MILL DISTRICT PARKING GARAGE
MARKET STUDY AND FINANCIAL FEASIBILITY ANALYSIS

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1. Executive Summary

Treadwell Franklin Infrastructure Capital LLC ("TFIC") is assisting the City of Biddeford ("City") with securing financing for a parking garage to support development of a significant portion of the northern edge of the area known as the Mill District in downtown Biddeford. The program of redevelopment proposed by BE Fitler LLC ("BE Fitler"), the Master Developer of this area, is currently slated to include rental apartments, commercial office, retail, and/or restaurant spaces – a total of approximately 400,000 square feet of development. One of the key requirements for BE Fitler to carry out the proposed development program is for the City to construct the proposed parking structure. The document which follows is a market and financial assessment for the proposed Mill District Parking Garage ("Garage"), which is intended for use in acquiring financing for the facility.

Despite the fact that DESMAN did not identify an existing shortage of parking in the vicinity of the proposed Garage or in the downtown study area as a whole, there are currently several on-street block faces that become overutilized at certain times of day and others that are consistently overutilized. In addition, new development that has been proposed in the Mill District, including significant development immediately adjacent to the proposed Garage, will significantly increase the demand for parking in the area. Without the construction of significant new parking capacity, the demand generated by the proposed development will easily overwhelm the existing supply of parking.

Based on the assumed BE Fitler development, the assumed displacement of two existing surface parking lots and the Urban Land Institute's Shared Parking methodology, there will be demand for more than 900 parking spaces during weekday peak demand periods and 610 spaces during weekend peak demand periods. This analysis indicates that the proposed Garage will reach capacity on typical weekdays and nearly reach capacity on typical weekends.

Despite the fact that the proposed 640-space Mill District Parking Garage will likely be highly utilized on a regular basis as a result of the significant development set to occur at the north end of the Mill District, the low parking rates in Biddeford, coupled with the high cost of financing and operating a structured parking facility, leads DESMAN to the conclusion that the proposed Mill Street Parking Garage will not be financially self-sustaining and will operate at a significant annual loss as currently envisioned.

2. Introduction

Biddeford is a city in York County, Maine that is the principal commercial center of York County. Biddeford is also a principal population center of the Portland-South Portland-Biddeford metropolitan statistical area. Since early in its history, Biddeford has been home to mills along the Saco River. Early lumber and grain mills eventually gave way to textile manufacturing beginning in the mid-1800's. At one time the textile mills in Biddeford employed as many as 12,000. However, the middle to later part of the 20th Century saw the decline of this type of manufacturing in Biddeford, with the last remaining textile company in the City closing in 2009. The decline in the major industry which formed the backbone of the City's economy led to declines in the City's population and in the vibrance of the downtown.

Today, Biddeford is one of Maine's fastest-growing commercial centers, due to its close proximity to the Seacoast Region of New Hampshire and to northern Massachusetts. In addition to development outside of downtown, over the last 10 years, old mill buildings within the downtown have begun to be

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redeveloped into retail stores, art studios, cultural event spaces, and upscale housing. Hoping to continue this trend, BE Fitler was selected by the City to be the Master Developer of several currently-vacant parcels on the north end of the Mill District. As part of their plan to develop approximately 400,000 square feet of new buildings at the north end of the Mill District, BE Fitler is relying on the City to construct, operate and maintain a proposed 640-space parking garage.

In a bid to secure financing for the proposed Mill District Parking Garage, DESMAN was retained by the City to evaluate the financial feasibility of the proposed structure. Based on an assessment of the existing market for parking in downtown Biddeford and projections of the likely parking demand that will be generated by BE Fitler's proposed development, as well as other development and redevelopment projects planned in the vicinity of the Garage, DESMAN then developed a financial model to project the anticipated financial performance of the proposed facility.

Based on conversations between DESMAN and the City, it was determined that the study area for this assignment should be the area bounded by the Saco River, Main Street, Hill Street, Bacon Street, Foss Street, Pool/Jefferson Street, South Street, Green Street, Center Street, and Elm Street. **Figure 1** on the next page is an aerial photograph of downtown Biddeford showing the boundaries of the study area, including the 19 blocks within the study area that were used during the data collection to define where the existing parking inventory is located.

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Figure 1: Downtown Parking Study Area

3. Existing Parking Inventory

DESMAN divided the downtown study area into 19 blocks and recorded detailed information on each block's existing parking assets. Staff inventoried all formal parking spaces within each block, identified each as either on- or off-street, and determined which user(s) each space is designated for.

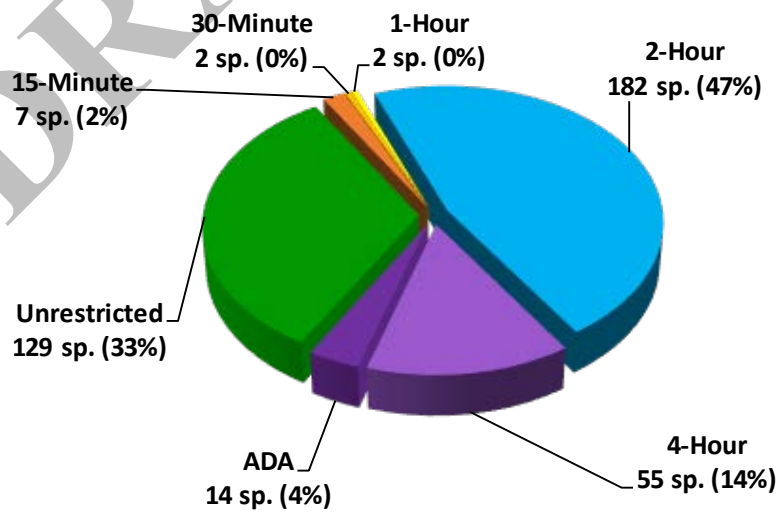
On-street parking is made up of curbside parking spaces, typically aligned parallel to the street, and subject to some form of assigned time limit or other restriction. DESMAN staff presumed all on-street spaces to be open for use by the general public, unless designated otherwise. All of the existing off-street parking facilities in the study area are surface lots – there are currently no parking structures (e.g. garages) – and are owned by either the City or private entities. DESMAN categorized each off-street space as Public-Time Restricted, Public-Permit, Employee/Patron, Resident, Reserved, or Handicapped.

In total, there are 2,003 parking spaces within the defined study area; a detailed, facility-by-facility inventory can be found in the **Appendix** to this report. Within the downtown study area, off-street parking spaces make up 80% (1,612 spaces) of the total parking supply, while on-street spaces make up the remaining 20% (391 spaces). Of the total parking spaces downtown, 67% (1,341 spaces) are intended to serve private businesses, residences or are reserved for other specific users, while the remaining 33% (662 spaces) are available for use by the general public on an hourly or daily basis.

On-Street Inventory

The on-street parking supply within the study area consists of 391 spaces – 129 unrestricted spaces, 248 time-restricted spaces of varying durations, and 14 spaces designated specifically for use by drivers with disability license plates or placards. As shown in **Chart 1**, 47% (182 spaces) of the on-street parking inventory is designated as 2-hour parking, with a majority of that located on Main and Alfred Streets. This concentration of 2-hour parking is meant to provide convenient access for customers of downtown businesses.

Chart 1: Distribution of On-Street Supply by Restriction



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The 55, 4-hour spaces are all located around City Hall and are intended for longer visits for those who do not have a permit for an off-street facility. There are also 11 short-term spaces with durations of between 15 minutes and 1 hour spread throughout downtown for customers running quick errands. Thirty-three percent (129 spaces) of the on-street supply does not have a time limit, with those spaces located largely on the fringes of the study area where parking demand is lower.

Table 1 presents the detailed inventory of on-street spaces, with the geographical locations of the existing on-street inventory shown in the aerial image labelled **Figure 2**.

Table 1: Inventory of On-Street Parking

Biddeford On-Street Inventory											
BLK #	ID #	NAME/DESCRIPTION	ADDRESS	CAPACITY							TOTAL SUPPLY
				Public Unrestricted	Public 15-Min	Public 30-Min	Public 1-Hour	Public 2-Hour	Public 4-Hour	H/C	
3	D	Pearl Street North	Between Lincoln and Elm	3							3
4	C	Stone St. East	Stone St.	8							8
4	D	Pearl St. South	Between Lincoln and Stone	10							10
5	E	Pearl St. South	Between Stone and Elm	4							4
5	F	Stone St. West	Stone St.	5							5
5	H	Main St. North	Between Lincoln and Elm			1		25		1	27
6	D	Main St. South	Between Jefferson and Elm					12			12
6	E	Center St. North	Between Elm and Jefferson	21							21
7	C	South St. North	Between Kossuth and Green	5							5
7	D	Green St. East	Green St.	11							11
7	E	Center St. South	Between Green and Kossuth	5							5
8	E	Center St. South	Between Kossuth and Jefferson	7							7
8	F	South St. North	Between Jefferson and Kossuth	9							9
8	G	Kossuth St. East	Kossuth St.	10							10
9	E	South St. North	Between Jefferson and Adams						9		9
9	F	Jefferson St. East	Between Main and South						14		14
9	G	Adams St. West	Between Main and South				2				2
9	H	Main St. South	Between Adams and Jefferson			1		12		1	14
10	D	Washington St. West	Between Main and Jefferson					11		2	13
10	E	Main St. South	Between Adams and Washington					8			8
10	F	Adams St. East	Between Main and Jefferson						11	3	14
11	E	Alfred St. West	Between Franklin and Main		2			9			11
11	F	Main St. South	Between Alfred and Franklin					6		1	7
11	G	Franklin St. East	Franklin St.		1			4			5
11	H	Franklin St. South	Franklin St.		4						4
11	I	Washington St. East	Between Main and Federal					7		2	9
11	J	Washington St. East	Between Federal and Jefferson					9			9
11	K	Main St. South	Between Washington and Franklin					6			6
11	L	Jefferson St. North	Between Washington and Alfred					7			7
12	C	Main St. North	Between Laconia and York					14		2	16
13	D	Bacon St. South	Between Foss and Alfred	6							6
14	C	Bacon St. North	Between Foss and Alfred					5			5
14	D	Alfred St. East	Between Bacon and Main					8		1	9
15	C	Bacon St. North	Between Emery and Foss	5							5
15	D	Main St. South	Between Foss and Emery					7			7
15	E	Emery St. West	Emery St.	15							15
16	E	Bacon St. North	Between Hill and Emery	5							5
16	F	Main St. South	Between Hill and Emery					6			6
17	D	Main St. North	Between Hill and Laconia					21			21
18	C	Main St. North	Between Lincoln and York					5			5
18	D	Lincoln St. East	Lincoln St.						21	1	22
			Total	**129**	**7**	**2**	**2**	**182**	**55**	**14**	**391**

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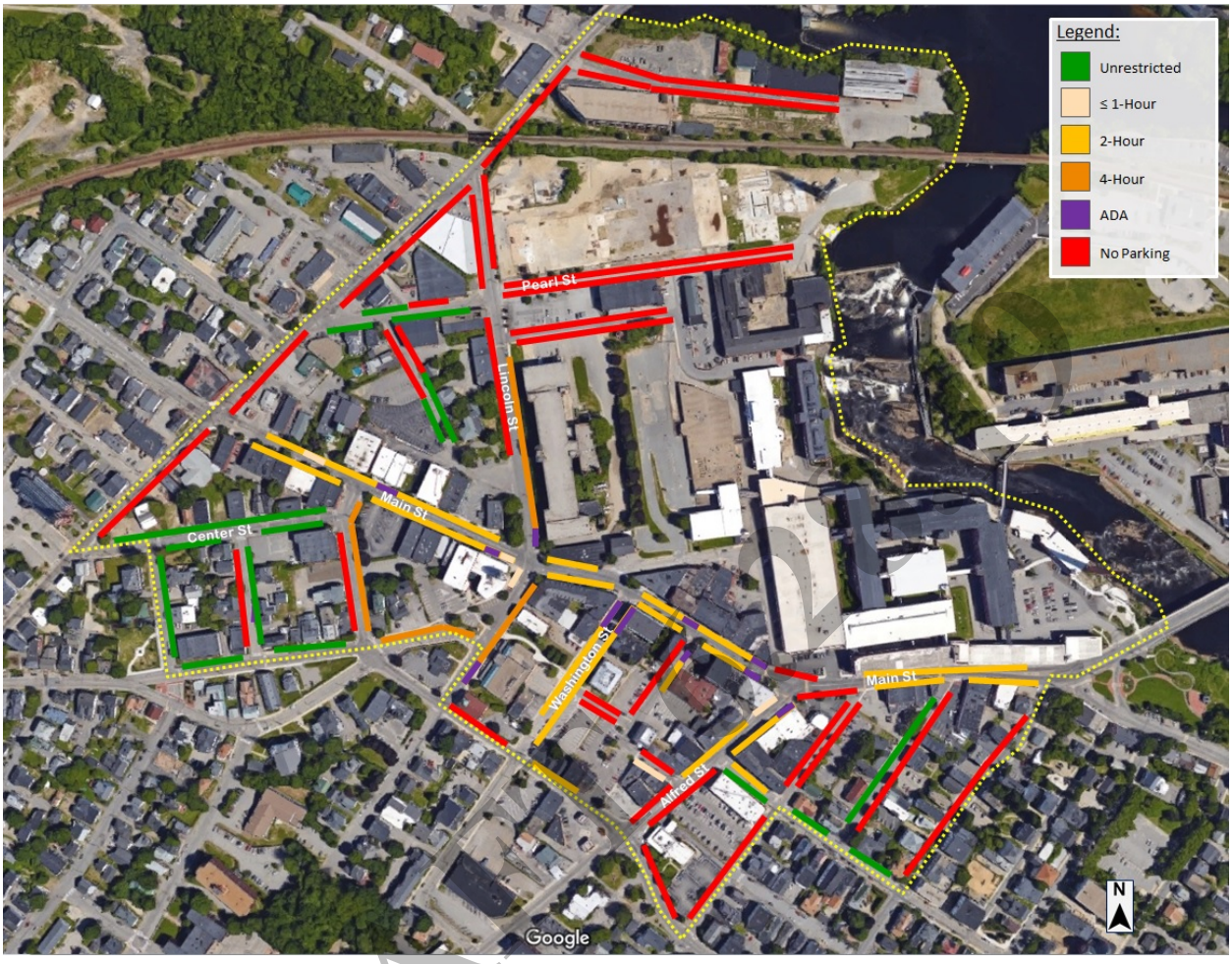
Figure 2: Locations of the On-Street Parking Inventory



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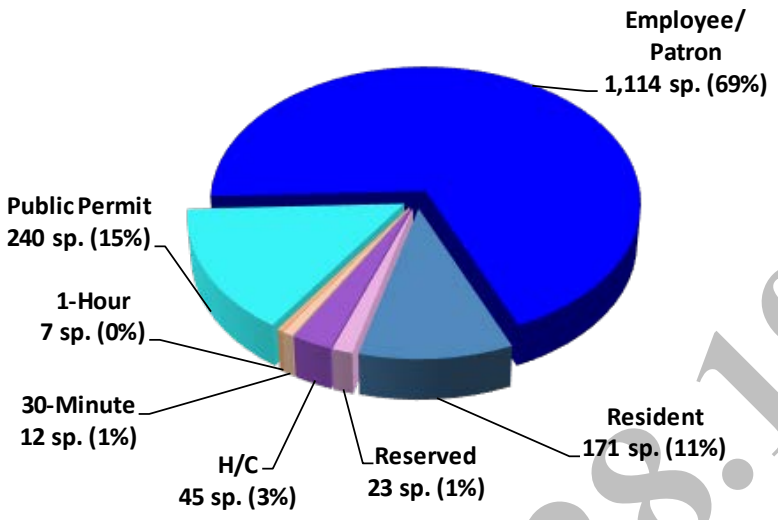
Off-Street Inventory

At the present time, all of the off-street parking in downtown Biddeford is currently provided in surface lots – there are no structured parking facilities currently in downtown. DESMAN identified 54 surface parking lots within the study area, containing a total of 1,612 spaces. As shown in **Chart 2**, 69% (1,114 spaces) of the off-street supply is designated for use by employees or patrons of particular businesses within the study area, while an additional 11% (171 spaces) is reserved for residents of particular buildings. Not counting the spaces reserved for parkers with disability license plates or placards, only 16% of the of-street spaces within the study area are available for use by the general public.

