

# APPENDIX E

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## PARKING ANALYSIS

# APPENDIX

## Fallbrook

### SUB-AREA PLAN

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# Parking Analysis Report

## Fallbrook Village Sub-Area Plan

*Prepared for:  
County of San Diego  
Planning and Development Services*

*June 9, 2023*

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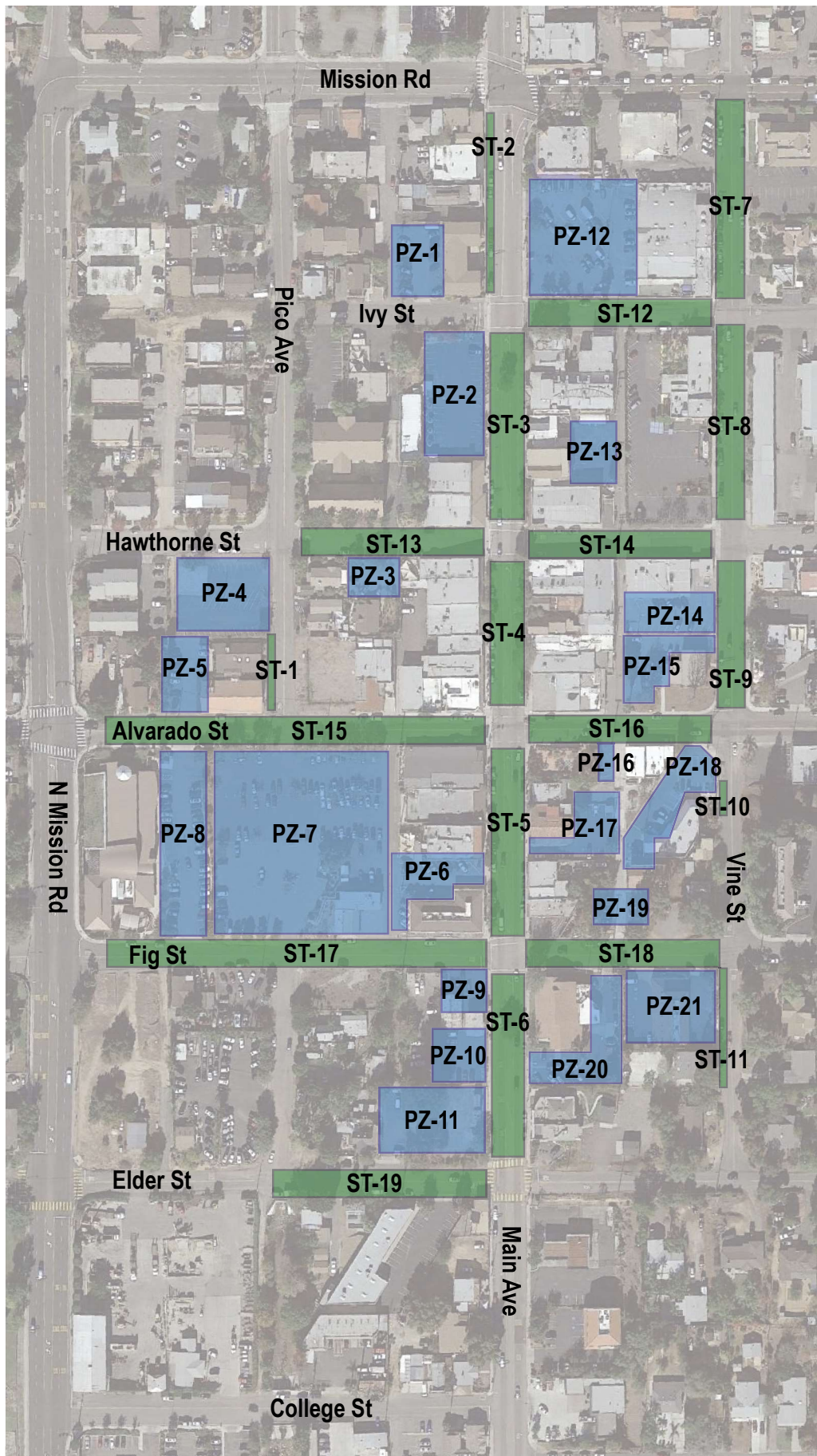
# 1 INTRODUCTION

This report documents the data collection and analysis efforts conducted as part of the parking utilization study (Parking Study) for the Fallbrook Village Sub-Area Plan (SAP) within the unincorporated area of San Diego County. The Parking study examines the existing parking supply and demand as well as the current code-based parking requirements. The study area focuses on the parking conditions for on-street and off-street parking facilities within the Town Center of Fallbrook anchored by Main Avenue between Mission Road and Elder Street as well as segments of Pico Avenue, Vine Street, and five (5) adjacent side streets.

As part of the study, parking utilization survey was conducted which focused on the on-street and off-street parking facilities serving the non-residential uses within the study area, which includes the Town Center anchored by Main Avenue between E. Mission Road to the north and Elder Street to the south as well as segments of Pico Avenue, Vine Street, and adjacent side streets. The survey collected existing parking inventory data as well as parking utilization data in 1-hour increments for a 10-hour period.

It is important to consider the relationship between private and public parking facilities. Private parking lots are under the control of and are maintained by individual parcel owners and are intended to be utilized by tenants and patrons of that specific use only. Public parking facilities are open to all users for any purpose. In downtown settings, on-street public parking spaces are often the most conveniently located spaces closest to street front shops. Further breakdown of public only parking is provided in **Section 2.3**.

**Exhibit 1** illustrates the parking survey zones included in the survey shows the **Exhibit 2** shows the general extents of the Fallbrook Village Sub-Area.



■ = Off-Street Parking  
 PZ = Parking Zone

■ = On-Street Parking  
 ST = Street Parking



Not to Scale





Source: MIG

- Sub-Area Plan Boundary
- Schools
- Town Center
- Parks
- Pico Promenade

## 2 PARKING INVENTORY & UTILIZATION SURVEY

As part of the Parking Study, a detailed parking utilization survey was conducted in and around the Fallbrook Town Center on Tuesday October 12<sup>th</sup>, and Saturday October 23<sup>rd</sup>, 2021, in order to capture both weekday and weekend parking characteristics. The parking survey was conducted for 10 hours from 7:00 AM to 5:00 PM and utilization data was collected every hour.

For the purposes of this study, the study area was divided into a total of 40 parking survey zones. **Exhibit 1** illustrates the parking survey zones included in the survey. The survey covered 20 private off-street parking lots on non-residential parcels along Main Avenue between E. Mission Road to the north and Elder Street to the south, segments of Pico Boulevard and Vine Street, and 1 public off-street parking lot at the county-owned Fallbrook Library (PZ-8 ). In addition, on-street parking along 19 block faces were included along both sides of the following eight roadway segments:

- Main Avenue: Between E. Mission Road and Elder Street (5 blocks)
- Pico Boulevard: Between Hawthorne Street and Alvarado Street (1 block)
- Vine Street: Between E. Mission Road and Elder Street (5 blocks)
- Ivy Street: Between Main Avenue and Vine Street (1 block)
- Hawthorne Street: Between Pico Avenue and Vine Street (2 blocks)
- Alvarado Street: Between N. Mission Road and Vine Street (2 blocks)
- Fig Street: Between N. Mission Road and Vine Street (2 blocks)
- Elder Street: Between Pico Avenue and Main Avenue (1 block)

It should be noted that the Fallbrook Chamber of Commerce hosts a Farmers Market every Saturday between 9:00 AM and 2:00 PM. The Farmers Market shuts down Main Avenue to vehicular traffic between Hawthorne Street and Fig Street and displaces approximately 33 on-street parking on these segments (ST-4 & ST-5).

While on-street parking is allowed on N. Mission Road between Hawthorne and W. Mission Road to serve local residents, this study primarily focuses on non-residential uses in and around Main Avenue and did not include this segment.

## 2.1 PARKING INVENTORY

The survey included an inventory of the existing non-residential parking facilities within the study area which includes both public and private facilities. The parking inventory identified the following parking space characteristics:

- Regular Parking Spaces
- American with Disabilities Act (ADA) Spaces
- Permit Only (gated, private, etc.)
- Reserved (executive, customer only, etc.)
- Other (employees, visitors, etc.)

**Table 1** summarizes the parking inventory which has been broken down by type of parking. As shown, the parking survey determined there is a total parking supply of 305 on-street public parking spaces. The 517 off-street parking spaces are comprised of 473 private spaces and 44 public spaces. This results in an overall total of 822 parking spaces within the study area.

It should be noted that all on-street parking facilities are considered public, and the off-street facilities are all private lots with the exception of the county-owned Fallbrook Library lot (PZ-8) which includes all 44 off-street public spaces. A discussion of shared private parking lots is provided in Section 3.2. **Table 2** breaks down the inventory by public and private facilities.

As noted previously, the Saturday Farmers Market displaces the public on-street parking on Main Avenue between Hawthorne Street and Fig Street. This equates to 33 parking spaces lost between the hours of 9:00 AM and 2:00 PM which results in a public on-street parking supply of 272 spaces and an overall total of 789 spaces.

## 2.2 PARKING UTILIZATION

As part of the survey, occupied spaces were recorded by a pair of technicians driving through the study area every hour for 10 hours between 7:00 AM and 5:00 PM. This was done for all 40 parking survey zones on a weekday (Tuesday) and a weekend day (Saturday). This data was used to document the parking utilization as a percent of the available spaces occupied in each of the parking survey zone.

Detailed parking utilization data is contained in **Appendix A & B**. Parking Utilization heat maps as **Appendix C & D**.

**TABLE 1 – PARKING INVENTORY SUMMARY**

Parking Type		Supply
On-Street	Regular	304
	ADA	1
Sub-total On-Street		305
Off-Street	Regular	414
	ADA	26
	ADA Van	1
	Reserved	26
	Unmarked Spaces	22
	Permit	8
	Electric Vehicle	2
Other <sup>(1)</sup>		18
Sub-Total Off-Street		517
Total Parking Supply		822

<sup>(1)</sup> Includes electric vehicle, employee, visitor, etc.

**TABLE 2 – PUBLIC & PRIVATE PARKING INVENTORY SUMMARY**

Parking Type		Supply
Private (Off-Street)		473
Public	On-Street	305
	Library	44
Sub-Total Public		349
Total Parking Supply		822

<sup>(1)</sup> Inventory associated with the Fallbrook Library Lot (PZ-8)



The peak parking demand (i.e. the highest number of parking spaces occupied as a percentage of the total parking supply) for the study area occurred at 1:00 PM for both the weekday and the weekend day surveys. On Tuesday, 105 on-street parking spaces and 235 off-street parking spaces were occupied for a total of 340 occupied spaces. This represents a combined parking utilization of 41.4% for the entire study area. Analyzing only the private off-street parking lots, 204 of the 473 available off-street private parking spaces were occupied which represents a parking utilization of 43.1%.

On Saturday, during the Farmers Market, 102 on-street parking spaces and 214 off-street parking spaces were occupied for a total of 316 occupied spaces. This represents a combined parking utilization of 38.4% for the entire study area. Analyzing only the private off-street parking lots, 213 of the 473 available off-street private parking spaces were occupied which represents a parking utilization of 45.0%. Although the Farmers Market displaces 33 parking spaces, there is sufficient parking available along the adjacent side streets.

This shows that during the peak period, less than half of the available parking spaces are occupied within the study area for private parking lots, public parking facilities, and the study area as a whole. Overall, the survey found that off-street parking utilization was consistently slightly higher than on-street parking utilization during the weekday and weekend day, but in all instances, the parking supply far exceeds the parking demand.

**Exhibit 3, Exhibit 4** and **Table 3** summarizes the peak parking utilization at 1:00 PM on Tuesday, October 12<sup>th</sup> and Saturday, October 23<sup>rd</sup>.

**TABLE 3 – PEAK PARKING UTILIZATION**

Parking	Type	Inventory	Weekday		Weekend	
			Peak Occupancy <sup>(1)</sup>	Peak Utilization	Peak Occupancy <sup>(2)</sup>	Peak Utilization
On-Street	Public	305	105	34.4%	102	33.4%
Off-Street	Public	44	31	70.5%	1	2.3%
	Private	473	204	43.1%	213	45.0%
	Subtotal	517	235	45.5%	214	41.4%
Total		822	340	41.4%	316	38.4%

<sup>(1)</sup> Peak Weekday Parking Demand based on parking survey data for Tuesday, October 12th at 1:00 PM

<sup>(2)</sup> Peak Weekend Parking Demand based on parking survey data for Saturday, October 23rd at 1:00 PM

It should be noted that the land uses which result in the highest level of parking demand and parking occupancy are automotive repair related. That is, a high number of vehicles are temporarily stored on-site while being worked on or awaiting pick-up. In many of these areas, the utilization exceeds 100% because the vehicles are being parked in unmarked spaces.

In addition, other parking zones (private) that showed a high utilization outside of the overall parking peak hour have been identified in **Exhibit 5** and include the following:

- **PZ-1:** 300 N. Main Avenue Mixed Commercial – 100% utilized on Saturday @ 10:00 AM
- **PZ-6:** Hearth Coffee – 94% utilized on Tuesday @ 11:00 AM
- **PZ-9:** Village Smog – Over 100% (customer vehicle storage)
- **PZ-10:** U-Haul – 95% utilized on Tuesday @ 10:00 AM and Saturday @ 11:00 AM
- **PZ-20:** Wells Fargo – 100% utilized on Tuesday @ 2:00 PM

Lastly, based on the parking survey, the lowest combined parking demand for the overall study area occurs during the 7:00 AM hour on both a weekday (Tuesday), when 10.1% of the total available spaces were utilized, and on a weekend (Saturday), when 11.7% of the total available spaces were utilized.

Parking		Inventory	1:00 PM
<b>Weekday - Tuesday, October 12th</b>			
On-Street	Occupancy	305	105
	Utilization	-	34.4%
Off-Street	Occupancy	517	235
	Utilization	-	45.5%
Total	Occupancy	822	340
	Utilization	-	41.4%



Not to Scale

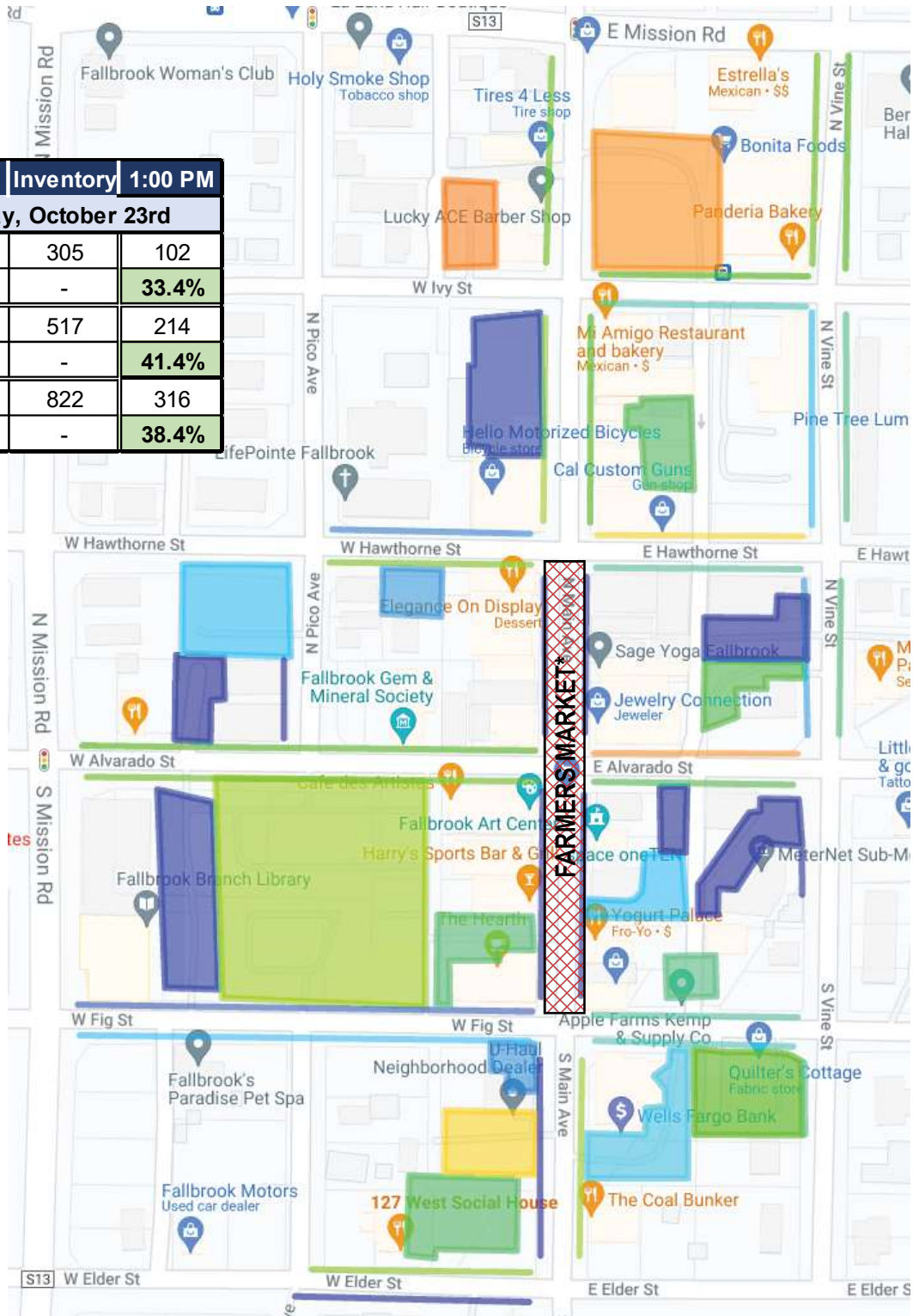


**Michael Baker**  
INTERNATIONAL

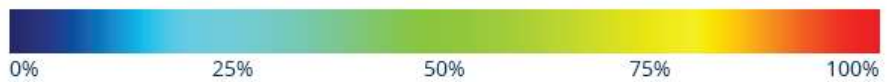
**Peak Parking Utilization**  
**Tuesday October 12, 2021 - 1:00 PM to 2:00 PM**

