



CITY OF PHILADELPHIA
DEPARTMENT OF STREETS

REPORT ON THE PUBLIC HEARING HELD MAY 2, 2025 BY THE PHILADELPHIA STREETS
DEPARTMENT REGARDING PROPOSED AMENDMENTS TO THE PARKING REGULATIONS
FOR CENTER CITY AREA MARCH 2025

1. Procedural Summary

On March 24, 2025, the Department of Records posted the proposed “Department of Streets Amendments to the Parking Regulations for the Center City Area March 2025” for public inspection. On April 21, 2025, the Department of Records received a request for a public hearing on the proposed regulation amendments from Paul Boni, Esq. who acknowledged his pro bono representation of the Friends of Pine and Spruce. Pursuant to the Philadelphia Home Rule Charter (“the Charter”) Section 8-407, the Philadelphia Department of Streets (“the Department”) collaborated with its managing office, the City’s Office of Transportation and Infrastructure Systems (“OTIS”), as well as the Philadelphia Law Department to organize a hybrid (in-person and virtual) public hearing for interested groups and citizens to provide input on the proposed regulation amendments. The public hearing was held on May 2, 2025 in room 18-022 of the One Parkway Building at 1515 Arch Street, Philadelphia PA 19102 from 8am to 10am local time. At the hearing, members of the public were afforded 3 minutes to comment on the proposed regulation amendments. In-person attendees participated first, followed by members of the public attending virtually over zoom. In addition to oral comments provided at the May 2nd public hearing, numerous written comments were provided to the Department of Records and the Philadelphia Law Department.

2. Legal Authority

Pursuant to Section 5-500 of the Charter, the Department is empowered to establish regulations governing traffic and parking on City streets as authorized by statute or ordinance, and determine “the type and location of any and all signs, signals, markings and devices for regulating and controlling vehicular and pedestrian traffic as shall be authorized by and not inconsistent with statute or ordinance...” In relation to parking regulations establishing time-limited loading zones, a City ordinance from 1982 precisely granted the Department the authority “to establish and revise limited time parking regulations in the Center City area bounded by Spring Garden street, Bainbridge street, the Schuylkill River and



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the Delaware River...” pursuant to Section 12-903(3) of the Philadelphia Code (“the Code”).¹ Section 12-903(3) of the Code directs the Department to erect and maintain appropriate signs to notify persons of the prohibition or time limitation of parking on City streets pursuant to ordinances or regulations, and persons are prohibited from parking a vehicle in violation of such ordinances or regulations. Finally, the Department is tasked with maintaining schedules relating to vehicle parking on City streets as provided by ordinance, and regulations promulgated under Title 12 of the Code. Through this broad and extensive authority granted to the Department under the Charter and City ordinance, the Department properly amended the parking regulations for the Center City area to place time limitations on stopping, standing, and parking within certain designated “loading zones” in efforts to reduce traffic congestion and enhance public safety for road users.

3. May 2, 2025 Hearing Pursuant to Article VIII, Chapter 4, § 8-407 of the Home Rule Charter and Written Comments

The following members of the public offered comments during the hearing or submitted written comments by email:

Steven Wigrizer, Esq.

Paul Boni, Esq.

Rick Herskoeitz

Ken Luongo

Lloyd Brotman

Alex Roederer

Adrian Velonis

Jessie Anadio

Howard Flaxman

Andrew Posmontiedr

¹ See, Exhibit B.



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Paul Haynicz

Nicholas Le Blanc

Deb Cohen

Susan Williams

Elizabeth Roberts

Catherine Cordry

Cathleen McAfee

Sam Ressin

Melanie Foreman

Ben Wildflower

Jacob Russel

Jonathan Kraus

Caleb Holtmeyer

Karen Pelino

Nelie Shah

Jay Borowsky

Lydia Tobin

Cynthia Dahl

Owen Stecca

Ee Durban

Elena Rafkin

Ed George

Nick Di Taranto



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Wesley Noonan-Sesa

Will Tung

Eric Cohen

Amanda Kaiserman

Antonio Atacan

Charles P. Goodwin, Esq.

Craig Merritt

Douglas Mellor

Earl Marsh

Eleanor Gesensway

Elliot Polinsky

Erik Werner

Fred Beckley

George Moore

Georgine Atacan

Harvey Snyder

James Leonard

Judith Koss

Laurel Grady

Linda Boice



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Linda Skale

Lisa Wen

Lynda Tobin

Lynda Yerkov

Merrill Brotman

Mark Allen

Nancy Lanham

Nancy Akers

Ofer Shlomo

Julian D. Perlman

Phil Benedict

Robert Stein

Stu Bykofsky

Sue Ann Bidstrup Allen

Zelizer, Barbie

Babette Snyder

Blaire Baron

James Quesenberry

Mary Sales



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4. General Summary of Public Comments Regarding the Proposed Parking Regulation Amendments and Department Responses

In writing this report, the Department examined the oral record created at the hearing and the written comments submitted to the City following publication of the proposed regulation amendments. While the Department deliberated on all comments, questions, and other input provided by the public concerning the proposed regulation amendments, the topics identified and discussed below represent the concerns raised that the Department considered in its determination to modify or affirm their decision.

a. Legal Authority to Establish Loading Zones

A few commenters questioned the Department's legal authority to establish the proposed loading zones absent enabling legislation from City Council. One commenter argued that the Code only authorizes certain types of loading zones and the proposed loading zones do not fit under any type. This commenter also asserted that the proposed regulation changes violate the residential parking permit provisions of the Code in Chapter 12-2700.

Department Response:

The Department may exercise the broad police powers granted to it by the Charter and Code to enact loading zone regulations with the aim of alleviating traffic congestion and promoting public safety. City Council granted the Department the authority to regulate traffic and parking through the direction of specific "ordinances" or by "regulations" in Section 12-903(3). For the blocks of Pine and Spruce streets impacted by the proposed regulations, City Council explicitly authorized the Department to establish and revise limits on time for parking in the Center City area through regulations under Section 12-903(3) in an ordinance from 1982 that remains in effect.² The loading zone regulations also do not run afoul of the City's residential permit parking program or Chapter 12-2700 of the Code. The provisions of Chapter 12-2700 do not limit the Department's ability to further regulate parking within designated permit parking districts and the addition of more loading zones during the day does not frustrate the legislative purpose of the residential permit parking

² See, Exhibit B.



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system, it enhances it. Thus, the Department has been properly managing traffic and parking in the City through its regulations over the years, and its proposal to establish new loading zones within permit parking districts through its regulations is entirely legal.

b. Impact on Emergency Response Vehicles, Contractor Parking, and Delivery Workers

Many commenters stated that the proposed amendments would impact emergency vehicles', contractors', and delivery workers' access to residences fronting the impacted streets and immediately surrounding areas. According to some of the commenters, the loading zones will not alleviate congestion, but rather, will cause more vehicles trying to find parking spots resolve to illegally stopping in the traffic lane, creating congestion and preventing emergency vehicles from arriving at their destination.³ Other commenters expressed concern that contractors, as well as delivery personnel, will have fewer locations to pull over to for close access to the properties along Spruce and Pine streets.