Chart 2: Distribution of Off-Street Supply by Restriction



Public off-street parking within the study area is provided exclusively by the City of Biddeford. The City owns/controls seven paid public parking lots in downtown, of which four are located within the boundaries of the study area. Depending on the facility, the City's surface parking lots offer free 30-minute or 2-hour parking, with payment required for longer-duration stays at a cost of $2.00/hour. Additionally, monthly parking permits are available for purchase which allow patrons to park in the Green, Blue and Purple lots within the study area. These permits are offered for Monday-Friday daytime parking ($50/month), night and weekend parking ($35/month), or 24/7 parking ($65/month).

In addition to the seven public parking lots referenced above, there are also seven, 1-hour timed parking spaces at Biddeford City Hall which are available for use by the general public. These are not typically pointed to by the City as public parking, as the spaces are intended to be used by citizens who have business at City Hall.

Table 2 presents the detailed inventory of the off-street parking facilities identified by DESMAN within the study area. The "Facility ID" assigned to the entries in the table can be used to identify the location of each parking facility in the aerial photograph on the following page, labeled **Figure 3**. In this figure, facility 9-D is the City Hall parking lot, which shows that the lot is a mix of public and reserved spaces.

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Table 2: Inventory of Off-Street Parking

Biddeford Off-Street Inventory											
BLK #	ID #	NAME/DESCRIPTION	ADDRESS	CAPACITY							TOTAL SUPPLY
				Public 30-Min	Public 1-Hour	Public Permit	Employee/ Patron	Resident	Reserved	H/C	
1	A	Gooch St. Lot	Gooch St.				60				60
1	B	PSMP Lot	30 Gooch St.				34				34
1	C	Lot Not in Use	Gooch St.				30				30
2	A	Mariane Eco. Lot	Pearl St.				117				117
3	A	Rover Lot	111 Elm St.				8			1	9
3	B	F. W Webb Lot	Pearl St.				5				5
3	C	Advanced Auto Parts	81 Elm St.				10			1	11
4	A	Mulligan's Lot	23 Lincoln St.				11				11
4	B	York County Headstart Lot	Stone St.				7				7
5	A	PC Insurance Lot A	21 Stone St.				58				58
5	B	PC Insurance Lot B	33 Stone St.				41				41
5	C	Gulf Lot	151 Elm St.				8				8
5	D	UU SuperMarket	288 Main St.				12			1	13
5	G	Trans Market	129 Elm St.				12				12
6	A	Parking Maintech Parking	299 Main St.				18				18
6	B	Apartment Front Lot	181 Elm St.					8			8
6	C	Apartment Back Lot	181 Elm St.					8			8
7	A	Wrentz Corporation Lot	7 Green St.				5				5
7	B	Green St. Apartments	1 Green St.					4			4
8	A	Dixie Office Products Lot	10 Jefferson St.				20				20
8	B	Jefferson St. Apartments	20 Jefferson St.					37			37
8	C	Jefferson St. Residence	22 Jefferson St.					12			12
8	D	Kossuth St. Residence	15 Kossuth St.					8			8
9	A	Biddeford Savings Lot	257 Main St.				25			3	28
9	B	Office Parking	235 Main St.				20				20
9	C	Biddeford Housing Authority	22 South St.				13				13
9	D	Biddeford City Hall	205 Main St.		7		31		5	2	45
10	A	Bangor Savings Bank	60 Washington St.				11			1	12
10	B	Biddeford District Court	25 Adams St.				14			1	15
10	C	Charisma Lot	20 Washington St.				10				10
11	A	Green Lot	27 Washington St.	12		112				3	127
11	D	Yellow Lot	25 Franklin St.			24				2	26
12	A	CowBell Burger Bar	140 Main St.				21				21
12	B	Laconia Shop Parking	40 Main St.				46				46
13	A	Blue Lot	39 Alfred St.			64			18	3	85
13	B	Northeast Credit Union A	1 Pool St.				17			1	18
13	C	Northeast Credit Union B	1 Pool St.				17			1	18
14	A	Grady's Radio and Satellite TV	5 Alfred St.				13			1	14
14	B	Foss Private Parking	20 Foss St.				3				3
15	A	Dizzy Birds	61 Main St.				13				13
15	B	Purple Lot	15 Foss St.			40				2	42
16	A	U-Haul Neighborhood Dealer	41 Main St.				20				20
16	B	Emery Apartments	5 Emery St.					18			18
16	C	Emery Housing	37 Emery St.					12			12
16	D	Hill Tenants Parking	16 Hill St.					20			20
17	A	Eastern Trail Alliance	2 Main St.				100			3	103
17	B	Demolished Building Parking	100 Main St.				49			1	50
17	C	Pepperell Center Parking	40 Main St.				17			2	19
18	A	Nuts & Bolts Brewing	107 York St.				100			3	103
18	B	Mill Under Construction	17 Lincoln St.				40				40
19	A	Pearl St. Lot	22 Pearl St.				55				55
19	B	Touch Tanks for Kids	22 Pearl St.				23			1	24
19	C	Apartment Parking Front	75 Saco Falls Way					31		9	40
19	D	Apartment Parking Behind	75 Saco Falls Way					13		3	16
			Total	**12**	**7**	**240**	**1,114**	**171**	**23**	**45**	**1,612**

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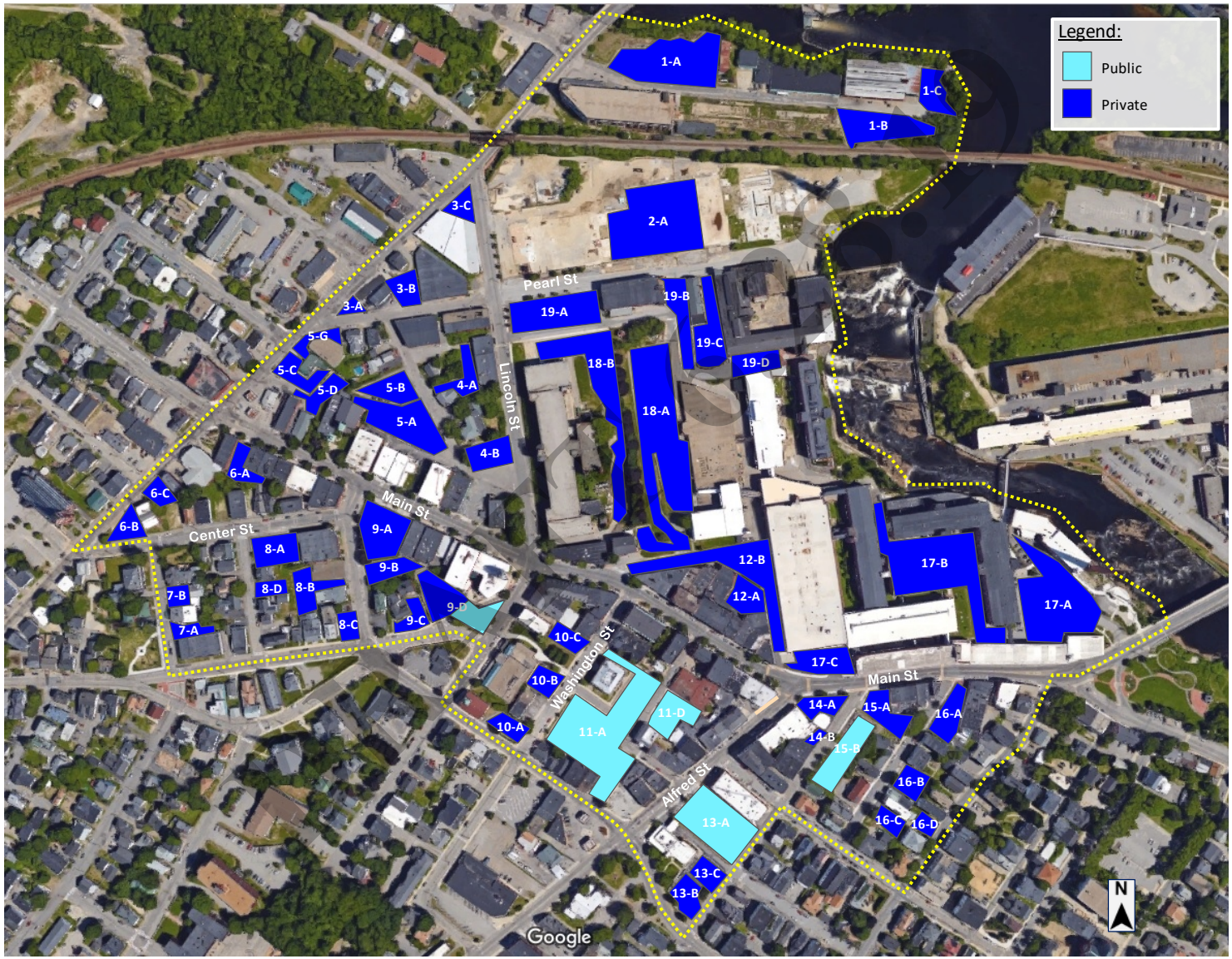
Figure 3: Locations of the Off-Street Parking Facilities



Effective Parking Supply

Effective parking supply is a planning concept that proposes parking facilities are perceived as full before they actually reach capacity. For example, on-street parking spaces seem unavailable to the casual observer if 85% or more of the spaces are occupied, despite the fact that at least one space is available, because of the difficulty the driver experiences locating the last remaining spaces. Planners also use the effective supply concept to account for circumstances which may temporarily reduce the capacity of a facility, such as snow cover or a poorly-parked vehicle occupying multiple spots.

For this analysis, DESMAN reduced the supply of Employee/Patron parking spaces by 10% in all off-street parking lots to account for the concept of effective parking supply. For on-street spaces not reserved for handicapped parkers, DESMAN applied a 15% reduction factor. DESMAN did not subject Resident, Reserved or handicapped spaces to these adjustments, as drivers who typically use these types of spaces are generally aware of where they are located.

These adjustments to the actual inventory of parking within the downtown Biddeford study area result in an *effective supply* of 1,813 parking spaces, a reduction of 190 spaces from the actual supply of 2,003 spaces. A detailed, facility-by-facility and street-by-street inventory of the effective parking supply can be found in the Appendix.

The concept of effective parking supply will factor into the analysis of the existing parking demand in downtown Biddeford, presented in the following section.

4. Existing Parking Demand

To establish an understanding of existing demand conditions and how the proposed Garage might fit into the area, DESMAN recorded vehicle occupancy for all on- and off-street parking facilities within the downtown study area. For the utilization surveys, staff recorded the number of parked vehicles along block faces and within the off-street parking facilities at 10AM, 12PM, 2PM, 4PM, and 6PM on a typical weekday and a typical weekend day.

In the analysis which follows, the number of parked vehicles has been compared to the effective supply of parking in downtown, as opposed to the actual supply. As mentioned previously, this method for analyzing parking demand focuses on the user's perspective of parking space availability. While a parking facility whose effective supply of spaces is 100% occupied will have a few actual spaces available, the facility will seem completely full to the average driver.

Weekday Observations

DESMAN conducted the weekday occupancy counts on Friday, May 17, 2019. This day was chosen to capture parking demand conditions when the weather is pleasant enough to attract customers into downtown, but prior to the beginning of the summer vacation season. Weather conditions on the survey day were rainy in the morning, but fair and sunny by 12PM.

Based on the survey data that DESMAN gathered, utilization of the effective parking supply within the downtown study area peaked at 12PM, when 53% of the spaces were occupied (952 vehicles parked in 1,813 spaces). Over the course of the survey day, occupancy averaged 49% of the effective parking supply.

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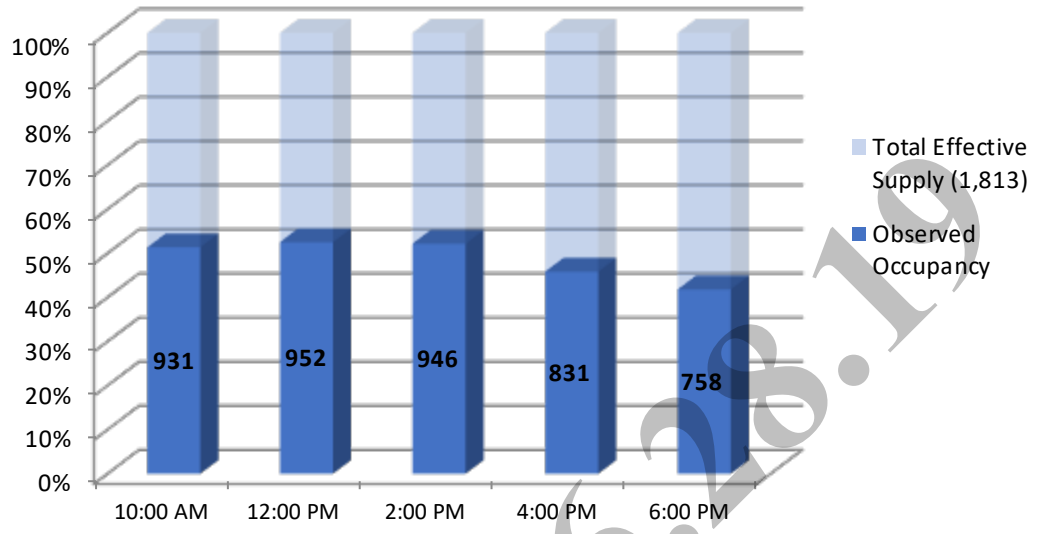
Chart 3 shows how the total supply of parking in the downtown study area was utilized over the course of the weekday survey day.

