

# PARKING STUDY REPORT

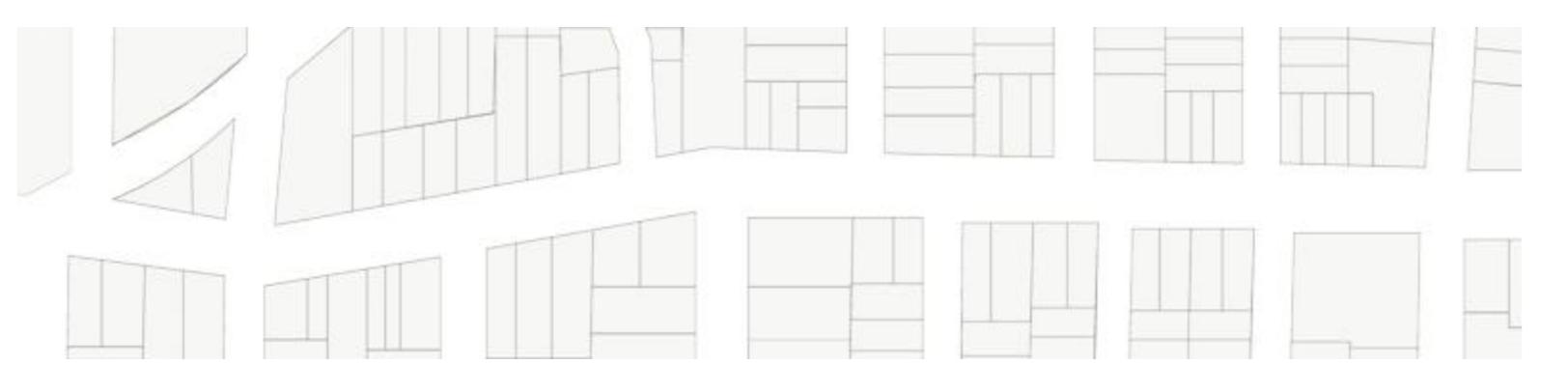
## Uptown Madison

City of Lakewood, Ohio  
Department of Planning and Development

August 2013



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## Executive Summary

The Uptown Madison Parking Study has been conducted by the Planning and Development Department in order to assess current parking inventory and usage. This assessment provides parking insights and will guide future public reinvestment to the emerging commercial district along Madison Avenue. The study was conducted in response to Uptown Madison experiencing high retail occupancy rates, which triggered an increase in parking variances granted by the Board of Zoning Appeals.

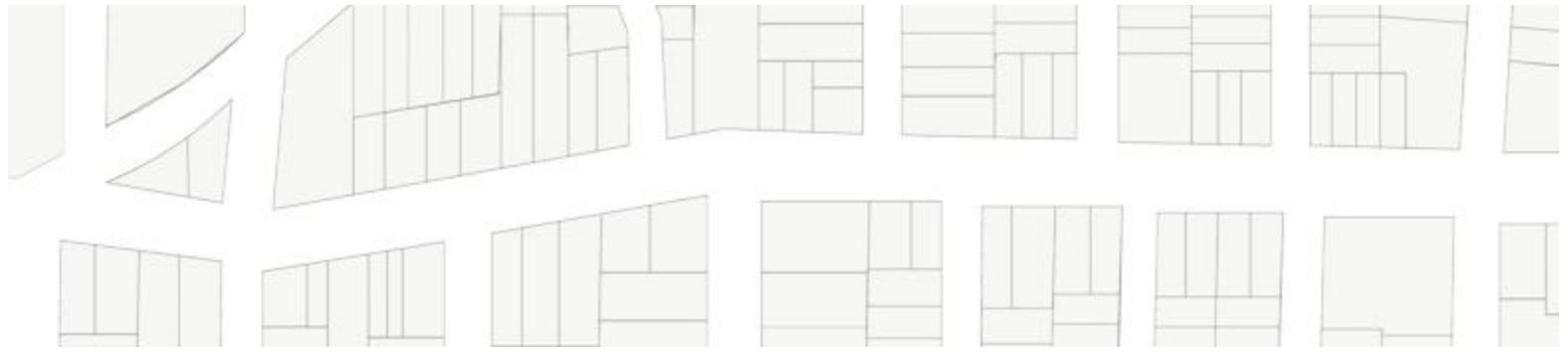
*The following is a summary of major findings:*

- The Uptown study area contains approximately 781 total parking spaces (635 off-street and 146 on-street)
- Study consists of 36 surface parking lots both public (2) and private (34)
- The greatest parking utilization was found in facilities between Lakeland and Arthur Avenues
- According to current parking variances, a minimal parking deficiency of 4% is seen throughout the Uptown Madison boundaries; however, a major parking surplus occurs on the average weekday evenings.
- 3 Key Recommendations:

Public infrastructure improvements to municipal lots

Exploration of shared parking agreements

Formation of on-street meter strategies



# Uptown Madison Parking Study Report

The City of Lakewood

Cuyahoga County, Ohio | August 2013

## Acknowledgements

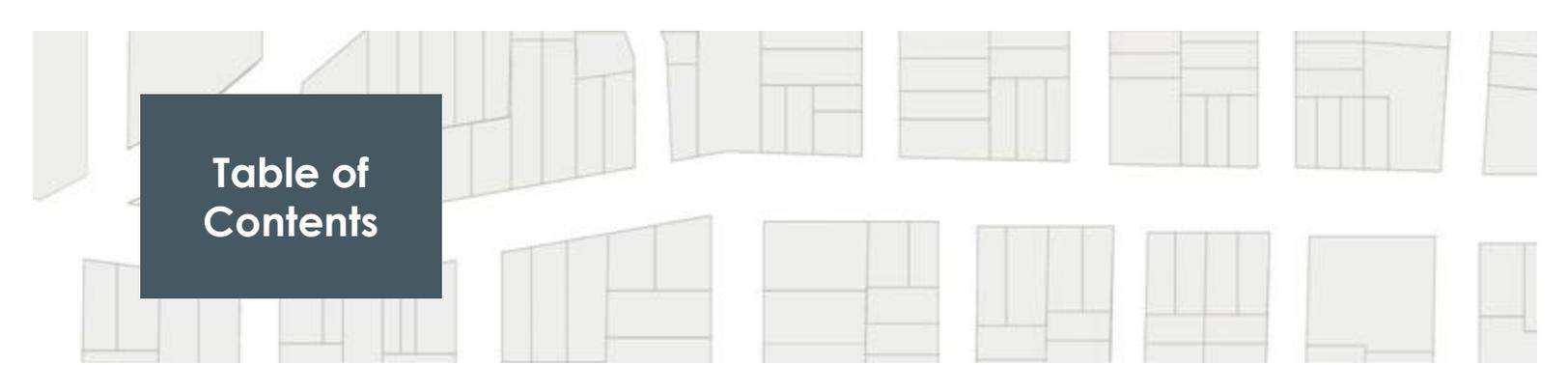
City of Lakewood  
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Thomas Bullock (Ward 2)  
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# Section



Introduction

What is Uptown?

Uptown Madison is a mixed-use urban environment primarily comprised of commercial office and retail space, residential units, and a diverse range of neighborhood bars and restaurants. The 19 acre site, shown in Exhibit 1, is the next emerging commercial district in Lakewood. Local entrepreneurs have eyed Madison, redeveloped storefronts, and retrofitted spaces to accommodate new businesses. This growth, while welcomed by the city, has created a perception of deficient parking inventory and congestion in lots dedicated to current businesses.

Study Area Boundaries

Bounded by Warren Avenue to its east and Hilliard Boulevard to its west, Uptown Madison extends for nearly 1/2 mile east to west along Madison Ave. The study area encompasses on street parking along 11 side-streets and Madison Avenue. The central commercial district of Uptown referred to in this study is located between Lakeland and Arthur Avenues.

