



STAFF REPORT SAN CLEMENTE PLANNING COMMISSION

Date: February 6, 2019

PLANNER: Carl Stiehl, Senior Planner
Michael Allocco, Planning Intern

SUBJECT: **2018 North Beach Parking Study**, Review and recommendation of parking management strategies for the North Beach area in the Mixed Use and Public Zone.

BACKGROUND

The purpose of the 2018 North Beach Parking Study is to inform both the decision makers and residents of San Clemente of the parking conditions in the North Beach area and to provide parking management recommendations that can be considered as the area is redeveloped over time. The survey, conducted during a week in the busy summer season in August of 2018, reveals occupancy levels of the existing North Beach parking supply and areas where parking is in greatest demand. This is the second study performed in the North Beach area (see Attachment 1) after City staff first studied the area at City Council direction in 2016 using a similar methodology to that used for the Downtown Parking Study. Based upon the results contained in the North Beach Parking Study, recommendations are made to better manage the North Beach parking supply.

ANALYSIS

As of 2018, there are 623 public and private parking spaces in the North Beach Study Area – 467 off-street spaces and 156 public on-street spaces. The Study evaluates on-street spaces by metered and unmetered spaces. The Metrolink Commuter parking area contains 248 metered parking spaces and is the only public lot in the area. The other ten lots are privately owned with a combined 378 parking spaces.

The parking industry regards an occupancy rate of 85% for on-street and 90% for off-street parking as the maximum effective capacity (Walker Parking Consultants). This is because parking occupancy rates above this threshold start to impact traffic flow as drivers have to spend a greater amount of time trying to find a space to park. Some of the key observations from this parking study were:

- Overall peak occupancy was observed on Saturday, August 18th at 9 a.m. with an occupancy rate of 43%.
- The overall occupancy rates were 41% on Saturday at 1 p.m. and 40% at 7 p.m. These times are the typical times for peak demand in past parking studies.

- The highest subarea occupancies was observed at on-street public parking around the Ole Hanson Beach Club and Casino on the weekend, likely related to weddings and special events that occur on the weekends at these locations.
- Saturday at 9 a.m. public on-street parking was observed at 50%, which was substantially more (+23%) than counts in 2016. This increase is likely due to weekend events.

The low occupancy percentage of on-street parking under the maximum effective capacity demonstrates sufficient parking exists in the North Beach study area to meet current demand. To ensure sufficient available parking in the North Beach area, parking management recommendations are provided to better manage parking in the future should parking demand increase as the area redevelops. See attachment 2 for the North Beach Parking Study.

Staff requests the Commission comment on the results of the survey and provide recommendation on the parking management strategies identified in the report. The Commission's comments, along with public input, will be presented to the City Council.

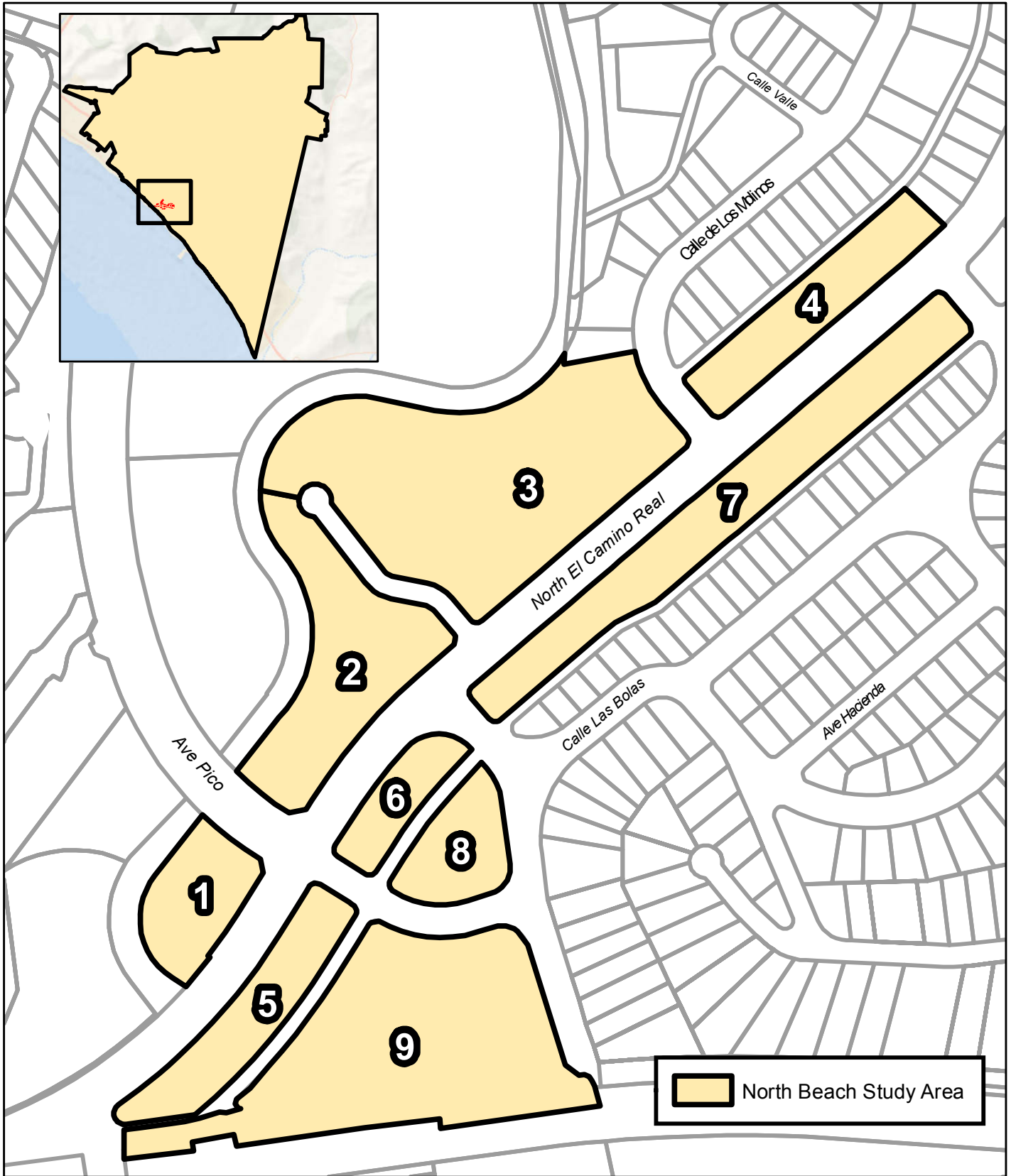
RECOMMENDATION

STAFF RECOMMENDS THAT the Planning Commission comment on the results of the survey and provide recommendation on the parking management strategies identified in the report.

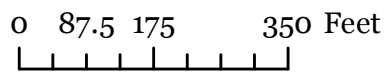
Attachments:

1. North Beach Parking Study Area Map
2. 2018 North Beach Parking Study

CITY OF SAN CLEMENTE
NORTH BEACH OCCUPANCY COUNT
AUGUST 2018



North Beach Vicinity Map



2018 North Beach Parking Study



January 2019

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PURPOSE OF COUNTS

The purpose of the 2018 North Beach Parking Study is to inform both the decision makers and residents of San Clemente of the North Beach Zone parking conditions. Based upon the results contained in this report, recommendations are made to better manage parking supply in North Beach.

ACKNOWLEDGEMENTS

The 2018 North Beach Parking Study was prepared for the City of San Clemente by Michael Allocco, Planning Intern (Bachelor of Arts in Geography, California State University of Fullerton) Kyle Webber, Planning Intern (Masters of Urban and Regional Planning, University of California, Irvine) Christopher Wright, Associate Planner II under the direction of Carl Stiehl, Senior Planner.

INTRODUCTION

North Beach is a unique, community and coastal visitor-oriented entertainment hub and recreation area. It is an important City gateway along the historic El Camino Real/Pacific Coast Highway from beach cities to the north. The area's on-going revitalization is based on the community's desire to preserve and enhance its key assets. The area's assets include: views of the ocean, convenient beach access, a rich inventory of historic buildings, access to passive and active recreational amenities and numerous visitor-serving shops and services. The North Beach area is a key multimodal transportation hub with access to the Metrolink rail station, the Beach Trail, numerous bikeways and pedestrian paths, and the historic El Camino Real corridor that connects many of the City's activity areas. There is a balance between automobile, bicycle and pedestrian mobility, and the area is well connected to adjacent neighborhoods.

