AGENDA ITEM: 9-A

STAFF REPORT
SAN CLEMENTE PLANNING COMMISSION

Date: February 6, 2019

PLANNER: Carl Stiehl, Senior Planner
Kyle Webber, Planning Intern

SUBJECT: **2018 Downtown Parking Study T-Zone Occupancy Count Update,** Review and recommendation of parking management strategies for the Downtown T-Zone in the Mixed Use Zone.

BACKGROUND

The City of San Clemente has undergone seven parking studies in the Downtown Mixed Use Zone since 1995 to inform San Clemente decision makers and residents of the parking conditions and provide recommendations to improve parking management. Significant changes to the Downtown parking system have occurred that implement recommendations in previous parking studies, including the conversion of numerous parking facilities from private to public use. As a result, the supply of public parking has increased without sacrificing the quality of the Downtown environment for businesses, residents, and visitors. Past surveys demonstrate sufficient parking in the Downtown study area; however, the 2018 survey shows the public parking supply to be at or near maximum capacity during peak summer hours. City staff has received feedback from the Downtown Business Association and the public that available Downtown parking continues to be a problem at peak time.

The 2018 Downtown Parking Study (Study) reviews current conditions, analyzes changes from the previous studies, identifies parking occupancy by subareas, and suggests strategies to ameliorate ongoing and potential Downtown T-Zone parking issues (Attachment 1). The survey, conducted over the course of a week in August of 2018 during summer when parking occupancy is high, reveals how the parking supply is used in the Downtown area and where parking is in the greatest demand. The intent of the survey is for it to be conducted every two to three years and to compare current results with the results from previous surveys to better understand changes in Downtown parking occupancy over time. Parking management recommendations are included in the Study based on the parking analysis.

ANALYSIS

As of 2018, there are 2,027 public and private parking spaces in the Downtown T-Zone Study Area – 1,360 off-street spaces (347 public spaces and 1,013 private spaces) and 667 public on-street spaces. These numbers are only slightly different from the previous study in 2016 which had one (1) less parking space counted in the preliminary field work (2,026).

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 for downtown was observed on Thursday and Sunday at 1 p.m. with a 68% occupancy rate on both days, which is below the maximum effective capacity threshold.
- At the 1 p.m. time on the same days, on-street public parking was 80% on Thursday and 90% on Sunday.
- At the 1 p.m. time on Thursday the private off-street parking was 53% occupied.

Although the overall occupancy rates for the Study Area are well below maximum effective capacity, occupancy rates observed in three different parking types (on-street, public off-street, and private off-street) are beyond the 68% threshold within the public on-street and off-street categories at certain peak times. When public parking demand is highest, a substantial amount of private off-street parking remains unoccupied.

The 2018 Downtown Parking Study identifies areas of concern and opportunity in the T-Zone. Greater use of private parking in the area is an opportunity for efficient parking management. Public parking lots are used more often than the private lots, yet they represent only about 25% off-street spaces available. Public lots are observed at occupancy rates as high as 90% during peak periods. The Study provides recommendations and strategies to improve Downtown parking management. Key recommendations include:

- Continue to investigate leasing the excess capacity of the private lots for public use throughout the area.
- Continue enforcement of posted parking regulations and consider reduction of two hour time limits to 90 minutes.
- Direct evening/restaurant employee parking to specific lots and potential new lots as they become available through an education program.
- Initiate the General Plan implementation measure for a comprehensive parking and circulation strategies for the key commercial areas, including the Del Mar/T-Zone.

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.