Methodology

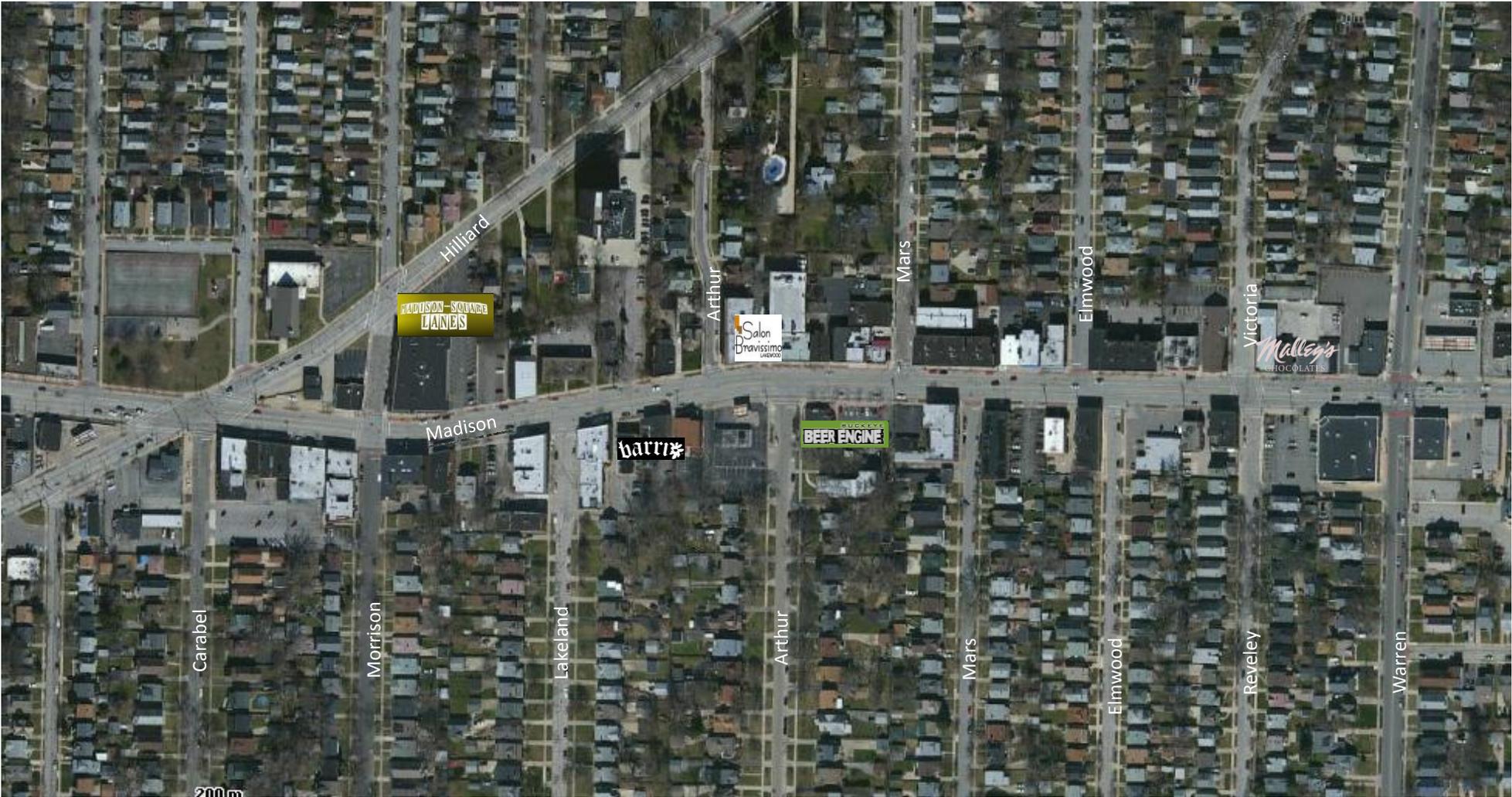
The Planning and Development Department conducted the parking survey first by identifying the 36 lots within the district and coding inventory by street block. The current stock was then cross-listed with Chapter 1143 of the Codified Ordinances to determine parking efficiency or deficiency. The department defined deficiency as the shortage of required parking per lot according to usage, whether residential, retail, food and beverage, office and business, or entertainment.

Car counting occurred weekday and weekend mornings, afternoons, and evenings between June 5<sup>th</sup> and June 22<sup>nd</sup>. Surveys were conducted at 7:00 am, 3:00 pm, and 7:00 pm Monday through Thursday. Additional counts at 10:00 pm were made Friday and Saturday.

Western Uptown Madison as seen from above. Full district view is seen on the following page.