Chart 3: Weekday Occupancy of the Effective Downtown Parking Supply



Despite the fact that, as a whole, the downtown parking supply was not fully utilized at any point during the survey day, there were a number of times throughout the day that the effective parking supply of individual block faces or off-street parking facilities was 100% utilized.

Existing Weekday Utilization of On-Street Parking

DESMAN observed that the on-street spaces within the downtown study area were consistently more highly utilized than the off-street spaces. Given the visibility of on-street parking, the convenience of those spaces to the front doors of street-fronting businesses, and the fact that on-street parking in Biddeford is currently free, it stands to reason that these spaces would be the most desired and most highly utilized.

On average, vehicles occupied 68% of the effective supply of on-street spaces over the course of the survey day. However, the utilization of on-street parking peaked at 2PM, when 73% of the effective parking supply was occupied (246 vehicles occupying 335 spaces). Despite the relatively moderate overall usage of the on-street spaces in the study area, the effective supply of parking on 23 different block faces was fully occupied at least once during the survey day, as shown in **Table 3**.

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Table 3: Weekday Occupancy of the Effective On-Street Parking Supply

BLK #	ID #	NAME/DESCRIPTION	ADDRESS	EFFECTIVE SUPPLY	10:00 AM		12:00 PM		2:00 PM		4:00 PM		6:00 PM	
					Vehicles	Utilization	Vehicles	Utilization	Vehicles	Utilization	Vehicles	Utilization	Vehicles	Utilization
3	D	Pearl Street North	Between Lincoln and Elm	3	2	67%	0	0%	1	33%	0	0%	1	33%
4	C	Stone St. East	Stone St.	7	6	86%	6	86%	5	71%	1	14%	0	0%
4	D	Pearl St. South	Between Lincoln and Stone	9	6	67%	7	78%	7	78%	3	33%	3	33%
5	E	Pearl St. South	Between Stone and Elm	3	2	67%	1	33%	3	100%	2	67%	1	33%
5	F	Stone St. West	Stone St.	4	5	125%	5	125%	5	125%	2	50%	0	0%
5	H	Main St. North	Between Lincoln and Elm	23	25	109%	17	74%	18	78%	14	61%	10	43%
6	D	Main St. South	Between Jefferson and Elm	10	0	0%	2	20%	9	90%	6	60%	8	80%
6	E	Center St. North	Between Elm and Jefferson	18	17	94%	16	89%	17	94%	13	72%	14	78%
7	C	South St. North	Between Kossuth and Green	4	0	0%	0	0%	1	25%	0	0%	2	50%
7	D	Green St. East	Green St.	9	2	22%	2	22%	3	33%	2	22%	3	33%
7	E	Center St. South	Between Green and Kossuth	4	3	75%	1	25%	1	25%	1	25%	1	25%
8	E	Center St. South	Between Kossuth and Jefferson	6	6	100%	5	83%	5	83%	4	67%	5	83%
8	F	South St. North	Between Jefferson and Kossuth	8	5	63%	7	88%	6	75%	6	75%	2	25%
8	G	Kossuth St. East	Kossuth St.	9	8	89%	8	89%	8	89%	6	67%	5	56%
9	E	South St. North	Between Jefferson and Adams	8	9	113%	6	75%	9	113%	5	63%	4	50%
9	F	Jefferson St. East	Jefferson St.	12	12	100%	10	83%	11	92%	10	83%	6	50%
9	G	Adams St. West	Between Main and South	2	1	50%	2	100%	1	50%	2	100%	2	100%
9	H	Main St. South	Between Adams and Jefferson	12	0	0%	0	0%	0	0%	0	0%	4	33%
10	D	Washington St. West	Washington St.	11	6	55%	6	55%	7	64%	7	64%	11	100%
10	E	Main St. South	Between Adams and Washington	7	6	86%	3	43%	7	100%	4	57%	7	100%
10	F	Adams St. East	Between Main and Jefferson	12	10	83%	6	50%	9	75%	6	50%	5	42%
11	E	Alfred St. West	Between Franklin and Main	10	11	110%	7	70%	10	100%	8	80%	11	110%
11	F	Main St. South	Between Alfred and Franklin	6	2	33%	4	67%	4	67%	4	67%	7	117%
11	G	Franklin St. East	Franklin St.	4	2	50%	5	125%	4	100%	3	75%	5	125%
11	H	Franklin St. South	Franklin St.	3	2	67%	2	67%	1	33%	1	33%	1	33%
11	I	Washington St. East	Between Main and Federal	8	2	25%	6	75%	6	75%	5	63%	8	100%
11	J	Washington St. East	Between Federal and Jefferson	8	4	50%	5	63%	2	25%	2	25%	6	75%
11	K	Main St. South	Between Washington and Franklin	5	3	60%	4	80%	4	80%	5	100%	7	140%
11	L	Jefferson St. North	Between Washington and Alfred	6	0	0%	1	17%	0	0%	1	17%	1	17%
12	C	Main St. North	Between Laconia and York	14	7	50%	9	64%	10	71%	12	86%	13	93%
13	D	Bacon St. South	Between Foss and Alfred	5	6	120%	6	120%	6	120%	6	120%	6	120%
14	C	Bacon St. North	Between Foss and Alfred	4	4	100%	5	125%	5	125%	4	100%	4	100%
14	D	Alfred St. East	Between Bacon and Main	8	7	88%	7	88%	6	75%	8	100%	9	113%
15	C	Bacon St. North	Between Emery and Foss	4	4	100%	5	125%	4	100%	4	100%	4	100%
15	D	Main St. South	Between Foss and Emery	6	3	50%	6	100%	6	100%	4	67%	7	117%
15	E	Emery St. West	Emery St.	13	9	69%	11	85%	14	108%	14	108%	15	115%
16	E	Bacon St. North	Between Hill and Emery	4	3	75%	2	50%	3	75%	3	75%	4	100%
16	F	Main St. South	Between Hill and Emery	5	1	20%	0	0%	4	80%	2	40%	3	60%
17	D	Main St. North	Between Hill and Laconia	18	3	17%	11	61%	7	39%	14	78%	18	100%
18	C	Main St. North	Between Lincoln and York	4	3	75%	2	50%	3	75%	4	100%	4	100%
18	D	Lincoln St. East	Lincoln St.	19	12	63%	13	68%	14	74%	10	53%	15	79%
			Total	**335**	**219**	**65%**	**221**	**66%**	**246**	**73%**	**208**	**62%**	**242**	**72%**

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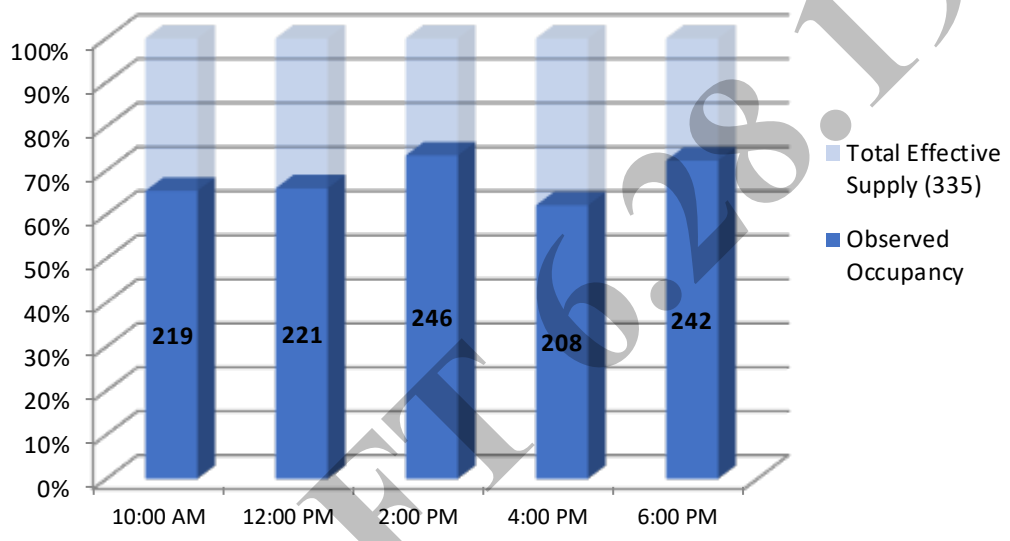
As shown in the table, the utilization of on-street parking remained steady between 10AM and 12PM, but increased sharply immediately after 12PM, peaking sometime before 2PM. Utilization then dropped after 2PM as downtown employees and shoppers started going home, but then rebounded significantly after 5PM as downtown residents and restaurant patrons came into downtown. Drivers occupied the spaces on Bacon, Alfred, and Main Streets consistently throughout the day, while other streets, like Green and portions of South and Jefferson, were severely underutilized.

Chart 4 demonstrates how the supply of on-street parking was utilized over the course of the weekday survey day.

Chart 4: Weekday Occupancy of the Effective On-Street Parking Supply



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Existing Weekday Utilization of Off-Street Parking

The overall utilization of off-street parking in downtown Biddeford is lower than the utilization of on-street parking, with significant availability even at the peak hour. However, based on DESMAN's observations, there were still five off-street facilities that exceeded 100% utilization at least once during the survey day.

Over the course of the survey day, on average, vehicles occupied 44% of the effective supply of off-street parking. Like the study area as a whole, overall utilization of the off-street parking supply peaked at 12PM when 49% of the effective parking supply was occupied (731 vehicles occupying 1,478 spaces).

Table 4 presents the occupancy data recorded at each off-street parking facility over the course of the survey day. As with the on-street occupancy table, the percentages highlighted in red indicate which parking lots experienced utilization greater than or equal to 100% of the effective supply. Drivers occupied 100% or more of the effective supply in nine parking facilities at least once during the survey day.

Table 4: Weekday Occupancy of the Effective Off-Street Parking Supply

BLK #	ID #	NAME/DESCRIPTION	ADDRESS	EFFECTIVE SUPPLY	10:00 AM		12:00 PM		2:00 PM		4:00 PM		6:00 PM	
					Vehicles	Utilization	Vehicles	Utilization	Vehicles	Utilization	Vehicles	Utilization	Vehicles	Utilization
1	A	Gooch St. Lot	Gooch St.	54	0	0%	0	0%	0	0%	0	0%	0	0%
1	B	PSMP Lot	30 Gooch St.	31	25	81%	28	90%	21	68%	18	58%	2	6%
1	C	Lot Not in Use	Gooch St.	27	0	0%	0	0%	0	0%	0	0%	0	0%
2	A	Mariane Eco. Lot	Pearl St.	105	28	27%	22	21%	25	24%	28	27%	34	32%
3	A	Rover Lot	111 Elm St.	8	0	0%	5	63%	2	25%	1	13%	0	0%
3	B	F. W Webb Lot	Pearl St.	5	4	80%	3	60%	1	20%	1	20%	0	0%
3	C	Advanced Auto Parts	81 Elm St.	10	4	40%	1	10%	1	10%	3	30%	0	0%
4	A	Mulligan's Lot	23 Lincoln St.	10	4	40%	9	90%	10	100%	7	70%	11	110%
4	B	York County Headstart Lot	Stone St.	6	7	117%	7	117%	4	67%	4	67%	0	0%
5	A	PC Insurance Lot A	21 Stone St.	52	42	81%	37	71%	38	73%	32	62%	5	10%
5	B	PC Insurance Lot B	33 Stone St.	37	20	54%	16	43%	13	35%	10	27%	3	8%
5	C	Gulf Lot	151 Elm St.	7	2	29%	2	29%	2	29%	3	43%	4	57%
5	D	UU SuperMarket	288 Main St.	12	4	33%	3	25%	2	17%	2	17%	1	8%
5	G	Trans Market	129 Elm St.	11	2	18%	2	18%	3	27%	4	36%	1	9%
6	A	Parking Maintech Parking	299 Main St.	16	8	50%	6	38%	6	38%	6	38%	7	44%
6	B	Apartment Front Lot	181 Elm St.	8	3	38%	2	25%	2	25%	3	38%	1	13%
6	C	Apartment Back Lot	181 Elm St.	8	2	25%	2	25%	2	25%	2	25%	2	25%
7	A	Wrentz Corporation Lot	7 Green St.	5	2	40%	2	40%	2	40%	4	80%	7	140%
7	B	Green St. Apartments	1 Green St.	4	1	25%	1	25%	1	25%	0	0%	4	100%
8	A	Dixie Office Products Lot	10 Jefferson St.	18	1	6%	2	11%	1	6%	0	0%	0	0%
8	B	Jefferson St. Apartments	20 Jefferson St.	37	16	43%	15	41%	15	41%	8	22%	7	19%
8	C	Jefferson St. Residence	22 Jefferson St.	12	4	33%	4	33%	4	33%	3	25%	4	33%
8	D	Kossuth St. Residence	15 Kossuth St.	8	6	75%	5	63%	5	63%	4	50%	6	75%
9	A	Biddeford Savings Lot	257 Main St.	26	13	50%	13	50%	9	35%	10	38%	6	23%
9	B	Office Parking	235 Main St.	18	17	94%	13	72%	10	56%	8	44%	5	28%
9	C	Biddeford Housing Authority	22 South St.	12	7	58%	5	42%	6	50%	4	33%	0	0%
9	D	Biddeford City Hall	205 Main St.	41	28	68%	19	46%	20	49%	26	63%	10	24%
10	A	Bangor Savings Bank	60 Washington St.	11	2	18%	2	18%	2	18%	1	9%	1	9%
10	B	Biddeford District Court	25 Adams St.	14	10	71%	12	86%	15	107%	12	86%	0	0%
10	C	Charisma Lot	20 Washington St.	9	4	44%	8	89%	7	78%	8	89%	10	111%
11	A	Green Lot	27 Washington St.	115	52	45%	54	47%	49	43%	48	42%	38	33%
11	D	Yellow Lot	25 Franklin St.	24	1	4%	1	4%	2	8%	4	17%	8	33%
12	A	CowBell Burger Bar	140 Main St.	19	6	32%	13	68%	10	53%	8	42%	10	53%
12	B	Laconia Shop Parking	Pepperell Center, 40 Main St.	41	29	71%	30	73%	29	71%	33	80%	29	71%
13	A	Blue Lot	39 Alfred St.	79	42	53%	35	44%	48	61%	24	30%	28	35%
13	B	Northeast Credit Union A	1 Pool St.	16	7	44%	8	50%	3	19%	3	19%	0	0%
13	C	Northeast Credit Union B	1 Pool St.	16	11	69%	14	88%	12	75%	10	63%	4	25%
14	A	Grady's Radio and Satellite TV	5 Alfred St.	13	5	38%	6	46%	5	38%	3	23%	0	0%
14	B	Foss Private Parking	20 Foss St.	3	1	33%	2	67%	2	67%	3	100%	1	33%
15	A	Dizzy Birds	61 Main St.	12	4	33%	8	67%	4	33%	5	42%	13	108%
15	B	Purple Lot	15 Foss St.	38	10	26%	20	53%	16	42%	18	47%	25	66%
16	A	U-Haul Neighborhood Dealer	41 Main St.	18	10	56%	10	56%	10	56%	7	39%	6	33%
16	B	Emery Apartments	5 Emery St.	18	7	39%	8	44%	7	39%	12	67%	11	61%
16	C	Emery Housing	37 Emery St.	12	5	42%	4	33%	5	42%	5	42%	9	75%
16	D	Hill Tenants Parking	16 Hill St.	20	8	40%	5	25%	6	30%	8	40%	9	45%
17	A	Eastern Trail Alliance	2 Main St.	93	55	59%	61	66%	59	63%	49	53%	52	56%
17	B	Demolished Building Parking	100 Main St.	45	24	53%	27	60%	20	44%	17	38%	16	36%
17	C	Pepperell Center Parking	40 Main St.	17	19	112%	24	141%	19	112%	22	129%	19	112%
18	A	Nuts & Bolts Brewing	107 York St.	93	89	96%	93	100%	91	98%	64	69%	12	13%
18	B	Mill Under Construction	17 Lincoln St.	36	7	19%	7	19%	9	25%	8	22%	9	25%
19	A	Pearl St. Lot	22 Pearl St.	50	11	22%	19	38%	23	46%	20	40%	43	86%
19	B	Touch Tanks for Kids	22 Pearl St.	22	15	68%	11	50%	16	73%	14	64%	17	77%
19	C	Apartment Parking Front	75 Saco Falls Way	40	17	43%	13	33%	17	43%	17	43%	13	33%
19	D	Apartment Parking Behind	75 Saco Falls Way	16	11	69%	12	75%	9	56%	9	56%	13	81%
			Total	1,478	712	48%	731	49%	700	47%	623	42%	516	35%

