

Greenfire Development has entered negotiations with the City of Durham on a large development project in the Downtown area. The following report provides a logistics study for parking based on the projected loss of garages and lots over the next six years, beginning June 2008.

The schedule of lot/garage closures, and additional parking needs, is as follows:

1. Chapel Hill Garage taken off-line November 2009 through November 2011 for construction of a new parking facility. The Chapel Hill garage will have approximately 320 leased spaces transferred once the garage is removed from the supply in June 2009. These spaces will be moved to Lot 14 (40 spaces available) and the Centre garage (remaining 280 spaces). This will fill up Lot 14 and decrease the capacity left at the Centre garage to 160 spaces. All transient parkers will utilize On-street availability, as well as the Centre, Corcoran and Church St. garages.
2. Roger's Alley behind City Hall Plaza will need 50 spaces in November 2009, and are scheduled to be taken from Lot 8 behind the Courthouse. The 50 transient spaces lost from Lot 8 will be absorbed by the Church St and Corcoran St. garages.
3. The Hill Building (currently known as the Suntrust building) will need 150 spaces reserved for a boutique hotel beginning November 2010. These spaces will be taken from the Centre Deck garage on Morgan St. While 150 spaces will be needed overnight, the number of spaces needed during the day will be based on the following percentages:
 - 45% (68 spaces) needed at 10:00 am.
 - 30% (45 spaces) needed at 1:00 pm.
 - 60% (90 spaces) needed at 5:00 pm.
 - 90% (135 spaces) needed at 8:00 pm.
 - 100% (150 spaces) needed overnight.
4. Lot 20 taken off-line May 2012. These 76 spaces will be transferred to the Corcoran and Church St garages.
5. Woolworth's Building will need additional 230 spaces. These spaces will be absorbed by existing capacity among Church St, Corcoran and Lot 14. 40-45 spaces that were transferred from Chapel Hill to Lot 14 during its construction phase will be released when it reopens.
6. Lot 8 taken off-line May 2013. These 91 spaces will need to be absorbed within the current parking capacity.

The current parking capacities for revenue generating facilities consist of 2,420 parking spaces in the downtown area. Of these, 1,550 are currently reserved for monthly leases. The following chart outlines the space available over the next six years, and includes a leased inventory at 4% growth. These leases will not decrease as facilities are taken out of commission, so parkers will need to be moved to other facilities. Inventories are factored in as the Chapel Hill garage is rebuilt and Lots 8 and 20 are taken out of the supply.

This matrix also factors in available parking assuming an industry-standard 15% oversell of supply to maximize parking utilization. Additionally, during the peak periods for parking On-street, typically at 10:30am and 2:00pm, on-street availability in the downtown loop is at 88%. There are 325 spaces of which 285 are in use at any given time. The extra 40 spaces are included with parking availability in the following chart. If we were to include parking availability just outside of the city center (Pettigrew, Seminary, Hunt, Foster and Blackwell), the percentage occupied is only 74%, with an extra 92 spaces available. However, the 40 spaces within the loop are the only ones included at this time.

Table 1: Parking Supply

| | Total Inventory | Current Leases | 2008 Proj. 4% Increase | 2009 Proj. 4% Increase | 2010 Proj. 4% Increase | 2011 Proj. 4% Increase | 2012 Proj. 4% Increase | 2013 Proj. 4% Increase |
|-----------------------------------|-----------------|----------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Centre | 737 | 241 | 251 | 541 | 701 | 421 | 467 | 480 |
| Corcoran | 658 | 608 | 632 | 658 | 658 | 658 | 658 | 658 |
| Church | 405 | 269 | 280 | 308 | 319 | 332 | 405 | 405 |
| Chapel Hill | 380 | 302 | 314 | Garage Off-Line** | | 380 | 380 | 380 |
| Lot 8* | 91 | 91 | 41 | 41 | 41 | 41 | Lot Off-Line** | |
| Lot 14 | 102 | 54 | 61 | 102 | 102 | 102 | 102 | 102 |
| Lot 20 | 76 | 76 | 76 | 76 | 76 | Lot Off-Line** | | |
| Total | 2449 | 1550 | 1664 | 1726 | 1906 | 1963 | 2129 | 2142 |
| Projected Parking Available | | 779 | 615 | 343*** | 163*** | 410 | 281 | 308 |
| Parking available w/ 15% Oversell | | 1017 | 853 | 559 | 379 | 628 | 499 | 525 |
| Parking available w/ On-Street | | 1057 | 893 | 599 | 419 | 668 | 539 | 565 |

* Transient only parking. 50 spaces reserved beginning in 2008.

** Leases are still factored in after facilities are removed from supply. Parkers will need to move to another facility.

*** Supply is decreased in 2009 and 2010 due to Chapel Hill garage construction.

On-Street availability only includes streets within the Morgan/Ramseur loop. Total of 325 spaces of which 40 are available.

Variables:

1. Number of spaces returning to parking capacity built by developers.
2. Other development not related to Greenfire.
3. Estimates of office leasing at Centre garage. The figures above are contingent on current demand at the garage. Craig Davis Properties recently leased 75,000sf of office space. Assuming 3 parking spaces per 1000sf, this amounts to 225 leased spaces needed. Per my discussions with OEWD, these spaces will be located in the surface lot behind the YMCA, and will not impact the available supply at the Centre garage.
4. Garages can have an oversell capacity of 10-15% depending on usage and location. This can add an extra 200 to 300 spaces back into capacity for transient parkers.
5. Lots 37 and 38, currently used by city employees only, are available if needed. Special event parking in Downtown Durham will become very tight 2009 and 2010 with the loss of the Chapel Hill garage and movement of vehicles to Centre garage. The Centre garage holds the bulk of daytime traffic for conferences at the Civic Center and Marriott, but any large increase in leasing and reserved parking will negatively affect the availability.
6. Residential parking. The number of residential units being built is unknown. Current residents (87 vehicles) receive \$10 monthly parking by Durham Ordinance (which is not currently enforced). Due to supply constraints, free/discounted residential parking will need to be addressed at some point.
7. Transient average is 1155 vehicles per day, with 55% staying one hour. This will increase by an estimated 150 vehicles per day if parking meters are installed.