The goal of this parking study is to report on and analyze results from a parking survey conducted in August of 2018 in North Beach. Also, this study provides a comparison of parking data from the first study of North Beach's parking supply in 2016 directed by the City Council. Based upon this analysis, this report provides parking management recommendations. See Figure 1 for a map of the study area and page 7 for a description. This parking study to assess whether the supply and management of parking supports General Plan goals for North Beach to be a visitor-serving coastal activity center.

The parking industry regards an occupancy rate of 85% for on-street and 90% for off-street parking as the maximum effective capacity (Walker Parking Consultants). This is because parking occupancy rates above this threshold start to impact traffic flow as drivers have to spend a greater amount of time trying to find a space to park. As a consequence, an increase in vehicular traffic lowers the level of safety for a growing number of pedestrians who are required to park further away from their destinations.



STUDY PARAMETERS

The study area follows North El Camino Real between Avenida Estacion and Calle Las Bolas. The study area includes Mixed Use zones (MU 1 and MU 2) and the Public zone. The study area boundary was first established with the 2016 parking study. Figure 1 is a vicinity map for the study area. Figure 2 shows the parking supply within the study area.

Figure 1 – Vicinity Map

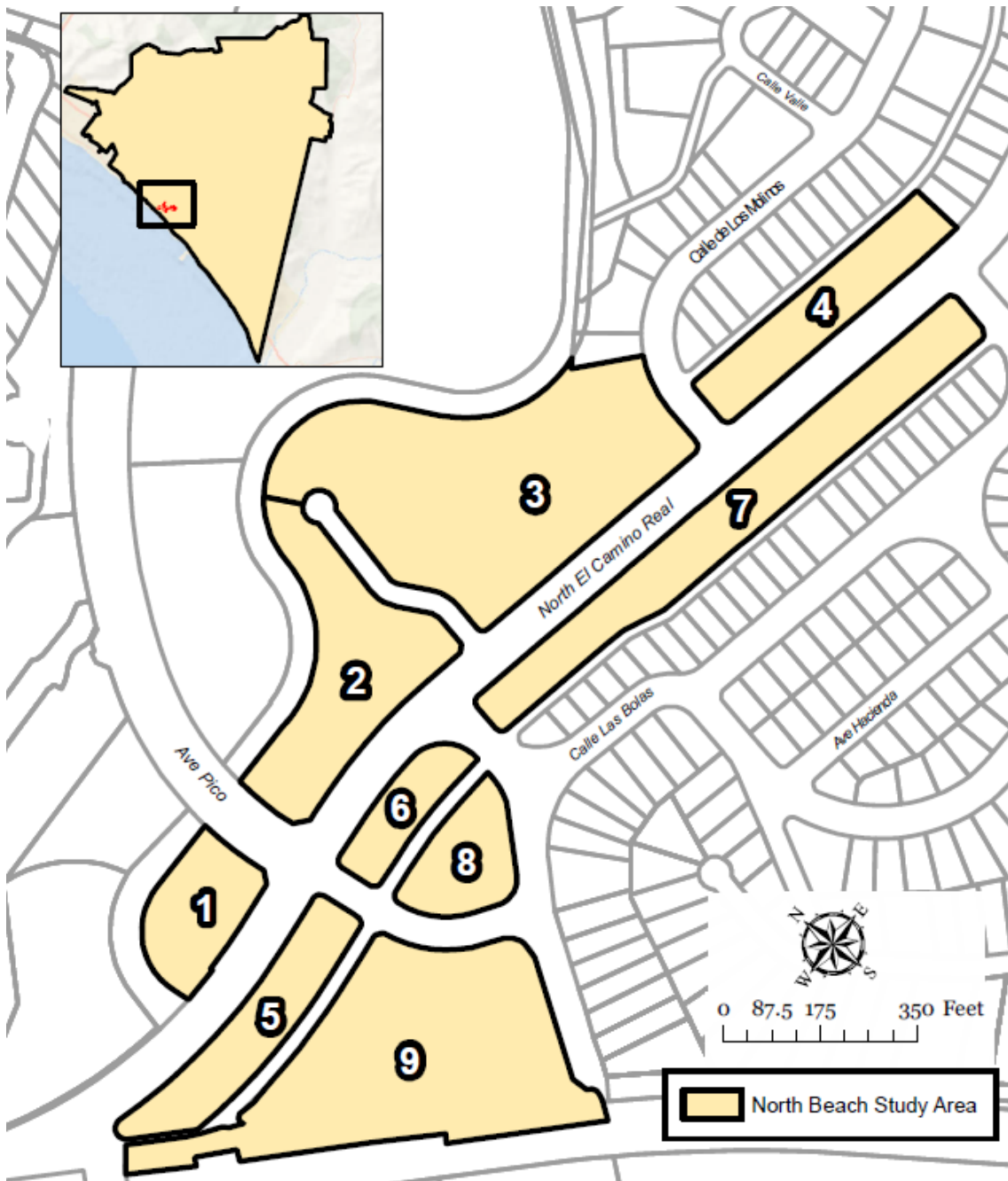
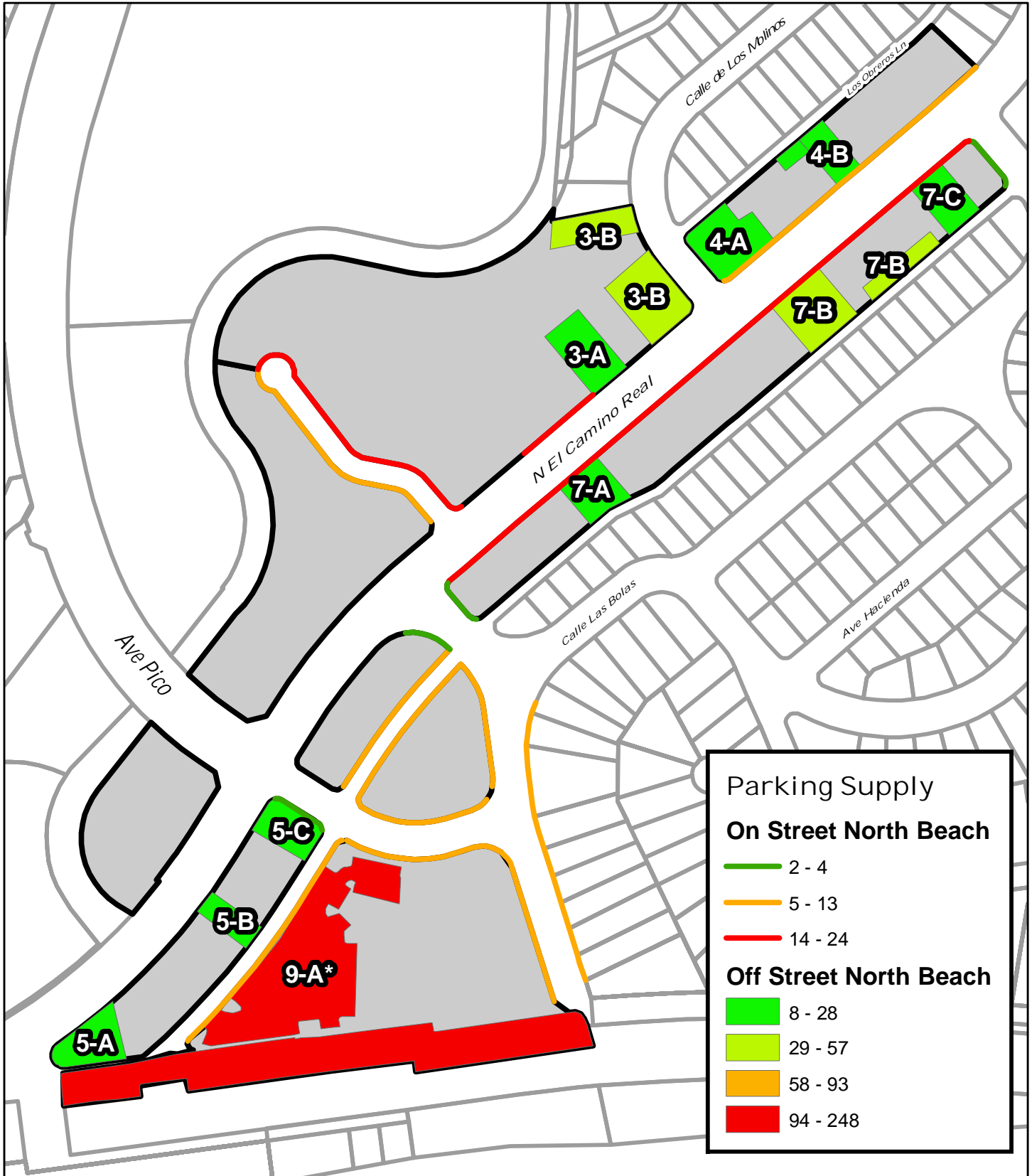
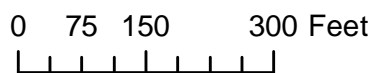




