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November 15, 2019

Bryan D. Kniep, RLA  
Vice President – Planning & Community Development  
Goodwin Knight  
8605 Explorer Dr. Suite 250  
Colorado Springs, CO 80920

RE: 532 West Colorado Avenue Apartments  
Colorado Springs, CO  
Traffic Impact & Parking Study  
LSC #194480

Dear Mr. Kniep,

LSC Transportation Consultants, Inc. is pleased to present this updated traffic and parking study for the proposed 50-unit apartment development in Colorado Springs, Colorado. Identified as El Paso County parcel ID 7413125016, the 0.44-acre site is located at 532 West Colorado Avenue, which is northeast of the intersection of Colorado Avenue/Chestnut Street in Colorado Springs, Colorado.

Two access points are proposed for the property:

- Entry-only access from Colorado Avenue approximately 125 feet east of the Colorado Avenue/Chestnut Street intersection
- Access to the alley (parallel to and south of Pikes Peak Avenue) approximately 125 feet east of Chestnut Street

This traffic impact study and parking study has been completed for submittal to the City of Colorado Springs.

## REPORT CONTENTS

### Traffic Impact Study

- An inventory of existing street and traffic conditions in the vicinity of the site, including surface conditions, functional classification, widths, pavement markings and signs, traffic control, posted speed limits, intersection and access spacing, street and intersection alignments, auxiliary turn lanes, etc.
- Weekday morning and late-afternoon peak-hour turning movement traffic counts at the intersection of Colorado Avenue/Chestnut Street

- Estimated average weekday traffic (AWT) volumes for the streets adjacent to the proposed residential development
- Projections of 20-year background traffic volumes on Colorado Avenue and Chestnut Street adjacent to the site
- The proposed site land use and access plan
- Estimates of average weekday and weekday peak-hour trip generation for the proposed apartments and the estimated directional distribution of site-generated vehicle-trips on the area streets and intersections
- Projected site-generated and resulting total peak-hour intersection traffic volumes at the intersection of Colorado Avenue/Chestnut Street and at the proposed site access points
- Projected site-generated and resulting total daily traffic volumes on Colorado Avenue and Chestnut Street adjacent to the site
- Intersection level of service analysis at the access points for the proposed apartments and at the intersection of Colorado Avenue/Chestnut Street
- Evaluation of existing and long-term projected intersection volumes to determine the short-term requirements for auxiliary right-/left-turn lanes on Colorado Avenue and Chestnut Street adjacent to the site based on the criteria in the City of Colorado Springs's *Traffic Criteria Manual*. Also included are potential long-term lane requirements

### **Parking Study**

- Estimate of the number of parking spaces needed to satisfy the typical/standard city parking requirements and the proposed PUD (site-specific) parking ratio for the proposed development, the proposed number of dedicated on-site parking spaces, and comparison to the proposed PUD and standard city requirement.
- Summary of parking utilization counts within the study area, including the supply of area parking spaces and parking occupancy/utilization during the following periods:
  - Late-morning (occurring between 10:00 a.m. – 12:00 p.m.)
  - Early-afternoon (occurring between 12:00 p.m. – 2:00 p.m.)
  - Late-afternoon (occurring between 3:00 p.m. – 4:00 p.m.)
  - Evening (occurring between 6:30 p.m. – 9:00 p.m.)
  - Night (occurring between 8:00 p.m. – 11:00 p.m.)
- Findings and recommendations regarding the adequacy of the proposed PUD parking ratio and the associated number of parking spaces proposed

### **LAND USE AND ACCESS**

Figure 1 shows the site location relative to the adjacent and nearby streets. The site is currently vacant and being used as a parking lot. The proposed apartment development is in the City of Colorado Springs, Colorado. Located at El Paso County parcel ID 7413125016, the 0.44-acre site is located at 532 West Colorado Avenue northeast of the intersection of Colorado Avenue/Chestnut Street in Colorado Springs, Colorado.

The proposed building would contain 50 apartment dwelling units including 29 efficiency units and 21 one-bedroom units.

Figure 1 shows the area circulation and access points to Colorado Avenue and the alley located 250 feet south of Pikes Peak Avenue. Figure 2 contains the proposed site plan showing the individual residential units, on-site circulation, and the development entry points.

Two access points are proposed for the property:

- Entry-only access from Colorado Avenue approximately 125 feet east of the Colorado Avenue/Chestnut Street intersection
- Access to the alley (parallel to and south of Pikes Peak Avenue) approximately 125 feet east of Chestnut Street.

## **ROAD AND TRAFFIC CONDITIONS**

Figure 1 shows the streets adjacent to and in the vicinity of the site. Adjacent streets serving the site are identified below followed by a brief description of each:

**Colorado Avenue** extends from just west of Columbia Road to Wahsatch Avenue, where it transitions to Pikes Peak Avenue. Colorado Avenue is classified as a Minor Arterial on the City of Colorado Springs' *Major Thoroughfare Plan*. Adjacent to the site, Colorado Avenue is a five-lane roadway with a painted center two-way left-turn lane and a posted speed limit of 30 miles per hour (mph).

**Chestnut Street** is a 28-foot-wide, two-lane non-arterial street that extends north from Fountain Creek to Elkton Drive. The speed limit on Chestnut Street is 25 mph.

### **Existing Traffic Volumes**

Vehicular turning movement counts were conducted at the intersection of Colorado Avenue/Chestnut Street on Wednesday, May 15, 2019 from 6:30 a.m. - 8:30 a.m. and 4:00 p.m. - 6:00 p.m.

Figure 3 shows these turning movement volumes, as well as the estimated average weekday traffic volumes (estimated based on factored peak-hour count data) on the study area streets. Raw count data is attached.

### **TRIP GENERATION**

Estimates of the vehicle-trips projected to be generated by the 532 West Colorado Avenue apartments residential development have been made using the nationally published trip generation rates from *Trip Generation, 10<sup>th</sup> Edition, 2017* by the Institute of Transportation Engineers (ITE). ITE Land Use Category 220 – “Multi-Family Housing (Low-Rise),” along with

corresponding trip generation rates, have been used to develop the trip generation estimates for site buildout. The site plan, shown in Figure 2, shows 50 dwelling units within the proposed residential development.

Table 1 below presents a summary of the estimated site trip generation. A detailed trip generation estimate for the development, including ITE rates, is presented in Table 4 (attached).

The proposed 50-dwelling unit apartment complex is projected to generate about 337 vehicle-trips on the average weekday during a 24-hour period, with approximately half entering and half exiting the site. During the morning peak hour, approximately 6 entering vehicles and 19 exiting vehicles would be generated. Approximately 20 entering and 12 exiting vehicles would be generated by the site during the evening peak hour.

**Table 1: Estimated Site Vehicle-Trip Generation**

Analysis Period	Weekday		
	In	Out	Total
Morning Peak Hour	6	19	25
Evening Peak Hour	20	12	32
Daily/24-hour	169	169	337

Given the proximity of the site to downtown, transit bus stops, connections to regional trails, and the proposed bike share station, this vehicle trip generation estimate may be conservative.

## **TRIP DISTRIBUTION AND ASSIGNMENT**

### **Trip Directional Distribution**

The estimate of the directional distribution of site-generated vehicle-trips to the study area roads and intersections is a necessary component in determining the site's traffic impacts. Figure 4 shows the percentages of the site-generated vehicle-trips projected to be oriented to and from the site's major approaches. Estimates have been based on the following factors: the proposed new land use, the area street and road system serving the site, and the site's geographic location within the City of Colorado Springs.

### **Site-Generated Traffic**

Site-generated traffic volumes at the proposed site access points and at the intersection of Colorado Avenue/Chestnut Street have been calculated by applying the directional distribution percentages estimated by LSC (from Figure 4) to the trip generation estimates (from Table 4). Figure 5 shows the projected site-generated traffic volumes for the weekday morning and evening peak hours. Average weekday volumes have also been calculated.

### Existing-Plus-Site-Generated Traffic Volumes

Figure 6 shows the sum of the existing traffic volumes (from Figure 3) and site-generated peak-hour traffic volumes (shown in Figure 5). These volumes represent the projected short-term total traffic following site buildout.

### LEVEL OF SERVICE ANALYSIS

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from “A” to “F.” LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Table 2 shows the level of service delay ranges for signalized and unsignalized intersections.

**Table 2: Intersection Levels of Service Delay Ranges**

Level of Service	Signalized Intersections	Unsignalized Intersections
	Average Control Delay (Seconds per Vehicle) <sup>1</sup>	Average Control Delay (Seconds per Vehicle) <sup>1</sup>
A	10.0 sec or less	10.0 sec or less
B	10.1-20.0 sec	10.1-15.0 sec
C	20.1-35.0 sec	15.1-25.0 sec
D	35.1-55.0 sec	25.1-35.0 sec
E	55.1-80.0 sec	35.1-50.0 sec
F	80.1 sec or more	50.1sec or more

<sup>1</sup> For unsignalized intersections, if V/C ratio is greater than 1.0, the LOS is LOS F regardless of the projected average control delay per vehicle

A summary of LOS during the weekday morning and evening peak hours for the intersection of Colorado Avenue/Chestnut Street is shown in the attached figures. Detailed Synchro reports are attached.

As shown in Figure 3 and Figure 6, all turning movements/intersection approaches at Colorado Avenue/Chestnut Street currently operate at and are projected to operate at LOS C or better during both peak periods in the short-term upon buildout.

### PARKING STUDY

#### Parking Requirements

LSC has completed this parking study to estimate the number of parking spaces needed to satisfy the proposed PUD parking requirements. The proposed PUD parking rate is 1.0 parking spaces per dwelling unit. The table also shows, for reference, the standard (non-PUD) City parking requirements. Table 3 shows the parking calculations for the development.

**Table 3: Parking Generation Estimate**

Land Use	Dwelling Units	Proposed Parking Ratio (PUD)	Proposed Spaces Required (PUD)	For Reference Standard City Parking Ratio (Non-PUD) <sup>1</sup>	For Reference Standard City Spaces Required (Non-PUD) <sup>2</sup>
<b>Parking Requirements</b>					
Apartments -- Efficiency	29	1.0	29	1.1	32
Apartments -- One-Bedroom	21	1.0	21	1.5	32
<b>Total</b>	<b>50</b>	<b>-</b>	<b>50</b>	<b>-</b>	<b>63</b>
<b>Parking Spaces Proposed</b>					
	-	-	50	-	50
<b>Difference</b>	-	-	<b>0</b>	-	<b>-13</b>
<b>Results of Parking Supply Inventory (for Reference)</b>					
Available Nearby On-Street Parking Supply <sup>3</sup>		183			
Unoccupied Spaces During High-Utilization Time		49			
<sup>1</sup> Standard City of Colorado Springs (non-PUD) ratios are shown for reference only <sup>2</sup> Standard City of Colorado Springs (non-PUD) spaces required are shown for reference only <sup>3</sup> Parking supply totals are from Table 7. This on street parking supply includes the proposed on-street parking spaces located directly along the site lot frontage (15 spaces) which are included in the 50-space PUD parking space count.					

As shown in Table 3, the proposed PUD parking ratio of 1.0 spaces per dwelling unit would equate to 50 spaces, which is the currently proposed number of spaces. The City-standard (non-PUD) required parking for the proposed land use would be about 63 parking spaces. This non-PUD calculation is provided for reference only. However, as shown in the table, there would be sufficient available nearby on-street parking even to satisfy parking demand calculated using the non-PUD/standard city parking ratios.

Please refer to the “Parking Supply and Utilization Study” section (attached as an appendix) for a detailed analysis of parking utilization pre- and post-buildout.

**CONCLUSIONS**

- The site is projected to generate about 337 new driveway vehicle-trips on the average weekday.
- During the weekday morning peak hour of adjacent street traffic, 6 vehicles would enter the site while 19 vehicles would exit.
- During the weekday evening peak hour of adjacent street traffic, 20 vehicles would enter the site while 12 vehicles would exit.
- Note: The trip generation estimate may be conservative given the proximity to a Mountain Metro transit stop and a proposed bike share station. The site is located near both the Pikes Peak Greenway and Midland regional urban trails. These trails provide good connectivity to

shopping, services, restaurants, and the balance of the City urban trail system. The site is also within reasonable walking or cycling distance to the downtown transit station.

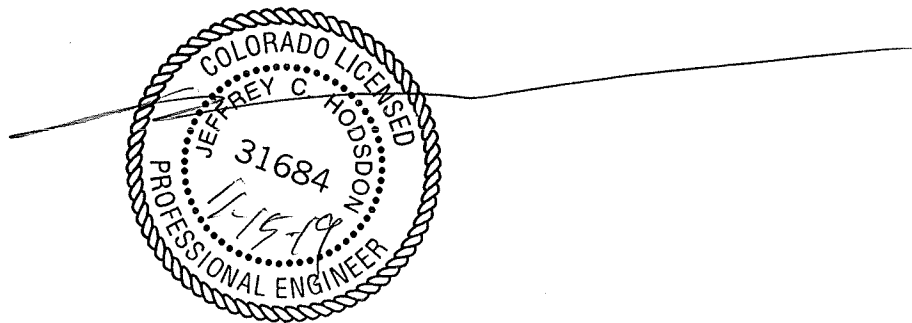
- All individual turning movements and approaches at all studied intersections are projected to operate at LOS C or better during both peak hours in the short term upon site buildout.
- The existing street system will be able to accommodate the site-generated traffic.
- The proposed PUD parking requirement of one space per dwelling unit (50 spaces) would be satisfied as 50 spaces are being provided. The results of the LSC parking supply and utilization study indicate additional parking availability off-site given the relatively low utilization of nearby on-street parking.

\* \* \* \* \*

Please contact me if you have any questions regarding this report.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.



By: Jeffrey C. Hodsdon, P.E.  
Principal

JCH:JAB:jas

Enclosures: Table 4  
Figure 1 - Figure 16  
Traffic Count Reports  
Synchro LOS Reports  
SimTraffic LOS Reports  
Parking Utilization Summary Tables

# Tables and Figures

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Table 4  
Figures 1-6  
Parking Supply and Utilization Study  
Figures 7a-16c





**Table 4: Detailed Trip Generation Estimate**

ITE		Value	Units	Trip Generation Rates <sup>(1)</sup>				Total Trips Generated					
Code	Description			Average	A.M.		P.M.		Average	A.M.		P.M.	
				Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
220	Multi-Family Housing (Low-Rise)	50	DU	6.74	0.11	0.38	0.40	0.24	337	6	19	20	12
(1) DU = dwelling units (2) Source: Trip Generation, 10th Edition, 2017, by the Institute of Transportation Engineers (ITE)													

**FIGURE 6**



Figure 1  
**Vicinity Map**  
532 W Colorado Ave Apartments (LSC #194480)



**FIGURE 6**



Not to Scale

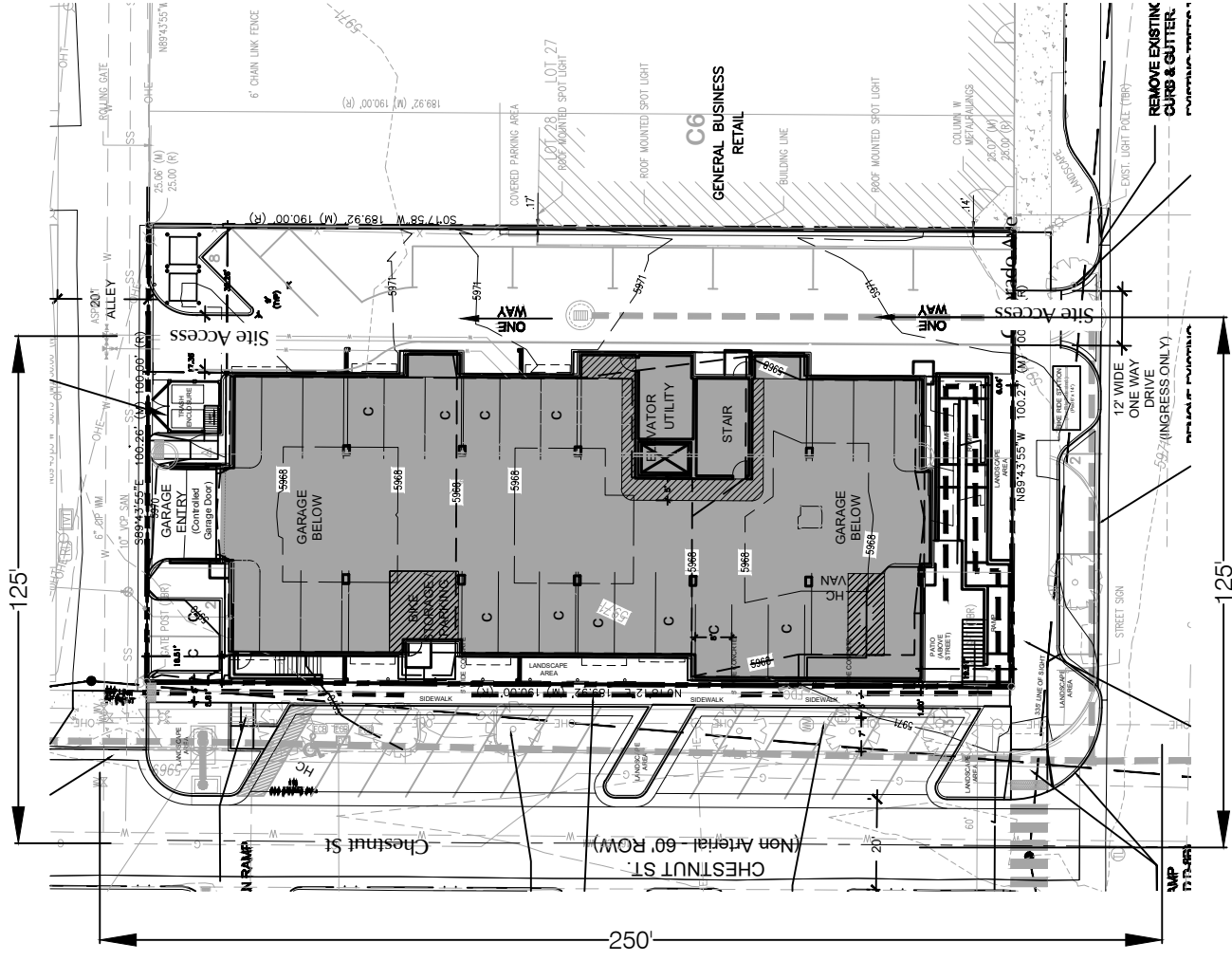
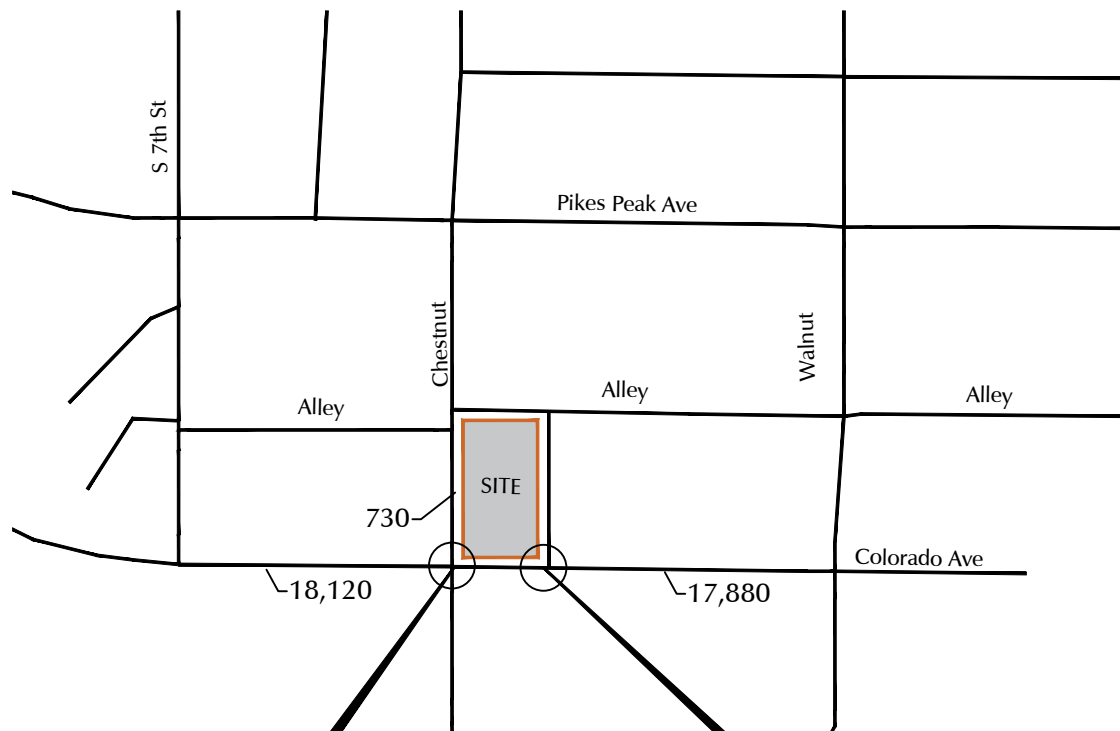


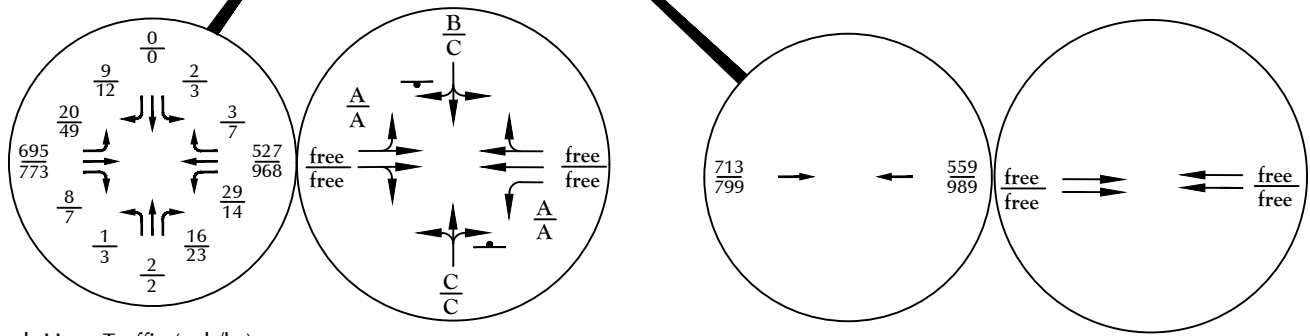
Figure 2  
Site Plan

532 W Colorado Ave Apartments (LSC #194480)

FIGURE 6



Not to scale



LEGEND:

- $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (veh/hr)
- $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (veh/hr)
- $\frac{A}{A}$  = AM Individual Movement LOS
- $\frac{A}{A}$  = PM Individual Movement LOS
- $\frac{A}{A}$  = AM Entire Intersection Peak-Hour Level of Service
- $\frac{A}{A}$  = PM Entire Intersection Peak-Hour Level of Service
- XX,XXX = Average Daily Traffic Volumes (ADTs)

⊥ = Stop Sign



Figure 3

# 2019 Existing Traffic Lane Geometry, and Traffic Control

532 W Colorado Ave Apartments (LSC #194480)

**FIGURE 6**

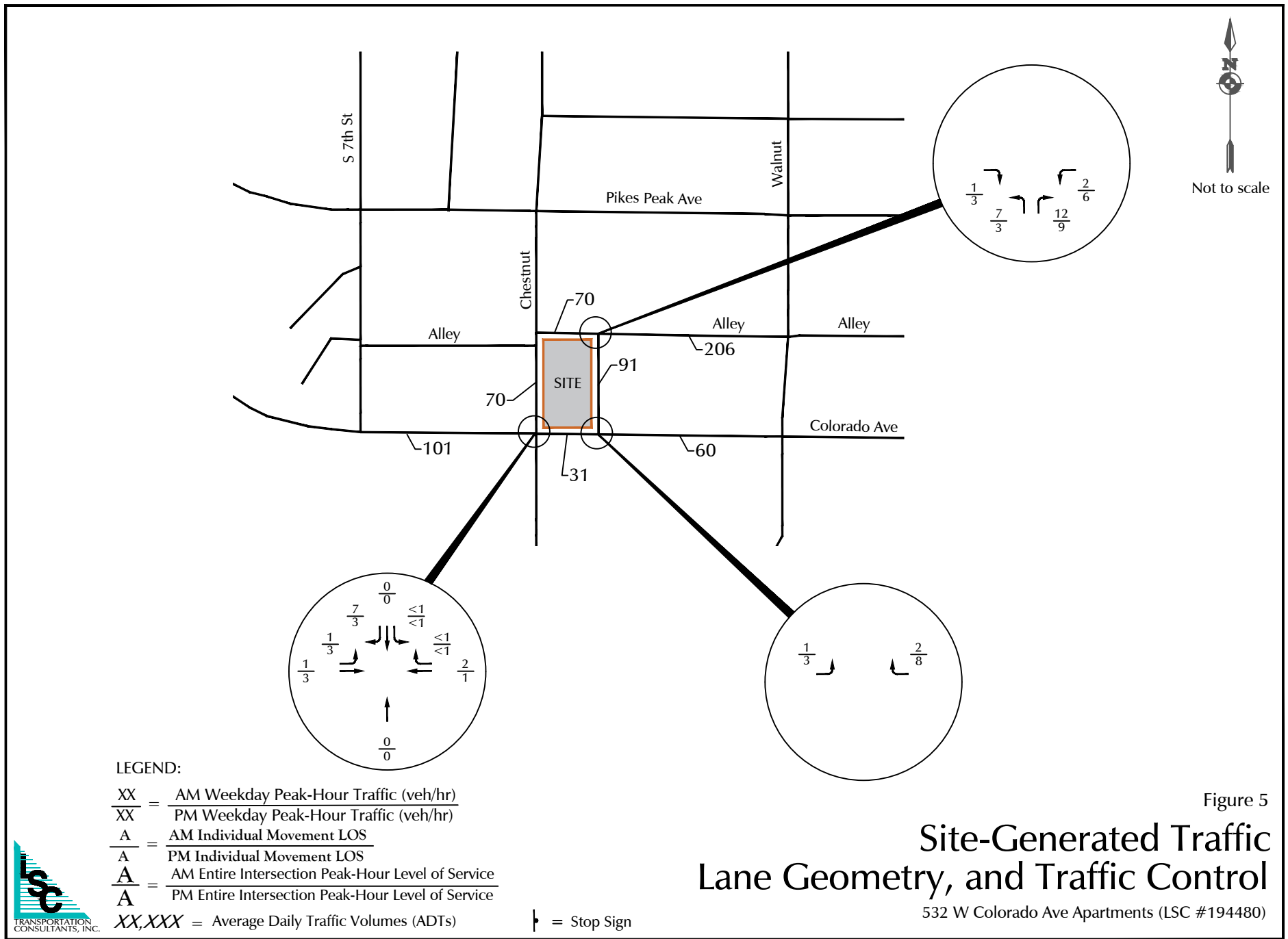


Figure 4  
**Directional Distribution**  
 532 W Colorado Ave Apartments (LSC #194480)



$$\frac{\text{XX}\%}{\text{XX}\%} = \frac{\text{Percent Directional Distribution (Entering Trips)}}{\text{Percent Directional Distribution (Exiting Trips)}}$$