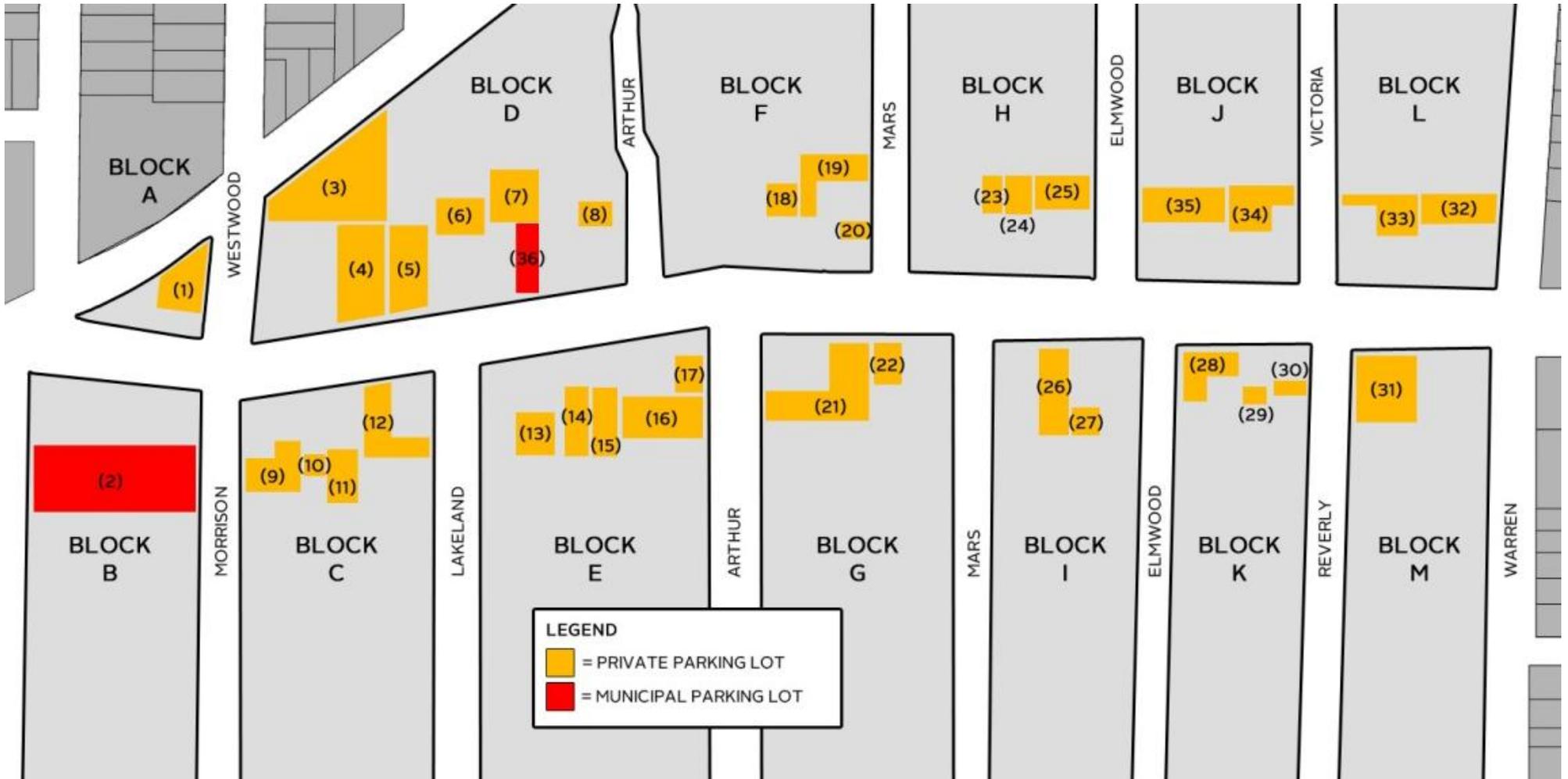


Exhibit 1 Introduction | Overview Map



STUDY AREA BOUNDARY  
Uptown Madison  
City of Lakewood, Ohio

Exhibit 2 Introduction | Lot Identification Map



STUDY AREA BOUNDARY  
 Uptown Madison  
 City of Lakewood, Ohio

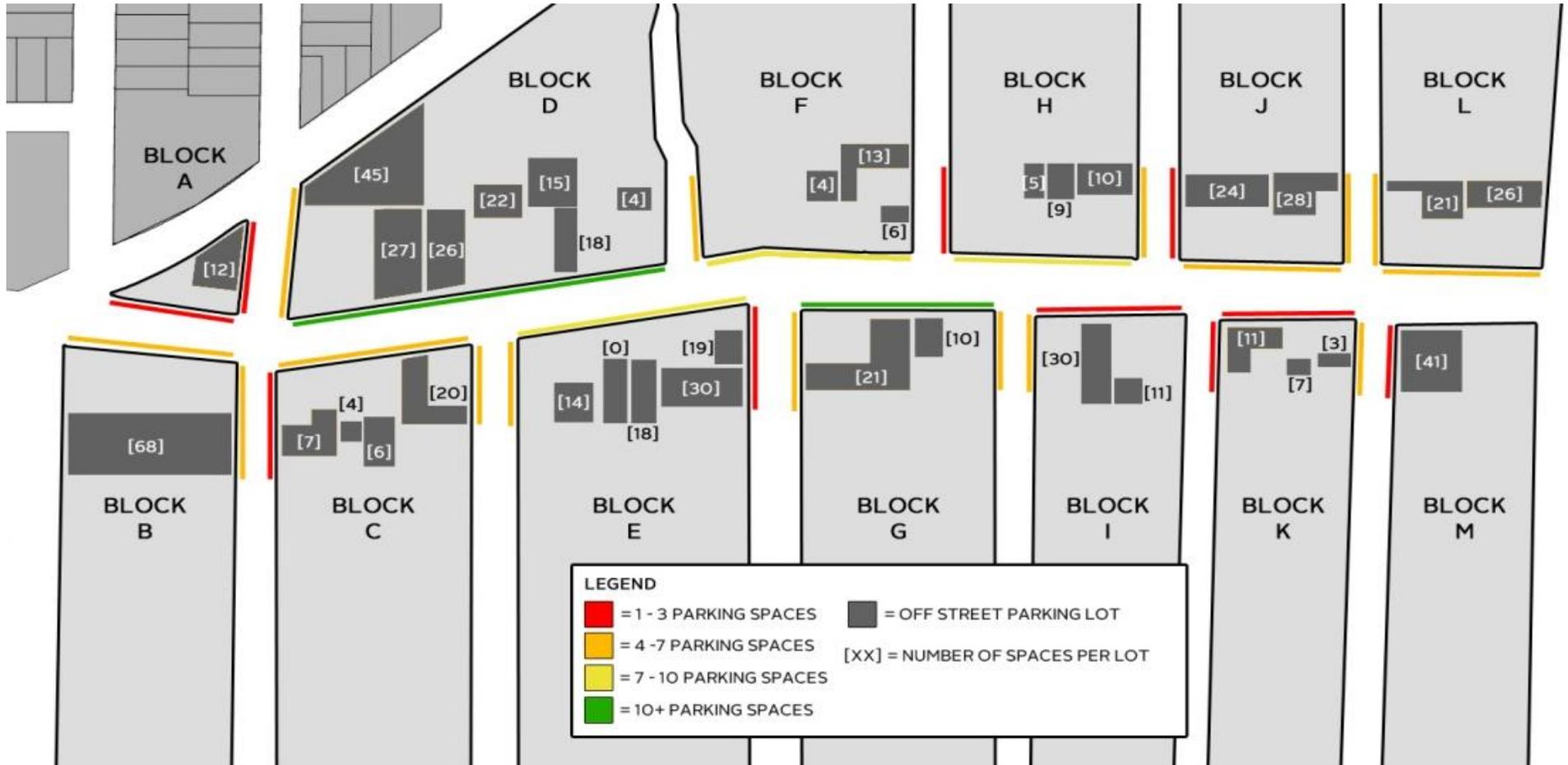


Section

# 2

Parking  
Inventory

Exhibit 3 Parking Inventory | On and Off-Street Inventory Map



STUDY AREA BOUNDARY  
 Uptown Madison  
 City of Lakewood, Ohio

Exhibit 4 Inventory | Parking Stock **Graphic**

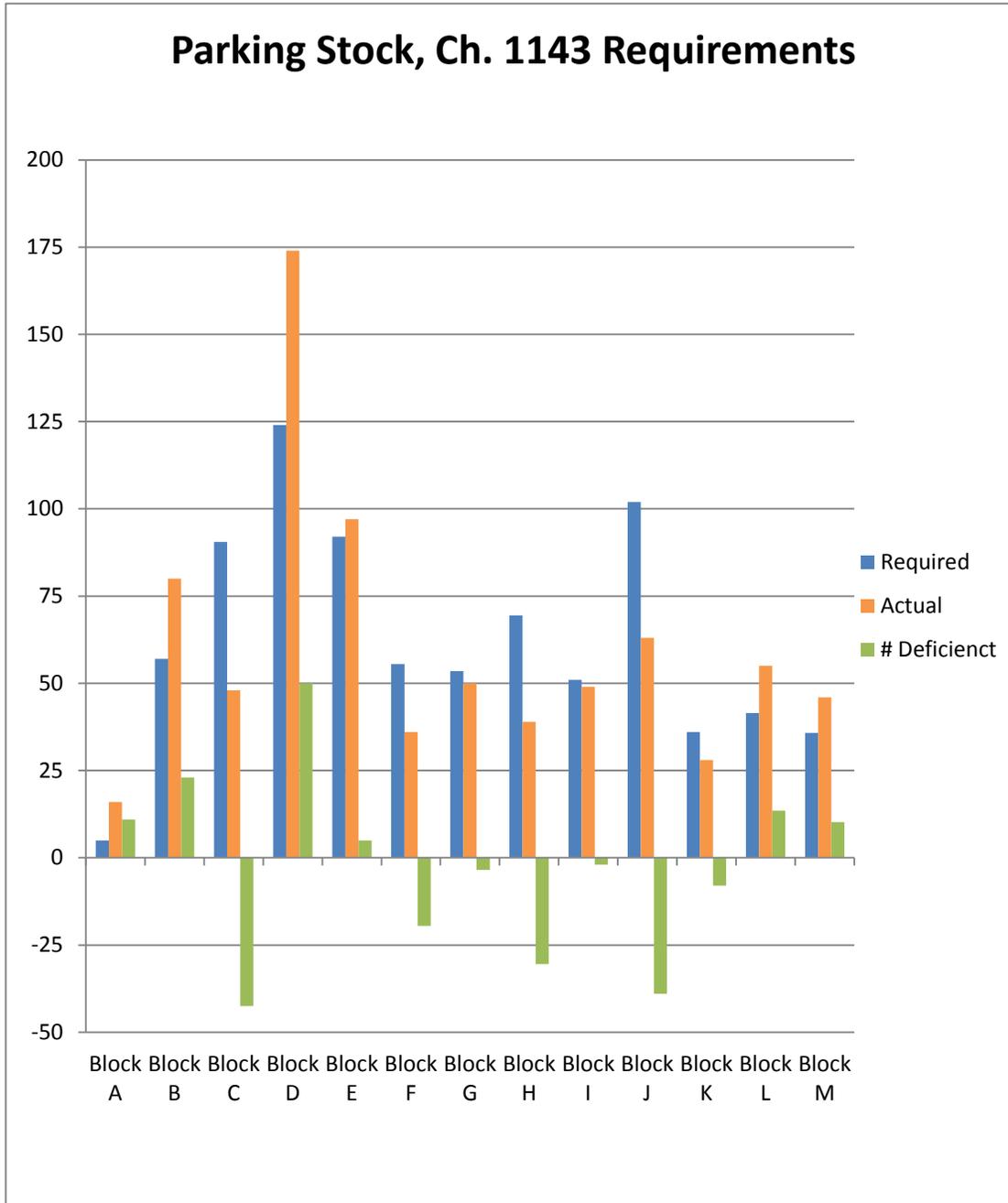


Exhibit 5 Inventory | Parking Stock **Chart**

<u>TYPE OF PARKING</u>	<u>SPACES</u>	<u>PERCENT</u>
On-Street Unmetered	72	9.2%
On-Street Metered	74	9.5%
<b>Total On-Street Parking Spaces*</b>	<b>146</b>	<b>18.7%</b>
Off-Street Public Surface Lots	86	11.0%
Off-Street Private Surface Lots	549	70.3%
<b>Total Off-Street Parking Spaces</b>	<b>635</b>	<b>81.3%</b>
<b>GRAND TOTAL Parking Spaces</b>	<b>781</b>	<b>100.00%</b>

