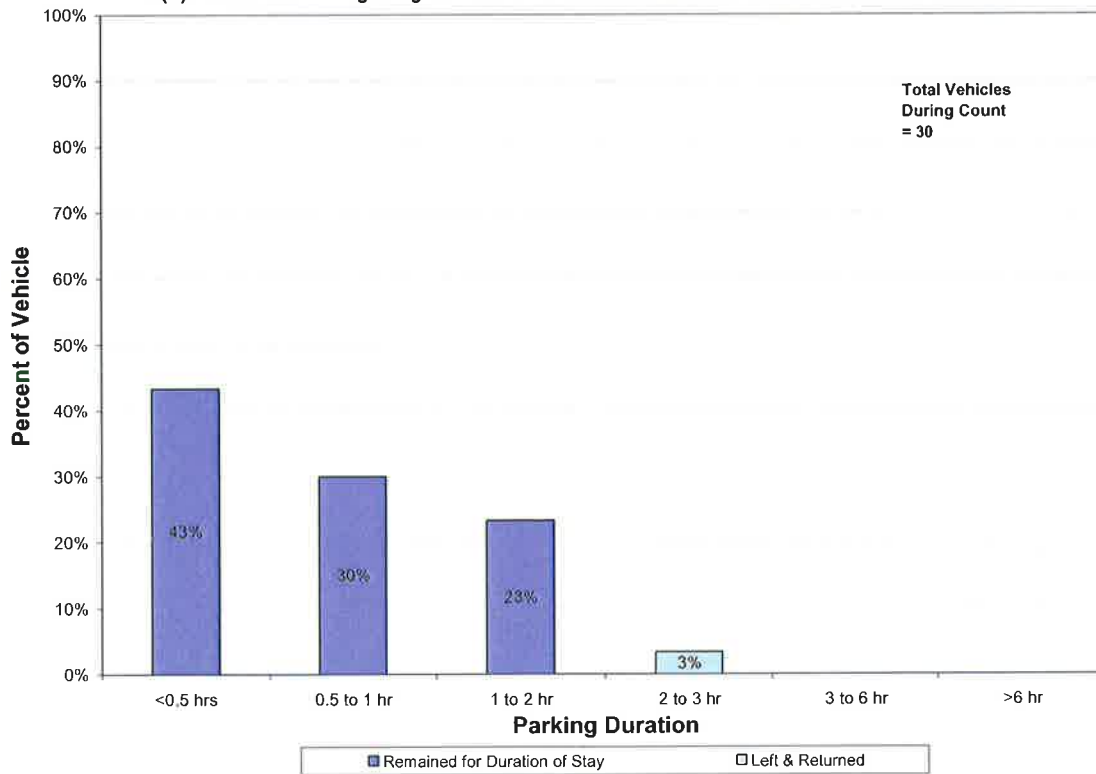
Downtown Golden (North)
Summary of Vehicle Parking Duration
H(N)-1: On-Street Parking along South side of 8th Avenue N along the Kicking Horse River



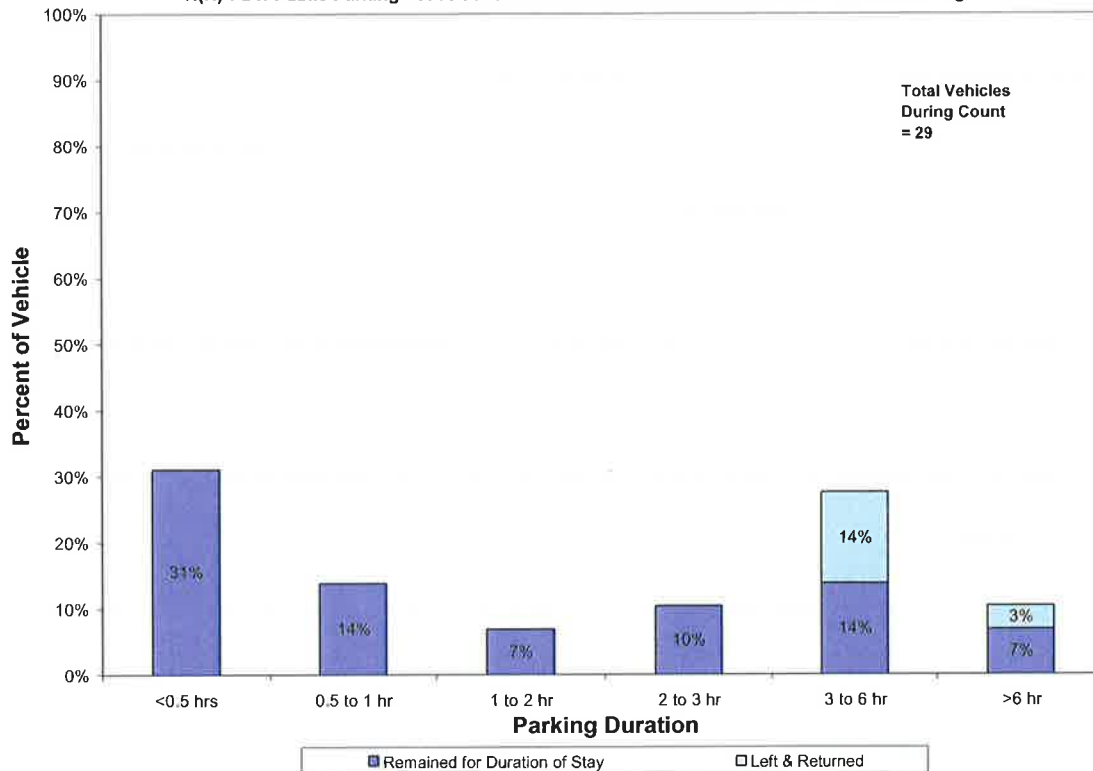
Downtown Golden (North)
Summary of Vehicle Parking Duration