Parking		Inventory	1:00 PM
<b>Weekend - Saturday, October 23rd</b>			
On-Street	Occupancy	305	102
	Utilization	-	<b>33.4%</b>
Off-Street	Occupancy	517	214
	Utilization	-	<b>41.4%</b>
Total	Occupancy	822	316
	Utilization	-	<b>38.4%</b>

\*Roadway Closed from 9:00 AM to 2:00 PM due to Farmers Market



Not to Scale



**Michael Baker**  
INTERNATIONAL

**Peak Parking Utilization**  
**Saturday October 23, 2021 - 1:00 PM to 2:00 PM**



Commercial (retail/office)  
(100% utilized on Saturday  
@ 10:00 AM)

Hearth Coffee (94% utilized  
on Tuesday @ 11:00 AM)

Village Smog (<100%  
vehicle storage)

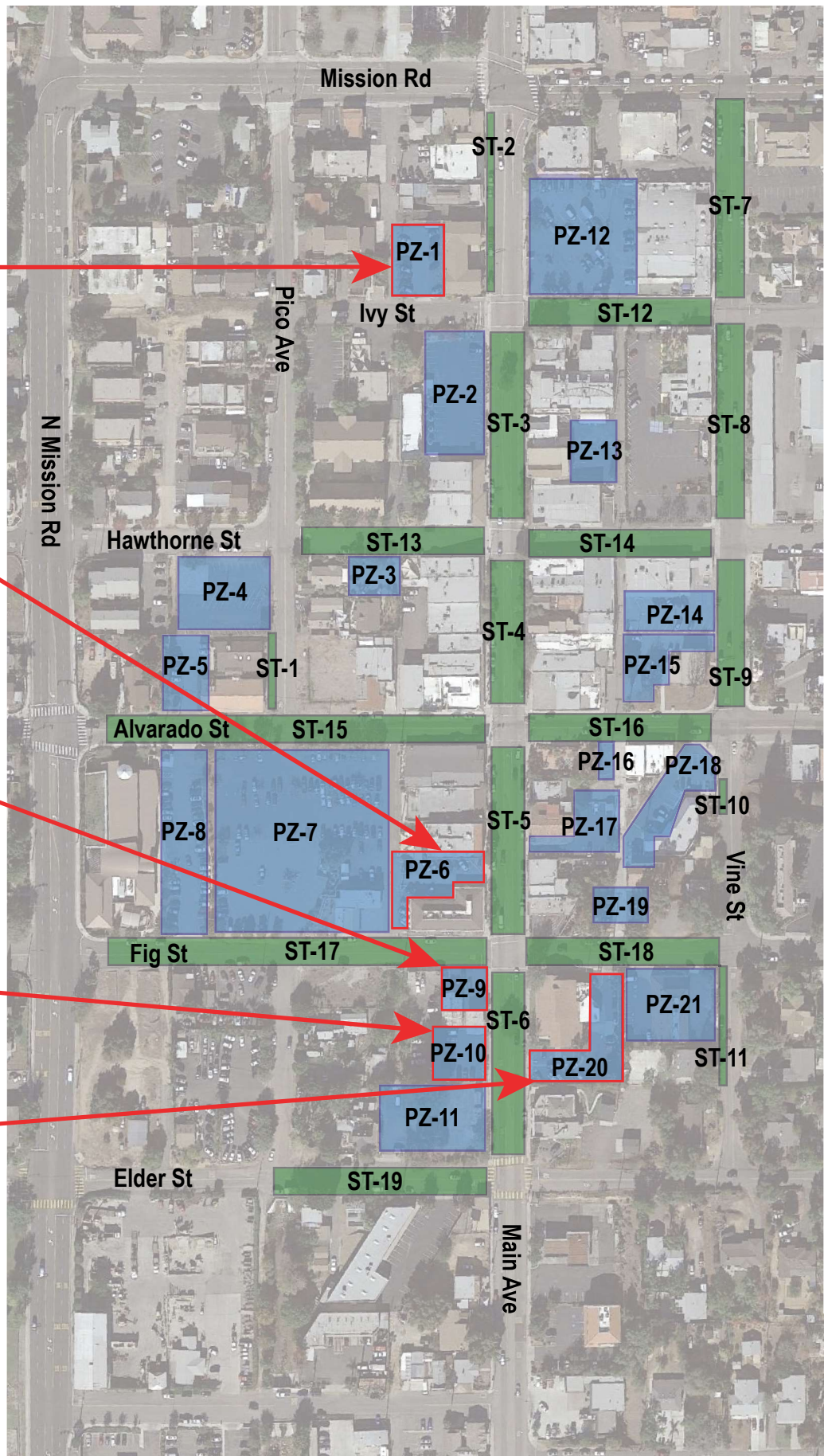
Uhaul (95% utilized on Tuesday  
@ 10:00 AM & Saturday @ 11:00  
AM)

Wells Fargo Bank (100% utilized  
on Tuesday @ 2:00 PM)

- = Off-Street Parking
- PZ = Parking Zone
- = On-Street Parking
- ST = Street Parking



Not to Scale





## 2.3 PUBLIC PARKING UTILIZATION BREAKDOWN SUMMARY

It is important to consider the relationship between private and public parking facilities. Private parking lots are under the control of and are maintained by individual parcel owners and are intended to be utilized by tenants and patrons of that specific use only. Public parking facilities are open to all users for any purpose. In downtown settings, on-street public parking spaces are often the most conveniently located spaces closest to street front commercial shops.

As noted previously, all on-street parking facilities are considered public, and the off-street facilities are all private lots with the exception of the county-owned Fallbrook Library lot (PZ-8). Private parking lots are under the control of and are maintained by individual parcel owners and are intended to be utilized by tenants and patrons of that specific use only. Public parking facilities are open to all users for any purpose.

When the private parking lots are removed from the parking survey, the total inventory is reduced from 822 parking spaces to 349 parking spaces as summarized in **Table 2**. The parking utilization for public facilities only shows a peak demand of 140 parking spaces at 12:00 PM on the weekday (Tuesday) and 113 parking spaces at 11:00 AM on the weekend (Saturday). This results in a utilization of 40.1% on the weekday and 32.4% on the weekend day. It should be noted that the public library parking lot peaks at 2:00 PM when 79.5% of the available spaces are occupied. In addition, the library is closed on Saturdays.

**TABLE 4 – PEAK PUBLIC PARKING UTILIZATION**

Parking	Inventory	Weekday		Weekend	
		Peak Occupancy <sup>(1)</sup>	Peak Utilization	Peak Occupancy <sup>(2)</sup>	Peak Utilization
On-Street	305	109	35.7%	102	33.4%
Off-Street	44	31	70.5%	1	2.3%
Total	349	140	40.1%	103	29.5%

<sup>(1)</sup> Peak Weekday Parking Demand based on parking survey data for Tuesday, October 12th at 12:00 PM

<sup>(2)</sup> Peak Weekend Parking Demand based on parking survey data for Saturday, December 23rd at 11:00 AM

The highest accumulation of public parking during the week occurs on Main Avenue between Hawthorne Street and Alvarado Street. The weekend survey during the Farmers Market shows the highest utilization occurring immediately adjacent to the closed roadway segment on Main Avenue between Ivy Street and Hawthorne Street as well as on Alvarado Street between Main Avenue and Vine Street. As noted previously, the Farmers Market displaces 33 on-street public parking spaces on Main Avenue between Hawthorne Street and Fig Street. This displaced parking associated with the Farmers Market appears to use the privately owned community parking lot (PZ-7) which was 63.9% utilized during the peak hour during the Farmers Market on the weekend.

As shown, there is sufficient parking in the Fallbrook Town Center during both the weekday and weekend day surveys.

## 3 SAN DIEGO COUNTY PARKING REQUIREMENTS

### 3.1 PARKING ZONING ORDINANCE REQUIREMENTS

The Fallbrook Town Center is primarily a commercial area with a mix of retail, eating and drinking establishments, offices, mixed-use and village residential. The parking study focuses on the Town Center of Fallbrook which is primarily zoned as Village Core Mixed Use.

**Table 5** shows the County of San Diego (County) required parking rates per the County's Zoning Ordinance Part 6, Section 6762 & 6764, for a wide variety of land uses based on their square footages (KSF = 1,000 square feet). In addition, all of Village Zones 1,2, 4, & 5 as well as portions of Village 3 fall within a special parking district. However, in all zones within the study area, a parking reduction of up to 25% may be applied to the County's standard rates (per Part 8, Section 8130, 8230, & 8330 of the County Zoning Ordinance), which takes into account the shared aspect of some parking within the Town Center.

**TABLE 5 - EXISTING COUNTY COMMERCIAL PARKING REQUIREMENTS**

Land Use		Standard Rate <sup>(1)</sup>	Village Rate <sup>(2)</sup> (25% Reduction)
Commercial Office		4.00 / KSF	3.00 / KSF
Bank		4.00 / KSF	3.00 / KSF
Restaurant	Up to 3 KSF	6.00 / KSF	4.50 / KSF
	More than 3 KSF	10.00 / KSF	7.50 / KSF
Fast-Food Restaurant	With Drive-Thru	9.50 / KSF	7.13 / KSF
	Without Drive-Thru	12.00 / KSF	9.00 / KSF
Retail & Services		4.50 / KSF	3.38 / KSF
Liquor Store		3.30 / KSF	2.48 / KSF
Drugstore		3.50 / KSF	2.63 / KSF
Furniture/Appliance Sales		3.50 / KSF	2.63 / KSF
Home Improvement		3.50 / KSF	2.63 / KSF
Health Club		6.00 / KSF	4.50 / KSF
Library		3.00 / KSF	2.25 / KSF
General Manufacturing		1.50 / KSF	1.13 / KSF
Light Manufacturing		1.00 / KSF	0.75 / KSF

Source:

<sup>(1)</sup>County of San Diego Zoning Ordinance (Part 6: General Provisions, Section 6762-6764; Off-Street Parking Requirements)

<sup>(2)</sup>County of San Diego Zoning Ordinance (Part 8: Fallbrook Village Regulations, Section 8130, 8230, & 8330; Parking Regulations) allows for 25% reduction from the standard rates.

KSF = 1,000 square feet

As shown, the standard County rates range from 1.0 spaces per 1,000 square feet (KSF) for light manufacturing to 12.0 spaces per KSF for a fast-food restaurant without a drive-thru. After applying the 25% parking reduction allowed for the special parking district, the Village rates range from 0.75 spaces per KSF to 9.0 spaces per KSF for the same uses.

Based on a cursory review of the land uses within the study area, there is approximately 250,000 square feet of gross floor area (GFA) associated with the off-street parking facilities included in the survey. Based on this square footage, parking supply is provided at an approximate rate of 2.07 spaces per KSF (517/250

KSF) when the study area is considered as a whole. In comparison, the entire study area utilizes parking at a demand rate of 0.94 spaces per KSF (235/250 KSF) on weekday and 0.86 spaces per KSF (214/250,000\*1,000) on a weekend according to the parking survey. Therefore, the actual parking demand is less than half of the parking supply within the study area.

### 3.2 SHARED PARKING

Typically, standard parking requirements reflect the peak parking demand of a standalone use and do not consider that the peak parking characteristics of other nearby land uses may be different. Specific individual uses will experience varying levels of parking demand throughout the day. The distribution of peak parking requirements throughout the day allows some parking to be shared by more than one land use. As discussed previously, the Fallbrook Town Center is allowed a 25% reduction per Part 8, Section 8130, 8230, & 8330 of the Zoning Ordinance, which takes into account the shared aspect of some parking within the Town Center.

The County Zoning parking ordinance allows for parking requirements to be met through participation in private shared parking agreements where specific common parking lots are shared by two or more parcel uses. The shared parking facility must be within a certain distance of the participating sites, and adequate evidence must be provided that shows the shared parking facility has sufficient capacity. It should be noted that these shared parking agreements are between private parties and the County is not a participant in the agreement.

A total of four (4) existing shared parking agreements have been identified within the study area. These include:

- PZ-4 – LifePointe Church & Fallbrook Food Pantry
- PZ-7 – Fallbrook Parking Trust
- PZ-12 – El Toro & Bonita Foods
- PZ-14 – Hope Clinic

Based on conversations with the community, the opportunity for developing shared parking agreements may not be getting used to its fullest potential within the Fallbrook Town Center. There may be a benefit in establishing education programs for local business to form new share-parking agreements and to streamline the permitting process by removing restrictions to the permitting process. This process may prove to be beneficial to help revitalize the Town Center.

Shared parking also allows for a more efficient use of area parking facilities and discourages single-occupancy vehicular trips often caused by excess parking supply. This assists in the reduction of environmental impacts caused by Greenhouse Gas (GHG) emissions.

## 4 FINDINGS AND RECOMMENDATIONS

Within the Town Center of the Fallbrook Village Sub-Area, the parking survey showed a total parking supply of 822 spaces, which includes 305 on-street spaces and 517 off-street spaces. It should be noted that all on-street parking facilities are considered public, and the off-street facilities are all private lots with the exception of the county-owned Fallbrook Library lot (PZ-8).

The parking utilization survey shows the overall peak occupancy is approximately 40% during both the weekday and weekend surveys. Therefore approximately 60% of the parking remains un-used during peak hours.

Based on a cursory review of the land uses within the study area, there is approximately 250,000 square feet of GFA associated with the off-street parking facilities included in the survey. Based on this square footage, the off-street private parking supply is provided at an approximate rate of 2.07 spaces per KSF (517/250 KSF) when the study area is considered as a whole. In comparison, the entire study area utilizes off-street parking at a demand rate of 0.94 spaces per KSF (235/250 KSF) on weekday and 0.86 spaces per KSF (214/250,000 KSF) on a weekend according to the parking survey. Therefore, the actual parking demand rate is less than half of the parking supply rate within the study area.

### *Recommendations*

#### **Update Fallbrook Village Zoning Code**

- Update ordinance to allow increase flexibility and decrease parking constraints – By updating the ordinance to reduce parking requirements, developments can increase the floor area ratio (FAR) of the parcel to utilize the land more efficiently. Increasing the developable area (within the allowable zoning density) also increases the potential for walkability within the Town Center, thereby reducing the overall need for individual use parking and encourages a shift towards shared parking. There is a variety of management strategies that go hand-in-hand with reduced parking. These include:
  - Exemptions for change of tenants or land use for existing buildings
  - Exemptions for small sites
  - Incentives for parking conversions to active uses
  - Counting on-street towards off-street parking ratios

#### **Community Engagement**

- Increase visitor awareness of the location of public parking through enhanced way-finding program – Once off-street public parking lots are established, it would be important to provide signage to direct patrons off the major roadways to such facilities.
- Establish community education programs for local businesses to facilitate new shared-parking agreements – This type of program would benefit both new developers and County staff to streamline the permitting process to establish new shared-parking agreements or to participate in existing agreements.

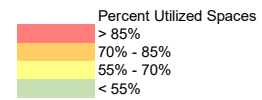
Due to the mix of land uses within the Town Center with offices, restaurants, retail, and entertainment venues in close proximity to one another, the intent would be to encourage people to visit two or more businesses in a single trip. Under these conditions, people would be encouraged to “park-once” and walk to multiple destinations and subsequently reducing the overall need for an over-abundance of parking.