Figure 2 - Parking Supply



North Beach Parking Supply 2018





Methodology

The 2018 occupancy counts for North Beach were performed using the same methodology as the 2016 parking study. The previous study was performed on Wednesday, Friday, Saturday, and Sunday from 9 a.m. to 9 p.m. during the month of August. The counts were conducted in two-hour intervals (9 a.m., 11 a.m., 1 p.m., 3 p.m., 5 p.m., 7 p.m., and 9 p.m.). The 2018 parking count dates were:

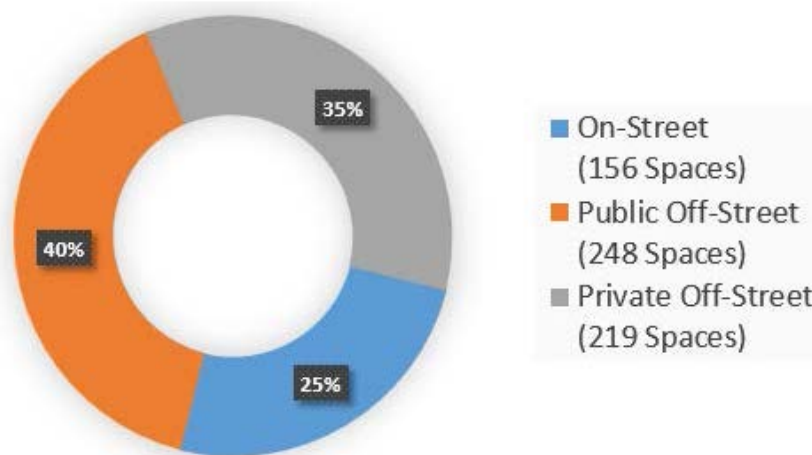
- Wednesday August 15
- Thursday August 16
- Saturday August 18
- Sunday August 19

Both small and large-scale community events are common occurrences in the area. This is especially true during the busy summer month of August. During the study period, observed events included weddings at the Ole Hanson beach Club and Casino and the North Beach farmer's market.

Current Conditions

There are 623 parking spaces in the North Beach study area: 467 off-street spaces and 156 on-street spaces. The off-street spaces are within 11 parking lots. Parking lot "9-A" is public with 248 parking spaces (see Figure 2 for a map). Ten lots (3A&B, 4A&B, 5A-C, 7A-C) are privately owned with 378 parking spaces. Figure 3 illustrates the allocation of total available parking spaces among three parking types. Public off-street spaces account for approximately 40% of total parking availability.

Figure 3: Breakdown of Parking Supply





No new parking spaces have been added in North Beach by new development or redevelopment since 2016. However, through an updated audit of parking for this study, 35 off-street parking spaces were observed that were not previously counted in the 2016 parking study. This parking includes 18 public spaces (Lot 9-A) and 17 private spaces (Lots 5-B, 7-A, and 7-B).

Unoccupied buildings in the study area result in lower parking demand in North Beach. This includes the Miramar Theatre at 1700 North El Camino Real (N. ECR), a historic structure known as the Ihabiri restaurant at 1814 N. ECR, and a building previously occupied by Kaylani Coffee at 1844 N. ECR. The Kaylani coffee and Ihabiri buildings are undergoing tenant improvements for new tenants. Entitlements at the Miramar Theatre site are approved for an adaptive reuse of the historic structure as a multi-use event center and restaurant including issuance of several historic preservation property parking waivers. Similar waivers were issued for the reuse and remodel of the Casino site.

A focus of future parking studies should include the adequacy of parking management and parking availability at peak use when future occupancy of these buildings increase public parking demand in the North Beach area.

Paid parking

There are 68 metered and 88 unmetered on-street parking spaces. There are approximately 237 metered and 11 unmetered off-street parking spaces in the public parking lot. The off-street metered spaces operate from 9 a.m. to 6 p.m. daily and holidays at a rate of \$1.00 per hour with 12 hour time limits. Metrolink riders arriving between 4 a.m. to 9 a.m. on weekdays can park all day in the public off-street lot for one dollar. These rates are comparable with cities in Los Angeles County and Orange County.

Parking restrictions

All private off-street lots are for customer use only. The public off-street parking lot (Lot 9A) on Avenida Estacion has the following time and use restrictions:

- Spaces numbered 1 through 4 have a 15 minute limit.
- Spaces numbered 5 through 147 are designated for Metrolink commuters Monday through Friday between 4:30 a.m. and 6:00 p.m. The spaces are also available for beach parking after 9 a.m.
- Spaces numbered 200 through 301 are for beach parking only.

See Appendix A and E, “On-Street Parking Inventory” and “Off-Street Parking Inventory” for more information about parking restrictions and signage.



FINDINGS

Overall peak occupancy was observed on Saturday August 18th at 9 a.m with an occupancy rate of 43%. This rate is below the maximum effective capacity threshold according to the Walker Parking Consultants analysis. Occupancy counts by types of parking (on-street, public off-street, and private off-street) are also below the threshold. Table 1 shows the percentage of occupied parking spaces when demand of parking was highest each day data was collected.

Table 1: Peak Parking Occupancy Rates

	<i>Peak occupancy per count day</i>	<i>Maximum occupancy Rate</i>	<i>% change from 2016</i>
<i>Overall peak occupancy (all parking)</i>	Wednesday at 11 a.m.	40%	0%
	Thursday at 3 p.m.**	41%	-3%
	Saturday at 9 a.m.	43%	-3%
	Sunday at 1 p.m.	39%	-1%
<i>On-street*</i>	Wednesday at 11 a.m.	42%	-2%
	Thursday at 3 p.m.**	37%	-3%
	Saturday at 9 a.m.	50%	+23%
	Sunday at 1 p.m.	39%	-4%
<i>Off-street Private Lots*</i>	Wednesday at 11 a.m.	40%	+1%
	Thursday at 3 p.m.**	37%	-7%
	Saturday at 9 a.m.	39%	-3%
	Sunday at 1 p.m.	26%	0%
<i>Off-street Public Lot (9-A)*</i>	Wednesday at 11 a.m.	40%	+1%
	Thursday at 3 p.m.**	29%	-17%
	Saturday at 9 a.m.	43%	-7%
	Sunday at 1 p.m.	52%	+2%

* Day times shown are when overall demand was highest per day

** In 2016, counts were done on Friday.

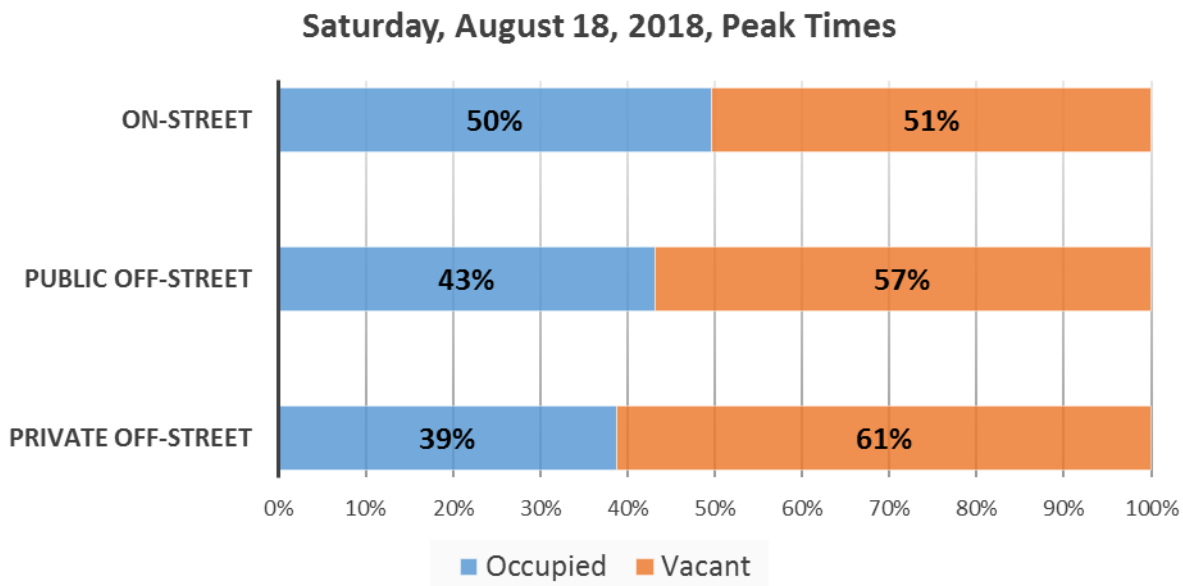
Figures 5-8 on pages 14-17 show the percentage of occupied parking in the North Beach area at peak time each day data was collected.