H(N)-2 (Partial): On-Street Parking along South side of 9th Avenue N between 5th Street N and 10th Avenue N (mid section)



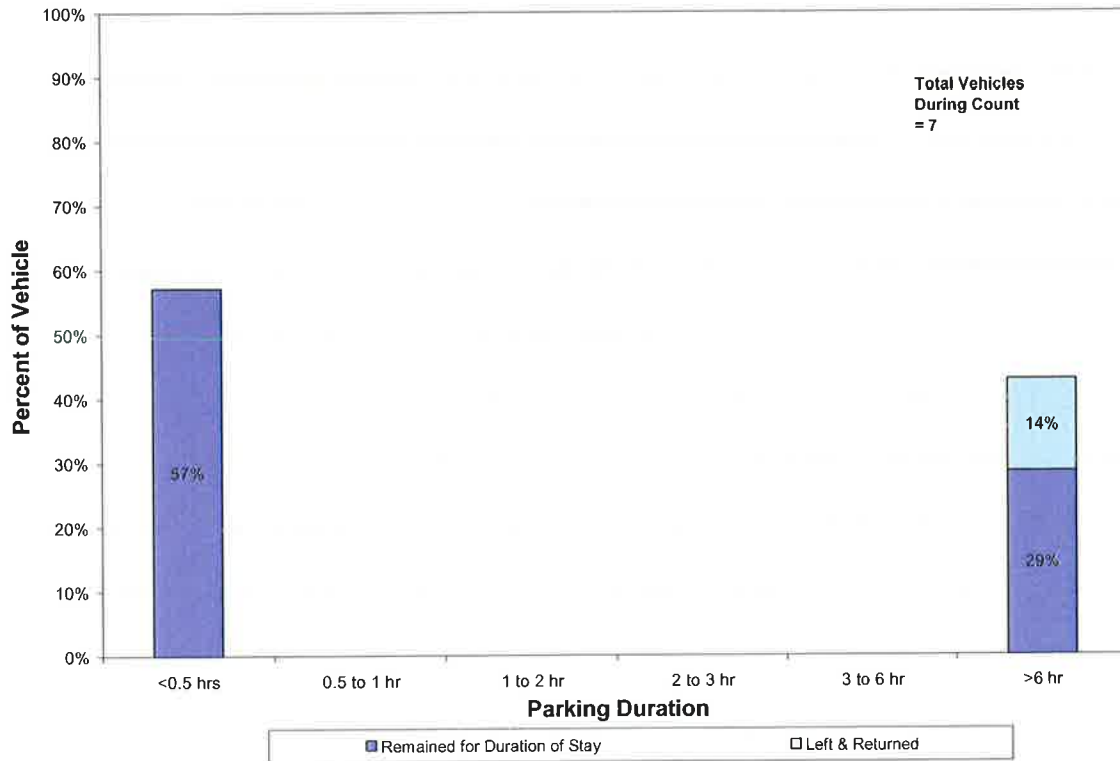
Downtown Golden (North)
Summary of Vehicle Parking Duration
H(N)-3: On-Street Parking along North side of 9th Avenue N between 5th Street N and 10th Avenue N



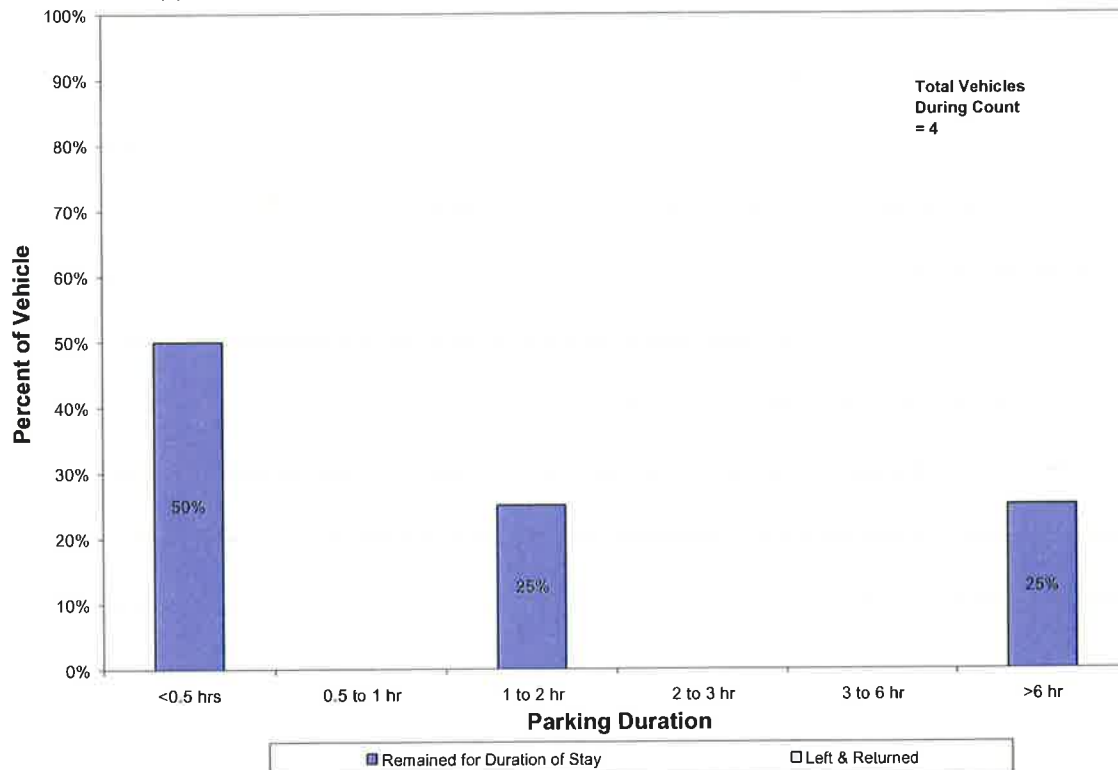