**Appendix A:  
Parking Survey Data -  
Tuesday, October 12<sup>th</sup>, 2021**



### On-Street Parking Utilization - Tuesday, October 12, 2021

Parking Zone	Street	Segment	Side-of-Street	Inventory		7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
ST-1	N Pico Ave	W Hawthorne St to W Alvarado St.	West	5	Occupancy	0	0	0	0	0	0	1	0	0	0
					Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%
ST-2	N Main Ave	Mission Rd. to Ivy St.	West	9	Occupancy	0	2	6	6	6	7	6	5	5	5
					Percent	0.0%	22.2%	66.7%	66.7%	66.7%	77.8%	66.7%	55.6%	55.6%	55.6%
ST-3	N Main Ave	Ivy St. to Hawthorne St.	East	10	Occupancy	5	1	2	3	2	5	3	3	4	5
					Percent	50.0%	10.0%	20.0%	30.0%	20.0%	50.0%	30.0%	30.0%	40.0%	50.0%
			West	8	Occupancy	0	1	0	0	1	0	0	1	0	0
					Percent	0.0%	12.5%	0.0%	0.0%	12.5%	12.5%	0.0%	12.5%	0.0%	0.0%
ST-4	N Main Ave	Hawthorne St. to Alvarado St	East	8	Occupancy	4	3	4	4	1	1	3	8	6	5
					Percent	50.0%	37.5%	50.0%	50.0%	12.5%	12.5%	37.5%	100.0%	75.0%	62.5%
			West	7	Occupancy	1	1	4	4	6	5	3	4	5	4
					Percent	14.3%	14.3%	57.1%	57.1%	85.7%	71.4%	42.9%	57.1%	71.4%	57.1%
ST-5	N Main Ave	Alvarado St. to Fig St.	East	9	Occupancy	0	0	4	4	4	4	4	3	5	4
					Percent	0.0%	0.0%	44.4%	44.4%	44.4%	44.4%	44.4%	33.3%	55.6%	44.4%
			West	9	Occupancy	2	3	5	6	5	7	5	6	7	
					Percent	22.2%	33.3%	55.6%	66.7%	55.6%	77.8%	55.6%	55.6%	66.7%	77.8%
ST-6	N Main Ave	Fig St. to Elder St.	East	8	Occupancy	0	0	0	2	2	2	4	3	2	4
					Percent	0.0%	0.0%	0.0%	25.0%	25.0%	25.0%	50.0%	37.5%	25.0%	50.0%
			West	5	Occupancy	0	0	0	0	0	0	0	0	0	0
					Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ST-7	N Vine St.	Mission Rd. to Ivy St.	East	6	Occupancy	1	2	1	1	2	1	2	2	4	4
					Percent	16.7%	33.3%	16.7%	16.7%	33.3%	16.7%	33.3%	33.3%	66.7%	66.7%
			West	11	Occupancy	5	5	5	5	6	7	8	7	3	3
					Percent	45.5%	45.5%	45.5%	45.5%	54.5%	63.6%	72.7%	63.6%	27.3%	27.3%
ST-8	N Vine St.	E Ivy St. to E Hawthorne St.	East	11	Occupancy	2	4	3	3	5	4	2	2	2	1
					Percent	18.2%	36.4%	27.3%	27.3%	45.5%	36.4%	18.2%	18.2%	18.2%	9.1%
			West	11	Occupancy	0	2	2	2	2	3	2	2	2	2
					Percent	0.0%	18.2%	18.2%	18.2%	18.2%	27.3%	18.2%	18.2%	18.2%	18.2%
ST-9	N Vine St.	E Hawthorne St. to E Alvarado St.	East	7	Regular	0	0	2	2	3	5	5	5	4	4
					ADA	0	0	0	1	0	0	0	0	0	0
			West	8	Occupancy	0	0	2	3	3	5	5	5	4	4
					Percent	0.0%	0.0%	25.0%	37.5%	37.5%	62.5%	62.5%	62.5%	50.0%	50.0%
ST-10	S Vine St.	E Alvarado St. to E Fig St.	West	3	Occupancy	0	0	0	0	0	0	0	0	0	0
					Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
			West	3	Occupancy	1	0	1	1	2	2	2	2	1	1
					Percent	33.3%	0.0%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
ST-11	N Vine St.	E Fig St. E Elder St.	West	3	Occupancy	5	2	2	1	1	2	1	1	2	2
					Percent	83.3%	33.3%	33.3%	16.7%	16.7%	33.3%	16.7%	16.7%	33.3%	33.3%
			South	7	Occupancy	2	2	3	3	3	2	1	0	1	2
					Percent	28.6%	28.6%	42.9%	42.9%	42.9%	28.6%	14.3%	0.0%	14.3%	28.6%
ST-12	W Ivy St.	N. Main Ave to N Vine St.	North	6	Occupancy	2	1	2	3	3	3	4	5	2	0
					Percent	22.2%	11.1%	22.2%	33.3%	33.3%	33.3%	44.4%	55.6%	22.2%	0.0%
			South	12	Occupancy	2	2	2	2	10	8	9	7	3	3
					Percent	16.7%	16.7%	16.7%	16.7%	83.3%	66.7%	75.0%	58.3%	25.0%	25.0%
ST-13	W Hawthorne St	N Pico Ave. to N Main Ave.	North	10	Occupancy	2	2	1	1	1	0	0	0	1	1
					Percent	20.0%	20.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	10.0%	10.0%
			South	12	Occupancy	2	5	5	5	5	3	3	4	3	3
					Percent	16.7%	41.7%	41.7%	41.7%	41.7%	25.0%	25.0%	33.3%	25.0%	25.0%
ST-14	W Alvarado St	S Main Ave to S Mission Rd	North	18	Occupancy	1	0	7	8	8	7	4	4	3	4
					Percent	5.6%	0.0%	38.9%	44.4%	44.4%	38.9%	22.2%	22.2%	16.7%	22.2%
			South	11	Occupancy	0	0	0	4	6	5	7	3	1	2
					Percent	0.0%	0.0%	0.0%	36.4%	54.5%	45.5%	63.6%	27.3%	9.1%	18.2%
ST-15	W Alvarado St	N. Main Ave to N Vine St.	North	9	Occupancy	0	0	0	1	2	2	3	2	2	2
					Percent	0.0%	0.0%	0.0%	11.1%	22.2%	22.2%	33.3%	22.2%	22.2%	22.2%
			South	9	Occupancy	0	1	3	3	3	3	3	1	1	1
					Percent	0.0%	11.1%	33.3%	33.3%	33.3%	33.3%	33.3%	11.1%	11.1%	11.1%
ST-16	W Fig St	S Mission Rd to S Main Ave	North	17	Occupancy	1	2	2	2	2	1	2	1	2	1
					Percent	5.9%	11.8%	11.8%	11.8%	11.8%	5.9%	11.8%	5.9%	11.8%	5.9%
			South	17	Occupancy	1	6	6	6	5	7	5	5	4	5
					Percent	5.9%	35.3%	35.3%	35.3%	29.4%	41.2%	29.4%	29.4%	23.5%	29.4%
ST-17	W Fig St	S Main Ave to S Vine St.	North	6	Occupancy	0	1	0	1	2	1	3	1	3	
					Percent	0.0%	16.7%	0.0%	16.7%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%
			South	7	Occupancy	3	1	2	4	3	2	4	3	3	3
					Percent	42.9%	14.3%	28.6%	57.1%	42.9%	28.6%	57.1%	42.9%	42.9%	42.9%
ST-18	W Elder St	N Pico Ave. to N Main Ave.	North	5	Occupancy	0	0	0	0	0	2	1	0	0	0
					Percent	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	0.0%
			South	12	Occupancy	1	2	2	4	6	4	2	1	3	4
					Percent	8.3%	16.7%	16.7%	33.3%	50.0%	33.3%	16.7%	8.3%	25.0%	33.3%
Total On-Street Inventory				305	Total Occupancy	47	55	80	96	110	109	105	95	81	85
					Total Utilization	15.4%	18.0%	26.2%	31.5%	36.1%	35.7%	34.4%	31.1%	26.6%	27.9%



## Off-Street Parking Utilization - Tuesday, October 12th, 2021

Parking Zone	Type	Inventory		7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
PZ-1	Regular	18	Total Occupancy	3	3	4	10	15	16	15	13	11	16
			Percent	16.7%	16.7%	22.2%	55.6%	83.3%	88.9%	83.3%	72.2%	61.1%	88.9%
PZ-2	Regular	27		3	3	2	2	1	0	1	1	1	5
	ADA	2		0	0	0	0	0	0	0	0	0	0
	Total Inventory	29	Total Occupancy	3	3	2	2	1	0	1	1	1	5
			Percent	10.3%	10.3%	6.9%	6.9%	3.4%	0.0%	3.4%	3.4%	3.4%	17.2%
PZ-3	Regular	6		0	0	0	0	0	2	4	3	4	1
	ADA Van	1		0	0	0	0	0	0	0	0	0	0
	Total Inventory	7	Total Occupancy	0	0	0	0	0	2	4	3	4	1
			Percent	0.0%	0.0%	0.0%	0.0%	0.0%	28.6%	57.1%	42.9%	57.1%	14.3%
PZ-4	Regular	36	Total Occupancy	5	3	2	3	7	4	6	6	3	2
			Percent	13.9%	8.3%	5.6%	8.3%	19.4%	11.1%	16.7%	16.7%	8.3%	5.6%
PZ-5	Regular	16		0	0	2	6	5	7	8	6	6	7
	ADA	1		0	0	0	0	0	0	0	0	0	0
	Total Inventory	17	Total Occupancy	0	0	2	6	5	7	8	6	6	7
			Percent	0.0%	0.0%	11.8%	35.3%	29.4%	41.2%	47.1%	35.3%	35.3%	41.2%
PZ-6	Regular	12		1	3	8	9	12	9	10	9	9	9
	ADA	2		0	0	0	1	1	0	0	0	0	0
	Reserved	2		0	0	0	1	2	0	1	1	0	1
	Total Inventory	16	Total Occupancy	1	3	8	11	15	9	11	10	9	10
			Percent	6.3%	18.8%	50.0%	68.8%	93.8%	56.3%	68.8%	62.5%	56.3%	62.5%
PZ-7	Regular	127		6	8	19	40	38	44	46	51	46	46
	ADA	4		0	0	0	1	1	1	0	1	0	0
	Reserved	2		1	0	0	0	1	2	2	4	3	2
	KARN (No Parking)	2		0	0	0	0	0	0	0	0	0	0
	Unmarked Spaces	9		0	0	0	0	0	0	0	0	0	0
	Total Inventory	144	Total Occupancy	7	8	19	41	40	47	48	56	49	48
			Percent	4.9%	5.6%	13.2%	28.5%	27.8%	32.6%	33.3%	38.9%	34.0%	33.3%
PZ-8	Regular	39		0	1	6	24	26	28	30	31	29	30
	ADA	3		0	0	0	2	1	3	2	3	3	3
	Electric Vehicle	2		1	1	1	1	1	0	0	1	1	0
Total Inventory	44	Total Occupancy	1	2	7	27	28	31	32	35	33	33	
			Percent	2.3%	4.5%	15.9%	61.4%	63.6%	70.5%	72.7%	79.5%	75.0%	75.0%
PZ-9	Regular	1		0	1	1	1	1	1	1	1	1	1
	Unmarked Spaces	(1)		0	0	3	2	3	4	5	5	5	6
	Total Inventory	1	Total Occupancy	0	1	4	3	4	5	6	6	6	7
			Percent	0.0%	100.0%	400.0%	300.0%	400.0%	500.0%	600.0%	600.0%	600.0%	700.0%
PZ-10	Regular	10		4	7	8	10	9	8	7	9	9	9
	Unmarked Spaces	10		10	9	10	9	9	10	8	8	7	7
	Total Inventory	20	Total Occupancy	14	16	18	19	18	18	15	17	16	16
			Percent	70.0%	80.0%	90.0%	95.0%	90.0%	90.0%	75.0%	85.0%	80.0%	80.0%
PZ-11	Unpaved	10		0	1	1	1	1	3	5	1	1	1
	Regular	3		0	0	0	0	0	2	2	0	0	0
	ADA	2		0	0	1	1	1	2	1	0	0	0
	Total Inventory	15	Total Occupancy	0	1	2	2	2	7	8	1	1	1
			Percent	0.0%	6.7%	13.3%	13.3%	13.3%	46.7%	53.3%	6.7%	6.7%	6.7%
PZ-12	Regular	35		2	2	6	12	18	20	19	19	27	24
	ADA	4		0	0	0	0	0	0	0	0	0	0
	Permit	7		0	0	2	2	5	2	3	4	6	6
	Total Inventory	46	Total Occupancy	2	2	8	14	23	22	22	23	33	30
			Percent	4.3%	4.3%	17.4%	30.4%	50.0%	47.8%	47.8%	50.0%	71.7%	65.2%
PZ-13	Regular	16		0	0	0	2	2	3	3	3	3	3
	Reserved	1		0	0	0	0	0	0	0	0	0	0
	Total Inventory	17	Total Occupancy	0	0	0	2	2	3	3	3	3	3
			Percent	0.0%	0.0%	0.0%	11.8%	11.8%	17.6%	17.6%	17.6%	17.6%	17.6%
PZ-14	Regular	17		0	0	3	3	3	3	3	0	0	0
	ADA	1		0	0	0	0	0	0	0	0	0	0
	Total Inventory	18	Total Occupancy	0	0	3	3	3	3	3	0	0	0
			Percent	0.0%	0.0%	16.7%	16.7%	16.7%	16.7%	16.7%	0.0%	0.0%	0.0%
PZ-15	Regular	3		0	0	1	2	2	1	2	1	2	2
	ADA	1		0	0	0	0	0	0	0	0	0	0
	Employee Only	3		0	0	1	2	2	2	2	2	2	1
	Total Inventory	7	Total Occupancy	0	0	2	4	4	3	4	3	4	3
			Percent	0.0%	0.0%	28.6%	57.1%	57.1%	42.9%	57.1%	42.9%	57.1%	42.9%

## Off-Street Parking Utilization - Tuesday, October 12th, 2021

Parking Zone	Type	Inventory		7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
PZ-16	ADA	1		0	0	0	0	0	0	0	0	0	0
	Reserved	5		0	0	2	2	1	1	1	2	1	1
	Total Inventory	6	Total Occupancy	0	0	2	2	1	1	1	2	1	1
			Percent	0.0%	0.0%	33.3%	33.3%	16.7%	16.7%	16.7%	33.3%	16.7%	16.7%
PZ-17	Regular	10		0	0	5	5	5	5	4	8	7	8
	ADA	1		0	0	0	0	0	0	0	0	0	0
	Total Inventory	11	Total Occupancy	0	0	5	5	5	5	4	8	7	8
			Percent	0.0%	0.0%	45.5%	45.5%	45.5%	45.5%	36.4%	72.7%	63.6%	72.7%
PZ-18	Regular	17		0	0	10	12	14	11	13	10	11	12
	Reserved	1		0	0	0	1	1	0	1	1	1	1
	Permit	1		0	0	1	1	1	0	1	0	1	1
	Total Inventory	19	Total Occupancy	0	0	11	14	16	11	15	11	13	14
		Percent	0.0%	0.0%	57.9%	73.7%	84.2%	57.9%	78.9%	57.9%	68.4%	73.7%	
PZ-19	ADA	1		0	0	0	0	0	0	0	0	0	0
	Reserved	10		0	0	1	1	2	2	2	3	3	3
	Total Inventory	11	Total Occupancy	0	0	1	1	2	2	2	3	3	3
			Percent	0.0%	0.0%	9.1%	9.1%	18.2%	18.2%	18.2%	27.3%	27.3%	27.3%
PZ-20	Regular	18		0	0	14	13	13	15	18	18	17	18
	ADA	2		0	0	1	1	1	2	0	2	1	1
	Unmarked Spaces	3		0	0	3	3	3	3	3	3	3	3
	Total Inventory	23	Total Occupancy	0	0	18	17	17	20	21	23	21	22
		Percent	0.0%	0.0%	78.3%	73.9%	73.9%	87.0%	91.3%	100.0%	91.3%	95.7%	
PZ-21	Regular	3		0	0	1	1	1	2	2	1	1	1
	ADA	1		0	0	1	1	1	0	1	1	0	0
	Visitor	2		0	0	1	1	1	1	1	1	0	0
	Church Van	1		0	0	1	1	1	0	0	0	0	0
	Reserved	5		0	0	2	2	3	2	2	2	2	2
	Total Inventory	12	Total Occupancy	0	0	6	6	7	5	6	5	3	3
		Percent	0.0%	0.0%	50.0%	50.0%	58.3%	41.7%	50.0%	41.7%	25.0%	25.0%	
Total Off-Street Inventory		517	Total Occupancy	36	42	124	192	215	221	235	235	227	233
			Total Utilization	7.0%	8.1%	24.0%	37.1%	41.6%	42.7%	45.5%	45.5%	43.9%	45.1%