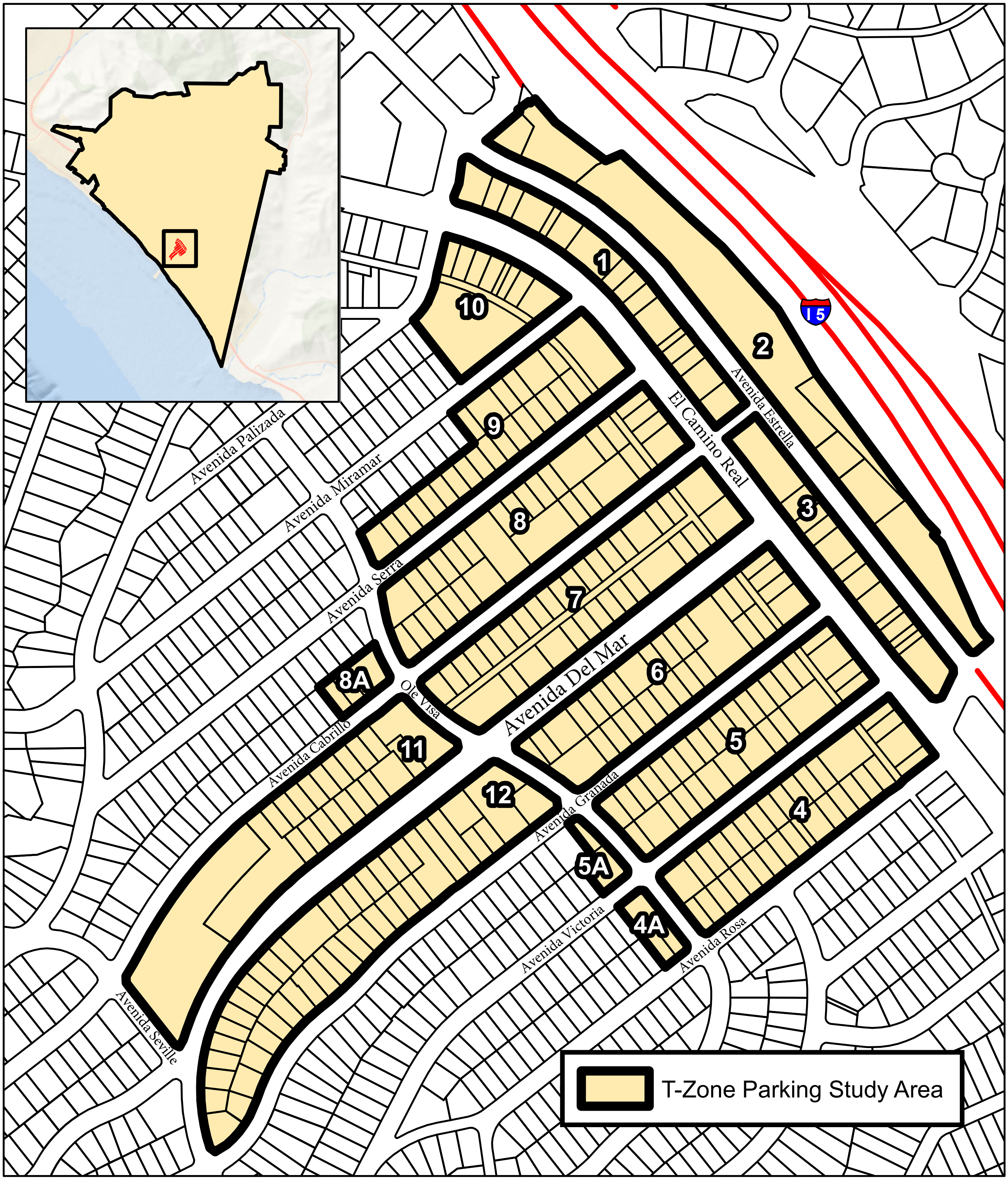
Attachments:

1. Downtown Parking Study Area Map
2. 2018 Downtown Parking Study T-Zone Occupancy Count Update

CITY OF SAN CLEMENTE

Attachment: 1

DOWNTOWN OCCUPANCY COUNT UPDATE
AUGUST 2018



Downtown Parking Study
Vicinity Map

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Attachment: 2

2018 Downtown Parking Study

January 2019

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PURPOSE OF COUNTS

The purpose of the 2018 T-Zone Parking Report and Occupancy Count Update is to identify parking demand in the T-Zone and compare it to previous counts conducted in 2002, 2006, 2008, 2010, 2013, and 2016. Based on the results contained in this report, recommendations are made to better manage parking supply in the T-Zone.

ACKNOWLEDGEMENTS

The 2018 T-Zone Occupancy Count Update was prepared for the City of San Clemente by Kyle Webber, Planning Intern (Masters of Urban and Regional Planning, University of California, Irvine), Michael Allocco, Planning Intern (Masters of Geography, California State University, Fullerton), and Christopher Wright, Associate Planner II, under the direction of project manager Carl Stiehl, Senior Planner.

INTRODUCTION

Downtown San Clemente is a popular retail destination that includes historic buildings, restaurants, specialty shops and services. Parking in the area is in high demand and an influx of visitors during the summer months adds added pressure to traffic circulation and demand for parking. The City has prepared occupancy count updates for the downtown area of San Clemente, known as the T-Zone, since 1995 to identify the parking demand and improve area parking conditions. The 2018 T-Zone Parking Report includes an August 2018 parking survey, analysis, and parking management recommendations. See Figure 3 for a map of the study area and page 8 for a description.