**FIGURE 6**



Not to scale

Figure 5

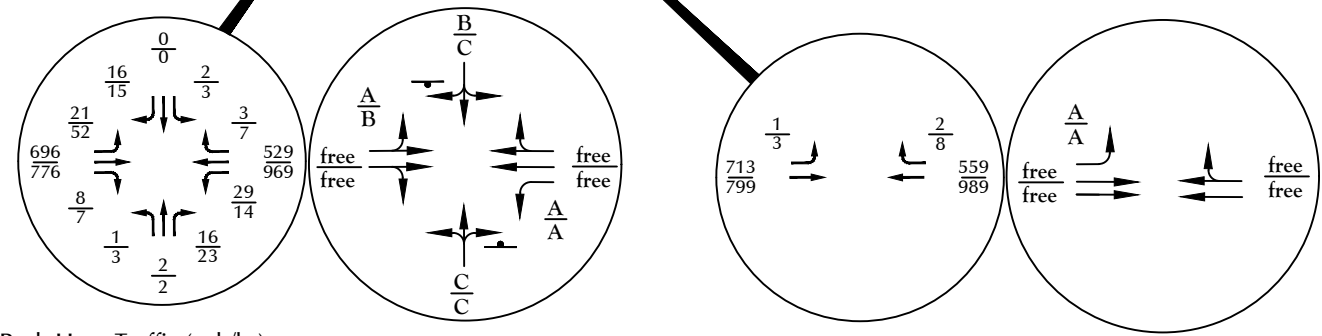
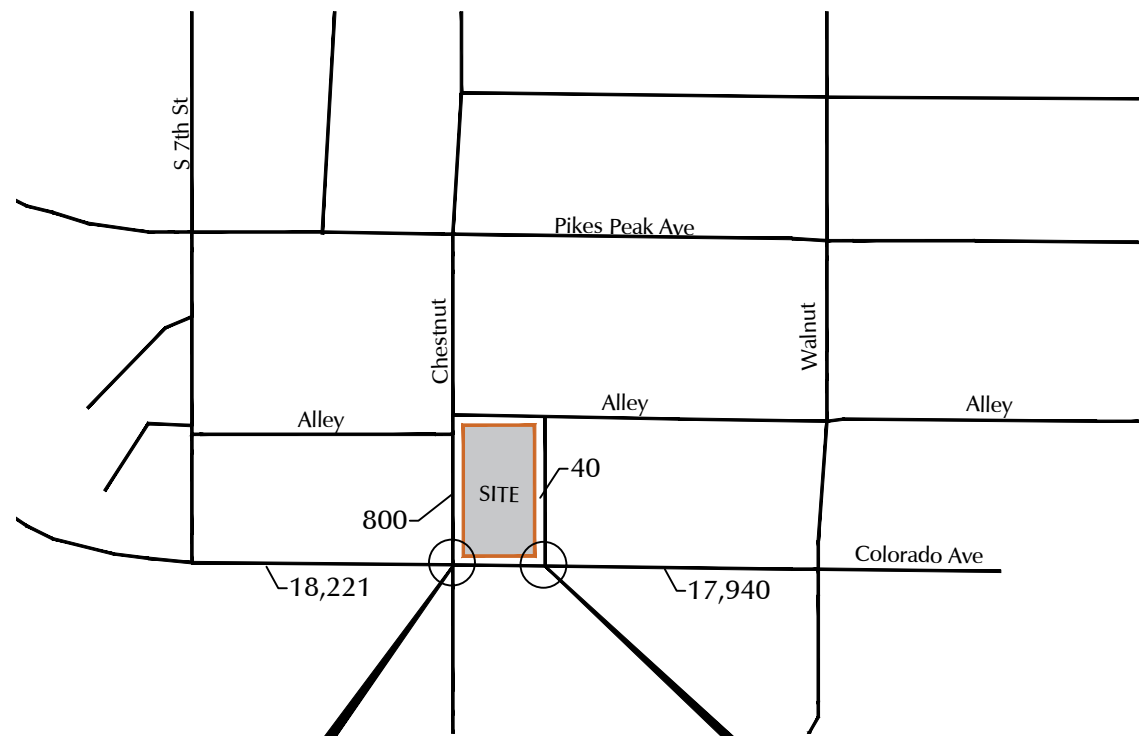
# Site-Generated Traffic Lane Geometry, and Traffic Control

532 W Colorado Ave Apartments (LSC #194480)

**FIGURE 6**



Not to scale.



LEGEND:

- $\frac{XX}{XX}$  = AM Weekday Peak-Hour Traffic (veh/hr)
- $\frac{XX}{XX}$  = PM Weekday Peak-Hour Traffic (veh/hr)
- $\frac{A}{A}$  = AM Individual Movement LOS
- $\frac{A}{A}$  = PM Individual Movement LOS
- $\frac{A}{A}$  = AM Entire Intersection Peak-Hour Level of Service
- $\frac{A}{A}$  = PM Entire Intersection Peak-Hour Level of Service
- XX,XXX = Average Daily Traffic Volumes (ADTs)

⊥ = Stop Sign



Figure 6  
**2019 Existing + Site Traffic Lane Geometry, and Traffic Control**  
 532 W Colorado Ave Apartments (LSC #194480)

**FIGURE 6**

## **PARKING SUPPLY AND UTILIZATION STUDY**

### **PUD-Required Parking Spaces**

The proposed number of spaces (50 spaces) would meet the proposed PUD parking requirement (50 spaces). In response to neighborhood concerns, LSC updated and expanded the parking accumulation/utilization study contained in the initial report. The study area included city streets within about two city blocks of the site to estimate the potential availability of nearby on-street parking. Data/results from this parking study are shown in Figure 7, Figure 8, and Table 5.

### **Existing and Projected Parking Utilization**

Figure 7 through Figure 16 show the estimated number of existing on-street parking spaces in the vicinity of the site (within about two city blocks) and the percentage utilization based on field counts conducted by LSC. The following figures summarize the dates and times in which parking surveys were conducted:

- Figure 7: Tuesday, June 11, 2019 (10:00am – 11:00am)
- Figure 8: Tuesday, June 11, 2019 (10:00pm – 11:00pm)
- Figure 9: Thursday, September 5, 2019 (11:00am – 12:00pm)
- Figure 10: Thursday, September 5, 2019 (12:00pm – 1:00pm)
- Figure 11: Thursday, September 12, 2019 (12:00pm – 1:00pm)
- Figure 12: Thursday, September 12, 2019 (6:30pm – 7:30pm)
- Figure 13: Friday, September 13, 2019 (1:00pm – 2:00pm)
- Figure 14: Friday, September 13, 2019 (3:00pm – 4:00pm)
- Figure 15: Friday, September 13, 2019 (8:00pm – 9:00pm)
- Figure 16: Saturday, September 14, 2019 (12:30pm – 1:30pm)

Each of the figures above contains three parts (A, B, and C) to represent the following parking occupancy metrics:

- A – Number of parking spaces during data collection in June and September
  - No manual adjustments made to observed parking inventory data
- B – Anticipated number of parking spaces following closure of the existing surface lot onto which the apartment site will be built (not including adjacent parking spaces to be used by apartment residents)
  - Manual adjustments have been made to redistribute parked vehicles recorded in the surface parking lot onto adjacent on-street parking areas
- C – Anticipated number parking spaces after site buildout (including adjacent parking spaces to be used by apartment residents)
  - Manual adjustments have been made to redistribute parked vehicles recorded in the surface parking lot onto adjacent on-street parking areas



## Existing Parking Supply

Table 5 details data for the number of occupied spaces counted during these two time periods. As shown in the table, there are the following number of on-street and off-street parking spaces in the vicinity of the site:

- 209 on-street parking spaces
- 264 off-street parking spaces (data was also collected for area surface parking lots, which may be private or public)

**Table 5: Existing On-Street Parking Supply and Demand**

Parking Type	Estimated Number of Parking Spaces	Observed Parking Utilization					
		10:00 AM			10:00 PM		
		Vehicles Parked	Unoccupied/ Available Spaces	% Utilization of Spaces	Vehicles Parked	Unoccupied/ Available Spaces	% Utilization of Spaces
<b>On-Street Parking Spaces</b>							
On-Street Parking	193	54	139	28%	36	157	19%
<b>Surface Lots (for Reference Only)</b>							
Surface Parking Lots	264	85	179	32%	26	238	10%

### Mid-Morning

During the mid-morning survey, about 28 percent of on-street and 32 percent of surface lot parking spaces were occupied:

- 54 occupied spaces (on-street), 85 occupied spaces (surface parking lots)
- 139 unoccupied spaces (on-street), 179 unoccupied spaces (surface parking lots)

### Late-Night

During the late-night survey, about 19 percent of on-street and 10 percent of surface lot parking spaces were occupied:

- 36 occupied spaces (on-street), 26 occupied spaces (surface parking lots)
- 157 unoccupied spaces (on-street), 238 unoccupied spaces (surface parking lots)

## Parking Utilization and Available Spaces for Use Pre-Buildout and Post-Buildout

Table 1 summarizes the percent of available parking spaces being utilized during the following scenarios:

- Pre-buildout (currently available without the site)
- At buildout (not including site-generated parking totals)
- Post-buildout (including site-generated parking totals)

As shown in Table 6, at least 49 on-street parking spaces are projected to be available near the site during all hours analyzed. Currently, a maximum of 52 percent of nearby on-street parking spaces were observed to be utilized during the “worst-case” data collection period. Approximately 73 percent of nearby on-street parking spaces are projected to be occupied following buildout of the apartment complex, meaning 27 percent of nearby on-street parking spaces would be available during the “worst-case” scenario.

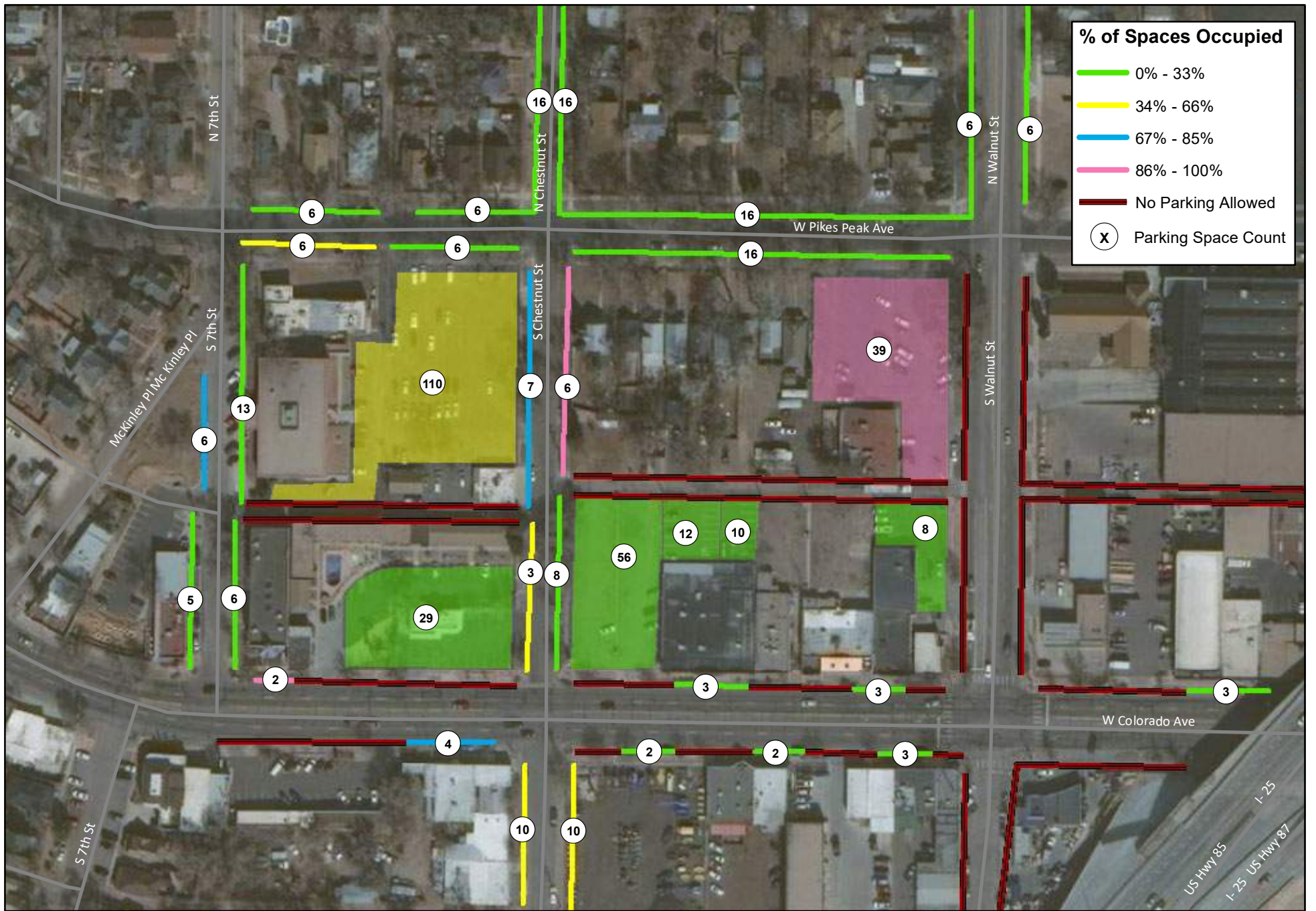
**Table 6: Summary of Parking Utilization and Available Spaces for Use Pre- and Post-Buildout**

Data Collection Period		Collection Time		% Utilization of Spaces			Spaces Available
Day	Date	Start	End	Existing	Available at Buildout	Post-Buildout	for Use
Tuesday	06/11/2019	10:00am	11:00am	28%	33%	42%	107
Tuesday	06/11/2019	10:00pm	11:00pm	19%	29%	37%	115
Thursday	09/05/2019	11:00am	12:00pm	28%	30%	35%	119
Thursday	09/05/2019	12:00pm	1:00pm	40%	45%	50%	91
Thursday	09/12/2019	12:00pm	1:00pm	31%	42%	52%	88
Thursday	09/12/2019	6:30pm	7:30pm	52%	65%	73%	49
Friday	09/13/2019	1:00pm	2:00pm	37%	51%	59%	75
Friday	09/13/2019	3:00pm	4:00pm	41%	57%	65%	64
Friday	09/13/2019	8:00pm	9:00pm	45%	55%	63%	68
Saturday	09/14/2019	12:30pm	1:30pm	40%	58%	67%	61

Note: Currently, 193 parking spaces are available in the vicinity of the site. Following buildout, 183 parking spaces will be available adjacent to the site.

**Conclusion**

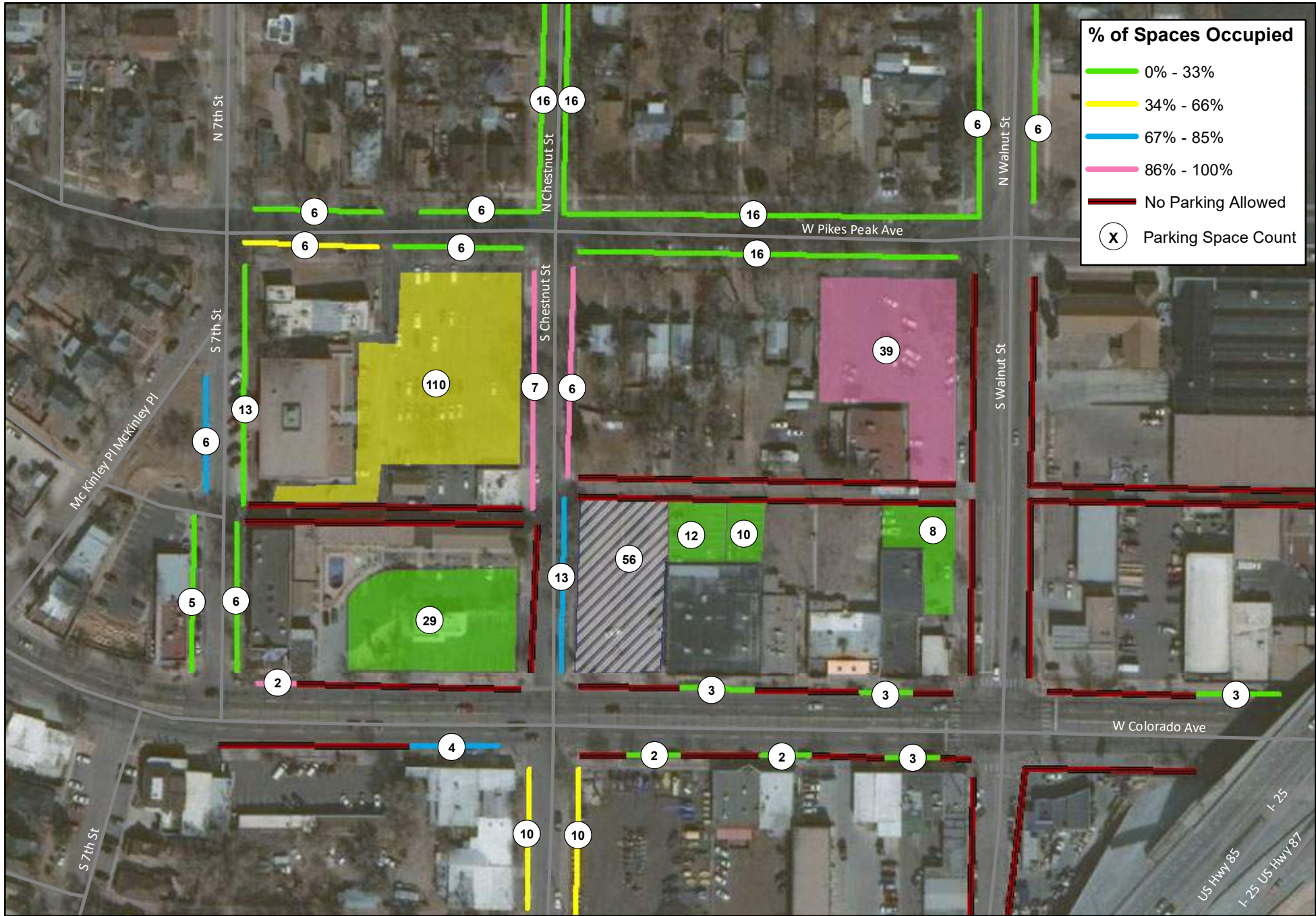
“Peak” demand for various land uses in the vicinity of the site (i.e., restaurants/bars, other small businesses, this apartment complex, etc.) is unlikely to occur simultaneously. Parking demand for residential land uses is highest shortly after midnight, as most residents have already parked their vehicle nearby before sleeping. On the other hand, most local businesses and restaurants will experience high turnover during and slightly after the standard workday hours before experiencing low utilization late at night when employees head home. During this time, many additional parking spaces would become available for residents of the apartment complex, if necessary. The proposed PUD parking requirements would be satisfied. The results indicate ample additional parking availability off-site given the relatively low utilization of nearby on-street parking.



Parking survey conducted on 6/11/19 from 10:00-10:54 AM

Figure 7a  
Existing Mid-Morning Parking Demand  
532 W Colorado Ave (Project #194480)  
**FIGURE 6**

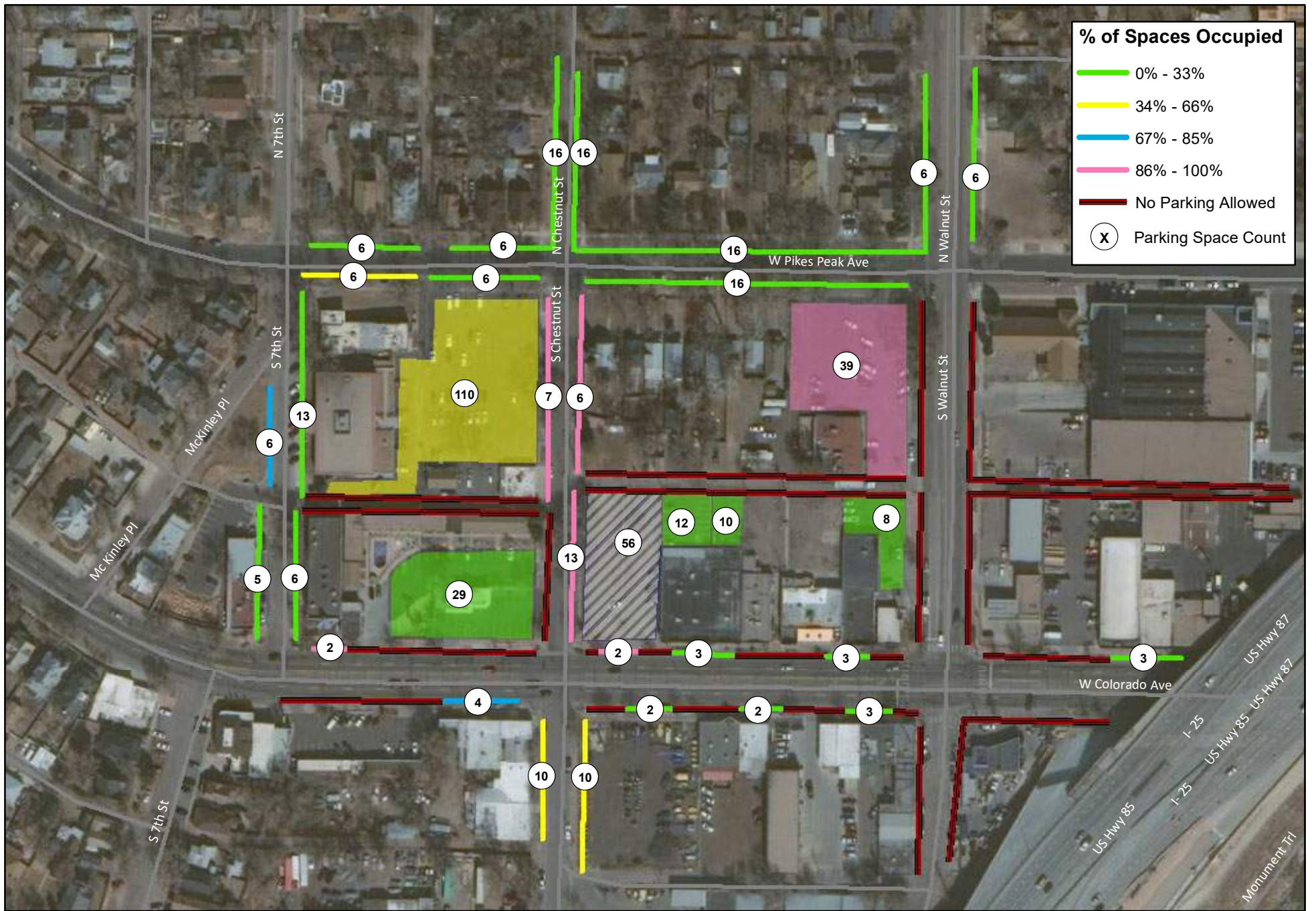




Parking survey conducted on 6/11/19 from 10:00-11:00 AM  
Assumes closure of 56-space surface parking lot.

Figure 7b  
Mid-Morning Parking Demand (Buildout)  
532 W Colorado Ave  
**FIGURE 6**

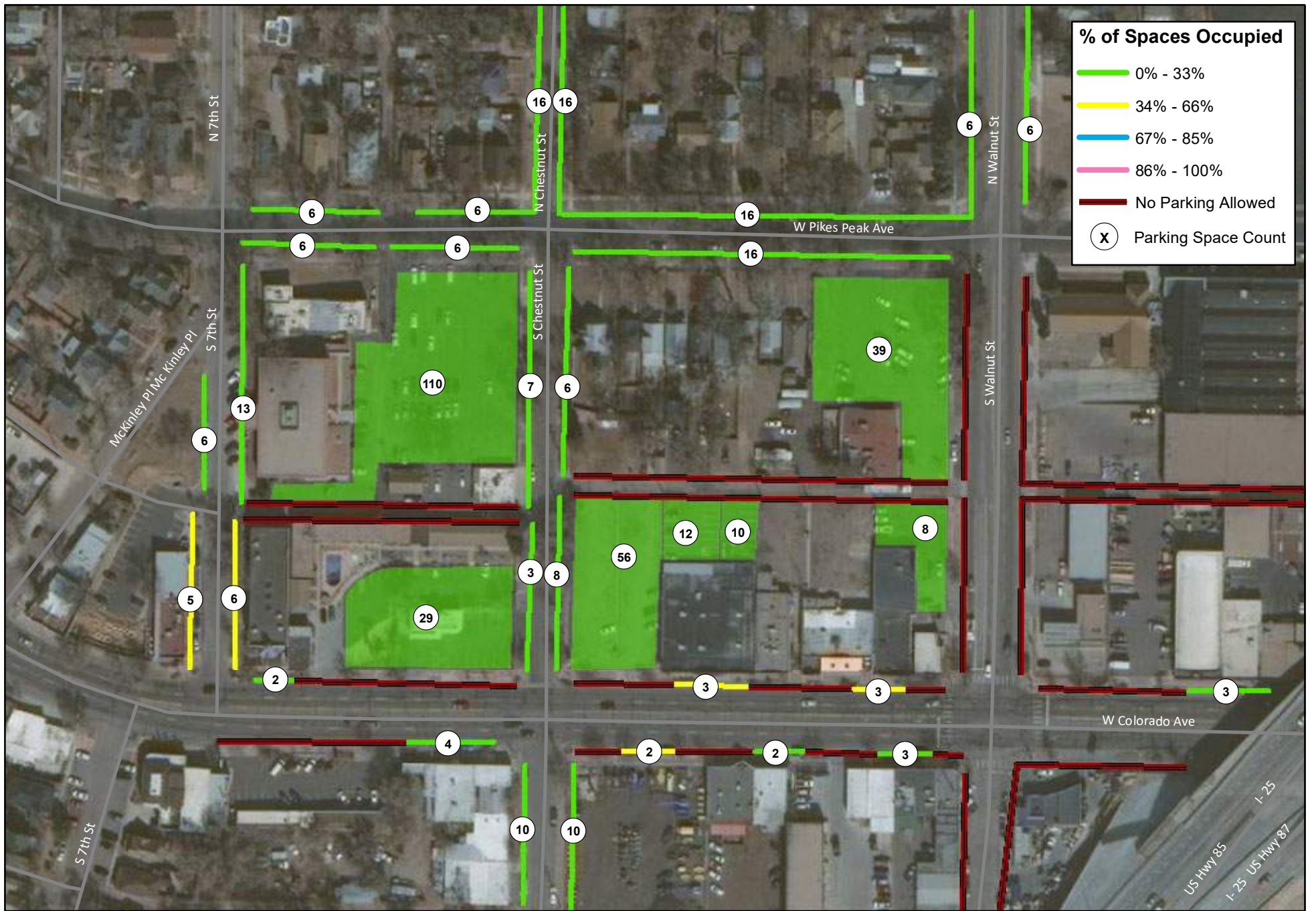




Parking survey conducted on 6/11/19 from 10:00-11:00 AM  
Assumes closure of 56-space surface parking lot.