On-street Parking

When the 90% effective capacity threshold is exceeded, traffic is likely to increase and parking will be perceived as unavailable, no matter how many spaces may be available in public and private off-street lots. Therefore, the availability of on-street parking has a large effect on how drivers see the adequacy of parking in an area. At peak time (Saturday at 9 a.m.), the occupancy rate for on-street parking was 50%. Since this occupancy rate is well below the 90% threshold, drivers are likely to find available parking spaces without having to circle the study area in search of parking. Figure 4 shows a comparison of available parking at peak time on Saturday at 1 p.m. for private off-street parking lots, public off-street parking lots, and on-street parking.

Figure 4: Comparison of available parking at peak time (Saturday at 9 a.m.)



Off-street Parking

As stated earlier, there are 467 off-street spaces within 11 parking lots. Parking lot “9-A” is public with 248 parking spaces. Ten lots (3A&B, 4A&B, 5A-C, 7A-C) are privately owned with 219 off-street parking spaces. Figure 4 (above) shows the peak occupancy of the public off-street lot was 43% at peak time (Saturday at 9 a.m.), with 128 of the total 248 spaces available. During this same time period, private parking lots were occupied at 39% (60 of 156 spaces available). Though this private parking is available at peak time it is generally not available for public use. Unlike the Downtown T-Zone, there is no private lot leasing program to make private parking lots available for public use. With significant public parking spaces available at peak time, there does not appear to be merit in investing in a lease program at this time.



Changes from Previous Study

Since the 2016 study, parking usage has declined at peak time on all study days. The percentage rate changes are shown in Table 1 above.

There may be numerous factors responsible for the decline in parking rates, both directly and indirectly. The introduction of the San Clemente Trolley System, which stops at North Beach, is a probable cause the observed decrease. The trolley likely deters some visitors and commuters from parking their private vehicles in North Beach and surrounding area. Riders of the Trolley have been observed parking at the Outlets at San Clemente and riding the trolley to North Beach and to the Downtown T-Zone. To date, the trolley experiences a high ridership level with “an average ridership of 43 people per hour”.¹

Future Considerations

Several changes are occurring in and around the North Beach zone by recent developments, including the reopening of the Ole Hanson Beach Club, residential development in Marblehead Coastal, the Outlets, and the Trolley System in San Clemente. These changes are likely to bring more visitors, commerce, and residents to San Clemente and North Beach. While the North Beach zone maintains a parking surplus, parking demand is likely to increase in the future as businesses occupy vacant buildings and development is completed, including the Miramar Theatre, Phase 2 of the Outlets, and Sea Summit residential lots.

The Trolley system, increasing ridership programs, or utilizing existing parking infrastructure to account for future increased parking demand in the North Beach Zone. Changes in and near North Beach must be taken into account when future decisions are made in whether to expand the parking supply or implement new parking management strategies.

CONCLUSION

There is a parking surplus in North Beach. Peak parking demand occurred on Saturday at 9 a.m. at an occupancy rate of 43% (267 of 623 parking spaces available). At this time, the occupancy of on-street parking was observed at 50%, public off-street parking lots were at 43%, and private off-street lots were at 39%. These low occupancy rates indicate that there is sufficient parking in North Beach to meet current demand.

Parking demand is not evenly distributed. There are areas where higher occupancy counts were observed, while lower occupancy counts were seen in other areas, such as on-street parking for El Camino Real. Use of this parking area was below capacity most

¹ South OC Beaches Website, 2018: <https://southocbeaches.com/2018/07/30/san-clemente-trolley-service-expands-to-daily-service-monday-august-13-2018/>



of the study. Increased occupancy was been observed around the Ole Hanson Beach Club and the former Ellie's Café.

Some noticeable variables are believed to affect the distribution and times for changes in occupancy rates such as the Trolley Ridership Program initiated after the previous study, additional parking provided at the Outlets, and unoccupied buildings in the North Beach Zone that that would increase parking demand if occupied. The reopening of the Ole Hanson Beach Club has contributed to increased parking occupancy in the North Beach area of Avenida Pico and Boca de la Playa during weddings and other special events that attract large groups of people not observed during the previous parking study.

Overall, North Beach is not significantly impacted by current parking demand and retains a parking surplus in many off-street parking sites, with no impacts to local street traffic based on the industry recognized maximum parking capacity. A large parking surplus is available throughout the day and night at peak occupancy. Based on the parking surplus observed, an immediate investment in expanding the parking supply or changing parking management strategies is not necessary.

RECOMMENDATIONS

Based on review of the occupancy data, two sets of recommendations are provided: 1) general recommendations and 2) development of a comprehensive parking and circulation strategy for the North Beach study area, as promoted in the General Plan.

General Recommendations

- 1) Continue enforcement of all posted parking regulations.
- 2) Expand San Clemente Trolley shuttle service to more areas of the City outside North Beach.
- 3) Encourage use of shared parking agreements between private businesses.
- 4) Update parking signage and parking signage improvements.
- 5) Evaluate opportunities to add alternative uses of transportation.
- 6) Parking waivers may be considered for historic structures as provided in Zoning Ordinance Section 17.56.080.C.2 provided adequate parking is found to be provided in the study area.

Comprehensive Parking and Circulation Strategy Recommendation

In developing a comprehensive parking and circulation strategy, specific parking management strategies identified will require detailed analysis and will likely involve substantial public outreach. These strategies are provided in number format after the recommendation below.



7) Initiate General Plan Implementation Measure, which states “Prepare comprehensive parking and circulation strategies for key commercial areas, including: North Beach, Pier Bowl, Del Mar/T-Zone and Plaza San Clemente” (costs unidentified at this time). The North Beach Parking Overlay District also specifies that the City will establish a parking management program for the North Beach District (Zoning Ordinance Section 17.56.080.C.5.) The following parking management strategies were previously identified by the City Council for implementation in the North Beach study area with the establishment of the North Beach Parking Overlay District. The following Parking Management Strategies have been identified by the City Council for implementation in North Beach:

- a. "Park Once";
- b. Relocate future city events to North Beach
- c. Multi-space Parking Pay Stations;
- d. Distinctive parking signage for North Beach;
- e. Reduce parking fees in public lots and paid on-street
- f. Loading Zones;
- g. Benefit districts
- h. Pedestrian and Bicycle Improvements;
- i. Trolley Ridership Route Expansion
- j. Residential Parking Benefit District to prevent “spillover” into the neighborhood south of Boca de la Playa by offering inexpensive permits to residents and metering the streets to guarantee equal access to visitors.
- k. Relocate parking for Metrolink riders on the north side of El Camino Real. (Ord. No. 1518, § 3, 8-17-2010)