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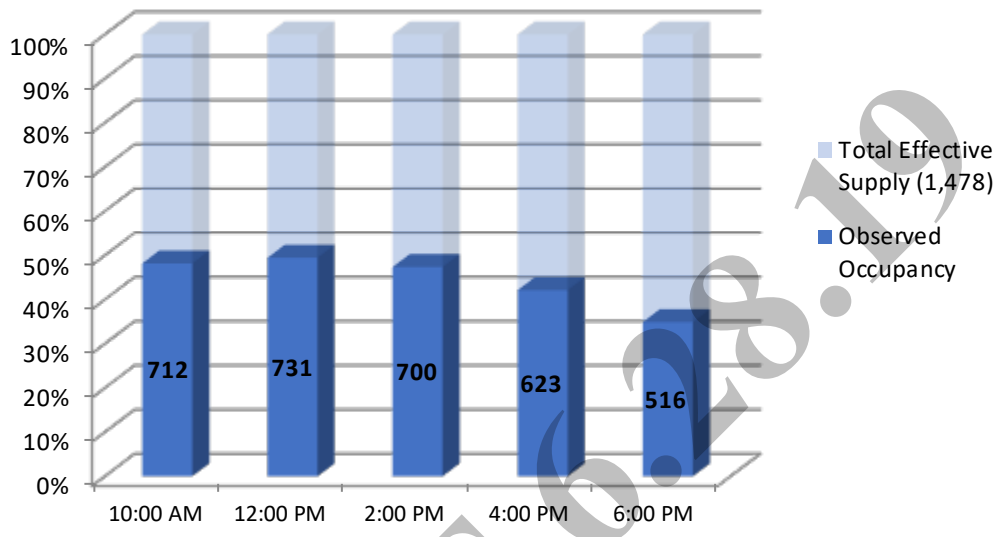
As shown in **Chart 5**, the off-street parking supply did not experience the same evening rebound that the on-street parking did. This is most likely because many of the evening parkers are transient, not permit holders, so they are less likely to park in a relatively distant off-street space if their destination is happy hour or dinner somewhere on Main Street.

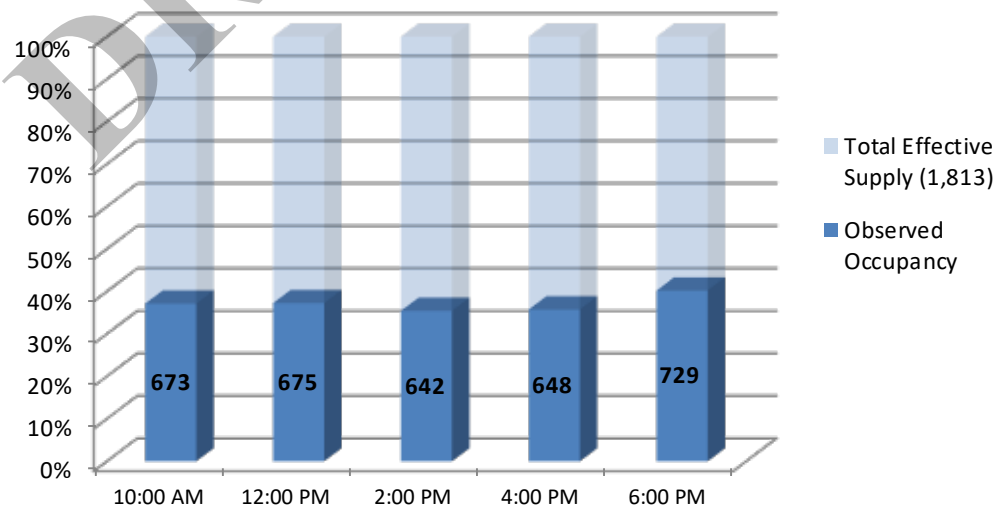
Chart 5: Weekday Occupancy of the Effective Off-Street Parking Supply



Weekend Observations

DESMAN conducted the weekend occupancy counts on Saturday, May 18, 2019, the day immediately following the weekday counts. The weather conditions were warm and sunny throughout the course of the survey day. **Chart 6** shows how the total supply of parking in the downtown study area was utilized over the course of the weekend survey day.

Chart 6: Weekend Occupancy of the Downtown Parking Supply



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Based on the survey data, the average total occupancy of the effective parking supply during the course of the weekday observations was only 37% across the study area. Area-wide utilization peaked in the evening at 6PM when drivers occupied 40% of the effective supply (729 vehicles occupying 1,813 spaces).

Despite the fact that, as a whole, the downtown parking supply was never fully utilized, there were several times throughout the day that individual block faces or off-street parking facilities experienced greater than 100% utilization.

Existing Weekend Utilization of On-Street Parking

As was the case on the weekday survey day, DESMAN observed that the on-street spaces within the downtown study area were consistently more highly utilized than the off-street spaces on weekend survey day. On average, vehicles occupied 63% of the effective supply of on-street spaces over the course of the survey day. Additionally, utilization of the on-street parking peaked at 6PM, reaching 78% of the effective supply. During this time, 260 vehicles were parked on-street, compared with the effective on-street supply of 335 spaces.

Despite the overall low utilization of the on-street spaces in the downtown study area, the effective parking supply on 22 different block faces was fully occupied at least once during the day, as shown in **Table 5**.

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Table 5: Weekend Occupancy of the Effective On-Street Parking Supply

BLK #	ID #	NAME/DESCRIPTION	ADDRESS	EFFECTIVE SUPPLY	10:00 AM		12:00 PM		2:00 PM		4:00 PM		6:00 PM	
					Vehicles	Utilization	Vehicles	Utilization	Vehicles	Utilization	Vehicles	Utilization	Vehicles	Utilization
3	D	Pearl Street North	Between Lincoln and Elm	3	3	100%	3	100%	3	100%	3	100%	3	100%
4	C	Stone St. East	Stone St.	7	3	43%	1	14%	0	0%	0	0%	2	29%
4	D	Pearl St. South	Between Lincoln and Stone	9	0	0%	0	0%	0	0%	0	0%	0	0%
5	E	Pearl St. South	Between Stone and Elm	3	3	100%	3	100%	3	100%	3	100%	3	100%
5	F	Stone St. West	Stone St.	4	3	75%	1	25%	0	0%	0	0%	2	50%
5	H	Main St. North	Between Lincoln and Elm	23	17	74%	15	65%	13	57%	15	65%	24	104%
6	D	Main St. South	Between Jefferson and Elm	10	6	60%	7	70%	5	50%	5	50%	9	90%
6	E	Center St. North	Center St.	18	1	6%	1	6%	1	6%	2	11%	1	6%
7	C	South St. North	Between Kossuth and Green	4	2	50%	1	25%	1	25%	2	50%	1	25%
7	D	Green St. East	Green St.	9	5	56%	4	44%	4	44%	5	56%	5	56%
7	E	Center St. South	Between Green and Kossuth	4	5	125%	4	100%	4	100%	5	125%	5	125%
8	E	Center St. South	Between Kossuth and Jefferson	6	1	17%	1	17%	1	17%	2	33%	1	17%
8	F	South St. North	Between Jefferson and Kossuth	8	1	13%	1	13%	1	13%	3	38%	3	38%
8	G	Kossuth St. East	Kossuth St.	9	4	44%	5	56%	6	67%	8	89%	9	100%
9	E	South St. North	Between Jefferson and Adams	8	1	13%	0	0%	0	0%	1	13%	1	13%
9	F	Jefferson St. East	Between Main and South	12	3	25%	6	50%	4	33%	6	50%	8	67%
9	G	Adams St. West	Between Main and South	2	0	0%	0	0%	0	0%	1	50%	2	100%
9	H	Main St. South	Between Adams and Jefferson	12	3	25%	4	33%	3	25%	5	42%	6	50%
10	D	Washington St. West	Washington St.	11	5	45%	6	55%	5	45%	7	64%	8	73%
10	E	Main St. South	Between Adams and Washington	7	7	100%	9	129%	8	114%	8	114%	8	114%
10	F	Adams St. East	Adams St.	12	3	25%	4	33%	4	33%	6	50%	6	50%
11	E	Alfred St. West	Between Franklin and Main	10	3	30%	7	70%	3	30%	4	40%	6	60%
11	F	Main St. South	Between Alfred and Franklin	6	6	100%	8	133%	8	133%	8	133%	8	133%
11	G	Franklin St. East	Franklin St.	4	0	0%	2	50%	1	25%	4	100%	5	125%
11	H	Franklin St. South	Franklin St.	3	0	0%	2	67%	1	33%	4	133%	5	167%
11	I	Washington St. East	Between Main and Federal	8	6	75%	7	88%	7	88%	8	100%	9	113%
11	J	Washington St. East	Between Federal and Jefferson	8	5	63%	6	75%	5	63%	7	88%	8	100%
11	K	Main St. South	Between Washington and Franklin	5	5	100%	6	120%	7	140%	6	120%	7	140%
11	L	Jefferson St. North	Between Washington and Alfred	6	0	0%	0	0%	0	0%	3	50%	4	67%
12	C	Main St. North	Between Laconia and York	14	11	79%	14	100%	14	100%	14	100%	14	100%
13	D	Bacon St. South	Between Foss and Alfred	5	5	100%	5	100%	5	100%	5	100%	5	100%
14	C	Bacon St. North	Between Foss and Alfred	4	5	125%	5	125%	4	100%	4	100%	5	125%
14	D	Alfred St. East	Between Bacon and Main	8	6	75%	6	75%	7	88%	9	113%	9	113%
15	C	Bacon St. North	Between Emery and Foss	4	2	50%	2	50%	2	50%	2	50%	2	50%
15	D	Main St. South	Between Foss and Emery	6	6	100%	5	83%	4	67%	6	100%	6	100%
15	E	Emery St. West	Emery St.	13	11	85%	12	92%	12	92%	14	108%	13	100%
16	E	Bacon St. North	Between Hill and Emery	4	1	25%	1	25%	2	50%	2	50%	2	50%
16	F	Main St. South	Between Hill and Emery	5	0	0%	1	20%	2	40%	2	40%	3	60%
17	D	Main St. North	Between Hill and Laconia	18	15	83%	18	100%	20	111%	21	117%	21	117%
18	C	Main St. North	Between Lincoln and York	4	5	125%	1	25%	2	50%	2	50%	2	50%
18	D	Lincoln St. East	Lincoln St.	19	11	58%	14	74%	17	89%	15	79%	19	100%
			Total	**335**	**179**	**53%**	**198**	**59%**	**189**	**56%**	**227**	**68%**	**260**	**78%**

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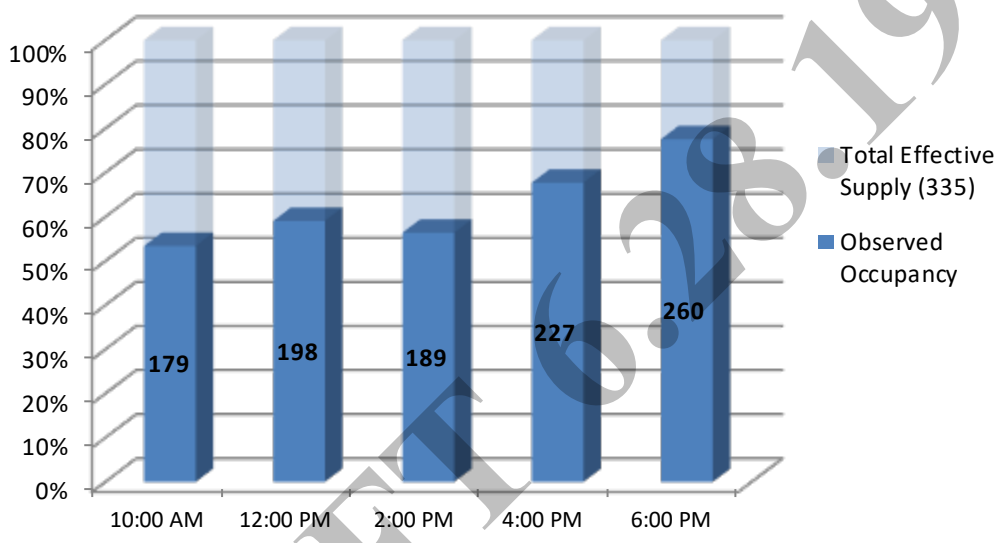
Utilization of the on-street spaces remained steady between 10AM and 2PM then increased throughout the rest of the afternoon, peaking at 6PM. There was also a slight peak at 12PM, which is indicative of drivers coming into downtown for lunch and running midday errands. Drivers occupied the spaces on some blocks of Pearl, Center, Bacon, and Main Streets consistently throughout the day, while others nearby on Adams, South, Main, Center, Stone, and Jefferson were largely underutilized.

Chart 7 demonstrates how the supply of on-street parking was utilized over the course of the weekend survey day, with spaces gradually filling up over the course of the day, leading up to the evening peak.