Figure 7c  
Mid-Morning Parking Demand (Post Buildout)  
532 W Colorado Ave  
**FIGURE 6**

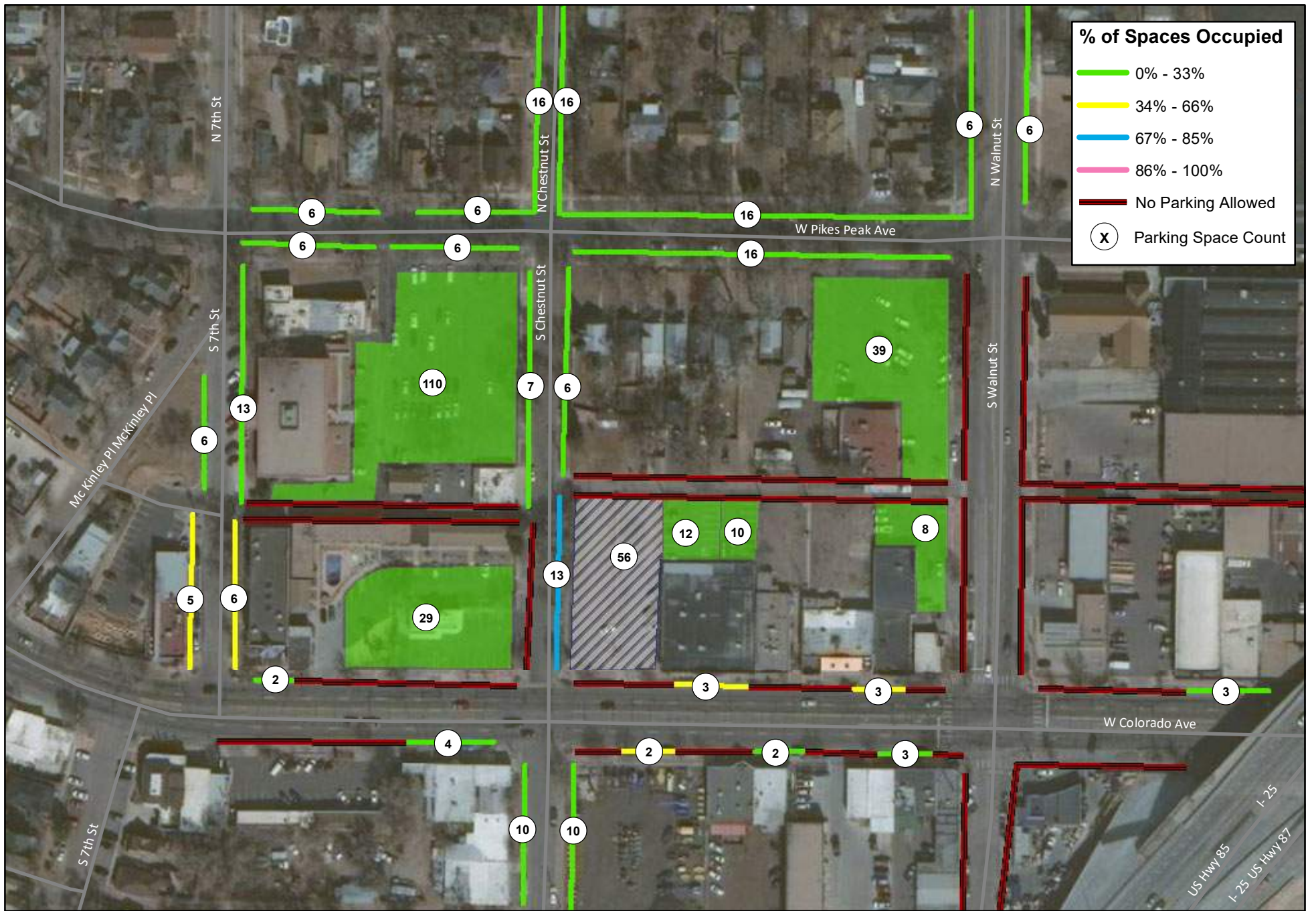




Parking survey conducted on 6/11/19 from 10:00-10:54 PM

Figure 8a  
Existing Late-Night Parking Demand  
532 W Colorado Ave (Project #194480)  
**FIGURE 8**





Parking survey conducted on 6/11/19 from 10:00-11:00 PM  
Assumes closure of 56-space surface parking lot.

Figure 8b  
Late-Night Parking Demand (Buildout)  
532 W Colorado Ave  
**FIGURE 8**

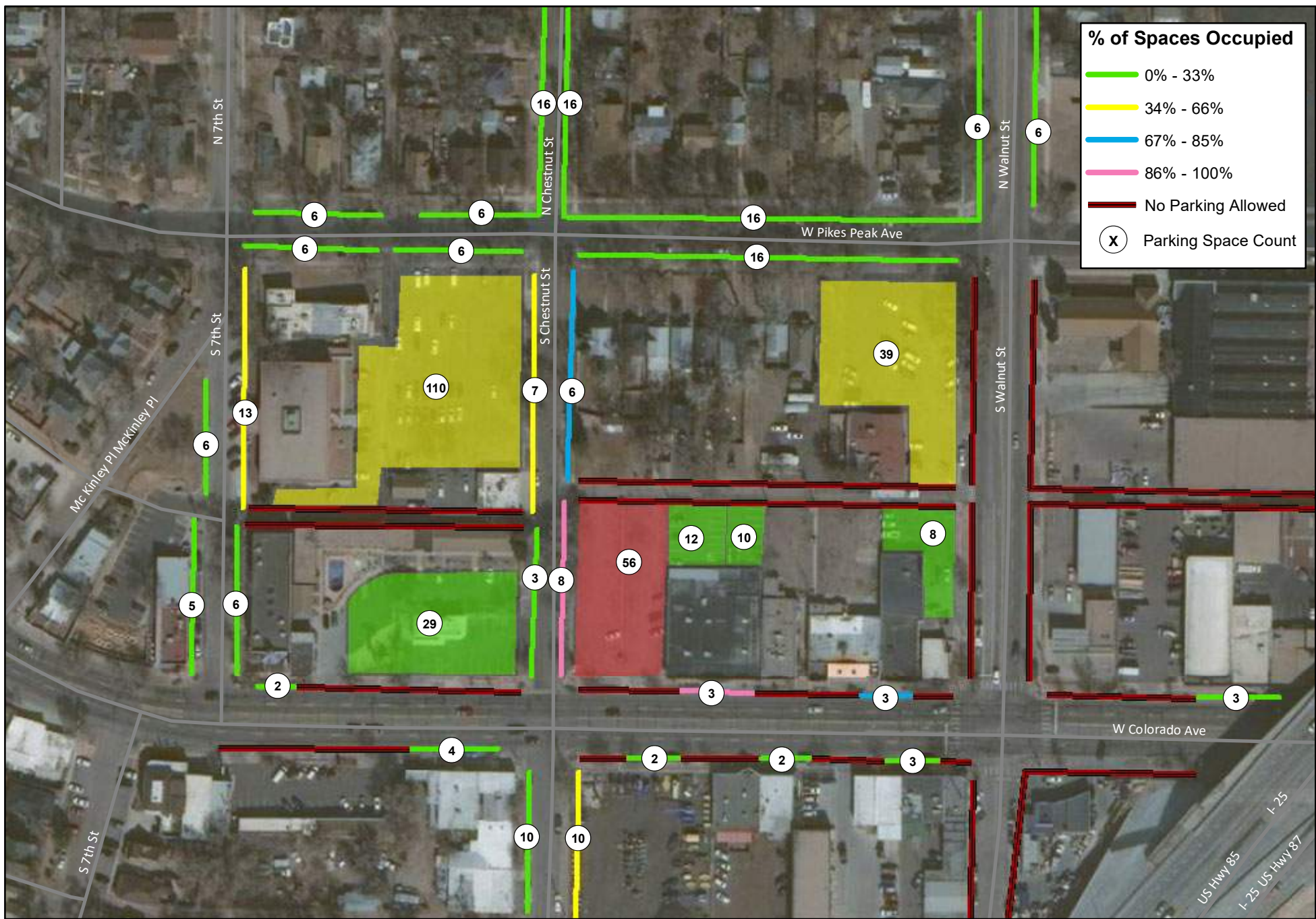




Parking survey conducted on 6/11/19 from 10:00-11:00 PM  
Assumes closure of 56-space surface parking lot.

Figure 8c  
Late-Night Parking Demand (Post Buildout)  
532 W Colorado Ave  
**FIGURE 8**

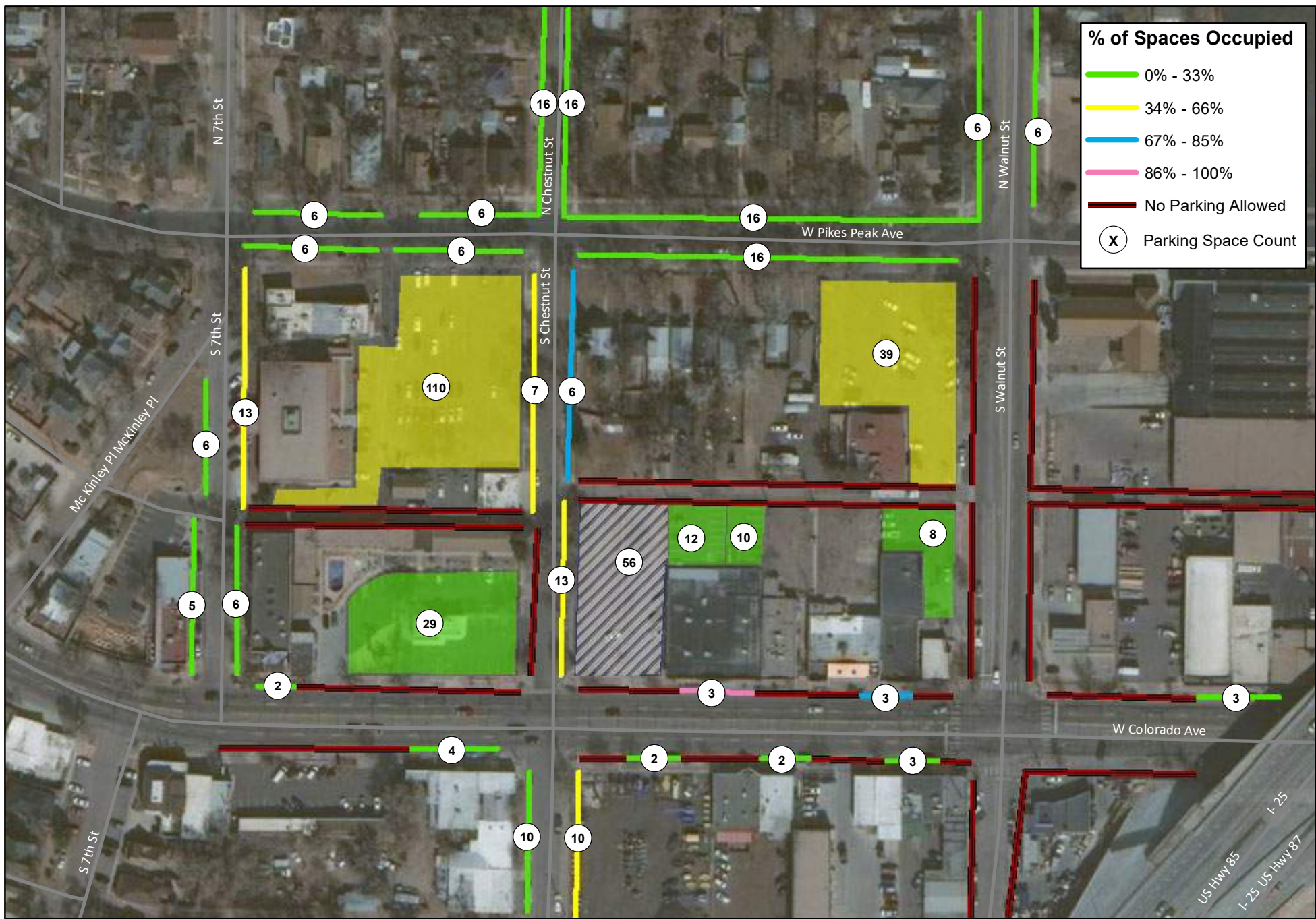




Parking survey conducted on 9/5/19 from 11:00 AM-12:00 PM

Figure 9a  
Existing Late-Morning Parking Demand  
532 W Colorado Ave (Project #194480)  
**FIGURE 6**





Parking survey conducted on 9/5/19 from 11:00 AM-12:00 PM  
Assumes closure of 56-space surface parking lot.

Figure 9b  
Late-Morning Parking Demand (Buildout)  
532 W Colorado Ave  
**FIGURE 6**

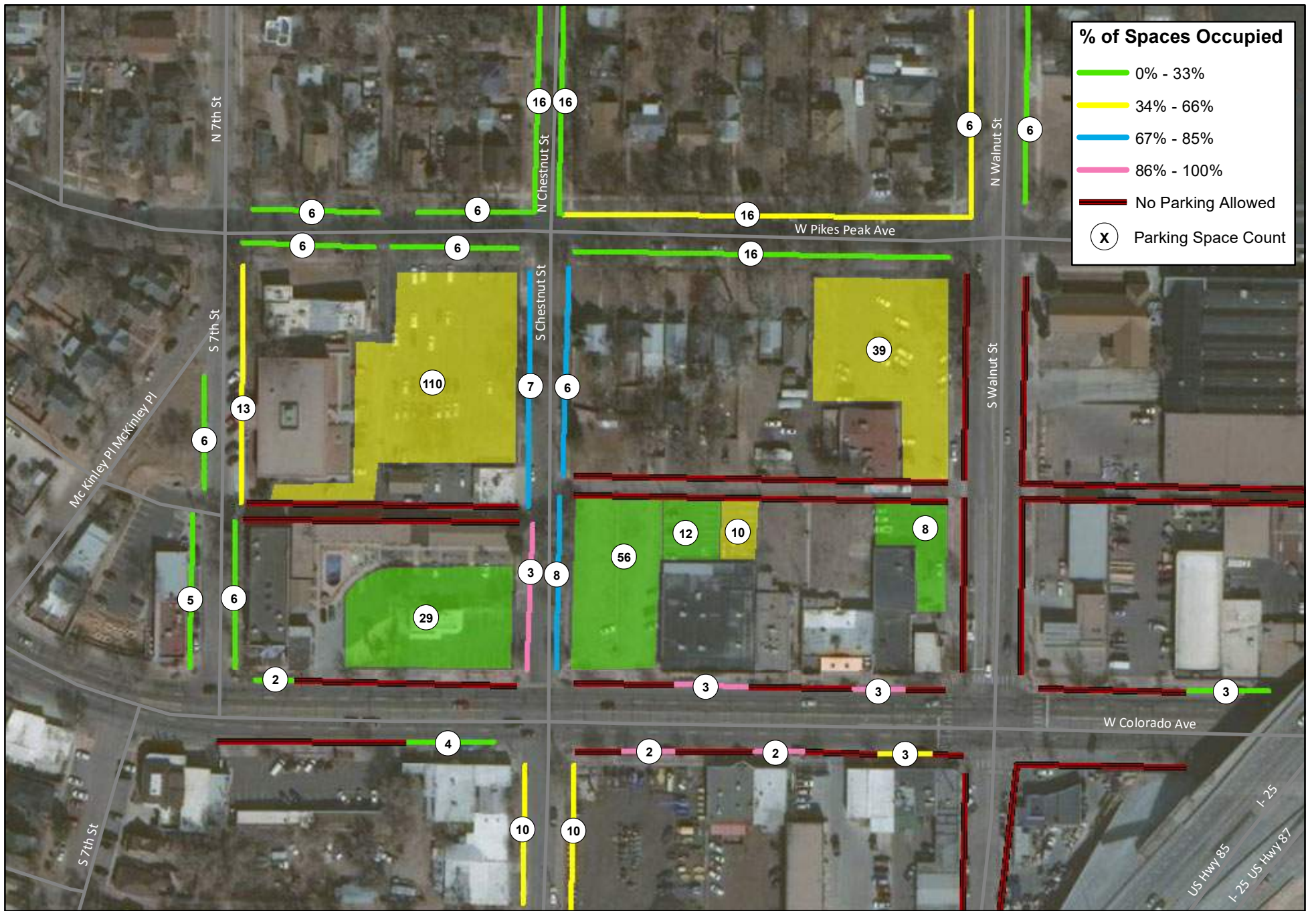




Parking survey conducted on 9/5/19 from 11:00 AM-12:00 PM  
Assumes closure of 56-space surface parking lot.

Figure 9c  
Late-Morning Parking Demand (Post Buildout)  
532 W Colorado Ave  
**FIGURE 6**

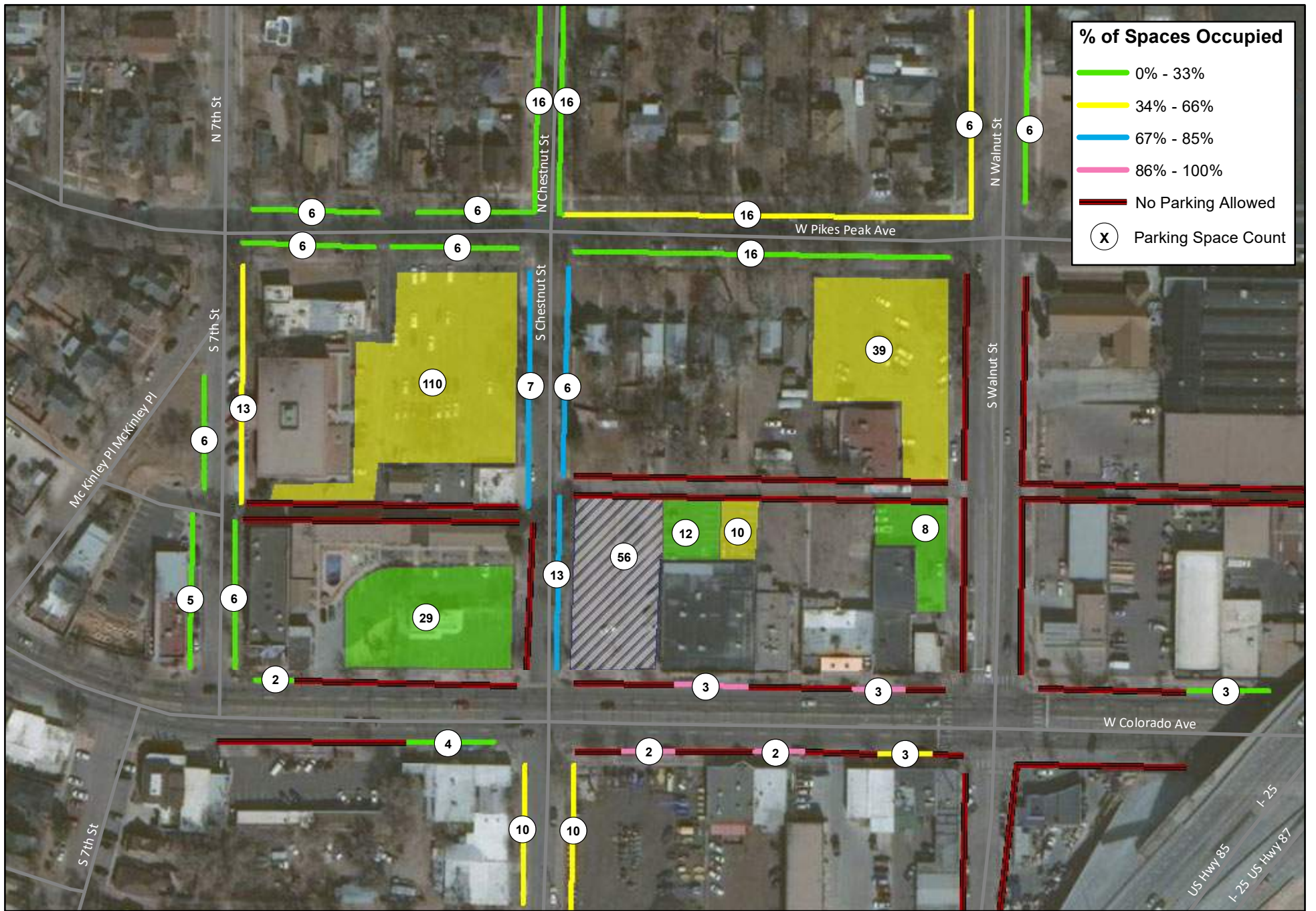




Parking survey conducted on 9/5/19 from 1:00-2:00 PM

Figure 10a  
Existing Early-Afternoon Parking Demand  
532 W Colorado Ave (Project #194480)  
**FIGURE 6**





Parking survey conducted on 9/5/19 from 1:00-2:00 PM  
Assumes closure of 56-space surface parking lot.

Figure 10b  
Early-Afternoon Parking Demand (Buildout)  
532 W Colorado Ave #194480  
**FIGURE 6**

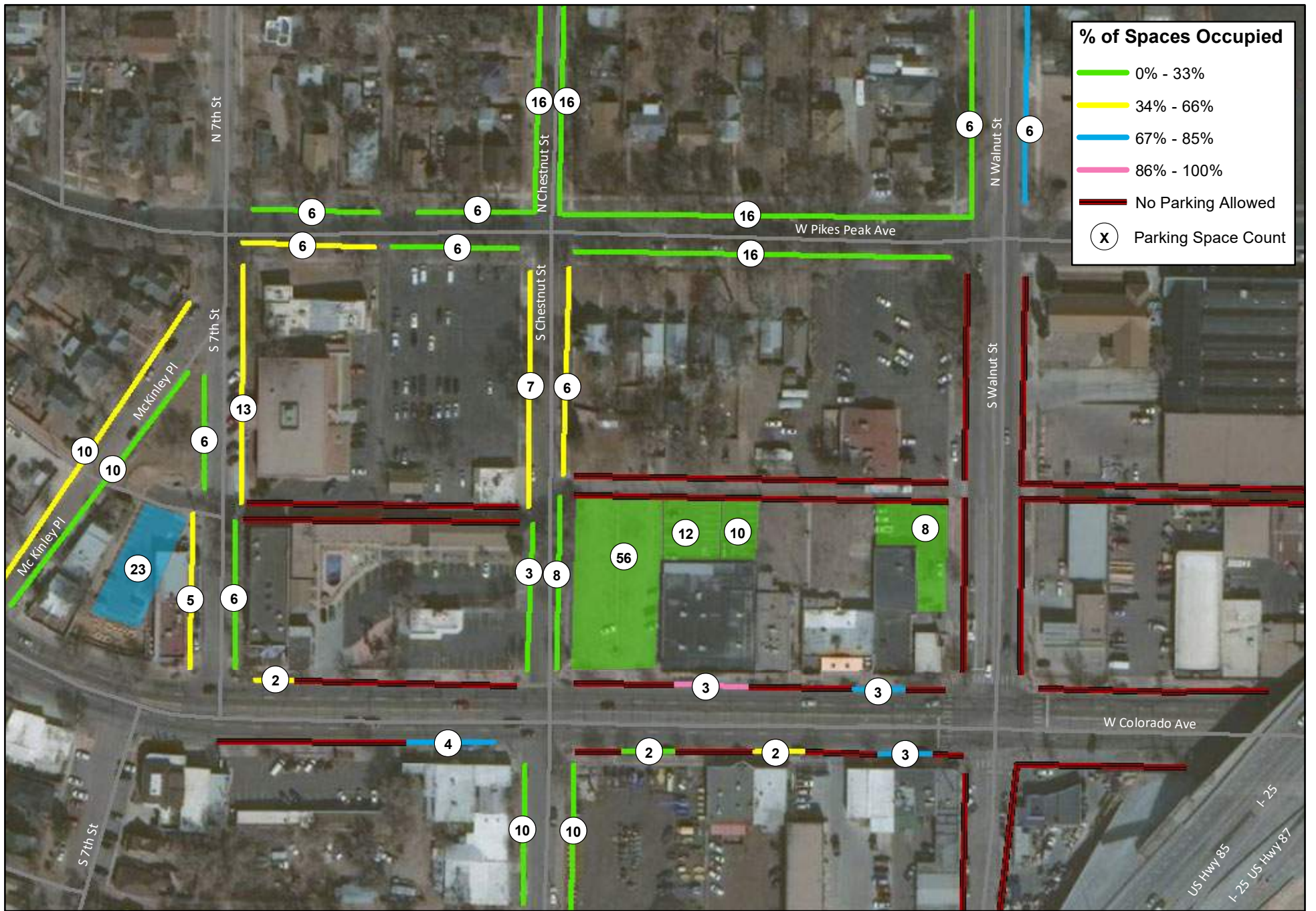




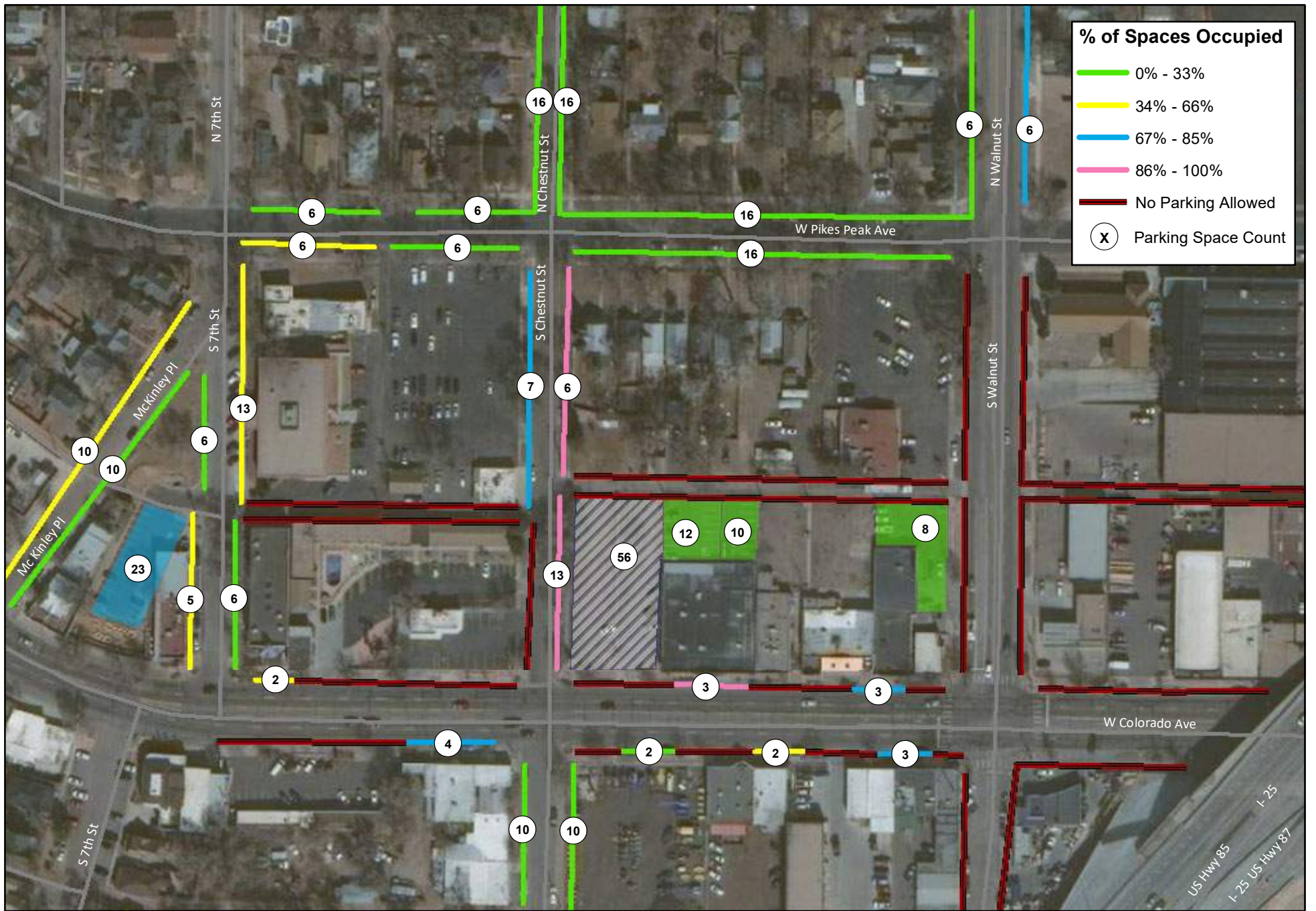
Parking survey conducted on 9/5/19 from 1:00-2:00 PM  
Assumes closure of 56-space surface parking lot.