## NOTES:

(1) Auto Repair. Vehicles temporarily stored in unmarked spaces

Percent Utilized Spaces	
> 85%	
70% - 85%	
55% - 70%	
< 55%	

**Appendix B:  
Parking Survey Data -  
Saturday, October 23<sup>rd</sup>, 2021**

### On-Street Parking Utilization - Saturday, October 23rd, 2021

Parking Zone	Street	Segment	Side-of-Street	Inventory		7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
ST-1	N Pico Ave	W Hawthorne St to W Alvarado St.	West	5	Occupancy	0	0	0	0	0	0	0	0	0	0
					Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ST-2	N Main Ave	Mission Rd. to Ivy St.	West	9	Occupancy	1	2	4	7	5	7	5	9	4	6
					Percent	11.1%	22.2%	44.4%	77.8%	55.6%	77.8%	55.6%	100.0%	44.4%	66.7%
ST-3	N Main Ave	Ivy St. to Hawthorne St.	East	10	Occupancy	3	5	7	10	5	5	5	3	7	5
					Percent	30.0%	50.0%	70.0%	100.0%	50.0%	50.0%	50.0%	30.0%	70.0%	50.0%
			West	8	Occupancy	0	1	1	4	7	5	5	4	2	2
					Percent	0.0%	12.5%	12.5%	50.0%	87.5%	62.5%	62.5%	50.0%	25.0%	25.0%
ST-4	N Main Ave	Hawthorne St. to Alvarado St	East	8	Occupancy	0	0	0	0	0	0	0	0	0	3
					Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	37.5%
			West	7	Occupancy	0	0	0	0	0	0	0	0	1	6
					Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	85.7%
ST-5	N Main Ave	Alvarado St. to Fig St.	East	9	Occupancy	0	0	0	0	0	0	0	0	5	1
					Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.6%	11.1%	
			West	9	Occupancy	0	0	0	0	0	0	0	0	1	1
					Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	11.1%
ST-6	N Main Ave	Fig St. to Elder St.	East	8	Occupancy	0	0	1	3	5	4	5	4	0	2
					Percent	0.0%	0.0%	12.5%	37.5%	62.5%	50.0%	62.5%	50.0%	0.0%	25.0%
			West	5	Occupancy	0	0	0	0	0	0	0	5	1	0
					Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	20.0%	0.0%
ST-7	N Vine St.	Mission Rd. to Ivy St.	East	6	Occupancy	2	2	3	3	3	3	3	2	3	
					Percent	33.3%	33.3%	50.0%	50.0%	50.0%	50.0%	50.0%	33.3%	50.0%	
			West	11	Occupancy	3	4	3	4	6	6	5	3	4	
					Percent	27.3%	36.4%	27.3%	36.4%	54.5%	54.5%	54.5%	45.5%	27.3%	36.4%
ST-8	N Vine St.	E Ivy St. to E Hawthorne St.	East	11	Occupancy	1	3	4	3	3	3	4	2	0	0
					Percent	9.1%	27.3%	36.4%	27.3%	27.3%	27.3%	36.4%	18.2%	0.0%	0.0%
			West	11	Occupancy	2	2	2	2	2	2	2	2	2	2
					Percent	18.2%	18.2%	18.2%	18.2%	18.2%	18.2%	18.2%	18.2%	18.2%	18.2%
ST-9	N Vine St.	E Hawthorne St. to E Alvarado St.	East	7	Regular	0	0	2	0	3	4	3	3	2	2
					ADA	0	0	0	0	0	0	0	0	0	0
			West	7	Occupancy	0	0	2	0	3	4	3	3	2	2
					Percent	0.0%	0.0%	25.0%	0.0%	37.5%	50.0%	37.5%	37.5%	25.0%	25.0%
ST-10	S Vine St.	E Alvarado St. to E Fig St.	West	3	Occupancy	0	0	0	0	0	0	0	0	0	
					Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
ST-11	N Vine St.	E Fig St. E Elder St.	West	3	Occupancy	0	0	0	0	3	1	1	0	0	
					Percent	0.0%	0.0%	0.0%	0.0%	100.0%	33.3%	33.3%	0.0%	0.0%	
ST-12	W Ivy St.	N. Main Ave to N Vine St.	North	6	Occupancy	3	4	3	3	3	3	3	3	0	
					Percent	50.0%	66.7%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	0.0%	
			South	7	Occupancy	3	2	3	2	2	2	2	1	2	
					Percent	42.9%	28.6%	42.9%	28.6%	28.6%	28.6%	28.6%	14.3%	28.6%	
ST-13	W Hawthorne St	N Pico Ave. to N Main Ave.	North	9	Occupancy	0	0	0	2	3	2	1	1	1	
					Percent	0.0%	0.0%	0.0%	22.2%	33.3%	22.2%	11.1%	11.1%	11.1%	
			South	12	Occupancy	4	4	5	5	4	6	7	5	6	
					Percent	33.3%	33.3%	41.7%	41.7%	33.3%	50.0%	58.3%	41.7%	50.0%	
ST-14	W Hawthorne St	N. Main Ave to N Vine St.	North	10	Occupancy	0	4	5	7	5	6	8	5	6	
					Percent	0.0%	40.0%	50.0%	70.0%	50.0%	60.0%	80.0%	50.0%	60.0%	
			South	12	Occupancy	3	3	5	9	8	6	4	7	5	
					Percent	25.0%	25.0%	41.7%	75.0%	66.7%	50.0%	33.3%	58.3%	41.7%	
ST-15	W Alvarado St	S Main Ave to S Mission Rd	North	18	Occupancy	2	7	9	9	10	9	9	5	5	
					Percent	11.1%	38.9%	50.0%	50.0%	55.6%	50.0%	50.0%	27.8%	27.8%	
			South	11	Occupancy	0	2	3	6	6	6	6	3	0	
					Percent	0.0%	18.2%	27.3%	54.5%	54.5%	54.5%	54.5%	27.3%	0.0%	
ST-16	W Alvarado St	N. Main Ave to N Vine St.	North	9	Occupancy	4	4	6	7	9	9	7	4	1	
					Percent	44.4%	44.4%	66.7%	77.8%	100.0%	100.0%	77.8%	44.4%	11.1%	
			South	9	Occupancy	1	3	4	5	6	4	4	2	2	
					Percent	11.1%	33.3%	44.4%	55.6%	66.7%	44.4%	44.4%	22.2%	22.2%	
ST-17	W Fig St	S Mission Rd to S Main Ave	North	17	Occupancy	0	1	2	3	3	2	1	1	0	
					Percent	0.0%	5.9%	11.8%	17.6%	17.6%	11.8%	5.9%	5.9%	0.0%	
			South	17	Occupancy	1	1	2	2	2	1	3	1	1	
					Percent	5.9%	5.9%	11.8%	11.8%	11.8%	5.9%	17.6%	5.9%	5.9%	
ST-18	W Fig St	S Main Ave to S Vine St.	North	6	Occupancy	1	2	2	2	2	4	2	1	0	
					Percent	16.7%	33.3%	33.3%	33.3%	33.3%	66.7%	33.3%	16.7%	0.0%	
			South	7	Occupancy	1	2	2	2	1	2	2	1	2	
					Percent	14.3%	28.6%	28.6%	28.6%	14.3%	28.6%	28.6%	14.3%	28.6%	
ST-19	W Elder St	N Pico Ave. to N Main Ave.	North	5	Occupancy	0	0	0	1	2	3	3	2	3	
					Percent	0.0%	0.0%	0.0%	20.0%	40.0%	60.0%	60.0%	40.0%	60.0%	
			South	12	Occupancy	2	2	2	2	2	1	0	1	5	
					Percent	16.7%	16.7%	16.7%	16.7%	16.7%	8.3%	0.0%	8.3%	41.7%	

Total On-Street Inventory				305	Total Occupancy	37	60	80	104	113	108	102	88	71	74
					Total Utilization	12.1%	19.7%	26.2%	34.1%	37.0%	35.4%	33.4%	28.9%	23.3%	24.3%

Percent Utilized Spaces  
  > 85%  
  70% - 85%  
  55% - 70%  
  < 55%



Off-Street Parking Utilization - Saturday, October 23rd, 2021

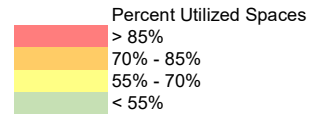
Parking Zone	Type	Inventory		7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
PZ-1	Regular	18	Total Occupancy	8	9	15	18	16	14	16	17	15	17
			Percent	44.4%	50.0%	83.3%	100.0%	88.9%	77.8%	88.9%	94.4%	83.3%	94.4%
PZ-2	Regular	27		4	0	6	9	11	5	1	1	1	1
	ADA	2		0	0	0	0	0	0	0	0	0	0
	Total Inventory	29	Total Occupancy	4	0	6	9	11	5	1	1	1	1
			Percent	13.8%	0.0%	20.7%	31.0%	37.9%	17.2%	3.4%	3.4%	3.4%	3.4%
PZ-3	Regular	6		0	0	0	0	0	0	1	1	2	1
	ADA Van	1		0	0	0	0	0	0	0	0	0	0
	Total Inventory	7	Total Occupancy	0	0	0	0	0	0	1	1	2	1
			Percent	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	14.3%	28.6%	14.3%	
PZ-4	Regular	36	Total Occupancy	7	7	7	6	6	6	7	8	7	7
			Percent	19.4%	19.4%	19.4%	16.7%	16.7%	16.7%	19.4%	22.2%	19.4%	19.4%
PZ-5	Regular	16		0	0	0	0	0	0	0	0	0	0
	ADA	1		0	0	0	0	0	0	0	0	0	0
	Total Inventory	17	Total Occupancy	0	0	0	0	0	0	0	0	0	0
			Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PZ-6	Regular	12		4	2	6	7	6	6	5	3	4	5
	ADA	2		0	0	1	1	0	0	1	0	0	0
	Reserved	2		0	2	2	2	2	0	0	0	0	0
	Total Inventory	16	Total Occupancy	4	4	9	10	8	6	6	3	4	5
			Percent	25.0%	25.0%	56.3%	62.5%	50.0%	37.5%	37.5%	18.8%	25.0%	31.3%
PZ-7	Regular	127		12	29	38	52	62	69	85	67	41	30
	ADA	4		0	0	0	1	1	2	2	1	0	0
	Reserved	2		0	0	0	1	1	1	2	1	1	1
	KARN (No Parking)	2		1	1	1	1	2	2	3	3	2	1
	Unmarked Spaces	9		0	0	0	0	0	0	0	0	0	0
	Total Inventory	144	Total Occupancy	13	30	39	55	66	74	92	72	44	32
			Percent	9.0%	20.8%	27.1%	38.2%	45.8%	51.4%	63.9%	50.0%	30.6%	22.2%
PZ-8	Regular	39		0	0	0	0	0	0	0	1	0	2
	ADA	3		0	0	0	1	0	0	0	0	0	0
	Electric Vehicle	2		0	0	0	0	0	0	1	0	1	0
	Total Inventory	44	Total Occupancy	0	0	0	1	0	0	1	1	1	2
			Percent	0.0%	0.0%	0.0%	2.3%	0.0%	0.0%	2.3%	2.3%	2.3%	4.5%
PZ-9	Regular	1		0	0	1	0	0	0	0	0	0	0
	Unmarked Spaces	(1)		0	0	3	1	0	1	1	1	0	0
	Total Inventory	1	Total Occupancy	0	0	4	1	0	1	1	1	0	0
			Percent	0.0%	0.0%	400.0%	100.0%	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%
PZ-10	Regular	10		1	2	6	4	4	4	4	4	4	4
	Unmarked Spaces	10		-	13	13	13	13	13	12	12	12	12
	Total Inventory	20	Total Occupancy	1	15	19	17	17	17	16	16	16	16
			Percent	5.0%	75.0%	95.0%	85.0%	85.0%	80.0%	80.0%	80.0%	80.0%	
PZ-11	Unpaved	10		0	0	0	0	0	0	4	9	3	3
	Regular	3		0	0	0	0	0	0	2	2	3	1
	ADA	2		0	0	0	0	0	1	0	1	1	0
	Total Inventory	15	Total Occupancy	0	0	0	0	0	1	6	12	7	4
			Percent	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	40.0%	80.0%	46.7%	26.7%
PZ-12	Regular	35		17	11	8	21	27	25	31	34	21	18
	ADA	4		1	0	0	1	1	2	3	2	0	0
	Permit	7		3	3	3	3	4	4	6	5	5	6
	Total Inventory	46	Total Occupancy	21	14	11	25	32	31	40	41	26	24
			Percent	45.7%	30.4%	23.9%	54.3%	69.6%	67.4%	87.0%	89.1%	56.5%	52.2%
PZ-13	Regular	16		0	1	1	5	9	10	7	7	7	6
	Reserved	1		0	0	0	0	0	0	0	0	0	0
	Total Inventory	17	Total Occupancy	0	1	1	5	9	10	7	7	7	6
			Percent	0.0%	5.9%	5.9%	29.4%	52.9%	58.8%	41.2%	41.2%	41.2%	35.3%
PZ-14	Regular	17		0	0	0	0	0	1	0	0	1	1
	ADA	1		0	0	0	0	0	0	0	0	0	0
	Total Inventory	18	Total Occupancy	0	0	0	0	0	1	0	0	1	1
			Percent	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	5.6%	5.6%
PZ-15	Regular	3		0	0	2	3	3	3	3	2	3	3
	ADA	1		0	0	0	0	0	0	0	0	0	0
	Employee Only	3		0	0	0	0	0	0	0	0	0	0
	Total Inventory	7	Total Occupancy	0	0	2	3	3	3	3	2	3	3
			Percent	0.0%	0.0%	28.6%	42.9%	42.9%	42.9%	42.9%	28.6%	42.9%	42.9%

Off-Street Parking Utilization - Saturday, October 23rd, 2021

Parking Zone	Type	Inventory		7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
PZ-16	ADA	1		0	0	0	0	0	0	0	0	0	0
	Reserved	5		0	0	1	2	4	0	0	0	0	0
	Total Inventory	6	Total Occupancy	0	0	1	2	4	0	0	0	0	0
			Percent	0.0%	0.0%	16.7%	33.3%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%
PZ-17	Regular	10		0	1	1	2	1	2	2	0	0	0
	ADA	1		0	0	0	0	0	0	0	0	0	0
	Total Inventory	11	Total Occupancy	0	1	1	2	1	2	2	0	0	0
			Percent	0.0%	9.1%	9.1%	18.2%	9.1%	18.2%	18.2%	0.0%	0.0%	0.0%
PZ-18	Regular	17		0	0	1	1	0	0	0	0	0	0
	Reserved	1		0	0	0	0	0	0	0	0	0	0
	Doctors Parking	1		0	0	0	0	0	0	0	0	0	0
	Total Inventory	19	Total Occupancy	0	0	1	1	0	0	0	0	0	0
		Percent	0.0%	0.0%	5.3%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
PZ-19	ADA	1		0	0	0	0	0	0	0	1	1	0
	Reserved	10		0	0	2	1	1	2	4	5	4	2
	Total Inventory	11	Total Occupancy	0	0	2	1	1	2	4	6	5	2
			Percent	0.0%	0.0%	18.2%	9.1%	9.1%	18.2%	36.4%	54.5%	45.5%	18.2%
PZ-20	Regular	18		0	3	6	8	9	11	2	1	0	0
	ADA	2		0	0	0	0	0	0	0	0	0	0
	Unmarked Spaces	3		0	3	3	3	3	3	3	0	0	0
	Total Inventory	23	Total Occupancy	0	6	9	11	12	14	5	1	0	0
		Percent	0.0%	26.1%	39.1%	47.8%	52.2%	60.9%	21.7%	4.3%	0.0%	0.0%	
PZ-21	Regular	3		1	1	1	1	1	1	1	1	1	1
	ADA	1		0	0	0	0	0	0	0	0	0	0
	Visitor	2		0	0	0	0	0	0	0	0	0	0
	Church Van	1		0	0	0	0	0	0	0	0	0	0
	Reserved	5		0	0	2	3	3	3	5	2	2	4
	Total Inventory	12	Total Occupancy	1	1	3	4	4	4	6	3	3	5
		Percent	8.3%	8.3%	25.0%	33.3%	33.3%	33.3%	50.0%	25.0%	25.0%	41.7%	
Total Off-Street Inventory		517	Total Occupancy	59	88	130	171	190	191	214	192	142	126
			Total Utilization	11.4%	17.0%	25.1%	33.1%	36.8%	36.9%	41.4%	37.1%	27.5%	24.4%

NOTES:

(1) Auto Repair. Vehicles temporarily stored in unmarked spaces

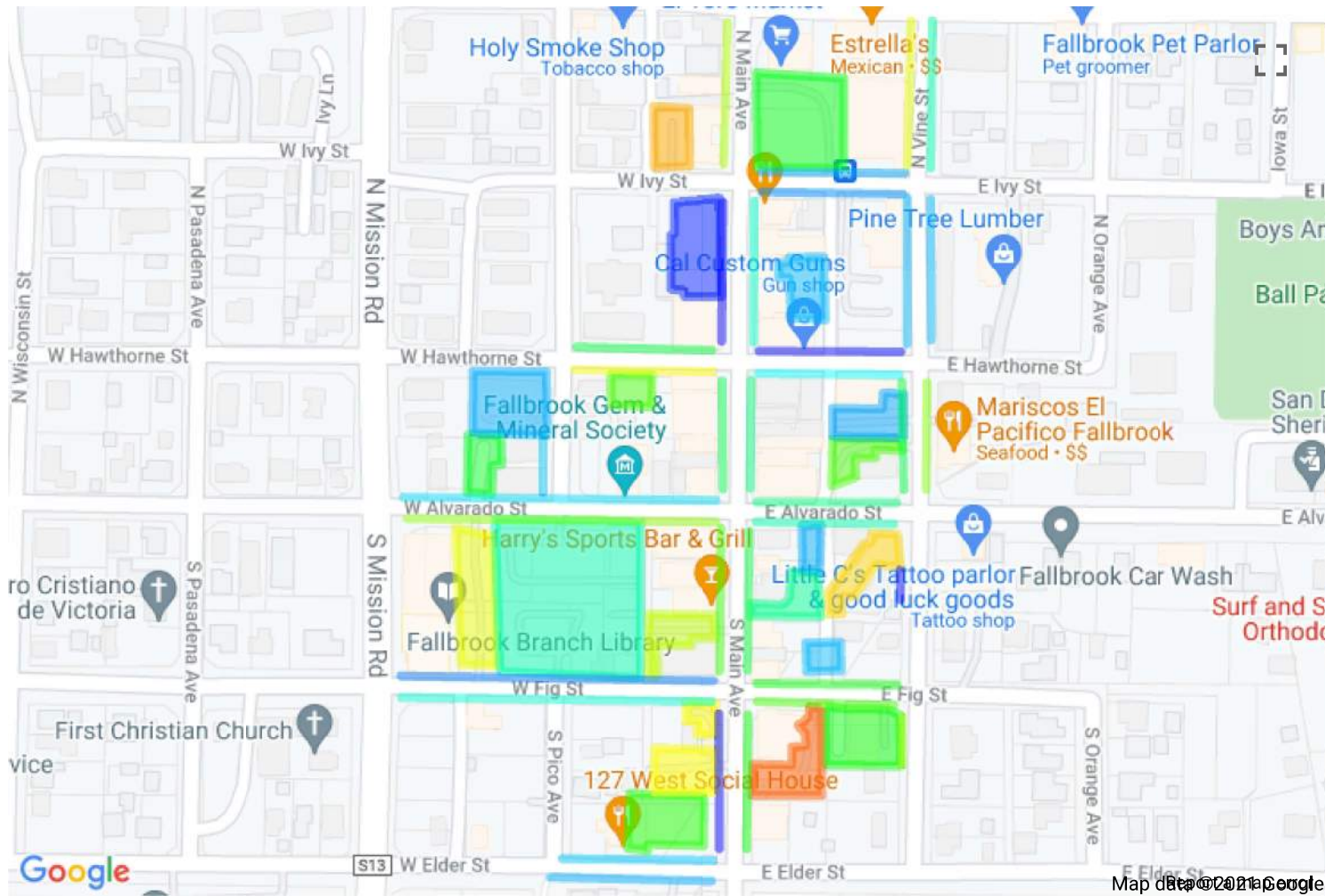


**Appendix C:  
Parking Utilization Heat Maps  
Tuesday, October 12<sup>th</sup>, 2021**

# 21-040174

Date: 12-Oct

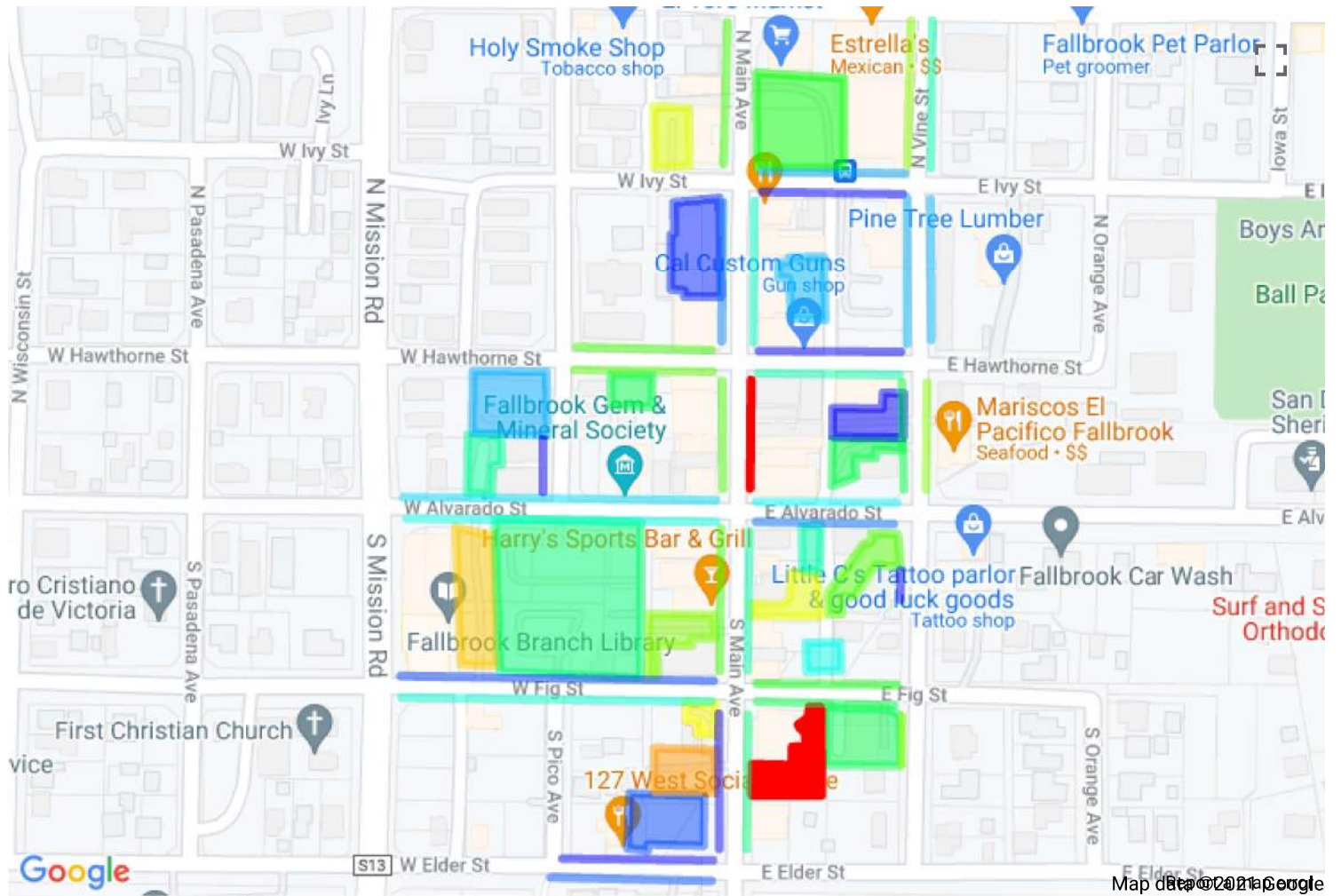
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# 21-040174

Date: 12-Oct

Time: 2:00 PM

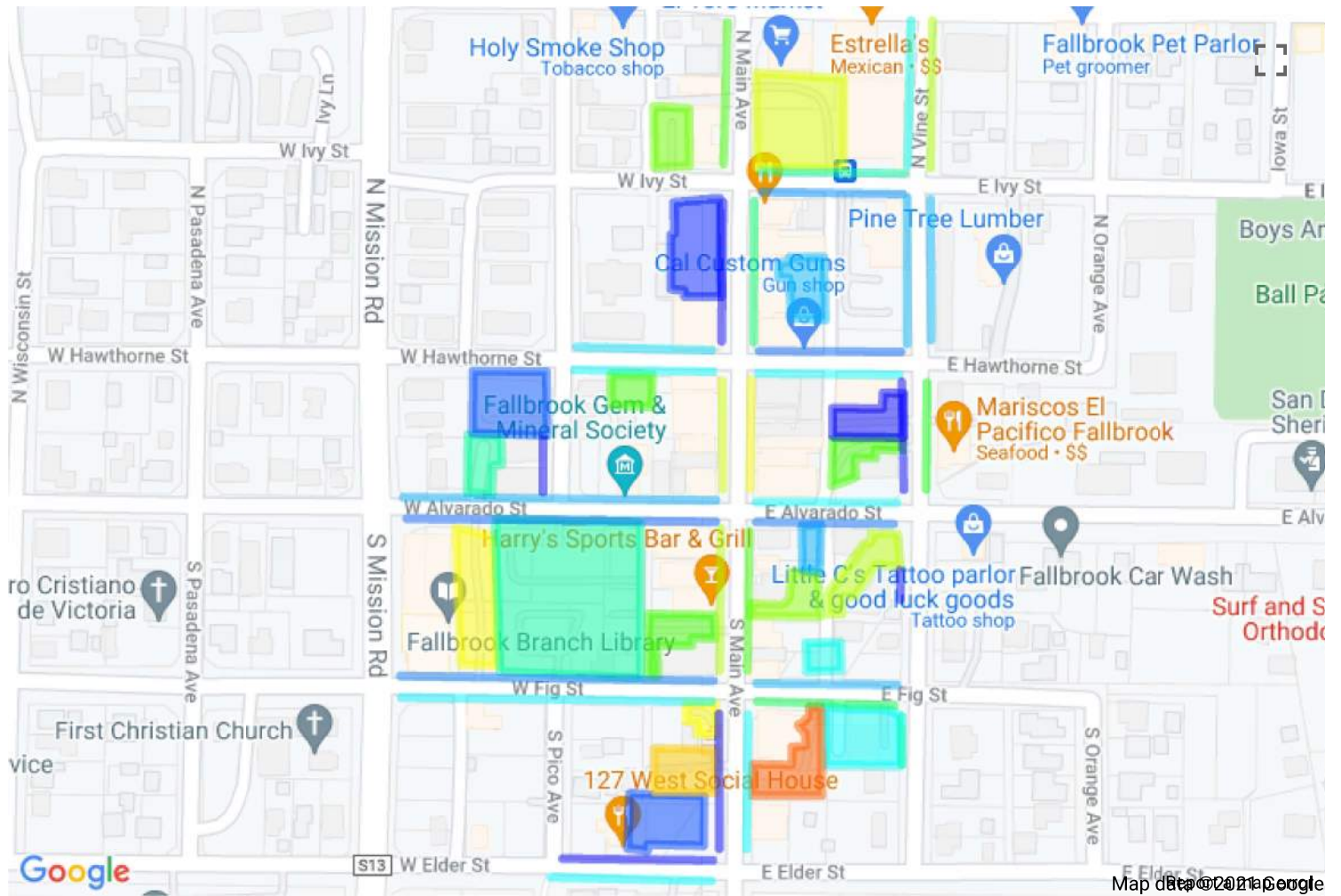




# 21-040174

Date: 12-Oct

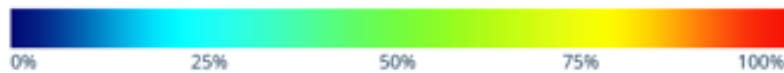
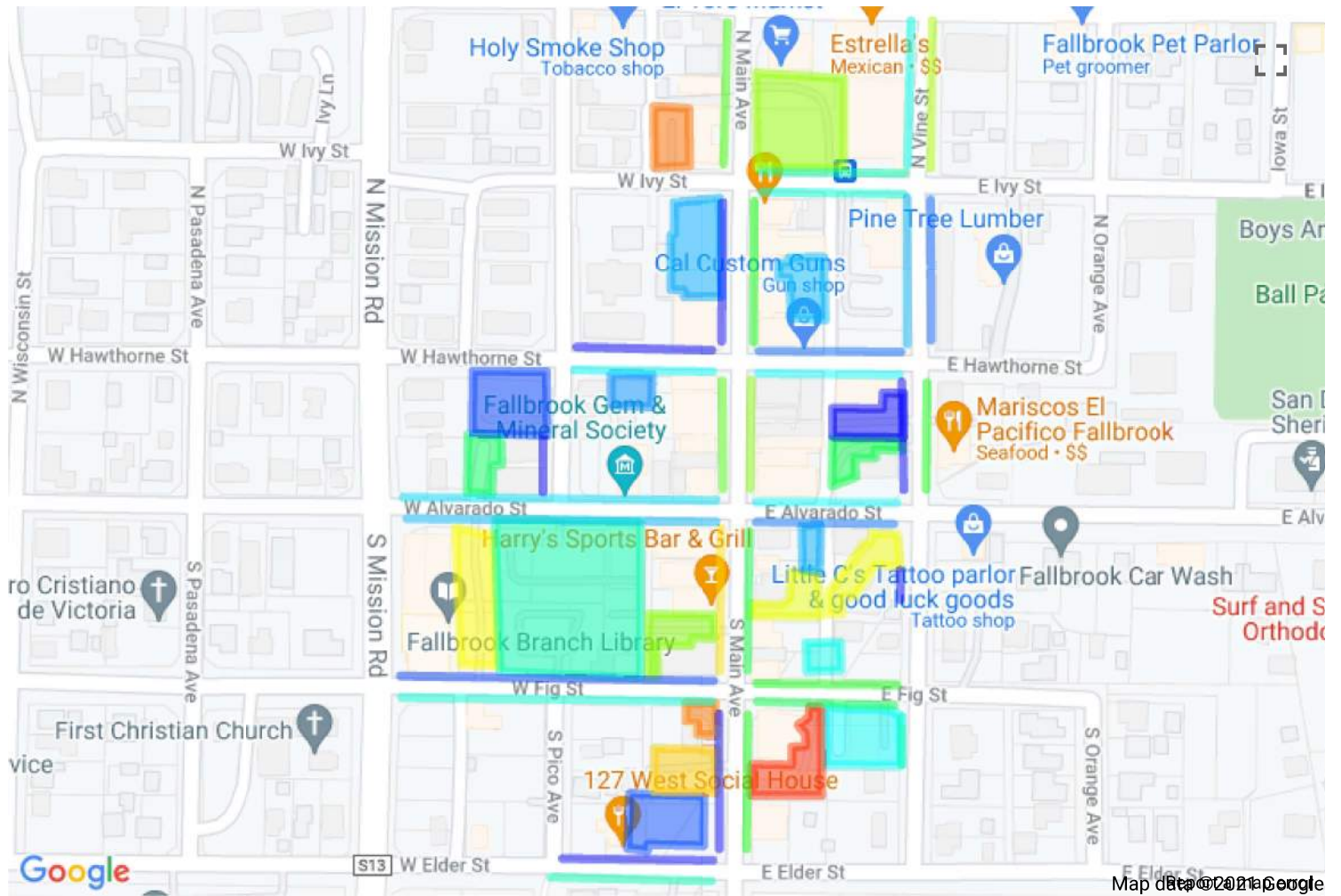
Time: 3:00 PM



# 21-040174

Date: 12-Oct

Time: 4:00 PM

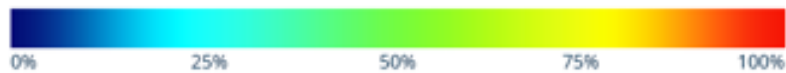
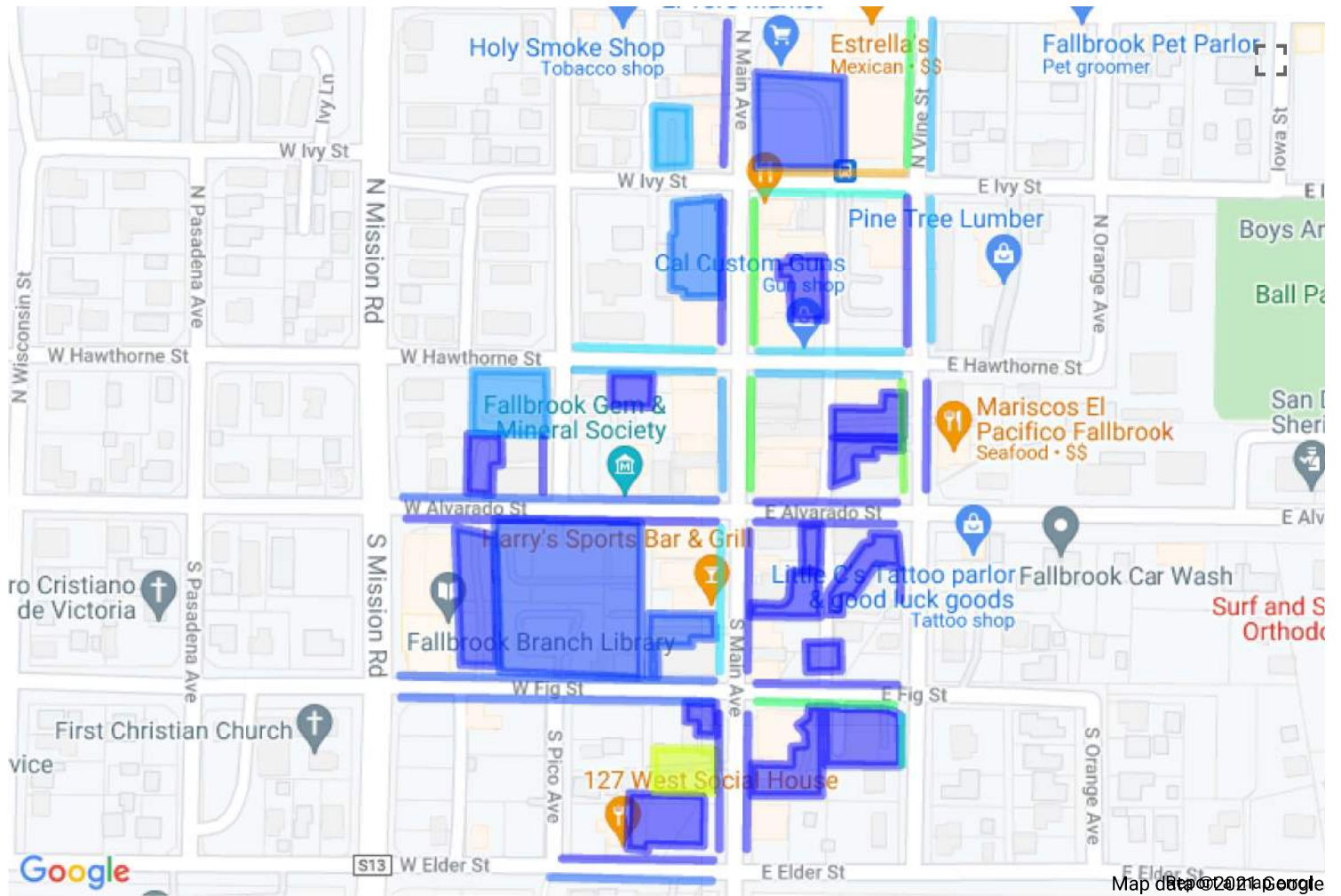