**Current Inventory** The Uptown Madison study area contains approximately 781 parking spaces in 36 surface lots and on-street areas. Only two lots are public, unmetered spaces for patrons to utilize when visiting the Uptown district. The highest concentration of surface lots is located between blocks B and E on the south side of Madison and A and D on the north, as seen in Exhibit 3. The parking stock in this central area accounts for 53% of the total inventory and is of primary concern for the study. These blocks are significant to the study as key public and private reinvestment continues in the aforementioned block bounded by Carabel and Arthur Avenues

**Deficiencies** The Planning and Development Department have defined parking deficiency definition as the negative differences between the actual number of parking spaces and the required number of spaces in public and private lots as prescribed by Chapter 1143 of the Lakewood Codified Ordinances (See Section 5, Appendix A). As seen in Exhibit 4, only Block C, in our primary focus area, has a deficiency of 43 spaces or 47%. Additionally, Block E, which is at the central commercial area of Uptown, only sees a five-space surplus. While not deficient, the narrow surplus in this block mimics the overall findings of this report.

**Blocks of Interest** Block A and Block B are located at the western entrance of Uptown. 16 on-street parking options accompany the 80 public-private spaces in two surface lots. Block B incorporates Lot 2, the first municipal lot in the Uptown Madison district. Block C is comprised of four private lots with 11 on-street spaces for district patrons. Block D has the highest concentration of spaces in the central commercial area with a surplus of 50 spaces. Additionally, Block D incorporates Lot 36, the second municipal lot. Finally, Block E, as mentioned earlier, has but a 5 space surplus with 16 public on-street spaces.

Municipal Signage in  
Lot 2, Block B





# Section

# 3

## Findings

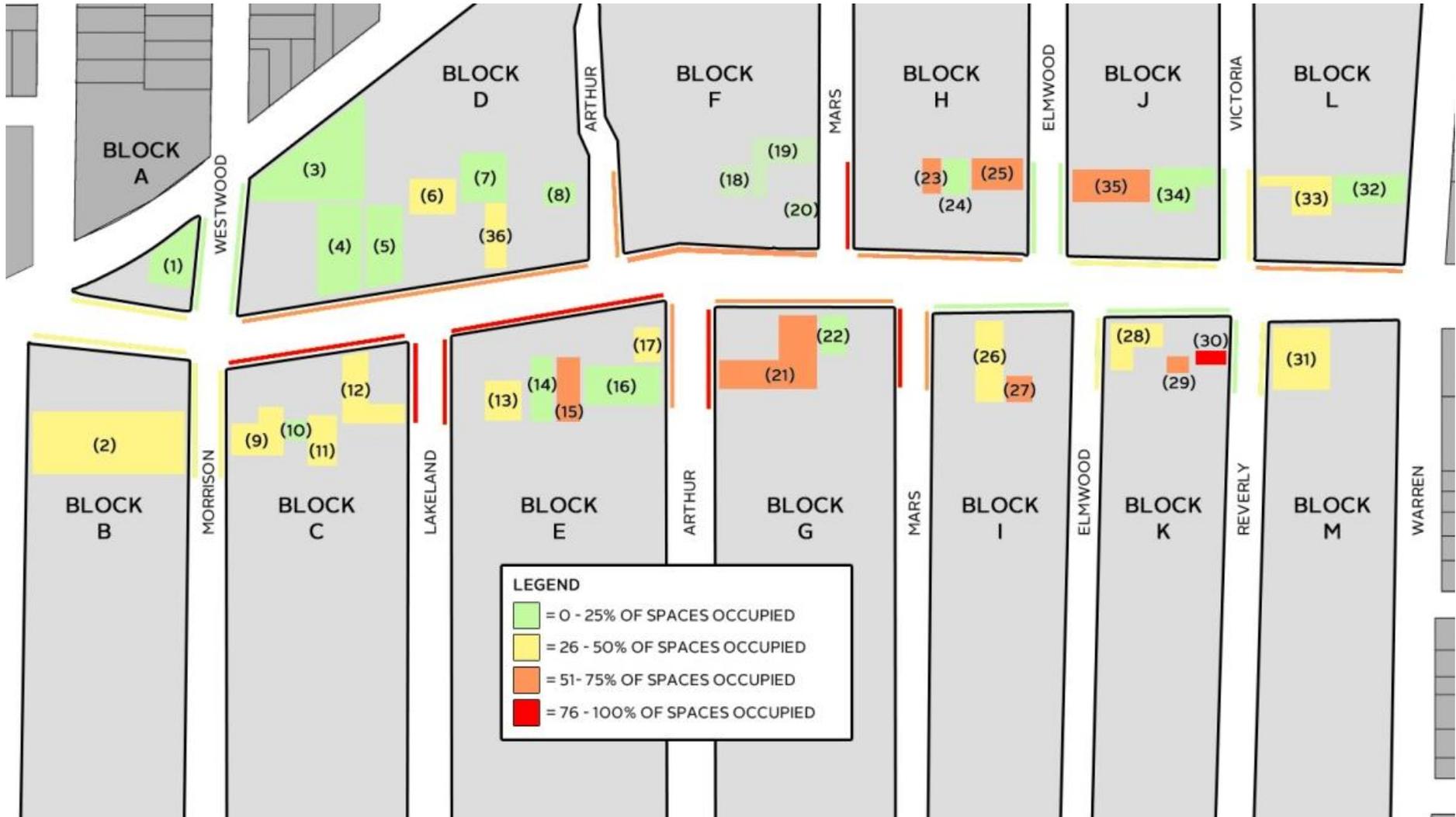
**Underutilization** The data in Appendix C shows an overall underutilization of surface lots throughout the Uptown Madison District. Only five blocks are over 50% occupied throughout the average weekday at 9:00 am, 3:00 pm, and 7:00 pm. Additionally, just six blocks are over 50% occupied on the average weekend at 7:00 pm and 10:00 pm. The general perception of overcrowding is dispelled by the data and signifies that the 4% total parking deficiency has not created an increased burden within the Uptown Madison boundaries. However, findings show a concentration of parking within Blocks A-E. While surface lot parking averages fewer than 50%, on-street parking during key evening hours is well occupied. This may be a sign of a public demand for parking and the underutilization of municipal Lots 2 and 36.

**Concentration** The concentration of parking has occurred in the observed commercial district centered between Blocks A and D. Additionally, Blocks E, F, G, and H have high on-street patronage along Madison on the average weekday evening at 7pm. These blocks averaged on-street parking between 51%-75% with the exceptions of Blocks A and B, which saw just between 26%-74% utilization. These findings are shown in Exhibit 5 and are visibly contrasted against the utilization and concentration of surface lot parking during the 7:00 pm weekday hour. Lot 15 is the only lot with over 75% occupancy. Other highlights include: public Lot 2 underutilization across all hours with a mere high occupancy of 34% on the average weekday at the 7:00 pm hour, and Lot 36 occupancy rate of 48% on weekday evenings and 53% on weekend evenings. Lot 7, which borders municipal lot 36, was also underutilized throughout all survey times with a high of just 23% on the average weekday evening, 7:00 pm.