Figure 10c  
Early-Afternoon Parking Demand (Post Buildout)  
532 W Colorado Ave  
**FIGURE 6**





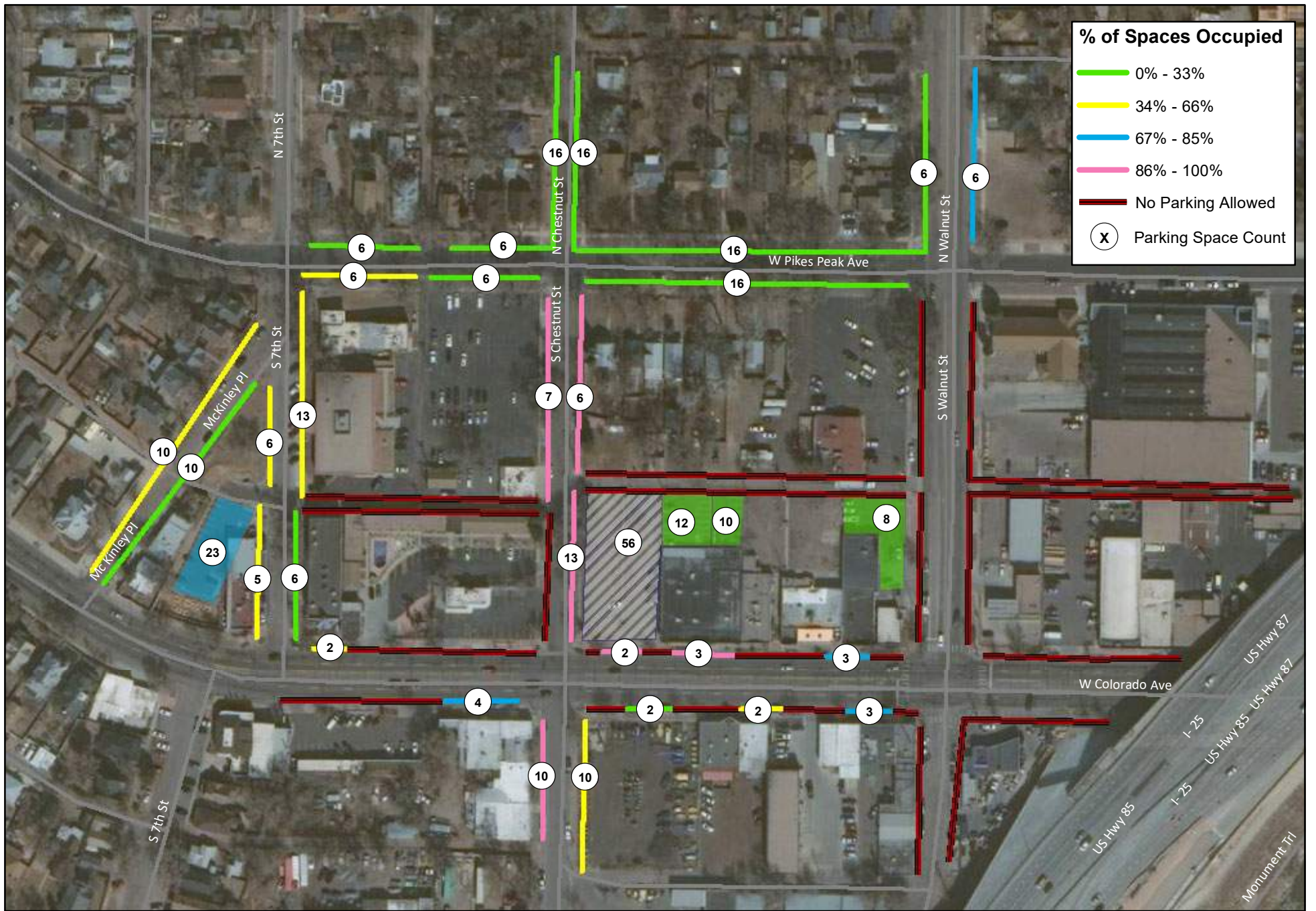




Parking survey conducted on 9/12/19 from 12:00-1:00 PM  
Assumes closure of 56-space surface parking lot.

Figure 11b  
Mid-Day Buildout Parking Demand (Thursday)  
532 W Colorado Ave #194480  
**FIGURE 6**



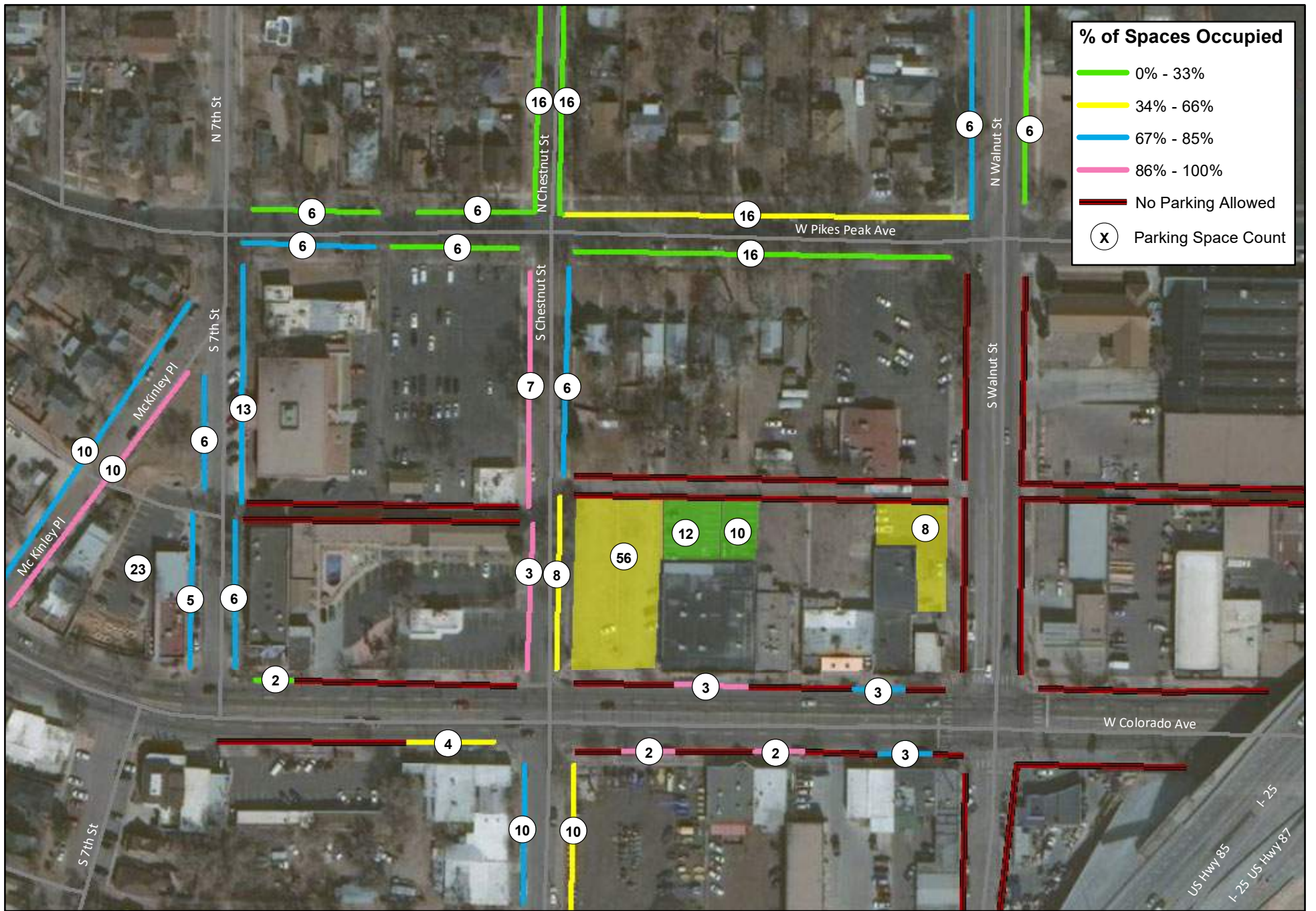


Parking survey conducted on 9/12/19 from 12:00-1:00 PM  
Assumes closure of 56-space surface parking lot.

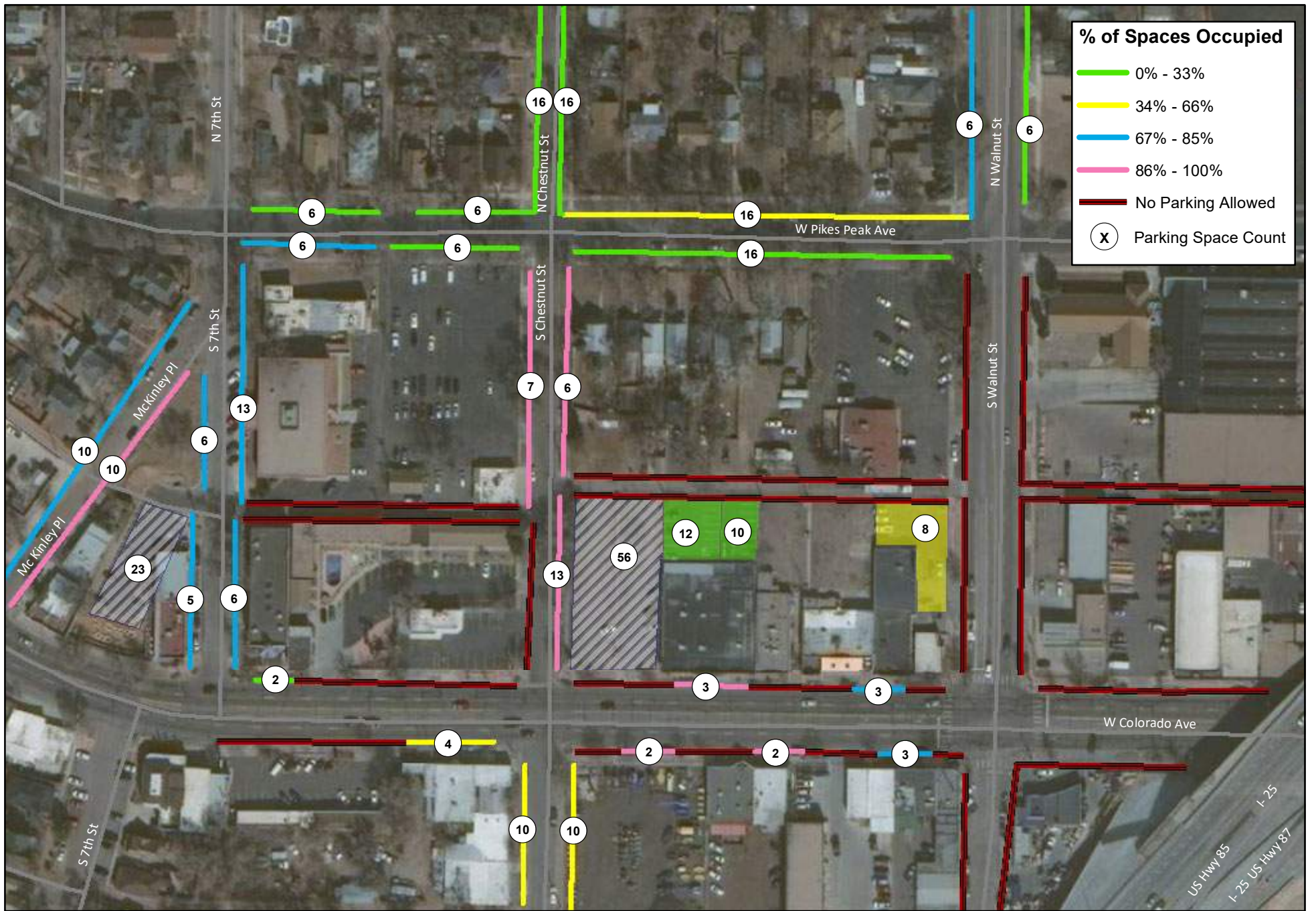
Figure 11c  
Mid-Day Post Buildout Parking Demand (Thursday)  
532 W Colorado Ave #194480

**FIGURE 6**





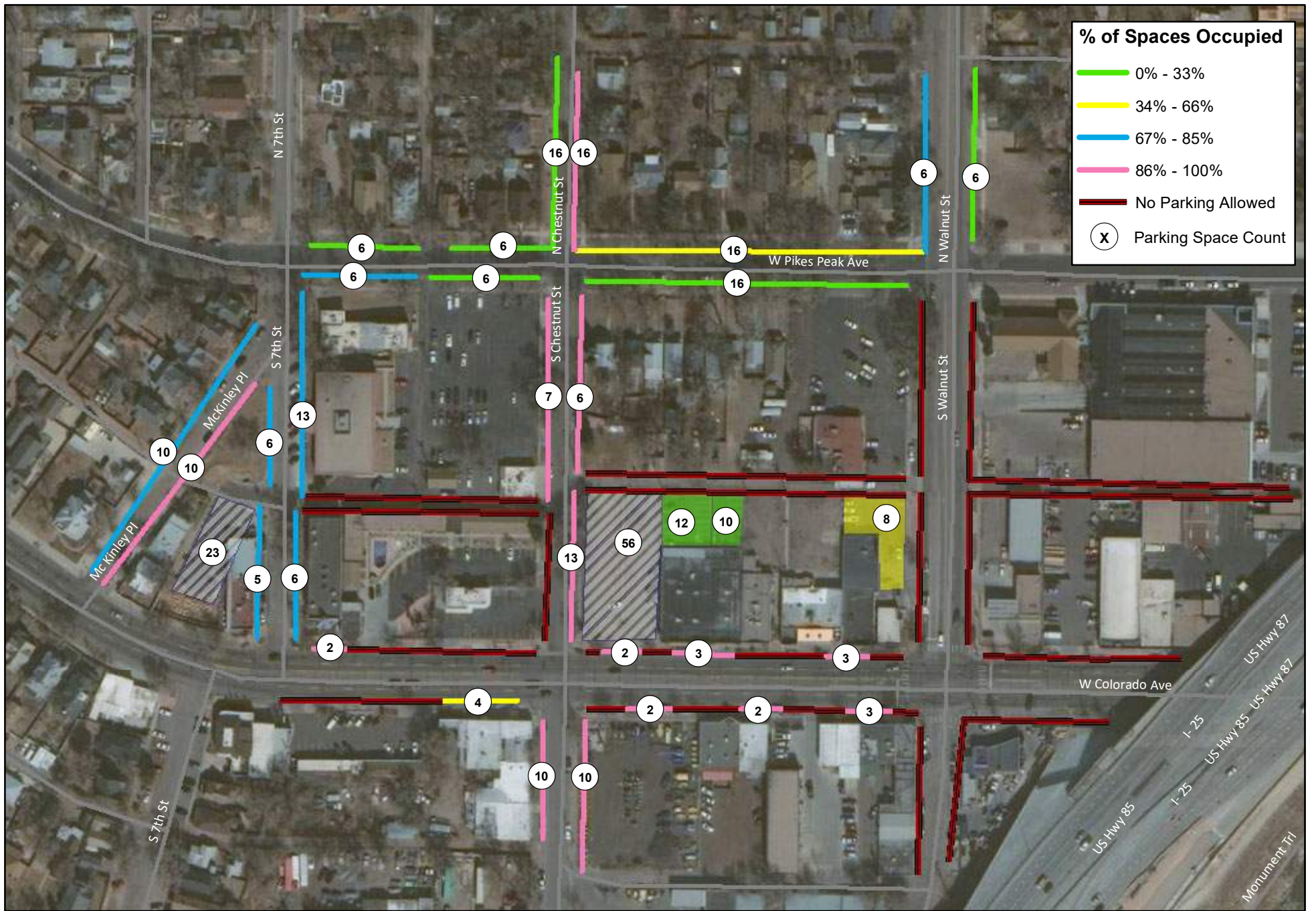




Parking survey conducted on 9/12/19 from 6:30-7:30 PM  
Assumes closure of 56-space surface parking lot.

Figure 12b  
Evening Buildout Parking Demand (Thursday)  
532 W Colorado Ave #194480  
**FIGURE 6**



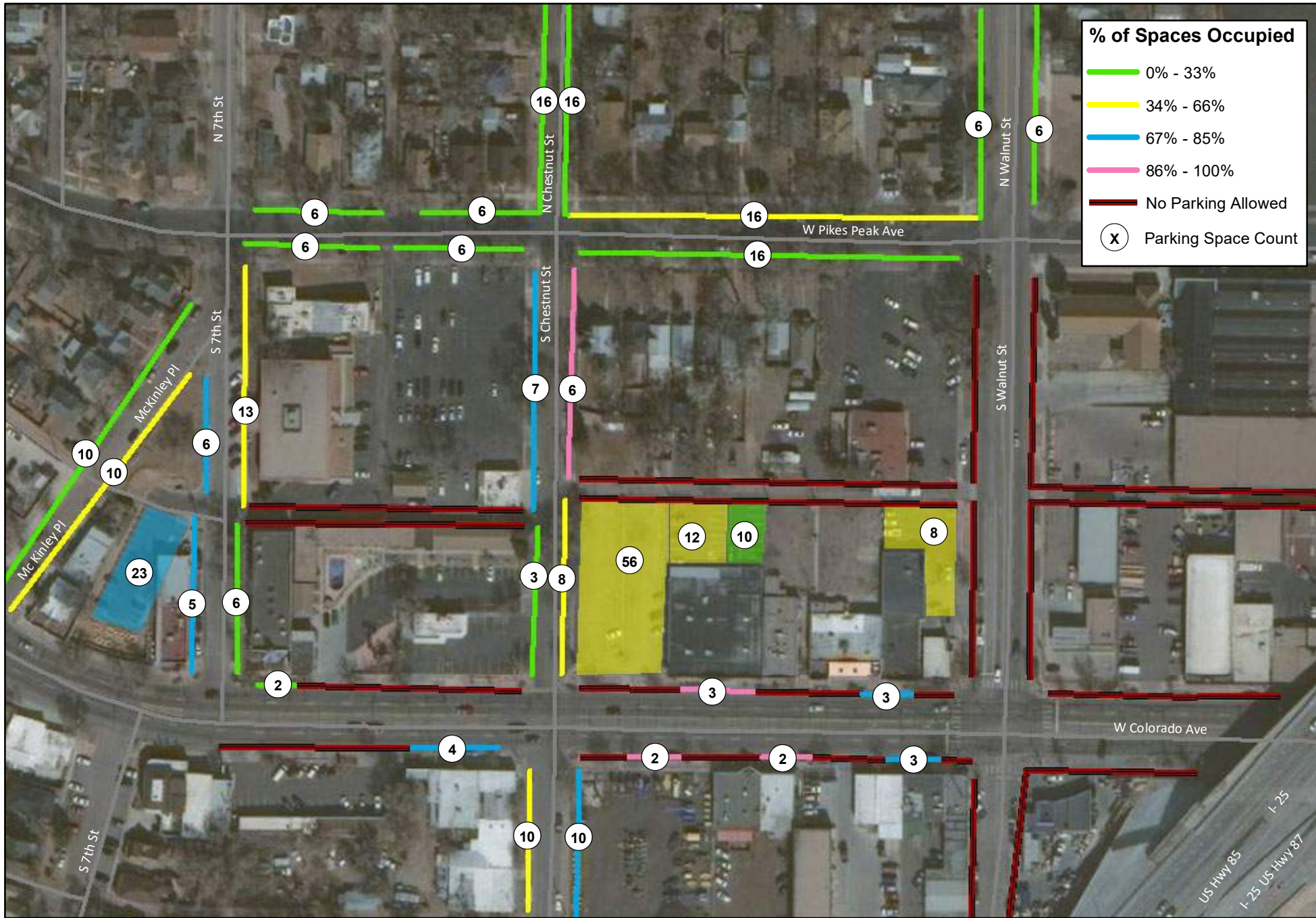


Parking survey conducted on 9/12/19 from 6:30-7:30 PM  
Assumes closure of 56-space surface parking lot.