Chart 7: Weekend Occupancy of the Effective On-Street Parking Supply



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Existing Weekend Utilization of Off-Street Parking

Similar to the weekday survey period, the utilization of off-street parking in downtown Biddeford on weekends is typically much lower than the utilization of on-street parking. During the course of DESMAN's surveys there were only four facilities within the entire study area which reached capacity, one of which was the Pepperell Center, whose parking lot exceeded capacity during the entire survey day.

Over the course of the survey day, on average, vehicles occupied only 31% of the effective supply of off-street parking. Unlike the study area as a whole, overall weekend utilization of the off-street parking supply peaked at 10AM, when 33% of the effective parking supply was occupied (494 vehicles occupying 1,478 spaces).

Table 6 presents the occupancy data recorded at each off-street parking facility over the course of the weekend survey day. As with the on-street occupancy table, the percentages highlighted in red indicate which parking lots experienced utilization greater than or equal to 100%.

Table 6: Weekend Occupancy of the Effective Off-Street Parking Supply

BLK #	ID #	NAME/DESCRIPTION	ADDRESS	EFFECTIVE SUPPLY	10:00 AM		12:00 PM		2:00 PM		4:00 PM		6:00 PM	
					Vehicles	Utilization	Vehicles	Utilization	Vehicles	Utilization	Vehicles	Utilization	Vehicles	Utilization
1	A	Gooch St. Lot	Gooch St.	54	1	2%	0	0%	0	0%	0	0%	0	0%
1	B	PSMP Lot	30 Gooch St.	31	16	52%	8	26%	0	0%	0	0%	0	0%
1	C	Lot Not in Use	Gooch St.	27	0	0%	0	0%	0	0%	0	0%	0	0%
2	A	Mariane Eco. Lot	Pearl St.	105	40	38%	37	35%	29	28%	38	36%	32	30%
3	A	Rover Lot	111 Elm St.	8	5	63%	5	63%	1	13%	1	13%	0	0%
3	B	F. W Webb Lot	Pearl St.	5	2	40%	2	40%	1	20%	0	0%	0	0%
3	C	Advanced Auto Parts	81 Elm St.	10	1	10%	3	30%	1	10%	0	0%	0	0%
4	A	Mulligan's Lot	23 Lincoln St.	10	2	20%	6	60%	9	90%	8	80%	8	80%
4	B	York County Headstart Lot	Stone St.	6	0	0%	0	0%	0	0%	0	0%	0	0%
5	A	PC Insurance Lot A	21 Stone St.	52	2	4%	3	6%	2	4%	0	0%	1	2%
5	B	PC Insurance Lot B	33 Stone St.	37	0	0%	0	0%	0	0%	0	0%	0	0%
5	C	Gulf Lot	151 Elm St.	7	2	29%	2	29%	2	29%	6	86%	2	29%
5	D	UU SuperMarket	288 Main St.	12	3	25%	1	8%	2	17%	2	17%	2	17%
5	G	Trans Market	129 Elm St.	11	2	18%	6	55%	7	64%	4	36%	1	9%
6	A	Parking Maintech Parking	299 Main St.	16	7	44%	6	38%	7	44%	7	44%	8	50%
6	B	Apartment Front Lot	181 Elm St.	8	1	13%	1	13%	2	25%	5	63%	5	63%
6	C	Apartment Back Lot	181 Elm St.	8	2	25%	2	25%	2	25%	2	25%	2	25%
7	A	Wrentz Corporation Lot	7 Green St.	5	3	60%	1	20%	2	40%	1	20%	2	40%
7	B	Green St. Apartments	1 Green St.	4	3	75%	1	25%	2	50%	3	75%	2	50%
8	A	Dixie Office Products Lot	10 Jefferson St.	18	0	0%	0	0%	0	0%	0	0%	0	0%
8	B	Jefferson St. Apartments	20 Jefferson St.	37	9	24%	6	16%	4	11%	7	19%	9	24%
8	C	Jefferson St. Residence	22 Jefferson St.	12	3	25%	4	33%	4	33%	4	33%	4	33%
8	D	Kossuth St. Residence	15 Kossuth St.	8	6	75%	5	63%	4	50%	8	100%	5	63%
9	A	Biddeford Savings Lot	257 Main St.	26	11	42%	14	54%	14	54%	11	42%	15	58%
9	B	Office Parking	235 Main St.	18	5	28%	6	33%	6	33%	5	28%	5	28%
9	C	Biddeford Housing Authority	22 South St.	12	1	8%	1	8%	1	8%	3	25%	2	17%
9	D	Biddeford City Hall	205 Main St.	41	2	5%	3	7%	3	7%	2	5%	12	29%
10	A	Bangor Savings Bank	60 Washington St.	11	2	18%	1	9%	1	9%	0	0%	0	0%
10	B	Biddeford District Court	25 Adams St.	14	1	7%	1	7%	0	0%	1	7%	4	29%
10	C	Charisma Lot	20 Washington St.	9	5	56%	3	33%	5	56%	6	67%	7	78%
11	A	Green Lot	27 Washington St.	115	30	26%	22	19%	26	23%	17	15%	23	20%
11	D	Yellow Lot	25 Franklin St.	24	3	13%	4	17%	8	33%	2	8%	4	17%
12	A	CowBell Burger Bar	140 Main St.	19	8	42%	6	32%	5	26%	5	26%	7	37%
12	B	Laconia Shop Parking	Pepperell Center, 40 Main St.	41	17	41%	16	39%	17	41%	14	34%	16	39%
13	A	Blue Lot	39 Alfred St.	79	28	35%	30	38%	30	38%	24	30%	33	42%
13	B	Northeast Credit Union A	1 Pool St.	16	6	38%	2	13%	0	0%	2	13%	0	0%
13	C	Northeast Credit Union B	1 Pool St.	16	6	38%	6	38%	1	6%	1	6%	1	6%
14	A	Grady's Radio and Satellite TV	5 Alfred St.	13	7	54%	7	54%	5	38%	4	31%	4	31%
14	B	Foss Private Parking	20 Foss St.	3	1	33%	2	67%	2	67%	2	67%	1	33%
15	A	Dizzy Birds	61 Main St.	12	6	50%	11	92%	10	83%	9	75%	12	100%
15	B	Purple Lot	15 Foss St.	38	8	21%	10	26%	12	32%	16	42%	23	61%
16	A	U-Haul Neighborhood Dealer	41 Main St.	18	6	33%	5	28%	7	39%	7	39%	5	28%
16	B	Emery Apartments	5 Emery St.	18	9	50%	9	50%	10	56%	10	56%	7	39%
16	C	Emery Housing	37 Emery St.	12	8	67%	8	67%	7	58%	7	58%	7	58%
16	D	Hill Tenants Parking	16 Hill St.	20	8	40%	8	40%	8	40%	7	35%	6	30%
17	A	Eastern Trail Alliance	2 Main St.	93	94	101%	77	83%	48	52%	46	49%	58	62%
17	B	Demolished Building Parking	100 Main St.	45	24	53%	24	53%	27	60%	21	47%	22	49%
17	C	Pepperell Center Parking	40 Main St.	17	22	129%	25	147%	20	118%	20	118%	22	129%
18	A	Nuts & Bolts Brewing	107 York St.	93	0	0%	0	0%	0	0%	0	0%	0	0%
18	B	Mill Under Construction	17 Lincoln St.	36	5	14%	6	17%	5	14%	6	17%	7	19%
19	A	Pearl St. Lot	22 Pearl St.	50	19	38%	26	52%	49	98%	39	78%	34	68%
19	B	Touch Tanks for Kids	22 Pearl St.	22	13	59%	16	73%	16	73%	14	64%	11	50%
19	C	Apartment Parking Front	75 Saco Falls Way	40	19	48%	16	40%	17	43%	15	38%	22	55%
19	D	Apartment Parking Behind	75 Saco Falls Way	16	10	63%	13	81%	12	75%	9	56%	16	100%
			Total	**1,478**	**494**	**33%**	**477**	**32%**	**453**	**31%**	**421**	**28%**	**469**	**32%**

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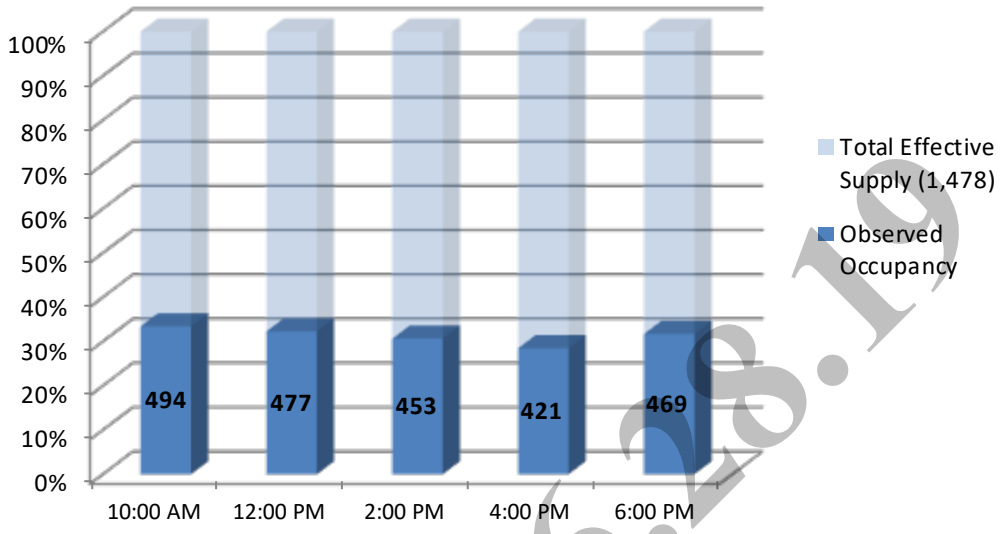
Chart 8 shows the accumulation of vehicles in the off-street parking facilities over the course of the weekend survey day.

Chart 8: Weekend Occupancy of the Effective Off-Street Parking Supply



Existing Parking Demand Conclusions

At present, on typical weekdays and weekend days there is an abundance of available parking throughout the downtown Biddeford study area. While there is significant availability off-street during most times of the day, a few facilities do reach capacity. On-street, a significant proportion of the available parking is consistently utilized to 100% or more of the effective supply, likely a result of the current policy of free, timed parking on-street.

Despite the fact that there is currently significant available parking capacity in downtown Biddeford, proposed development and redevelopment projects are anticipated to eliminate a number of existing surface parking lots. Additionally, these projects are anticipated to bring hundreds or thousands of additional employees, residents and visitors into downtown Biddeford on a daily basis. The proposed elimination of existing parking capacity, coupled with expected increases in parking demand, are what led the City to explore the need for a structured parking facility in Biddeford. Anticipated future development and its impact on parking supply and demand in downtown Biddeford will be explored in depth later in this report.

5. Current Parking Rates and Benchmarking

To help offset the cost of constructing and maintaining the new Mill District Parking Garage, it will be necessary to charge parkers to use the facility. However, potential monthly parkers will be less inclined to use the Garage if the rates charged are significantly higher than those being charged in the City of Biddeford's other paid parking facilities. In addition, since on-street parking in Biddeford is currently free, the cost for transients to park must be low enough so that the convenience of the Garage outweighs the fact that drivers must pay to park.

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In addition to the parking rates being charged in Biddeford, the rates at the proposed Garage must also be competitive with what is being charged in other municipalities with which Biddeford competes for larger employers and patrons of its downtown businesses. In order to get a sense of the parking rates that are currently being charged in other cities comparable to or in the vicinity of Biddeford, DESMAN compiled the information shown in **Table 7**.

Table 7: Parking Rates and Fines in Five Comparable Cities

City	State	Population	On-Street Spaces	Off-Street Spaces	Rates			Meter/ Overtime Fine	Meter Feeding Fine	Rates Last Changed
					On-Street (hourly)	Off-Street (hourly)	Permit Parking (monthly)			
Portland	ME	66,882	1,625+	2,000+	$1.50/hr. 9am-6pm, Monday-Saturday; free All Other Times	Lots: $2-$7/hr.; Garages: $3-$6/hr.	Lots: $65-$150; Garages: $90-$180	$20	$15	Nov-18
Bangor	ME	31,903	Unknown	1,500+	Free on-street parking	Lots: $0.50-$1.00/hr.; Garage: 2 hrs. free, 3 hrs.-$1.50, 4 hrs.-$2.00, each extra hour $1.00, $6 All Day	Lots: $33-$83; Garage: $33-$63	$20	$20	Apr-19
Portsmouth	NH	21,796	617	1,320	$1.50-$2.00/hr.	Lots: $1.50/hr.; Garages: $1.00-$1.50/hr.	Garages: $100-$200	$15	$15	Dec-18
Dover	NH	31,398	300	986	$1.00/hr.	Lots & Garage: $0.75 per hour	Lots: $20-$25; Garage: $30-$50	$20	$20	2014
Lewiston/Auburn	ME	59,647	1,840	1,500+	$0.50/hr.	Lots & Garages: $1/hr., $6 Max.; Free in garages 6pm-6am Mon.-Fri. and Weekends	Residents: $42 Standard: $55	$13/$18	N/A	Dec-18
Biddeford	ME	21,488	765	334	Free on-street parking	Lots: 30-min. Free; $2/hr. thereafter	Mon.-Fri.: $50; Nights & Weekends: $35; 24/7: $65	$25	N/A	Aug-18

Table 7 shows that nearly all of these cities with which Biddeford competes for employers and patrons of its downtown businesses charge for on-street parking, with rates ranging from $0.50 to $2.00 per hour. Additionally, all of the cities examined charged for off-street parking, with Portland, ME and Portsmouth, NH charging significantly more that Biddeford.

While downtown Biddeford may not currently be the same draw as some of these other cities, as new development and redevelopment continues in Biddeford, there appears to be precedent to both charge for on-street parking and to increase rates for off-street parking.

6. Anticipated Future Development in Downtown Biddeford

The next step in our assessment of the potential future financial performance of the proposed Garage was to develop an understanding of the development and redevelopment projects which may impact the supply of and demand for parking in the vicinity of the Garage. To do this, DESMAN sought to obtain from the City and BE Fitler any information available related to in-progress, planned and proposed development projects in downtown Biddeford. Next, we sorted the identified projects based on their geographical locations, in order to determine which projects would be likely candidates to demand space in the Garage – projects on the south or west sides of downtown are unlikely to generate parking demand that can reasonably be captured by the proposed Garage.

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Table 8 presents a summary of the development and redevelopment projects in close proximity to the proposed Garage that could be identified by the City and BE Fitler, including the 400,000 square foot BE Fitler project on Block 2.