**Other Findings** 6 private lots (21, 23, 25, 27, 29, and 35) have over a 75%-occupancy rate during the average weekday hour at 7:00 pm. The Eastern blocks of Uptown Madison are active, but the lots primarily serve residents of accompanying buildings. This finding, while significant, shows that the observed deficiencies seen in the eastern blocks may cause parking shortages for residential and business utilization according to Exhibits 4 and 5. Additionally, Exhibits 9-11 further suggests the utilization of municipal lots and block parking throughout the western side of Madison Avenue.

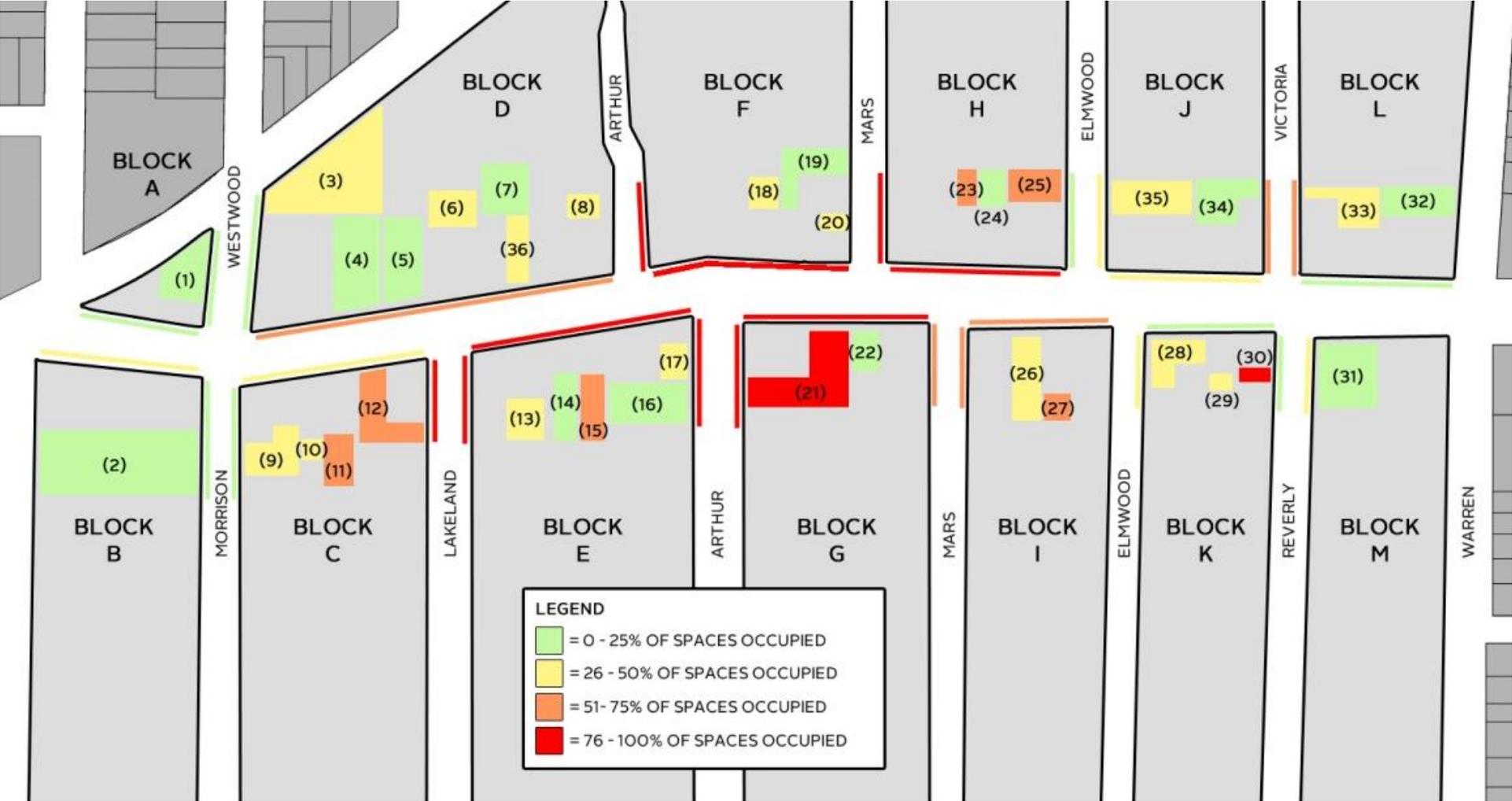
**Assumptions To Findings** The parking survey and data analysis has shown a demand for public parking options (Exhibits 8-10). While the demand is evident through the on-street usage, municipal lot usage remains low. This may be due to a number of factors: low visibility or unawareness of public surface lot options, distance of public Lot 2 to the commercial center of Uptown Madison, and private lot deficiencies on high-traffic residential, office, and food and beverage properties.

Exhibit 6 Utilization | On and Off-Street Usage, Weekday 7 pm



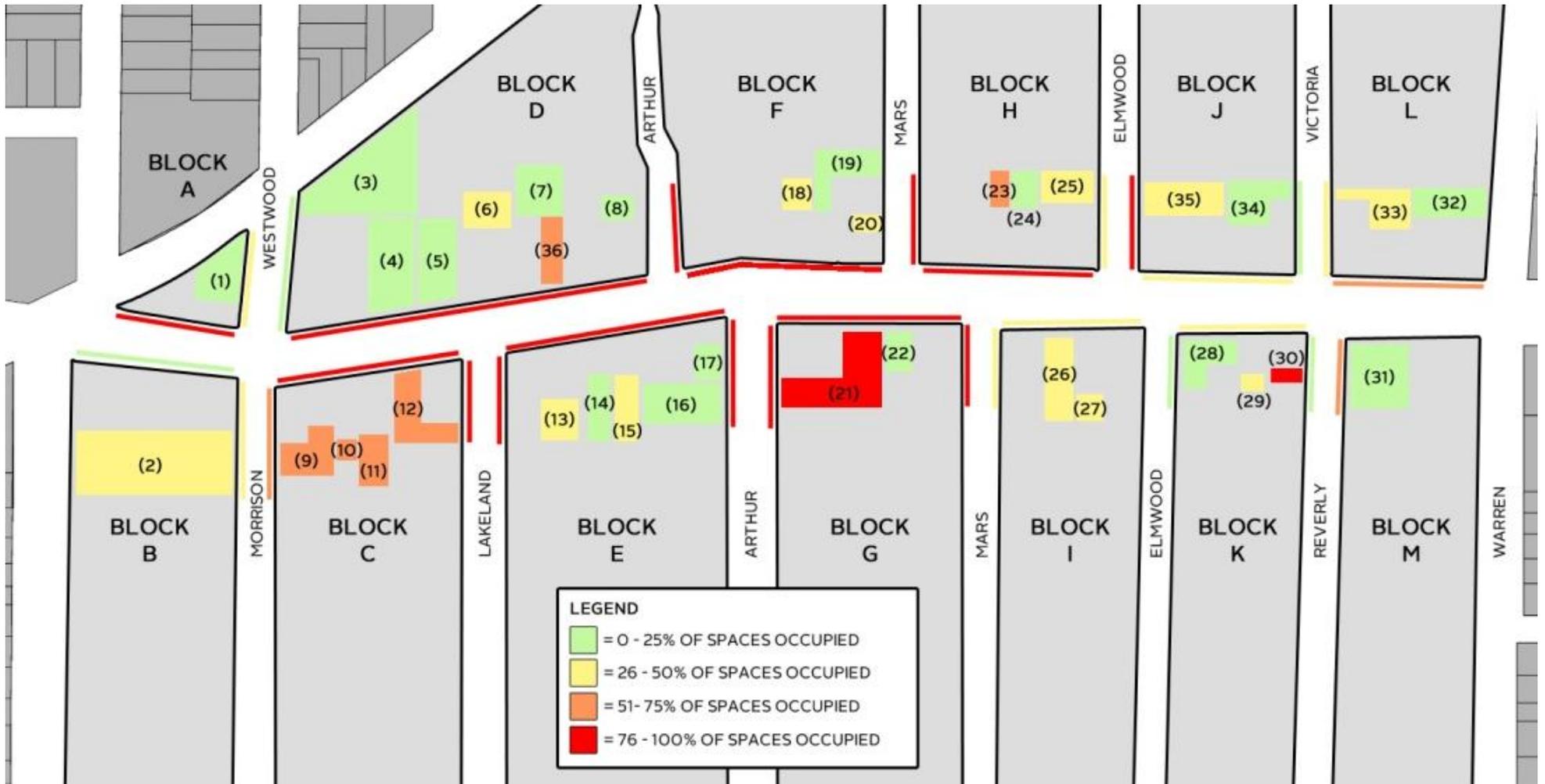
STUDY AREA BOUNDARY  
 Uptown Madison  
 City of Lakewood, Ohio

Exhibit 7 Utilization Map | On-and-Off Street Usage, Weekend 7 p.m.