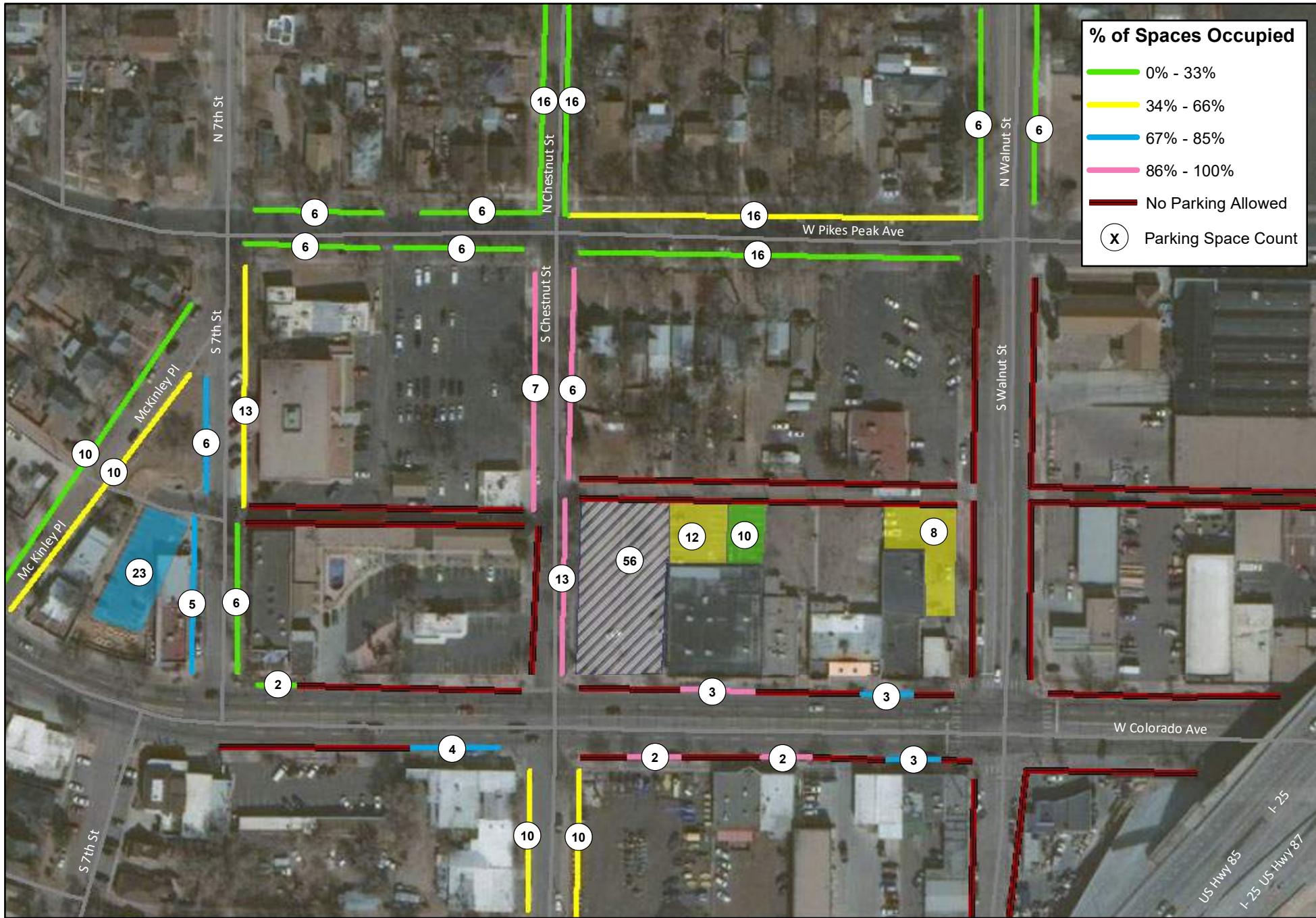
Figure 12c  
Evening Post Buildout Parking Demand (Thursday)  
532 W Colorado Ave  
#194480

**FIGURE 6**









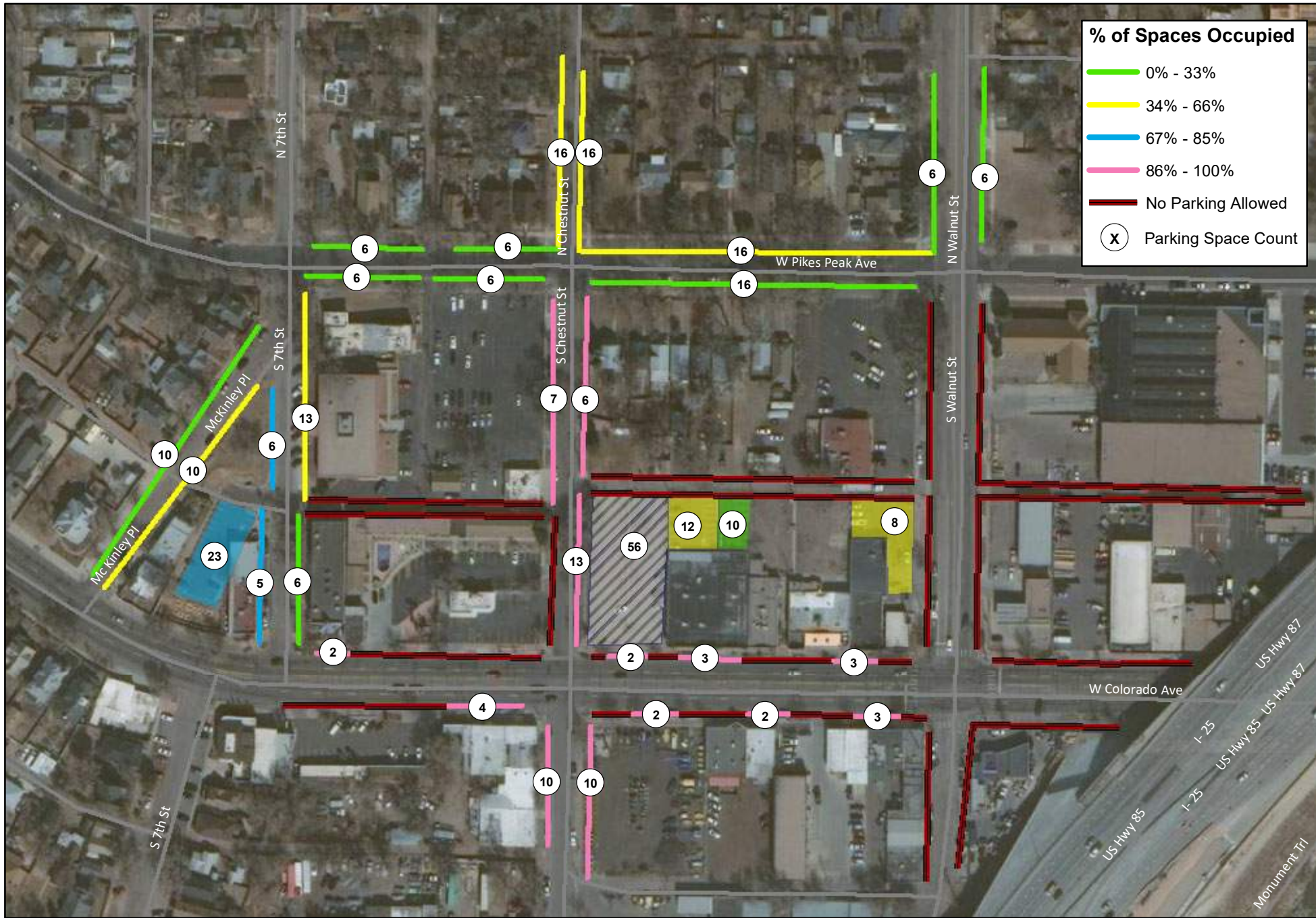
**% of Spaces Occupied**

- 0% - 33%
- 34% - 66%
- 67% - 85%
- 86% - 100%
- No Parking Allowed
- X Parking Space Count

Parking survey conducted on 9/13/19 from 1:00-2:00 PM  
Assumes closure of 56-space surface parking lot.

Figure 13b  
Mid-Day Buildout Parking Demand (Friday)  
532 W Colorado Ave #194480  
**FIGURE 6**





**% of Spaces Occupied**

- 0% - 33%
- 34% - 66%
- 67% - 85%
- 86% - 100%
- No Parking Allowed
- X Parking Space Count

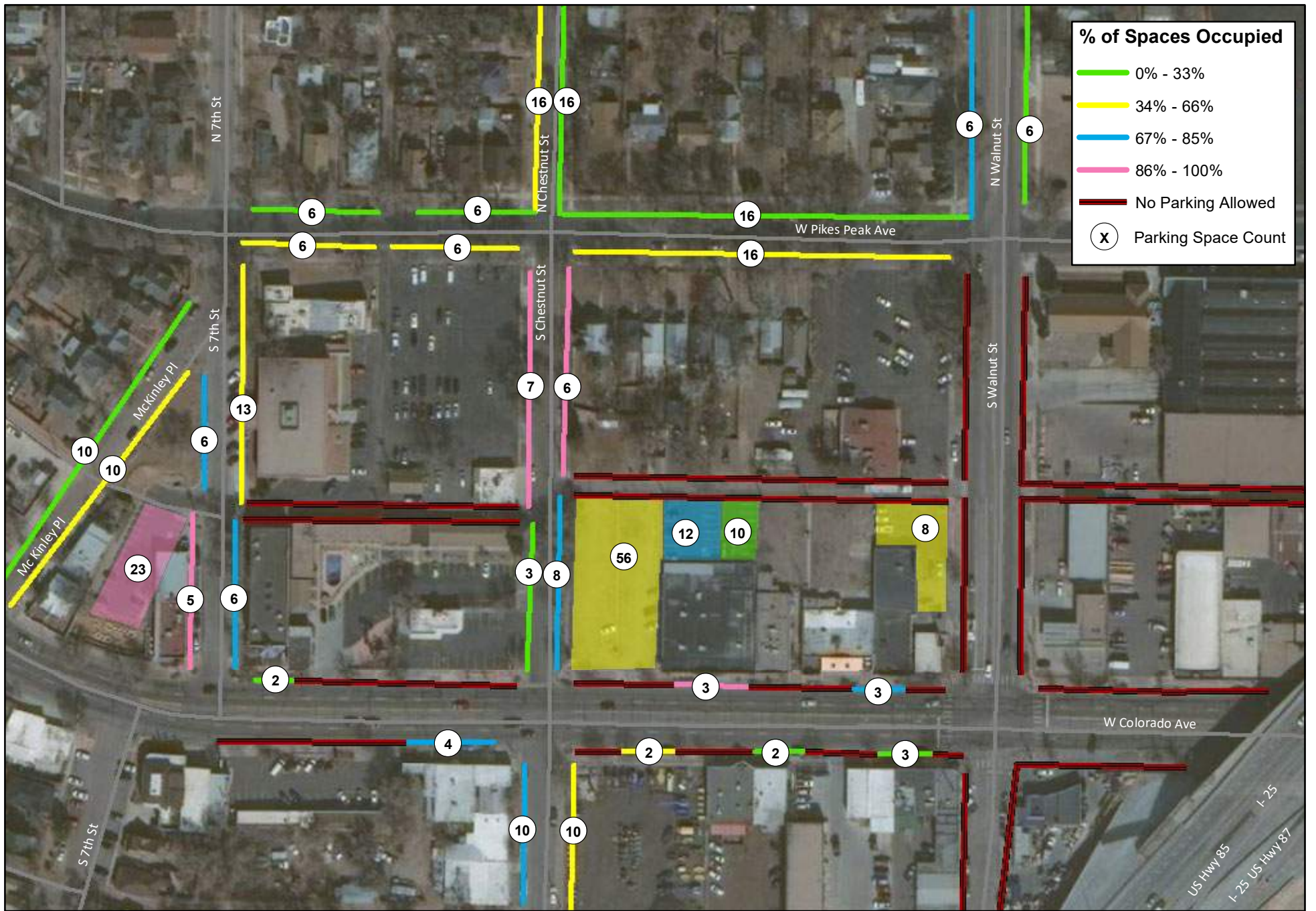
Parking survey conducted on 9/13/19 from 1:00-2:00 PM  
Assumes closure of 56-space surface parking lot.

Figure 13c  
Mid-Day Post Buildout Parking Demand (Friday)  
532 W Colorado Ave #194480

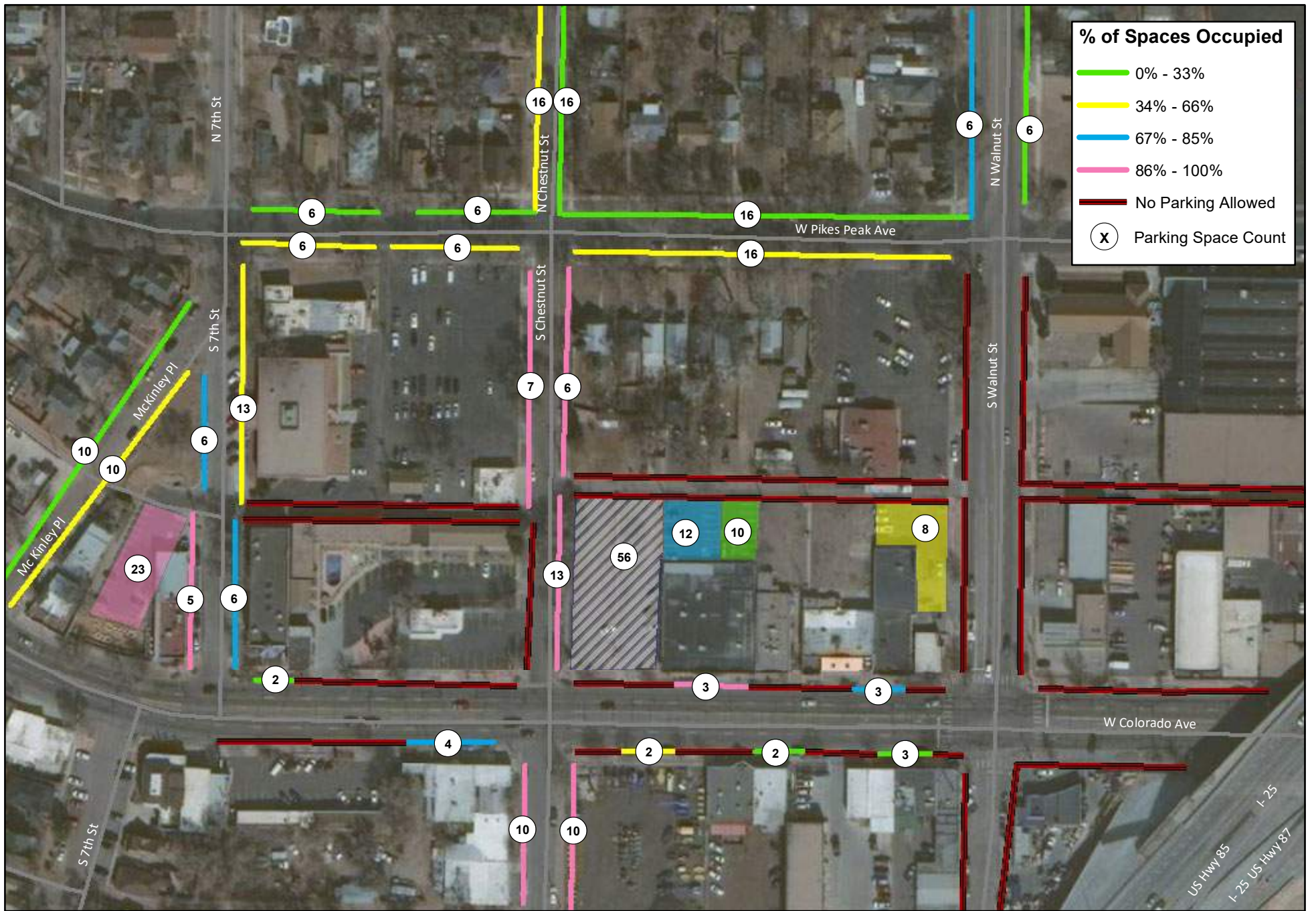
**FIGURE 6**







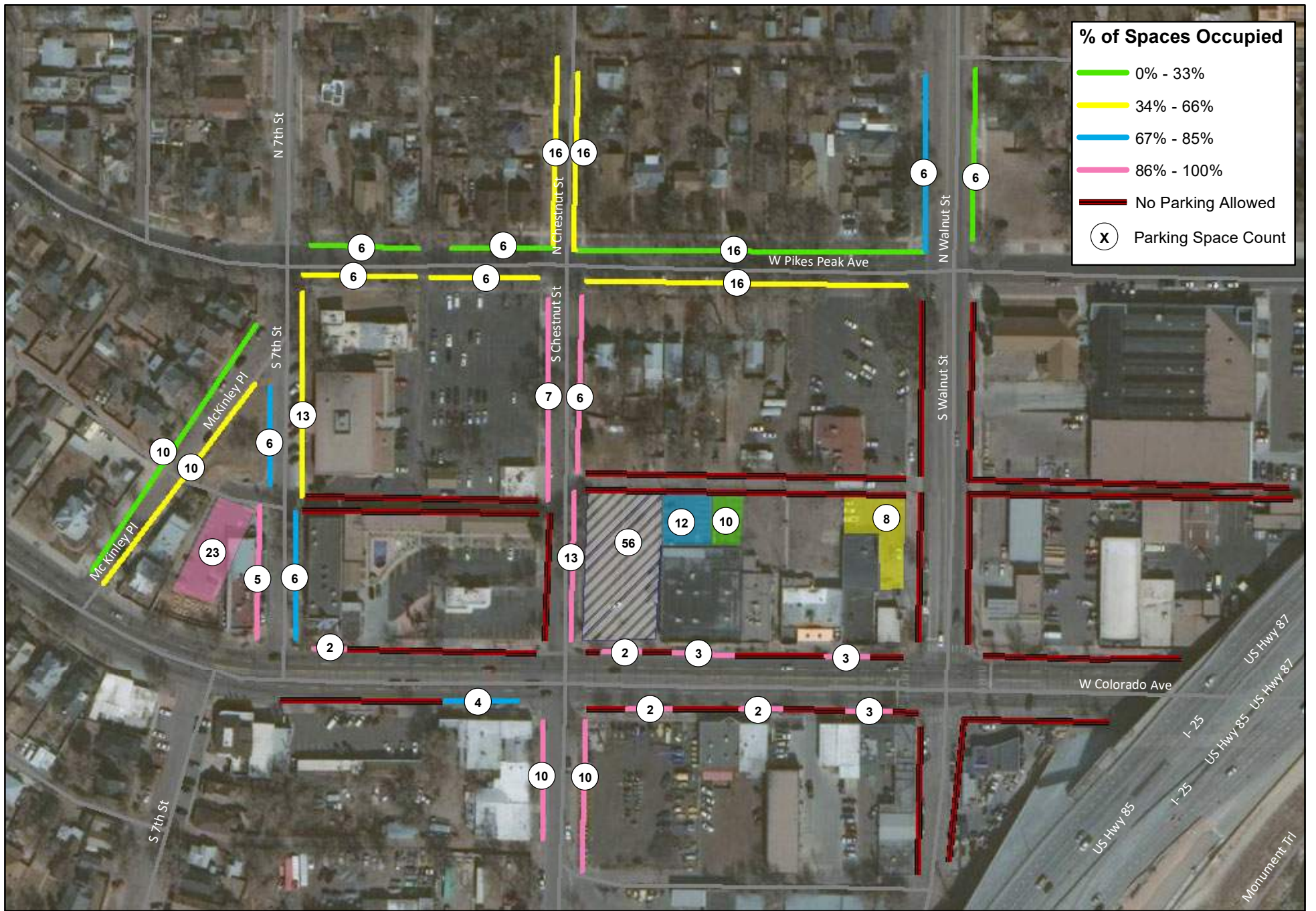




Parking survey conducted on 9/13/19 from 3:00-4:00 PM  
Assumes closure of 56-space surface parking lot.

Figure 14b  
Mid-Afternoon Buildout Parking Demand (Friday)  
532 W Colorado Ave  
**FIGURE 6**



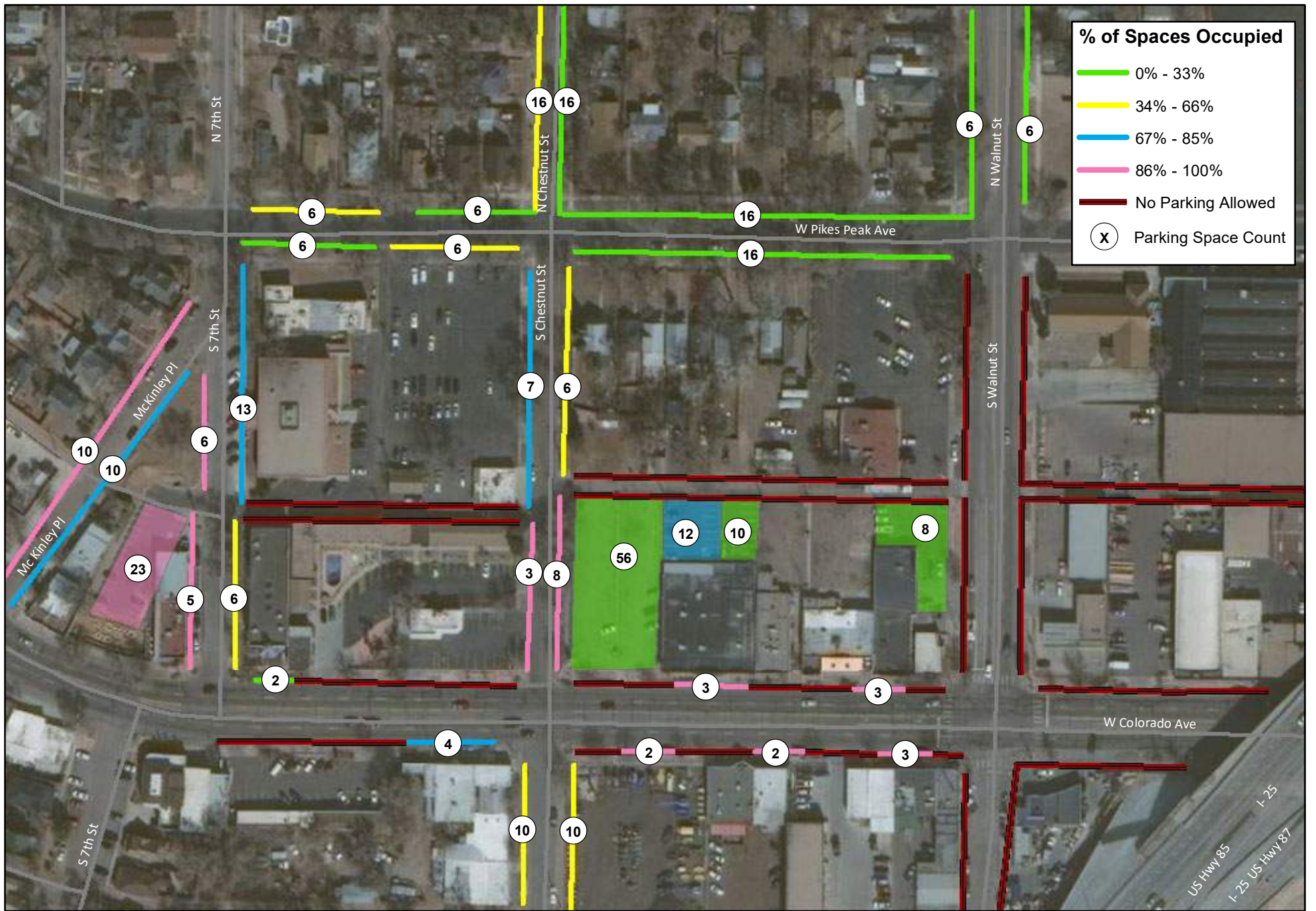


Parking survey conducted on 9/13/19 from 3:00-4:00 PM  
Assumes closure of 56-space surface parking lot.

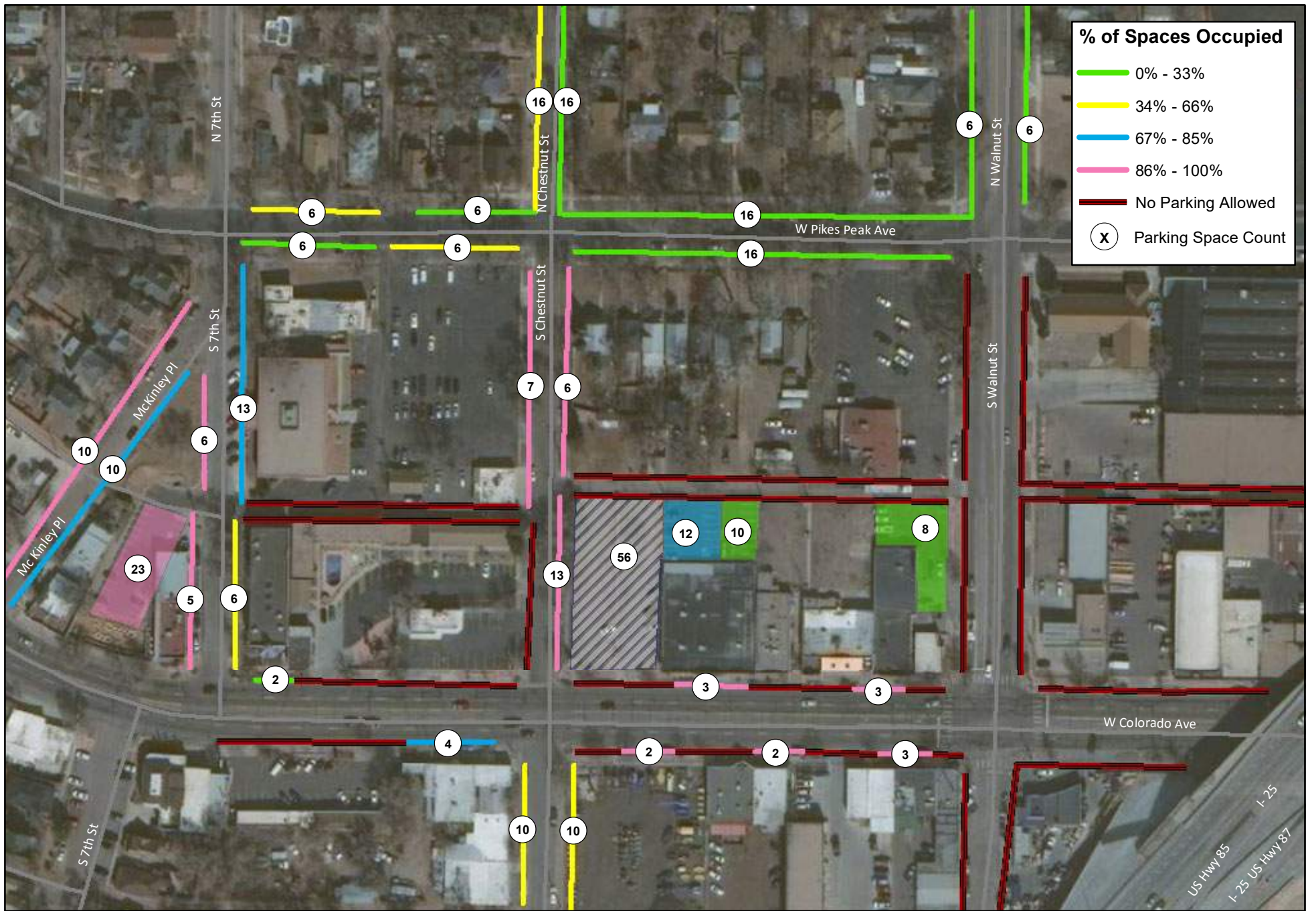
Figure 14c  
Mid-Afternoon Post Buildout Parking Demand (Friday)  
532 W Colorado Ave #194480

**FIGURE 6**





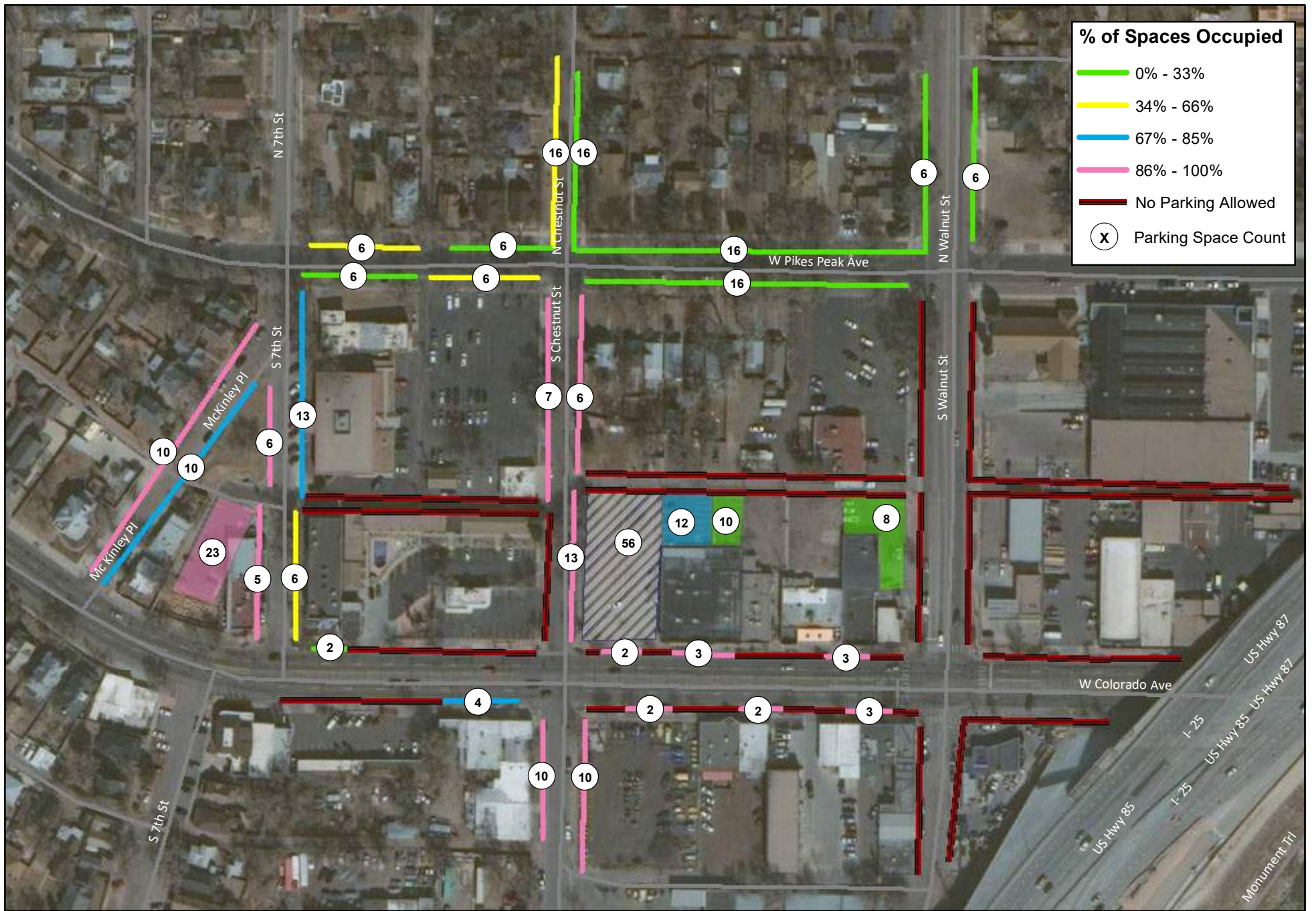




Parking survey conducted on 9/13/19 from 8:00-9:00 PM  
Assumes closure of 56-space surface parking lot.