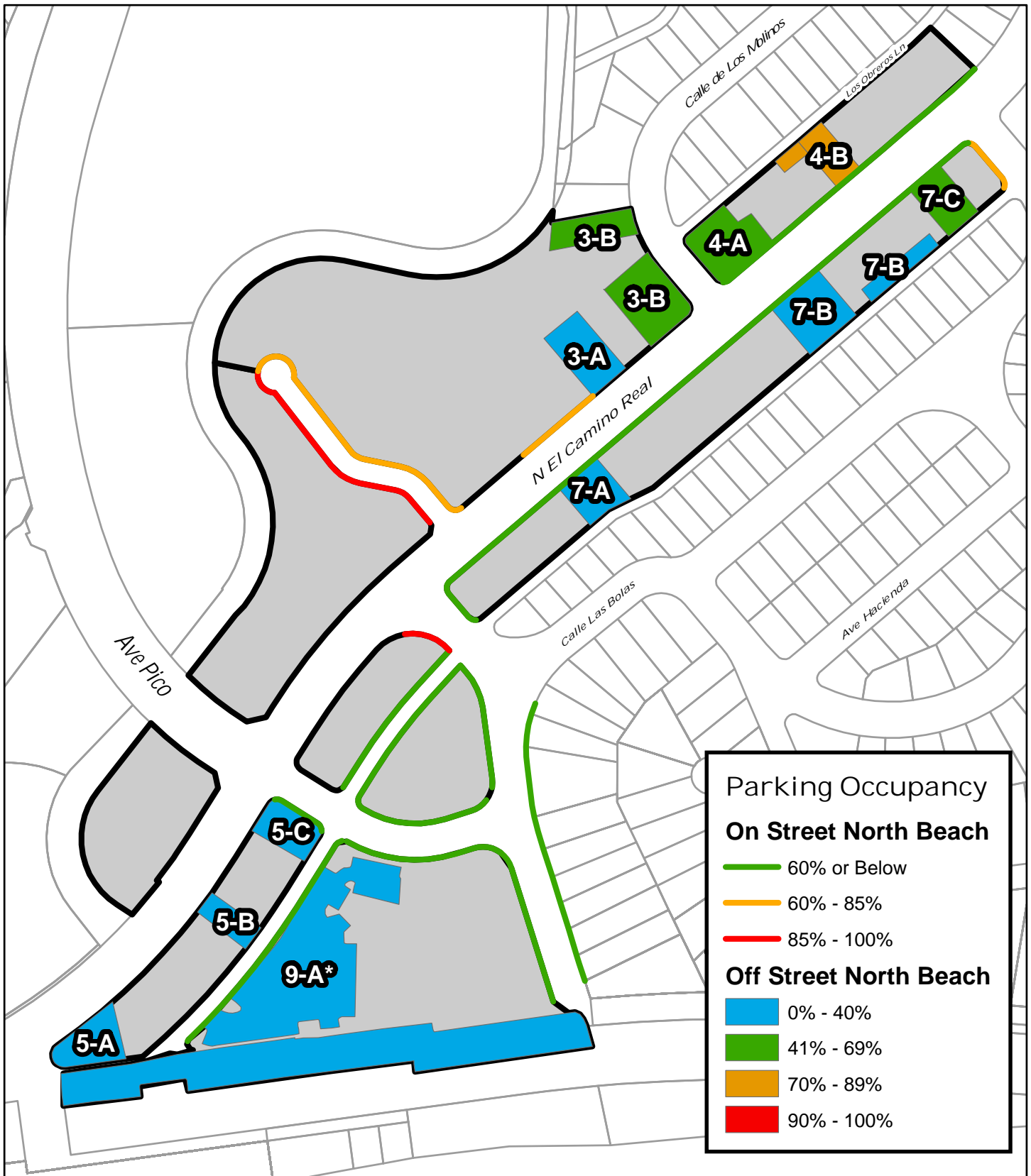


SUMMARY MAPS

Figures 5-8 on pages 14-17 show occupancy rates in North Beach at peak time each day data was collected. The overall peak occupancy was on Saturday at 9 a.m. (Figure 7 on page 16).



Figure 5 - Occupancy at Peak Hour Wednesday



North Beach Parking Study 2018
 Wednesday August 15, 2018 11:00AM

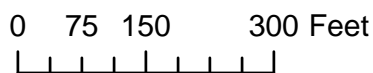
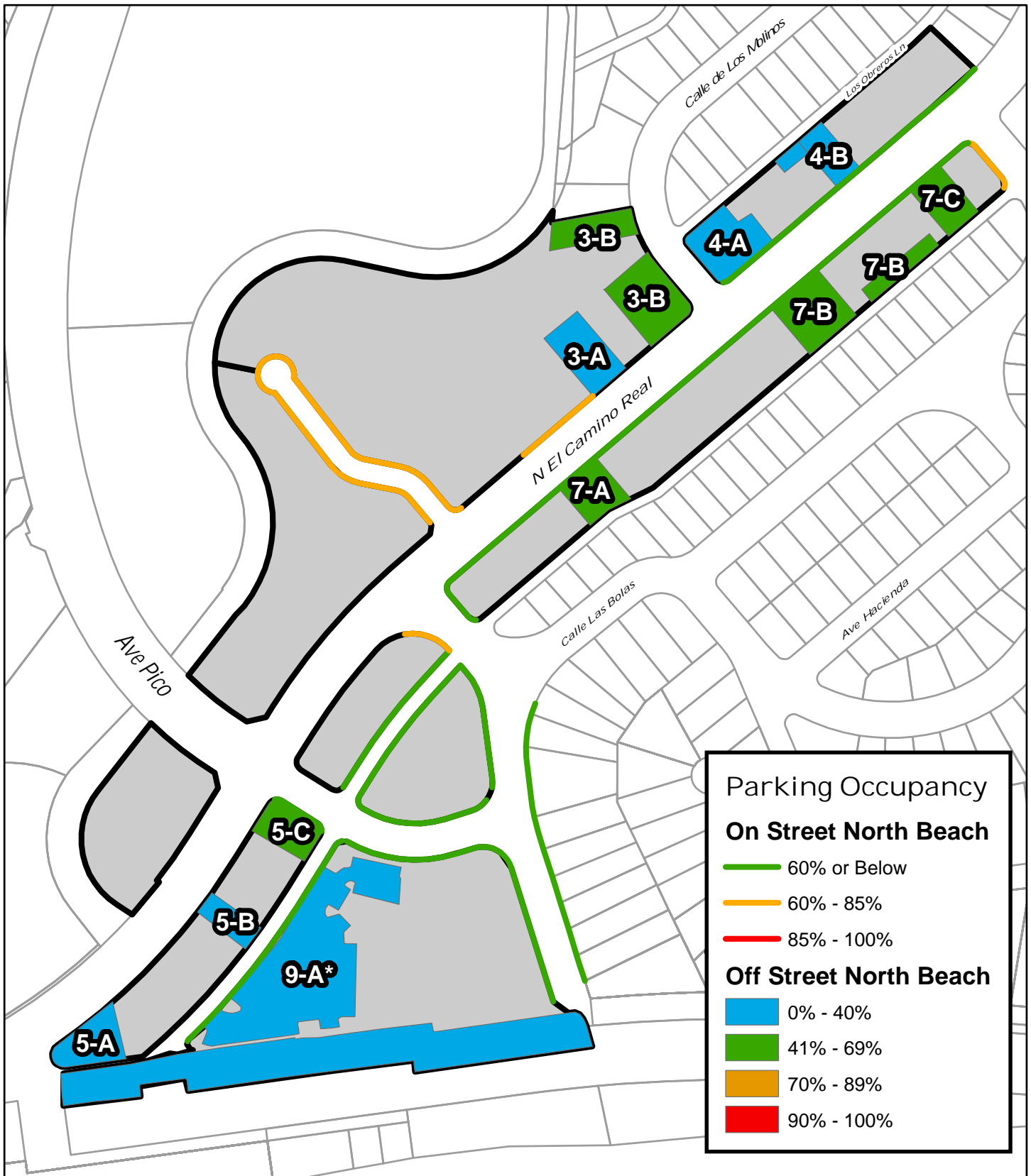