Conversely, another commenter with stated experience operating emergency vehicles expressed support for the proposed additional loading zones, explaining that emergency response times would improve if there were fewer—or completely no—vehicles on Pine and Spruce to be stuck behind. This commenter asserted that traffic congestion—not dedicated bike lanes or loading zones—is the primary obstacle for emergency vehicles and questioned why opponents of the additional loading zones who prioritized emergency access would not support eliminating non-emergency vehicles from the corridor altogether. A few other commenters with stated experience working as contractors and delivery personnel supported the addition of more loading zones, claiming that more loading zones would create more efficiency and less stress.

Department Response:

The Department does not foresee undue congestion of contractor and delivery vehicles as a result of the regulation change. Instead, the changes alleviate those prospects. Implementing these loading zones *increases* the available space for contractor and delivery

³ Many commenters expressed either concern over or support for concrete barriers being installed along the bicycle lane on Pine and Spruce streets, but such barriers are not proposed under the amended regulations and, therefore comments related to concrete barriers made at the public hearing will not be addressed in this report.



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vehicles to pull into. This eliminates both congestion impacting emergency response vehicles and other dangerous road conditions.

Where the new loading zones are inadequate for, as an example, moving or contractor vehicles, persons may apply for a temporary permit at <https://www.phila.gov/services/cars-parking-transportation/apply-for-a-parking-permit/apply-for-a-temporary-no-parking-permit/>.

Finally, in response to concerns about the ability of emergency vehicles to access properties along Pine and Spruce streets, the City is working closely with emergency services departments to make sure that they can access the properties to the extent possible in case of emergency. City staff coordinated closely with Fire Department leadership, who oversee both EMS and Fire response to emergencies and who support these regulations. The regulations will, therefore, not be amended on account of the comments described above.

c. Equity and Access for Residents, Elderly, Disabled Persons, and Right-of-Way Users

Many commenters expressed concern that the proposed regulations will remove 30% of available parking and fail to accommodate the needs of the elderly, families with young children, and people with disabilities who reside at or visit the properties along the streets impacted by the amended regulations. Particularly, commenters worry that the removal of residential parking spots will cause people travelling with young children to leave them in the vehicle while they load or unload in the loading zone, which may or may not be directly in front of their residence. Other commenters expressed concern that the elderly, disabled, and parents with young children will have to travel a further distance to reach their vehicles in the loading zones or parked elsewhere. Some commentors acknowledged that private parking is available, but it comes at a high price, unaffordable to some. Another commenter raised that the proposal would dissuade renters from living in Center City because most of the vehicles parked along these streets belong to renters who leave their cars there for long lengths of time. A few commenters stated that the amended regulations will negatively impact the resale value of homes in the affected area and even cause some residents to relocate.



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Residents in support of the additional loading zones stated that the spaces will create greater access to their homes for loading and unloading people and items from their vehicles. Other commenters supported the new loading zones as a means to alleviate the obstacles that road and sidewalk users face when cars and delivery vans are parked on the sidewalk, in the bicycle lanes, or in the intersection. Commenters stated that the City performed camera studies on the corridors to identify where additional loading zones are necessary to accommodate the real world needs that the City observed, without increasing congesting or obstructing emergency response vehicles. Some commenters opined that the proposed changes are a reasonable compromise, as loading zones serve daytime needs but still allow overnight residential parking. Similarly, supporters agreed with the time frames of the loading zone, stating that evening ride share, food delivery, and home repair vehicles currently double park having nowhere else to pull over to. Another commenter said that the proposed additional loading zones will be useful to dozens of people per day rather than only a few. One commenter shared an observation that the current loading zones are frequently in use and, therefore, the City should add more. Lastly, many commenters in support of the loading zones remarked that public streets are for all users and that all users have a stake in the design.

Department Response:

New loading zones have been proposed to accommodate the traffic and safety needs of all users of the right of way, as observed by the Department. Accordingly, these loading zones will be spaced at the start and end of each block with some mid-block and adjacent numbered street zones, as well, to distribute the spaces along the corridor and blocks for maximum proximity for all stakeholders. To provide space for the vehicles of residents with parking permits to park overnight, the new loading zones will revert to residential permit parking between 6pm and 8am in some locations and between 9pm and 8am in other locations, based on observed loading needs. The Department notes that the regulations properly manage the reality of multimodal right-of-way use in a densely populated and traveled area. The Department believes the regulations balance the needs of the public with the residents of the impacted areas and will not alter the posted regulations in response to the comments described above.



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d. Safety Measures for Cyclists

Supporters of, and those in opposition to, the regulations expressed support for cyclists' safety. Many commenters in opposition also expressed support for the existing bicycle lanes on Pine and Spruce streets and others around Philadelphia. However, many commenters opposing the proposed regulation amendments stated their disappointment with the City's efforts to enact policies to appease cyclists who only account for, by their measurement, roughly 2% of the population. Commenters in opposition also stated that the additional loading zones on Spruce and Pine streets are not justified because the corridors are not a part of the High Injury Network and are relatively safe according to the latest OTIS Vision Zero report. Some of these same commenters said that the City should focus on traffic safety measures in more dangerous areas of the City first. Other commenters stated that cyclists threaten pedestrian safety, with one commenter citing an incident where her elderly father was struck by a cyclist. A few commenters stated that cyclists would be safer if they obeyed traffic laws or rode more defensively. Other commenters stated that, given the lack of parking enforcement, cars will continue to illegally park, stop, and drive in the bicycle lanes even with the new loading zones causing cyclists to swerve around them. Finally, some commenters opposing the additional loading zones suggested that the City, instead of creating more loading zones, perform DUI checkpoints, add traffic cameras, and enforce traffic violations against vehicles and cyclists to prevent traffic tragedies.

Supporters of the amendments raised that loading zones reduce the dangerous and illegal practice of vehicles stopping or parking in bicycle lanes when there are no available spots within the parking lane. Several commenters relayed incidents of cyclists being "side-swiped" or hit while navigating around cars parked or stopped in the bicycle lane. Many commenters supported the regulation amendments as a means to create a safer cycling environment for their children. Another commenter supported the loading zones as a step towards providing safety to a dangerous, yet vital, cycling route and shift the mindset that cycling is too dangerous in Philadelphia, particularly after the death of Barbara Friedes. Similarly, another commenter supported actions aimed at making things easier and safer for bicyclists to encourage more people to ride bicycles, rather than drive cars, reducing traffic congestion and pollution.

One commenter stated that traffic violence is a public health crisis and hundreds of cyclists are killed a year. This commenter shared that loading zones are an important step in



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the right direction. Another commenter similarly stated that traffic deaths are preventable and supported the additional loading zones as safety measures to that end. In response to the comments raised that the new loading zones are not justified by the low volume of cyclists, some commenters raised that cyclist safety measures should be proactive rather than reactive and that, under the current state, it is a disaster waiting to happen.