# 21-040174

Date: 12-Oct

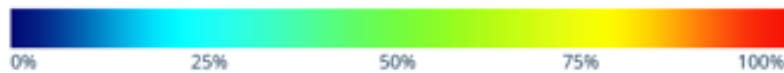
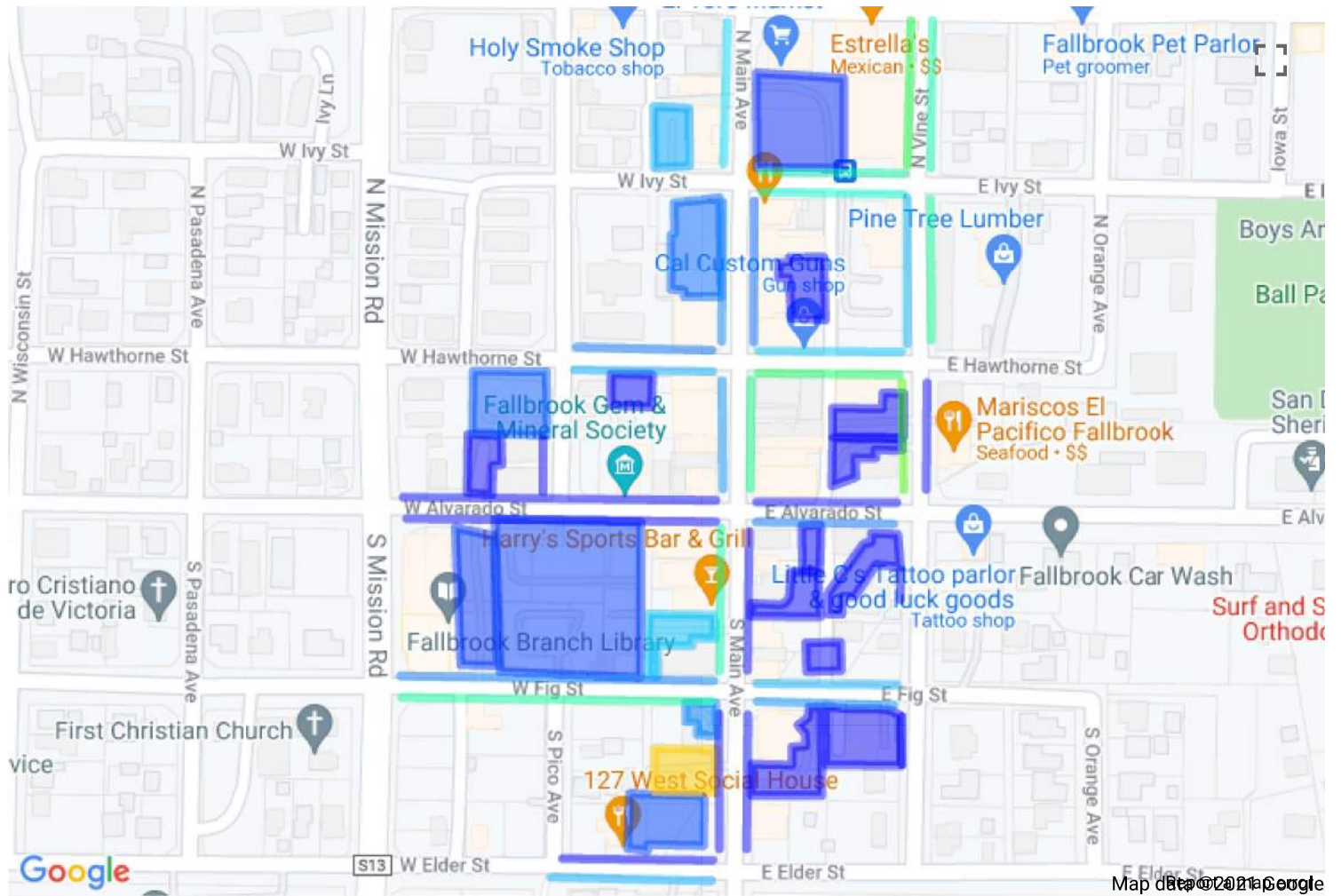
Time: 7:00 AM



# 21-040174

Date: 12-Oct

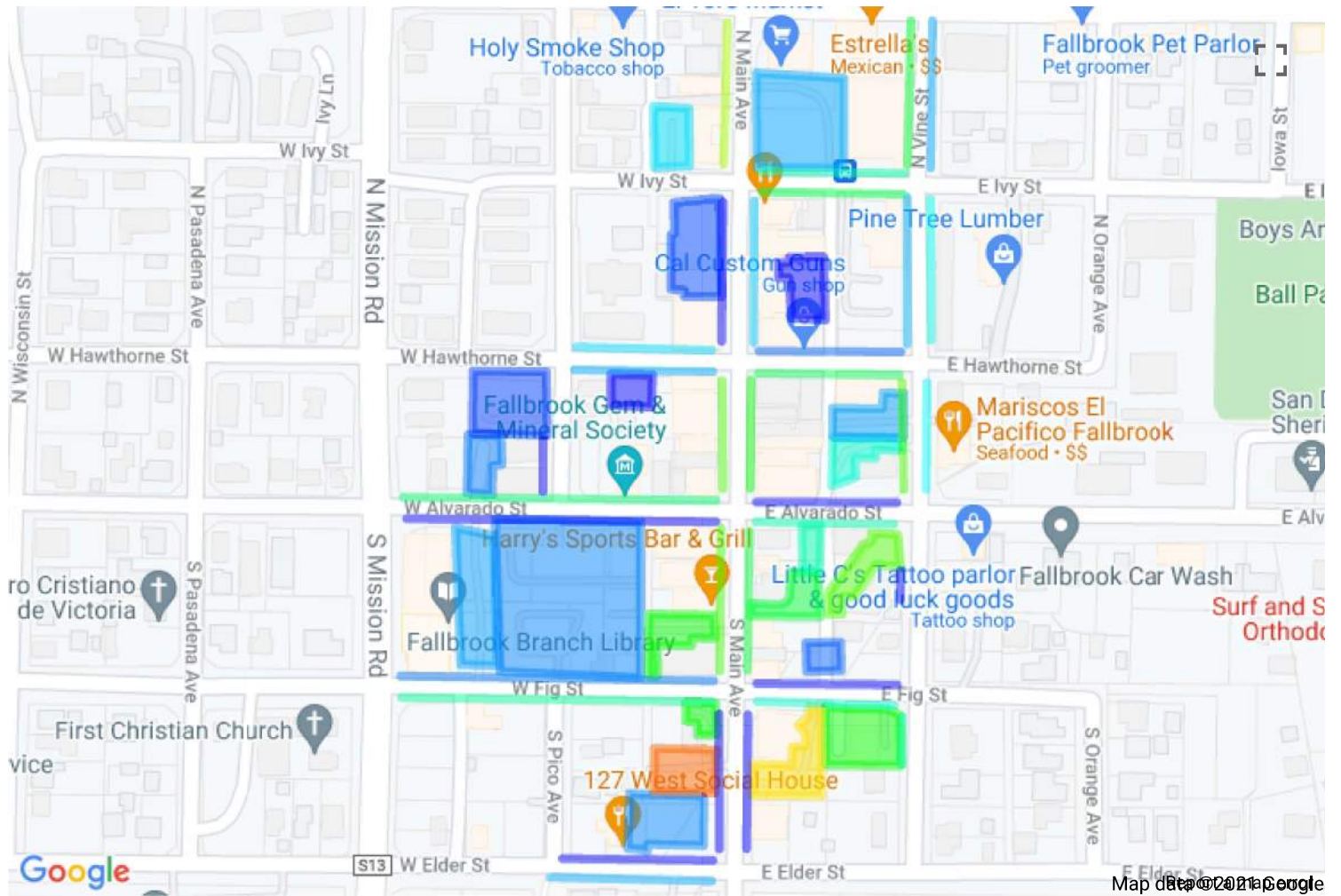
Time: 8:00 AM



# 21-040174

Date: 12-Oct

Time: 9:00 AM

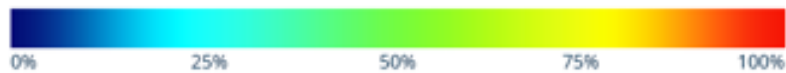
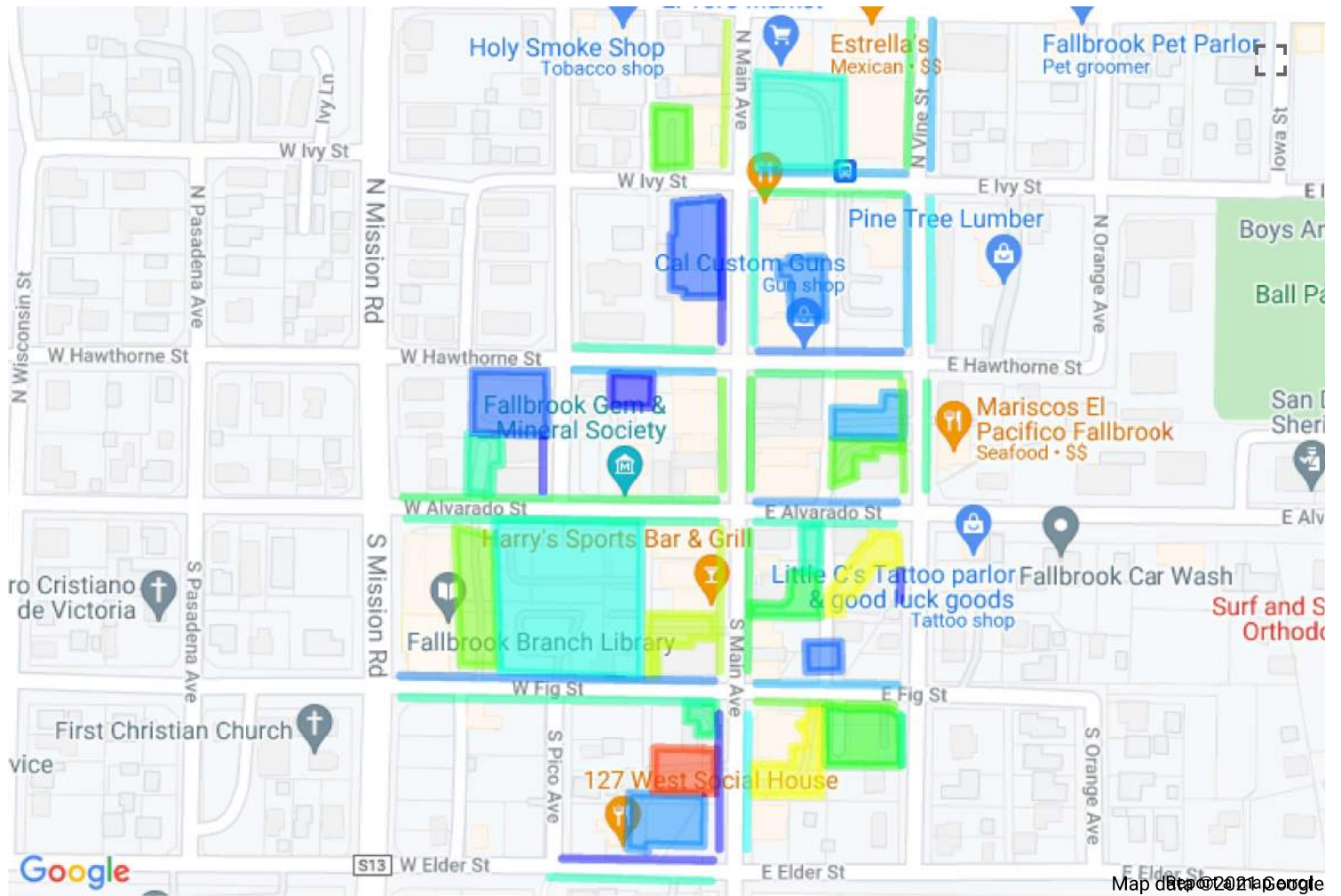




# 21-040174

Date: 12-Oct

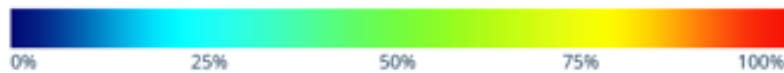
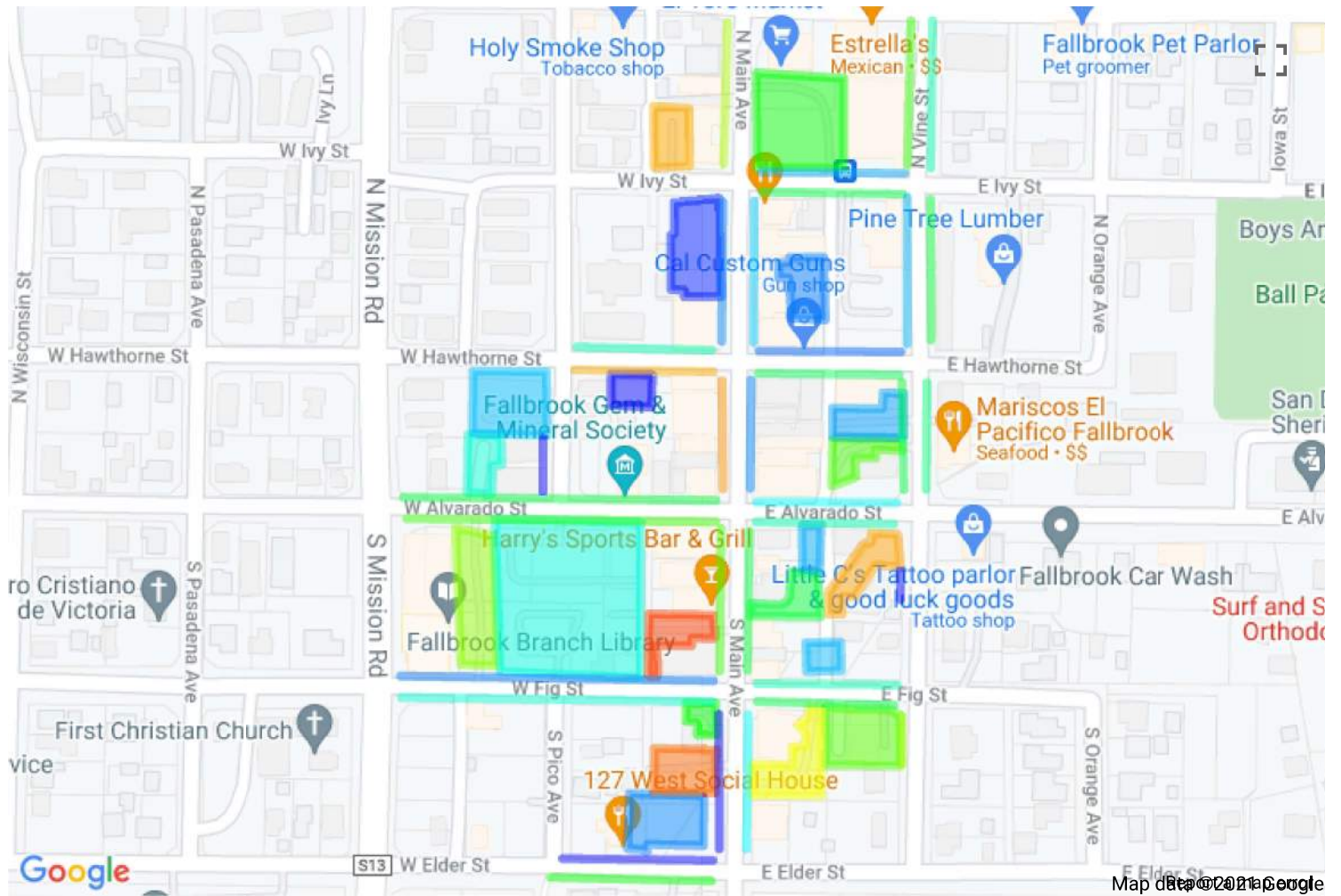
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# 21-040174