Downtown Golden (North)
Summary of Vehicle Parking Duration
H(N)-Pb1: Public Parking Lot at South end of 9th Avenue N between Dollar Store and Bridge



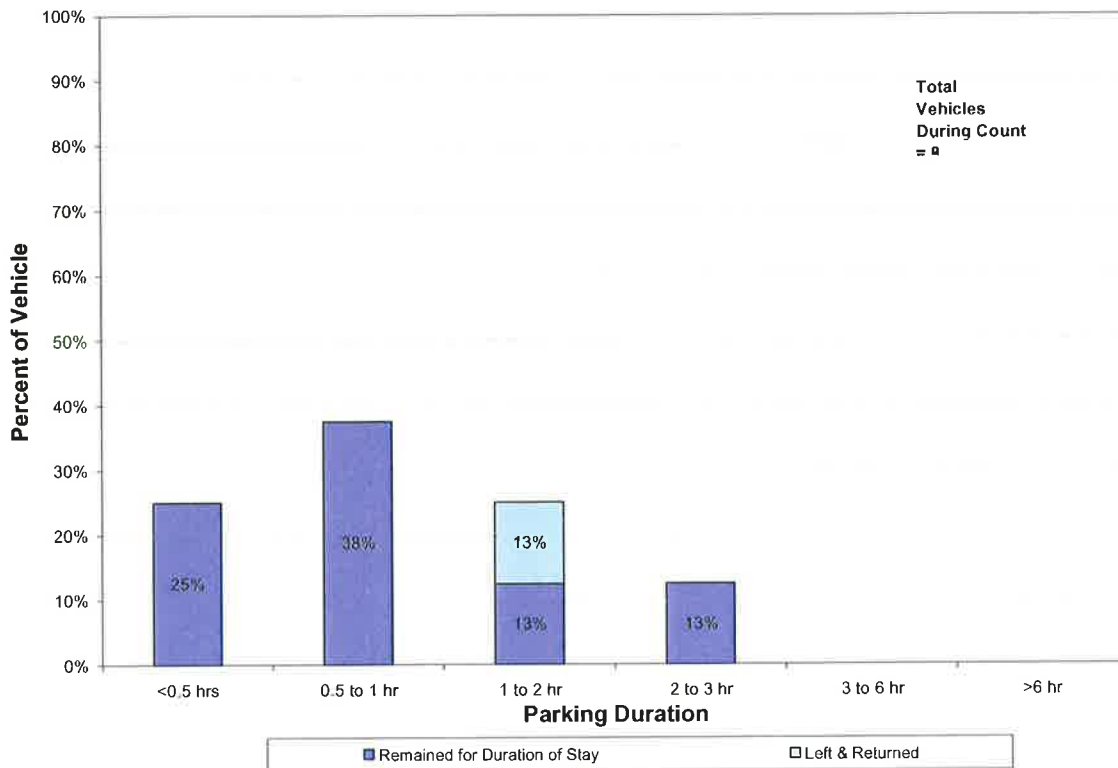
Downtown Golden (South)
Summary of Vehicle Parking Duration
J(S)-1: On-Street Parking along North Side of 9th Street S between 10th Avenue S and 11th Avenue S