Department Response:

The posted regulations are responsive to public concerns regarding vehicles pulling into the bicycle lanes when vehicles do not have a space in the parking lane to temporarily pull over into for loading and unloading. The Department believes that the posted regulations are responsive to the traffic and safety needs in Center City raised by the public and observed by the Department. The Department will remain committed to providing traffic safety changes to Spruce and Pine streets and will continue to work with stakeholders and roadway users on these corridors to do so. The regulations will not be amended on account of the comments described above.

e. Public Engagement Concerns, Data Transparency, and Procedural Objections

Several commenters criticized the City's process for developing the proposed changes, citing a lack of transparency and public engagement. Some residents stated that the new regulations run afoul of the promises made to them by the mayoral administration of Michael Nutter and kept by the mayoral administration of Jim Kenney. Commenters also stated they were not notified or given adequate opportunity to weigh in prior to the finalization of the plans. One commenter recommended that the City establish a joint task force with stakeholders from both sides to dive deeply into the data and formulate a well-reasoned plan. Other commenters alleged that the data OTIS relied on in support of the regulation amendments is either faulty or OTIS ignored requests to disclose such data information. Commenters warned that the changes would result in "unintended consequences," alleging that there would be an increased accident rate on the effected streets and the City may even reverse course in the future.

Other commenters stated appreciation for the City's public engagement dating back to around 8 months prior to the public hearing, at an open house in October of 2024. Commenters added that this public engagement also included an opportunity to comment



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when the City Council was considering the "Get Out the Bike Lane" legislation, a Vision Zero hearing at City Council in February of 2025, and a letter from OTIS to every building on Spruce and Pine streets, inviting residents to comment on the plans.

Department Response:

Despite suggestions that the Department neglected to provide adequate opportunity for public input, neglected to make relevant data available, or that the posted regulations run afoul of commitments made by prior Mayoral administrations, the posted regulations are the result of extensive community engagement. This process included a public meeting attended by nearly 400 members of the public, a stakeholder working group that brought together representatives from the community and advocate groups along the Spruce and Pine corridor. In addition, the Department mailed letters to notify residents of the changes, held site visits to accommodate large property owners, and conducted an online survey that collected input on the loading zone locations. It is the intention of the Department to continue to communicate with the public on its plans and processes, and in advance of the implementation of these regulations. Thus, the posted regulations will not change based on public comments about the Department's process.

5. Final Action

The Department hereby files with the Department of Records for final action this Report and the Final Department of Streets Amendments to the Parking Regulations for the Center City Area March 2025, unamended and attached as Exhibit A.

EXHIBIT A

Final Department of Streets Amendments to the Parking
Regulations for the Center City Area March 2025

Department of Streets
Amendments to the Parking Regulations for the Center City Area
March 2025

Kristin Del Rossi, Commissioner

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1400 ARCH ST. S/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	7AM-5PM	NPAVO {D}*	8		
7 DAYS	24HRS	NSAT*	9		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1400 ARCH ST. S/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	NPAVO*	8		
7 DAYS	24HRS	NSAT*	5		outer lane
7 DAYS	24HRS	NSPP*	6		lay by lane
7 DAYS	24HRS	NSAT*	2		

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1700 CALLOWHILL ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	PD*	1		
MON-SAT	8AM-8PM	3HR PD*			PAID
MON-SAT	8AM-8PM	3HR PK	7		PAID
7 DAYS	24HRS	NSAT*	2		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1700 CALLOWHILL ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	PD*	1		
MON-SAT	8AM-8PM	3HR PD*			PAID
MON-SAT	8AM-8PM	3HR PK	4		PAID
7 DAYS	8AM-8PM	LO*	1		TIMING
MON-SAT	8AM-8PM	3HR PK	2		PAID
7 DAYS	24HRS	NSAT*	2		

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
600 CHESTNUT ST. N/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	NPAVO*	5		
7 DAYS	24HRS	LO-20MIN*	4	CNT	TIMING
7 DAYS	24HRS	NPCONSUL*	7		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
600 CHESTNUT ST. N/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	PD*	1		
MON-FRI	6 AM - 4 PM	2 HR PD*		CNT	PAID
MON-FRI	4 PM - 2 AM	3 HR PD*		CNT	PAID
SAT-SUN	6 AM - 2 AM	3 HR PD*		CNT	PAID
MON-FRI	6 AM - 4 PM	2 HR PK	12	CNT	PAID
MON-FRI	4 PM - 2 AM	3 HR PK		CNT	PAID
SAT-SUN	6 AM - 2 AM	3 HR PK		CNT	PAID
7 DAYS	24HRS	LO-20MIN*	4	CNT	TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
TAZ*					
1800 MARKET ST. S/S (WEST TO EAST)					
7 DAYS	24 HRS	NSAT*	2		
MON-FRI	7 AM - 9:30 AM	NSPH*	1		
7 DAYS	24HRS	PD(ERH)*			
MON-FRI	9:30 AM - 4 PM	2 HR PD*			PAID
MON-FRI	4 PM - 10 PM	3 HR PD*			PAID
SAT	8 AM - 10 PM	3 HR PD*			PAID
7 DAYS	24 HRS	NSAT*	4		
MON-FRI	7 AM - 9:30 AM	NSPH*	1		
7 DAYS	24HRS	NPCONSUL(ERH)*			
MON-FRI	7 AM - 9:30 AM	NSPH*	2		
MON-FRI	9:30 AM - 4 PM	2 HR PK			PAID
MON-FRI	4 PM - 10 PM	3 HR PK			PAID
SAT	8 AM - 10 PM	3 HR PK			PAID
MON-FRI	7 AM - 9:30 AM	NSPH*	2		
7 DAYS	24HRS	NPTX(ERH)*			
7 DAYS	24 HRS	NSAT*	3		
MON-FRI	7 AM - 9:30 AM	NSPH*	3		
7 DAYS	24HRS	PVLO(ERH)*			TIMING
7 DAYS	24 HRS	NSBZ*	2		

PROPOSED					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
TAZ*					
1800 MARKET ST. S/S (WEST TO EAST)					
7 DAYS	24 HRS	NSAT*	2		
MON-FRI	7 AM - 9:30 AM	NSPH*	1		
7 DAYS	24HRS	NPCONSUL(ERH)*			
7 DAYS	24 HRS	NSAT*	4		
MON-FRI	7 AM - 9:30 AM	NSPH*	5		
7 DAYS	24HRS	NPCONSUL(ERH)*			
7 DAYS	24 HRS	NSAT*	3		
MON-FRI	7 AM - 9:30 AM	NSPH*	3		
7 DAYS	24HRS	PVLO(ERH)*			TIMING
7 DAYS	24 HRS	NSBZ*	2		