Figure 15b  
Evening Buildout Parking Demand (Friday)  
532 W Colorado Ave  
**FIGURE 6**

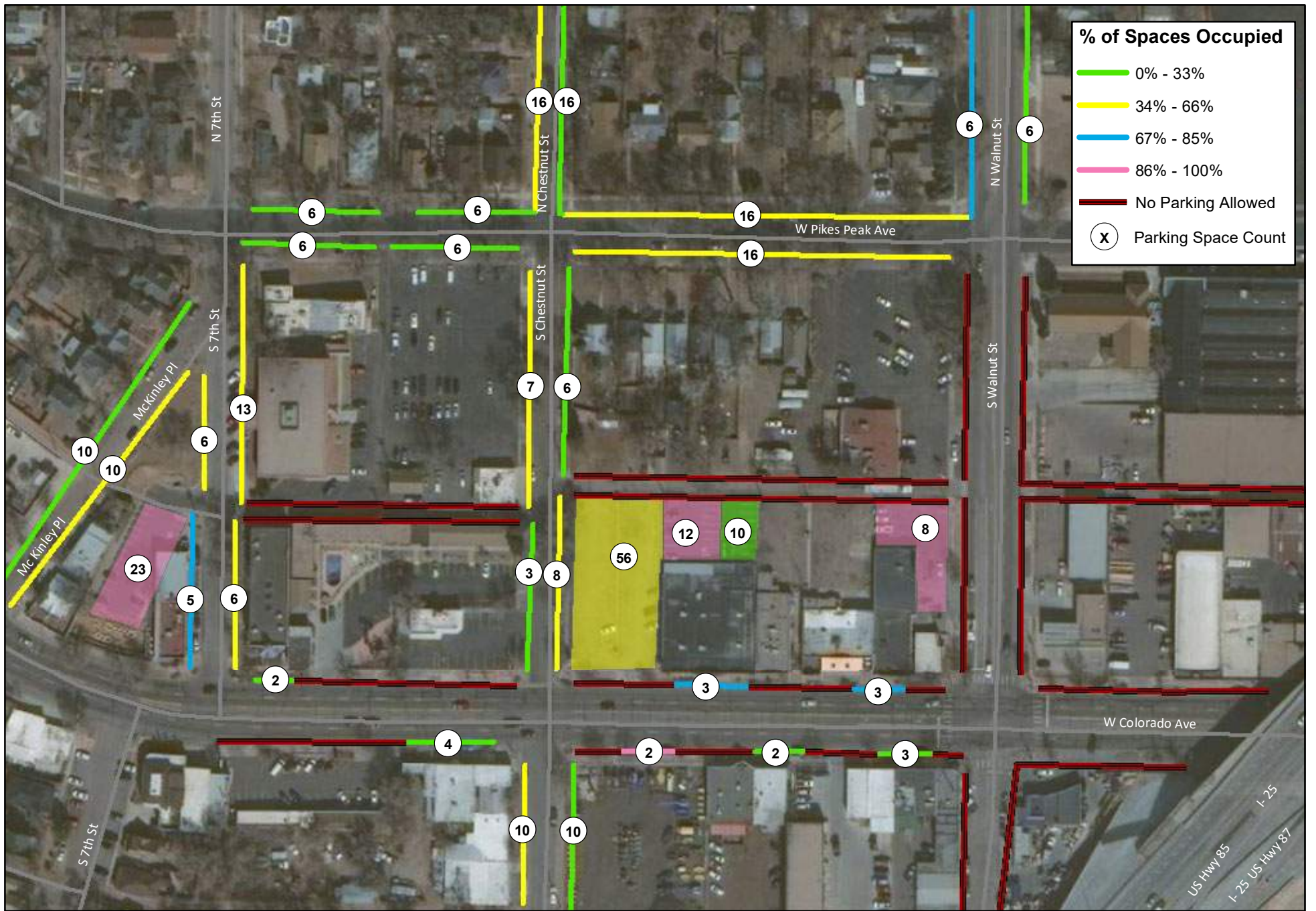




Parking survey conducted on 9/13/19 from 8:00-9:00 PM  
Assumes closure of 56-space surface parking lot.

Figure 15c  
Evening Post Buildout Parking Demand (Friday)  
532 W Colorado Ave  
**FIGURE 6**

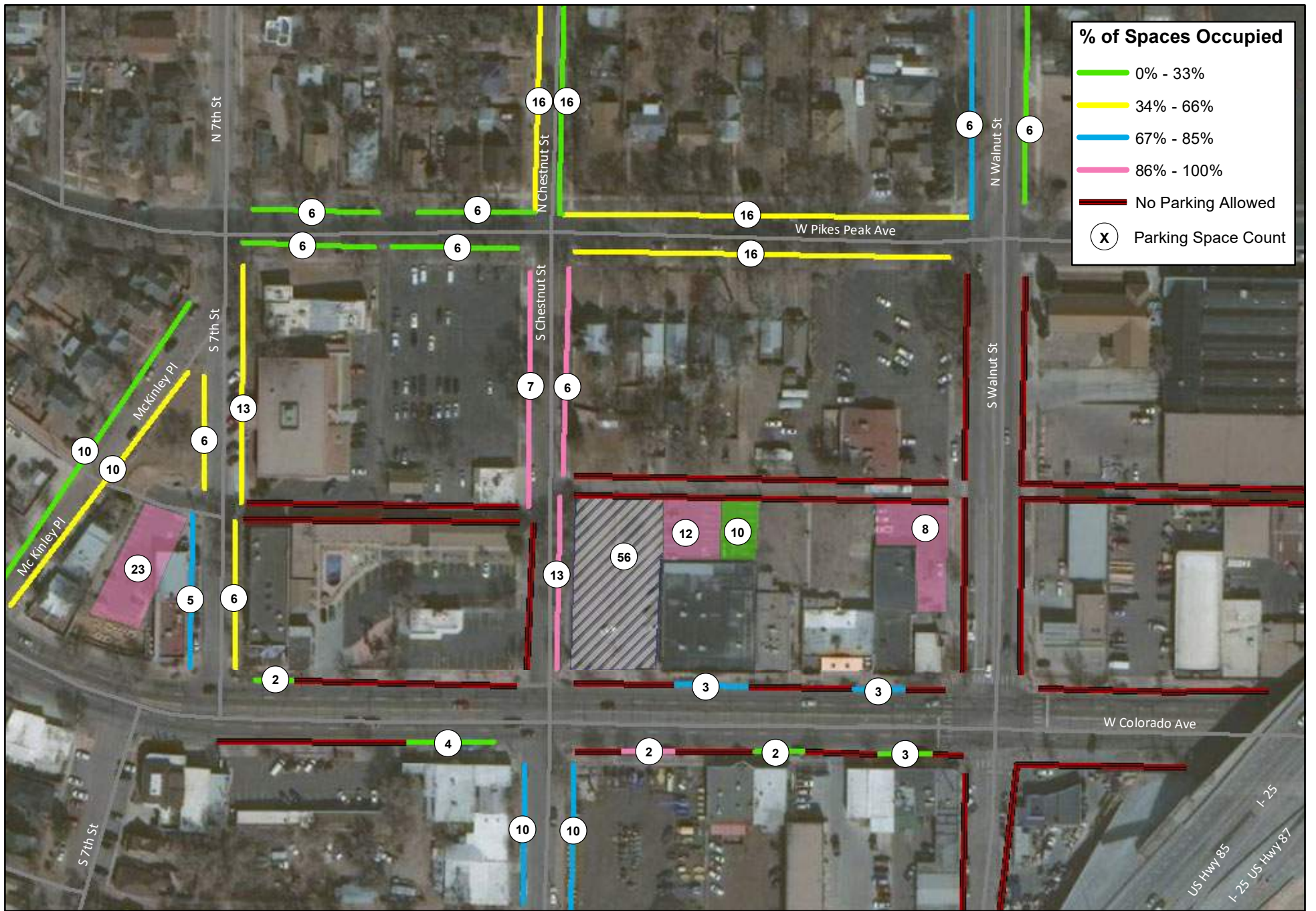




Parking survey conducted on 9/14/19 from 12:30-1:30 PM

Figure 16a  
Existing Mid-Day Parking Demand (Saturday)  
532 W Colorado Ave  
**FIGURE 6**

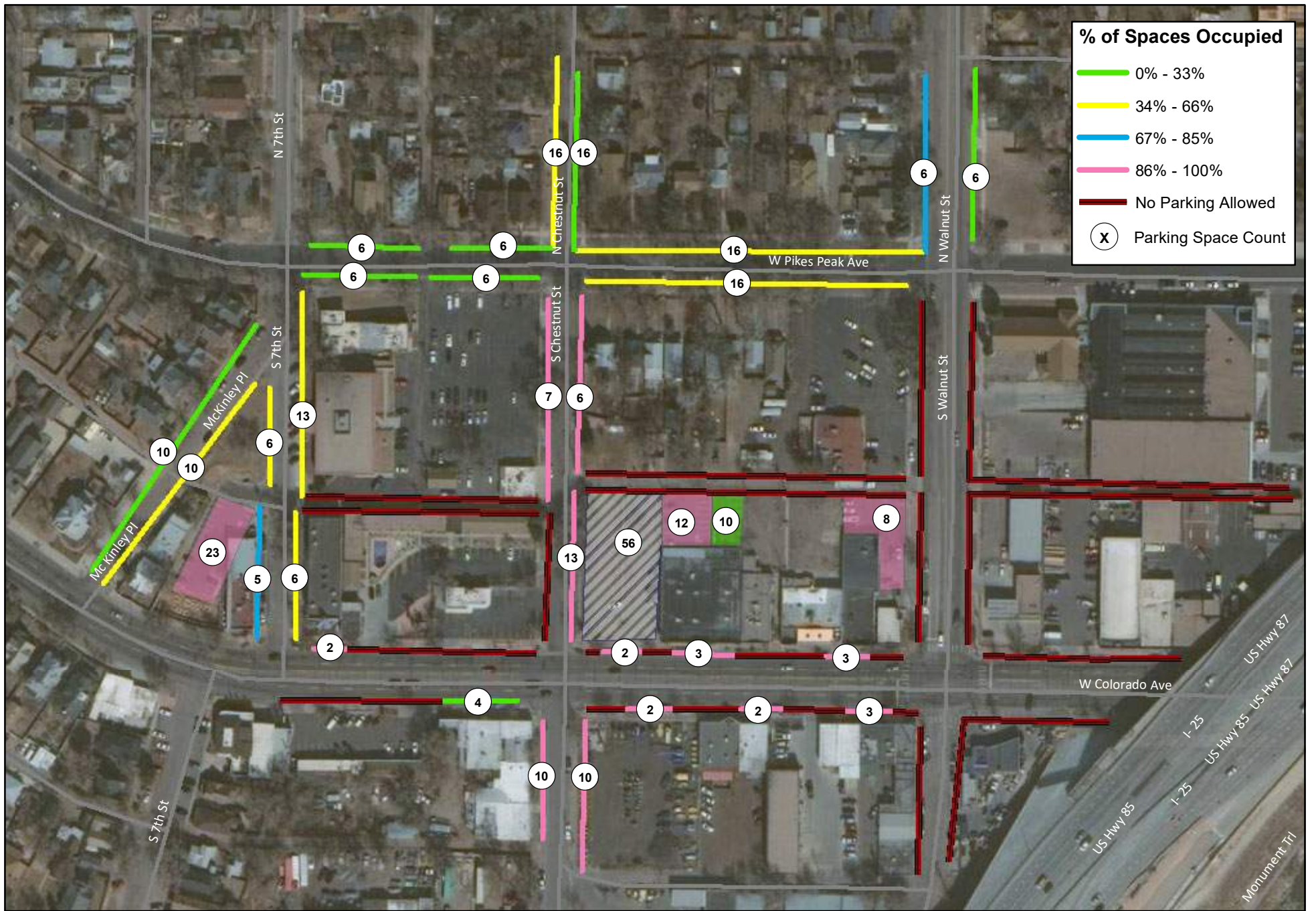




Parking survey conducted on 9/14/19 from 12:30-1:30 PM  
Assumes closure of 56-space surface parking lot.

Figure 16b  
Mid-Day Buildout Parking Demand (Saturday)  
532 W Colorado Ave #194480  
**FIGURE 6**





Parking survey conducted on 9/14/19 from 12:30-1:30 PM  
Assumes closure of 56-space surface parking lot.

Figure 16c  
Mid-Day Post Buildout Parking Demand (Saturday)  
532 W Colorado Ave #194480

**FIGURE 6**



# Traffic Counts

---



**FIGURE 6**



**LSC Transportation Consultants, Inc.**

545 E Pikes Peak Ave, Suite 210  
 Colorado Springs, CO 80905  
 719-633-2868

File Name : Chestnut St - Colorado Ave AM  
 Site Code : 00194480  
 Start Date : 5/16/2019  
 Page No : 1

**Groups Printed- Unshifted**

Start Time	Chestnut St Southbound					Colorado Ave Westbound					Chestnut St Northbound					Colorado Ave Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
06:30 AM	1	0	2	0	3	7	53	1	0	61	0	0	3	0	3	0	76	0	0	76	143
06:45 AM	0	0	1	0	1	6	85	1	0	92	0	0	1	0	1	1	99	1	0	101	195
Total	1	0	3	0	4	13	138	2	0	153	0	0	4	0	4	1	175	1	0	177	338
07:00 AM	0	0	1	0	1	3	64	0	0	67	1	0	4	0	5	2	118	1	0	121	194
07:15 AM	2	0	4	0	6	4	98	1	0	103	0	0	2	0	2	1	143	0	0	144	255
07:30 AM	1	0	0	0	1	4	106	1	0	111	0	0	4	0	4	1	148	2	0	151	267
07:45 AM	1	0	3	0	4	13	151	0	0	164	0	1	4	0	5	7	209	2	0	218	391
Total	4	0	8	0	12	24	419	2	0	445	1	1	14	0	16	11	618	5	0	634	1107
08:00 AM	0	0	1	0	1	4	124	1	0	129	0	1	5	0	6	4	194	1	0	199	335
08:15 AM	0	0	5	0	5	8	146	1	0	155	1	0	3	0	4	8	144	3	0	155	319
Grand Total	5	0	17	0	22	49	827	6	0	882	2	2	26	0	30	24	1131	10	0	1165	2099
Apprch %	22.7	0	77.3	0		5.6	93.8	0.7	0		6.7	6.7	86.7	0		2.1	97.1	0.9	0		
Total %	0.2	0	0.8	0	1	2.3	39.4	0.3	0	42	0.1	0.1	1.2	0	1.4	1.1	53.9	0.5	0	55.5	

**FIGURE 6**



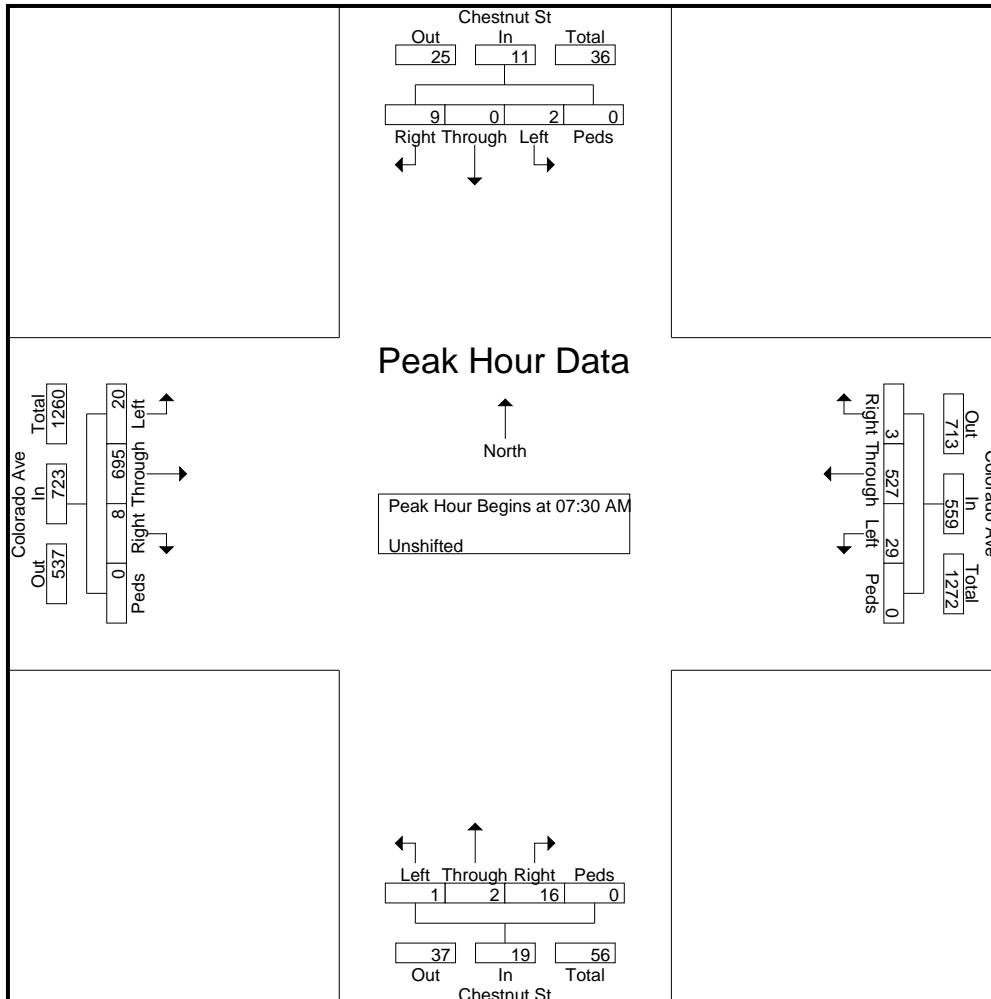


# LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210  
 Colorado Springs, CO 80905  
 719-633-2868

File Name : Chestnut St - Colorado Ave AM  
 Site Code : 00194480  
 Start Date : 5/16/2019  
 Page No : 2

Start Time	Chestnut St Southbound					Colorado Ave Westbound					Chestnut St Northbound					Colorado Ave Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
<b>Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	0	0	0	1	4	106	1	0	111	0	0	4	0	4	1	148	2	0	151	267
07:45 AM	1	0	3	0	4	13	151	0	0	164	0	1	4	0	5	7	209	2	0	218	391
08:00 AM	0	0	1	0	1	4	124	1	0	129	0	1	5	0	6	4	194	1	0	199	335
08:15 AM	0	0	5	0	5	8	146	1	0	155	1	0	3	0	4	8	144	3	0	155	319
Total Volume	2	0	9	0	11	29	527	3	0	559	1	2	16	0	19	20	695	8	0	723	1312
% App. Total	18.2	0	81.8	0		5.2	94.3	0.5	0		5.3	10.5	84.2	0		2.8	96.1	1.1	0		
PHF	.500	.000	.450	.000	.550	.558	.873	.750	.000	.852	.250	.500	.800	.000	.792	.625	.831	.667	.000	.829	.839



**FIGURE 6**

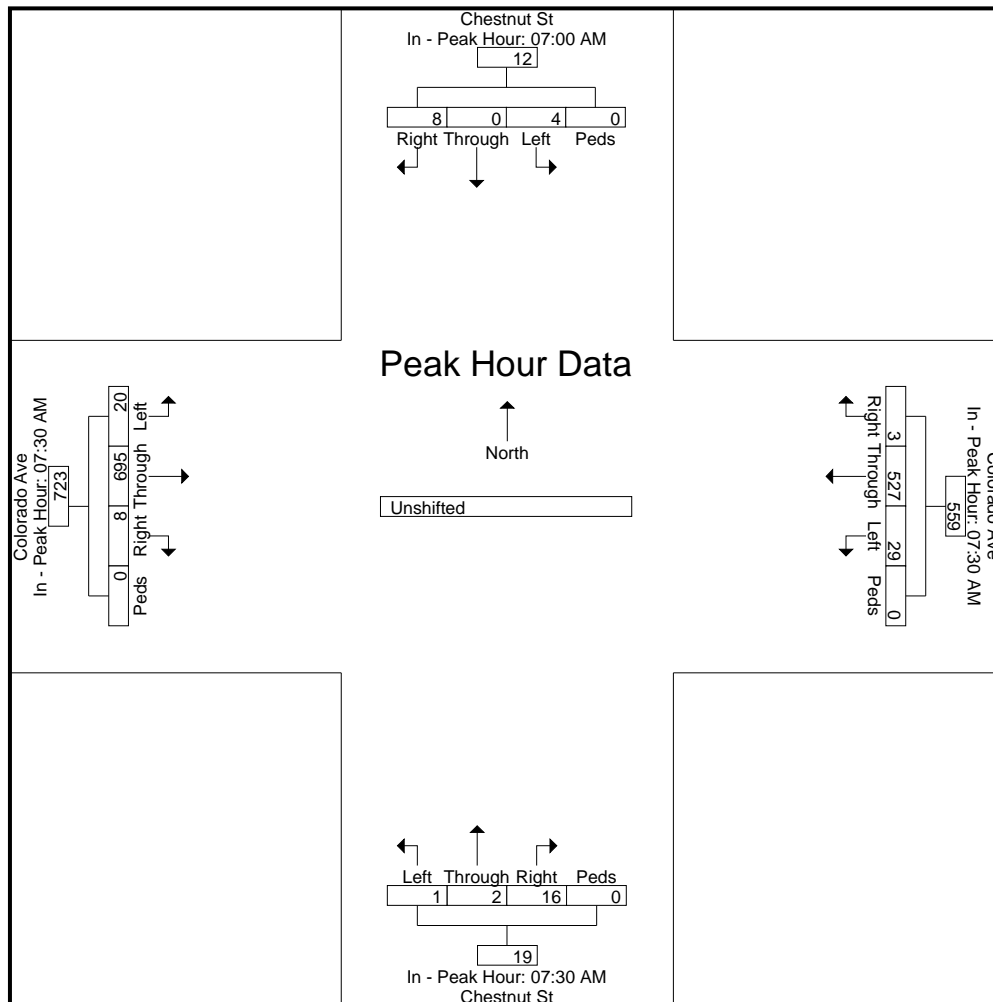


# LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210  
 Colorado Springs, CO 80905  
 719-633-2868

File Name : Chestnut St - Colorado Ave AM  
 Site Code : 00194480  
 Start Date : 5/16/2019  
 Page No : 3

Start Time	Chestnut St Southbound					Colorado Ave Westbound					Chestnut St Northbound					Colorado Ave Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
<b>Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1</b>																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:30 AM					07:30 AM					07:30 AM					
+0 mins.	0	0	1	0	1	4	106	1	0	111	0	0	4	0	4	1	148	2	0	151	
+15 mins.	2	0	4	0	6	13	151	0	0	164	0	1	4	0	5	7	209	2	0	218	
+30 mins.	1	0	0	0	1	4	124	1	0	129	0	1	5	0	6	4	194	1	0	199	
+45 mins.	1	0	3	0	4	8	146	1	0	155	1	0	3	0	4	8	144	3	0	155	
Total Volume	4	0	8	0	12	29	527	3	0	559	1	2	16	0	19	20	695	8	0	723	
% App. Total	33.3	0	66.7	0		5.2	94.3	0.5	0		5.3	10.5	84.2	0		2.8	96.1	1.1	0		
PHF	.500	.000	.500	.000	.500	.558	.873	.750	.000	.852	.250	.500	.800	.000	.792	.625	.831	.667	.000	.829	



**FIGURE 6**





**LSC Transportation Consultants, Inc.**

545 E Pikes Peak Ave, Suite 210  
 Colorado Springs, CO 80905  
 719-633-2868

File Name : Chestnut St - Colorado Ave PM  
 Site Code : 00194480  
 Start Date : 5/16/2019  
 Page No : 1

**Groups Printed- Unshifted**

Start Time	Chestnut St Southbound					Colorado Ave Westbound					Chestnut St Northbound					Colorado Ave Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
04:00 PM	1	0	3	0	4	4	225	2	0	231	1	0	17	0	18	12	188	1	0	201	454
04:15 PM	2	0	4	0	6	5	233	1	0	239	2	0	5	0	7	10	195	3	0	208	460
04:30 PM	1	0	2	0	3	6	198	1	0	205	1	0	7	0	8	2	194	7	0	203	419
04:45 PM	0	0	4	0	4	3	238	1	0	242	3	0	6	0	9	10	179	2	0	191	446
Total	4	0	13	0	17	18	894	5	0	917	7	0	35	0	42	34	756	13	0	803	1779
05:00 PM	1	0	1	0	2	1	271	1	0	273	0	2	9	0	11	10	208	3	0	221	507
05:15 PM	1	0	6	0	7	7	247	1	0	255	0	0	4	0	4	19	181	0	0	200	466
05:30 PM	1	0	1	0	2	3	212	4	0	219	0	0	4	0	4	10	205	2	0	217	442
05:45 PM	1	0	5	0	6	2	216	0	0	218	2	0	4	0	6	5	163	1	0	169	399
Total	4	0	13	0	17	13	946	6	0	965	2	2	21	0	25	44	757	6	0	807	1814
Grand Total	8	0	26	0	34	31	1840	11	0	1882	9	2	56	0	67	78	1513	19	0	1610	3593
Apprch %	23.5	0	76.5	0		1.6	97.8	0.6	0		13.4	3	83.6	0		4.8	94	1.2	0		
Total %	0.2	0	0.7	0	0.9	0.9	51.2	0.3	0	52.4	0.3	0.1	1.6	0	1.9	2.2	42.1	0.5	0	44.8	

