



**Parking Market Report of Selected
Off-Street Parking Facilities**
Pittsburgh, Pennsylvania

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Market Report for Selected Off-Street Parking Facilities of the Public Parking Authority of Pittsburgh

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Market Report for Selected Off-Street Parking Facilities of the Public Parking Authority of Pittsburgh

INTRODUCTION

The Public Parking Authority of Pittsburgh (PPAP) retained DESMAN Associates to perform a 50-year financial review of select assets of the City of Pittsburgh's (the "City" or "Pittsburgh") Parking System (the "System" or "Parking System"). Eleven parking garages and one gated surface parking lot were analyzed along with the entire parking meter system which is comprised of 6,937 on-street spaces and 1,776 spaces located in 33 off-street parking lots dispersed throughout 14 of Pittsburgh's neighborhoods. The overall purpose of this study is to assess the existing physical and financial state of the Parking System and its place in the competitive market and to formulate long-term financial projections.

The content of this document is intended to provide fundamental information about each individual parking facility and the localized market circumstances and conditions that account for its current operating and financial performance. The twelve off-street parking facilities discussed herein are being considered for inclusion in the City of Pittsburgh's solicitation of a Concession and Lease Agreement. This narrative includes a description of each facility and its surrounding environment as well as the locations, rates and peak period utilizations of competing parking facilities in closest proximity to each PPAP parking facility.

In order to provide a localized assessment of the competitive position of each of the subject parking facilities, field survey teams walked the area surrounding each facility to identify the non-PPAP parking facilities that, based on proximity, were deemed to be competing facilities. These boundaries are detailed in this report in maps depicting each PPAP facility's parking market area boundary limits and the whereabouts of relevant competing facilities. The nearest "first tier" competing parking facilities should be viewed simply as potential parking site alternatives that prospective parking customers might choose instead of a PPAP facility; ultimately, customers' decisions regarding parking are also based on their ultimate destination, tolerance of traffic congestion, sense of personal safety and sensitivity to parking costs. As context, the observed peak period occupancy levels and current parking rates at these first tier competing parking facilities have also been provided in **Table 2**.

It is important to point out that the space capacity of a parking facility refers to those spaces which are "lined" or "striped", but does not include "stacked" spaces. The term "stacked parking" refers to an operating practice in which vehicles are stacked in the drive aisles of lots and garages when the lined spaces in a facility are fully occupied. This practice requires the operator keep the keys to vehicles parked in drive aisles so that they can be moved, as needed, to facilitate ongoing transient parking turnover. Given the limited available parking spaces in downtown Pittsburgh, vehicles are routinely stacked in many surface lots and garages; however, in most cases it is difficult to quantify the extent to which the lined-space capacity of a facility

can be exceeded by stacking vehicles. Consequently, in areas where this practice is used, the overall off-street parking space count is in fact higher than the documented number of lined spaces. For example, the PPAP has established a stacked parking capacity at 7 out of 10 of its downtown parking facilities. When used to its full extent, the PPAP’s stacking policy provides adequate space for parking 725 additional vehicles (a 14% overflow capacity gain). Stacked parking operations at non-PPAP parking facilities is the reason why observed peak period vehicle occupancy levels were reported as surpassing 100% of the lined-space capacity at many facilities.

OVERVIEW OF DOWNTOWN PITTSBURGH PARKING

The PPAP parking facilities that are the focus of this parking market assessment are located in three distinct neighborhood areas of the City: the Downtown Central Business District (CBD); the Oakland neighborhood, the second largest employment area of the City; and the upscale residential neighborhood of Shadyside. Ten of the twelve PPAP parking facilities are located in the CBD while the other two are located in the Oakland and Shadyside neighborhoods. The land use makeup and parking market area characteristics of each of these three neighborhoods are very different.

Table 1 – PPAP Off-Street Parking Facilities by location

Pittsburgh Parking Authority Off-Street Parking Facilities	Garages/ Lots	Lined Spaces	Stacked Capacity
Golden Triangle			
Ft. Duquesne & 6th Street Garage #1	Garage	920	30
Ninth & Penn Garage #2	Garage	586	45
Smithfield Liberty Garage #3	Garage	596	0
Mellon Square Garage #4	Garage	798	250
Wood Allies Garage #5	Garage	542	50
Third Avenue Garage #6	Garage	570	100
Oliver Garage #7	Garage	480	150
First Avenue Garage #8	Garage	1,243	100
Grant Street Transportation Center Garage #9	Garage	991	0
Mon Wharf Plaza #10 *	Lot	700	0
Second Avenue Plaza Lot #11	Lot	812	0
Oakland Neighborhood			
Forbes Semples Garage #12	Garage	449	50
Shadyside Neighborhood			
Shadyside Garage #13	Garage	208	19

* Mon Wharf facility is not being considered for inclusion in the PPAP Concession Agreement.

The primary neighborhood, the CBD or known locally known as the Golden Triangle, is defined by the Allegheny River to the north, the Monongahela River to the south and Interstate Highway 259 on the east. However, the expanded context of the CBD area encompasses the North Shore of the Allegheny River, the South Shore of the Monongahela River and both the Strip District and the Mellon Arena District that lie to the east of the Golden Triangle beyond Interstate 259. These four peripheral areas are physically and perceptually set apart from the Golden Triangle and despite the fact that each has a substantial supply of existing parking they do not contain any

of the PPAP parking facilities that are the subject of study. The locations of the PPAP parking facilities included in the study are shown in **Figure 1**.

Parking in the Context of the Downtown Activity Districts

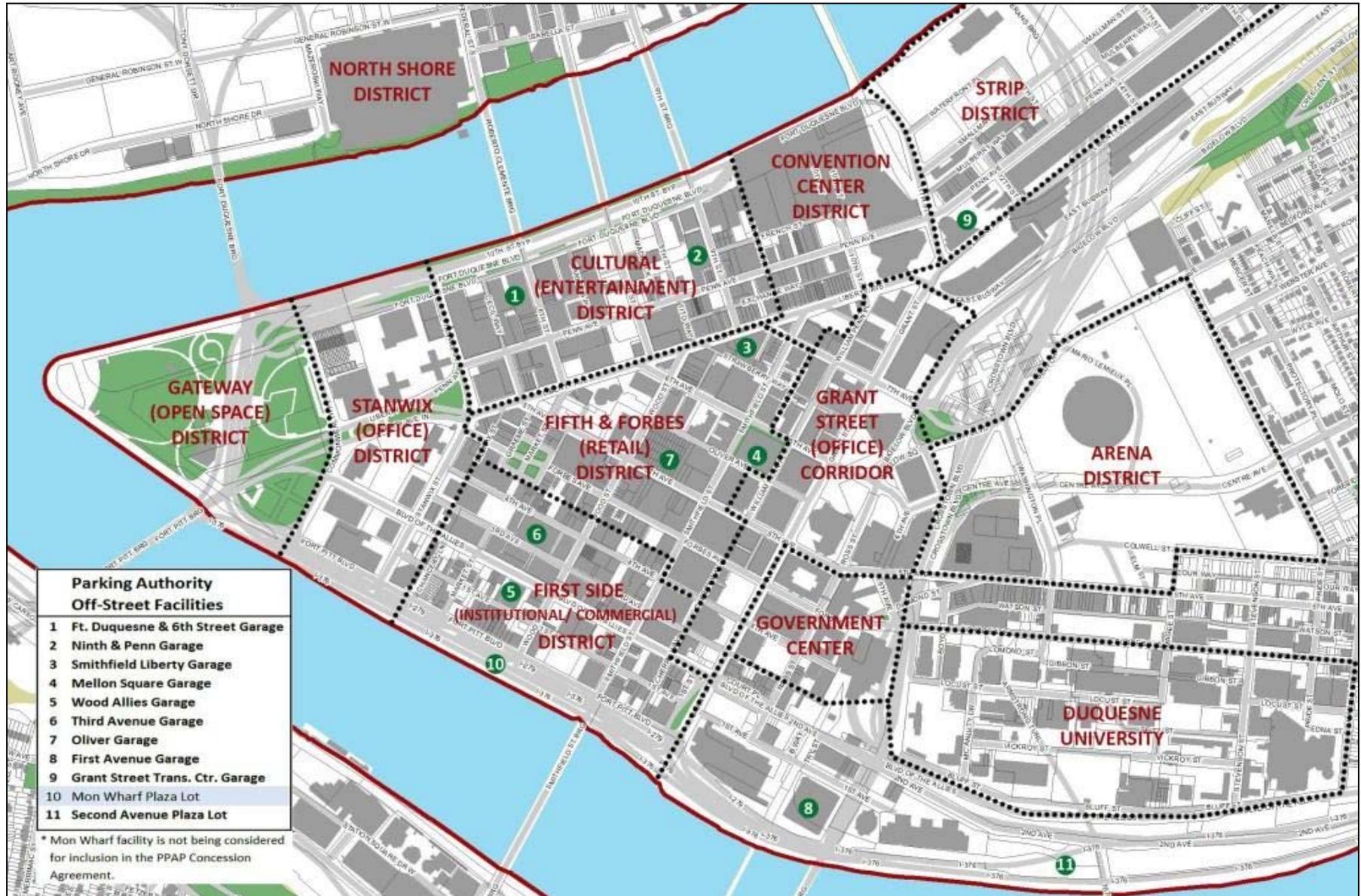
The 1997 “*Pittsburgh Downtown Plan: A Blueprint for the 21st Century*” pronounced the need to recognize the existence of coherent subareas of downtown Pittsburgh. These subareas were defined as distinct districts by virtue of their predominant land use, physical density, unique assets and overall sense of place. These same downtown district characteristics have a direct relationship to the level, pattern, intensity and nature of prevailing parking activity in each district. Following the same general content as the 1997 Downtown Plan, **Figure 1** depicts the various downtown districts as perceived today from a parking market context. A brief description of each district follows and the district context is referenced throughout this report.

The **Cultural (Entertainment/Residential) District**, located north of Liberty Street, between Stanwix Street and Tenth Street, is comprised of seven performance theatres, art galleries, restaurants, hotels, residential buildings and low- and mid-rise office buildings. This special mix of land uses makes the Cultural District particularly vibrant on weekday evenings and during the weekend. Four large public parking garages are located in the western half of the district while several small, scattered surface parking lots serve the eastern half of the district. The PPAP has two parking garages, the **Fort Duquesne & Sixth Garage (#1)** and the **Ninth & Penn Garage (#2)**, located in this district.

The **Forbes & Fifth (Retail) District**, located in the core area of the Golden Triangle, is generally defined by Liberty Street to the north, William Penn Place to the east and Forbes Avenue to the south. The retail district is roughly the length of a typical shopping mall and is anchored on the west by the Fifth Avenue Place Arcade Shops in the Highmark Building and on the east by Saks Fifth Avenue and Macy’s Department Store on Smithfield Street. The remainder of the retail that lines Forbes, Fifth and Fourth Streets and is a mix of specialty shops, familiar retail chains, convenient merchandise stores and fast food outlets. Within this district there are five public parking structures, three of which, the **Smithfield-Liberty Garage (#3)**, the **Mellon Square Garage (#4)** and the **Oliver Garage (#7)**, are controlled by the PPAP.

The **Stanwix Street (Office) District** and **Grant Street (Office) District** are high density, professional employment areas positioned as bookends to the retail shopping district. Westinghouse, PNC Bank, US Steelworkers, the Pittsburgh Post and PPG are a few of the large corporations located near or on Stanwix Street, while Mellon Financial, USX, the Post Office and the University of Pittsburgh Medical Center (UPMC) are located along Grant Street. There are five public parking garages and two surface parking lots in the immediate vicinity of the Stanwix Street office district and there are four public garages in the immediate vicinity of the Grant Street office district. The majority of the parking garages in these districts are vertically integrated into office building towers with garage capacity predominantly devoted to building employees. Consequently, the PPAP has no parking facilities that directly serve these two office areas.

Figure 1 – Downtown Pittsburgh Plan Districts



The **Government (Office) Center** is the area generally bounded by Fifth Street on the north, Grant Street on the west, Third Street on the south and I-259 on the east. Nearly all of the primary City and County government buildings are located within this area including the Allegheny County Courthouse and the City-County Administration Building, located on Grant Street. Four public parking garages and two surface lots surround the government district. The nearest PPAP parking facilities to the Government District, the **Mellon Square Garage (#4)**, and the **First Avenue Garage (#8)**, are located two-and-a-half to three blocks away. The PPAP's **Second Avenue Plaza Lot (#11)** located near the 10th Street Bridge, also serves the Government District by virtue of a shuttle bus service which runs from the Lot to the City-County Administration Building on Grant Street.

The **Convention Center (Event) District** bounded by Fort Duquesne Boulevard, Eleventh Street, Penn Avenue and Garrison Place includes an internal parking structure that accommodates 710 vehicles. Surrounding the convention center are three public garages and three surface lots. The PPAP controls two of the three parking structures, the **Ninth & Penn Garage (#2)** and the **Grant Street Transportation Center Garage (#9)**, in the immediate vicinity of the Convention Center. One of the surface lots (11th and Smallman Lot #L11) situated to the east of the Convention Center is well-sized (710 Spaces) while the other two lots are small. Most of these non-convention center facilities are heavily used on normal business weekdays and thus do not support weekday convention center programming. Excess parking demand generated by a large weekday convention center event is usually shifted to the parking facilities located on the North Shore or to surface lots farther to the east in the area known as the Strip District.

The **First Side (Institutional/Commercial) District**, identified in the Pittsburgh Downtown Plan as the First Side District, encompasses ten city blocks bounded by the Monongahela River bank, Fourth Street, Stanwix Street and Grant Street. Some of the major institutions in the area include Point Park University, the downtown branch of the Carnegie Library, the headquarters of the Catholic Diocese and St. Mary of Mercy Church, the Salvation Army, the YWCA and YMCA, the Art Institute and the American Red Cross. Each of these institutions possesses a sizable employee population and some generate substantial numbers of daily visitors, volunteers and students. In addition to these institutions, there is a large concentration of sparsely-occupied historic buildings throughout the district. The City has been actively encouraging and promoting the adaptive reuse and conversion of these buildings to loft housing units. The mix of retail, restaurant, storage, office and institutional tenants that occupy the buildings in this district generate a moderate level of parking demand during the daytime throughout the work week. During the evenings and weekends, the demand for parking dramatically declines as most employees are absent from the area and most retail shops and restaurants are closed. Parking demand generated by Saturday classes held at Point Park University and the Art Institute is presently being accommodated by the supply of on-street spaces. The PPAP has two parking garages, the **Wood Allies Garage (#5)** and the **Third Avenue Garage (#6)**, in this district.

The **Arena (Event) District**, bounded by Washington Place, Bedford Avenue, Crawford Street and Fifth Avenue, is located just east of the Golden Triangle. The Mellon Arena and its surrounding surface parking lot, plus the soon-to-open new arena and hotel complex with an accompanying 500-space parking structure, comprise the entirety of the district. Since weekday Arena events during normal business hours are rare, the over 2,400 existing surface parking

spaces surrounding the Mellon Arena and the additional 500-space new garage can help absorb excess demand for long-term parking sites from the downtown commuter population. The CAPCO parking company, which operates Mellon Arena parking, relies on shuttle bus service to try to capture a share of the employee population of the Grant Street office district.

The parking supply in the Arena District, particularly the surface parking around the Mellon Arena, represents a competitive parking alternative to the PPAP's two remote commuter lots (Mon Wharf Plaza #10 and Second Avenue Plaza #11) located along the north bank of the Monongahela River. Once the new Arena Facility opens in the summer of 2010, plans to redevelop the old Mellon Arena site will begin to materialize. Eventually, the Mellon Arena is expected to be cleared from the site and replaced by some form of housing development which is expected to severely reduce the current supply of spaces in that area and limit the facilities' ability to capture excess commuter parking demand.

The **Strip (Wholesale/Warehouse/Office) District** is the name given to the segment of downtown Pittsburgh that lies between the Allegheny River bank and Liberty Avenue from the Convention Center area east to the 31st Street Bridge. The area is composed of an eclectic mix of bars, nightclubs, produce/specialty food retailers, wholesalers, offices and other industries. Located in the western end of the district in between Eleventh Street and Thirteenth Street is Heinz History Center, a hotel, offices and surface parking. The 725-space 11th and Smallman Parking Lot (L11) in this area primarily serves Strip District businesses and institutions, along with commuters who work elsewhere in the Golden Triangle. Commuters are attracted to the area's low-cost parking and free shuttle bus service running to and from the core area of the Triangle.