As shown in the table, for a number of the projects, including the BE Fitler development on Block 2, DESMAN had to assume the future land uses in the buildings, given a lack of concrete information available from the City or BE Fitler. In order to make these assumptions, DESMAN divided-up land uses within the vacant portions of existing buildings based on any currently-occupied space within those same buildings (i.e. if a building currently has occupied office and retail space, the vacant space in that building was assumed to be filled by office and retail land uses in the same proportion). For the completely vacant buildings, our assumptions were based on our past experience with buildings of a similar style being redeveloped (i.e. certain styles of building are more conducive to office versus retail versus residential land uses). Finally, for the BE Fitler development on Block 2, we assumed a number of residential units would be constructed, along with a relatively small amount of complimentary retail and restaurant use, and assumed the remaining square footage would be office space.

Figure 4 presents the locations of the development and redevelopment projects in relation to the site of the proposed Mill District Parking Garage.

Based on these assumptions about future development and redevelopment proximate to the site of the proposed Garage, the next step in our analysis was to project the anticipated parking demand that will likely be generated by each project, as well as identifying any existing parking lots that will be taken out of service.

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Table 8: Proposed Development and Redevelopment Projects in the Vicinity of the Proposed Mill District Garage

Map ID #	Building Name/Description	Address	Future Use (Land Uses, Phasing, Etc.)	Office (GFA)	Industrial (GFA)	Municipal (GFA)	Other (GFA)	Retail (GFA)	Restaurant (GLA)	Café/Take Out (GLA)	Other (GLA)	Residential (Units)	Extended Stay (Units)
2.1	Vacant Lots (Project Sites)	N/A	400,000 SF total; 800-1,800 new jobs; DESMAN assumed the breakdown of uses	144,000				4,000	4,000	500		275	
3.1	Formerly FW Webb Company	7 Pearl Street	Vacant Building/DESMAN assumed this use		13,625								
4.1	Former Furniture Outlet Warehouse	16 Pearl/10 Lincoln	Vacant Building/DESMAN assumed this use	25,600									
4.2	Former Furniture Outlet Warehouse	12 Pearl Street	Vacant Building/DESMAN assumed this use	22,950									
19.1	Counting House	90 Saco Falls Way	21 Artist's Studios; 90% occupied								7,368	0	
19.2	Riverdam Building	24 Pearl Street	Industrial/Retail occupied; Residential to be completed by 2022		8,300				6,000			70	
18.1	Lincoln Mills	17 Lincoln Street	Residential/Hotel/Rest./Gym; 2021 completion	17,000				1,000	1,605		10,000	271	30
18.2	PMC - Building 10 (North Dam Bldg.)	45 Lincoln Street	36,000 s.f undeveloped (assumed to be 18,000 SF each Office and Industrial)	25,000	34,860			500					
18.3	PMC - Building 9 (Spencer Bldg.)	15 York Street	17,000 s.f undeveloped (assumed to be 15,500 SF of Office and 1,500 SF Retail)	41,659		7,900		1,500					
18.4	PMC - Building 30	2 York Street	Exisiting space available for lease	5,500									
17.1	PMC - Building 11	30-40 Main St	Vacant Building/DESMAN assumed this use								5,000	69	
17.2	PMC - Pepperell Center (Bldg 13)	44 Laconia Street	Retail/Office/Restaurant; 85% of total building currently occupied		59,800		47,200	49,000	10,300				

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Figure 4: Locations of Future Development in Relation to the Proposed Garage Site

7. Future Parking Demand Captured by the Proposed Mill District Parking Garage

There are two primary sources of demand that the proposed Mill District Parking Garage will attempt to capture: 1) any vehicles that currently park in downtown Biddeford that will be displaced by construction of the Garage or any of the proposed development projects and 2) any new parking demand that will be generated by the land uses within the new developments or the existing buildings that are redeveloped. The first component of demand can be determined by looking at the physical footprints of the proposed developments, identifying if any existing parking facilities will be displaced by those developments and, if so, documenting the number of existing parkers within those facilities. Determining the parking demand that will likely be generated by the new land uses requires us to rely on parking industry research and techniques developed by several planning industry organizations.

Existing Demand Displaced by New Development

When comparing the proposed location for the Mill District Parking Garage and the larger development anticipated for Block 2 with the map in Figure 3 showing the locations of existing surface parking lots, we can see that at least one existing parking lot (Lot 2-A) will be displaced by these projects. Lot 2-A contains 117 spaces and, based on DESMAN's observations, had a maximum of 40 vehicles parked in it during our field surveys. However, despite only observing 40 vehicles parked in the lot, the City indicated to DESMAN that the nearby Lofts @ Saco Falls actually holds 80 monthly parking leases in that facility. For this reason, DESMAN has assumed that those 80 monthly permit parkers will park in the proposed Garage once it is completed.

In addition to Lot 2-A, DESMAN was also informed by the City that the 55-space Pearl Street Lot (Lot 19-A in Figure 3) will also be taken out of service as part of the development of the Garage. Based on DESMAN's observations of utilization, there are regularly more than 20 vehicles parked in this private lot that appear to belong to employees from the adjacent restaurant and other businesses. For the purposes of DESMAN's financial model, it has been assumed that these employee parkers would become monthly permit parkers in the proposed Garage.

On top of the employee parkers, utilization of the Pearl Street Lot jumped during the lunchtime and dinner hours, reaching more than 86% occupancy during the weekday survey period and more than 98% during the weekend survey period. These additional weekday and weekend parkers were assumed to be restaurant patrons and customers of the surrounding businesses, who would likely be captured as transient parkers in the proposed Garage. In the financial model for the Garage, DESMAN has assumed that, at peak on weekdays, 35 transient parkers who currently park in the Pearl Street Lot will be captured in the Garage, with that number increasing to 50 parkers at peak on weekends.

Additional Demand Generated by New Development

In order to determine the volume of vehicles that will likely be generated by the planned new development and redevelopment in downtown Biddeford, DESMAN used the Shared Parking methodology developed by the Urban Land Institute (ULI) in collaboration with the Institute of Transportation Engineers (ITE) and the International Council of Shopping Centers (ICSC). Shared Parking methodology is a statistical modeling approach that incorporates real-world data on how land uses actually behave and simulates how parking demand for each land use in a development waxes and wanes during the course of day and year. This methodology allows the planner to accurately determine the need for the development as an organic whole, rather than an assembly of disparate parts. The result is

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provision of a parking supply to support the project which is adequate to meet the project's needs, without building excess parking spaces.

Shared Parking models are comprised of industry standard base parking demand ratios, adjusted to reflect for variations in demand specific to each project's composition and locality, as well as fluctuations in demand according to time of day and year. Base parking demand ratios have been developed through the long-term study of stand-alone land uses (i.e. office buildings, retail stores, hotel, etc.) with their own dedicated parking facilities. Researchers performed occupancy counts at different times of day, different days of the week, and different times of the year, to isolate the busiest hour of the busiest weekday and/or weekend day annually. Once the peak hour was isolated, researchers divided the number of vehicles parked by the key driving element in each land use, such as the number of hotel rooms or total gross leasable square footage of the building. This division renders a parking demand ratio; the mathematic expression of the number of cars parked at the busiest hour of the busiest day related to the land use's key driver.

The ULI, ITE, ICSC, the International Parking and Mobility Institute (IPMI), the National Parking Association (NPA), the American Planning Association (APA), and other agencies then gathered and consolidated these individual studies into peer-reviewed, statistically reliable resources for application in planning studies, such as this one.

Beginning with the development most likely to generate parking demand that will be captured by the proposed Mill District Parking Garage – BE Fitler's proposed 400,000 square foot project on Block 2 – DESMAN sought to project the peak demand for parking using the Shared Parking methodology. **Table 9** shows a summary of the assumed land uses that will make up the BE Fitler development on Block 2 of the Mill District, using the land use designations from the ULI Shared Parking Model.

Table 9: Assumed Land Uses in the Block 2 Development

Land Use	Quantity	
Retail (over 2,000 ksf)	4,000	sf GLA
Fine/Casual Dining	2,000	sf GLA
Family Restaurant	2,000	sf GLA
Fast Casual/Fast Food	500	sf GLA
Residential, Studio Efficiency	50	units
Residential, 1 Bedroom	125	units
Residential, 2 Bedrooms	85	units
Residential, 3+ Bedrooms	15	units
Office 100 to 500 ksf	144,000	sf GFA

Based on the peak parking demand ratios from the ULI Shared Parking Model, if each of these elements of the project were to be constructed as stand-alone businesses in a city such as Biddeford, it is projected that the total peak parking demand generated by all of the land uses would be 1,073 vehicles on a weekday and 662 vehicles on a weekend. However, based on the Shared Parking methodology, these peaks will actually be lower, due to the synergies that exist between the different land uses.

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The times and days of the week when each land use generates its peak number of vehicles varies, meaning that it is unnecessary to plan for the absolute peak demand of each land use. Similarly, some of these land uses are complimentary, with office employees eating at restaurants or residents of the development working in the office space, so patrons of one land use do not need to drive and park multiple times when they visit multiple destinations. Finally, the peak demand generated is further reduced for the portion of the population that will arrive at the development via bike, walking, drop-off, alternative transportation, etc. Taking all of these sharing concepts into consideration, the actual peak demand for parking generated by the proposed BE Fitler development will be lower than the absolute peak generated by each land use individually.

According to the ULI's Shared Parking methodology, the synergies that exist between the proposed land uses in the development is expected to result in the demand for 893 total spaces during weekday peak demand periods – 60 spaces for customers and visitors, 695 shared spaces for employees and residents, and 138 reserved spaces for residents. generated by the development. On weekends, peak demand is projected to drop to 553 spaces – 82 for customers and visitors, 333 for employees and residents, and 138 reserved spaces for residents; the decrease in demand on the weekend is attributable to the fact that a majority of office workers will not be on-site.

Conclusions Regarding Anticipated Capture of Future Parking Demand

Based on the above analysis, the demand for parking generated by BE Fitler's assumed development on Block 2 in the Mill District of 893 spaces during the weekday peak period will exceed the capacity of the proposed 640-space Garage. Additionally, the current parking demand which will be displaced from the existing on-site lot and the Pearl Street Lot will only add to the demand for the Garage. For these reasons, if the BE Fitler development occurs as assumed, it is DESMAN's assessment that the proposed Mill District Parking Garage will capture enough parking demand on typical weekdays to completely fill the facility, leaving no excess capacity to accommodate any future demand generated by surrounding land uses; in reality, some of the demand generated by the development will need to be accommodated off-site. On the weekend, the projected peak demand for 610 spaces from the new development and the displaced existing demand can be accommodated by the proposed Garage, while leaving a small number of spaces available to capture outside parking demand.

8. Anticipated Financial Performance of the Proposed Mill District Parking Garage

Now that the anticipated demand for parking in the proposed Mill District Parking Garage is known, it is possible to project the likely revenue that will be generated by the facility. By comparing the anticipated revenue generated by the facility with the assumed costs to operate and finance construction of the Garage, it is possible to determine if the Garage will be financially self-sustaining.

Revenue Assumptions

While the anticipated demand for parking in the area of the proposed Mill District Parking Garage has been calculated, in order to determine the potential revenue that the Garage can generate, it was still necessary to make a number of additional assumptions. The following additional assumptions were made by DESMAN as we developed our financial model for the proposed Garage:

1. The demand for parking during the weekday peak will exceed the capacity of the proposed Garage. For this reason, DESMAN has assumed that the Garage will capture only 210 peak vehicles

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generated by the office component of the development, versus the full demand of 436 vehicles expected to be generated by that land use.

2. The peak number of resident vehicles in the garage during the day on a weekday is projected to be 249, based on Shared Parking analysis.
3. It is projected that 205 monthly permits will be sold to retail, restaurant and office monthly parkers, which includes a 10% oversell factor, in order to account for the fact that not every employee permitholder will park in the Garage on every weekday.
4. At peak on a typical weekday, it is projected that there will be nearly 100 transient parkers in the Garage, while on weekends the peak number of transients is projected to be 140 parkers.
5. The Garage will capture several groups of transient parkers throughout the course of each weekday and weekday day, as customers patronize the various businesses adjacent to the Garage. The number of turns assumed for each land use were based on information from the Institute of Traffic Engineers and DESMAN's past experience.
6. Assumptions for the duration of transient parking stays, or the amount of time each transient vehicle will remain parked, were based on each type of land use assumed in the surrounding development, with different durations assumed on weekdays and weekends.
7. In Year 1 of operation, parking occupancy was assumed at 50% of the stabilized occupancy, due to the likelihood that the entire proposed development will not be online by the time the Garage opens.
8. The hourly rate charged for transient parking was assumed to be $2.00 in Year 1, matching the current hourly parking rate charged by the City and its surface parking lots. This rate was assumed to increase to $2.50/hour in Year 3, $3.00/hour in Year 9 and $3.50/hour in Year 14, in order to account for inflation.
9. Monthly permits for daytime parkers were assumed to cost $55 in Years 1 and 2, increasing by approximately 3% annually thereafter. The starting permit rate was assumed to be $5 more than the City's current daytime monthly permit.
10. Monthly permits for 24/7 access for residents were assumed to cost $70 in Years 1 and 2, increasing by approximately 3% annually thereafter. The starting 24/7 permit rate was assumed to be $5 more than the City's current 24/7 permit rate.

Expense Assumptions

For the purposes of the financial projection model, DESMAN made assumptions about the cost to operate and maintain the Garage based on our past experience with parking facilities of this size. The following operating and maintenance expense assumptions were made by DESMAN as we developed our financial model for the proposed Garage:

1. It was assumed that the garage will be manned by cashiers and/or customer service personnel in order to facilitate parking transactions and lightly clean the facility.
2. Per space costs for the remaining operating expenses were based on DESMAN's past experience with similar parking facilities.
3. Bank Fees were calculated based on the assumption that 20% of parkers will pay with cash and the bank will charge 2% on those transactions to collect, transport and account for the money.
4. Credit Card Fees refers to the interchange fees paid by merchants who accept credit cards. It was assumed that 80% of patrons will pay with a credit card and that a 3% fee will be assessed on those transactions.

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5. It was assumed that the City will set aside $125 per space, per year, escalated by inflation every year, in order to build up a reserve fund for future capital repairs and maintenance needs.
6. Operating expenses were assumed to grow at 2.5% per year, roughly matching the historical rate of inflation over the past 30 years.

Garage Financing Assumptions

While the actual terms of financing for construction of the Garage being negotiated by TFIC were not known at the time DESMAN developed its financial model, some debt financing assumptions were made by DESMAN in order to illustrate the impact that debt service payments may have on the financial feasibility of the proposed facility. Based on preliminary designs for the Garage that have been developed by DESMAN, the total cost of constructing the facility is estimated at approximately $16.8MM, including both hard and soft costs. Assuming that this entire amount is debt financed by the City over 25 years at a rate of 3.75%, the annual debt service payment for the Mill Street Parking Garage would be approximately $1.05MM per year.

Based on all of the above assumptions, as well as the demand projections for BE Fitler's proposed development program, DESMAN developed a financial projection model for the first 15 years of operation of the proposed Mill Street Parking Garage. DESMAN's model is presented in **Table 10**.