**FIGURE 6**

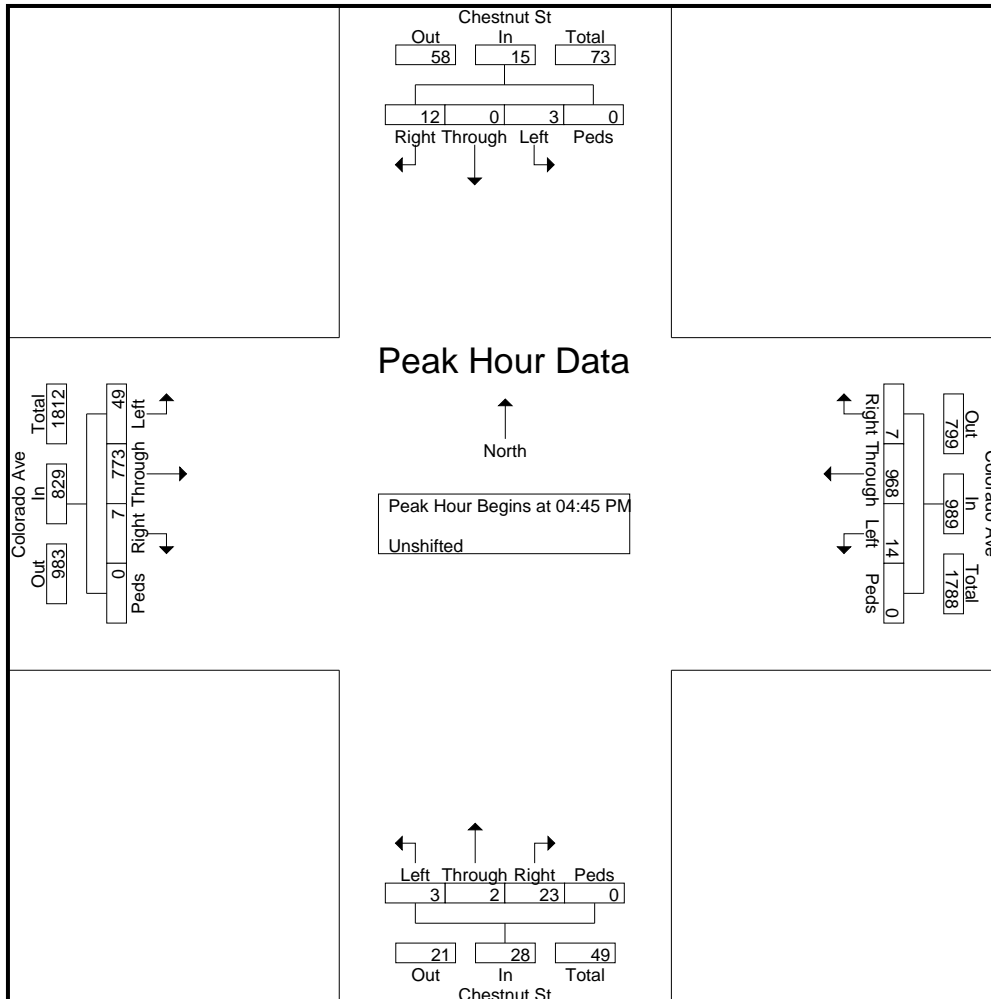


# LSC Transportation Consultants, Inc.

545 E Pikes Peak Ave, Suite 210  
 Colorado Springs, CO 80905  
 719-633-2868

File Name : Chestnut St - Colorado Ave PM  
 Site Code : 00194480  
 Start Date : 5/16/2019  
 Page No : 2

Start Time	Chestnut St Southbound					Colorado Ave Westbound					Chestnut St Northbound					Colorado Ave Eastbound					Int. Total
	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	Left	Through	Right	Peds	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	4	0	4	3	238	1	0	242	3	0	6	0	9	10	179	2	0	191	446
05:00 PM	1	0	1	0	2	1	<b>271</b>	1	0	<b>273</b>	0	<b>2</b>	<b>9</b>	0	<b>11</b>	10	<b>208</b>	<b>3</b>	0	<b>221</b>	<b>507</b>
05:15 PM	1	0	<b>6</b>	0	<b>7</b>	<b>7</b>	247	1	0	255	0	0	4	0	4	<b>19</b>	181	0	0	200	466
05:30 PM	1	0	1	0	2	3	212	<b>4</b>	0	219	0	0	4	0	4	10	205	2	0	217	442
Total Volume	3	0	12	0	15	14	968	7	0	989	3	2	23	0	28	49	773	7	0	829	1861
% App. Total	20	0	80	0		1.4	97.9	0.7	0		10.7	7.1	82.1	0		5.9	93.2	0.8	0		
PHF	.750	.000	.500	.000	.536	.500	.893	.438	.000	.906	.250	.250	.639	.000	.636	.645	.929	.583	.000	.938	.918



**FIGURE 6**





**FIGURE 6**

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕			↕			↕	
Traffic Vol, veh/h	20	695	8	29	527	3	1	2	16	2	0	9
Future Vol, veh/h	20	695	8	29	527	3	1	2	16	2	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	85	85	85	95	95	95	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	837	10	34	620	4	1	2	17	3	0	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	624	0	0	847	0	0	1268	1582	424	1158	1585	312
Stage 1	-	-	-	-	-	-	890	890	-	690	690	-
Stage 2	-	-	-	-	-	-	378	692	-	468	895	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	953	-	-	786	-	-	125	108	579	151	107	684
Stage 1	-	-	-	-	-	-	304	359	-	401	444	-
Stage 2	-	-	-	-	-	-	616	443	-	545	357	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	953	-	-	786	-	-	116	101	579	137	100	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	116	101	-	137	100	-
Stage 1	-	-	-	-	-	-	296	350	-	391	425	-
Stage 2	-	-	-	-	-	-	578	424	-	513	348	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			16.3			14.5		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	339	953	-	-	786	-	-	396				
HCM Lane V/C Ratio	0.059	0.025	-	-	0.043	-	-	0.04				
HCM Control Delay (s)	16.3	8.9	-	-	9.8	-	-	14.5				
HCM Lane LOS	C	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.1				



Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕			↕			↕	
Traffic Vol, veh/h	49	773	7	14	968	7	3	2	23	3	0	12
Future Vol, veh/h	49	773	7	14	968	7	3	2	23	3	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	97	97	97	100	100	100	54	54	54
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	773	7	14	998	7	3	2	23	6	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1005	0	0	780	0	0	1402	1908	390	1516	1908	503
Stage 1	-	-	-	-	-	-	875	875	-	1030	1030	-
Stage 2	-	-	-	-	-	-	527	1033	-	486	878	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	685	-	-	833	-	-	100	68	609	82	68	514
Stage 1	-	-	-	-	-	-	310	365	-	250	309	-
Stage 2	-	-	-	-	-	-	502	308	-	531	364	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	685	-	-	833	-	-	89	62	609	72	62	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	62	-	72	62	-
Stage 1	-	-	-	-	-	-	288	339	-	232	304	-
Stage 2	-	-	-	-	-	-	472	303	-	472	338	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.1			19.9			22.7		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	270	685	-	-	833	-	-	231
HCM Lane V/C Ratio	0.104	0.072	-	-	0.017	-	-	0.12
HCM Control Delay (s)	19.9	10.7	-	-	9.4	-	-	22.7
HCM Lane LOS	C	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	0.4

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	21	696	8	29	529	3	1	2	16	2	0	16
Future Vol, veh/h	21	696	8	29	529	3	1	2	16	2	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	85	85	85	95	95	95	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	839	10	34	622	4	1	2	17	3	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	626	0	0	849	0	0	1273	1588	425	1163	1591	313
Stage 1	-	-	-	-	-	-	894	894	-	692	692	-
Stage 2	-	-	-	-	-	-	379	694	-	471	899	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	952	-	-	785	-	-	124	107	578	150	106	683
Stage 1	-	-	-	-	-	-	302	358	-	400	443	-
Stage 2	-	-	-	-	-	-	615	442	-	542	356	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	952	-	-	785	-	-	114	100	578	136	99	683
Mov Cap-2 Maneuver	-	-	-	-	-	-	114	100	-	136	99	-
Stage 1	-	-	-	-	-	-	294	349	-	390	424	-
Stage 2	-	-	-	-	-	-	568	423	-	509	347	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.5			16.4			13.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	337	952	-	-	785	-	-	472
HCM Lane V/C Ratio	0.059	0.027	-	-	0.043	-	-	0.055
HCM Control Delay (s)	16.4	8.9	-	-	9.8	-	-	13.1
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.2

**FIGURE 6**



Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕			↕			↕	
Traffic Vol, veh/h	52	776	77	14	969	7	3	2	23	3	0	15
Future Vol, veh/h	52	776	77	14	969	7	3	2	23	3	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	25	-	-	25	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	97	97	97	100	100	100	54	54	54
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	776	77	14	999	7	3	2	23	6	0	28
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1006	0	0	853	0	0	1447	1953	427	1524	1988	503
Stage 1	-	-	-	-	-	-	919	919	-	1031	1031	-
Stage 2	-	-	-	-	-	-	528	1034	-	493	957	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	684	-	-	782	-	-	92	63	576	81	60	514
Stage 1	-	-	-	-	-	-	292	348	-	249	309	-
Stage 2	-	-	-	-	-	-	502	308	-	526	334	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	684	-	-	782	-	-	81	57	576	70	54	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	57	-	70	54	-
Stage 1	-	-	-	-	-	-	270	322	-	230	303	-
Stage 2	-	-	-	-	-	-	466	302	-	464	309	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.1			21.2			21.6		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	250	684	-	-	782	-	-	250				
HCM Lane V/C Ratio	0.112	0.076	-	-	0.018	-	-	0.133				
HCM Control Delay (s)	21.2	10.7	-	-	9.7	-	-	21.6				
HCM Lane LOS	C	B	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-	-	0.5				

**FIGURE 6**

# SimTraffic LOS Reports

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**FIGURE 6**



8: Colorado Ave & S Access Performance by movement Interval #1 7:00

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.1	0.3	0.0
Total Del/Veh (s)	0.1	0.4	0.0	0.2

8: Colorado Ave & S Access Performance by movement Interval #2 7:15

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.1
Total Del/Veh (s)	0.1	0.4	0.0	0.2

8: Colorado Ave & S Access Performance by movement Interval #3 7:30

Movement	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.1		0.1
Total Del/Veh (s)	0.1	0.4		0.2

8: Colorado Ave & S Access Performance by movement Interval #4 7:45

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)		0.0	0.1	0.1	0.1
Total Del/Veh (s)		0.1	0.4	0.0	0.2

8: Colorado Ave & S Access Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)		0.0	0.1	0.1	0.1
Total Del/Veh (s)		0.1	0.4	0.0	0.2

10: Chestnut St & Colorado Ave Performance by movement Interval #1 7:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBR	All
Denied Del/Veh (s)	2.6	0.1	0.2	0.0	0.0	0.0		0.1	0.1	0.1
Total Del/Veh (s)	3.1	0.2	0.2	3.8	0.1	0.0		3.6	2.6	0.4

10: Chestnut St & Colorado Ave Performance by movement Interval #2 7:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	3.0	0.1	0.2	0.0	0.0	0.0		0.1		0.1	0.1
Total Del/Veh (s)	4.2	0.3	0.1	3.1	0.1	0.0		2.0		2.5	0.4

10: Chestnut St & Colorado Ave Performance by movement Interval #3 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	3.0	0.2	0.1	0.0	0.0	0.0			0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.4	0.4	0.1	4.0	0.1	0.0			3.4	8.8	2.6	0.5

**FIGURE 6**

10: Chestnut St & Colorado Ave Performance by movement Interval #4 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	3.0	0.1	0.2	0.0	0.0	0.0		0.1		0.1	0.1
Total Del/Veh (s)	3.8	0.3	0.3	3.4	0.1	0.0		3.6		2.5	0.4

10: Chestnut St & Colorado Ave Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	2.9	0.1	0.2	0.0	0.0	0.0		0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	3.7	0.3	0.2	3.6	0.1	0.0		16.5	3.6	16.9	2.6	0.4

Total Zone Performance By Interval

Interval Start	7:00	7:15	7:30	7:45	All
Denied Del/Veh (s)		0.2	0.2	0.2	0.2
Total Del/Veh (s)		84.4	97.3	69.5	62.1

**FIGURE 6**



8: Colorado Ave & S Access Performance by movement Interval #1 7:00

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)		0.0	0.2	0.2	0.1
Total Del/Veh (s)		0.1	0.4	0.0	0.3

8: Colorado Ave & S Access Performance by movement Interval #2 7:15

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)		0.0	0.2	0.3	0.1
Total Del/Veh (s)		0.1	0.4	0.0	0.3

8: Colorado Ave & S Access Performance by movement Interval #3 7:30

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	3.4	0.1	0.4	0.0	0.3

8: Colorado Ave & S Access Performance by movement Interval #4 7:45

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.4	0.1
Total Del/Veh (s)	3.4	0.1	0.4	0.0	0.3

8: Colorado Ave & S Access Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1
Total Del/Veh (s)	6.1	0.1	0.4	0.0	0.3

10: Chestnut St & Colorado Ave Performance by movement Interval #1 7:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	2.4	0.2	0.3	0.0	0.0	0.0		0.1	0.1		0.1	0.1
Total Del/Veh (s)	6.4	0.7	0.5	5.6	0.1	0.0		24.5	3.3		2.5	0.7

10: Chestnut St & Colorado Ave Performance by movement Interval #2 7:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	2.7	0.2	0.3	0.0	0.0	0.0	0.1	0.1	0.1		0.1	0.2
Total Del/Veh (s)	7.1	0.7	0.4	4.4	0.1	0.0	32.5	17.1	4.7	14.9	2.9	0.8

10: Chestnut St & Colorado Ave Performance by movement Interval #3 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	2.7	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.1	0.1
Total Del/Veh (s)	7.5	0.7	0.5	4.5	0.1	0.1	13.1	79.7	11.8	27.0	4.9	1.1

**FIGURE 6**

10: Chestnut St & Colorado Ave Performance by movement Interval #4 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	3.0	0.2	0.3	0.0	0.0	0.0		0.1	0.1	0.1	0.2
Total Del/Veh (s)	6.7	0.6	0.5	5.3	0.2	0.0	22.3	14.5	5.1	4.5	0.7

10: Chestnut St & Colorado Ave Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	2.7	0.2	0.3	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.2
Total Del/Veh (s)	7.1	0.7	0.5	4.9	0.1	0.0	36.7	45.3	6.2	35.5	4.3	0.8

Total Zone Performance By Interval

Interval Start	7:00	7:15	7:30	7:45	All
Denied Del/Veh (s)		0.2	0.3	0.2	0.2
Total Del/Veh (s)		90.9	136.7	133.1	68.4

**FIGURE 6**



# Parking Utilization Summary Tables

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**FIGURE 6**

On-Street Parking Zones			Estimated Number of Parking Spaces		Observed Parking Utilization (Tuesday, June 11, 2019 from 10:00am - 11:00am)								
Street	Side	Boundaries	Existing	Proposed	Vehicles Parked			Unoccupied/Available Spaces			% Utilization of Spaces		
					Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>
7th St	East	Colorado Ave/	6	6	1	1	1	5	5	5	17%	17%	17%
	West	Alley	5	5	0	0	0	5	5	5	0%	0%	0%
	East	Alley/	13	13	4	4	4	9	9	9	31%	31%	31%
	West	Pikes Peak Ave	6	6	5	5	5	1	1	1	83%	83%	83%
Chestnut St	East	S of Pikes Peak Ave/	6	6	6	6	6	0	0	0	100%	100%	100%
	West	N of Alley	7	7	6	6	7	1	1	0	86%	86%	100%
	East	N of Colorado Ave/	8	13	1	10	13	7	3	0	13%	77%	100%
	West	S of Alley	3	0	2	0	0	1	0	0	67%	0%	0%
	East	S of Colorado Ave	10	10	0	0	5	10	10	5	0%	0%	50%
	West		10	10	0	0	4	10	10	6	0%	0%	40%
	East	N of Pikes Peak/	16	16	2	2	2	14	14	14	13%	13%	13%
	West		S of Kiowa St	16	16	1	1	1	15	15	15	6%	6%
Walnut St	East	Colorado Ave/	6	6	2	2	2	4	4	4	33%	33%	33%
	West	Alley	6	6	1	1	1	5	5	5	17%	17%	17%
Colorado Ave	North	7th St/	2	2	2	2	2	0	0	0	100%	100%	100%
	South	Chestnut St	4	4	3	3	3	1	1	1	75%	75%	75%
	North	Chestnut St/	6	8	2	2	4	4	6	4	33%	25%	50%
	South	Walnut St	7	7	0	0	0	7	7	7	0%	0%	0%
Pikes Peak Ave	North	7th St/	12	12	2	2	2	10	10	10	17%	17%	17%
	South	Chestnut St	12	12	5	5	5	7	7	7	42%	42%	42%
	North	Chestnut St/	16	16	4	4	4	12	12	12	25%	25%	25%
	South	Walnut St	16	16	5	5	5	11	11	11	31%	31%	31%
<b>Total On-Street Public Parking Spaces</b>			<b>193</b>	<b>183</b>	<b>54</b>	<b>61</b>	<b>76</b>	<b>139</b>	<b>136</b>	<b>121</b>	<b>28%</b>	<b>33%</b>	<b>42%</b>
<b>Private Surface Parking Lots (NOT Included in Available Parking Space Totals) -- Provided for Information Only</b>													
Surface Parking Lots	Springs Inn		29	29	8	8	8	21	21	21	28%	28%	28%
	Vacant Lot <sup>3</sup>		56	0 <sup>3</sup>	7		0 <sup>3</sup>	49		0 <sup>3</sup>	13%		0% <sup>3</sup>
	Who Gives a SCRAP		12	12	1	1	1	11	11	11	8%	8%	8%
	DirtyGamez Recording		10	10	2	2	2	8	8	8	20%	20%	20%
	The 64 Store		8	8	2	2	2	6	6	6	25%	25%	25%
	Western Omelette		39	39	34	34	34	5	5	5	87%	87%	87%
	PPACG		110	110	31	31	31	79	79	79	28%	28%	28%
Note: Based on parking data collected by LSC (June 2019)													
<sup>1</sup> Manual adjustments have been made to redistribute parked vehicles in the vacant surface parking lot onto adjacent on-street parking areas													
<sup>2</sup> Includes adjacent parking spaces to be used by apartment residents applied to "Adjusted Existing" totals													
<sup>3</sup> This vacant surface parking lot will be replaced by the proposed building at 532 Colorado Avenue													

**FIGURE 6**

On-Street Parking Zones			Estimated Number of Parking Spaces		Observed Parking Utilization (Tuesday, June 11, 2019 from 10:00pm - 11:00pm)								
Street	Side	Boundaries			Vehicles Parked			Unoccupied/Available Spaces			% Utilization of Spaces		
			Existing	Proposed	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>
7th St	East	Colorado Ave/ Alley	6	6	1	1	1	5	5	5	17%	17%	17%
	West		5	5	2	0	0	3	5	5	40%	0%	0%
	East	Alley/ Pikes Peak Ave	13	13	3	4	4	10	9	9	23%	31%	31%
	West		6	6	2	5	5	4	1	1	33%	83%	83%
Chestnut St	East	S of Pikes Peak Ave/ N of Alley	6	6	1	1	6	5	5	0	17%	17%	100%
	West		7	7	2	2	7	5	5	0	29%	29%	100%
	East	N of Colorado Ave/ S of Alley	8	13	2	9	13	6	4	0	25%	69%	100%
	West		3	0	1	0	0	2	0	0	33%	0%	0%
	East	S of Colorado Ave	10	10	0	0	0	10	10	10	0%	0%	0%
	West		10	10	0	0	0	10	10	10	0%	0%	0%
	East	N of Pikes Peak/ S of Kiowa St	16	16	0	2	2	16	14	14	0%	13%	13%
	West		16	16	0	1	1	16	15	15	0%	6%	6%
Walnut St	East	Colorado Ave/ Alley	6	6	1	2	2	5	4	4	17%	33%	33%
	West		6	6	1	1	1	5	5	5	17%	17%	17%
Colorado Ave	North	7th St/ Chestnut St	2	2	0	2	2	2	0	0	0%	100%	100%
	South		4	4	1	3	3	3	1	1	25%	75%	75%
	North	Chestnut St/ Walnut St	6	8	4	4	5	2	4	3	67%	50%	63%
	South		7	7	1	0	0	6	7	7	14%	0%	0%
Pikes Peak Ave	North	7th St/ Chestnut St	12	12	4	2	2	8	10	10	33%	17%	17%
	South		12	12	2	5	5	10	7	7	17%	42%	42%
	North	Chestnut St/ Walnut St	16	16	3	4	4	13	12	12	19%	25%	25%
	South		16	16	5	5	5	11	11	11	31%	31%	31%
<b>Total On-Street Public Parking Spaces</b>			<b>193</b>	<b>183</b>	<b>36</b>	<b>53</b>	<b>68</b>	<b>157</b>	<b>144</b>	<b>129</b>	<b>19%</b>	<b>29%</b>	<b>37%</b>
<b>Private Surface Parking Lots (NOT Included in Available Parking Space Totals) -- Provided for Information Only</b>													
Surface Parking Lots	Springs Inn		29	29	7	7	7	22	22	22	24%	24%	24%
	Vacant Lot <sup>3</sup>		56	0 <sup>3</sup>	6	0 <sup>3</sup>	0 <sup>3</sup>	50	0 <sup>3</sup>	0 <sup>3</sup>	11%	0% <sup>3</sup>	0% <sup>3</sup>
	Who Gives a SCRAP		12	12	6	6	6	6	6	6	50%	50%	50%
	DirtyGamez Recording		10	10	0	0	0	10	10	10	0%	0%	0%
	The 64 Store		8	8	0	0	0	8	8	8	0%	0%	0%
	Western Omelette		39	39	2	2	2	37	37	37	5%	5%	5%
	PPACG		110	110	5	5	5	105	105	105	5%	5%	5%
Note: Based on parking data collected by LSC (June 2019)													
<sup>1</sup> Manual adjustments have been made to redistribute parked vehicles in the vacant surface parking lot onto adjacent on-street parking areas													
<sup>2</sup> Includes adjacent parking spaces to be used by apartment residents applied to "Adjusted Existing" totals													
<sup>3</sup> This vacant surface parking lot will be replaced by the proposed building at 532 Colorado Avenue													

**FIGURE 6**



On-Street Parking Zones			Estimated Number of Parking Spaces		Observed Parking Utilization (Thursday, September 5, 2019 from 11:00am - 12:00pm)								
Street	Side	Boundaries			Vehicles Parked			Unoccupied/Available Spaces			% Utilization of Spaces		
			Existing	Proposed	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>
7th St	East	Colorado Ave/ Alley	6	6	2	2	2	4	4	4	33%	33%	33%
	West		5	5	0	0	0	5	5	5	0%	0%	0%
	East	Alley/ Pikes Peak Ave	13	13	8	8	8	5	5	5	62%	62%	62%
	West		6	6	0	0	0	6	6	6	0%	0%	0%
Chestnut St	East	S of Pikes Peak Ave/ N of Alley	6	6	5	5	6	1	1	0	83%	83%	100%
	West		7	7	3	3	7	4	4	0	43%	43%	100%
	East	N of Colorado Ave/ S of Alley	8	13	8	8	13	0	5	0	100%	62%	100%
	West		3	0	1	0	0	2	0	0	33%	0%	0%
	East	S of Colorado Ave	10	10	0	0	0	10	10	10	0%	0%	0%
	West		10	10	0	0	0	10	10	10	0%	0%	0%
	East	N of Pikes Peak/ S of Kiowa St	16	16	3	3	3	13	13	13	19%	19%	19%
	West		16	16	2	2	2	14	14	14	13%	13%	13%
Walnut St	East	Colorado Ave/ Alley	6	6	2	2	2	4	4	4	33%	33%	33%
	West		6	6	1	1	1	5	5	5	17%	17%	17%
Colorado Ave	North	7th St/ Chestnut St	2	2	0	0	0	2	2	2	0%	0%	0%
	South		4	4	1	1	1	3	3	3	25%	25%	25%
	North	Chestnut St/ Walnut St	6	8	5	5	5	1	3	3	83%	63%	63%
	South		7	7	1	1	1	6	6	6	14%	14%	14%
Pikes Peak Ave	North	7th St/ Chestnut St	12	12	3	3	3	9	9	9	25%	25%	25%
	South		12	12	3	3	3	9	9	9	25%	25%	25%
	North	Chestnut St/ Walnut St	16	16	4	4	4	12	12	12	25%	25%	25%
	South		16	16	3	3	3	13	13	13	19%	19%	19%
	South		16	16	3	3	3	13	13	13	19%	19%	19%
<b>Total On-Street Public Parking Spaces</b>			<b>193</b>	<b>183</b>	<b>55</b>	<b>54</b>	<b>64</b>	<b>138</b>	<b>143</b>	<b>133</b>	<b>28%</b>	<b>30%</b>	<b>35%</b>
<b>Private Surface Parking Lots (NOT Included in Available Parking Space Totals) -- Provided for Information Only</b>													
Surface Parking Lots	Springs Inn		29	29	7	7	7	22	22	22	24%	24%	24%
	Vacant Lot <sup>3</sup>		56	0 <sup>3</sup>	N/A <sup>4</sup>	0 <sup>3</sup>	0	0 <sup>3</sup>	0	0 <sup>3</sup>	0	0%	0% <sup>3</sup>
	Who Gives a SCRAP		12	12	3	3	3	9	9	9	25%	25%	25%
	DirtyGamez Recording		10	10	2	2	2	8	8	8	20%	20%	20%
	The 64 Store		8	8	2	2	2	6	6	6	25%	25%	25%
	Western Omelette		39	39	16	16	16	23	23	23	41%	41%	41%
	PPACG		110	110	38	38	38	72	72	72	35%	35%	35%

Note: Based on parking data collected by LSC (September 2019)

<sup>1</sup> Manual adjustments have been made to redistribute parked vehicles in the vacant surface parking lot onto adjacent on-street parking areas

<sup>2</sup> Includes adjacent parking spaces to be used by apartment residents applied to "Adjusted Existing" totals

<sup>3</sup> This vacant surface parking lot will be replaced by the proposed building at 532 Colorado Avenue