The **North Shore (Entertainment/Event/Office) District** encompasses the northern bank of the Allegheny Rivers south of Interstate 279 from the West End Bridge on the west to the Fort Wayne Railroad Bridge on the east. This district is home to several major event venues including two of Pittsburgh's professional sports venues, Heinz Field and PNC Park, and several museums and educational facilities such as the Carnegie Science Center, the Andy Warhol Museum and the Pittsburgh Children's Museum. The proposed redevelopment plan for the District anticipates additional office, retail and entertainment venues. At present, there are more than 6,100 parking spaces throughout the area.

The Pittsburgh Sports and Exhibition Authority (PSEA), the entity charged with guiding the redevelopment of the area, has retained the ALCO Parking Company to operate all the garages and surface parking in the area. In order to make the most of the parking supply in the district during weekday business hours, ALCO Parking, like CAPCO Parking in the Arena District, operates a shuttle bus service to the Golden Triangle. The appeal of North Shore parking to employees located in the Golden Triangle may also grow further when the Pittsburgh Port Authority completes the extension of the Metro Light Rail Line to downtown. The last stop on the Western Line will be located in the North Shore near Heinz Field and the Carnegie Science Center.

Existing Off-Street Public Parking Inventory in the Study Area

Table 2 lists the 63 existing public parking facilities located in the Golden Triangle Study Area. Collectively, these 63 off-street facilities have a combined inventory of 24,924 lined or striped and stacked parking spaces. Slightly more than half (32) of the facilities are parking garages, which contain 84% (20,960 spaces) of the total supply of spaces. A total of 11 attended parking facilities in the Golden Triangle are controlled by the PPAP, although the Mon Wharf Plaza parking lot (#10) is not included in the proposed Concession transaction. Collectively, these 10 PPAP facilities account for 8,263 spaces (including additional spaces made available by stacking).

Figure 2 depicts the locations of all off-street attended PPAP facilities in the Golden Triangle in relation to the dominant land uses associated with various sub-areas of the downtown. As evident from the map, the majority of the PPAP facilities are located in the area between Market Street and William Penn Place. Three of the PPAP facilities (the Grant Street Transportation Center Garage #9, the First Avenue Garage #8 and the Second Avenue Plaza Lot #11) are situated at the far western and southern edges of the Golden Triangle.

Most of the competing public parking garages are located in the downtown areas with the highest concentration surrounding high-rise office buildings: the Stanwix/Market Street corridor and the Grant Street corridor. The surface parking lots are small and scattered north of Liberty Street in the heart of the Cultural District, near the Convention Center, and south of Forbes Avenue where mostly older, poorly-occupied commercial buildings and community institutions are located. The largest surface lots in the study area (the PPAP Mon Wharf Lot #10 and Second Avenue Plaza Lot #11, and the privately operated 11th & Smallman Lot #L11) are located along the north and south river banks and primarily serve commuters.

On the North Shore as of January 2010 the average all day charge for parking was \$8.00 and the regular monthly rate was \$130.00 in contrast to the average rates of \$13.27 and \$233.00 for all day and monthly parking, respectively, in the Golden Triangle.

Public Transit Service

The Golden Triangle area functions as the hub for the entire Port Authority transit system. Rider fares are based on trip length originating from Downtown Pittsburgh, with higher fares applicable for trips crossing more than one zone. In 2009, average weekday light rail ridership ranged between 24,000 and 26,000 total riders. Most (although not all) riders use the Light Rail Transit (LRT) system riding to and from Downtown Pittsburgh.

Figure 2 – Locations of Existing Public Parking Facilities in the Golden Triangle Study Area

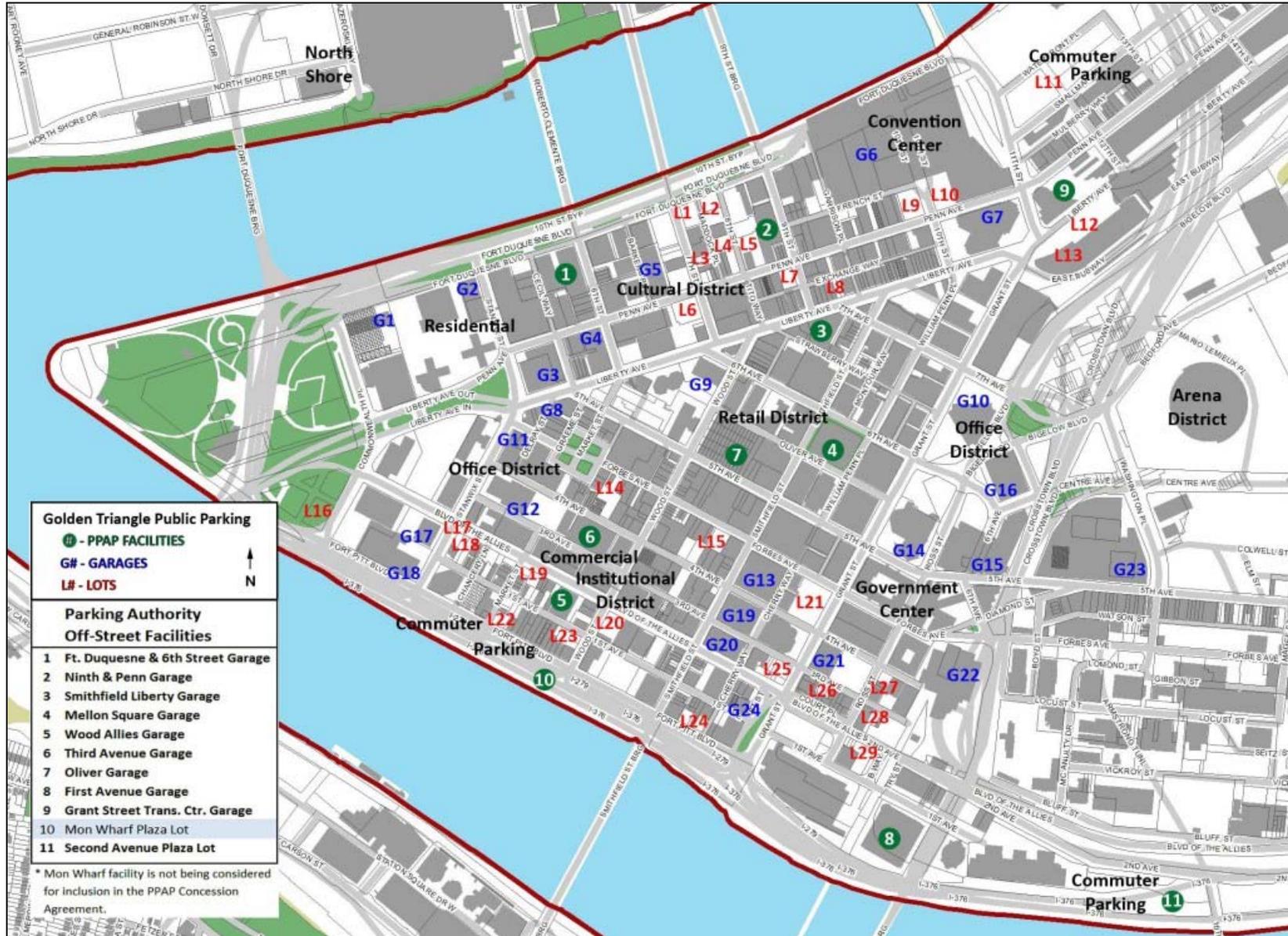


Table 2 – Existing Public Parking Inventory within the Golden Triangle

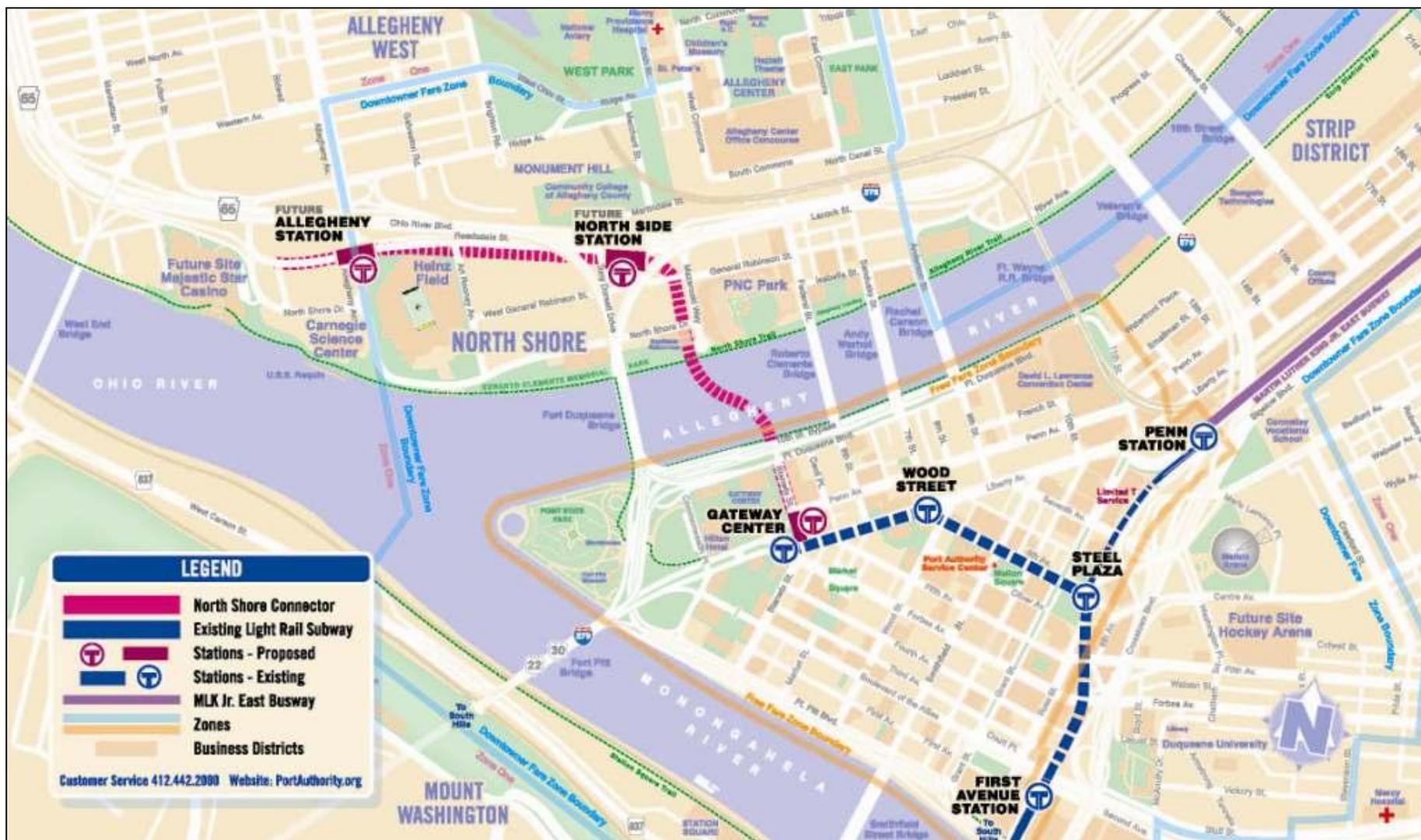
Map ID #	Public Parking Facilities in the Golden Triangle Study Area	Garages/Lots	Owner/Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Monthly Lease	
1	Ft. Duquesne & 6th Street Garage #1	Garage	PPA	920	30	98%	\$3.75	\$4.75	\$9.75	\$220.00	
2	Ninth & Penn Garage #2	Garage	PPA	586	45	90%	\$3.75	\$4.75	\$9.75	\$220.00	
3	Smithfield Liberty Garage #3	Garage	PPA	596	0	100%	\$5.00	\$8.00	\$13.75	\$275.00	
4	Mellon Square Garage #4	Garage	PPA	798	250	131%	\$5.00	\$8.00	\$13.75	\$275.00	
5	Wood Allies Garage #5	Garage	PPA	542	50	107%	\$3.75	\$4.75	\$9.75	\$220.00	
6	Third Avenue Garage #6	Garage	PPA	570	100	118%	\$3.75	\$4.75	\$12.75	\$250.00	
7	Oliver Garage #7	Garage	PPA	480	150	109%	\$3.50	\$4.25	\$12.75	\$250.00	
8	First Avenue Garage #8	Garage	PPA	1,243	100	104%	\$4.50	\$5.00	\$8.75	\$195.00	
9	Grant Street Transportation Center Garage #9	Garage	PPA	991	0	45%	\$4.50	\$4.50	\$13.00	\$260.00	
10	Mon Wharf Plaza #10	Lot	PPA	700	0	90%	\$8.00	\$8.00	\$8.00	n/a	
11	Second Avenue Plaza Lot #11	Lot	PPA	812	0	75%	\$6.00	\$6.00	\$6.00	\$120.00	
G1	Gateway Towers Garage	Garage	Plaza Pkg. Serv.	233		100%	\$7.00	\$11.00	\$16.00	\$220.00	
G2	626 Stanwix Street Garage (Allegheny Towers)	Garage	Interpark	724		95%	\$12.00	\$14.00	\$19.00	\$270.00	
G3	Fifth Avenue Place Garage	Garage	CPS	250		95%	\$7.00	\$9.00	\$16.00	\$240.45	
G4	Sixth Street & Penn Avenue Garage	Garage	Alco	500		95%	\$7.00	\$7.00	\$12.00	\$240.00	
G5	Theater Square Garage	Garage	Alco	785		100%	\$6.00	\$6.00	\$12.00	\$240.00	
G6	Convention Center Garage	Garage	Alco	710		100%	\$5.00	\$5.00	\$20.00	\$235.00	
G7	Liberty Center Garage	Garage	Network	510		75%	\$8.00	\$8.00	\$20.00	\$310.00	
G8	Gateway Center Garage	Garage	Central	638		85%	\$10.00	\$14.00	\$19.00	\$271.18	
G9	Arriba Garage (Freemarket Garage)	Garage	Parkway	250		120%	\$14.00	\$22.00	\$22.00	\$250.00	
G10	USX Tower Garage	Garage	Central	625		100%	\$11.00	\$20.00	\$22.00	\$383.59	
G11	Town Place Garage (Kossman Building)	Garage	Central	250		95%	\$5.00	\$10.00	\$20.00	\$274.81	
G12	PPG Place Garage	Garage	Alco	707		100%	\$6.00	\$10.00	\$16.00	\$280.53	
G13	Forbes Avenue Garage (Macy's)	Garage	Interpark	890		100%	\$8.00	\$10.00	\$14.00	\$280.00	
G14	One Mellon Center Garage	Garage	Alco	235		110%	\$6.00	\$8.00	\$16.00	\$265.00	
G15	Mellon Financial Center Garage	Garage	Alco	650		85%	\$6.00	\$6.00	\$10.00	\$205.00	
G16	One Bigelow Square Garage	Garage	K-7	167		85%	\$8.00	\$11.00	\$24.00	\$295.00	
G17	11 Stanwix Street Garage (Westinghouse)	Garage	Alco	341		95%	\$6.00	\$9.00	\$17.00	\$310.00	
G18	Steelworkers Garage (Stanwix/Allies)	Garage	Parkway	150		90%	\$7.00	\$13.00	\$13.00	\$225.00	
G19	One Oxford Center Garage	Garage	Main Lot	850		80%	\$7.00	\$10.00	\$16.00	\$310.00	
G20	Allies & Smithfield Street (Allies Garage)	Garage	Interpark	550		90%	\$8.00	\$10.00	\$14.00	\$265.00	
G21	Grant Building Garage	Garage	Alco	215		100%	\$11.00	\$15.00	\$19.00	\$277.00	
G22	Manor (City-County) Garage	Garage	Alco	879		120%	\$7.00	\$9.00	\$13.00	\$200.00	
G23	Chatham Center Garage	Garage	Elteq	2,400		95%	\$4.25	\$7.25	\$16.50	\$214.00	
L1	Cultural Trust Lot - 101 Seventh Street	Lot	Alco	45		105%	\$10.00	\$10.00	\$10.00	n/a	
L2	9th & Ft. Duquesne Lot	Lot	Alco	68		100%	\$10.00	\$10.00	\$10.00	\$220.00	
L3	Tambellini's Lot - 137 Seventh Street	Lot	Alco	23		100%	\$10.00	\$10.00	\$10.00	\$325.00	
L4	Levy Lot - 717 Penn Avenue (8th & Penn Ave.)	Lot	Alco	55		95%	\$10.00	\$10.00	\$10.00	\$210.00	
L5	Opera Lot - 801 Penn Avenue	Lot	Alco	89		100%	\$10.00	\$10.00	\$10.00	\$210.00	
L6	Benedum Lot	Lot	Alco	42		110%	\$8.00	\$8.00	\$14.00	\$250.00	
L7	Ninth & Penn Lot	Lot	Phil's Parking	55		110%	\$5.00	\$7.00	\$12.00	\$240.00	
L8	Exchange Way Lot (Between 9th & 10th St.)	Lot	Phil's Parking	45		105%	\$5.00	\$7.00	\$12.00	\$240.00	
L9	Tenth & Penn Lot (West)	Lot	Alco	80		100%	\$10.00	\$10.00	\$10.00	\$235.00	
L10	Tenth & Penn Lot (East)	Lot	Alco	47		100%	\$10.00	\$10.00	\$10.00	\$235.00	
L11	12th & Smallman Lot	Lot	Alco	725		45%	\$8.00	\$8.00	\$8.00	\$160.00	
L12	Pennsylvanian Lot - Lower	Lot	Alco	32		70%	\$10.00	\$10.00	\$10.00	\$245.00	
L13	Pennsylvanian Lot - Upper	Lot	Alco	39		80%	\$10.00	\$10.00	\$10.00	\$185.00	
L14	320 Fourth Avenue Lot	Lot	Central	48		100%	\$10.00	\$13.00	\$16.00	\$289.81	
L15	227 Forbes Ave. Lot	Lot	Kail's Pkg.	63		100%	\$7.00	\$9.00	\$13.00	\$250.00	
L16	Point State Park Lot	Lot	Boulos	225		90%	\$13.00	\$13.00	\$13.00	\$250.00	
L17	Blvd. of the Allies/Stanwix St. Lot #2	Lot	Dipippa Pkg.	25		105%	\$10.00	\$12.00	\$15.00	\$220.00	
L18	Blvd. of the Allies/Stanwix St. Lot #3	Lot	Boulos	45		105%	\$10.00	\$13.00	\$14.00	\$220.00	
L19	Papa J's Lot	Lot	1st Ave. Pkg.	53		100%	\$10.00	\$15.00	\$15.00	\$230.00	
L20	Wood St. /Blvd. Allies Lot	Lot	Teris Pkg.	50		100%	\$10.00	\$17.00	\$20.00	\$260.00	
L21	Grant St./Forbes Ave Lot	Lot	Interpark	124		115%	\$14.00	\$23.00	\$23.00	\$325.00	
L22	Ft. Pitt/Market St. Lot	Lot	Kail's Pkg.	45		100%	\$7.00	\$10.00	\$15.00	\$180.00	
L23	Wood St./1st Ave. Lot	Lot	1st Ave. Pkg.	50		105%	\$10.00	\$15.00	\$15.00	\$230.00	
L24	Cherry Ave/Fort Pitt Lot(s)	Lot	Cherry Way Pkg.	65		110%	\$6.00	\$8.00	\$14.00	\$265.00	
L25	Third Ave & Grant Lot	Lot	Boulos	31		100%	\$10.00	\$13.00	\$14.00	n/a	
L26	513 Third Ave Lot (near Grant St.)	Lot	Boulos	65		105%	\$11.00	\$14.00	\$16.00	n/a	
L27	Fourth & Ross St. Lot	Lot	Pkg. Facilities Inc.	28		95%	\$12.00	\$17.00	\$22.00	\$230.00	
L28	611 Third Avenue Lot	Lot	Wm. Penn Pkg.	140		100%	\$5.00	\$6.00	\$9.00	\$175.00	
L29	Second Ave/Ross St. Lot	Lot	Teris Pkg.	50		90%	\$7.00	\$12.00	\$15.00	\$195.00	
TOTAL PUBLIC SPACES WITHIN CBD STUDY AREA				24,924		92%					
32 Parking Garages (84% of Total Spaces)						93%					
31 Parking Lots (16% of Total Spaces)					3,964	83%					
PPA SPACES WITHIN CBD STUDY AREA (Not Including Mon Wharf)				8,263		94%					
LINED PPA SPACES WITHIN CBD STUDY AREA (Not Including Mon Wharf)				7,538							