EXISTING					
Days	Hours	Regulation TAZ *	Approx # Of Spaces	RPP/CNT	Paid/Timing
100 N. HUTCHINSON ST. W/S (NORTH TO SOUTH)					
7 DAYS	24 HRS	NSAT*	1		
7 DAYS	24 HRS	RESIDENTIAL PD*	1		
MON-SAT	8AM-6:30PM	2HR PK	3	10	TIMING
7 DAYS	24 HRS	NSAT*	6		
7 DAYS	24 HRS	NSFH*	4		

PROPOSED					
Days	Hours	Regulation TAZ *	Approx # Of Spaces	RPP/CNT	Paid/Timing
100 N. HUTCHINSON ST. W/S (NORTH TO SOUTH)					
7 DAYS	24 HRS	NSAT*	1		
MON-SAT	8AM-6:30PM	2HR PK	4	10	TIMING
7 DAYS	24 HRS	NSAT*	6		
7 DAYS	24 HRS	NSFH*	4		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
100 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	6PM-6AM	EVPS*	2		
7 DAYS	6AM-6PM	2HRPK			TIMING
MON-WED	8AM-6:30PM	2HR PK	1	5	TIMING
THURS-SAT	8AM-12AM	2HR PK			
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	12	5	TIMING
THURS-SAT	8AM-12AM	2HR PK			
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
100 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	6PM-6AM	EVPS*	2		
7 DAYS	6AM-6PM	2HRPK			TIMING
MON-WED	8AM-6:30PM	2HR PK	1	5	TIMING
THURS-SAT	8AM-12AM	2HR PK			
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-WED	8AM-6:30PM	2HR PK	8	5	TIMING
THURS-SAT	8AM-12AM	2HR PK			
7 DAYS	8AM-9PM	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
200 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	21	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	2		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
200 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-WED	8AM-6:30PM	2HR PK	17	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	2		

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
300 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	8	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	8AM -6:30PM	LO*	2		TIMING
MON-WED	8AM-6:30PM	2HR PK	8	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	2		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
300 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-WED	8AM-6:30PM	2HR PK	6	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	8AM -6:30PM	LO*	2		TIMING
MON-WED	8AM-6:30PM	2HR PK	8	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	2		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
400 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	13	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	8AM-10PM	LO*	2		TIMING
MON-WED	8AM-6:30PM	2HR PK	4	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
400 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	1		TIMING
MON-WED	8AM-6:30PM	2HR PK	12	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	8AM-10PM	LO*	4		TIMING
MON-WED	8AM-6:30PM	2HR PK	2	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
500 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	18	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	2		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
500 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-WED	8AM-6:30PM	2HR PK	14	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	2		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
600 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	20	4/5	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
600 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-SAT	8AM-10PM	2HR PK	16	4/5	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
700 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	3		
MON-SAT	8AM-10PM	2HR PK	17	4/5	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
700 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	3		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-SAT	8AM-10PM	2HR PK	14	4/5	TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
800 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	6	4	TIMING
MON-SAT	8AM-6PM	LO*	1		TIMING
MON-SAT	8AM-10PM	2HR PK	6	4	TIMING
7 DAYS	24HRS	NSAT*	6		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
800 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-SAT	8AM-10PM	2HR PK	3	4	TIMING
MON-SAT	8AM-9PM	LO*	1		TIMING
MON-SAT	8AM-10PM	2HR PK	6	4	TIMING
7 DAYS	24HRS	NSAT*	6		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
900 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	7	4	TIMING
MON-SAT	9AM-6PM	LO*	1		TIMING
MON-SAT	8AM-10PM	2HR PK	1	4	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	7	4	TIMING
7 DAYS	24HRS	NSAT*	2		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
900 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-10PM	2HR PK	5	4	TIMING
MON-SAT	9AM-6PM	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	6	4	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	2		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1000 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	2	4	TIMING
7 DAYS	8AM-10PM	LO*	1		TIMING
MON-SAT	8AM-10PM	2HR PK	15	4	TIMING
7 DAYS	24HRS	NSAT*	2		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1000 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	2		
7 DAYS	8AM-10PM	LO*	3		TIMING
MON-SAT	8AM-10PM	2HR PK	14	4	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	2		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1100 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	6	4	TIMING
7 DAYS	24HRS	NPAT*	1		
MON-SAT	8AM-10PM	2HR PK	2	4	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	7	4	TIMING
7 DAYS	24HRS	NSAT*	2		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1100 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-SAT	8AM-10PM	2HR PK	3	4	TIMING
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	2	4	TIMING
7 DAYS	24HRS	NSAT*	2		
7 DAYS	8AM-6PM	LO*	1		TIMING
MON-SAT	8AM-10PM	2HR PK	5	4	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	2		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1200 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	9	4	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	6	4	TIMING
7 DAYS	24HRS	NSAT*	2		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1200 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-SAT	8AM-10PM	2HR PK	6	4	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	5	4	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	2		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1300 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	7	1/4	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	3	1/4	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	10	1/4	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1300 PINE ST S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-SAT	8AM-10PM	2HR PK	4	1/4	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	2	1/4	TIMING
7 DAYS	8AM-6PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	9	1/4	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
		TAZ*			
1500 PINE ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-8PM	2HR PK	7	1	TIMING
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-8PM	2HR PK	9	1	TIMING
7 DAYS	7AM-11PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
		TAZ*			
1500 PINE ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-8PM	2HR PK	7	1	TIMING
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-8PM	2HR PK	9	1	TIMING
7 DAYS	7AM-11PM	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
		TAZ*			
1600 PINE ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-8PM	2HR PK	6	1	TIMING
MON-SAT	8AM-8PM	PVLO*	1		TIMING
MON-SAT	8AM-8PM	2HR PK	11	1	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
		TAZ*			
1600 PINE ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-8PM	2HR PK	6	1	TIMING
MON-SAT	8AM-8PM	PVLO*	1		TIMING
MON-SAT	8AM-8PM	2HR PK	10	1	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1800 PINE ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-8PM	2HR PK	16	1	TIMING
7 DAYS	8AM-8PM	LO	1		TIMING
MON-SAT	8AM-8PM	2HR PK	2	1	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1800 PINE ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-8PM	2HR PK	16	1	TIMING
7 DAYS	8AM-9PM	LO	3		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1900 PINE ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-8PM	2HR PK	6	1	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-8PM	2HR PK	9	1	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1900 PINE ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-8PM	2HR PK	6	1	TIMING
7 DAYS	24HRS	NSAT*	2		
7 DAYS	8AM-6PM	LO*	1		TIMING
MON-SAT	8AM-8PM	2HR PK	7	1	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
TAZ*					
2000 PINE ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-8PM	2HR PK	10	1	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-8PM	2HR PK	12	1	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
TAZ*					
2000 PINE ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-8PM	2HR PK	9	1	TIMING
7 DAYS	8AM-6PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-8PM	2HR PK	10	1	TIMING
7 DAYS	8AM-9PM	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
TAZ*					
2100 PINE ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-8PM	2HR PK	6	1	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-8PM	2HR PK	9	1	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
TAZ*					
2100 PINE ST. S/S (WEST TO EAST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-SAT	8AM-8PM	2HR PK	5	1	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-8PM	2HR PK	7	1	TIMING
7 DAYS	8AM-9PM	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING

Days	Hours	Regulation TAZ *	Approx # Of Spaces	RPP/CNT	Paid/Timing
1000 RIDGE AVE E/S (SOUTH TO NORTH)					
7 DAYS	24 HRS	NR	11		
7 DAYS	24 HRS	NSAT*	2		
7 DAYS	24 HRS	NR	7		
7 DAYS	24 HRS	NPAT*	2		

PROPOSED

Days	Hours	Regulation TAZ *	Approx # Of Spaces	RPP/CNT	Paid/Timing
1000 RIDGE AVE E/S (SOUTH TO NORTH)					
7 DAYS	24 HRS	NR	11		
7 DAYS	24 HRS	NSAT*	2		
7 DAYS	5:30AM-8PM	LO*	2		
7 DAYS	24 HRS	NR	5		
7 DAYS	24 HRS	NPAT*	2		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
300 S 18TH ST. E/S (SOUTH TO NORTH)					
7 DAYS	24HRS	NPAT*	1		
7 DAYS	8AM-6:30PM	PD*	1	1	
MON-SAT	8AM-6:30PM	2HR PD*			PAID
MON-SAT	8AM-6:30PM	2HR PK	9	1	PAID
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-6:30PM	2HR PK	10	8	PAID
7 DAYS	24HRS	INST. PD*	1		
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
300 S 18TH ST. E/S (SOUTH TO NORTH)					
7 DAYS	24HRS	NPAT*	1		
7 DAYS	8AM-6PM	LO*	1		TIMING
7 DAYS	8AM-6:30PM	PD*	1	1	
MON-SAT	8AM-6:30PM	2HR PD*			PAID
MON-SAT	8AM-6:30PM	2HR PK	8	1	PAID
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-6:30PM	2HR PK	10	8	PAID
7 DAYS	24HRS	INST. PD*	1		
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
300 S. 2ND ST. E/S (NORTH TO SOUTH)					
7 DAYS	24HRS	NSAT*	5		
MON-WED	8AM-6:30PM	2HR PK	8	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NPAT*	1		
7 DAYS	24HRS	NSAT*	2		
MON-WED	8AM-6:30PM	2HR PK	6	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NPAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
300 S. 2ND ST. E/S (NORTH TO SOUTH)					
7 DAYS	24HRS	NSAT*	5		
MON-WED	8AM-6:30PM	2HR PK	8	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NPAT*	1		
7 DAYS	24HRS	NSAT*	2		
MON-WED	8AM-6:30PM	2HR PK	5	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	8AM-6PM	LO*	1		TIMING
7 DAYS	24HRS	NPAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
300 S. 4TH ST. W/S (NORTH TO SOUTH)					
7 DAYS	24HRS	NSAT*	3		
MON-WED	8AM-6:30PM	2HR PK	3	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NPAT*	2		
MON-WED	8AM-6:30PM	2HR PK	8	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NPAT*	1		
MON-WED	8AM-6:30PM	2HR PK	2	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	3	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSBZ*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
300 S. 4TH ST. W/S (NORTH TO SOUTH)					
7 DAYS	24HRS	NSAT*	3		
7 DAYS	8AM-6PM	LO*	1		TIMING
MON-WED	8AM-6:30PM	2HR PK	2	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NPAT*	2		
MON-WED	8AM-6:30PM	2HR PK	8	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NPAT*	1		
MON-WED	8AM-6:30PM	2HR PK	2	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	3	5	TIMING
THURS-SAT	8AM-12AM	2HR PK		5	TIMING
7 DAYS	24HRS	NSBZ*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
300 S. 16TH ST. W/S (SOUTH TO NORTH)					
7 DAYS	24 HRS	NPAT*	1		
7 DAYS	24HRS	PD*	1		
MON-SAT	8AM-8PM	2HR PD*		1	PAID
MON-SAT	8AM-8PM	2HR PK	9	1	PAID
7 DAYS	24 HRS	NSAT*	2		
MON-SAT	8AM-8PM	2HR PK	12	1	PAID
7 DAYS	6AM-10PM	LO*	1		TIMING
7 DAYS	24 HRS	NPAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
300 S. 16TH ST. W/S (SOUTH TO NORTH)					
7 DAYS	24 HRS	NPAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
7 DAYS	24HRS	PD*	1		
MON-SAT	8AM-8PM	2HR PD*		1	PAID
MON-SAT	8AM-8PM	2HR PK	7	1	PAID
7 DAYS	24 HRS	NSAT*	2		
MON-SAT	8AM-8PM	2HR PK	12	1	PAID
7 DAYS	6AM-10PM	LO*	1		TIMING
7 DAYS	24 HRS	NPAT*	1		

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
400 S. 17TH ST. W/S (NORTH TO SOUTH)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	PD*	1		
MON-SAT	8 AM - 6:30 PM	2 HR PD*			PAID
MON-SAT	8 AM - 6:30 PM	2 HR PK	2	1	PAID
7 DAYS	24HRS	NPAT*	1		
MON-SAT	8 AM - 6:30 PM	2 HR PK	2	1	PAID
7 DAYS	24HRS	NPAT*	2		
MON-SAT	8 AM - 6:30 PM	2 HR PK	2	1	TIMING
7 DAYS	24HRS	NSBZ*	3		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
400 S. 17TH ST. W/S (NORTH TO SOUTH)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	PD*	1		
MON-SAT	8 AM - 6:30 PM	2 HR PD*			PAID
7 DAYS	LO*	8AM-6PM	2		TIMING
7 DAYS	24HRS	NPAT*	1		
MON-SAT	8 AM - 6:30 PM	2 HR PK	2	1	PAID
7 DAYS	24HRS	NPAT*	2		
MON-SAT	8 AM - 6:30 PM	2 HR PK	2	1	TIMING
7 DAYS	24HRS	NSBZ*	3		