Significant changes to the parking system have occurred since the 1995 study, including the conversion of numerous parking facilities from private to public parking use. The result of this process has been an increase in the supply of public parking. Since 2003, a sufficient number of public and private off-street and on-street parking spaces have been observed in the area. During meetings with the Downtown Business Association, business owners, employees, and residents feel that the parking supply is inadequate. This perception is likely a result of those times when the parking occupancy rate during the peak hours in the summer months exceed the maximum effective capacity for public parking.

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 more 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.

EXECUTIVE SUMMARY

Overall peak occupancy for downtown was observed on Thursday August 9th and Sunday August 5th at 1 p.m. with a 68% occupancy rate on both days, which is below the maximum effective capacity threshold according to the Walker Parking Consultants analysis. Although the overall occupancy rates for the combined area appear insignificant, categorizing occupancy counts into three different types of parking (on-street, public off-street, and private off-street) reveals occupancy rates reach beyond the threshold within some categories. Parking occupancy rates are summarized in Table 1 below. Higher occupancy rates in San Clemente are traditionally at 1 p.m. and 7 p.m. on both weekdays and weekends. Those highlighted in yellow are above the 85% or 90% threshold.

	1 PM Occupancies	Rate	% change from 2016	7 PM Occupancies	Rate	% change from 2016
Highest Recorded Occupancies (combined)	Wednesday at 1 PM	63%	-7%	Wednesday at 7 PM	62%	-3%
	Thursday at 1 PM	68%	-3%	Thursday at 7 PM	59%	-6%
	Saturday at 1 PM	63%	-1%	Saturday at 7 PM	59%	-7%
	Sunday at 1 PM	68%	+7%	Sunday at 7 PM	49%	-6%
On-Street	Wednesday at 1 PM	78%	-5%	Wednesday at 7 PM	86%	-3%
	Thursday at 1 PM	80%	-5%	Thursday at 7 PM	80%	-8%
	Saturday at 1 PM	79%	-6%	Saturday at 7 PM	87%	-7%
	Sunday at 1 PM	90%	+5%	Sunday at 7 PM	76%	-6%
Off-Street Private Lots	Wednesday at 1 PM	49%	-7%	Wednesday at 7 PM	44%	+1%
	Thursday at 1 PM	53%	0%	Thursday at 7 PM	41%	-3%
	Saturday at 1 PM	43%	-2%	Saturday at 7 PM	38%	-6%
	Sunday at 1 PM	46%	+8%	Sunday at 7 PM	32%	-3%
Off-Street Public Lots	Wednesday at 1 PM	77%	-14%	Wednesday at 7 PM	70%	-12%
	Thursday at 1 PM	88%	-7%	Thursday at 7 PM	73%	-9%
	Saturday at 1 PM	91%	+12%	Saturday at 7 PM	68%	-15%
	Sunday at 1 PM	88%	+3%	Sunday at 7 PM	44%	-15%

Table 1: Parking Occupancy Rates for 1 p.m. and 7 p.m. (2018)

The perception and analysis of most parking systems is predicated on the availability and convenience of on-street parking. If on-street parking is congested, the entire system is likely to be perceived to be congested. In the San Clemente T-Zone, the peak summer overall occupancy rate during the counts was 68% on both Thursday at 1 p.m. and Sunday at 1 p.m. During these same times, on-street (or side street) parking was 80% (Thursday 1 p.m.) and 90% (Sunday 1 p.m.) and 90% for the most convenient parking along Avenida Del Mar. With on-street parking impacted, more drivers are likely to circle the study area in search of available parking spaces and, in turn, increase traffic in the area. This effect would further the perception that the area is congested, no matter how many spaces may be available in public and private lots.

Figure 1 shows a comparison of available parking at peak time on Thursday at 1 p.m. for private off-street parking lots, public off-street parking lots, and on-street parking.