In the spring of 2011 the North Shore extension to the LRT is expected to be completed, adding an estimated 14,300 riders (factoring ridership associated with North Shore stadium events) to the rail system by 2025. Travel on the segment of the LRT system (known locally as the “T”) within the Golden Triangle is free at all times and bus service within the Golden Triangle is free until 7:00 P.M., after which riders are charged \$2.00. According to Port Authority data for the month of March 2009, over 3,800 passengers rode the free bus service within the Golden Triangle on weekdays. **Figure 3** depicts the Free Ride Zone boundary for the Golden Triangle and the headway and new station locations for the LRT extension project.

Parking Operator-Sponsored Shuttle Buses

A number of operators of remote parking facilities such as those in the Arena District, the North Shore District and the Strip District have contracted with bus companies to shuttles their parking customers (most of whom are commuters) into the Golden Triangle. In all cases, the shuttle bus ride is free and the cost of the service is incorporated into the price of parking at the remote facility. The PPAP operates such a shuttle to and from its Second Avenue Plaza lot. The mere fact that such shuttles, which can be quite costly to operate, are common to downtown Pittsburgh is a testament to the high demand for viable parking alternatives.

Figure 3 – Pittsburgh Port Authority Free Fare Zone and LRT Expansion Route



PPAP PARKING FACILITIES: Descriptions & Competing Facilities

Golden Triangle Parking Facilities

Fort Duquesne & 6th Street Garage #1

The Fort Duquesne Garage is located in the Cultural District at the southwest corner of the intersection of Sixth Street and Fort Duquesne Boulevard. The garage contains 920 lined spaces and 30 stacked spaces and can be accessed from Sixth Street and Fort Duquesne Boulevard, both of which are high traffic arterials. The original free-standing, seven-level structure was built in 1959 and was horizontally expanded in the late 1960's. The facility is a cast-in-place concrete structure with conventionally reinforced slabs, beams and columns, and a helix ramp design. The garage expansion is also a cast-in-place concrete structure with post-tensioned slabs, precast post-tensioned concrete single tee beams and structural steel columns. The functional layouts of the older and newer portions of the garage are separate single helixes with a common double-threaded circular helix exit ramp.



The Fort Duquesne Garage has four entry lanes and three exit lanes. Each entry lane is equipped with one proximity card reader, one Zeag Orion entry station and one gate. Each exit lane is equipped with one proximity card reader, one Zeag Orion exit station and one gate. The ground level elevator lobby has two Zeag Orion Pay-on-Foot stations and a cashier booth in the lobby is equipped with two cashier stations which each include a monitor, a validator, a cash drawer, a printer and a remote fee display.

Operated on a 24 hour-a-day basis, this facility regularly serves daily commuters, area residents, restaurant and theatre patrons and Heinz Field and PNC Park event parkers. The facility also has ground level commercial space on its Sixth Street frontage occupied by two restaurants and a newsstand/convenience store. The elevator lobby of the garage also houses the facility manager's office and an Enterprise Rent-A-Car office. All of the parking spaces in this PPAP facility, except those on the below-grade level presently leased to Enterprise Rent-A-Car, are available to the general public on a transient, monthly and special event basis.

There are a total of 2,814 spaces in 11 competing parking facilities within a one to two block area (see **Figure 4**) of this PPAP facility. Five competing parking garages are situated within one city block of this PPAP facility, while six surface parking lots are situated a block and a half to the east. The Fort Duquesne and 6th Garage accounts for 25% of all the parking spaces in the surrounding area. On average, all the parking facilities in the area, including the PPAP garage, were observed to have weekday peak period occupancy levels between 95% and 100%. Relative to other areas, the Cultural District has the highest level of usage during weekday evenings and throughout the weekends due to the high level of activity at performing arts theatre venues, restaurants and nearby high-rise housing.

Figure 4 – PPAP Fort Duquesne Street Garage and Competing Parking Sites

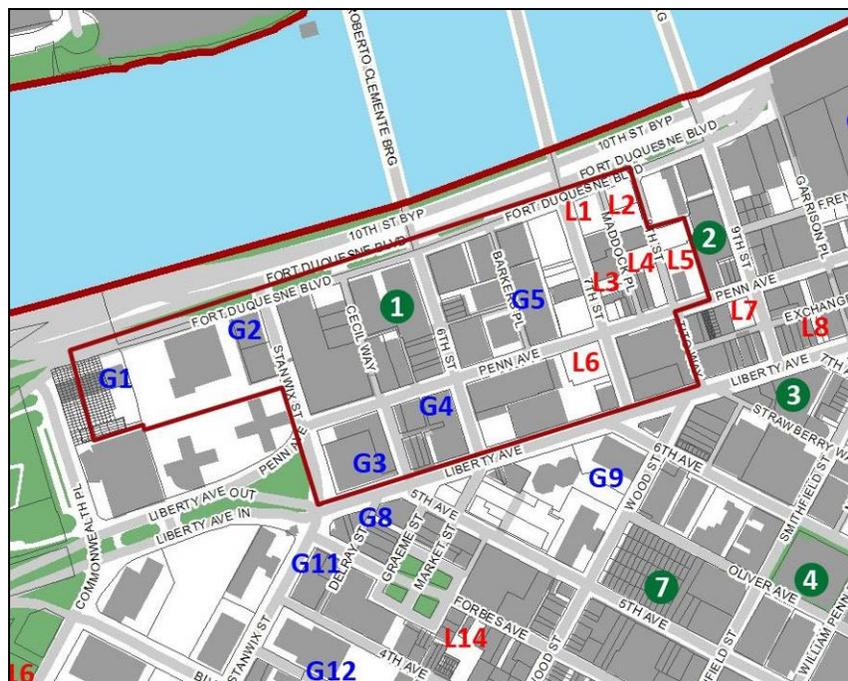


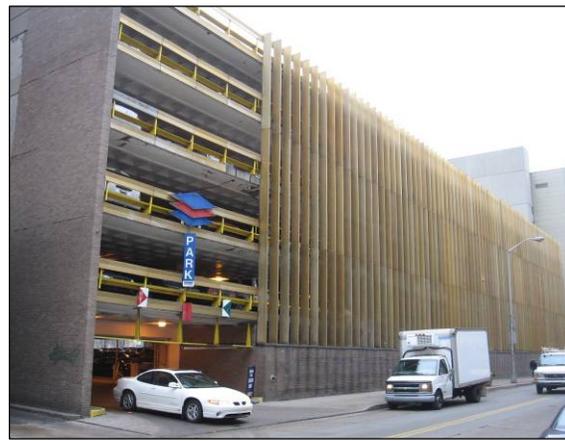
Table 3 –PPAP Fort Duquesne Garage: Utilization & Rates of Competing Facilities

Map ID #	Public Parking Facilities in Proximity to the Subject PPAP Facility	Garages/Lots	Owner/Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Evening/Wknd	Monthly Lease
1	Ft. Duquesne & 6th Street Garage #1	Garage	PPAP	920	30	98%	\$3.75	\$4.75	\$9.75	\$5.00	\$220.00
G1	Gateway Towers Garage	Garage	Plaza Pkg. Serv.	233		100%	\$7.00	\$11.00	\$16.00	n/a	\$220.00
G2	625 Stanwix Street Garage (Allegheny Towers)	Garage	Interpark	724		95%	\$12.00	\$14.00	\$19.00	\$8.00	\$270.00
G3	Fifth Avenue Place Garage	Garage	CPS	250		95%	\$7.00	\$9.00	\$16.00	\$5.00	\$240.45
G4	Sixth Street & Penn Avenue Garage	Garage	Alco	500		95%	\$7.00	\$7.00	\$12.00	\$5.00	\$240.00
G5	Theater Square Garage	Garage	Alco	785		100%	\$6.00	\$6.00	\$12.00	\$6.00	\$240.00
L1	Cultural Trust Lot - 101 Seventh Street	Lot	Alco	45		105%	\$10.00	\$10.00	\$10.00	\$5.00	n/a
L2	8th & Ft. Duquesne Lot	Lot	Alco	68		100%	\$10.00	\$10.00	\$10.00	\$5.00	\$220.00
L3	Tambellini's Lot - 137 Seventh Street	Lot	Alco	23		100%	\$10.00	\$10.00	\$10.00	\$5.00	\$325.00
L4	Levy Lot - 717 Penn Avenue (8th & Penn Ave.)	Lot	Alco	55		95%	\$10.00	\$10.00	\$10.00	\$5.00	\$210.00
L5	Opera Lot - 801 Penn Avenue	Lot	Alco	89		100%	\$10.00	\$10.00	\$10.00	\$5.00	\$210.00
L6	Benedum Lot	Lot	Alco	42		110%	\$8.00	\$8.00	\$14.00	\$10.00	\$250.00
11	Total Spaces and Average Parking Rates at Non-PPAP Facilities			2,814			\$8.82	\$9.55	\$12.64	\$5.90	\$242.55

Table 3 shows that the rates charged for transient and special event parking at the Fort Duquesne Garage are about half those charged at the competing facilities and between a half and a third lower than the highest hourly rates being charged in the area. The evening and weekend rates charged at this facility are equal to the rates among competing facilities, but the monthly rates are \$20.00 below the average among competing facilities and \$50.00 below the highest rate being charged by the other garages in the area. Total revenue generated at the Fort Duquesne Garage in fiscal year 2008 was \$3,219,820, which equates to revenue of \$3,499 per space per year. The PPAP limit for monthly parking for this facility is set at 165 contracts. As of February 2010, the PPAP had 158 monthly contract leases active at the Fort Duquesne Garage. Monthly lease revenue at this facility accounted for 13% of the total revenue in FY 2009.

Ninth & Penn Garage #2

The Ninth and Penn Garage is located at the eastern edge of the Cultural District. Built in 1958, the Ninth & Penn Garage is a free-standing, six level, single helix parking structure with a two-way traffic pattern containing 586 lined spaces and 45 stacked spaces. The structural system consists of a cast-in-place conventionally-reinforced concrete waffle slab supported by cast-in-place conventionally-reinforced concrete columns. The garage, which can be accessed from both Ninth Street and Penn Avenue, was built to wrap around two commercial buildings situated on the corner parcels of the block. The PPAP typically stacks up to 45 additional vehicles in this garage whenever the demand for parking in the immediate area is high.



The Ninth and Penn Garage has three entry lanes and two exit lanes. Each entry lane is equipped with one proximity card reader, one Amano entry station and one gate. The two exit lanes are each equipped with one proximity card reader, one Amano exit station and one gate. The ground level elevator lobby has two Amano AGP7800 Pay-on-Foot stations, and a cashier booth equipped with one cashier station which includes a monitor, validator, cash drawer, printer and remote fee display. There is a retail/newspaper facility located in the ground level lobby.

The PPAP's Smithfield Liberty Garage, located one block to south of the Ninth and Penn facility, serves part of the same parking market area as the Ninth and Penn Garage. There are also ten competing non-PPAP parking facilities within a two to three block radius from the Ninth and Penn Garage, which collectively have a total 1,917 spaces (see Figure 5). The majority of this competing parking supply (1,495 spaces) is located in the Theater Square Garage to the west and in the Convention Center Garage to the east. The remaining 422 competing spaces are dispersed among eight surface parking lots. On average, all of the parking facilities in the area, including the subject garage, were observed to have weekday peak period occupancy levels above 95%; while, stacking of vehicles at several surface lots resulted in occupancy levels of 105- 110%.

Table 4 provides details on the all the public parking facilities that directly compete with the Ninth and Penn Garage. The rates charged for transient and special event parking at the Ninth and Penn Garage are about half those being charged at the competing facilities and between a half and a third lower than the highest hourly rates being charged in the area. The rates charged

at this garage, other than the monthly parking rate of \$220.00, are well below the average rates charged at the non-PPAP parking facilities in the surrounding area. Total revenue generated at the Ninth and Penn Garage in fiscal year 2008 was \$2,289,831, which equates to \$3,807 per space per year. The PPAP limit for monthly parking for this facility is set at 235 contracts. As of February 2010, the PPAP had 213 monthly contract leases active at the Ninth and Penn Garage. Monthly lease revenue at this facility accounted for 27% of the total revenue in FY 2009.