STUDY AREA BOUNDARY  
 Uptown Madison  
 City of Lakewood, Ohio

Exhibit 8 Utilization Map | On-and-Off Street Usage, Weekend 10 a.m.



STUDY AREA BOUNDARY  
 Uptown Madison  
 City of Lakewood, Ohio

Exhibit 9: Friday Lot Utilization

LOT	TYPE	CAPACITY	9:00 AM	%	3:00 PM	%	7:00 PM	%	10:00 PM	%
Lot 2	Public Lot	68	24	35%	19	28%	17	25%	17	25%
Lot 36	Public Lot	18	12	67%	9	44%	9	50%	8	44%
Lot 3	Private Lot	45	2	4%	8	44%	4	9%	0	0%
Lot 31	Private Lot	34	7	21%	4	44%	10	29%	7	21%
Lot 7	Private Lot	31	7	23%	10	44%	7	23%	4	13%
Lot 21	Private Lot	21	0	0%	13	44%	21	100%	16	76%
lot 15	Private Lot	24	16	67%	13	44%	9	38%	0	0%

Exhibit 10

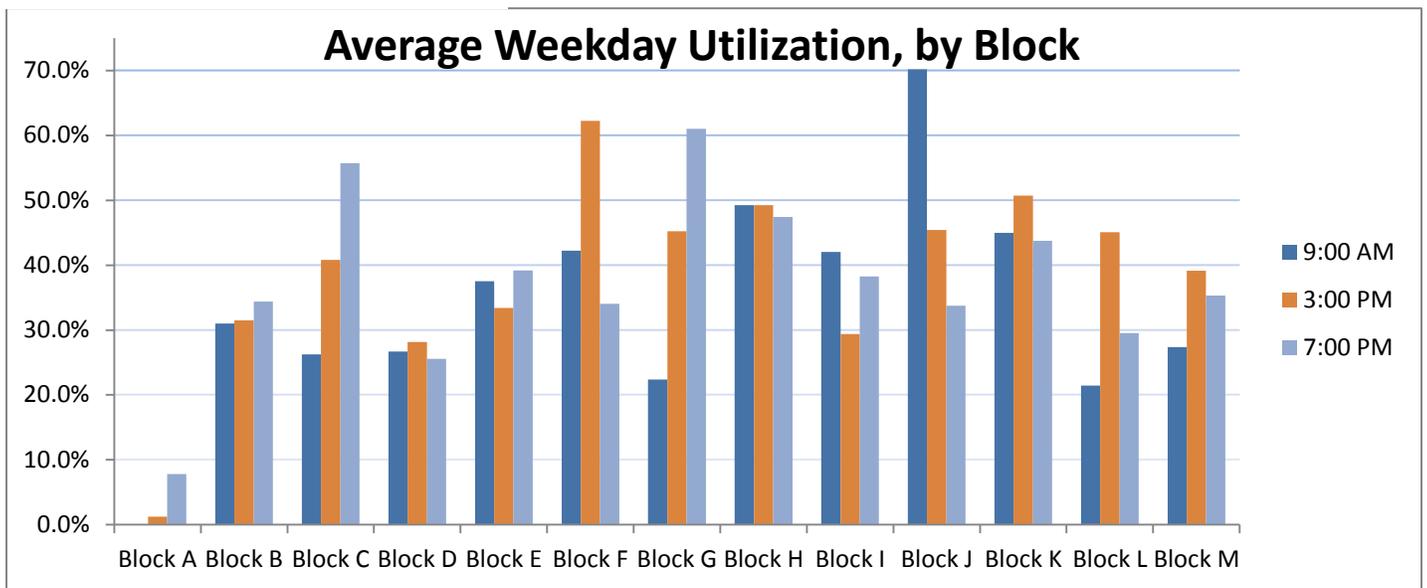
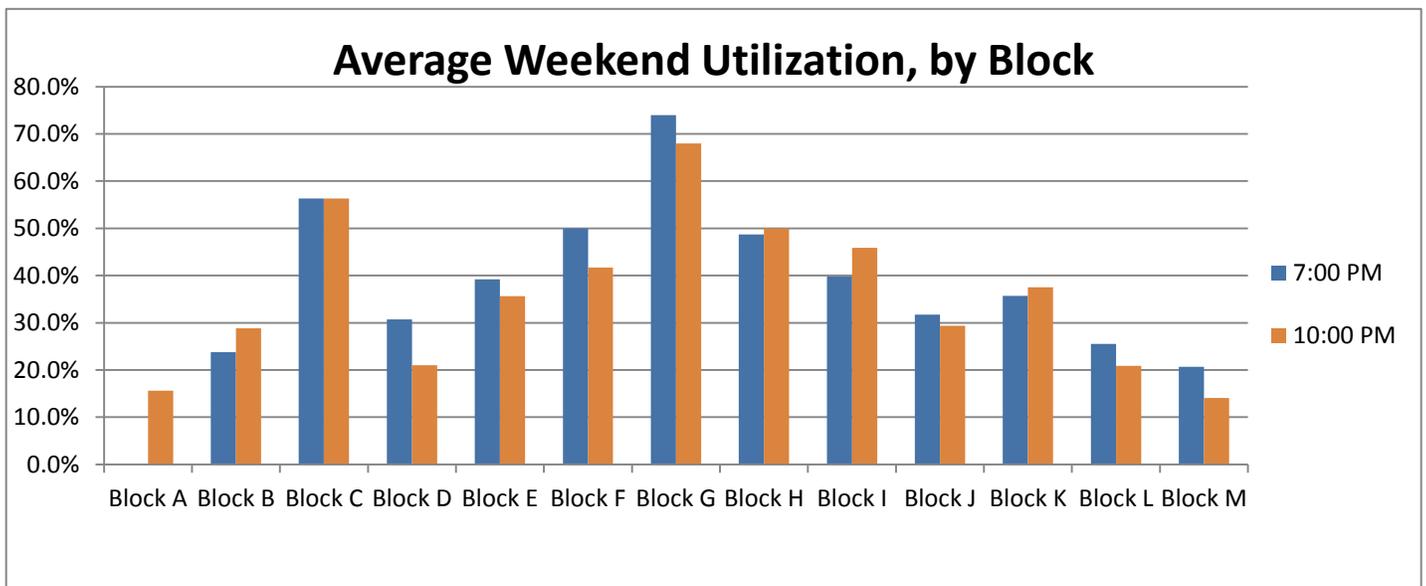


Exhibit 11





# Section

# 4

## Recommendations

Solutions to the perceived problem of parking congestion are paramount to alleviate business owner concerns regarding the expansion of the commercial entities in Uptown Madison. As the retail cluster continues to grow, parking congestion may occur. The Planning and Development Department has compiled three recommendations to promote availability of the current parking stock and alleviate on-street congestion during daytime and evening business hours. In accordance to parking design standards and guidelines, the recommendations provide feasible, low-cost solutions that respond to the public demand for parking along Madison as well as three address business owner concerns.