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
2200 SPRING GARDEN ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	2		
7 DAYS	24HRS	PD*	1		
MON-SAT	8AM-8PM	12HR PD*			PAID
MON-SAT	8AM-8PM	12HR PK	1		PAID
7 DAYS	24HRS	NSAT*	3		
MON-SAT	8AM-8PM	12HR PK	7		PAID
7 DAYS	24HRS	NSAT*	2		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
2200 SPRING GARDEN ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	2		
7 DAYS	24HRS	PD*	1		
MON-SAT	8AM-8PM	12HR PD*			PAID
MON-SAT	8AM-8PM	12HR PK	1		PAID
7 DAYS	24HRS	NSAT*	3		
MON-SAT	8AM-8PM	12HR PK	5		PAID
7 DAYS	24HRS	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	2		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1400 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	VALET*	5		
MON-SAT	8AM-4PM	2HRPK	1		PAID
MON-SAT	4PM-10PM	3HRPK			PAID
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-4PM	2HRPK	8		PAID
MON-SAT	4PM-10PM	3HRPK			PAID
7 DAYS	24HRS	PD*	1		
MON-SAT	8AM-4PM	2HRPK			PAID
MON-SAT	4PM-10PM	3HRPK			PAID
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1400 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	VALET*	5		
7 DAYS	8AM-12AM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-12AM	LO*	11		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1500 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-6:30PM	2HR PK	4	1	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-6:30PM	2HR PK	6	1	TIMING
MON-SAT	7AM-6:30PM	LO*	2		TIMING
MON-SAT	8AM-6:30PM	2HR PK	6	1	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1500 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-6:30PM	2HR PK	6	1	TIMING
MON-SAT	7AM-6:30PM	LO*	2		TIMING
MON-SAT	8AM-9PM	2HR PK	1	1	TIMING
7 DAYS	24HRS	NSAT*	3		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1600 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-6:30PM	2HR PK	17	1	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1600 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-SAT	8AM-6:30PM	2HR PK	14	1	TIMING
7 DAYS	8AM-9PM	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1700 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	2		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-6:30PM	2HR PK	11	1	TIMING
7 DAYS	24HRS	NSAT*	5		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1700 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	2		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-SAT	8AM-6:30PM	2HR PK	10	1	TIMING
7 DAYS	8AM-9PM	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	3		

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1800 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-6:30PM	2HR PK	17	1	TIMING
MON-SAT	8AM-6:30PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1800 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-SAT	8AM-6:30PM	2HR PK	16	1	TIMING
MON-SAT	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
		TAZ*			
1900 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
7 DAYS	24HRS	NPCONSUL*	1		
MON-SAT	8AM-6:30PM	2HR PK	16	1	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
		TAZ*			
1900 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
7 DAYS	24HRS	NPCONSUL*	1		
MON-SAT	8AM-6:30PM	2HR PK	13	1	TIMING
7 DAYS	8AM-9PM	LO*	3		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
		TAZ*			
2000 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-6:30PM	2HR PK	22	1	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation	Approx # Of Spaces	RPP/CNT	Paid/Timing
		TAZ*			
2000 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-6:30PM	2HR PK	21	1	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
2100 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-6:30PM	2HR PK	5	1	TIMING
7 DAYS	24HRS	NSAT*	3		
MON-SAT	8AM-6:30PM	2HR PK	7	1	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
2100 SPRUCE ST. N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-6:30PM	2HR PK	5	1	TIMING
7 DAYS	24HRS	NSAT*	3		
7 DAYS	8AM-6PM	LO*	1		TIMING
MON-SAT	8AM-9PM	2HR PK	6	1	TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
200 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	5		
7 DAYS	8AM-8PM	2HR PK	8	5	TIMING
THURS-SUN	8PM-2AM	1HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-8PM	2HR PK	8	5	TIMING
THURS-SUN	8PM-2AM	1HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
200 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	5		
7 DAYS	8AM-6PM	LO*	2		TIMING
7 DAYS	8AM-8PM	2HR PK	6	5	TIMING
THURS-SUN	8PM-2AM	1HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-8PM	2HR PK	7	5	TIMING
THURS-SUN	8PM-2AM	1HR PK		5	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
300 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	5		
MON-WED	8AM-6:30PM	2HR PK	4	5	TIMING
THURS-SAT	8AM-12AM	2 HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	8	5	TIMING
THURS-SAT	8AM-12AM	2 HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	2		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
300 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	5		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-WED	8AM-6:30PM	2HR PK	2	5	TIMING
THURS-SAT	8AM-12AM	2 HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	7	5	TIMING
THURS-SAT	8AM-12AM	2 HR PK		5	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	2		

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
400 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	3	5	TIMING
THURS-SAT	8AM-12AM	2 HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-WED	8AM-6:30PM	2HR PK	13	5	TIMING
THURS-SAT	8AM-12AM	2 HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	2		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
400 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-WED	8AM-6:30PM	2HR PK	1	5	TIMING
THURS-SAT	8AM-12AM	2 HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	2		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-WED	8AM-6:30PM	2HR PK	10	5	TIMING
THURS-SAT	8AM-12AM	2 HR PK		5	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	2		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
500 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
MON-WED	8AM-6:30PM	2HR PK	20	5	TIMING
THURS-SAT	8AM-12AM	2 HR PK		5	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
500 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-WED	8AM-6:30PM	2HR PK	16	5	TIMING
THURS-SAT	8AM-12AM	2 HR PK		5	TIMING
7 DAYS	8AM-9PM	LO*	1		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
600 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	5	4/5	TIMING
7 DAYS	24HRS	NPAT*	1		
MON-SAT	6AM-7PM	PVLO*	2		TIMING
MON-SAT	7PM-10PM	2HR PK		4/5	TIMING
MON-SAT	8AM-10PM	2HR PK	11	4/5	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
600 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	4		TIMING
7 DAYS	24HRS	NPAT*	1		
MON-SAT	6AM-7PM	PVLO*	2		TIMING
MON-SAT	7PM-10PM	2HR PK		4/5	TIMING
MON-SAT	8AM-10PM	2HR PK	11	4/5	TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
700 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	19	4/5	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED

Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
700 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-10PM	2HR PK	15	4/5	TIMING
7 DAYS	8AM-9PM	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
800 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	PD*	1		
MON-SAT	8AM-4PM	2HR PD*			PAID
MON-SAT	4PM-10PM	3HR PD*			PAID
MON-SAT	8AM-4PM	2HR PK	5		PAID
MON-SAT	4PM-10PM	3HR PK			PAID
7 DAYS	24HRS	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	4		
7 DAYS	8AM-10PM	PVLO*	2		TIMING
7 DAYS	24HRS	NSAT*	2		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
800 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	24HRS	PD*	1		
MON-SAT	8AM-4PM	2HR PD*			PAID
MON-SAT	4PM-10PM	3HR PD*			PAID
MON-SAT	8AM-4PM	2HR PK	4		PAID
MON-SAT	4PM-10PM	3HR PK			PAID
7 DAYS	24HRS	LO*	3		TIMING
7 DAYS	24HRS	NSAT*	4		
7 DAYS	8AM-10PM	PVLO*	2		TIMING
7 DAYS	24HRS	NSAT*	2		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
900 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	8	4	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	9	4	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
900 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-10PM	2HR PK	6	4	TIMING
7 DAYS	24HRS	NSAT*	2		
7 DAYS	8AM-9PM	LO*	1		TIMING
MON-SAT	8AM-10PM	2HR PK	8	4	TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1000 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	4	4	TIMING
7 DAYS	8AM-10PM	LO*	1		TIMING
MON-SAT	8AM-10PM	2HR PK	13	4	TIMING
7 DAYS	24HRS	NPCONSUL*	1		
7 DAYS	24HRS	NSAT*	2		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1000 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	4	4	TIMING
7 DAYS	8AM-10PM	LO*	2		TIMING
MON-SAT	8AM-10PM	2HR PK	13	4	TIMING
7 DAYS	24HRS	NPCONSUL*	1		
7 DAYS	24HRS	NSAT*	2		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1100 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	7	4	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	8	4	TIMING
7 DAYS	24HRS	NSAT*	1		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1100 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	2		TIMING
MON-SAT	8AM-10PM	2HR PK	5	4	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	6	4	TIMING
7 DAYS	8AM-9PM	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	1		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1200 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-10PM	2HR PK	10	4	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	8	4	TIMING
7 DAYS	24HRS	NSAT*	2		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1200 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-6PM	LO*	3		TIMING
MON-SAT	8AM-10PM	2HR PK	7	4	TIMING
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-10PM	2HR PK	6	4	TIMING
7 DAYS	8AM-9PM	LO*	2		TIMING
7 DAYS	24HRS	NSAT*	2		