Conclusions Regarding the Financial Feasibility of the Proposed Mill District Parking Garage

DESMAN's analysis of the anticipated demand that will be displaced by construction of the proposed Mill Street Parking Garage and the new demand generated by BE Fitler's proposed development in the Mill District indicates that the proposed 640-space Garage will be well utilized. In fact, if the development occurs as assumed, peak demand for parking in the Garage on weekdays will actually exceed the proposed capacity of the Garage. However, the capital cost to construct structured parking and the expense associated with operating and maintaining the proposed Garage are significant. Coupled with the low parking rates that are supported by the market in Biddeford, the high cost of financing and operating a structured parking facility leads DESMAN to the conclusion that the proposed Mill Street Parking Garage will not be financially self-sustaining and will operate at a significant annual loss as currently envisioned.

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Table 10: Financial Performance Model for the Proposed Mill Street Parking Garage

					Year 1[11] 2021	Year 2 2022	Year 3 2023	Year 4 2024	Year 5 2025	Year 6 2026	Year 7 2027	Year 8 2028	Year 9 2029	Year 10 2030	Year 11 2031	Year 12 2032	Year 13 2033	Year 14 2034	Year 15 2035
Proposed Rate Schedule[1]:																			
Transient (per hour)					$ 2.00	$ 2.00	$ 2.00	$ 2.50	$ 2.50	$ 2.50	$ 2.50	$ 2.50	$ 3.00	$ 3.00	$ 3.00	$ 3.00	$ 3.00	$ 3.50	$ 3.50
Daytime Monthly					$ 55.00	$ 55.00	$ 57.00	$ 59.00	$ 61.00	$ 63.00	$ 65.00	$ 67.00	$ 69.00	$ 71.00	$ 73.00	$ 75.00	$ 77.00	$ 79.00	$ 81.00
24/7 Monthly (Residents)					$ 70.00	$ 70.00	$ 72.00	$ 74.00	$ 76.00	$ 78.00	$ 80.00	$ 82.00	$ 84.00	$ 87.00	$ 90.00	$ 93.00	$ 96.00	$ 99.00	$ 102.00
Transient Rate Increase Assumption:						*0.00%*	*0.00%*	*15.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*15.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*15.00%*	*0.00%*
Monthly Rate Increase Assumption:						*0.00%*	*3.00%*	*3.00%*	*3.00%*	*3.00%*	*3.00%*	*3.00%*	*3.00%*	*3.00%*	*3.00%*	*3.00%*	*3.00%*	*3.00%*	*3.00%*
Weekday/Resident Revenues:																			
	Peak Volume[7]	*Avg. Turns per Day[8]*	*Oversell[9]*	*Average Duration[10]*	*Periods/ Year*														
Retail - Customers	4	5.00		0.50	255	2,550	5,100	5,100	6,375	6,375	6,375	6,375	6,375	7,650	7,650	7,650	7,650	7,650	8,925	8,925
Retail - Employees	2		10%		12	726	1,452	1,505	1,558	1,610	1,663	1,716	1,769	1,822	1,874	1,927	1,980	2,033	2,086	2,138
Restaurant - Customers	15	5.00		1.50	255	28,688	57,375	57,375	71,719	71,719	71,719	71,719	71,719	86,063	86,063	86,063	86,063	86,063	100,406	100,406
Restaurant - Employees	9		10%		12	3,267	6,534	6,772	7,009	7,247	7,484	7,722	7,960	8,197	8,435	8,672	8,910	9,148	9,385	9,623
Office - Visitors	35	1.00		1.50	255	13,388	26,775	26,775	33,469	33,469	33,469	33,469	33,469	40,163	40,163	40,163	40,163	40,163	46,856	46,856
Office - Employees[2]	175		10%		12	63,525	127,050	131,670	136,290	140,910	145,530	150,150	154,770	159,390	164,010	168,630	173,250	177,870	182,490	187,110
Resident - Visitors	5	1.50		1.00	255	1,913	3,825	3,825	4,781	4,781	4,781	4,781	4,781	5,738	5,738	5,738	5,738	5,738	6,694	6,694
Residents[3]	329		0%		12	138,180	276,360	284,256	292,152	300,048	307,944	315,840	323,736	331,632	343,476	355,320	367,164	379,008	390,852	402,696
Existing Daily Parkers (Pearl St. Lot)[4]	35	1.50		1.50	255	40,163	40,163	40,163	50,203	50,203	50,203	50,203	50,203	60,244	60,244	60,244	60,244	60,244	70,284	70,284
Existing Monthly Parkers (Pearl St. Lot)[5]	23		0%		12	15,180	15,180	15,732	16,284	16,836	17,388	17,940	18,492	19,044	19,596	20,148	20,700	21,252	21,804	22,356
Existing Parkers (Lofts @ Saco Falls)[6]	80				12	67,200	67,200	69,120	71,040	72,960	74,880	76,800	78,720	80,640	83,520	86,400	89,280	92,160	95,040	97,920
Gross Weekday Revenues						*$ 374,778*	*$ 627,014*	*$ 642,292*	*$ 690,880*	*$ 706,158*	*$ 721,436*	*$ 736,715*	*$ 751,993*	*$ 800,581*	*$ 820,767*	*$ 840,954*	*$ 861,140*	*$ 881,327*	*$ 934,822*	*$ 955,009*
Weekend Revenues:																			
	Peak Volume	*Avg. Turns per Day*	*Oversell*	*Average Duration*	*Periods/ Year*														
Retail - Customers	4	8.00		0.50	100	1,600	3,200	3,200	4,000	4,000	4,000	4,000	4,000	4,800	4,800	4,800	4,800	4,800	5,600	5,600
Restaurant - Customers	42	6.00		2.00	100	50,400	100,800	100,800	126,000	126,000	126,000	126,000	126,000	151,200	151,200	151,200	151,200	151,200	176,400	176,400
Office - Visitors	5	1.00		1.00	52	260	520	520	650	650	650	650	650	780	780	780	780	780	910	910
Resident - Visitors	39	2.00		3.00	100	23,400	46,800	46,800	58,500	58,500	58,500	58,500	58,500	70,200	70,200	70,200	70,200	70,200	81,900	81,900
Existing Daily Parkers (Pearl St. Lot)	50	2.00		2.50	100	50,000	50,000	50,000	62,500	62,500	62,500	62,500	62,500	75,000	75,000	75,000	75,000	75,000	87,500	87,500
Gross Weekend Revenues						*$ 75,660*	*$ 151,320*	*$ 151,320*	*$ 189,150*	*$ 189,150*	*$ 189,150*	*$ 189,150*	*$ 189,150*	*$ 226,980*	*$ 226,980*	*$ 226,980*	*$ 226,980*	*$ 226,980*	*$ 264,810*	*$ 264,810*
Total Gross Revenues						*$ 450,438*	*$ 778,334*	*$ 793,612*	*$ 880,030*	*$ 895,308*	*$ 910,586*	*$ 925,865*	*$ 941,143*	*$ 1,027,561*	*$ 1,047,747*	*$ 1,067,934*	*$ 1,088,120*	*$ 1,108,307*	*$ 1,199,632*	*$ 1,219,819*
Inflationary Assumption[12]:						*2.50%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*	*2.50%*
Garage Expenses[13]:																			
Salaries & Wages	$ 150.00	/space				96,000	98,400	100,860	103,382	105,966	108,615	111,331	114,114	116,967	119,891	122,888	125,960	129,109	132,337	135,645
Payroll Taxes	9.85%	of payroll				9,456	9,692	9,935	10,183	10,438	10,699	10,966	11,240	11,521	11,809	12,104	12,407	12,717	13,035	13,361
Worker's Compensation	4.00%	of payroll				3,840	3,936	4,034	4,135	4,239	4,345	4,453	4,565	4,679	4,796	4,916	5,038	5,164	5,293	5,426
Health, Welfare & Pension Benefits	21.25%	of payroll				20,400	20,910	21,433	21,969	22,518	23,081	23,658	24,249	24,855	25,477	26,114	26,767	27,436	28,122	28,825
Uniforms	$ 0.50	/space				320	328	336	345	353	362	371	380	390	400	410	420	430	441	452
Utilities	$ 50.00	/space				32,000	32,800	33,620	34,461	35,322	36,205	37,110	38,038	38,989	39,964	40,963	41,987	43,036	44,112	45,215
Insurance	$ 30.00	/space				19,200	19,680	20,172	20,676	21,193	21,723	22,266	22,823	23,393	23,978	24,578	25,192	25,822	26,467	27,129
Supplies	$ 2.00	/space				1,280	1,312	1,345	1,378	1,413	1,448	1,484	1,522	1,560	1,599	1,639	1,679	1,721	1,764	1,809
Printing & Tickets	$ 1.00	/space				640	656	672	689	706	724	742	761	780	799	819	840	861	882	904
Telephone	$ 1.50	/space				960	984	1,009	1,034	1,060	1,086	1,113	1,141	1,170	1,199	1,229	1,260	1,291	1,323	1,356
Repairs and Maintenance	$ 75.00	/space				48,000	49,200	50,430	51,691	52,983	54,308	55,665	57,057	58,483	59,945	61,444	62,980	64,555	66,169	67,823
Elevators	$ 10.00	/space				6,400	6,560	6,724	6,892	7,064	7,241	7,422	7,608	7,798	7,993	8,193	8,397	8,607	8,822	9,043
Miscellaneous	$ 5.00	/space				3,200	3,280	3,362	3,446	3,532	3,621	3,711	3,804	3,899	3,996	4,096	4,199	4,304	4,411	4,522
Bank Fees[14]	0.40%	of gross revenue				3,113	3,113	3,174	3,520	3,581	3,642	3,703	3,765	4,110	4,191	4,272	4,352	4,433	4,799	4,879
Credit Card Fees[15]	2.40%	of gross revenue				18,680	18,680	19,047	21,121	21,487	21,854	22,221	22,587	24,661	25,146	25,630	26,115	26,599	28,791	29,276
Long-Term Maintenance Reserve[16]	$ 125.00	/space				80,000	82,000	84,050	86,151	88,305	90,513	92,775	95,095	97,472	99,909	102,407	104,967	107,591	110,281	113,038
Annual Garage Operating Expenses						*$ 343,489*	*$ 351,532*	*$ 360,203*	*$ 371,072*	*$ 380,161*	*$ 389,466*	*$ 398,993*	*$ 408,747*	*$ 420,727*	*$ 431,091*	*$ 441,700*	*$ 452,560*	*$ 463,678*	*$ 477,051*	*$ 488,703*
Surface Lot Expenses:																			
Utilities	$ 20.00	/space				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Repairs and Maintenance	$ 20.00	/space				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	$ 20.00	/space				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supplies	$ 2.00	/space				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Long-Term Maintenance Reserve	$ 50.00	/space				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual Surface Lot Operating Expenses						*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*
Total Operating Expenses						*$ 343,489*	*$ 351,532*	*$ 360,203*	*$ 371,072*	*$ 380,161*	*$ 389,466*	*$ 398,993*	*$ 408,747*	*$ 420,727*	*$ 431,091*	*$ 441,700*	*$ 452,560*	*$ 463,678*	*$ 477,051*	*$ 488,703*
NET OPERATING INCOME						$ 106,949	$ 426,802	$ 433,409	$ 508,957	$ 515,147	$ 521,121	$ 526,872	$ 532,396	$ 606,834	$ 616,656	$ 626,234	$ 635,560	$ 644,629	$ 722,581	$ 731,116
Debt Service Obligation						*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*	*$ 1,047,101*
NET CASH FLOW FROM GARAGE						$ (940,152)	$ (620,299)	$ (613,692)	$ (538,143)	$ (531,953)	$ (525,980)	$ (520,229)	$ (514,705)	$ (440,267)	$ (430,444)	$ (420,867)	$ (411,541)	$ (402,472)	$ (324,519)	$ (315,985)

Notes:

1. Proposed Rate Schedule matches watch the City currently charges for each type of parking.
2. The Peak Volume figures for Office - Employees is less than the actual peak demand for parking. Actual demand from Office - Employees is projected to be for 436 spaces. Due to limited capacity in the garage, only a portion of the demand can be accommodated.
3. The peak number of Resident vehicles in the garage during the day on a weekday is projected to be 249, based on Shared Use analysis.
4. The Pearl Street Lot is expected to be taken out of service. This figure is based on the number of vehicles observed by DESMAN parked in the Lot after normal business hours for the adjacent industrial/retail building. These vehicles are assumed to belong to patrons of Mulligan's across the street.
5. Based on the number of vehicles observed by DESMAN parked in the Pearl Street Lot during normal business hours. Assumed to be employees of the adjacent industrial/retail building or Mulligan's.
6. Per the City, the Lofts @ Saco Falls currently hold 80 leases in the existing surface lot that will be replaced by the garage.
7. Volume numbers were determined using the Urban Land Institute's Shared Parking Model.
8. Turns references typical turns per day for transient/hourly parkers, based on information from the Institute of Traffic Engineers and DESMAN's past experience.
9. Oversell references the percentage of permits sold above the peak monthly parkers, given that all employees are not on-site every day.
10. Figures for "Average Duration", or the amount of time each transient vehicle will remain parked, were based on each type of land use assumed in the surrounding development, with different durations assumed on weekdays and weekends.
11. In Year 1 of operation, parking occupancy was assumed at 50% of the stabilized occupancy, due to the likelihood that not all projects contributing to demand will be online by the time the garage opens.
12. Expenses were assumed to grow at 2.5% per year, roughly matching the historical rate of inflation over the past 30 years.
13. DESMAN assumed that the garage will be manned by cashiers and/or customer service personnel in order to facilitate parking transactions and lightly clean the facility. The remaining expenses were based on DESMAN's past experience with similar parking facilities.
14. Bank Fees were calculated based on the assumption that 20% of parkers will pay with cash and the bank will charge 2% on those transactions to collect, transport and account for the money.
15. Credit Card Fees refers to the interchange fees paid by merchants who accept credit cards. It was assumed that 80% of patrons will pay with a credit card and that a 3% fee will be assessed on those transactions.
16. DESMAN has assumed that the City will set aside $125 per space, per year, escalated by inflation every year, in order to build up a reserve fund for future capital repairs and maintenance needs.