Figure 6 - Occupancy at Peak Hour Thursday



North Beach Parking Study 2018
 Thursday August 16, 2018 3:00PM

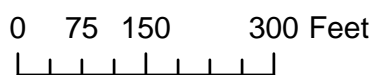
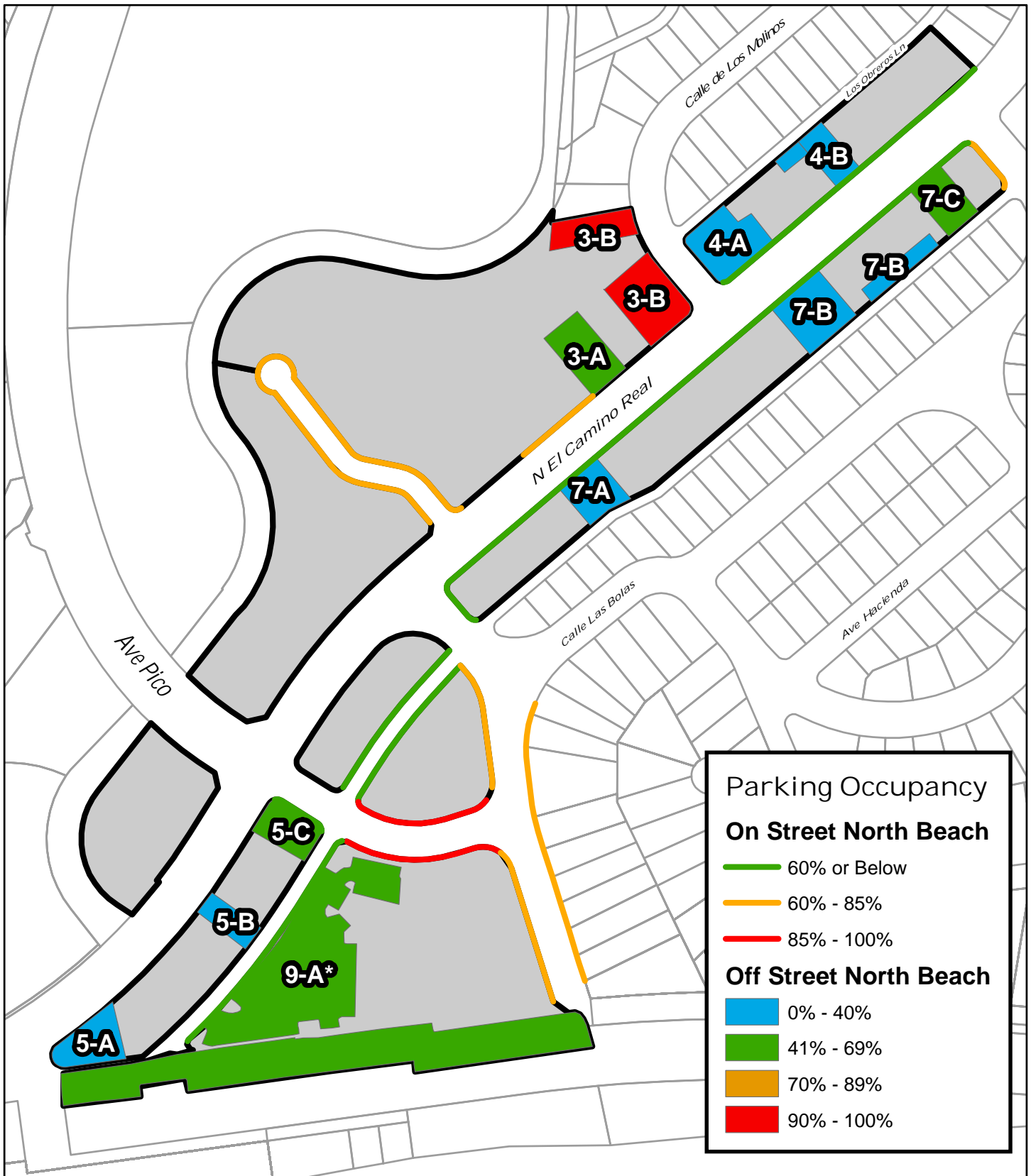




Figure 7 - Occupancy at Peak Hour Saturday



North Beach Parking Study 2018
 Saturday August 18, 2018 9:00AM

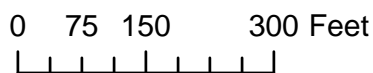
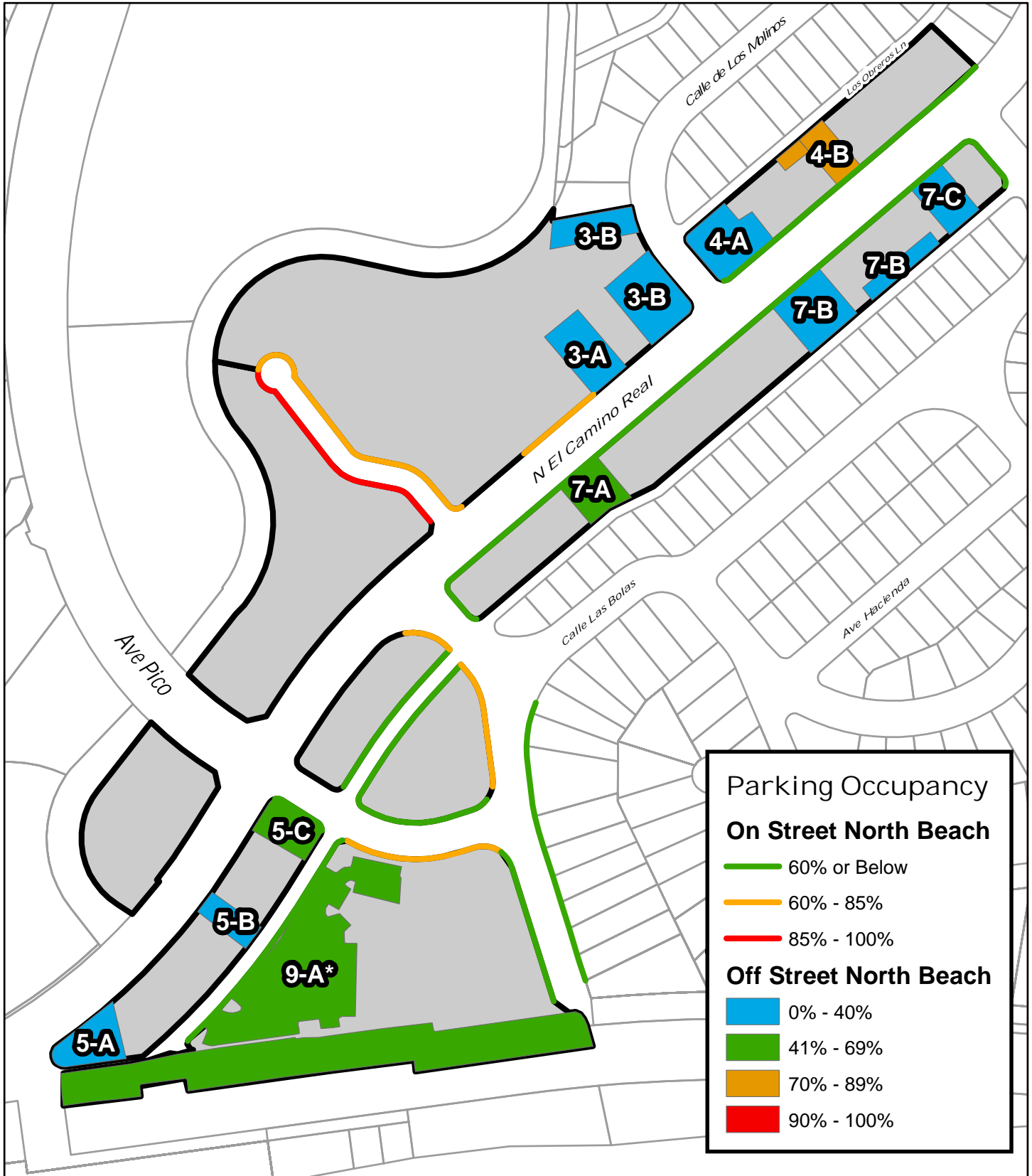




Figure 8 - Occupancy at Peak Hour Sunday



North Beach Parking Study 2018
 Sunday August 19, 2018 1:00 PM

0 75 150 300 Feet





APPENDIX

- Appendix A: On-Street Parking Inventory
- Appendix B: Off-Street Parking Inventory
- Appendix C: On-Street Parking Counts Data
- Appendix D: On-Street Parking Percentages Data
- Appendix E: Off-Street Parking Counts Data
- Appendix F: Off-Street Parking Percentages Data



Appendix A: On-Street Parking Inventory

Block	Face	Metered	Un-Metered	Total	Restrictions/Signage
1*	ALL FACES WITHIN BLOCK 1 NOT INCLUDED				
2	N*				-
	S*				
	W*				-
	E	0	13	13	2 hr Parking: 2PM - 2AM / 30 min Parking: 2AM - 5AM
3	N*				
	S	0	5	5	2 hr Parking: 9AM - 6PM / 30 min Parking 2AM - 5AM
	W	0	17	17	2 hr Parking: 2PM - 2AM / 30 min Parking: 2AM - 5AM
	E*				
4	N*				-
	S	0	11	11	1 white curbed space; 3 green curbed spaces; 2hr Parking: 9AM - 6PM / 30min Parking: 2AM - 5AM
	W*				-
	E*				-
5	N*				-
	S*				-
	W*				-
	E	2	0	2	Metered (no signage before)
6	N*				-
	S	11	0	11	No Signage
	W*				
	E	0	3	3	No Signage
7	N	0	24	24	2hr Parking: 9AM - 6PM / 30min Parking: 2AM - 5AM
	S*				
	W	0	2	2	No Parking: 4AM - 6AM Monday - Friday
	E	0	4	4	No Parking: 4AM - 6AM Monday - Friday
8	N	10	0	10	No Signage
	S*				
	W	9	0	9	No Signage
	E	8	0	8	No Signage
9	N	13	0	13	2hr Parking 9AM - 6PM M-F
	S	4	9	13	No Signage
	W*				-
	E	11	0	11	Back-In Angled Parking: 9AM - 6 PM (Pay Station)
Total		68	88	156	* block faces not included in the study