EXISTING					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1300 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
MON-SAT	8AM-4PM	2HR PK	12		PAID
MON-SAT	4PM-10PM	3HR PK			PAID
7 DAYS	24HRS	NSAT*	2		
MON-SAT	8AM-4PM	2HR PK	5		PAID
MON-SAT	4PM-10PM	3HR PK			PAID
7 DAYS	24HRS	NSAT*	7		

PROPOSED					
Days	Hours	Regulation TAZ*	Approx # Of Spaces	RPP/CNT	Paid/Timing
1300 SPRUCE ST N/S (EAST TO WEST)					
7 DAYS	24HRS	NSAT*	1		
7 DAYS	8AM-12AM	LO*	3		TIMING
MON-SAT	8AM-4PM	2HR PK	8		PAID
MON-SAT	4PM-10PM	3HR PK			PAID
7 DAYS	24HRS	PD*	1		
MON-SAT	8AM-4PM	2HR PD*			PAID
MON-SAT	4PM-10PM	3HR PD*			PAID
7 DAYS	24HRS	NSAT*	2		
7 DAYS	8AM-12AM	LO*	4		TIMING
7 DAYS	24HRS	NSAT*	7		

Regulation Abbreviations				
CNT- CONTRATOR NOT VALID				
ERH - EXCEPT RESTRICTED HOURS				
EVPS- ELECTRIC VEHICLE PARKING SPACE				
HLO- HOTEL LOADING ONLY (30 MIN LIMIT)				
INST. PD- INSTITUTIONAL PARKING FOR PEOPLE WITH DISABILITIES(3HR LIMIT)				
LO- LOADING ZONE (30 MIN LIMIT)				
LO(ERH)- LOADING ZONE EXCEPT RESTRICTED HOURS				
MC/SZ- MOTORCYCLE SCOOTER ZONE (12HR PK)				
NPAT- NO PARKING ANYTIME				
NPAVO -{ZONE LETTER} -NO PARKING AUTHORIZED VEHICLES ONLY- ZONE LETTER ONLY				
NPAVO- NO PARKING AUTHORIZED VEHICLES ONLY				
NPBO - NO PARKING SCHOOL BUS ONLY				
NPCONSUL- NO PARKING CONSULATE PARKING ONLY				
NPEB- NO PARKING EXCEPT BICYCLES				
NPITS- NO PARKING IN THIS STREET				
NPPV- NO PARKING POLICE VEHICLES				
NPPZ- NO PARKING PRESS ZONE				
NPSC- NO PARKING STREET CLEANING				
NPSD- NO PARKING SCHOOL DAYS				
NPSH- NO PARKING SCHOOL HOURS				
NPSV- NO PARKING SPECIAL VENDING				
NPTX- NO PARKING TAXI STAND				
NR - NO RESTRICTIONS IMPOSED BY REGULATION				
NS - NO STOPPING				
NSAT- NO STOPPING ANYTIME/NO STOPPING BUS TURNS				
NSAT-CONST- NO STOPPING ANY TIME CONSTRUCTION				
NSAZ- NO STOPPING AMBULANCE ZONE				
NSBZ- NO STOPPING BUS ZONE				
NSCS - NO STOPPING CAR SHARE				
NSFH- NO STOPPING FIRE HOUSE				
NSPH- NO STOPPING (RUSH OR PEAK HOURS)				
NSPP- NO STOPPING PASSENGER PICK/DROP OFF				
PD- PARKING FOR PEOPLE WITH DISABILITIES				
PD(ERH)- PARKING FOR PEOPLE WITH DISABLITIES EXCEPT RESTRICTED HOURS				
PK- PARKING				
PVLO- PASSENGER VEHICLE LOADING (20 MIN LIMIT)				
PVLO(ERH)- PASSENGER VEHICLE LOADING EXCEPT RESTRICTED HOURS				
REG PAK- REGISTERED PACKAGE DELIVERY				
RPP- RESIDENTIAL PERMIT PARKING				
TAZ- TOW AWAY ZONE *				
TBL- TOUR BUS LOADING (10 MIN LIMIT)				
TKLO- TRUCK LOADING ONLY (1 HR LIMIT)				
VALET- VALET				

EXHIBIT B

City of Philadelphia Ordinance No. 1280
Signed June 13, 1982

collected by such person; by imposing liability for the full amount of the tax upon any person who is required to collect the tax but who shall fail to collect the proper amount of such tax, and by extending a discount for early remittance of payments by persons required to collect the tax from others.

The Council of the City of Philadelphia hereby ordains:

SECTION 1. Section 19-1806 of The Philadelphia Code relating to the authorization of Realty Use and Occupancy Tax for school purposes is amended to read as follows:

§19-1806. Authorization of Realty Use and Occupancy Tax.

* * *

(5) Collection of the Tax.

(a) Each owner of real estate used or occupied solely by himself, which use or occupancy is subject to tax under this Section, shall make a return to the Commissioner and pay any tax due within twenty-five days after the end of any month for which any tax is due.

(b) Each landlord or other person authorized to collect rentals on premises, the use or occupancy of which is subject to tax under this Section, shall collect monthly as agent for the School District of Philadelphia, from each user or occupier the proper proportion of the user's or occupier's tax and shall make a return and pay the total tax *due from such user or occupier* [collected] together with any tax for which the landlord or other person is liable, to the Commissioner at monthly, quarterly, or semi-annual intervals, as the Commissioner shall establish by regulation.

The return shall be on forms furnished by the Commissioner. The failure of any person to procure or receive any report form shall not excuse him from making a return and paying any tax due.

Any person required under this Section to collect the tax from a user or occupier, who shall fail to collect the proper amount of such tax, shall be liable for the full

amount of the tax which is due from such user or occupier. However, such liability shall be limited to the tax due on premises from which rent was collected.

(c) Any person required by this Section to collect the tax from a user or occupier, who shall remit the tax due by the fifteenth day after the end of any taxable period for which the tax is due, shall be entitled to apply against the tax due a discount of one per cent, as compensation for the expenses of collecting and remitting the tax and as a consideration for the early payment thereof.