Figure 5 – PPAP Ninth & Penn Garage and Competing Parking Sites

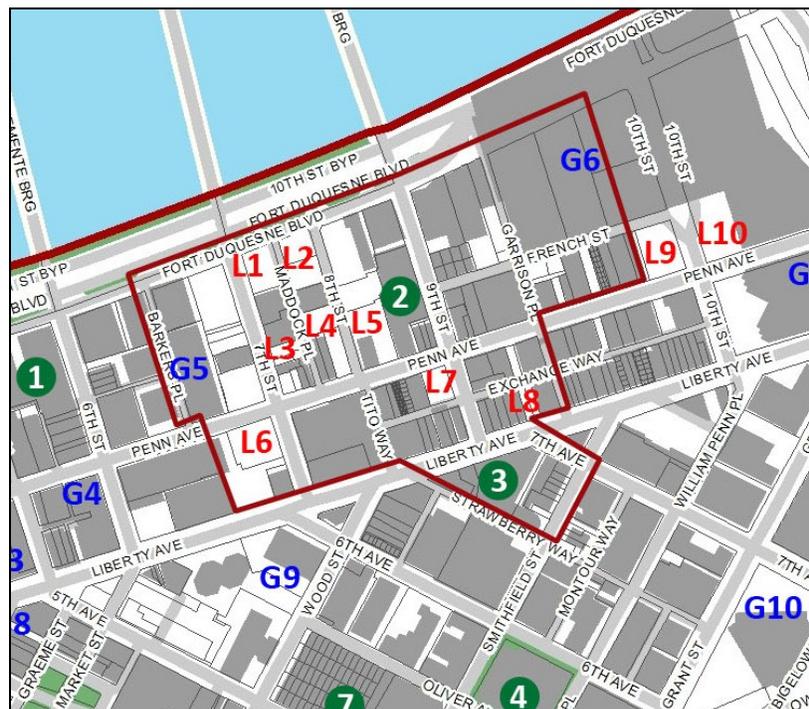


Table 4 –PPAP Ninth & Penn Garage: Utilization & Rates of Competing Facilities

Map ID #	Public Parking Facilities in Proximity to the Subject PPAP Facility	Garages/Lots	Owner/Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Evening/Wknd	Monthly Lease
2	Ninth & Penn Garage #2	Garage	PPAP	586	45	90%	\$3.75	\$4.75	\$9.75	\$5.00	\$220.00
3	Smithfield Liberty Garage #3	Garage	PPAP	596	0	100%	\$5.00	\$8.00	\$13.75	\$5.00	\$275.00
G5	Theater Square Garage	Garage	Alco	785		100%	\$6.00	\$6.00	\$12.00	\$6.00	\$240.00
G6	Convention Center Garage	Garage	Alco	710		100%	\$5.00	\$5.00	\$20.00	\$5.00	\$235.00
L1	Cultural Trust Lot - 101 Seventh Street	Lot	Alco	45		105%	\$10.00	\$10.00	\$10.00	\$5.00	n/a
L2	8th & Ft. Duquesne Lot	Lot	Alco	68		100%	\$10.00	\$10.00	\$10.00	\$5.00	\$220.00
L3	Tambellini's Lot - 137 Seventh Street	Lot	Alco	23		100%	\$10.00	\$10.00	\$10.00	\$5.00	\$325.00
L4	Levy Lot - 717 Penn Avenue (8th & Penn Ave.)	Lot	Alco	55		95%	\$10.00	\$10.00	\$10.00	\$5.00	\$210.00
L5	Opera Lot - 801 Penn Avenue	Lot	Alco	89		100%	\$10.00	\$10.00	\$10.00	\$5.00	\$210.00
L6	Benedum Lot	Lot	Alco	42		110%	\$8.00	\$8.00	\$14.00	\$10.00	\$250.00
L7	Ninth & Penn Lot	Lot	Phil's Parking	55		110%	\$5.00	\$7.00	\$12.00	\$7.00	\$240.00
L8	Exchange Way Lot (Between 9th & 10th St.)	Lot	Phil's Parking	45		105%	\$5.00	\$7.00	\$12.00	n/a	\$240.00
10	Total Spaces and Average Parking Rates at Non-PPAP Facilities			1,917			\$7.90	\$8.30	\$12.00	\$5.89	\$241.11

Smithfield Liberty Garage #3

The Smithfield Liberty Garage, located on the corner of Seventh Street and Liberty Avenue, is one of the most prominent off-street parking facilities controlled by the PPAP. The garage's high visibility and the easy access to the facility make it a very desirable parking choice for visitors, shoppers and employees in this area. The garage is a short walk from corporate office sites along Grant Street on the east, the retail strips along Smithfield and Liberty to the south and west, and the event venues in the cultural district to the north. The garage is also one of the first two off-street parking garages drivers encounter as they enter the Golden Triangle from the north via the Carson Bridge.



The Smithfield Liberty Garage, built in 1965, is a 596-space free-standing, nine level parking facility. The functional layout of the garage is a single helix with one-way traffic and a single threaded helix exit ramp. The cast-in-place, conventionally reinforced concrete floor slabs are supported by structural steel beams and columns encased in concrete. The helix ramp consists of cast-in-place, post-tensioned slabs and a cast-in-place, conventionally reinforced concrete cylindrical support column. The characteristics of the layout of the parking levels in this garage preclude the ability of the operator to stack vehicles in this facility. The garage can be accessed from both Liberty Avenue and Smithfield Street.

This facility has two entry lanes and three exit lanes. Each entry lane is equipped with one proximity card reader, one Zeag Orion entry/exit station and one gate. Each exit lane is equipped with one proximity card reader, one Zeag Orion exit station and one gate. The ground level elevator lobby has two Zeag Orion Pay-on-Foot stations and a cashier booth which is equipped with a monitor, validator, cash drawer, printer and remote fee display.

Excluding the spaces located in the nearby PPAP facilities, there are a total of 1,821 spaces in 11 competing parking facilities within a three block radius of the Smithfield Liberty Garage (see **Figure 6**). The PPAP's Ninth and Penn Garage, the Mellon Square Garage and the Oliver Garage, which serve parts of the same parking market area as the Smithfield Liberty Garage, combine to account for 2,309 spaces in the area.

Table 5 lists the group of parking facilities that compete with this PPAP facility. The group includes eight surface parking lots to the north of Liberty in the Cultural District and three parking garages situated within one city block from this PPAP facility, which account for 1,385 and 436 spaces, respectively. The PPAP facility accounts for 25% of all the parking spaces in the immediate surrounding area. On average, all the parking facilities in the area, including the subject garage, were observed to have weekday peak period occupancy levels between 95% and 100%. The PPAP limit for monthly parking for this facility is set at 310 contracts. As of February 2010, the PPAP had 286 monthly contract leases active at the Smithfield Liberty Garage.

Figure 6 – PPAP Smithfield Liberty Garage and Competing Parking Sites

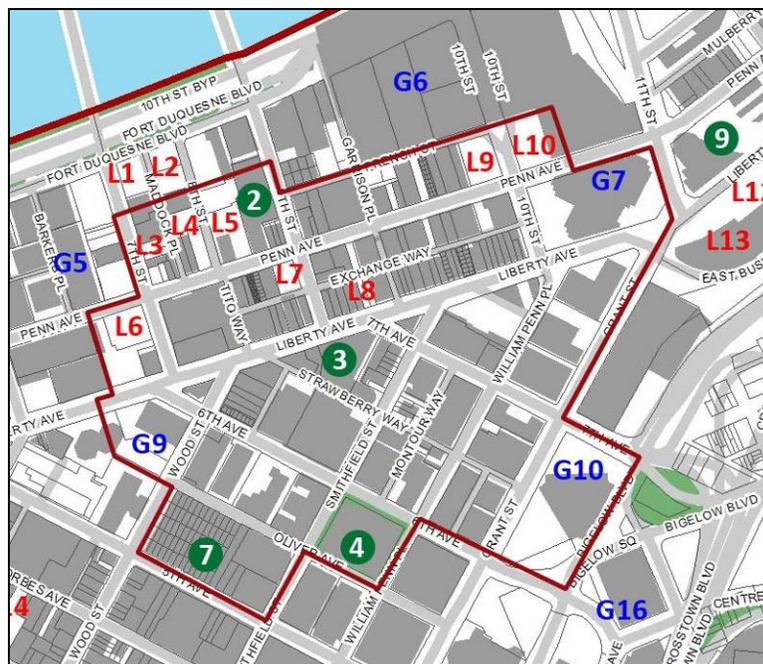


Table 5 –PPAP Smithfield Liberty Garage: Utilization & Rates of Competing Facilities

Map ID #	Public Parking Facilities in Proximity to the Subject PPAP Facility	Garages/ Lots	Owner/ Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Evening/ Wknd	Monthly Lease
2	Ninth & Penn Garage #2	Garage	PPAP	586	45	90%	\$3.75	\$4.75	\$9.75	\$5.00	\$220.00
3	Smithfield Liberty Garage #3	Garage	PPAP	596	0	100%	\$5.00	\$8.00	\$13.75	\$5.00	\$275.00
4	Mellon Square Garage #4	Garage	PPAP	798	250	131%	\$5.00	\$8.00	\$13.75	\$5.00	\$275.00
7	Oliver Garage #7	Garage	PPAP	480	150	109%	\$3.50	\$4.25	\$12.75	\$5.00	\$250.00
G7	Liberty Center Garage	Garage	Network	510		75%	\$8.00	\$8.00	\$20.00	\$7.00	\$310.00
G9	Arriba Garage (Freemarket Garage)	Garage	Parkway	250		120%	\$14.00	\$22.00	\$22.00	\$6.00	\$250.00
G10	USX Tower Garage	Garage	Central	625		100%	\$11.00	\$20.00	\$22.00	\$6.00	\$383.59
L3	Tambellini's Lot - 137 Seventh Street	Lot	Alco	23		100%	\$10.00	\$10.00	\$10.00	\$5.00	\$325.00
L4	Levy Lot - 717 Penn Avenue (8th & Penn Ave.)	Lot	Alco	55		95%	\$10.00	\$10.00	\$10.00	\$5.00	\$210.00
L5	Opera Lot - 801 Penn Avenue	Lot	Alco	89		100%	\$10.00	\$10.00	\$10.00	\$5.00	\$210.00
L6	Benedum Lot	Lot	Alco	42		110%	\$8.00	\$8.00	\$14.00	\$10.00	\$250.00
L7	Ninth & Penn Lot	Lot	Phil's Parking	55		110%	\$5.00	\$7.00	\$12.00	\$7.00	\$240.00
L8	Exchange Way Lot (Between 9th & 10th St.)	Lot	Phil's Parking	45		105%	\$5.00	\$7.00	\$12.00	n/a	\$240.00
L9	Tenth & Penn Lot (West)	Lot	Alco	80		100%	\$10.00	\$10.00	\$10.00	\$10.00	\$235.00
L10	Tenth & Penn Lot (East)	Lot	Alco	47		100%	\$10.00	\$10.00	\$10.00	\$10.00	\$235.00
11	Total Spaces and Average Parking Rates at Non-PPAP Facilities			1,821			\$9.18	\$11.09	\$13.82	\$7.10	\$262.60

The rates charged for hourly and special event parking at the Smithfield Liberty Garage are about half those charged at the competing non-PPAP facilities, while the daily maximum rate nearly equals those of the competition. The monthly rate of \$275.00 is the fourth highest rate among non-PPAP facilities and \$13.00 higher than the average monthly rate among competing facilities. Total revenue generated at the Smithfield Liberty Garage in fiscal year 2008 was \$3,431,159, which equates to \$5,756 per space per year. Monthly lease revenue at this facility accounted for 31% of the garage's total revenue in FY 2009.

Mellon Square Garage #4

The Mellon Square Garage is a six level underground garage with 798 lined parking spaces and 250 stacked spaces. The garage was constructed in 1955 and is located below a public park. The structural system of the garage is cast-in-place conventionally reinforced two-way concrete flat slabs with drop panels at the cast-in-place, conventionally reinforced concrete columns. Two separate up and down cast-in-place, conventionally reinforced concrete helix ramps provide



access between the levels.

The Mellon Square Garage is almost completely concealed from view on its east and west sides. Approximately 8,000 square feet of commercial lease space lines the western exposure of the garage and the eastside of the garage is fully below grade where only the plaza atop the garage can be seen. The garage is accessible from Oliver Avenue on the north and Sixth Avenue on the south.

The Mellon Square Garage has three entry and exit lanes. Two of the three entry lanes are equipped with a proximity card reader, a Zeag Orion entry/exit station and a gate, while the other entry lane (which is reversible) is equipped with two proximity card readers, two Zeag Orion entry/exit stations and two gates. Each exit lane is equipped with one proximity card reader, one Zeag Orion exit station and one gate. The ground level elevator lobby has two Zeag Orion Pay-on-Foot stations and a cashier booth that is equipped with one cashier station which includes a monitor, validator, cash drawer, printer and remote fee display.

Located in the heart of the Smithfield Street retail district, this facility is very centrally located in Pittsburgh's downtown area. Excluding the spaces located in the Mellon Square Garage and the two other nearby PPAP facilities, there are a total of 3,052 spaces in the area dispersed among 9 competing parking facilities (see **Figure 7**). The PPAP's Smithfield Liberty Garage and the Oliver Garage are the nearest public parking structures to the Mellon Square Garage. Both these facilities serve parking market areas which partially overlap that of the Mellon Square Garage.

The group of non-PPAP parking facilities located within the parking market area of the Mellon Square Garage includes a collection of three surface parking lots and six parking structures. The competing surface lots are all situated a block and a half to the south between Forbes Avenue

and Fifth Street and each of these facilities were found to be fully occupied during the weekday peak demand period. Four of the five competing parking structures are situated west of Grant Street between Fifth and Seventh Streets. On average, all of the parking facilities in the area, including the subject garage, were observed to have weekday peak period occupancy levels of 85% or better, and ten facilities had peak period occupancy levels of greater than 100% due to their high demand and resulting vehicle stacking.

The Mellon Square Garage also serves the William Penn Hotel which purchases between 50 and 95 24-hour leases on a monthly basis. The PPAP has set the monthly lease sales limit for this facility at 465 contracts. As of February 2010, the PPAP has 342 monthly contract leases active at the Mellon Square Garage.

Figure 7 – PPAP Mellon Square Garage and Competing Parking Sites

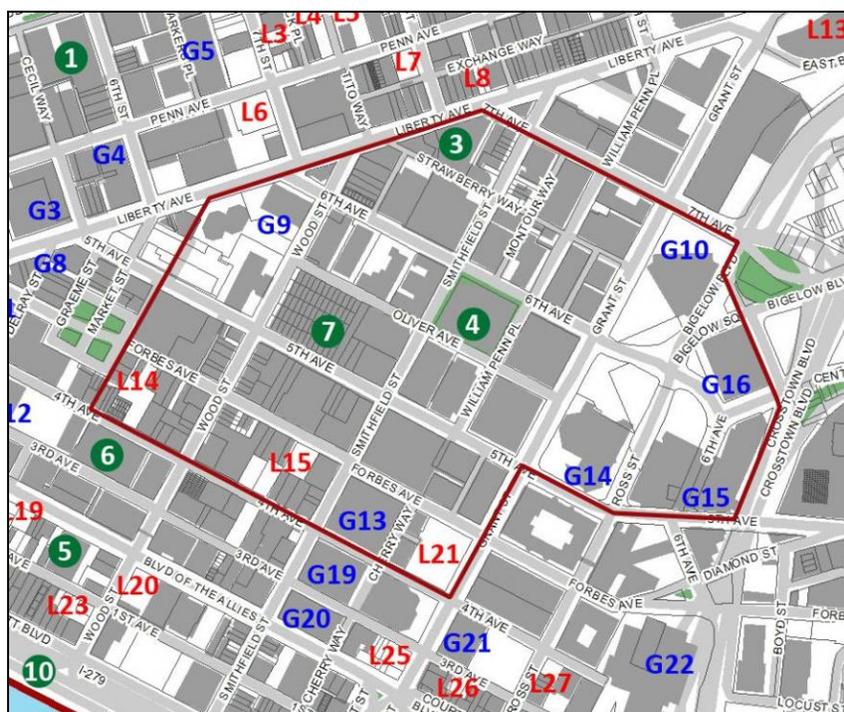


Table 6 –PPAP Mellon Square Garage: Utilization & Rates of Competing Facilities

Map ID #	Public Parking Facilities in Proximity to the Subject PPAP Facility	Garages/Lots	Owner/Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Evening/Wknd	Monthly Lease
3	Smithfield Liberty Garage #3	Garage	PPAP	596	0	100%	\$5.00	\$8.00	\$13.75	\$5.00	\$275.00
4	Mellon Square Garage #4	Garage	PPAP	798	250	131%	\$5.00	\$8.00	\$13.75	\$5.00	\$275.00
7	Oliver Garage #7	Garage	PPAP	480	150	109%	\$3.50	\$4.25	\$12.75	\$5.00	\$250.00
G9	Arriba Garage (Freemarket Garage)	Garage	Parkway	250		120%	\$14.00	\$22.00	\$22.00	\$6.00	\$250.00
G10	USX Tower Garage	Garage	Central	625		100%	\$11.00	\$20.00	\$22.00	\$6.00	\$383.59
G13	Forbes Avenue Garage (Macy's)	Garage	Interpark	890		100%	\$8.00	\$10.00	\$14.00	\$5.00	\$280.00
G14	One Mellon Center Garage	Garage	Alco	235		110%	\$6.00	\$8.00	\$16.00	\$5.00	\$265.00
G15	Mellon Financial Center Garage	Garage	Alco	650		85%	\$6.00	\$6.00	\$10.00	\$5.00	\$205.00
G16	One Bigelow Square Garage (Double Tree)	Garage	K-7	167		85%	\$8.00	\$11.00	\$24.00	\$8.00	\$295.00
L14	319 Fourth Avenue Lot	Lot	Central	48		100%	\$10.00	\$13.00	\$16.00	\$5.00	\$289.81
L15	226 Forbes Ave. Lot	Lot	Kail's Pkg.	63		100%	\$7.00	\$9.00	\$13.00	\$5.00	\$250.00
L21	Grant St./Forbes Ave Lot	Lot	Interpark	124		115%	\$14.00	\$23.00	\$23.00	\$5.00	\$325.00
9	Total Spaces and Average Parking Rates at Non-PPAP Facilities			3,052			\$9.33	\$13.56	\$17.78	\$5.56	\$282.60

Table 6 shows the rates being charged at the Mellon Square Garage and at the other public parking facilities that surround it. The average rates charged at the non-PPAP facilities in the area (for all price categories) were higher than those charged at the Mellon Square Garage and the monthly rate of \$275.00 at Mellon Square is lower than the rate being charged at two of the three competing surface parking lots in the area. The rate schedules in place at most of the facilities in this area are reflective of the high demand for both short- and long-term parking generated by the density of retail and office land uses. Total revenue generated at the Oliver Garage in fiscal year 2008 was \$4,389,029, which equates to \$5,500 per space per year. Monthly lease revenue at this facility accounted for 33% of the total revenue in FY 2009.