Date: 12-Oct

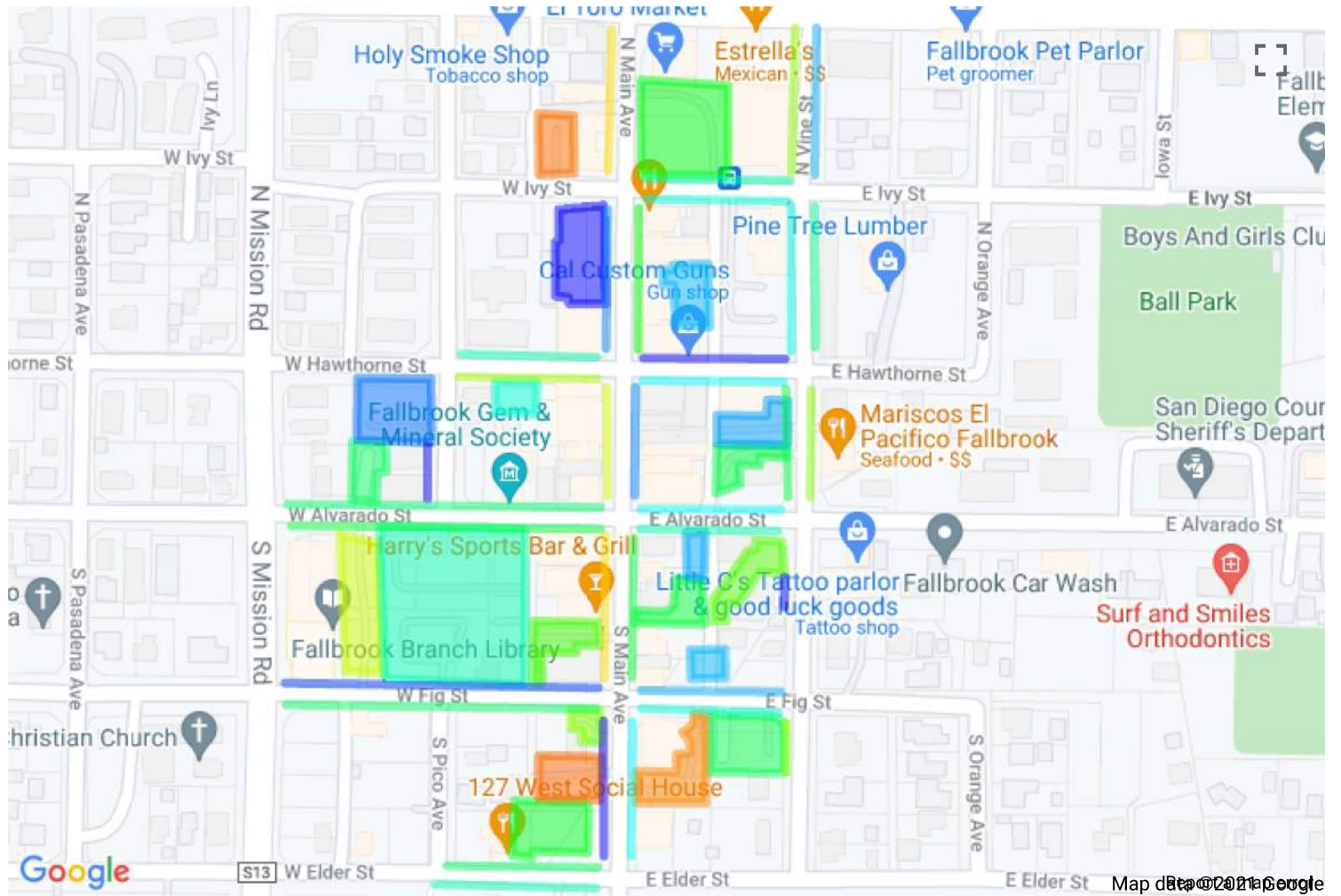
Time: 11:00 AM



# 21-040174

Date: 12-Oct

Time: 12:00 PM



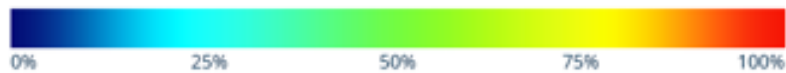
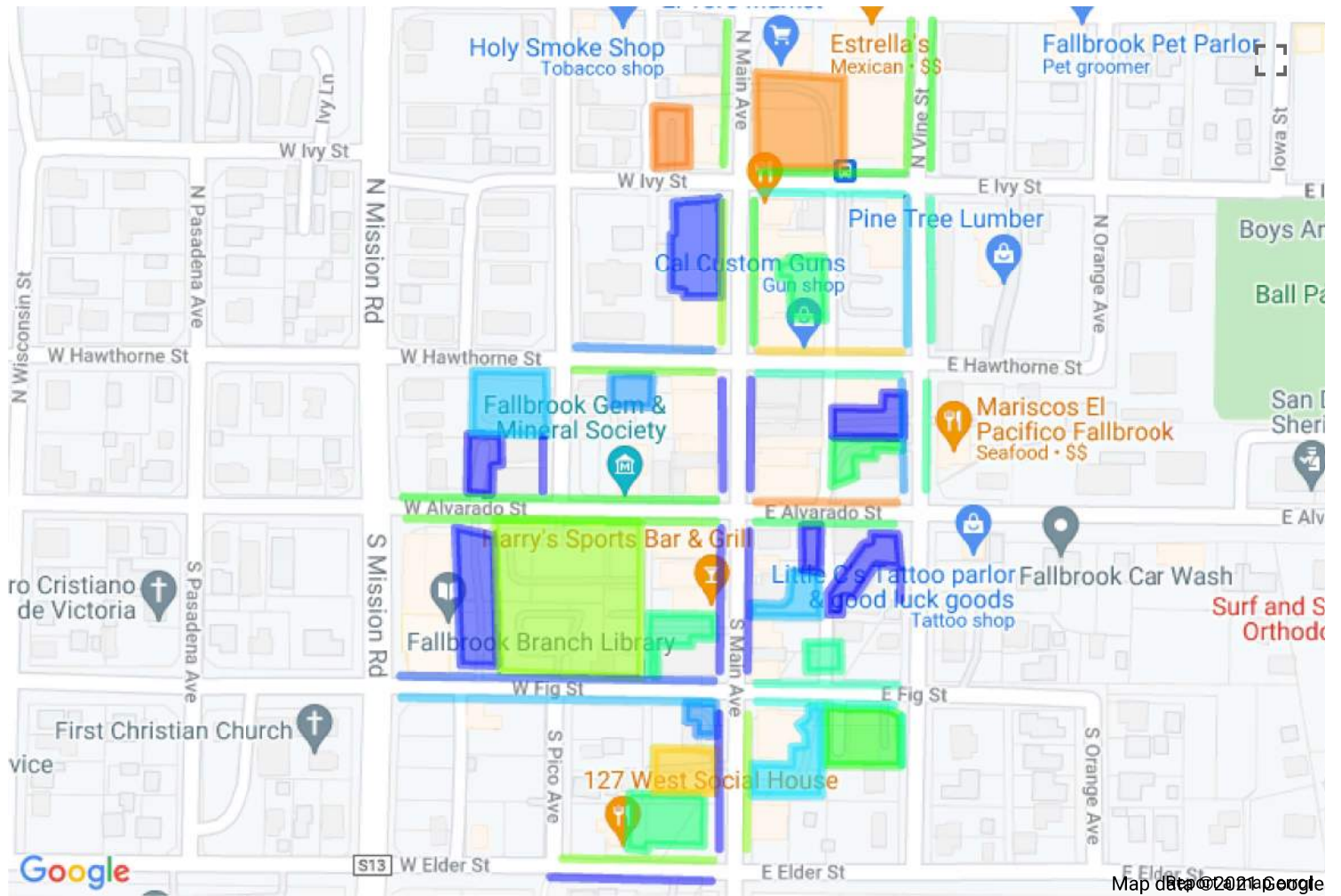
**Appendix D:  
Parking Utilization Heat Maps  
Saturday, October 23<sup>rd</sup>, 2021**



# 21-040174

Date: 23-Oct

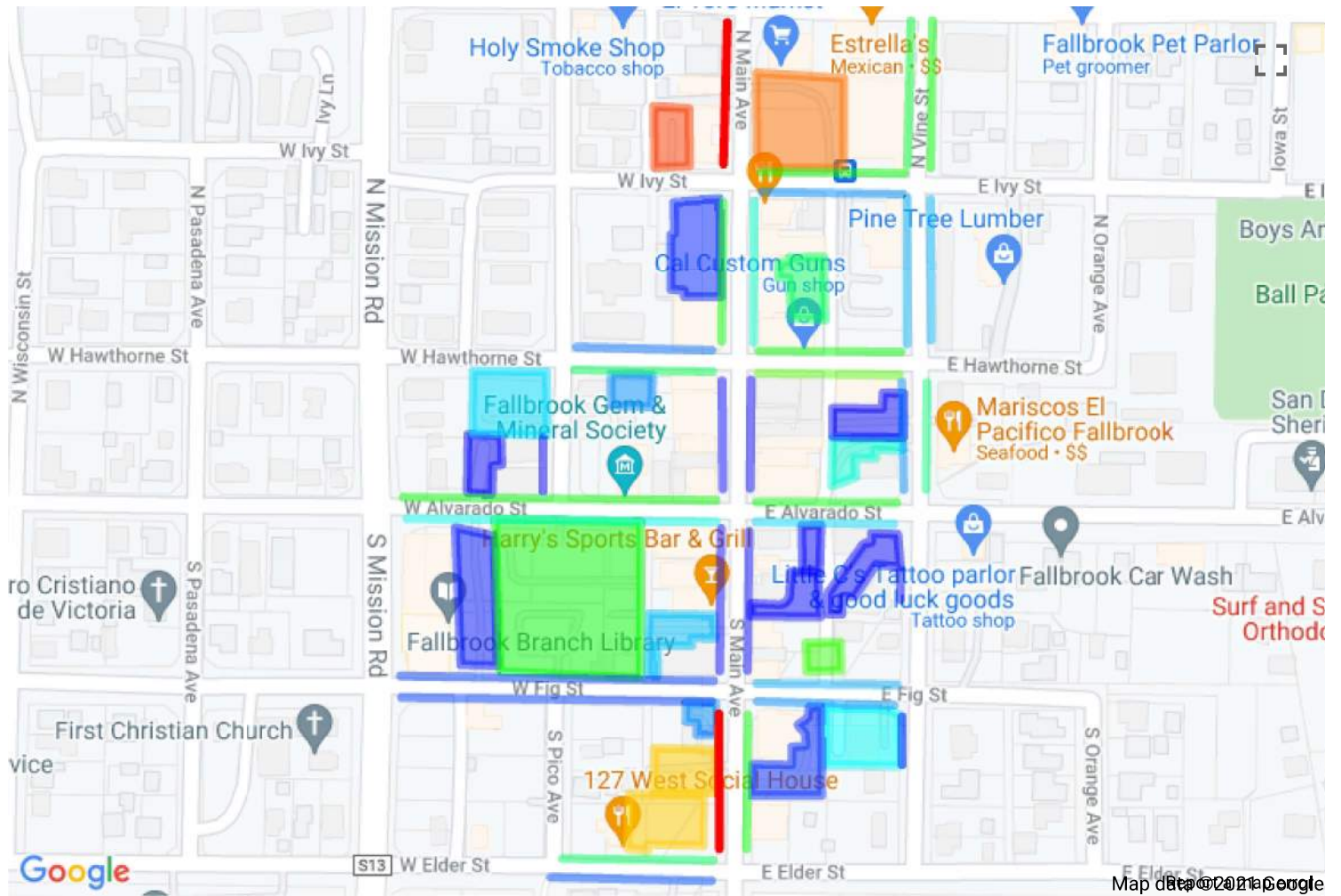
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# 21-040174