Appendix B: Off-Street Parking Inventory

Block No.	ID Letter	Facility Type (Lot/Garage)	Private/ Public	Number of Spaces	Restrictions/ Signage	Notes
3	A	Lot	Private	24	Tenant Only	Best Western Casablanca Inn North Side
	B	Lot/Garage	Private	42	Tenant Only	Best Western Casablanca Inn South side corner lot; 18 covered and 19 uncovered spots
4	A	Lot	Private	25	Customer Only	San Clemente Art Supply
	B	Lot	Private	16	Customer Only	Shwack Resteraunt
5	A	Lot	Private	14	No Beach Parking; 1 Space for Flower shop; 2 spaces 10 min. limit	Deli (Under Construction)
	B	Lot	Private	13	Customer only	Ichibiri Restaurant
	C	Lot	Private	16	Customer Only	Seven-Eleven (20 min. max)
7	A	Lot	Private	16	Customer Only	Between La Coloumbiana and Bread Gallery (8 b/w & 8 behind)
	B	Lot	Private	35	Customer Only; 2 spaces 2hr limit	Dewey's/Cox Digital Store
	C	Lot	Private	18	Customer Only	Domino's Pizza
9	A	Lot	Public	248	4 spaces w/ meters and 15 min limit; Commuter Parking: 4:30 am - 6pm M-F, spaces 5-147; Beach Parking 9am-6pm Daily, including Holidays spaces 200-301	Metrolink Station
Total				467		



Appendix C: On-Street Parking Counts Data

Overview

Block #	Total On-Street Inventory	Wednesday, August 15, 2018 (11 am)	Thursday, August 16, 2018 (11 a.m.)	Saturday, August 18, 2018 (1 pm)	Sunday, August 19, 2018 (1 pm)
1					
2	13	13	11	11	12
3	22	16	19	14	11
4	11	4	4	8	5
5	2	1	1	0	0
6	14	4	3	7	2
7	30	10	14	15	9
8	27	5	13	12	8
9	37	12	12	12	14
Total	156	65	77	79	61

Block	Face	Inv.	Weekday Occupancies Wednesday, August 15, 2018							Weekday Occupancies Thursday, August 16, 2018							Weekend Occupancies Saturday, August 18, 2018							Weekend Occupancies Sunday, August 19, 2018						
			9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm	9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm	9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm	9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm
1	-																													
2	N*																													
	S*																													
	W*																													
3	E	13	11	13	12	11	10	10	3	9	11	11	9	3	5	3	8	11	11	10	6	6	1	5	8	12	10	11	7	2
	N*																													
	S	5	5	4	4	4	3	0	0	4	4	4	3	5	1	0	5	0	0	2	1	0	0	0	0	0	0	1	1	0
4	W	17	12	12	12	13	5	6	1	13	15	16	14	9	9	4	12	8	14	11	10	6	6	8	12	11	9	9	7	4
	N*																													
	S	11	2	4	5	4	2	4	0	4	4	6	4	3	5	2	4	4	8	6	4	1	2	0	3	5	0	1	6	2
5	W*																													
	E*																													
	N*																													
6	S*																													
	W*																													
	E	2	0	1	0	0	0	0	0	2	1	0	0	1	0	0	1	1	0	0	0	0	1	1	1	0	0	0	0	0
7	N*																													
	S	11	0	1	1	0	0	1	2	0	0	0	0	0	0	1	0	3	0	6	4	3	1	0	0	0	2	4	1	
	W*																													
8	E	3	3	3	3	2	3	2	2	3	3	2	2	3	1	1	4	4	4	3	2	2	1	3	3	2	3	3	3	1
	N	24	8	6	7	9	9	7	0	4	10	9	9	9	6	0	5	10	10	5	6	5	4	2	4	7	9	6	12	1
	S*																													
9	W	2	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	2	2	2	2	1	1	1	1	1	1	1	1
	E	4	3	3	2	3	2	1	2	3	3	1	3	3	2	1	3	2	3	3	2	2	2	0	0	1	2	1	2	0
	N	10	1	0	1	0	0	0	0	0	0	1	0	4	0	0	1	2	3	6	6	6	4	1	2	0	0	0	0	1
9	S*																													
	W	9	2	4	4	0	0	3	4	3	7	4	0	1	2	0	8	6	3	1	7	8	4	7	1	2	1	1	0	0
	E	8	3	1	2	2	3	0	0	5	6	5	2	5	4	6	6	6	6	1	7	6	6	6	0	6	5	7	4	4
9	N	13	2	3	1	1	3	1	1	3	1	1	13	0	0	0	0	0	2	1	1	0	1	1	0	0	1	1	0	0
	S	13	6	6	5	6	4	3	2	6	5	6	7	8	7	2	8	8	7	5	11	5	3	5	5	7	6	4	2	3
	W*																													
9	E	11	5	3	2	2	4	1	0	4	6	6	3	4	3	3	11	10	3	5	5	10	7	5	5	7	1	1	1	0
	Total	156	64	65	62	58	49	40	18	64	77	73	58	72	45	23	78	73	79	61	76	63	46	46	45	61	48	49	50	20

Appendix C - On-Street Parking Counts Data



Appendix D: On-Street Parking Percentages Data

Overview

Block #	Total On-Street Inventory	Wednesday, August 15, 2018 (11 am)	Thursday, August 16, 2018 (11 a.m.)	Saturday, August 18, 2018 (1 pm)	Sunday, August 19, 2018 (1 pm)
1					
2	13	100%	85%	85%	92%
3	22	73%	86%	64%	50%
4	11	36%	36%	73%	45%
5	2	50%	50%	0%	0%
6	14	29%	21%	50%	14%
7	30	33%	47%	50%	30%
8	27	19%	48%	44%	30%
9	37	32%	32%	32%	38%
Total	156	42%	49%	51%	39%

red denotes any occupancy above 90%

Block	ID	Inv.	Weekday Occupancies Wednesday, August 15, 2018							Weekday Occupancies Thursday, August 16, 2018							Weekend Occupancies Saturday, August 18, 2018							Weekend Occupancies Sunday, August 19, 2018						
			9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm	9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm	9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm	9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm
3	A	24	4	5	3	3	5	8	3	7	4	3	2	2	2	4	11	3	4	3	0	0	2	1	2	0	0	1	0	0
	B	42	28	21	16	19	18	23	32	29	16	17	20	18	16	26	38	19	17	23	26	33	36	34	21	16	21	17	18	28
4	A	25	7	13	10	23	11	13	5	8	12	11	10	10	6	0	0	5	5	7	4	0	1	0	0	0	0	1	0	0
	B	16	0	14	12	5	10	8	1	1	3	12	4	7	8	5	0	8	14	8	12	14	7	0	10	14	8	10	11	2
5	A	14	3	4	3	2	3	1	1	1	2	2	2	2	0	4	6	4	4	4	3	3	3	6	4	3	5	1	1	
	B	13	1	2	2	0	5	1	0	0	1	1	0	0	0	0	1	2	0	1	0	0	0	0	0	1	1	1	0	0
	C	16	3	2	3	4	3	2	6	3	5	5	8	4	4	4	7	6	6	7	4	4	3	7	4	7	9	5	4	4
7	A	16	1	2	11	12	6	12	3	2	5	6	7	11	8	2	2	12	11	8	5	6	5	4	6	10	10	5	8	8
	B	35	17	14	26	19	17	4	3	14	24	21	21	17	5	2	13	18	15	18	5	5	4	2	2	1	1	1	1	
	C	18	7	11	4	4	11	4	4	3	9	5	8	10	5	3	9	5	5	6	5	4	4	0	3	2	2	7	10	2
9	A	248	101	99	68	87	92	103	29	109	91	72	73	70	103	32	107	93	93	92	98	119	70	102	135	129	110	92	68	15
Total		467	172	187	158	178	181	179	87	177	172	155	155	151	159	78	192	177	174	177	163	188	135	153	189	185	165	145	121	61