Wood-Allies Garage #5

The Wood-Allies Garage is located on the south side of the Boulevard of the Allies between Market and Wood Streets. The Wood-Allies Garage is a 542-space, 2-bay structure with 10 supported parking levels above the grade level; the facility also contains 50 stacked spaces. The structure has a double-threaded helix ramp design with one-way traffic. The floor slabs are cast-in-place, post-tensioned concrete supported by structural steel beams and columns. Half of the ground level of the structure and a basement area below, which accounts for approximately 45,000 SF of finished interior space, is occupied by the offices of the PPAP. The PPAP's parking meter shop and staging areas for field operations occupy the basement area.



The Wood-Allies Garage can be entered and exited from the Boulevard of the Allies and exited only from First Avenue. The garage has two entry lanes and each is equipped with one proximity card reader, one Amano entry station and one gate. The equipment installed in each exit lane includes one proximity card reader, one Amano exit station, one fee indicator and one gate. The ground level elevator lobby has two Amano AGP7800 Pay-on-Foot stations and a cashier booth equipped with one cashier station including a monitor, a validator, a cash drawer, a printer and a remote fee display.

The Pittsburgh Downtown Plan defines the ten city block area bounded by the Monongahela River bank, Fourth Street, Stanwix Street and Grant Street, where the Wood Allies Garage is located, as the First Side Commercial & Institutional District. Several large and modern office buildings are located at the west end of the district near Stanwix Street and a dense grouping of smaller historic loft buildings is located between Market and Grant Streets.



Noteworthy corporations and institutions in the area include PPG, Point Park University, the Red Cross, and the YMCA. These entities are the primary drivers of area parking demand. Various restaurants, offices and business services occupy the ground level space in area buildings.

The parking market area for the Wood-Allies Garage depicted on **Figure 8** spans the length of the Boulevard of the Allies from Stanwix Street to Cherry Street and from Pitt Avenue north to Fourth Street. The PPAP has two other parking facilities (Mon Wharf Plaza Lot #10 and the Third Avenue Garage #6) that also serve portions of this parking market area.

Figure 8 – PPAP Wood-Allies Garage and Competing Parking Sites

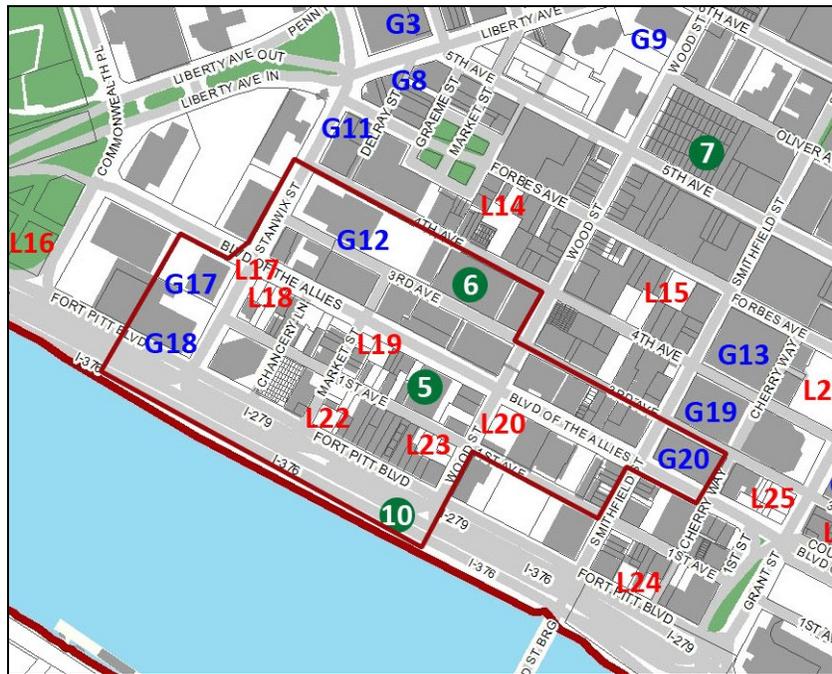


Table 7 –PPAP Wood-Allies Garage: Utilization & Rates of Competing Facilities

Map ID #	Public Parking Facilities in Proximity to the Subject PPAP Facility	Garages/ Lots	Owner/ Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Evening/ Wknd	Monthly Lease
5	Wood Allies Garage #5	Garage	PPAP	542	50	107%	\$3.75	\$4.75	\$9.75	\$5.00	\$220.00
6	Third Avenue Garage #6	Garage	PPAP	570	100	118%	\$3.75	\$4.75	\$12.75	\$5.00	\$250.00
10	Mon Wharf Plaza #10	Lot	PPAP	700	0	90%	\$8.00	\$8.00	\$8.00	\$5.00	n/a
G12	PPG Place Garage	Garage	Alco	707		100%	\$6.00	\$10.00	\$16.00	\$5.00	\$280.53
G17	11 Stanwix Street Garage (Westinghouse)	Garage	Alco	341		95%	\$6.00	\$9.00	\$17.00	\$5.00	\$310.00
G18	Steelworkers Garage (Stanwix/Allies)	Garage	Parkway	150		90%	\$7.00	\$13.00	\$13.00	\$4.00	\$225.00
G20	Allies & Smithfield Street (Allies Garage)	Garage	Interpark	550		90%	\$8.00	\$10.00	\$14.00	\$5.00	\$265.00
L17	Bldv. of the Allies/Stanwix St. Lot #1	Lot	Dipippa Pkg.	25		105%	\$10.00	\$12.00	\$15.00	\$5.00	\$220.00
L18	Bldv. of the Allies/Stanwix St. Lot #2	Lot	Boulos	45		105%	\$10.00	\$13.00	\$14.00	\$5.00	\$220.00
L19	Papa J's Lot	Lot	1st Ave. Pkg.	53	40	100%	\$10.00	\$15.00	\$15.00	\$5.00	\$230.00
L20	Wood St. /Blvd. Allies Lot	Lot	Teris Pkg.	50		100%	\$10.00	\$17.00	\$20.00	\$5.00	\$260.00
L22	Ft. Pitt/Market St. Lot	Lot	Kail's Pkg.	45	40	100%	\$7.00	\$10.00	\$15.00	\$5.00	\$180.00
L23	Wood St./1st Ave. Lot	Lot	1st Ave. Pkg.	50		105%	\$10.00	\$15.00	\$15.00	\$5.00	\$230.00
10	Total Spaces and Average Parking Rates at Non-PPAP Facilities			2,016			\$8.40	\$12.40	\$15.40	\$4.90	\$242.05

Besides the PPAP facilities, there are 10 other parking facilities in the garage’s area that collectively account for 2,016 public parking spaces. The majority of these non-PPAP spaces (1,784) are located in the four parking garages in the area while the five surface parking lots in the area each have about 50 or fewer spaces. During the peak demand period, the occupancy of all of the parking facilities in the area was 90% or better. The Wood-Allies Garage and the Third Avenue Garage were 107% and 118% occupied, respectively, during the same peak period given high parking demand levels and resulting vehicle stacking.

Table 7 lists the average transient rates charged at the competing parking facilities, which are two and a half times higher than those at the Wood-Allies Garage. The average monthly rate among all non-PPAP facilities in the area is 10% higher than Wood-Allies Garage’s \$220.00

rate, while the average monthly rate among the four competing garages (\$295) is 34% higher than the comparable rate at the subject garage. In fact, it turns out to be less expensive to pay \$9.75 to park all day for over 22 work days in a month than pay the current monthly rate of \$220.00 at the Wood Allies Garage.

The evening and weekend rates charged at this facility are comparable to the rates among competing facilities. The PPAP has set the monthly lease sales limit for this facility at 250 contracts. As of February 2010, the PPAP had 215 active monthly lease contracts in place at the Wood-Allies Garage. Total revenue generated at the Wood-Allies Garage in fiscal year 2008 was \$1,720,971, equating to \$3,175 per space per year.

Third Avenue Garage #6

The Third Avenue Garage, built in 1952, is a free-standing, six-level structure with one parking level below grade. The parking levels are flat with two separated, one-way circular helix ramps (one up and one down) providing vehicular access. The structural system for the 570-space (plus 100 additional stacked spaces) facility is cast-in-place, conventionally reinforced concrete flat slabs supported by cast-in-place, conventionally reinforced concrete beams and columns. There is 2,028 SF of interior finished space occupied by the Pittsburgh Parking Court located at the northeast corner of the structure on the ground level.

The garage can be entered and exited from Third Avenue and Fourth Avenue. The garage's two entry lanes are each equipped with one proximity card reader, one Amano entry station and one gate. The equipment installed in each exit lane includes one proximity card reader, one Amano exit station, one fee indicator and one gate. The ground level elevator lobby has two Amano AGP7800 Pay-on-Foot stations and a cashier booth equipped with a monitor, validator, cash drawer, printer and remote fee display.



Like the Wood-Allies Garage, this facility is in the First Side Commercial & Institutional District. However, this garage is on the same block as the PPG complex and is surrounded on the east by Point Park University buildings. The Third Avenue Garage is also only a half block from Market Square and in close proximity to several other large and modern offices buildings located at the west end of the district near Stanwix Street and to a dense grouping of smaller historic loft buildings located between Market and Grant Streets.

Noteworthy corporations and institutions in the area include PPG, Point Park University, the Red Cross and the YMCA, and serve as primary drivers of area parking demand. Restaurants, offices and business service/supply establishments occupy the street-level of area historic buildings and help augment demand.

The parking market area for the Third Avenue Garage depicted on **Figure 9** extends one block to the north and south and from Stanwix Street to Smithfield Street east to west. The PPAP's Wood-Allies Garage (#6) lies with the parking market area of the Third Avenue Garage along with eleven non-PPAP parking facilities (six garages and five surface parking lots).

Collectively, these non-PPAP facilities account for 3,575 public parking spaces. Four of the garages to the west of Third Avenue Garage primarily serve office tenants given their vertical integration into office complexes. The three garages to the east of Third Avenue Garage are free standing facilities that, like the Third Avenue Garage, cater more to the general public. All of the surface lots in the area have fewer than 65 spaces.

Figure 9 – PPAP Third Avenue Garage and Competing Parking Sites

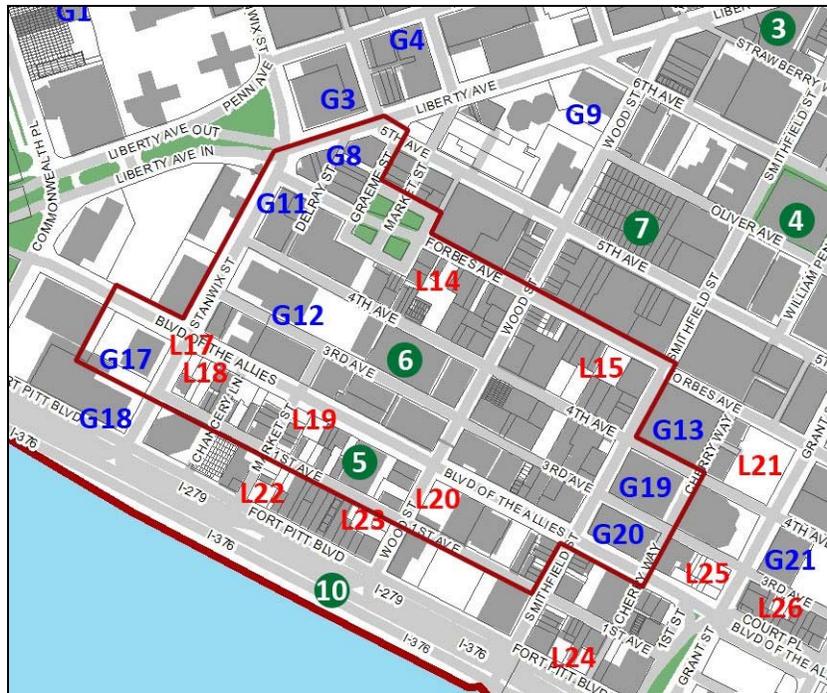


Table 8 –PPAP Third Avenue Garage: Utilization & Rates of Competing Facilities

Map ID #	Public Parking Facilities in Proximity to the Subject PPAP Facility	Garages/Lots	Owner/Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Evening/Wknd	Monthly Lease
5	Wood Allies Garage #5	Garage	PPAP	542	50	107%	\$3.75	\$4.75	\$9.75	\$5.00	\$220.00
6	Third Avenue Garage #6	Garage	PPAP	570	100	118%	\$3.75	\$4.75	\$12.75	\$5.00	\$250.00
G8	Gateway Center Garage	Garage	Central	638		85%	\$10.00	\$14.00	\$19.00	\$6.00	\$271.18
G11	Town Place Garage (Kossmann Building)	Garage	Central	250		95%	\$5.00	\$10.00	\$20.00	\$5.00	\$274.81
G12	PPG Place Garage	Garage	Alco	707		100%	\$6.00	\$10.00	\$16.00	\$5.00	\$280.53
G17	11 Stanwix Street Garage (Westinghouse)	Garage	Alco	341		95%	\$6.00	\$9.00	\$17.00	\$5.00	\$310.00
G19	One Oxford Center Garage	Garage	Main Lot	850		80%	\$7.00	\$10.00	\$16.00	\$5.00	\$310.00
G20	Allies & Smithfield Street (Allies Garage)	Garage	Interpark	550		90%	\$8.00	\$10.00	\$14.00	\$5.00	\$265.00
L14	319 Fourth Avenue Lot	Lot	Central	48		100%	\$10.00	\$13.00	\$16.00	\$5.00	\$289.81
L15	226 Forbes Ave. Lot	Lot	Kail's Pkg.	63		100%	\$7.00	\$9.00	\$13.00	\$5.00	\$250.00
L17	Blvd. of the Allies/Stanwix St. Lot #1	Lot	Dippa Pkg.	25		105%	\$10.00	\$12.00	\$15.00	\$5.00	\$220.00
L19	Papa J's Lot	Lot	1st Ave. Pkg.	53	40	100%	\$10.00	\$15.00	\$15.00	\$5.00	\$230.00
L20	Wood St. /Blvd. Allies Lot	Lot	Teris Pkg.	50		100%	\$10.00	\$17.00	\$20.00	\$5.00	\$260.00
11	Total Spaces and Average Parking Rates at Non-PPAP Facilities			3,575			\$8.09	\$11.73	\$16.45	\$5.09	\$269.21

Table 8 lists all the public parking facilities within the parking market area of the PPAP Third Avenue Garage. The table shows that the average one and two hour transient parking rates charged at the competing parking facilities are more than twice those charged at the Third Avenue Garage. The average monthly rate of \$269.00 among all the non-PPAP facilities in the

area is \$19.00 higher than the monthly rate at the Third Avenue Garage. Additionally, excluding the surface lots from consideration, the Third Avenue Garage's monthly rate is \$35.00 lower than the \$285.00 average rate among the non-PPAP garages in the area.