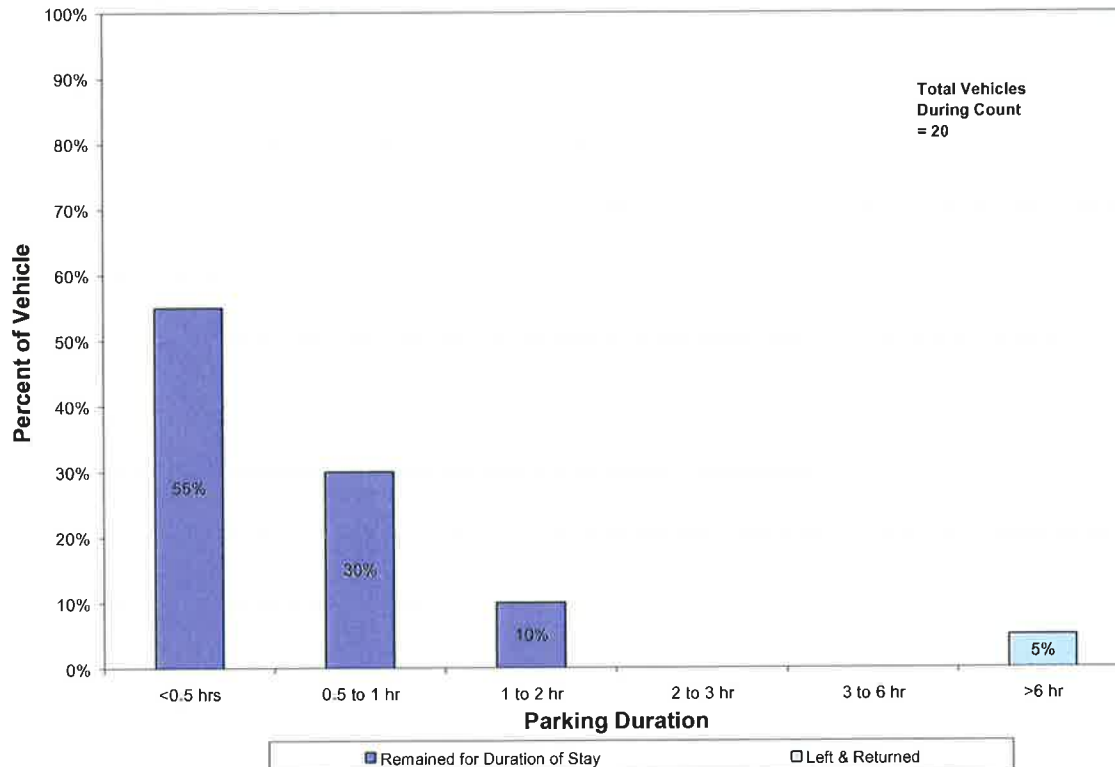
Downtown Golden (South)
Summary of Vehicle Parking Duration
K(S)-1: On-Street Parking along North Side of 9th Street S between 11th Avenue S and 12th Avenue S



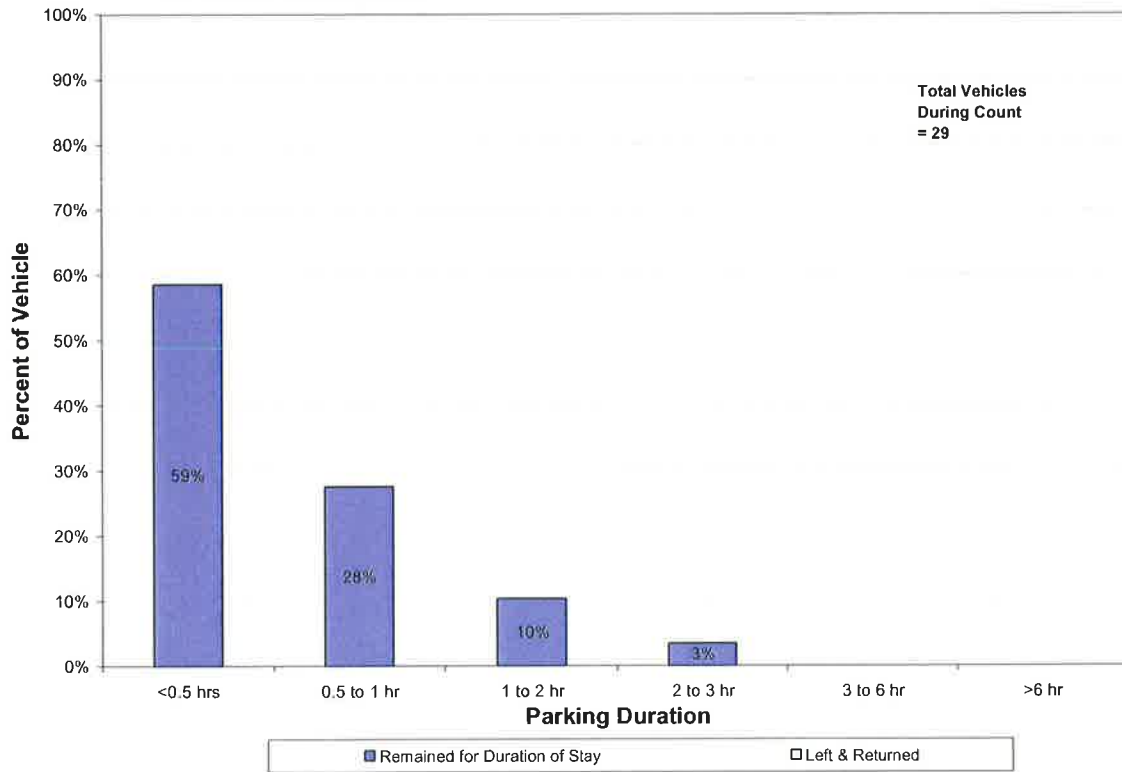
Downtown Golden (South)
Summary of Vehicle Parking Duration