SECTION 2. This Ordinance shall become effective for Realty Use and Occupancy Tax due for any period commencing on or after July 1, 1982.

Explanation:
[Brackets] indicate matter deleted.
Italics indicate new matter added.

Approved the thirtieth day of June A.D. 1982.

WILLIAM J. GREEN,
Mayor of Philadelphia.

* Bill No. 680

• AN ORDINANCE

Explanation:
[Brackets] indicate matter deleted.
Italics indicate new matter added.

Amending Chapter 12-900 of the Philadelphia Code, entitled "Parking Regulations and Penalties," and Chapter 12-1000 of the Philadelphia Code, entitled "Parking Meter Regulations and Penalties," by, respectively, authorizing the Streets Department to establish and revise limited time parking regulations in areas expressly provided for by special ordinances, to install parking meters in areas expressly provided for by special ordinances, by increasing charges for metered parking, and by increasing penal-

ties for violation of Chapter 12-1000; and, further, specifically designating the Center City and University City areas for the purpose of authorizing the Streets Department to establish and revise limited time parking regulations, and to designate parking meter zones, and to specifically increase parking meter fees in these areas.

The Council of the City of Philadelphia hereby ordains:

SECTION 1. Chapter 12-900 of the Philadelphia Code, entitled "Parking Regulations and Penalties," is hereby amended as follows:

Chapter 12-900. Parking Regulations and Penalties

* * *

§12-903. Stopping, Standing or Parking Prohibited at Certain Times.

* * *

(3) *In areas expressly provided for by special ordinances, the Department may establish and revise limited time parking regulations, as prescribed in Section 12-903(3).*

* * *

SECTION 2. Chapter 12-1000 of the Philadelphia Code, entitled "Parking Meter Regulations and Penalties," is hereby amended as follows:

Chapter 12-1000. Parking Meter Regulations and Penalties

§12-1001. Designation of Parking Meter Zones.

* * *

(2) *In areas expressly provided for by special ordinances, the Department may designate parking meter zones and erect and maintain parking meters, as prescribed in Section 12-1001(2).*

* * *

§12-1005. Use of Parking Meters.

(1) When a vehicle is parked in a parking meter space the operator shall immediately deposit the designated [coin or coins] *fee* in the parking meter. Failure to deposit such [coin] *fee* shall constitute a violation of this Chapter.

(2) Except in areas expressly provided for by special ordinances, the designated [coin or coins] *fee* to be deposited in all parking meters shall be *up to twenty-five (.25) cents* [the ten (10) cent coin of the United States] for one hour of parking.

* * *

§12-1010. Penalty.

(1) Any person violating any provisions of this Chapter, shall upon summary conviction [before a Magistrate,] pay a fine of [\$6.] *ten dollars (\$10.00)* together with costs of prosecution or, in default of the payment, shall undergo imprisonment for not more than three (3) days; except that any person violating Section 12-1008 shall pay a fine of fifty dollars together with costs of prosecution or, in default of the payment, shall undergo imprisonment for not more than thirty (30) days.

SECTION 3. Pursuant to Section 12-903(3) of the Philadelphia Code, Section 1 of this ordinance, the Department is authorized to establish and revise limited time parking regulations in the Center City area bounded by Spring Garden street, Bainbridge street, the Schuylkill River and the Delaware River; and in the University City area bounded by [Arch street, University avenue, Fortieth street and the Schuylkill River.] *the Schuylkill River on the east, University avenue/Woodland avenue on the south, Fortieth street on the west, and by a line along Filbert street, between Fortieth street and Thirty-fourth street, along Thirty-fourth street to Arch street, along Arch street, between Thirty-fourth street and the Schuylkill River, on the north.*

SECTION 4. Pursuant to Section 12-1001(2) of the Philadelphia Code, Section 2 of this ordinance, the Department is authorized to designate parking meter zones, and to erect and maintain parking meters in said zones, in the Center City area bounded by Spring Garden street, Bainbridge street, the Schuylkill River and the Delaware River; and in the University City area bounded by [Arch street, University avenue, Fortieth street and the Schuylkill River.] *the Schuylkill River on the east, University avenue/Woodland avenue on the south, Fortieth street on the west, and by a line along Filbert street, between Fortieth street and Thirty-fourth street, along Thirty-fourth street to Arch street, along Arch street, between Thirty-fourth street and the Schuylkill River, on the north.*

SECTION 5. Pursuant to Section 12-1005(2) of the Philadelphia Code, the designated fee for twenty (20) minutes of parking in the Center City area bounded by Spring Garden street, Bainbridge street, the Schuylkill River and the Delaware River, and in the University City area bounded by [Arch street, University avenue, Fortieth street and the Schuylkill River,] *the Schuylkill River on the east, University avenue/Woodland avenue on the south, Fortieth street on the west, and by a line along Filbert street, between Fortieth street and Thirty-fourth street, along Thirty-fourth street to Arch street, along Arch street, between Thirty-fourth street and the Schuylkill River, on the north* shall not exceed twenty-five cents (25¢), as determined by the Department.

SECTION 6. Any ordinance contradictory or inconsistent herewith is hereby repealed.

SECTION 7. This ordinance shall take effect immediately, subject to such time implementation period as the Streets Commissioner deems reasonably necessary, *not later than three (3) months from the passage of this ordinance.*

Explanation:
[Brackets] indicate matter deleted.
Italics indicate new matter added.

Approved the thirtieth day of June A.D. 1982.

WILLIAM J. GREEN,
Mayor of Philadelphia.

* Bill No. 1280

* AN ORDINANCE

Explanation:
[Brackets] indicate matter deleted.
Italics indicate new matter added.

To amend an ordinance approved December 24, 1959, which approved the redevelopment proposal, the redevelopment plan, and the relocation plan of the Redevelopment Authority of the City of Philadelphia for the redevelopment of the Southeast Central Redevelopment Area. (a portion of which is currently designated as the Center City Redevelopment Area), Southeast Central Redevelopment Area, Unit No. 1, by approving the first amendment of the redevelopment proposal, by providing for a change in land use and related controls, from industrial to residential/commercial, being the area bounded by South street, Third street, Lombard street, and Second street.

WHEREAS, The redevelopment proposal of the Redevelopment Authority of the City of Philadelphia (hereafter referred to as "Redevelopment Authority") for the redevelopment of the Southeast Central Redevelopment Area, Unit No. 1 was approved by Ordinance of the Council on December 24, 1959; and

WHEREAS, The Redevelopment Authority has prepared a first amendment of the redevelopment proposal, dated February, 1982, by inter alia providing for certain changes in land uses and controls for Center City Redevelopment Area Southeast Central Redevelopment Area Unit No. 1 (formerly a part of the Southeast Central Redevelopment Area) from industrial to residential/commercial and related control changes as a permitted use. The parcel is bounded by South street, Third street, Lombard street and Second street.