### **1. Municipal Infrastructure Improvements:**

Improvements to lot resurfacing and restriping should be investigated. Particular attention should be paid to Lot 36 because of its central location and underutilization during peak business hours throughout the week and weekend. Additionally, improvements to current signage promoting municipal lots should be explored. A cohesive design scheme should align with Uptown Madison design schematics and be uniform throughout all public-parking areas in the district. Additionally, better lit public parking will also provide a safer and easier parking experience for patrons. Investments into lighting improvement should be explored for public parking options.

### **2. Exploration of Shared Parking Agreements:**

Shared parking agreements should be explored due to the limited number of public parking spaces along Madison Avenue. Opportunities to link public lots with private lots should be given priority. As business occupancy increases the usage of private lots during weekend evening hours would alleviate the congestion of on-street and off-street public lots. These proposed shared parking agreements would allow the City to maximize its parking inventory while providing for an influx of visitors to Uptown Madison. The department identified key lots to forge new partnerships and begin on the centralization of parking in the Uptown Madison District Center between Westwood Avenue and Mars Avenue on the northern blocks.

### **3. Short-term On-street Meter Improvements**

Qualitative research has shown that business owners along Madison Avenue share a general concern: the presence of hour-long metered parking in the front of their businesses. The City recommends the exploration of 15 minute, in-and-out, parking at Blocks B, C, D, E, F, and G. This would allow the businesses to see turn-over and allow patrons to quickly and efficiently park while briefly using business and retail services. Further research should be conducted to identify the feasibility and cost-effectiveness of updating meters to reflect 15-minute parking zones.

The background of the page is a light gray architectural drawing of a city grid. It features various rectangular blocks of different sizes and orientations, with thin lines representing streets and building footprints. A large, bold, dark gray number '5' is superimposed over the center of the grid, partially obscuring the underlying lines. The number is oriented vertically, with its top pointing towards the right side of the page.

Section

5

Appendices

The following is an excerpt from the City of Lakewood Code, Chapter 11:

**Chapter 1143.05: PARKING USES AND SPACE REQUIREMENTS**

USE	STACKING SPACES REQUIRED**	PARKING SPACES REQUIRED	LOADING SPACES REQUIRED	OTHER REQUIREMENTS
<b>RESIDENTIAL</b>				
Single-, Two-,  Three-Family		2/Dwelling Unit	None	One (1) required space shall be in a garage. The front yard shall not be used for off-street parking except in the Lagoon District.
Multi-Family Studio  1 Bedroom  2+ Bedroom		1.5/Dwelling Unit	None	One (1) required space shall be assigned to each dwelling unit.  One (1) required space shall be in a garage. The front yard shall not be used for off-street parking.
Multi-Family Bedrooms Added to Existing		1/Bedroom	None	One (1) required space shall be added for each two (2) occupancy increases or fraction thereof.

<b>RETAIL SERVICE</b>				
General Retail	2/Lane (Pharmacy, Photo or other low to moderate use)	2.5/1,000 sq. ft. GFA*	None	
Convenience Service		4/1,000 sq. ft. GFA	None	
Hard Goods		2.5/1,000 sq. ft. GFA	None	

Shopping Center		4/1,000 sq. ft. GFA	1/25,000 sq. ft.	
Personal Care Service		1.5/Station	None	
Other Retail/Service		2.5/1,000 sq. ft. GFA + .5/Employee	None	
Motor Vehicle Sales and Service	2/Gas Pump Island	1/Employee +2/Bay 2.5/1,000 sq. ft. GFA	1/25,000 sq. ft.	

<b>FOOD AND BEVERAGE</b>				
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Quality Restaurant		.25/Seat	None	
Family Restaurant		.25/Seat	None	
Carry Out		2.5/1,000 sq. ft. GFA	None	
Bars/Taverns		.25/Seat	None	One (1) required space for every twelve (12) square feet of designated standing area.

<b>OFFICE AND BUSINESS SERVICES</b>				
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General Business		3.5/1,000 sq. ft. GFA	None	
Financial Services	3/Drive- Through Lane	3.5/1,000 sq. ft. GFA	None	
Medical Offices		4/Doctor	None	

<b>CULTURAL/RECREATIONAL/ENTERTAINMENT</b>				
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Bowling Alley		2/Alley	None	
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\*(GFA) Gross Floor Area, see Section [1143.03](#).

\*\* Stacking spaces not specified shall be determined on an individual basis by the Commission.  
(Ord. 43-11. Passed 1-17-2012.)

**1325.08 PARKING AND VACANT LOT DESIGN.**

The following **design** standards shall apply to off-street parking spaces except in the R-1H, R-1L and R-1M Districts and vacant and unimproved lots in all districts.

- (a) Each required parking space shall have an unobstructed access to a public street.
- (b) Each required parking space shall have a minimum dimension of 9 feet wide by 18 foot long - 162 square feet exclusive of driveways, aisles, ramps or columns, except that the Board in its consideration of the **design** of a parking lot may allow a maximum percent of required spaces for compact and subcompact cars not less than 8 feet wide and 15 feet long.
- (c) Depth of rows or parking spaces shall be 20 feet, except as provided in subsection (b).
  - Aisle width when row of spaces is at 90 degrees to aisle: minimum of 20 feet.
  - Aisle width when row of spaces is at 60 degrees to aisle: minimum of 15 feet.
  - Aisle width when row of spaces is at 45 degrees to aisle: minimum of 10 feet.
- (d) All parking areas, and access driveways shall be improved with concrete, asphalt, or other material approved by the Board, and shall be graded to drain all storm water into a storm sewer or other on-site storm water management device. There shall be no free flow of water onto either adjacent properties or sidewalk.
- (e) Spaces shall be so arranged and marked to provide for orderly and safe parking and shall be improved with bumper or wheel stops to define parking spaces. Concrete curbs at least six inches above the finished surface of the parking area shall be provided to contain the edge of the parking surface and control surface water drainage. Wheel stops shall be placed so that bumpers shall not protrude beyond the curbs.
- (f) Lighting may be required for parking lots to be used after sunset. The light fixtures shall be arranged to reflect light away from adjacent residential property to reduce any annoyance the lights may cause.
- (g) Screening of parking lots. Parking lots abutting a residential lot or projecting into a residential district by a special exception shall have a solid visual barrier at least four feet high on the common parking lot, residential lot line by one or a combination of the following methods:
  - (1) Solid decorative masonry wall.
  - (2) Landscape earth mound not less than 2 to 1 slope.
  - (3) Treated wood fence.
  - (4) Evergreen hedge chain link fence.
- (h) The Director of Public Works shall approve the location of all driveways from or to a public thoroughfare.
- (i) "Handicapped parking" shall conform to the requirements as set forth in the Americans with Disabilities Act (ADA).
- (j) Lots that are unimproved due to never having been developed or having become vacant after the removal of any existing buildings, structures or impervious surfaces for a period of longer than six months, whether prior to or after the effective date of this section, shall be considered "vacant and unimproved lots" hereunder and shall be improved and maintained at all times in accordance with the following provisions:
  - (1) For residentially zoned lots, the entire vacant and unimproved lot shall be maintained using grass, sod, hydro-seed, drought-tolerant ground cover or other acceptable ground cover approved by the Board. The ground cover shall be maintained in good condition.
  - (2) For commercially or industrially zoned lots, a minimum of a 10-foot-wide perimeter landscaped border along all street frontage shall be provided. In addition, perimeter fencing shall be provided if it is required by the Board. All other internal areas may be landscaped or include a decorative hardscape subject to the approval of the Board. All features shall be maintained in good condition.
  - (3) The vacant and unimproved lot shall be maintained free of litter and debris including the stockpiling of any material at all times. Any onsite litter, debris or stockpiling of material shall be immediately removed. The owner shall be responsible for inspecting the property weekly or taking all necessary steps to reasonably ensure that no litter, debris or material stockpiling collects or is maintained on the lot.
  - (4) Any dead or dying vegetation on the vacant and unimproved lot shall be replaced within 72 hours of their discovery. The owner shall be responsible for inspecting the property weekly or taking all necessary steps to reasonably ensure that there is no dead or dying vegetation on the lot.
- (k) All **designs** for parking areas and vacant and unimproved lots shall be approved by the Board. (Ord. 43-12. Passed 10-15-2012.)