K(S)-2: On-Street Parking along North Side of 9th Street S between 12th Avenue S and 13th Avenue S



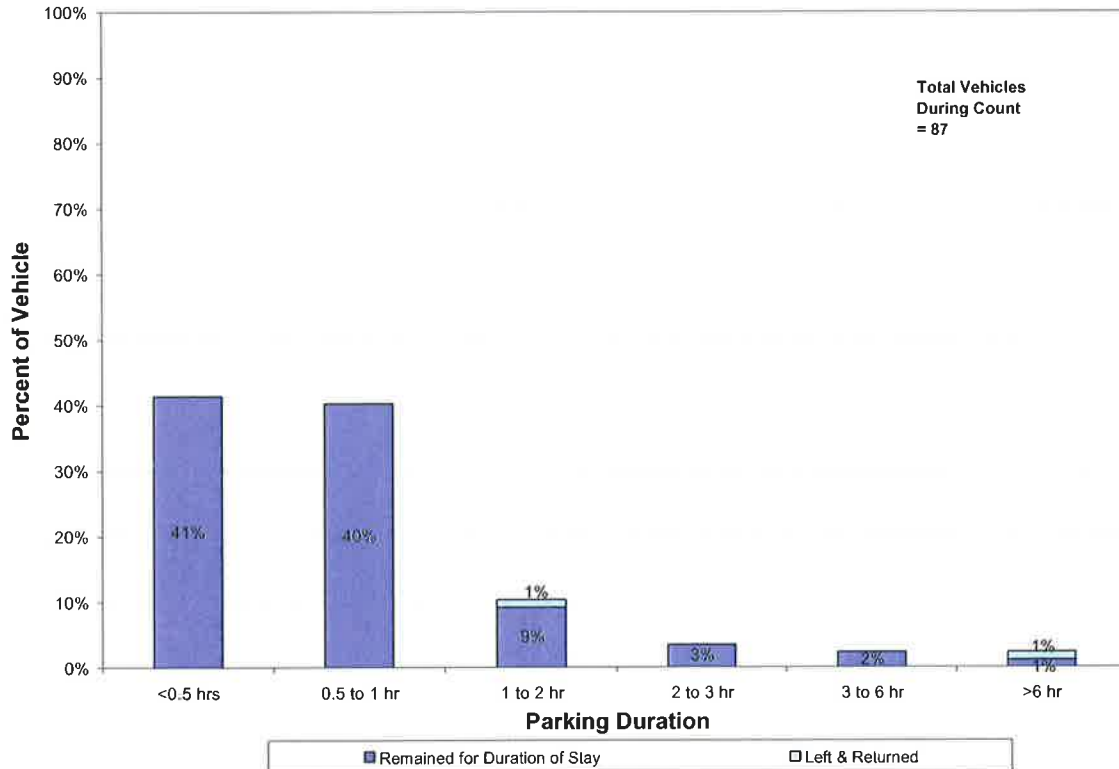
Downtown Golden (South)
Summary of Vehicle Parking Duration
L(S)-1: On-Street Parking along South Side of 9th Street S between 10th Avenue S and 11th Avenue S



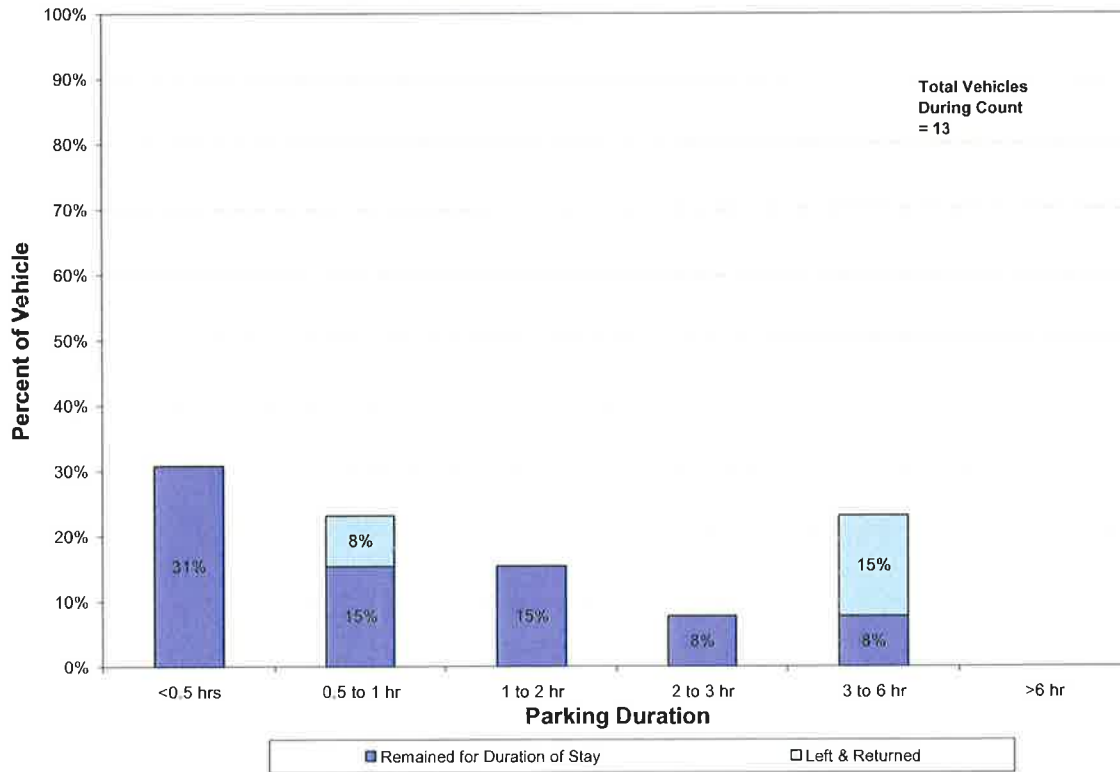
Downtown Golden (South)
Summary of Vehicle Parking Duration
L(S)-2: On-Street Parking along West Side of 11th Avenue S between 9th Street S and 10th Street S



Downtown Golden (South)
Summary of Vehicle Parking Duration
M(S)-1: On-Street Parking along East Side of 11th Avenue S between 9th Street S and 10th Street S



Downtown Golden (South)
Summary of Vehicle Parking Duration
M(S)-2: On-Street Parking along South Side of 9th Street S between 11th Avenue S and 12th Avenue S



Downtown Golden (South)
Summary of Vehicle Parking Duration
N(S)-1: On-Street Parking along South Side of 9th Street S between 12th Avenue S and 13th Avenue S