The PPAP has set the monthly lease limit for this facility at 300 contracts. As February 2010, the PPAP had 274 active monthly lease contracts in place at the Third Avenue Garage. Total revenue generated at the Third Avenue Garage in fiscal year 2008 was \$2,456,131, which equates to \$4,309 per space per year.

Oliver Garage #7

The Oliver Garage is the PPAP's only entirely underground parking structure. This 480 lined space, 150 stacked space garage primarily serves the Piatt Place mixed-use commercial and residential property, which is located above the garage. The vertical expansion and conversion of this former department store building was completed in the spring of 2009. The tenant portion of the building above the garage consists of approximately 60,000 SF. Retail spaces occupy the street level square footage, while offices occupy floors 2 through 4, and floors 5 through 7 house 65 condominium units. The structural system consists of cast-in-place, post-tensioned slabs and beams supported by cast-in-place, conventionally reinforced concrete columns. Ramped parking bays provide access between the levels.

Vehicles can only access to the Oliver Garage from Oliver Avenue on the north side of the structure. Since Oliver Avenue is a one-way eastbound street and the entry/exit location to the garage is situated near the middle of the block, the facility is more challenging to locate for non-residents and commuters. However, despite this the garage still enjoys peak occupancy levels of above 100%.



The Oliver Garage has two entry lanes and one exit lane located at the northeast corner of the building. The one entry lane, which is reversible, is equipped with two Zeag Orion entry stations with built-in magnetic stripe card readers and two gates, while the other entry is equipped with one Zeag Orion entry station with built-in magnetic stripe card reader and one gate. The exit lane is equipped with one Zeag Orion exit station with a built-in magnetic stripe card reader and one gate. The ground level elevator lobby, located at the center of the building façade on Sixth Avenue, has two Zeag Orion Pay-on-Foot stations and a cashier booth containing a monitor, a validator, a cash drawer, a printer and a remote fee display.

The Oliver Garage, like the Mellon Square Garage, is located in the heart of the retail district. Excluding the spaces located in the Mellon Square Garage and the Smithfield Liberty Garage, there are a total 1,251 off-street spaces in the immediate area of the Oliver Garage. (see **Figure 10**).

The group of four non-PPAP parking facilities within the parking market area of the Oliver Garage includes two parking structures and two surface parking lots. The closest non-PPAP parking facility is located at the PNC complex in the next block to the west near the Sixth Avenue and Wood Avenue intersection. The rest of the non-PPAP facilities that surround the Oliver Garage are located south of Forbes Avenue, two city blocks away.

The competing parking facilities in the area were observed to have high average weekday peak period occupancy levels, with three of the four garages enjoying peak period occupancies of 100% or better given high parking demand and vehicle stacking.

Figure 10 – PPAP Oliver Garage and Competing Parking Sites

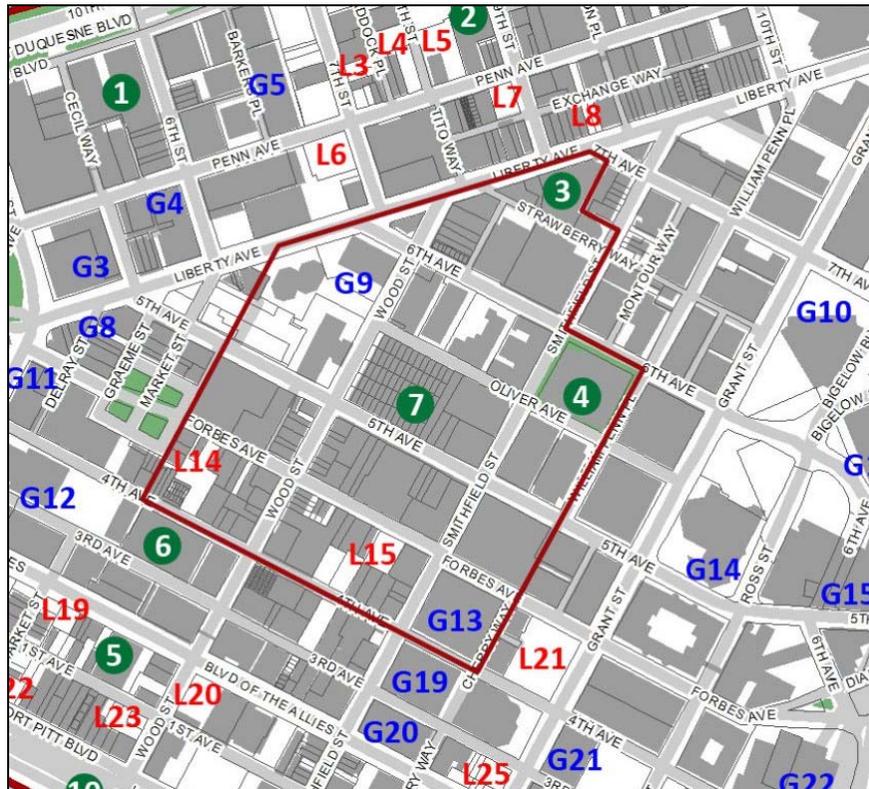


Table 9 – PPAP Oliver Garage: Utilization & Rates of Competing Facilities

Map ID #	Public Parking Facilities in Proximity to the Subject PPAP Facility	Garages/Lots	Owner/Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Evening/Wknd	Monthly Lease
3	Smithfield Liberty Garage #3	Garage	PPAP	596	0	100%	\$5.00	\$8.00	\$13.75	\$5.00	\$275.00
4	Mellon Square Garage #4	Garage	PPAP	798	250	131%	\$5.00	\$8.00	\$13.75	\$5.00	\$275.00
7	Oliver Garage #7	Garage	PPAP	480	150	109%	\$3.50	\$4.25	\$12.75	\$5.00	\$250.00
G9	Arriba Garage (Freemarket Garage)	Garage	Parkway	250		120%	\$14.00	\$22.00	\$22.00	\$6.00	\$250.00
G13	Forbes Avenue Garage (Macy's)	Garage	Interpark	890		100%	\$8.00	\$10.00	\$14.00	\$5.00	\$280.00
L14	319 Fourth Avenue Lot	Lot	Central	48		100%	\$10.00	\$13.00	\$16.00	\$5.00	\$289.81
L15	226 Forbes Ave. Lot	Lot	Kail's Pkg.	63		100%	\$7.00	\$9.00	\$13.00	\$5.00	\$250.00
4	Total Spaces and Average Parking Rates at Non-PPAP Facilities			1,251			\$9.75	\$13.50	\$16.25	\$5.25	\$267.45

Given the openness of the parking levels in the garage, the PPAP has established that up to 150 additional vehicles in excess of the facility's 480-space capacity can be stacked inside when warranted by demand. Currently, the occupancy of the Oliver Garage peaks at 109% of capacity on the weekdays and at 25% on weekends.

Table 9 shows that the average rates (all price categories except special events) being charged at the non-PPAP facilities in the area are higher than the rates charged at the Oliver Garage. Total

revenue generated in fiscal year 2008 was \$2,132,625, which equates to \$4,442 per space per year.

The PPAP has set the monthly lease sales limit for this facility at 165 contracts. As of February 2010, the PPAP had 148 active monthly lease contracts in place at the Oliver Garage with building residents reportedly accounting for only 3 of these monthly permits. Monthly lease revenue accounted for 25% of Oliver Garage's total revenue in FY 2009.

First Avenue Garage #8

The First Avenue Garage is located at 600 First Avenue, providing convenient access to neighboring facilities including an LRT station. This 1,243-space garage was constructed in 2001 to address the parking demand generated by the nearby PNC Firstside Center development. The employment of stacked parking creates space for 100 additional vehicles during peak demand periods. The First Avenue Garage is a free-standing structure with six flat parking levels; no parking is allowed on the ramps between the levels. The garage's structural system consists of precast, pre-stressed concrete double tee floor panels supported by precast, pre-stressed concrete beams and precast, conventionally reinforced concrete columns. An enclosed pedestrian bridge connects the third level of the First Avenue Garage to the elevated LRT boarding platform on the west side of the structure.



The primary pedestrian access is at the northwest corner of the structure where the elevator tower is located. Both a staircase and an escalator tie the ground level lobby to the bridge connection to the LRT platform three parking levels above. Vehicle access to the garage is provided on the east side of the structure via Municipal Court Drive; there are four entry and three exit lanes on this side of the structure. One of four entry lanes is reversible, and thus is equipped with two proximity card readers, two Zeag Orion entry/exit stations and two gates, while each of the other three entry lanes each has a single reader, exit station and gate. Each exit lanes is equipped with one proximity card reader, one Zeag Orion exit station and one gate. The ground elevator lobby has two Zeag Orion Pay-on-Foot stations and a cashier booth equipped with a monitor, validator, cash drawer, printer and remote fee display. One Zeag Orion Pay-on-Foot Station is also installed in the ground level stairwell at the northeast corner of the structure.



While the First Avenue Garage is situated in the far southeast section of the Golden Triangle, it is filled to capacity during the peak demand period on weekdays. Employees from the PNC

Firstside Center on the west and the Municipal Court on the east make up a large portion of the daily parkers at the facility. In addition, there is significant demand from the employees working in the government district to the north. First Avenue Garage users also select the site as a convenient parking place in order to ride the LRT into the heart of the Golden Triangle. On weekends, the First Avenue Garage was found to be only 6% occupied. During weekends, access to the upper parking levels of the garage is blocked off and a separate entrance is used to force vehicles into the ground level.

Excluding the spaces located in the PPAP's First Avenue Garage and the Second Avenue Plaza Lot, there are 2,023 spaces in the surrounding area dispersed among nine competing parking facilities (see **Figure 11**). The group of non-PPAP parking facilities within the parking market area of the First Avenue Garage includes a collection of six surface parking lots and three parking structures. All of the competing parking facilities are northwest of the First Avenue Garage and all of the competing facilities were found to have peak period occupancy levels of 90% or higher.

Table 10 shows the rates being charged at the First Avenue Garage and at the other public parking facilities that surround it. The average rates being charged at the non-PPAP facilities in the area (across all price categories) are higher than the rates charged at the First Avenue Garage. Nearly all of the competing facilities have all-day maximum rates set \$5.00 to \$8.00 higher than those at the First Avenue Garage.

The PPAP has set the monthly lease sales limit for this facility at 600 contracts. As of February 2010, the PPAP had 322 active monthly lease contracts in place. Monthly lease revenue accounted for 24% of the facility's total revenue in FY 2009. The fact that the garage currently sells only 54% of available monthly contracts suggests that most daily parkers are opting to pay the regular hourly parking rates, which start at \$4.50 for the first hour and escalate to a maximum of \$8.75 for all day. This choice is understandable since paying \$8.75 a day for 22 work days in a typical month translates into a monthly parking cost of \$192.50, which is slightly lower than the \$195.00 per month rate presently being charged by the PPAP.

Total revenue generated at the First Avenue Garage in fiscal year 2008 was \$3,220,415, which equates to \$2,590 per space per year.

Figure 11 – PPAP First Avenue Garage and Competing Parking Sites

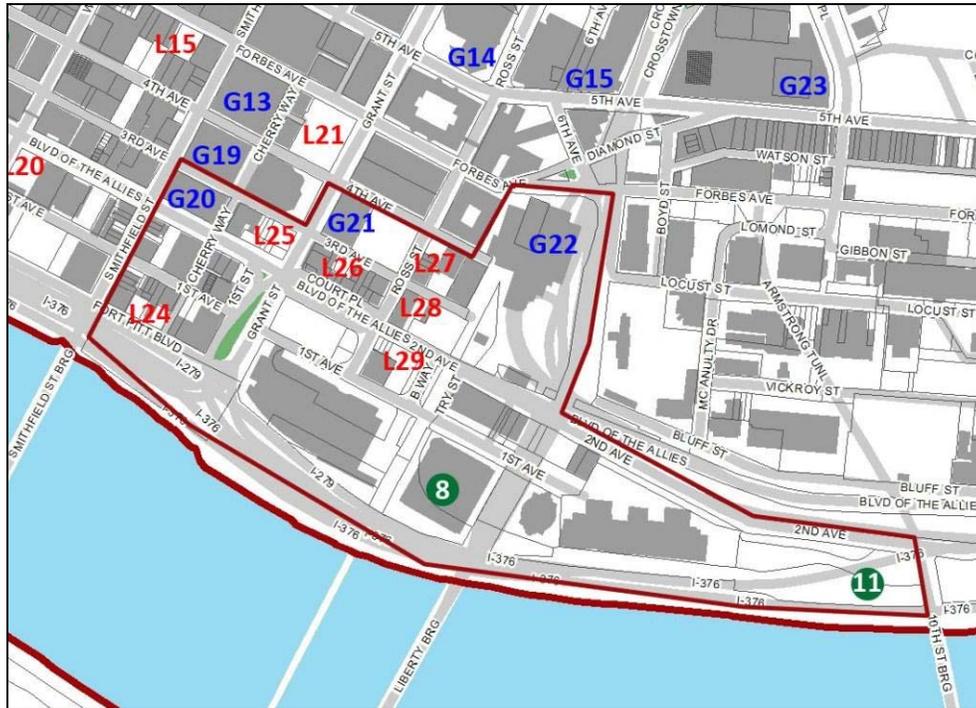


Table 10 – PPAP First Avenue Garage: Utilization & Rates of Competing Facilities

Map ID #	Public Parking Facilities in Proximity to the Subject PPAP Facility	Garages/Lots	Owner/Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Evening/Wknd	Monthly Lease
8	First Avenue Garage #8	Garage	PPAP	1,243	100	104%	\$4.50	\$5.00	\$8.75	\$5.00	\$195.00
11	Second Avenue Plaza Lot #11	Lot	PPAP	812	0	75%	\$6.00	\$6.00	\$6.00	n/a	\$120.00
G20	Allies & Smithfield Street (Allies Garage)	Garage	Interpark	550		90%	\$8.00	\$10.00	\$14.00	\$5.00	\$265.00
G21	Grant Building Garage	Garage	Alco	215		100%	\$11.00	\$15.00	\$19.00	n/a	\$277.00
G22	Manor (City-County) Garage	Garage	Alco	879		120%	\$7.00	\$9.00	\$13.00	\$4.00	\$200.00
L24	Cherry Ave/Fort Pitt Lot (CACC)	Lot	Cherry Way Pkg.	65		110%	\$6.00	\$8.00	\$14.00	\$5.00	\$265.00
L25	Third Ave & Grant Lot	Lot	Boulos	31		100%	\$10.00	\$13.00	\$14.00	n/a	n/a
L26	512 Third Ave Lot (near Grant St.)	Lot	Boulos	65		105%	\$11.00	\$14.00	\$16.00	\$5.00	n/a
L27	Fourth & Ross St. Lot	Lot	Pkg. Facilities Inc.	28		95%	\$12.00	\$17.00	\$22.00	\$5.00	\$230.00
L28	610 Third Avenue Lot	Lot	Wm. Penn Pkg.	140		100%	\$5.00	\$6.00	\$9.00	n/a	\$175.00
L29	Second Ave/Ross St. Lot	Lot	Teris Pkg.	50		90%	\$7.00	\$12.00	\$15.00	\$5.00	\$195.00
9	Total Spaces and Average Parking Rates at Non-PPAP Facilities			2,023			\$8.56	\$11.56	\$15.11	\$4.83	\$229.57

Grant Street Transportation Center Garage #9

The Grant Transportation Center Garage, completed in 2008, is the PPAP's newest parking facility. The ground level of the structure, which runs beneath elevated railroad tracks, is occupied by the Greyhound Bus Terminal. The 991-space facility occupies the air rights above the bus terminal and has six parking levels in two separated parking structures on both sides of the railroad tracks. Red Garage A is the 426-space parking structure on the west of the tracks, while Blue Garage B is the 565-space parking structure on the east of the tracks. The structural system for the entire garage consists of cast-in-place, post-tensioned slabs and beams supported by cast-in-place, conventionally reinforced concrete columns. The Red Garage has a single helix design with two-way traffic and angled spaces. The Blue Garage has flat parking levels with a two-way non-parking ramp system between floors.