	Type	Capacity	Average Weekday			Weekend Average	Weekend Average
			9:00 AM	3:00 PM	7:00 PM	7:00 PM	10:00 PM
<b>BLOCK B</b>		80	31.0%	31.5%	34.4%	23.8%	28.8%
Lot 2	Public	68	34.4%	29.8%	34.3%	22.8%	30.1%
On Street Madison	Public	7	8.6%	11.4%	33.3%	35.7%	14.3%
On Street Carabel	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
On Street Morrison	Public	5	16.0%	32.0%	26.7%	20.0%	30.0%
<b>BLOCK A</b>		16	0.0%	1.3%	7.8%	0.0%	15.6%
Lot 1	Private	12	0.0%	0.0%	2.8%	0.0%	4.2%
On Street Madison	Public	1	0.0%	0.0%	33.3%	0.0%	100.0%
On Street Westwood West	Public	3	0.0%	6.7%	11.1%	0.0%	33.3%
<b>BLOCK D</b>		174	26.7%	28.2%	25.6%	30.7%	21.0%
Lot 3	Private	45	15.6%	22.7%	10.4%	41.1%	13.3%
Lot 4	Private	27	40.7%	43.7%	19.8%	0.0%	0.0%
Lot 5	Private	26	27.7%	25.4%	12.8%	9.6%	15.4%
Lot 6	Private	22	41.8%	20.9%	43.9%	40.9%	27.3%
Lot 36	Public	18	54.4%	44.4%	48.1%	55.6%	52.8%
Lot 7	Private	15	8.0%	37.3%	11.1%	23.3%	13.3%
Lot 8	Private	4	0.0%	0.0%	8.3%	50.0%	25.0%
On Street Madison	Public	12	8.3%	18.3%	63.9%	66.7%	83.3%
On Street Arthur West	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
On Street Westwood East	Public	5	0.0%	0.0%	0.0%	0.0%	0.0%
<b>BLOCK C</b>		48	26.3%	40.8%	55.7%	56.3%	56.3%
Lot 9	Private	7	34.3%	45.7%	33.3%	42.9%	35.7%
Lot 10	Private	4	15.0%	20.0%	25.0%	37.5%	37.5%
Lot 11	Private	6	30.0%	26.7%	44.4%	75.0%	41.7%
Lot 12	Private	20	23.0%	45.0%	48.3%	55.0%	50.0%
On Street Madison	Public	5	16.0%	32.0%	126.7%	50.0%	100.0%
On Street Lakeland West	Public	4	50.0%	75.0%	83.3%	100.0%	100.0%
On Street Morrison East	Public	2	20.0%	20.0%	50.0%	25.0%	75.0%
<b>BLOCK E</b>		97	37.5%	33.4%	39.2%	39.2%	35.6%
Lot 13	Private	14	44.3%	30.0%	28.6%	35.7%	39.3%
Lot 14	Private	0	0.0%	0.0%	0.0%	0.0%	0.0%
Lot 15	Private	18	31.1%	24.4%	51.9%	55.6%	50.0%
Lot 16	Private	30	18.7%	21.3%	3.3%	6.7%	3.3%
Lot 17	Private	19	61.1%	50.5%	35.1%	34.2%	23.7%
On Street Madison	Public	9	6.7%	20.0%	122.2%	94.4%	88.9%
On Street Arthur West	Public	2	90.0%	50.0%	66.7%	100.0%	100.0%
On Street Lakeland East	Public	5	16.0%	36.0%	100.0%	80.0%	90.0%
<b>BLOCK F</b>		36	42.2%	62.2%	34.0%	50.0%	41.7%

Lot 18	Private	4	140.2%	120.2%	16.7%	37.5%	25.0%
Lot 19	Private	13	36.9%	41.5%	10.3%	11.5%	11.5%
Lot 20	Private	6	16.7%	43.3%	5.6%	41.7%	33.3%
On Street Madison	Public	8	7.5%	57.5%	58.3%	93.8%	75.0%
On Street Arthur East	Public	5	64.0%	68.0%	66.7%	90.0%	90.0%
On Street Mars West	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
<b>BLOCK G</b>		50	22.4%	45.2%	61.0%	74.0%	68.0%
Lot 21	Private	21	4.8%	44.8%	74.6%	92.9%	85.7%
Lot 22	Private	10	26.0%	46.0%	20.0%	25.0%	0.0%
On Street Madison	Public	11	7.3%	9.1%	57.6%	77.3%	77.3%
On Street Mars West	Public	4	80.0%	120.0%	91.7%	75.0%	87.5%
On Street Arthur East	Public	4	90.0%	70.0%	100.0%	87.5%	100.0%
<b>BLOCK H</b>		39	49.2%	49.2%	47.4%	48.7%	50.0%
Lot 23	Private	5	60.0%	64.0%	66.7%	60.0%	60.0%
Lot 24	Private	9	15.6%	24.4%	3.7%	11.1%	16.7%
Lot 25	Private	10	84.0%	64.0%	50.0%	60.0%	45.0%
On Street Madison	Public	8	42.5%	47.5%	58.3%	62.5%	81.3%
On Street Mars East	Public	3	66.7%	100.0%	122.2%	100.0%	83.3%
On Street Elmwood West	Public	4	25.0%	15.0%	16.7%	25.0%	37.5%
<b>BLOCK I</b>		49	42.0%	29.4%	38.3%	39.8%	45.9%
Lot 26	Private	30	43.3%	26.7%	26.7%	28.3%	45.0%
Lot 27	Private	11	29.1%	18.2%	63.6%	54.5%	45.5%
On Street Madison	Public	2	0.0%	40.0%	0.0%	25.0%	50.0%
On Street Mars East	Public	6	73.3%	60.0%	61.1%	75.0%	50.0%
On Street Elmwood West	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
<b>BLOCK J</b>		63	70.2%	45.4%	33.7%	31.7%	29.4%
Lot 34	Private	28	101.4%	40.7%	14.3%	10.7%	21.4%
Lot 35	Private	24	53.3%	52.5%	51.4%	50.0%	31.3%
On Street Madison	Public	4	10.0%	30.0%	25.0%	37.5%	37.5%
On Street Elmwood East	Public	3	53.3%	60.0%	22.2%	33.3%	83.3%
On Street Victoria West	Public	4	25.0%	40.0%	16.7%	62.5%	25.0%
<b>BLOCK K</b>		28	45.0%	50.7%	43.8%	35.7%	37.5%
Lot 28	Private	11	41.8%	30.9%	30.3%	27.3%	13.6%
Lot 29	Private	7	42.9%	11.4%	52.4%	42.9%	42.9%
Lot 30	Private	3	86.7%	100.0%	144.4%	100.0%	133.3%
On Street Madison	Public	3	20.0%	6.7%	0.0%	0.0%	33.3%
On Street Elmwood West	Public	2	70.0%	20.0%	50.0%	50.0%	25.0%
On Street Revelry East	Public	2	20.0%	60.0%	16.7%	0.0%	25.0%
<b>BLOCK L</b>		55	21.5%	45.1%	29.5%	25.5%	20.9%
Lot 32	Private	26	22.3%	26.2%	2.6%	1.9%	3.8%
Lot 33	Private	21	24.8%	71.4%	44.4%	47.6%	31.0%
On Street Madison	Public	4	5.0%	35.0%	75.0%	25.0%	62.5%
On Street Victoria West	Public	4	15.0%	40.0%	33.3%	62.5%	37.5%

On Street Warren East	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
<b>BLOCK M</b>		46	27.4%	39.1%	35.3%	20.7%	14.1%
Lot 31	Private	41	29.3%	42.4%	35.8%	18.3%	8.5%
On Street Madison	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
On Street Revelry West	Public	5	12.0%	12.0%	26.7%	40.0%	60.0%
On Street Warren East	Public	0	0.0%	0.0%	0.0%	0.0%	0.0%
<b>TOTAL</b>			31.0%	35.1%	37.7%	38.8%	33.7%