<sup>4</sup> Lot closed at time of count

**FIGURE 6**

On-Street Parking Zones			Estimated Number of Parking Spaces		Observed Parking Utilization (Thursday, September 5, 2019 from 12:00pm - 1:00pm)								
Street	Side	Boundaries			Vehicles Parked			Unoccupied/Available Spaces			% Utilization of Spaces		
			Existing	Proposed	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>
7th St	East	Colorado Ave/ Alley	6	6	2	2	2	4	4	4	33%	33%	33%
	West	Alley/ Pikes Peak Ave	5	5	0	0	0	5	5	5	0%	0%	0%
	East	Alley/ Pikes Peak Ave	13	13	7	7	7	6	6	6	54%	54%	54%
	West	Pikes Peak Ave	6	6	2	2	2	4	4	4	33%	33%	33%
Chestnut St	East	S of Pikes Peak Ave/ N of Alley	6	6	5	6	6	1	0	0	83%	100%	100%
	West	S of Pikes Peak Ave/ N of Alley	7	7	5	5	7	2	2	0	71%	71%	100%
	East	N of Colorado Ave/ S of Alley	8	13	6	13	13	2	0	0	75%	100%	100%
	West	N of Colorado Ave/ S of Alley	3	0	3	0	0	0	0	0	100%	0%	0%
	East	S of Colorado Ave	10	10	4	4	7	6	6	3	40%	40%	70%
	West	S of Colorado Ave	10	10	2	2	5	8	8	5	20%	20%	50%
	East	N of Pikes Peak/ S of Kiowa St	16	16	3	3	3	13	13	13	19%	19%	19%
	West	N of Pikes Peak/ S of Kiowa St	16	16	2	2	2	14	14	14	13%	13%	13%
Walnut St	East	Colorado Ave/ Alley	6	6	2	2	2	4	4	4	33%	33%	33%
	West	Colorado Ave/ Alley	6	6	3	3	3	3	3	3	50%	50%	50%
Colorado Ave	North	7th St/ Chestnut St	2	2	0	0	0	2	2	2	0%	0%	0%
	South	7th St/ Chestnut St	4	4	1	1	1	3	3	3	25%	25%	25%
	North	Chestnut St/ Walnut St	6	8	6	6	8	0	2	0	100%	75%	100%
	South	Chestnut St/ Walnut St	7	7	6	6	6	1	1	1	86%	86%	86%
	South	Chestnut St/ Walnut St	12	12	4	4	4	8	8	8	33%	33%	33%
Pikes Peak Ave	North	7th St/ Chestnut St	12	12	4	4	4	8	8	8	33%	33%	33%
	South	7th St/ Chestnut St	12	12	4	4	4	8	8	8	33%	33%	33%
	North	Chestnut St/ Walnut St	16	16	6	6	6	10	10	10	38%	38%	38%
	South	Chestnut St/ Walnut St	16	16	4	4	4	12	12	12	25%	25%	25%
<b>Total On-Street Public Parking Spaces</b>			<b>193</b>	<b>183</b>	<b>77</b>	<b>82</b>	<b>92</b>	<b>116</b>	<b>115</b>	<b>105</b>	<b>40%</b>	<b>45%</b>	<b>50%</b>
<b>Private Surface Parking Lots (NOT Included in Available Parking Space Totals) -- Provided for Information Only</b>													
Surface Parking Lots	Springs Inn		29	29	7	7	7	22	22	22	24%	24%	24%
	Vacant Lot <sup>3</sup>		56	0 <sup>3</sup>	N/A <sup>4</sup>		0 <sup>3</sup>	0		0 <sup>3</sup>	0%	0% <sup>3</sup>	
	Who Gives a SCRAP		12	12	3	3	3	9	9	9	25%	25%	25%
	DirtyGamez Recording		10	10	2	2	2	8	8	8	20%	20%	20%
	The 64 Store		8	8	2	2	2	6	6	6	25%	25%	25%
	Western Omelette		39	39	16	16	16	23	23	23	41%	41%	41%
	PPACG		110	110	38	38	38	72	72	72	35%	35%	35%
<p>Note: Based on parking data collected by LSC (September 2019)</p> <p><sup>1</sup> Manual adjustments have been made to redistribute parked vehicles in the vacant surface parking lot onto adjacent on-street parking areas</p> <p><sup>2</sup> Includes adjacent parking spaces to be used by apartment residents applied to "Adjusted Existing" totals</p> <p><sup>3</sup> This vacant surface parking lot will be replaced by the proposed building at 532 Colorado Avenue</p> <p><sup>4</sup> Lot closed at time of count</p>													

**FIGURE 6**

On-Street Parking Zones			Estimated Number of Parking Spaces		Observed Parking Utilization (Thursday, September 12, 2019 from 12:00pm - 1:00pm)								
Street	Side	Boundaries			Vehicles Parked			Unoccupied/Available Spaces			% Utilization of Spaces		
			Existing	Proposed	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>
7th St	East	Colorado Ave/ Alley	6	6	3	3	3	3	3	3	50%	50%	50%
	West		5	5	2	2	2	3	3	3	40%	40%	40%
	East	Alley/ Pikes Peak Ave	13	13	8	8	8	5	5	5	62%	62%	62%
	West		6	6	1	1	1	5	5	5	17%	17%	17%
Chestnut St	East	S of Pikes Peak Ave/ N of Alley	6	6	3	6	6	3	0	0	50%	100%	100%
	West		7	7	3	5	7	4	2	0	43%	71%	100%
	East	N of Colorado Ave/ S of Alley	8	13	0	13	13	8	0	0	0%	100%	100%
	West		3	0	0	0	0	3	0	0	0%	0%	0%
	East	S of Colorado Ave	10	10	0	0	6	10	10	4	0%	0%	60%
	West		10	10	0	0	10	10	10	0	0%	0%	100%
	East	N of Pikes Peak/ S of Kiowa St	16	16	3	3	3	13	13	13	19%	19%	19%
	West		16	16	3	3	3	13	13	13	19%	19%	19%
Walnut St	East	Colorado Ave/ Alley	6	6	4	4	4	2	2	2	67%	67%	67%
	West		6	6	2	2	2	4	4	4	33%	33%	33%
Colorado Ave	North	7th St/ Chestnut St	2	2	1	1	1	1	1	1	50%	50%	50%
	South		4	4	3	3	3	1	1	1	75%	75%	75%
	North	Chestnut St/ Walnut St	6	8	5	5	5	1	3	3	83%	63%	63%
	South		7	7	3	3	3	4	4	4	43%	43%	43%
Pikes Peak Ave	North	7th St/ Chestnut St	12	12	4	4	4	8	8	8	33%	33%	33%
	South		12	12	5	5	5	7	7	7	42%	42%	42%
	North	Chestnut St/ Walnut St	16	16	4	4	4	12	12	12	25%	25%	25%
	South		16	16	2	2	2	14	14	14	13%	13%	13%
<b>Total On-Street Public Parking Spaces</b>			<b>193</b>	<b>183</b>	<b>59</b>	<b>77</b>	<b>95</b>	<b>134</b>	<b>120</b>	<b>102</b>	<b>31%</b>	<b>42%</b>	<b>52%</b>
<b>Private Surface Parking Lots (NOT Included in Available Parking Space Totals) -- Provided for Information Only</b>													
Surface Parking Lots	Vacant Lot <sup>3</sup>		56	0 <sup>3</sup>	18	0 <sup>3</sup>		38	0 <sup>3</sup>		32%	0% <sup>3</sup>	
	Who Gives a SCRAP		12	12	1	1	1	11	11	11	8%	8%	8%
	DirtyGamez Recording		10	10	2	2	2	8	8	8	20%	20%	20%
	The 64 Store		8	8	2	2	2	6	6	6	25%	25%	25%
	Western Omelette		39	39	30	30	30	9	9	9	77%	77%	77%

Note: Based on parking data collected by LSC (September 2019)

<sup>1</sup> Manual adjustments have been made to redistribute parked vehicles in the vacant surface parking lot onto adjacent on-street parking areas

<sup>2</sup> Includes adjacent parking spaces to be used by apartment residents applied to "Adjusted Existing" totals

<sup>3</sup> This vacant surface parking lot will be replaced by the proposed building at 532 Colorado Avenue

**FIGURE 6**



On-Street Parking Zones			Estimated Number of Parking Spaces		Observed Parking Utilization (Thursday, September 12, 2019 from 6:30pm - 7:30pm)								
Street	Side	Boundaries			Vehicles Parked			Unoccupied/Available Spaces			% Utilization of Spaces		
			Existing	Proposed	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>
7th St	East	Colorado Ave/ Alley	6	6	4	4	4	2	2	2	67%	67%	67%
	West		5	5	4	4	4	1	1	1	80%	80%	80%
	East	Alley/ Pikes Peak Ave	13	13	11	11	11	2	2	2	85%	85%	85%
	West		6	6	4	4	4	2	2	2	67%	67%	67%
Chestnut St	East	S of Pikes Peak Ave/ N of Alley	6	6	5	6	6	1	0	0	83%	100%	100%
	West		7	7	7	7	7	0	0	0	100%	100%	100%
	East	N of Colorado Ave/ S of Alley	8	13	4	13	13	4	0	0	50%	100%	100%
	West		3	0	3	0	0	0	0	0	100%	0%	0%
	East	S of Colorado Ave	10	10	0	5	10	10	5	0	0%	50%	100%
	West		10	10	0	6	10	10	4	0	0%	60%	100%
	East	N of Pikes Peak/ S of Kiowa St	16	16	3	3	3	13	13	13	19%	19%	19%
	West		16	16	16	16	16	0	0	0	100%	100%	100%
Walnut St	East	Colorado Ave/ Alley	6	6	1	1	1	5	5	5	17%	17%	17%
	West		6	6	4	4	4	2	2	2	67%	67%	67%
Colorado Ave	North	7th St/ Chestnut St	2	2	0	0	2	2	2	0	0%	0%	100%
	South		4	4	2	2	2	2	2	2	50%	50%	50%
	North	Chestnut St/ Walnut St	6	8	5	5	8	1	3	0	83%	63%	100%
	South		7	7	6	6	7	1	1	0	86%	86%	100%
Pikes Peak Ave	North	7th St/ Chestnut St	12	12	4	4	4	8	8	8	33%	33%	33%
	South		12	12	6	6	6	6	6	6	50%	50%	50%
	North	Chestnut St/ Walnut St	16	16	7	7	7	9	9	9	44%	44%	44%
	South		16	16	5	5	5	11	11	11	31%	31%	31%
<b>Total On-Street Public Parking Spaces</b>			<b>193</b>	<b>183</b>	<b>101</b>	<b>119</b>	<b>134</b>	<b>92</b>	<b>78</b>	<b>63</b>	<b>52%</b>	<b>65%</b>	<b>73%</b>
<b>Private Surface Parking Lots (NOT Included in Available Parking Space Totals) -- Provided for Information Only</b>													
Surface Parking Lots	Vacant Lot <sup>3</sup>		56	0 <sup>3</sup>	18	0 <sup>3</sup>		38	0 <sup>3</sup>		32%	0% <sup>3</sup>	
	Who Gives a SCRAP		12	12	2	2	2	10	10	10	17%	17%	17%
	DirtyGamez Recording		10	10	0	0	0	10	10	10	0%	0%	0%
	The 64 Store		8	8	4	4	4	4	4	4	50%	50%	50%
	Western Omelette		39	39	10	10	10	29	29	29	26%	26%	26%

Note: Based on parking data collected by LSC (September 2019)

<sup>1</sup> Manual adjustments have been made to redistribute parked vehicles in the vacant surface parking lot onto adjacent on-street parking areas

<sup>2</sup> Includes adjacent parking spaces to be used by apartment residents applied to "Adjusted Existing" totals

<sup>3</sup> This vacant surface parking lot will be replaced by the proposed building at 532 Colorado Avenue

**FIGURE 6**

On-Street Parking Zones			Estimated Number of Parking Spaces		Observed Parking Utilization (Friday, September 13, 2019 from 1:00pm - 2:00pm)								
Street	Side	Boundaries			Vehicles Parked			Unoccupied/Available Spaces			% Utilization of Spaces		
			Existing	Proposed	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>
7th St	East	Colorado Ave/ Alley	6	6	4	4	4	2	2	2	67%	67%	67%
	West	Alley	5	5	4	4	4	1	1	1	80%	80%	80%
	East	Alley/ Pikes Peak Ave	13	13	8	8	8	5	5	5	62%	62%	62%
	West	Pikes Peak Ave	6	6	1	1	1	5	5	5	17%	17%	17%
Chestnut St	East	S of Pikes Peak Ave/ N of Alley	6	6	6	6	6	0	0	0	100%	100%	100%
	West	N of Colorado Ave/ S of Alley	7	7	5	7	7	2	0	0	71%	100%	100%
	East	N of Colorado Ave/ S of Alley	8	13	5	13	13	3	0	0	63%	100%	100%
	West	S of Colorado Ave	3	0	0	0	0	3	0	0	0%	0%	0%
	East	S of Colorado Ave	10	10	0	5	10	10	5	0	0%	50%	100%
	West	S of Colorado Ave	10	10	0	6	10	10	4	0	0%	60%	100%
	East	N of Pikes Peak/ S of Kiowa St	16	16	3	3	3	13	13	13	19%	19%	19%
	West	N of Pikes Peak/ S of Kiowa St	16	16	4	4	4	12	12	12	25%	25%	25%
Walnut St	East	Colorado Ave/ Alley	6	6	1	1	1	5	5	5	17%	17%	17%
	West	Alley	6	6	2	2	2	4	4	4	33%	33%	33%
Colorado Ave	North	7th St/ Chestnut St	2	2	0	0	2	2	2	0	0%	0%	100%
	South	Chestnut St/ Walnut St	4	4	3	3	4	1	1	0	75%	75%	100%
	North	Chestnut St/ Walnut St	6	8	5	5	8	1	3	0	83%	63%	100%
	South	Walnut St	7	7	6	6	6	1	1	1	86%	86%	86%
Pikes Peak Ave	North	7th St/ Chestnut St	12	12	3	3	3	9	9	9	25%	25%	25%
	South	Chestnut St/ Walnut St	12	12	4	4	4	8	8	8	33%	33%	33%
	North	Chestnut St/ Walnut St	16	16	6	6	6	10	10	10	38%	38%	38%
	South	Walnut St	16	16	2	2	2	14	14	14	13%	13%	13%
<b>Total On-Street Public Parking Spaces</b>			<b>193</b>	<b>183</b>	<b>72</b>	<b>93</b>	<b>108</b>	<b>121</b>	<b>104</b>	<b>89</b>	<b>37%</b>	<b>51%</b>	<b>59%</b>
<b>Private Surface Parking Lots (NOT Included in Available Parking Space Totals) -- Provided for Information Only</b>													
Surface Parking Lots	Vacant Lot <sup>3</sup>		56	0 <sup>3</sup>	21	0 <sup>3</sup>		35	0 <sup>3</sup>		38%	0% <sup>3</sup>	
	Who Gives a SCRAP		12	12	6	6	6	6	6	6	50%	50%	50%
	DirtyGamez Recording		10	10	0	0	0	10	10	10	0%	0%	0%
	The 64 Store		8	8	3	3	3	5	5	5	38%	38%	38%
	Western Omelette		39	39	21	21	21	18	18	18	54%	54%	54%

Note: Based on parking data collected by LSC (September 2019)

<sup>1</sup> Manual adjustments have been made to redistribute parked vehicles in the vacant surface parking lot onto adjacent on-street parking areas

<sup>2</sup> Includes adjacent parking spaces to be used by apartment residents applied to "Adjusted Existing" totals

<sup>3</sup> This vacant surface parking lot will be replaced by the proposed building at 532 Colorado Avenue

**FIGURE 6**

On-Street Parking Zones			Estimated Number of Parking Spaces		Observed Parking Utilization (Friday, September 13, 2019 from 3:00pm - 4:00pm)								
Street	Side	Boundaries			Vehicles Parked			Unoccupied/Available Spaces			% Utilization of Spaces		
			Existing	Proposed	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>
7th St	East	Colorado Ave/ Alley	6	6	4	4	4	2	2	2	67%	67%	67%
	West		5	5	5	5	5	0	0	0	100%	100%	100%
	East	Alley/ Pikes Peak Ave	13	13	4	4	4	9	9	9	31%	31%	31%
	West		6	6	4	4	4	2	2	2	67%	67%	67%
Chestnut St	East	S of Pikes Peak Ave/ N of Alley	6	6	6	6	6	0	0	0	100%	100%	100%
	West		7	7	7	7	7	0	0	0	100%	100%	100%
	East	N of Colorado Ave/ S of Alley	8	13	6	13	13	2	0	0	75%	100%	100%
	West		3	0	1	0	0	2	0	0	33%	0%	0%
	East	S of Colorado Ave	10	10	0	9	10	10	1	0	0%	90%	100%
	West		10	10	0	10	10	10	0	0	0%	100%	100%
	East	N of Pikes Peak/ S of Kiowa St	16	16	4	4	6	12	12	10	25%	25%	38%
	West		16	16	7	7	9	9	9	7	44%	44%	56%
Walnut St	East	Colorado Ave/ Alley	6	6	0	0	0	6	6	6	0%	0%	0%
	West		6	6	4	4	4	2	2	2	67%	67%	67%
Colorado Ave	North	7th St/ Chestnut St	2	2	0	0	2	2	2	0	0%	0%	100%
	South		4	4	3	3	3	1	1	1	75%	75%	75%
	North	Chestnut St/ Walnut St	6	8	5	5	8	1	3	0	83%	63%	100%
	South		7	7	2	2	7	5	5	0	29%	29%	100%
Pikes Peak Ave	North	7th St/ Chestnut St	12	12	3	3	3	9	9	9	25%	25%	25%
	South		12	12	6	6	6	6	6	6	50%	50%	50%
	North	Chestnut St/ Walnut St	16	16	2	2	2	14	14	14	13%	13%	13%
	South		16	16	6	6	6	10	10	10	38%	38%	38%
<b>Total On-Street Public Parking Spaces</b>			<b>193</b>	<b>183</b>	<b>79</b>	<b>104</b>	<b>119</b>	<b>114</b>	<b>93</b>	<b>78</b>	<b>41%</b>	<b>57%</b>	<b>65%</b>
<b>Private Surface Parking Lots (NOT Included in Available Parking Space Totals) -- Provided for Information Only</b>													
Surface Parking Lots	Vacant Lot <sup>3</sup>		56	0 <sup>3</sup>	21	0 <sup>3</sup>		35	0 <sup>3</sup>		38%	0% <sup>3</sup>	
	Who Gives a SCRAP		12	12	9	9	9	3	3	3	75%	75%	75%
	DirtyGamez Recording		10	10	0	0	0	10	10	10	0%	0%	0%
	The 64 Store		8	8	3	3	3	5	5	5	38%	38%	38%
	Western Omelette		39	39	10	10	10	29	29	29	26%	26%	26%

Note: Based on parking data collected by LSC (September 2019)

<sup>1</sup> Manual adjustments have been made to redistribute parked vehicles in the vacant surface parking lot onto adjacent on-street parking areas

<sup>2</sup> Includes adjacent parking spaces to be used by apartment residents applied to "Adjusted Existing" totals

<sup>3</sup> This vacant surface parking lot will be replaced by the proposed building at 532 Colorado Avenue

**FIGURE 6**



On-Street Parking Zones			Estimated Number of Parking Spaces		Observed Parking Utilization (Friday, September 13, 2019 from 8:00pm - 9:00pm)								
Street	Side	Boundaries			Vehicles Parked			Unoccupied/Available Spaces			% Utilization of Spaces		
			Existing	Proposed	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>
7th St	East	Colorado Ave/ Alley	6	6	5	5	5	1	1	1	83%	83%	83%
	West		5	5	5	5	5	0	0	0	100%	100%	100%
	East	Alley/ Pikes Peak Ave	13	13	10	10	10	3	3	3	77%	77%	77%
	West		6	6	3	3	3	3	3	3	50%	50%	50%
Chestnut St	East	S of Pikes Peak Ave/ N of Alley	6	6	4	6	6	2	0	0	67%	100%	100%
	West		7	7	5	7	7	2	0	0	71%	100%	100%
	East	N of Colorado Ave/ S of Alley	8	13	7	13	13	1	0	0	88%	100%	100%
	West		3	0	3	0	0	0	0	0	100%	0%	0%
	East	S of Colorado Ave	10	10	1	4	10	9	6	0	10%	40%	100%
	West		10	10	0	4	10	10	6	0	0%	40%	100%
	East	N of Pikes Peak/ S of Kiowa St	16	16	3	3	3	13	13	13	19%	19%	19%
	West		16	16	6	6	6	10	10	10	38%	38%	38%
Walnut St	East	Colorado Ave/ Alley	6	6	1	1	1	5	5	5	17%	17%	17%
	West		6	6	0	0	0	6	6	6	0%	0%	0%
Colorado Ave	North	7th St/ Chestnut St	2	2	0	0	0	2	2	2	0%	0%	0%
	South		4	4	3	3	3	1	1	1	75%	75%	75%
	North	Chestnut St/ Walnut St	6	8	6	6	8	0	2	0	100%	75%	100%
	South		7	7	7	7	7	0	0	0	100%	100%	100%
Pikes Peak Ave	North	7th St/ Chestnut St	12	12	6	6	6	6	6	6	50%	50%	50%
	South		12	12	4	4	4	8	8	8	33%	33%	33%
	North	Chestnut St/ Walnut St	16	16	5	5	5	11	11	11	31%	31%	31%
	South		16	16	3	3	3	13	13	13	19%	19%	19%
<b>Total On-Street Public Parking Spaces</b>			<b>193</b>	<b>183</b>	<b>87</b>	<b>101</b>	<b>115</b>	<b>106</b>	<b>96</b>	<b>82</b>	<b>45%</b>	<b>55%</b>	<b>63%</b>
<b>Private Surface Parking Lots (NOT Included in Available Parking Space Totals) -- Provided for Information Only</b>													
Surface Parking Lots	Vacant Lot <sup>3</sup>		56	0 <sup>3</sup>	14	0 <sup>3</sup>		42	0 <sup>3</sup>		25%	0% <sup>3</sup>	
	Who Gives a SCRAP		12	12	10	10	10	2	2	2	83%	83%	83%
	DirtyGamez Recording		10	10	0	0	0	10	10	10	0%	0%	0%
	The 64 Store		8	8	0	0	0	8	8	8	0%	0%	0%
	Western Omelette		39	39	17	17	17	22	22	22	44%	44%	44%

Note: Based on parking data collected by LSC (September 2019)

<sup>1</sup> Manual adjustments have been made to redistribute parked vehicles in the vacant surface parking lot onto adjacent on-street parking areas

<sup>2</sup> Includes adjacent parking spaces to be used by apartment residents applied to "Adjusted Existing" totals

<sup>3</sup> This vacant surface parking lot will be replaced by the proposed building at 532 Colorado Avenue

**FIGURE 6**

On-Street Parking Zones			Estimated Number of Parking Spaces		Observed Parking Utilization (Saturday, September 14, 2019 from 12:30pm - 1:30pm)								
Street	Side	Boundaries			Vehicles Parked			Unoccupied/Available Spaces			% Utilization of Spaces		
			Existing	Proposed	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>	Existing	Adjusted Existing <sup>1</sup>	Post-Buildout <sup>2</sup>
7th St	East	Colorado Ave/ Alley	6	6	3	3	3	3	3	3	50%	50%	50%
	West	Alley/ Pikes Peak Ave	5	5	4	4	4	1	1	1	80%	80%	80%
	East	Alley/ Pikes Peak Ave	13	13	7	7	7	6	6	6	54%	54%	54%
	West	Pikes Peak Ave	6	6	3	3	3	3	3	3	50%	50%	50%
Chestnut St	East	S of Pikes Peak Ave/ N of Alley	6	6	2	6	6	4	0	0	33%	100%	100%
	West	N of Colorado Ave/ S of Alley	7	7	4	7	7	3	0	0	57%	100%	100%
	East	N of Colorado Ave/ S of Alley	8	13	4	13	13	4	0	0	50%	100%	100%
	West	S of Colorado Ave	3	0	0	0	0	3	0	0	0%	0%	0%
	East	S of Colorado Ave	10	10	3	7	10	7	3	0	30%	70%	100%
	West	S of Colorado Ave	10	10	0	8	10	10	2	0	0%	80%	100%
	East	N of Pikes Peak/ S of Kiowa St	16	16	4	4	4	12	12	12	25%	25%	25%
	West	N of Pikes Peak/ S of Kiowa St	16	16	9	9	9	7	7	7	56%	56%	56%
Walnut St	East	Colorado Ave/ Alley	6	6	2	2	2	4	4	4	33%	33%	33%
	West	Colorado Ave/ Alley	6	6	4	4	4	2	2	2	67%	67%	67%
Colorado Ave	North	7th St/ Chestnut St	2	2	0	0	2	2	2	0	0%	0%	100%
	South	Chestnut St/ Walnut St	4	4	1	1	1	3	3	3	25%	25%	25%
	North	Chestnut St/ Walnut St	6	8	4	4	8	2	4	0	67%	50%	100%
	South	Walnut St	7	7	2	2	7	5	5	0	29%	29%	100%
Pikes Peak Ave	North	7th St/ Chestnut St	12	12	4	4	4	8	8	8	33%	33%	33%
	South	Chestnut St/ Walnut St	12	12	3	3	3	9	9	9	25%	25%	25%
	North	Chestnut St/ Walnut St	16	16	8	8	8	8	8	8	50%	50%	50%
	South	Walnut St	16	16	7	7	7	9	9	9	44%	44%	44%
<b>Total On-Street Public Parking Spaces</b>			<b>193</b>	<b>183</b>	<b>78</b>	<b>106</b>	<b>122</b>	<b>115</b>	<b>91</b>	<b>75</b>	<b>40%</b>	<b>58%</b>	<b>67%</b>
<b>Private Surface Parking Lots (NOT Included in Available Parking Space Totals) -- Provided for Information Only</b>													
Surface Parking Lots	Vacant Lot <sup>3</sup>		56	0 <sup>3</sup>	28	0 <sup>3</sup>		28	0 <sup>3</sup>		50%	0% <sup>3</sup>	
	Who Gives a SCRAP		12	12	11	11	11	1	1	1	92%	92%	92%
	DirtyGamez Recording		10	10	0	0	0	10	10	10	0%	0%	0%
	The 64 Store		8	8	8	8	8	0	0	0	100%	100%	100%
	Western Omelette		39	39	27	27	27	12	12	12	69%	69%	69%

Note: Based on parking data collected by LSC (September 2019)

<sup>1</sup> Manual adjustments have been made to redistribute parked vehicles in the vacant surface parking lot onto adjacent on-street parking areas

<sup>2</sup> Includes adjacent parking spaces to be used by apartment residents applied to "Adjusted Existing" totals

<sup>3</sup> This vacant surface parking lot will be replaced by the proposed building at 532 Colorado Avenue

**FIGURE 6**