Date: 23-Oct

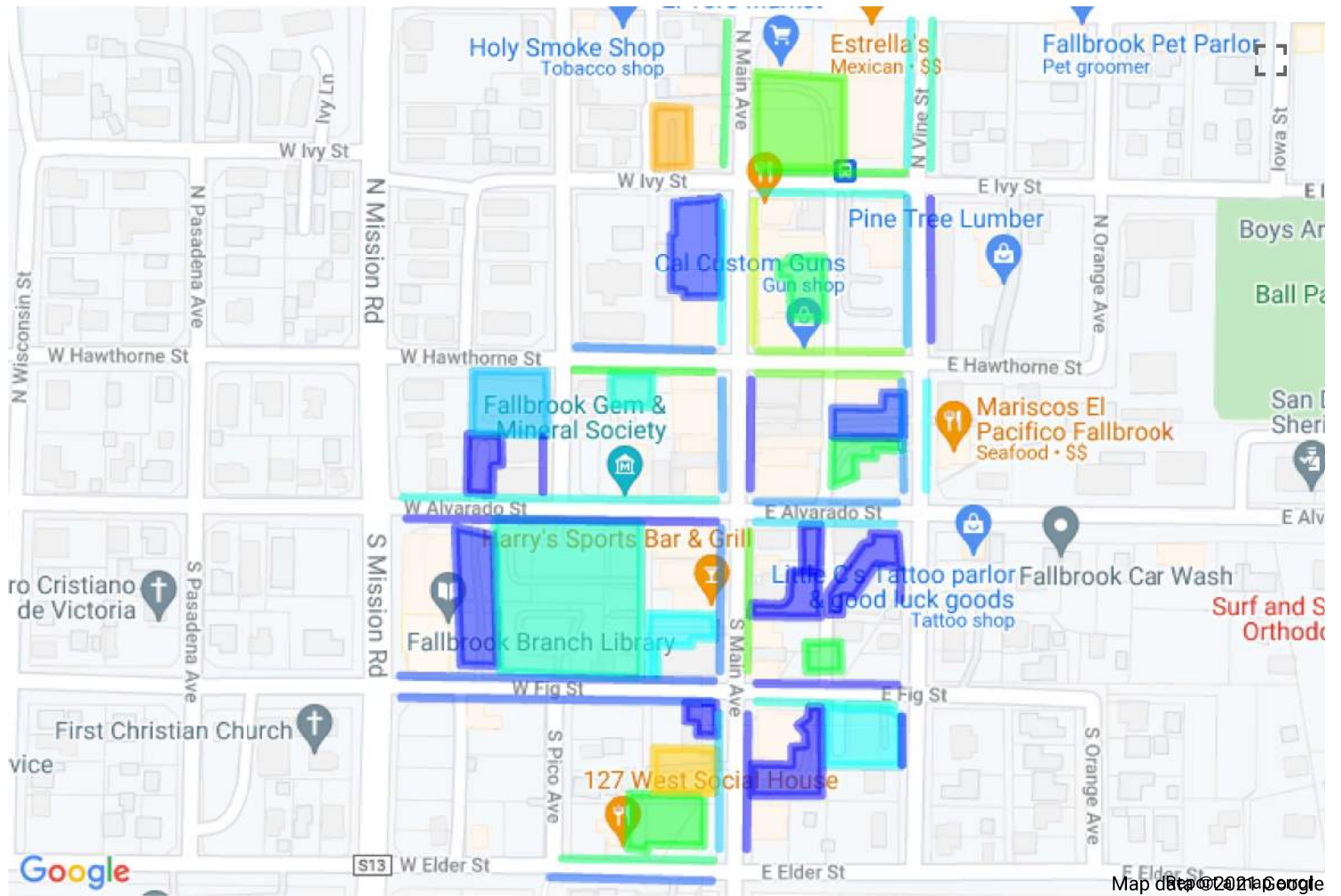
Time: 2:00 PM



# 21-040174

Date: 23-Oct

Time: 3:00 PM

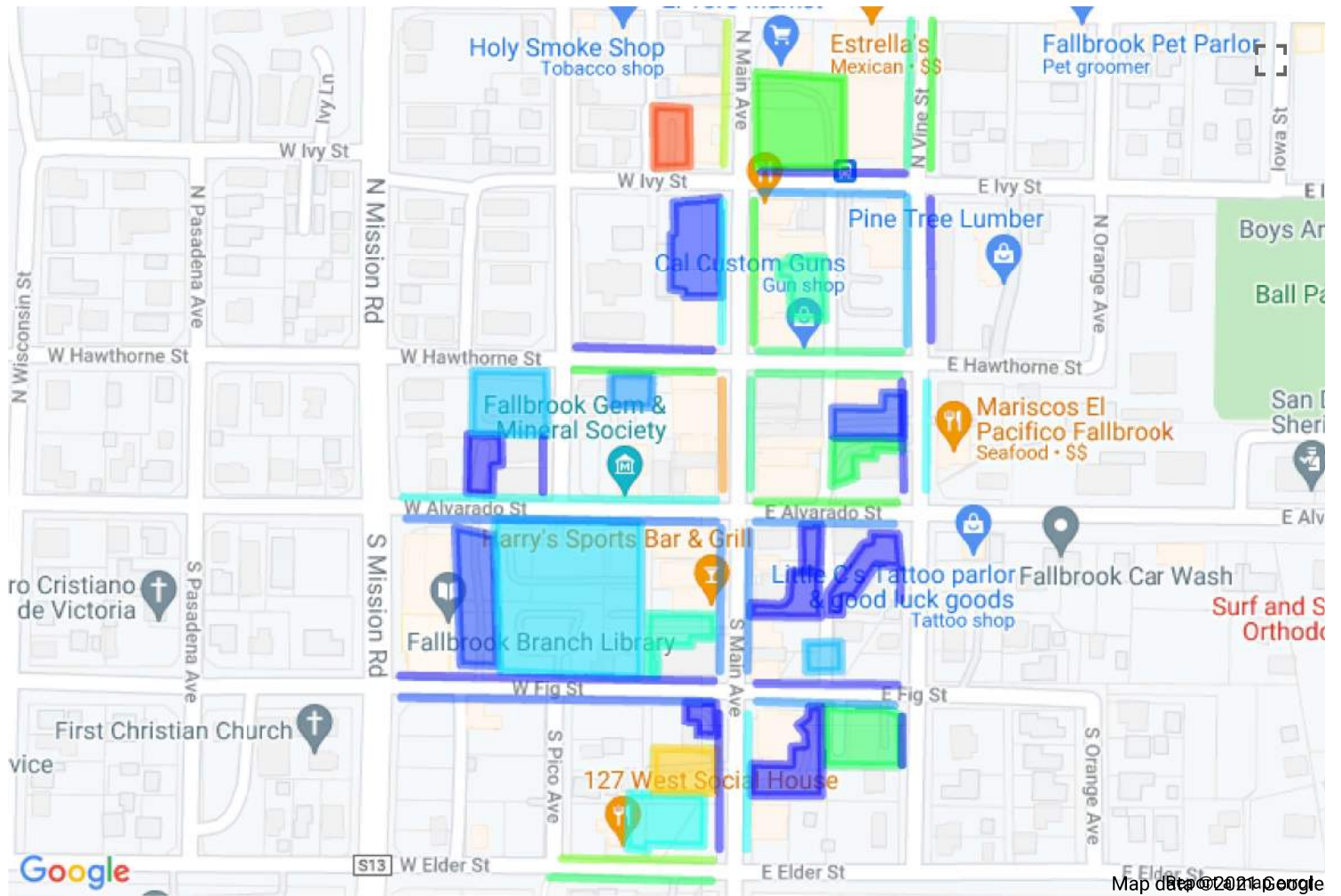




# 21-040174

Date: 23-Oct

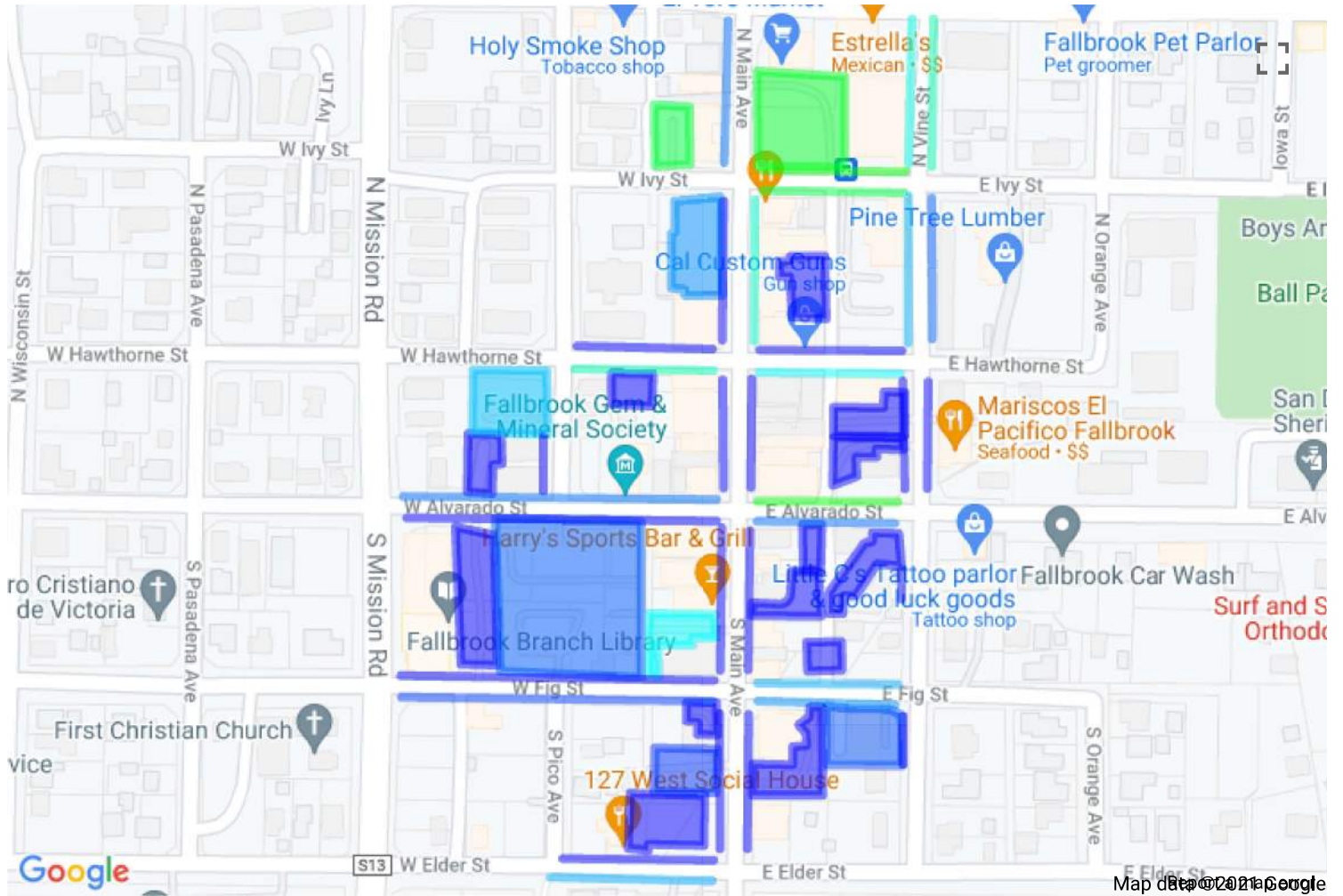
Time: 4:00 PM



# 21-040174

Date: 23-Oct

Time: 7:00 AM

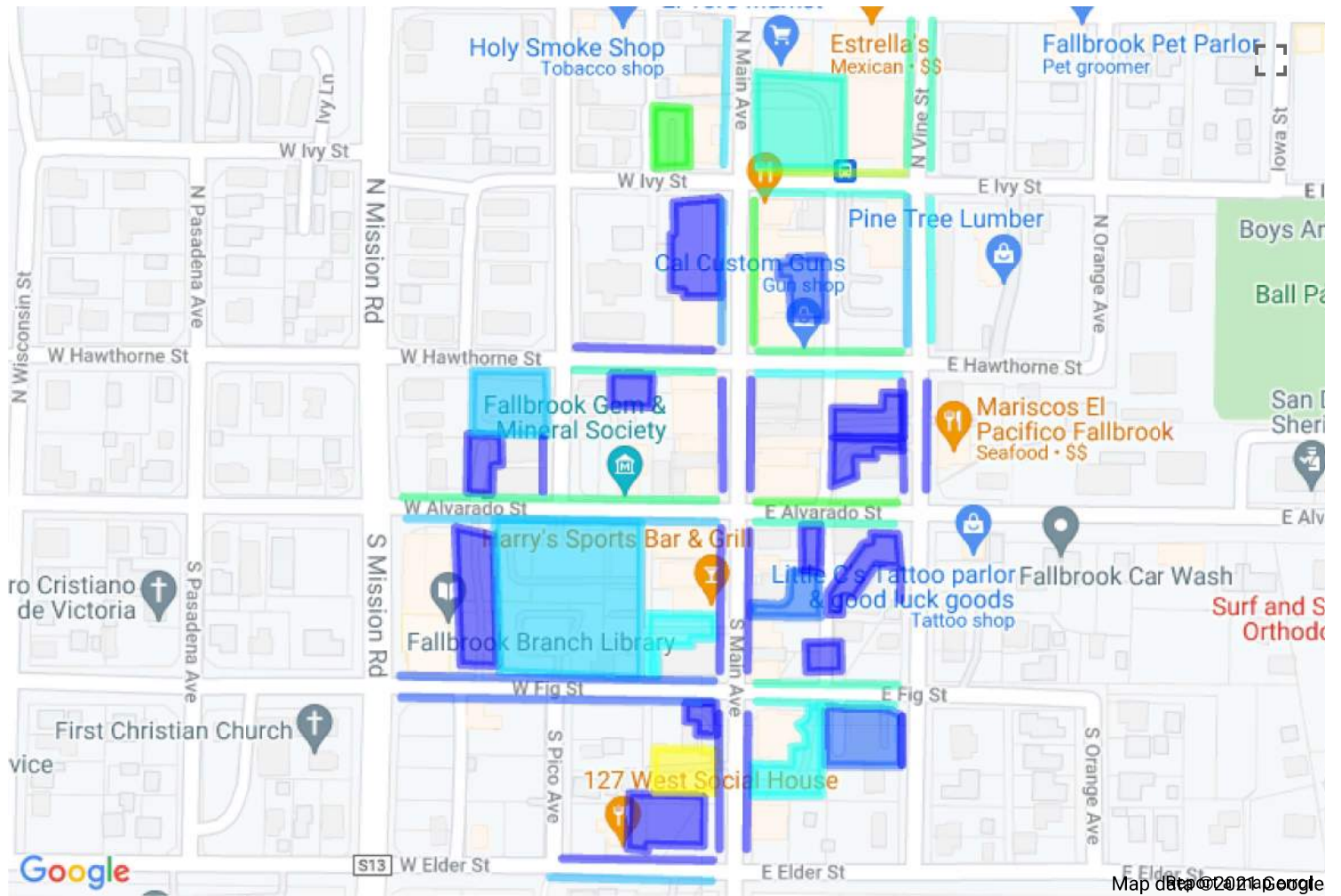




# 21-040174

Date: 23-Oct

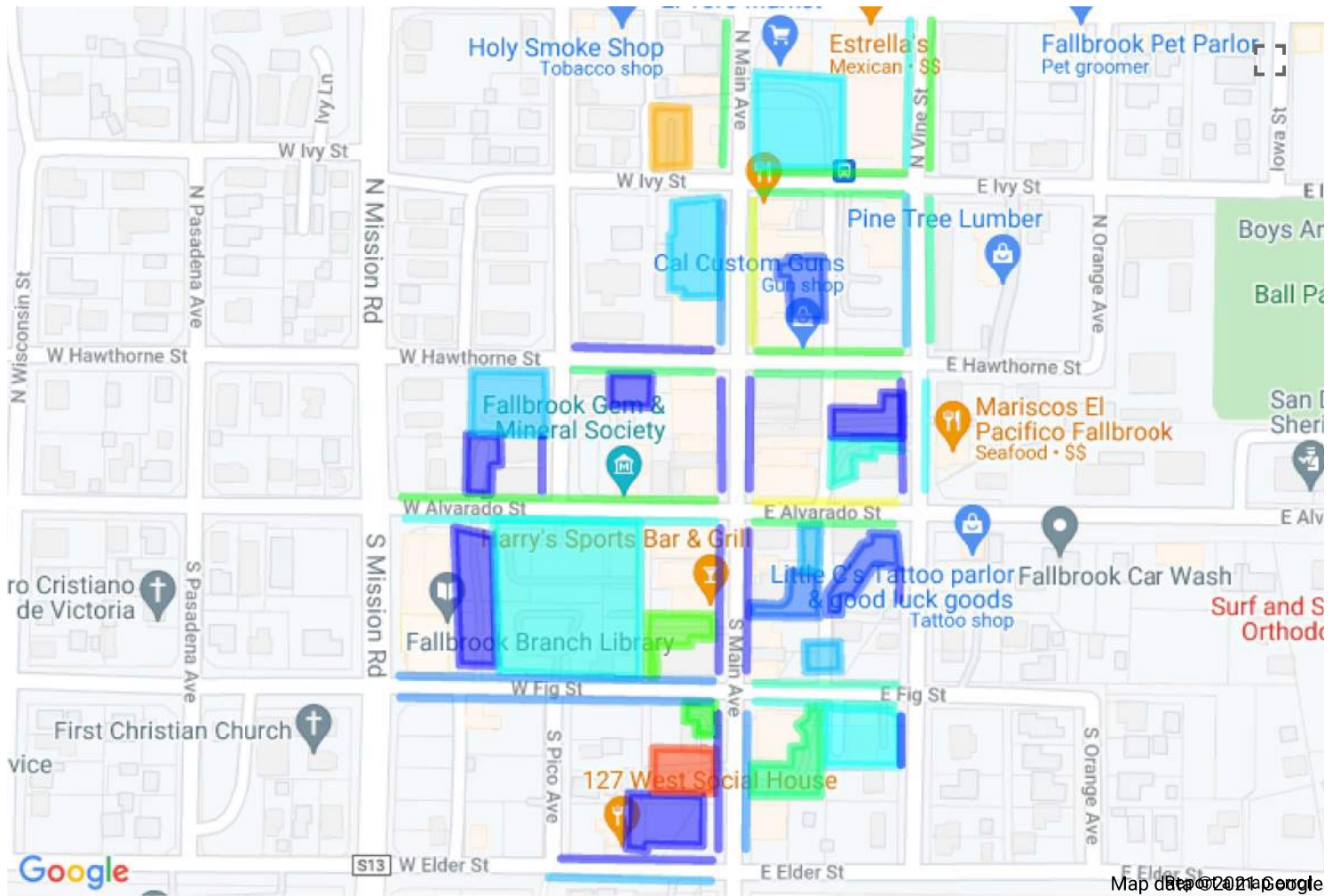
Time: 8:00 AM



# 21-040174

Date: 23-Oct

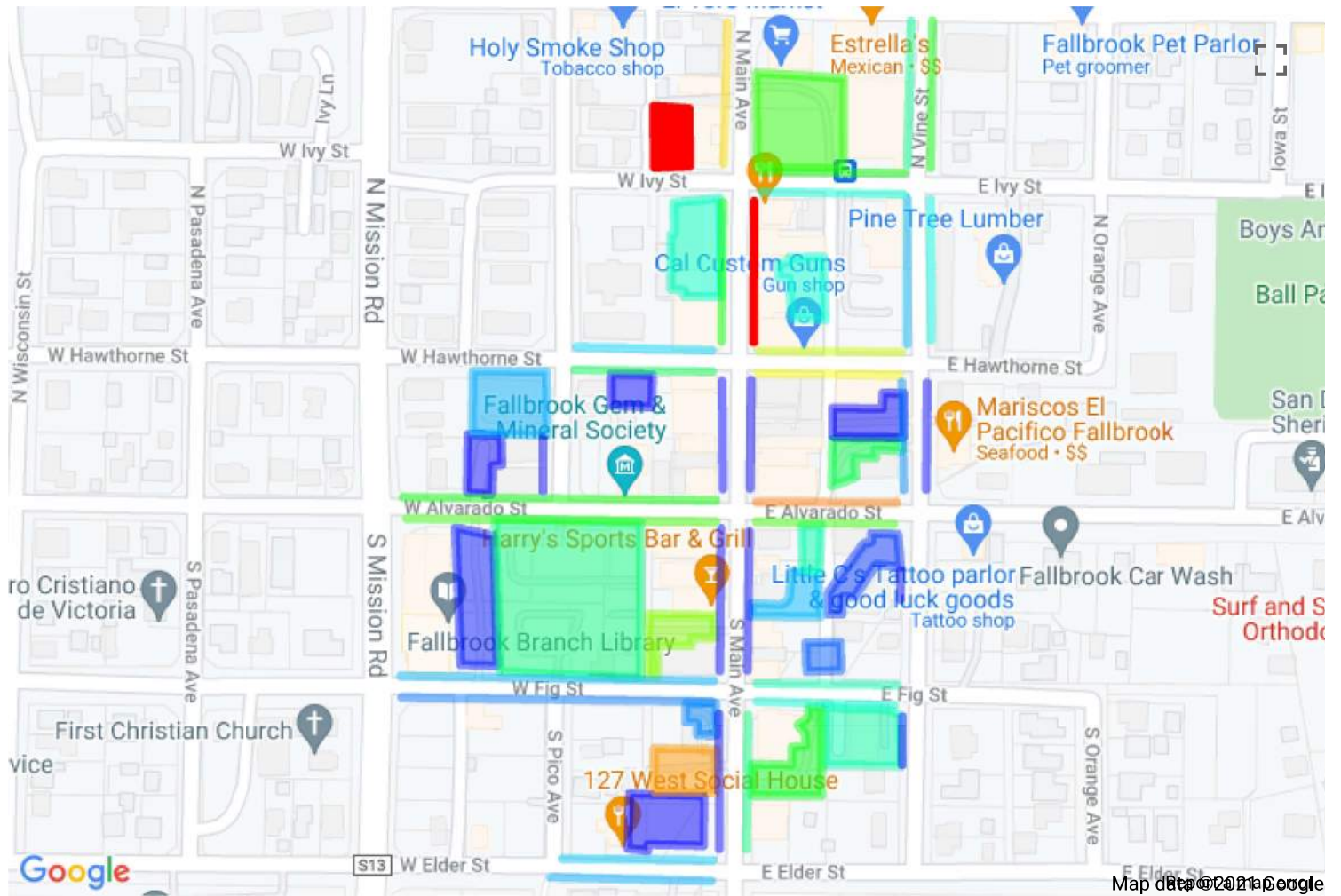
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# 21-040174

Date: 23-Oct

Time: 10:00 AM

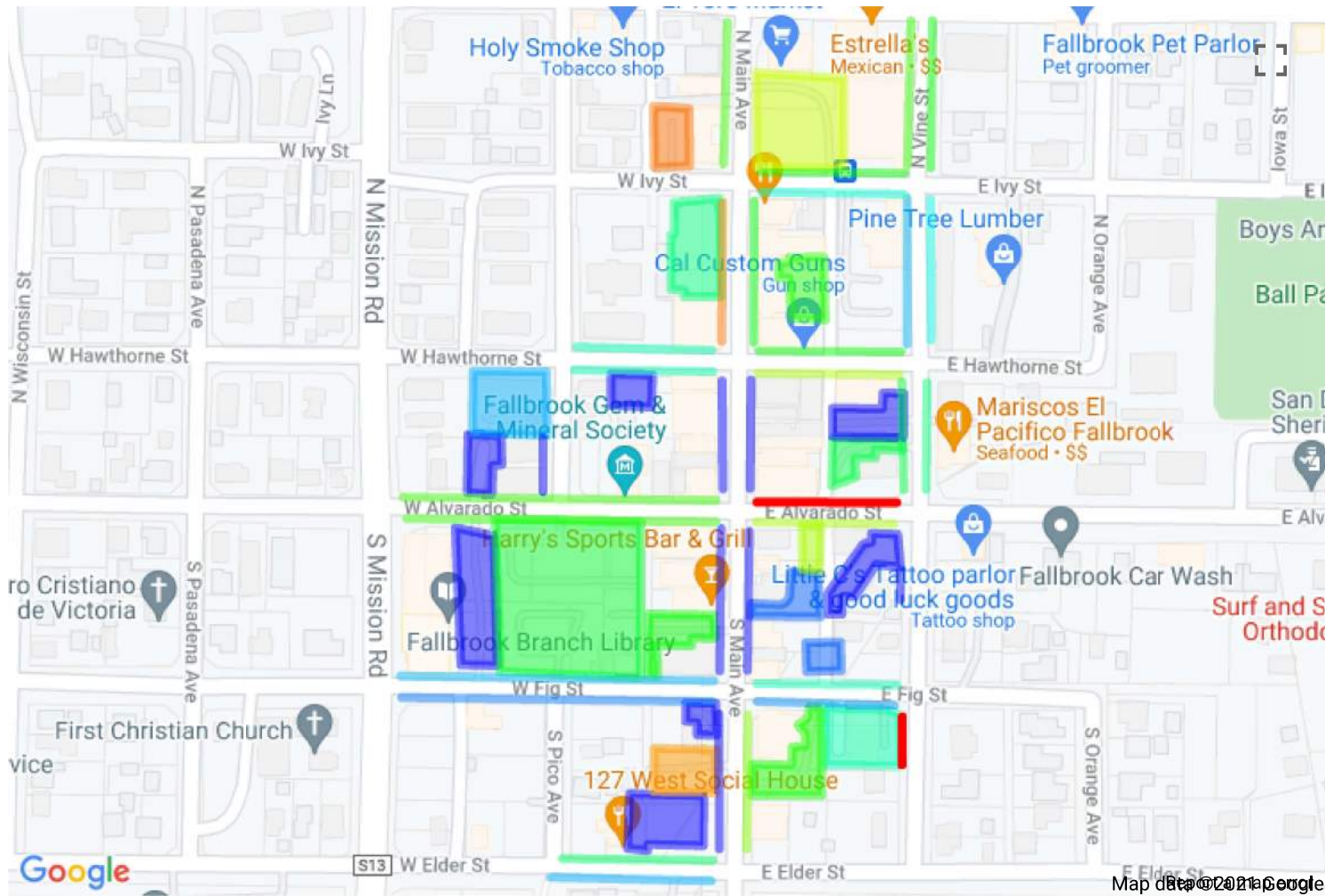




# 21-040174

Date: 23-Oct

Time: 11:00 AM



# 21-040174

Date: 23-Oct

Time: 12:00 PM