The Red Garage is accessible by vehicle from Penn Avenue on the north and the Blue Garage is accessible from Twelfth Street on the east. The main pedestrian lobby for the Red Garage is at Liberty Avenue at Eleventh Street, while the Blue Garage lobby is located at Penn Avenue at Twelfth Street. There is also approximately 6,100 SF of rentable space on the Penn Avenue frontage of the Blue Garage.

Access to each garage is provided via one entry and one exit lane. Each entry lane is equipped with one proximity card reader, one Zeag Orion entry station and one gate. Each exit lane is equipped with one proximity card reader, one Zeag Orion exit station and one gate. Each of the two ground level elevator lobbies has two Zeag Orion Pay-on-Foot stations and one cashier booth equipped with a monitor, validator, cash drawer, printer and remote fee display.



The Grant Street Transportation Center, which is considered part of the Strip District, is one block away from the Federal Building, USX Tower, John Heinz History Center, Westin Convention Center Hotel, and August Wilson African-American Cultural Center. The parking market area of the Grant Street Transportation Center, depicted on **Figure 12**, shows the location of seven competing parking facilities – two garages and five surface parking lots. Together these competing parking facilities account for 2,143 spaces in the area. The peak period occupancies of the competing facilities varied between 70% and 100%. The reason for the Grant Street Transportation Center Garage’s 45% occupancy is unclear, but could stem from the facility’s relative newness, as parkers are slow, and sometime reluctant, to change their preferred parking site.

Figure 12 – PPAP Grant Street Transportation Ctr. Garage and Competing Parking Sites

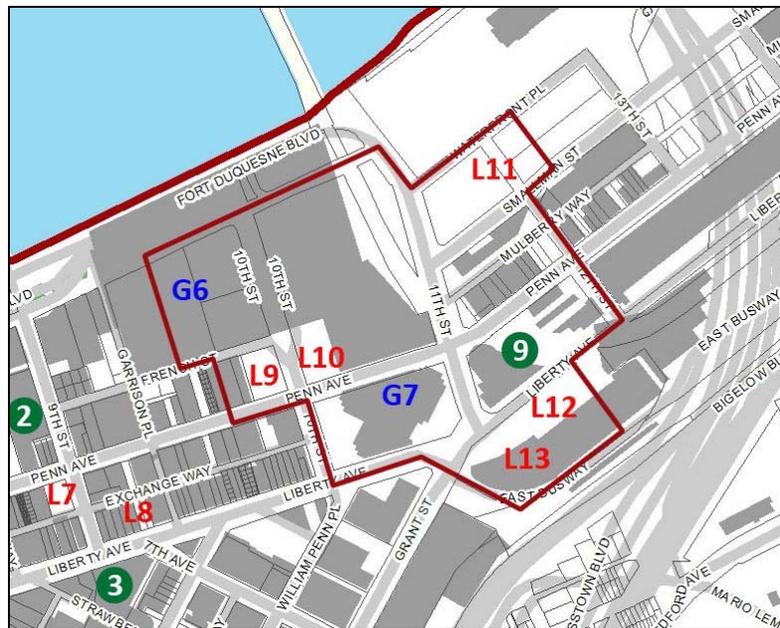


Table 11 – Grant Street Trans. Ctr. Garage: Utilization & Rates of Competing Facilities

Map ID #	Public Parking Facilities in Proximity to the Subject PPAP Facility	Garages/Lots	Owner/Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Evening/Wknd	Monthly Lease
9	Grant Street Transportation Center Garage #9	Garage	PPAP	991	0	45%	\$4.50	\$4.50	\$13.00	\$5.00	\$260.00
G6	Convention Center Garage	Garage	Alco	710		100%	\$5.00	\$5.00	\$20.00	\$5.00	\$235.00
G7	Liberty Center Garage	Garage	Network	510		75%	\$8.00	\$8.00	\$20.00	\$7.00	\$310.00
L9	Tenth & Penn Lot (West)	Lot	Alco	80		100%	\$10.00	\$10.00	\$10.00	\$10.00	\$235.00
L10	Tenth & Penn Lot (East)	Lot	Alco	47		100%	\$10.00	\$10.00	\$10.00	\$10.00	\$235.00
L11	11th & Smallman Lot	Lot	Alco	725		90%	\$8.00	\$8.00	\$8.00	\$10.00	\$160.00
L12	Pennsylvanian Lot - Lower	Lot	Alco	32		70%	\$10.00	\$10.00	\$10.00	n/a	\$245.00
L13	Pennsylvanian Lot - Upper	Lot	Alco	39		80%	\$10.00	\$10.00	\$10.00	n/a	\$185.00
7	Total Spaces and Average Parking Rates at Non-PPAP Facilities			2,143			\$8.71	\$8.71	\$12.57	\$8.40	\$229.29

Table 11 shows that the transient and all day daily rates at the Grant Street Transportation Center Garage are lower than the average rates among the competing facilities, but monthly rates are higher than average.

Second Avenue Plaza Lot #11

The Second Avenue Plaza Lot is located along the north bank of the Monongahela River at the base of the plunging hillside that bounds the south edge of Duquesne University's hilltop campus. This 812-space surface lot is located on the outskirts of the Golden Triangle. The only demand generator within walking distance of the Second Avenue Plaza Lot is the Allegheny County Corrections Facility which abuts the lot on the west.



In order to leverage the available parking at the Second Avenue Plaza Lot, the PPAP contracted with a shuttle bus service that picks up and drops off parking customers in the vicinity of the Government District. Specifically, shuttle bus operations run continuously from 6:00 AM to 7:30 PM; running west on Second Avenue to Grant Street where it then loops south to a stop in front of PNC's Firstside Operations Center on First Street before returning to the Second Avenue Lot via B Street. The PPAP's operating costs for the shuttle bus are included in the daily and monthly parking rates charged to its customers.

The Second Avenue Plaza Lot has two entry lanes and one exit lane. The one entry lane has an attendant booth manned by a cashier and equipped with a gate, while the other lane (which is reversible) is equipped with two proximity card readers and two gates. The exit lane is equipped with one gate. To access the lot, customers must either use their monthly access card or pay the cashier upon entry the flat rate for all day parking. Daily parkers do not have in/out privileges.

Figure 13 illustrates the locations of the three public parking facilities nearest to the Second Street Plaza Lot – one of which is the PPAP's First Avenue Garage. The only non-PPAP parking facilities in the area are two surface parking lots located at Ross Street and B Street. The PPAP controls 91% (2,055) of the 2,245 spaces in the area. Each of the parking facilities in the area aside from the Second Avenue Plaza Lot experience weekday peak period occupancy levels of 90% or more. Occupancy at Second Avenue peaked at 75% on weekdays.

Figure 13 – PPAP Second Avenue Plaza Lot and Competing Parking Sites

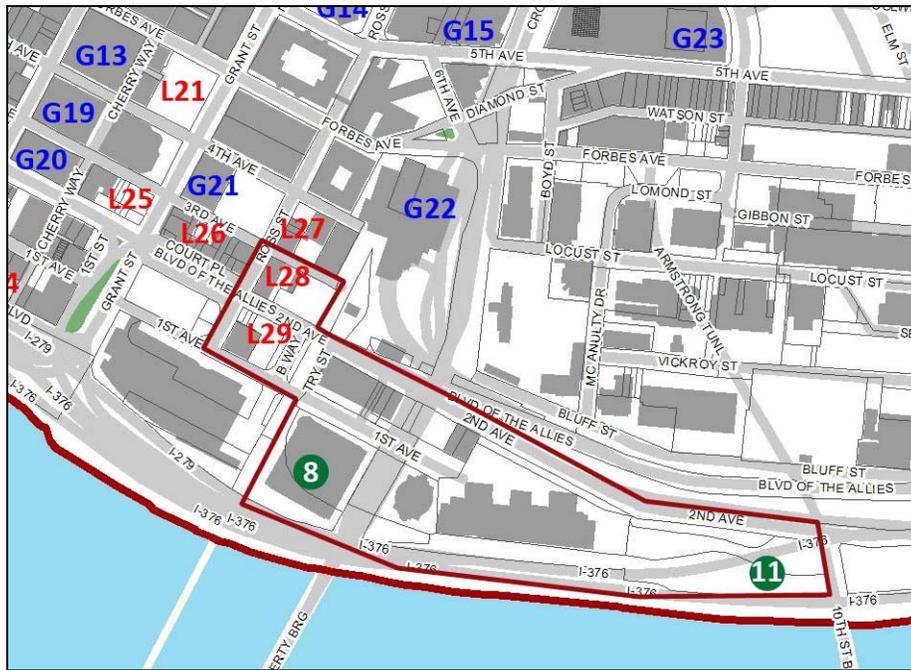


Table 12 – PPAP Second Avenue Plaza Lot: Utilization & Rates of Competing Facilities

Map ID #	Public Parking Facilities in Proximity to the Subject PPAP Facility	Garages/Lots	Owner/Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Evening/Wknd	Monthly Lease
8	First Avenue Garage #8	Garage	PPAP	1,243	100	104%	\$4.50	\$5.00	\$8.75	\$5.00	\$195.00
11	Second Avenue Plaza Lot #11	Lot	PPAP	812	0	75%	\$6.00	\$6.00	\$6.00	n/a	\$120.00
L28	610 Third Avenue Lot	Lot	Wm. Penn Pkg.	140		100%	\$5.00	\$6.00	\$9.00	n/a	\$175.00
L29	Second Ave/Ross St. Lot	Lot	Teris Pkg.	50		90%	\$7.00	\$12.00	\$15.00	\$5.00	\$195.00
2	Total Spaces and Average Parking Rates at Non-PPAP Facilities			190			\$6.00	\$9.00	\$12.00	\$5.00	\$185.00

Table 12 shows that the flat all-day rate of \$6.00 and the \$120.00 monthly rate charged at the Second Avenue Plaza Lot are not only the lowest in the area, but the lowest rates among all of the public parking facilities in the Golden Triangle. The only lower priced all-day parking bordering the Golden Triangle is in the Mellon Arena District where the all-day flat rate for parking is \$5.75. Parking customer shuttles are also provided by the operator of the Mellon Arena parking facilities. This facility is free on weekends.

Total revenue generated at the lot in fiscal year 2008 was \$615,648, which equates to \$758 per space per year. The PPAP has set a monthly lease sales limit for this facility at 240 contracts. As February 2010, the PPAP had 180 active monthly lease contracts in place. Monthly lease revenue at this facility accounted for 49% of the total revenue.

Oakland Neighborhood Parking Facilities

Forbes Semple Garage #12

The Forbes Semple Garage is located in the Oakland Neighborhood to the east of downtown. Oakland is the academic, cultural, and healthcare center of Pittsburgh and is the second largest employment area after downtown.



This neighborhood is home to the University of Pittsburgh (Pitt), Carnegie Mellon University (CMU), University of Pittsburgh Medical Center (UPMC) and a host of cultural institutions including the Carnegie Museum of Art, the Carnegie Museum of Natural History, the Carnegie Music Hall and the Carnegie Library.

The Forbes Semple Garage is situated in Central Oakland which is the segment of the Oakland neighborhood bordered by Fifth Avenue, Halket Street, the Boulevard of the Allies and Schenley Park. This part of the neighborhood encompasses a commercial business district that extends along Fifth Avenue and Forbes Avenue between Halket Street and Bouquet Street and the predominantly residential area to the south and east of Forbes Avenue. Pitt, UPMC and Carlow University control nearly all of the real estate in West Oakland just to the west and north of Fifth Street.



Forbes Avenue is a one-way, northeast bound street and Fifth Avenue is a one-way, southeast bound street. This one-way street pair functions as the primary traffic route between Oakland and downtown Pittsburgh. The high demand for off-street parking in the area is generated by business services establishments, convenient and specialty retail shops and restaurant/bars that occupy the street-level space in the buildings located in the Fifth and Forbes Commercial District. The upper floor space of the same buildings is occupied by either residential dwellings or office space. Medical practices and healthcare-related support services are dominant among the office space tenants. Collectively, the diverse mix and density of land uses in the Central Oakland area generates a very high level of activity and resulting parking demand for more than 18 hours a day.

Ideally located on the south side of Forbes Avenue between Semple Street and Meyran Avenue, the Forbes Semple Garage has prominent frontage on both Forbes and Meyran Avenues. Vehicles must enter and exit the garage from Meyran Avenue, while pedestrians can access to the garage from an elevator lobby on Meyran Avenue where vehicles access the facility. Vehicles can approach the Garage from Meyran, a two-way street, or from Sennott Street, which parallels Forbes Avenue.

There are 449 lined spaces in the Forbes Semple Garage, however, when demand warrants, an additional 50 vehicles can be stacked in the garage with the assistance of an attendant. Built in 1978, the Forbes Semple Garage is a free-standing structure with a single helix, one-way traffic layout and a single threaded helix exit ramp. The garage is a nine level, cast-in-place structure with post-tensioned concrete floor slabs supported by structural steel beams and columns. One level is partially below grade and operated as a nested parking area.

The Forbes Semple Garage has four access lanes located at the northeast corner of the structure. One lane, which functions as both an ingress and egress for the nested parking area below grade, is equipped with two proximity readers and two gates. Another entry lane, which provides access to the upper levels of the garage, is equipped with one proximity reader, one Amano entry station and one gate. The two exit lanes, serving the upper levels, are each equipped with one proximity reader, one Amano exit station, one fee indicator and one gate. The ground level elevator lobby, also accessible from Meyran Avenue, has two Amano APG7800 Pay-on-Foot stations and one cashier station which includes a monitor, validator, cash drawer, printer and remote fee display.

There are six non-PPAP parking facilities within a three block area to the north and south of the Forbes Semple Garage (see **Figure 14**). Two of the facilities are parking garages and the other four are surface lots. Collectively, these other parking facilities account for a total of 728 parking spaces in the area. All of these non-PPAP facilities are visible and accessible from Sennott Street. The UPMC Forbes Tower Garage, located directly across the street from the PPAP's Forbes Semple Garage, has the most parking capacity with 485 spaces. The Sennott Square Garage, operated by Pitt, is a small, 71-space underground facility located three blocks north of the Forbes Garage. Among the facilities in the area, the Forbes Semple Garage accounts for 40% of the total supply of off-street public parking spaces and 47% of the 1,055 garage spaces in the area. During the peak activity period the Forbes Semple Garage was 90% occupied, while the occupancy at the other lots and garages ranged between 70% and 110%.

Table 13 shows the rates being charged for transient and monthly parking at the Forbes Semple Garage in comparison to those being charged at the other public parking facilities in the area. The hourly rates being charged at the Forbes Semple are \$2.00 to \$3.00 below those being charged at the other facilities, while the monthly rate at Forbes Semple Garage is \$74.00 higher than the average monthly rate of \$116.00 being charged at the non-PPAP facilities. It is important to note that monthly parking at the UPMC garage and lot is only offered to employees of the institution and Pitt does not offer monthly parking at the Sennott Square Garage. Thus, while these facilities are in close proximity to the Forbes Semple Garage, they do not compete directly on all services.

Total revenue generated at the Forbes Semple Garage in fiscal year 2008 was \$1,324,501, which equates to \$2,654 per space per year. The PPAP has set its monthly lease limit at 200 contracts. As of February 2010, the PPAP had 97 active monthly lease contracts in place at the Forbes Semple Garage. Monthly lease revenue accounted for 30% of the total revenue. Annual revenue generation at the Forbes Semple Garage is also seasonally impacted by the academic calendar of Pitt.