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APPENDIX

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Biddeford Combined Inventory

BLK #	ID #	NAME/DESCRIPTION	ADDRESS	TYPE	CAPACITY											TOTAL SUPPLY
					Public Unrestricted	Public 15-Min	Public 30-Min	Public 1-Hour	Public 2-Hour	Public 4-Hour	Public Permit	Employee/ Patron	Resident	Reserved	H/C	
1	A	Gooch St. Lot	Gooch St.	Lot								60				60
1	B	PSMP Lot	30 Gooch St.	Lot								34				34
1	C	Lot Not in Use	Gooch St.	Lot								30				30
2	A	Mariane Eco. Lot	Pearl St.	Lot								117				117
3	A	Rover Lot	111 Elm St.	Lot								8			1	9
3	B	F. W Webb Lot	Pearl St.	Lot								5				5
3	C	Advanced Auto Parts	81 Elm St.	Lot								10			1	11
3	D	Pearl Street North	Between Lincoln and Elm	On-Street	3											3
4	A	Mulligan's Lot	23 Lincoln St.	Lot								11				11
4	B	York County Headstart Lot	Stone St.	Lot								7				7
4	C	Stone St. East	Stone St.	On-Street	8											8
4	D	Pearl St. South	Between Lincoln and Stone	On-Street	10											10
5	A	PC Insurance Lot A	21 Stone St.	Lot								58				58
5	B	PC Insurance Lot B	33 Stone St.	Lot								41				41
5	C	Gulf Lot	151 Elm St.	Lot								8				8
5	D	UU SuperMarket	288 Main St.	Lot								12			1	13
5	E	Pearl St. South	Between Stone and Elm	On-Street	4											4
5	F	Stone St. West	Stone St.	On-Street	5											5
5	G	Trans Market	129 Elm St.	Lot								12				12
5	H	Main St. North	Between Lincoln and Elm	On-Street			1		25						1	27
6	A	Parking Maintech Parking	299 Main St.	Lot								18				18
6	B	Apartment Front Lot	181 Elm St.	Lot									8			8
6	C	Apartment Back Lot	181 Elm St.	Lot									8			8
6	D	Main St. South	Between Jefferson and Elm	On-Street					12							12
6	E	Center St. North	Between Elm and Jefferson	On-Street	21											21
7	A	Wrentz Corporation Lot	7 Green St.	Lot								5				5
7	B	Green St. Apartments	1 Green St.	Lot									4			4
7	C	South St. North	Between Kossuth and Green	On-Street	5											5
7	D	Green St. East	Green St.	On-Street	11											11
7	E	Center St. South	Between Green and Kossuth	On-Street	5											5
8	A	Dixie Office Products Lot	10 Jefferson St.	Lot								20				20
8	B	Jefferson St. Apartments	20 Jefferson St.	Lot									37			37
8	C	Jefferson St. Residence	22 Jefferson St.	Lot									12			12
8	D	Kossuth St. Residence	15 Kossuth St.	Lot									8			8
8	E	Center St. South	Between Kossuth and Jefferson	On-Street	7											7
8	F	South St. North	Between Jefferson and Kossuth	On-Street	9											9
8	G	Kossuth St. East	Kossuth St.	On-Street	10											10
9	A	Biddeford Savings Lot	257 Main St.	Lot								25			3	28
9	B	Office Parking	235 Main St.	Lot								20				20
9	C	Biddeford Housing Authority	22 South St.	Lot								13				13
9	D	Biddeford City Hall	205 Main St.	Lot				7				31		5	2	45
9	E	South St. North	Between Jefferson and Adams	On-Street						9						9
9	F	Jefferson St. East	Between Main and South	On-Street						14						14
9	G	Adams St. West	Between Main and South	On-Street				2								2
9	H	Main St. South	Between Adams and Jefferson	On-Street			1		12						1	14
10	A	Bangor Savings Bank	60 Washington St.	Lot								11			1	12
10	B	Biddeford District Court	25 Adams St.	Lot								14			1	15
10	C	Charisma Lot	20 Washington St.	Lot								10				10
10	D	Washington St. West	Between Main and Jefferson	On-Street					11						2	13
10	E	Main St. South	Between Adams and Washington	On-Street					8							8
10	F	Adams St. East	Between Main and Jefferson	On-Street						11					3	14
11	A	Green Lot	27 Washington St.	Lot			12				112				3	127
11	D	Yellow Lot	25 Franklin St.	Lot							24				2	26
11	E	Alfred St. West	Between Franklin and Main	On-Street		2			9							11
11	F	Main St. South	Between Alfred and Franklin	On-Street					6						1	7
11	G	Franklin St. East	Franklin St.	On-Street		1			4							5
11	H	Franklin St. South	Franklin St.	On-Street		4										4
11	I	Washington St. East	Between Main and Federal	On-Street					7						2	9
11	J	Washington St. East	Between Federal and Jefferson	On-Street					9							9
11	K	Main St. South	Between Washington and Franklin	On-Street					6							6
11	L	Jefferson St. North	Between Washington and Alfred	On-Street					7							7
12	A	CowBell Burger Bar	140 Main St.	Lot								21				21
12	B	Laconia Shop Parking	Pepperell Center, 40 Main St.	Lot								46				46
12	C	Main St. North	Between Laconia and York	On-Street					14						2	16
13	A	Blue Lot	39 Alfred St.	Lot							64			18	3	85
13	B	Northeast Credit Union A	1 Pool St.	Lot								17			1	18
13	C	Northeast Credit Union B	1 Pool St.	Lot								17			1	18
13	D	Bacon St. South	Between Foss and Alfred	On-Street	6											6
14	A	Grady's Radio and Satellite TV	5 Alfred St.	Lot								13			1	14
14	B	Foss Private Parking	20 Foss St.	Lot								3				3
14	C	Bacon St. North	Between Foss and Alfred	On-Street					5							5
14	D	Alfred St. East	Between Bacon and Main	On-Street					8						1	9
15	A	Dizzy Birds	61 Main St.	Lot								13				13
15	B	Purple Lot	15 Foss St.	Lot							40				2	42
15	C	Bacon St. North	Between Emery and Foss	On-Street	5											5
15	D	Main St. South	Between Foss and Emery	On-Street					7							7
15	E	Emery St. West	Emery St.	On-Street	15											15
16	A	U-Haul Neighborhood Dealer	41 Main St.	Lot								20				20
16	B	Emery Apartments	5 Emery St.	Lot									18			18
16	C	Emery Housing	37 Emery St.	Lot									12			12
16	D	Hill Tenants Parking	16 Hill St.	Lot									20			20
16	E	Bacon St. North	Between Hill and Emery	On-Street	5											5
16	F	Main St. South	Between Hill and Emery	On-Street					6							6
17	A	Eastern Trail Alliance	2 Main St.	Lot								100			3	103
17	B	Demolished Building Parking	100 Main St.	Lot								49			1	50
17	C	Pepperell Center Parking	40 Main St.	Lot								17			2	19
17	D	Main St. North	Between Hill and Laconia	On-Street					21							21
18	A	Nuts & Bolts Brewing	107 York St.	Lot								100			3	103
18	B	Mill Under Construction	17 Lincoln St.	Lot								40				40
18	C	Main St. North	Between Lincoln and York	On-Street					5							5
18	D	Lincoln St. East	Lincoln St.	On-Street						21					1	22
19	A	Pearl St. Lot	22 Pearl St.	Lot								55				55
19	B	Touch Tanks for Kids	22 Pearl St.	Lot								23			1	24
19	C	Apartment Parking Front	75 Saco Falls Way	Lot									31		9	40
19	D	Apartment Parking Behind	75 Saco Falls Way	Lot									13		3	16
				Total	**129**	**7**	**14**	**9**	**182**	**55**	**240**	**1,114**	**171**	**23**	**59**	**2,003**

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Biddeford Combined Effective Supply

BLK #	ID #	NAME/DESCRIPTION	ADDRESS	TYPE	CAPACITY											TOTAL SUPPLY
					Public Unrestricted	Public 15-Min	Public 30-Min	Public 1-Hour	Public 2-Hour	Public 4-Hour	Public Permit	Employee/ Patron	Resident	Reserved	H/C	
1	A	Gooch St. Lot	Gooch St.	Lot								54				54
1	B	PSMP Lot	30 Gooch St.	Lot								31				31
1	C	Lot Not in Use	Gooch St.	Lot								27				27
2	A	Mariane Eco. Lot	Pearl St.	Lot								105				105
3	A	Rover Lot	111 Elm St.	Lot								7			1	8
3	B	F. W Webb Lot	Pearl St.	Lot								5				5
3	C	Advanced Auto Parts	81 Elm St.	Lot								9			1	10
3	D	Pearl Street North	Between Lincoln and Elm	On-Street	3											3
4	A	Mulligan's Lot	23 Lincoln St.	Lot								10				10
4	B	York County Headstart Lot	Stone St.	Lot								6				6
4	C	Stone St. East	Stone St.	On-Street	7											7
4	D	Pearl St. South	Between Lincoln and Stone	On-Street	9											9
5	A	PC Insurance Lot A	21 Stone St.	Lot								52				52
5	B	PC Insurance Lot B	33 Stone St.	Lot								37				37
5	C	Gulf Lot	151 Elm St.	Lot								7				7
5	D	UU SuperMarket	288 Main St.	Lot								11			1	12
5	E	Pearl St. South	Between Stone and Elm	On-Street	3											3
5	F	Stone St. West	Stone St.	On-Street	4											4
5	G	Trans Market	129 Elm St.	Lot								11				11
5	H	Main St. North	Between Lincoln and Elm	On-Street			1		21						1	23
6	A	Parking Maintech Parking	299 Main St.	Lot								16				16
6	B	Apartment Front Lot	181 Elm St.	Lot									8			8
6	C	Apartment Back Lot	181 Elm St.	Lot									8			8
6	D	Main St. South	Between Jefferson and Elm	On-Street					10							10
6	E	Center St. North	Between Elm and Jefferson	On-Street	18											18
7	A	Wrentz Corporation Lot	7 Green St.	Lot								5				5
7	B	Green St. Apartments	1 Green St.	Lot									4			4
7	C	South St. North	Between Kossuth and Green	On-Street	4											4
7	D	Green St. East	Green St.	On-Street	9											9
7	E	Center St. South	Between Green and Kossuth	On-Street	4											4
8	A	Dixie Office Products Lot	10 Jefferson St.	Lot								18				18
8	B	Jefferson St. Apartments	20 Jefferson St.	Lot									37			37
8	C	Jefferson St. Residence	22 Jefferson St.	Lot									12			12
8	D	Kossuth St. Residence	15 Kossuth St.	Lot									8			8
8	E	Center St. South	Between Kossuth and Jefferson	On-Street	6											6
8	F	South St. North	Between Jefferson and Kossuth	On-Street	8											8
8	G	Kossuth St. East	Kossuth St.	On-Street	9											9
9	A	Biddeford Savings Lot	257 Main St.	Lot								23			3	26
9	B	Office Parking	235 Main St.	Lot								18				18
9	C	Biddeford Housing Authority	22 South St.	Lot								12				12
9	D	Biddeford City Hall	205 Main St.	Lot				6				28		5	2	41
9	E	South St. North	Between Jefferson and Adams	On-Street						8						8
9	F	Jefferson St. East	Between Main and South	On-Street						12						12
9	G	Adams St. West	Between Main and South	On-Street				2								2
9	H	Main St. South	Between Adams and Jefferson	On-Street			1		10						1	12
10	A	Bangor Savings Bank	60 Washington St.	Lot								10			1	11
10	B	Biddeford District Court	25 Adams St.	Lot								13			1	14
10	C	Charisma Lot	20 Washington St.	Lot								9				9
10	D	Washington St. West	Between Main and Jefferson	On-Street					9						2	11
10	E	Main St. South	Between Adams and Washington	On-Street					7							7
10	F	Adams St. East	Between Main and Jefferson	On-Street						9					3	12
11	A	Green Lot	27 Washington St.	Lot			11				101				3	115
11	D	Yellow Lot	25 Franklin St.	Lot							22				2	24
11	E	Alfred St. West	Between Franklin and Main	On-Street		2			8							10
11	F	Main St. South	Between Alfred and Franklin	On-Street					5						1	6
11	G	Franklin St. East	Franklin St.	On-Street		1			3							4
11	H	Franklin St. South	Franklin St.	On-Street		3										3
11	I	Washington St. East	Between Main and Federal	On-Street					6						2	8
11	J	Washington St. East	Between Federal and Jefferson	On-Street					8							8
11	K	Main St. South	Between Washington and Franklin	On-Street					5							5
11	L	Jefferson St. North	Between Washington and Alfred	On-Street					6							6
12	A	CowBell Burger Bar	140 Main St.	Lot								19				19
12	B	Laconia Shop Parking	Pepperell Center, 40 Main St.	Lot								41				41
12	C	Main St. North	Between Laconia and York	On-Street					12						2	14
13	A	Blue Lot	39 Alfred St.	Lot							58			18	3	79
13	B	Northeast Credit Union A	1 Pool St.	Lot								15			1	16
13	C	Northeast Credit Union B	1 Pool St.	Lot								15			1	16
13	D	Bacon St. South	Between Foss and Alfred	On-Street	5											5
14	A	Grady's Radio and Satellite TV	5 Alfred St.	Lot								12			1	13
14	B	Foss Private Parking	20 Foss St.	Lot								3				3
14	C	Bacon St. North	Between Foss and Alfred	On-Street					4							4
14	D	Alfred St. East	Between Bacon and Main	On-Street					7						1	8
15	A	Dizzy Birds	61 Main St.	Lot								12				12
15	B	Purple Lot	15 Foss St.	Lot							36				2	38
15	C	Bacon St. North	Between Emery and Foss	On-Street	4											4
15	D	Main St. South	Between Foss and Emery	On-Street					6							6
15	E	Emery St. West	Emery St.	On-Street	13											13
16	A	U-Haul Neighborhood Dealer	41 Main St.	Lot								18				18
16	B	Emery Apartments	5 Emery St.	Lot									18			18
16	C	Emery Housing	37 Emery St.	Lot									12			12
16	D	Hill Tenants Parking	16 Hill St.	Lot									20			20
16	E	Bacon St. North	Between Hill and Emery	On-Street	4											4
16	F	Main St. South	Between Hill and Emery	On-Street					5							5
17	A	Eastern Trail Alliance	2 Main St.	Lot								90			3	93
17	B	Demolished Building Parking	100 Main St.	Lot								44			1	45
17	C	Pepperell Center Parking	40 Main St.	Lot								15			2	17
17	D	Main St. North	Between Hill and Laconia	On-Street					18							18
18	A	Nuts & Bolts Brewing	107 York St.	Lot								90			3	93
18	B	Mill Under Construction	17 Lincoln St.	Lot								36				36
18	C	Main St. North	Between Lincoln and York	On-Street					4							4
18	D	Lincoln St. East	Lincoln St.	On-Street						18					1	19
19	A	Pearl St. Lot	22 Pearl St.	Lot								50				50
19	B	Touch Tanks for Kids	22 Pearl St.	Lot								21			1	22
19	C	Apartment Parking Front	75 Saco Falls Way	Lot									31		9	40
19	D	Apartment Parking Behind	75 Saco Falls Way	Lot									13		3	16
				Total	**110**	**6**	**13**	**8**	**154**	**47**	**217**	**1,005**	**171**	**23**	**59**	**1,813**

DRAFT 6.28.19