Appendix E: Off-Street Parking Counts Data

Overview

Block #	Total Off-Street Inventory	Wednesday, August 15, 2018 (11 am)	Thursday, August 16, 2018 (9 am)	Saturday, August 18, 2018 (9 am)	Sunday, August 19, 2018 (11 am)
1					
2					
3	66	26	36	49	23
4	41	27	9	0	10
5	43	8	4	12	10
6					
7	69	27	19	24	11
8					
9	248	99	109	107	135
Total	467	187	177	192	189

Block	Face	Inv.	Weekday Occupancies Wednesday, August 15, 2018							Weekday Occupancies Thursday, August 16, 2018							Weekend Occupancies Saturday, August 18, 2018							Weekend Occupancies Sunday, August 19, 2018						
			9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm	9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm	9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm	9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm
1	-																													
2	N*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	S*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	W*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
E	13	85%	100%	92%	85%	77%	77%	23%	69%	85%	85%	69%	23%	38%	23%	62%	85%	85%	77%	46%	46%	8%	38%	62%	92%	77%	85%	54%	15%	
3	N*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
S	5	100%	80%	80%	80%	60%	0%	0%	80%	80%	80%	60%	100%	20%	0%	100%	0%	0%	40%	20%	0%	0%	0%	0%	0%	0%	20%	20%	0%	
W	17	71%	71%	71%	76%	29%	35%	6%	76%	88%	94%	82%	53%	53%	24%	71%	47%	82%	65%	59%	35%	35%	47%	71%	65%	53%	53%	41%	24%	
E*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
4	N*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
S	11	18%	36%	45%	36%	18%	36%	0%	36%	36%	55%	36%	27%	45%	18%	36%	36%	73%	55%	36%	9%	18%	0%	27%	45%	0%	9%	55%	18%	
W*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
E*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	N*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
W*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
E	2	0%	50%	0%	0%	0%	0%	0%	100%	50%	0%	0%	50%	0%	0%	50%	50%	0%	0%	0%	0%	50%	50%	50%	0%	0%	0%	0%	0%	
6	N*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
S	11	0%	9%	9%	0%	0%	9%	18%	0%	0%	0%	0%	0%	0%	0%	9%	0%	27%	0%	55%	36%	27%	9%	0%	0%	0%	18%	36%	9%	
W*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
E	3	100%	100%	100%	67%	100%	67%	67%	100%	100%	67%	67%	100%	33%	33%	133%	133%	133%	100%	67%	67%	33%	100%	100%	67%	100%	100%	100%	33%	
7	N	24	33%	25%	29%	38%	38%	29%	0%	17%	42%	38%	38%	38%	25%	0%	21%	42%	42%	21%	25%	21%	17%	8%	17%	29%	38%	25%	50%	4%
S*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W	2	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	0%	50%	50%	50%	100%	100%	100%	100%	50%	50%	50%	50%	50%	50%	50%	50%	50%
E	4	75%	75%	50%	75%	50%	25%	50%	75%	75%	25%	75%	75%	50%	25%	75%	50%	75%	75%	50%	50%	0%	0%	25%	50%	25%	50%	0%	0%	
8	N	10	10%	0%	10%	0%	0%	0%	0%	0%	10%	0%	40%	0%	0%	10%	20%	30%	60%	60%	60%	40%	10%	20%	0%	0%	0%	0%	10%	
S*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W	9	22%	44%	44%	0%	0%	33%	44%	33%	78%	44%	0%	11%	22%	0%	89%	67%	33%	11%	78%	89%	44%	78%	11%	22%	11%	11%	0%	0%	
E	8	38%	13%	25%	25%	38%	0%	0%	63%	75%	63%	25%	63%	50%	75%	75%	75%	75%	13%	88%	75%	75%	75%	0%	75%	63%	88%	50%	50%	
9	N	13	15%	23%	8%	8%	23%	8%	8%	23%	8%	8%	100%	0%	0%	0%	0%	15%	8%	8%	0%	8%	8%	0%	0%	8%	8%	0%	0%	
S	13	46%	46%	38%	46%	31%	23%	15%	46%	38%	46%	54%	62%	54%	15%	62%	62%	54%	38%	85%	38%	23%	38%	38%	54%	46%	31%	15%	23%	
W*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	11	45%	27%	18%	18%	36%	9%	0%	36%	55%	55%	27%	36%	27%	27%	100%	91%	27%	45%	45%	91%	64%	45%	45%	64%	9%	9%	9%	0%	
Average			41%	42%	40%	37%	31%	26%	12%	41%	49%	47%	37%	46%	29%	15%	50%	47%	51%	39%	49%	40%	29%	29%	29%	39%	31%	31%	32%	13%

red denotes any occupancy above 85%



Appendix F: Off-Street Parking Percentages Data

Overview

Block #	Total Off-Street Inventory	Wednesday, August 15, 2018 (11am)	Thursday, August 16, 2018 (9 am)	Saturday, August 18, 2018 (9 am)	Sunday, August 19, 2018 (11 am)
1					
2					
3	66	39%	55%	74%	35%
4	41	66%	22%	0%	24%
5	43	19%	9%	28%	23%
6					
7	69	39%	28%	35%	16%
8					
9	248	40%	44%	43%	54%
Total	467	40%	38%	41%	40%

red denotes any occupancy above 90%

Block	ID	Inv.	Weekday Occupancies Wednesday, August 15, 2018							Weekday Occupancies Thursday, August 16, 2018							Weekend Occupancies Saturday, August 18, 2018							Weekend Occupancies Sunday, August 19, 2018						
			9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm	9 am	11	1 pm	3 pm	5 pm	7 pm	9 pm	9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm	9 am	11 am	1 pm	3 pm	5 pm	7 pm	9 pm
3	A	24	17%	21%	13%	13%	21%	33%	13%	29%	17%	13%	8%	8%	8%	17%	46%	13%	17%	13%	0%	0%	8%	4%	8%	0%	0%	4%	0%	0%
	B	42	67%	50%	38%	45%	43%	55%	76%	69%	38%	40%	48%	43%	38%	62%	90%	45%	40%	55%	62%	79%	86%	81%	50%	38%	50%	40%	43%	67%
4	A	25	28%	52%	40%	92%	44%	52%	20%	32%	48%	44%	40%	40%	24%	0%	0%	20%	20%	28%	16%	0%	4%	0%	0%	0%	4%	0%	0%	0%
	B	16	0%	88%	75%	31%	63%	50%	6%	6%	19%	75%	25%	44%	50%	31%	0%	50%	88%	50%	75%	88%	44%	0%	63%	88%	50%	63%	69%	13%
5	A	14	21%	29%	21%	14%	21%	7%	7%	7%	14%	14%	14%	14%	14%	0%	29%	43%	29%	29%	29%	21%	21%	21%	43%	29%	21%	36%	7%	7%
	B	13	8%	15%	15%	0%	38%	8%	0%	0%	8%	8%	0%	0%	0%	0%	8%	15%	0%	8%	0%	0%	0%	0%	0%	8%	8%	8%	0%	0%
	C	16	19%	13%	19%	25%	19%	13%	38%	19%	31%	31%	50%	25%	25%	25%	44%	38%	38%	44%	25%	25%	19%	44%	25%	44%	56%	31%	25%	25%
7	A	16	6%	13%	69%	75%	38%	75%	19%	13%	31%	38%	44%	69%	50%	13%	13%	75%	69%	50%	31%	38%	31%	25%	38%	63%	63%	31%	50%	50%
	B	35	49%	40%	74%	54%	49%	11%	9%	40%	69%	60%	60%	49%	14%	6%	37%	51%	43%	51%	14%	14%	11%	6%	6%	6%	3%	3%	3%	3%
	C	18	39%	61%	22%	22%	61%	22%	22%	17%	50%	28%	44%	56%	28%	17%	50%	28%	28%	33%	28%	22%	22%	0%	17%	11%	11%	39%	56%	11%
9	A	248	41%	40%	27%	35%	37%	42%	12%	44%	37%	29%	29%	28%	42%	13%	43%	38%	38%	37%	40%	48%	28%	41%	54%	52%	44%	37%	27%	6%
Average			37%	40%	34%	38%	39%	38%	19%	38%	37%	33%	33%	32%	34%	17%	41%	38%	37%	38%	35%	40%	29%	33%	40%	40%	35%	31%	26%	13%