Figure 14 – PPAP Forbes Semple Garage and Competing (Oakland) Parking Sites

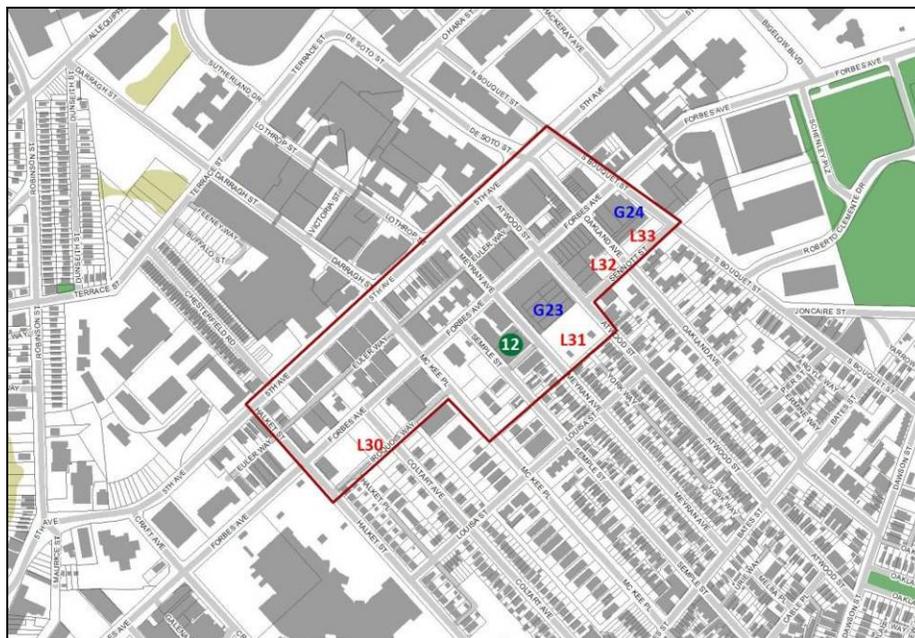


Table 13 –PPAP Forbes Semple Garage: Utilization & Rates of Competing Facilities

Map ID #	Public Parking Facilities in Proximity to the Subject PPAP Facility	Garages/ Lots	Owner/ Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Monthly Lease
12	Forbes Semple Garage #12	Garage	PPAP	449	50	90%	\$3.00	\$3.75	\$9.00	\$190
G23	Forbes Tower Garage	Garage	UPMC	485		80%	\$5.00	\$6.00	\$22.00	\$104
G24	Sennott Square Garage	Garage	Univ of Pitt	71		70%	\$4.00	\$5.00	\$17.00	n/a
L30	Coltart & Forbes Lot	Lot	Reft Leasing Co.	89		100%	\$4.00	\$5.00	\$8.00	\$140
L31	Forbes Tower Surface Lot	Lot	UMPC	47		80%	\$5.00	\$6.00	\$22.00	\$104
L32	Oakland & Sennott Lot	Lot	Teris Parking	18		110%	\$7.00	\$10.00	\$13.00	n/a
L33	Sennott Square SN Meter Lot	Lot	Univ of Pitt	18		90%	\$5.00	\$8.00	\$17.00	n/a
6	Total Spaces and Average Parking Rates at Non-PPAP Facilities			728			\$5.00	\$6.67	\$16.50	\$116.00

Shadyside Neighborhood Parking Facilities

Shadyside Garage #13

The Shadyside Garage is located in the Walnut Street Commercial Business District of the Shadyside neighborhood. The Business District encompasses the city block of Walnut Street between South Aiken Avenue and South Negley Avenue. The mix of nationally recognized chains and specialty retail shops, combined with various restaurants, makes Shadyside's Walnut Street Business District a prime local and regional shopping and dining destination. Shoppers and diners from places far from this neighborhood are attracted to the exclusive upscale character of the district, which includes shops such as the Apple Store, Chicos, the GAP, J.Crew, William-Sonoma, the Potterybarn, and Banana Republic.



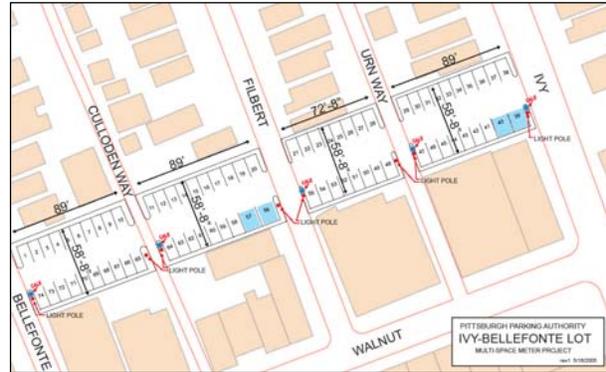
The 208-space Shadyside Garage is the only public parking garage that serves the Walnut Street Commercial Business District. It is a five level, 2-bay, free-standing structure built in 1992. The functional layout is a single helix with two-way traffic. The structural system utilizes cast-in-place, post-tensioned concrete floor slabs supported by structural steel beams and columns. An additional 19 vehicles can be accommodated through the use of stacking, if demand warrants.

The garage has one entry and two exit lanes on Bellefonte Street. The entry lane is equipped with a proximity reader, one Amano entry station and a gate. The two exit lanes are each equipped with one proximity reader, one Amano entry station, and one gate. The ground level elevator lobby, also accessible from Bellefonte Street, has two Amano APG7800 Pay-on-Foot stations and one cashier station equipped with a monitor, validator, cash drawer, printer and remote fee display.

Besides the Shadyside Garage, the PPAP also controls the 74-space Ivy-Bellefonte surface parking lot opposite the garage to the east and at the rear of the commercial buildings that line the north side of Walnut Street between Bellefonte Street and Ivy Street.

The only other public parking available in the immediate area is located on-street. There are 277 on-street parking meters that line Walnut Street and intersecting portions of the crossing streets in the district. Beyond the commercial district, most of the parking on-street is covered by the

Shadyside Residential Permit Parking Zone. According to the PPAP, 2,782 residential parking permits were purchased in the Shadyside neighborhood in 2009.



The locations of the PPAP's Shadyside Garage (#13) and Ivy-Bellefonte Surface Lots (L35) are depicted on **Figure 15**.

The space occupancy in the garage peaks at 56% of capacity between the hours of 2:00 PM and 4:00 PM on weekdays and at 90% of capacity between the hours of 4:00 PM and 6:00 PM on weekends.

Table 14 shows that the PPAP offers both monthly and hourly parking at the Shadyside Garage while the Ivy-Bellefonte Lot offers just hourly parking. The 24-hour monthly rate is \$190.00 while the over-night (5:00 PM to 9:00 AM) monthly rate is \$100.00. Hourly rates at the garage begin at \$3.75 for the first hour and increase to \$4.75 for up to three hours, \$7.25 for up to five hours and \$9.00 for between five and 24 hours. The PPAP charges \$1.00 for the first hour of parking at the Ivy-Bellefonte Lot and a maximum rate of \$2.00 for each additional hour beyond the first hour. The on-street parking meter rate is \$0.50 per hour and the meters are enforced between the hours of 8:00 AM and 6:00 PM on weekdays and Saturdays.

Total revenue generated at the Shadyside Garage in fiscal year 2008 was \$859,778, which equates to \$3,092 per space per year. The PPAP has set its monthly lease limit at 100 contracts. As of February 2010, the PPAP had 60 active monthly lease contracts in place at the Shadyside Garage. Monthly lease revenue accounted for 37% of the total garage revenue in FY 2009.

Figure 15 – PPAP Shadyside Garage and Competing (Shadyside) Parking Sites

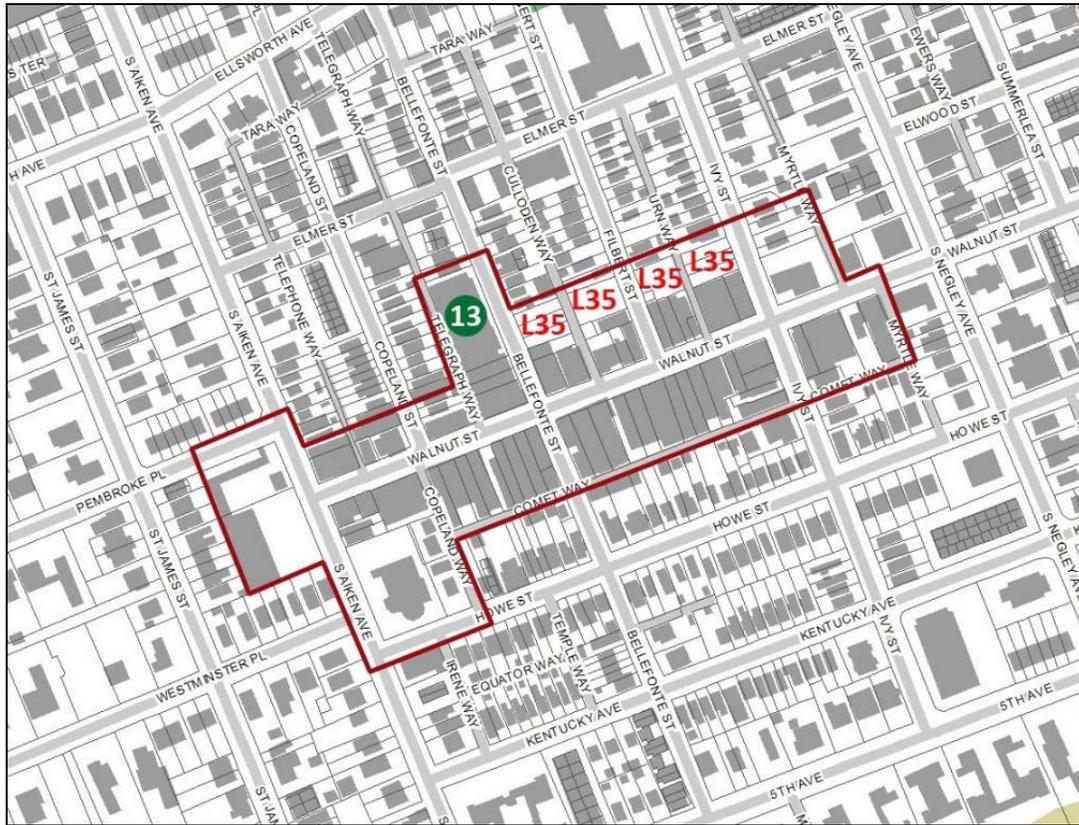


Table 14 – PPAP Shadyside Garage: Utilization & Rates of Competing Facilities

Map ID #	Public Parking Facilities in Proximity to the Subject PPAP Facility	Garages/ Lots	Owner/ Operator	Lined Spaces	Stacked Capacity	Peak Occ.	0 - 1 hr.	1 - 2 Hr.	Daily Max.	Monthly Lease
12	Shadyside Garage #13	Garage	PPAP	278		90%	\$3.00	\$3.75	\$9.00	\$190
L35	Ivy-Bellefront (Meter) Lot	(Meter) Lot	PPAP	74		100%	\$1.00	\$2.00	n/a	n/a

MARKET SUMMARY TABLE

Table 15 provides a consolidated reference of the key market circumstances that relate to the twelve PPAP attended parking facilities under consideration for inclusion in the proposed Concession and Lease Agreement.

Table 15 – MARKET SUMMARY for PPAP Facilities under consideration for inclusion in a Concession Agreement

Pittsburgh Parking Authority Facility Name	Subject PPA Facility		Proximate Competing Garages			Proximate Competing Lots			Rates by Facility Group	Average Transient Rates		Daily All Day Maximum Rate		Regular Monthly Rate		Weekend & Evening Rate		Special Event Rate		
	Spaces	Peak Occ %	# Fac.	Total Spaces	Peak Occ	# Fac.	Total Spaces	Peak Occ %		1 hr	2 hr	Avg	High	Avg	High	Avg	High	Avg	High	
Ft. Duquesne & 6th Street Garage #1	950	98%	5	2,492	97%	6	322	101%	All Non-PPA Fac.	\$8.82	\$9.55	\$12.64	\$19.00	\$220.50	\$325.00	\$5.90	\$10.00	\$11.80	\$15.00	
									All Non-PPA Gar.	\$7.80	\$9.40	\$15.00	\$242.09	\$6.00	\$8.25					
									PPA Fac. #1	\$3.75	\$4.75	\$9.75	\$220.00	\$5.00	\$5.00					
Ninth & Penn Garage #2	631	90%	2	1,495	100%	8	422	102%	All Non-PPA Fac.	\$7.90	\$8.30	\$12.00	\$20.00	\$241.11	\$325.00	\$5.89	\$10.00	\$12.44	\$15.00	
									All Non-PPA Gar.	\$5.50	\$5.50	\$16.00	\$237.50	\$5.50	\$10.00					
									PPA Fac. #2	\$3.75	\$4.75	\$9.75	\$220.00	\$5.00	\$5.00					
Smithfield Liberty Garage #3	596	100%	3	1,385	94%	8	436	102%	All Non-PPA Fac.	\$8.83	\$10.58	\$14.33	\$22.00	\$260.30	\$383.59	\$6.91	\$10.00	\$10.90	\$15.00	
									All Non-PPA Gar.	\$9.50	\$13.75	\$21.00	\$294.65	\$6.00	\$9.00					
									PPA Fac. #3	\$5.00	\$8.00	\$13.75	\$275.00	\$5.00	\$5.00					
Mellon Square Garage #4	1,048	131%	6	2,817	98%	3	235	107%	All Non-PPA Fac.	\$9.11	\$13.33	\$17.67	\$24.00	\$281.49	\$383.59	\$5.63	\$8.00	\$9.00	\$12.00	
									All Non-PPA Gar.	\$8.83	\$12.83	\$18.00	\$279.77	\$5.83	\$9.80					
									PPA Fac. #4	\$5.00	\$8.00	\$13.75	\$275.00	\$5.00	\$5.00					
Wood Allies Garage #5	592	107%	4	1,748	95%	7	268	132%	All Non-PPA Fac.	\$8.70	\$12.50	\$15.20	\$20.00	\$245.06	\$310.00	\$5.10	\$5.00	\$7.40	\$15.00	
									All Non-PPA Gar.	\$6.75	\$10.50	\$15.00	\$270.13	\$4.75	\$8.50					
									PPA Fac. #5	\$3.75	\$4.75	\$9.75	\$220.00	\$5.00	\$5.00					
Third Avenue Garage #6	670	118%	6	3,336	90%	5	239	117%	All Non-PPA Fac.	\$8.09	\$11.82	\$16.36	\$20.00	\$269.21	\$310.00	\$5.09	\$6.00	\$6.82	\$20.00	
									All Non-PPA Gar.	\$7.00	\$10.50	\$17.00	\$285.25	\$5.17	\$8.33					
									PPA Fac. #6	\$3.75	\$4.75	\$12.75	\$250.00	\$5.00	\$5.00					
Oliver Garage #7	630	109%	2	1,140	104%	2	111	100%	All Non-PPA Fac.	\$9.75	\$13.50	\$16.25	\$22.00	\$267.45	\$289.81	\$5.25	\$6.00	\$5.00	\$10.00	
									All Non-PPA Gar.	\$11.00	\$16.00	\$18.00	\$265.00	\$5.50	\$5.00					
									PPA Fac. #7	\$3.50	\$4.25	\$12.75	\$250.00	\$5.00	\$5.00					
First Avenue Garage #8	1,343	104%	3	1,644	107%	6	379	100%	All Non-PPA Fac.	\$8.56	\$11.56	\$15.11	\$22.00	\$229.57	\$277.00	\$4.83	\$5.00	\$5.40	\$7.00	
									All Non-PPA Gar.	\$8.67	\$11.33	\$15.33	\$247.33	\$4.50	\$6.00					
									PPA Fac. #8	\$4.50	\$5.00	\$8.75	\$195.00	\$5.00	\$5.00					
Grant Street Transportation Ctr Garage #9	991	45%	2	1,220	90%	5	923	90%	All Non-PPA Fac.	\$8.71	\$8.71	\$12.57	\$20.00	\$229.29	\$310.00	\$8.40	\$7.00	\$9.40	\$7.00	
									All Non-PPA Gar.	\$6.50	\$6.50	\$20.00	\$272.50	\$6.00	\$8.50					
									PPA Fac. #9	\$4.50	\$4.50	\$13.00	\$260.00	\$5.00	\$5.00					
Second Avenue Plaza Lot #11	812	75%	n/a	n/a	n/a	2	190	97%	All Non-PPA Fac.	\$5.00	\$6.00	\$12.00	\$15.00	\$185.00	\$195.00	\$5.00	\$5.00	\$5.00	\$5.00	
									All Non-PPA Gar.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
									PPA Fac. #11	\$6.00	\$6.00	\$6.00	\$120.00	n/a	n/a					
Forbes Semple Garage #12	449	90%	2	556	78%	4	172	94%	All Non-PPA Fac.	\$5.25	\$7.25	\$15.00	\$22.00	\$122.00	\$140.00	n/a	n/a	n/a	n/a	
									All Non-PPA Gar.	\$4.50	\$5.50	\$19.50	\$22.00	\$140.00	\$140.00	n/a	n/a	n/a	n/a	
									PPA Fac. #12	\$3.00	\$3.75	\$9.00	\$190.00	n/a	n/a					
Shadyside Garage #13	208	90%	n/a	n/a	n/a	n/a	n/a	n/a	All Non-PPA Fac.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
									All Non-PPA Gar.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
									PPA Fac. #13	\$3.00	\$3.75	\$9.00	\$190.00	n/a	n/a					