Figure 1: Comparison of available parking at peak time

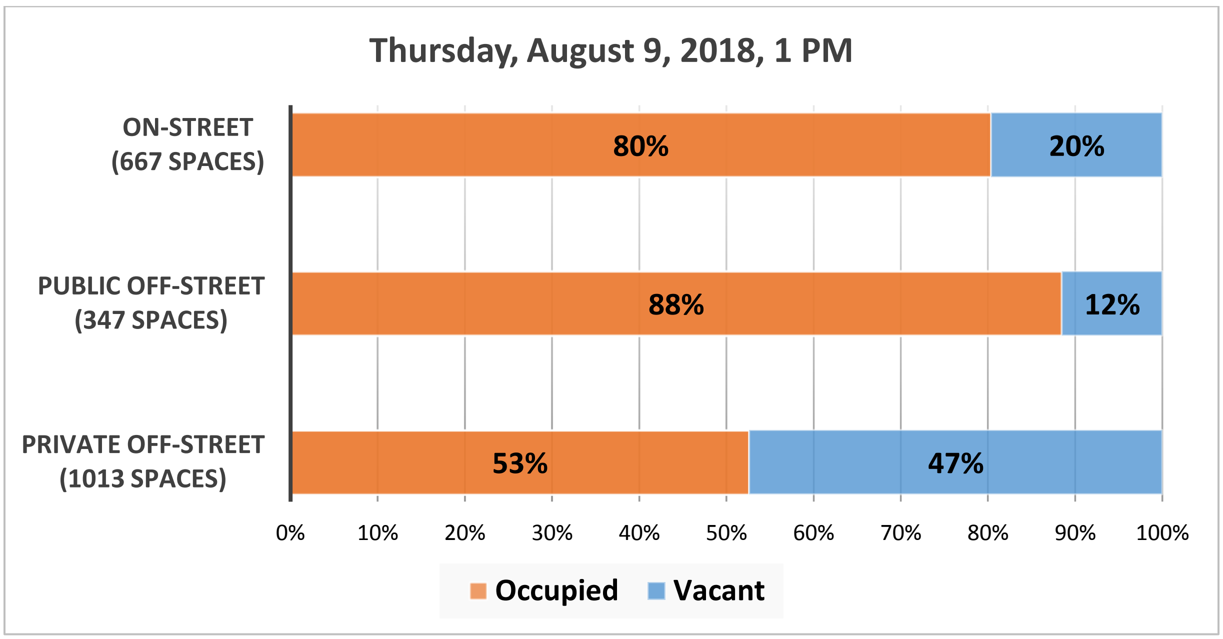


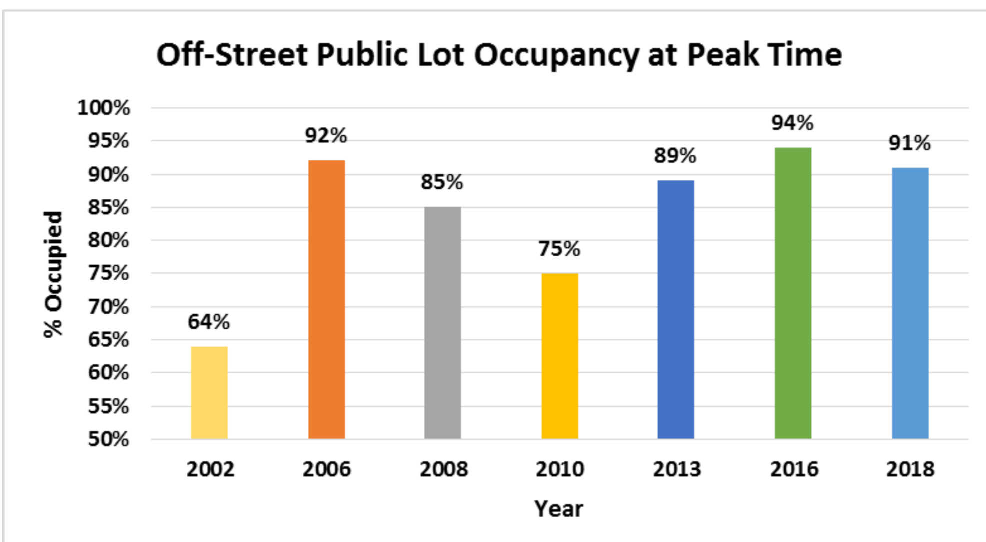
Figure 1 above illustrates that the primary available supply is in private lots during peak time. These spaces are often not available to the public due to parking restrictions. This does constrain the parking system during peak hours, worsening the circulation of traffic, and leaves visitors with an impression that sufficient free parking is not available in the T-Zone.

There are several Downtown area public parking lots that are at full occupancy at peak times while nearby private lots often remain less than half full. The parking supply in the area is not maximized due to limited use of private lots by the general public. The maps in Figure 8 of the Findings section of this document establishes four main geographic areas of concern in the T-Zone and depicts the disproportionate occupancy rates between private and public lots within each (see page 16).

Over the past five years, The City has been experiencing a shift from retail to restaurant use in the downtown T-Zone, and parking management strategies should reflect this. Creating designated employee parking in the area is one key recommendation among many provided in this report to help ameliorate parking congestion in the area (see page 26). Lots that may have high occupancy during the day and low occupancy at night should be targeted as places to direct restaurant employees to park. Identifying where parking is abundant and directing vehicles to those areas will continue to be a challenge and a primary parking management objective.

In 2018, the peak occupancy rate observed in off-street public parking lots occurred on Saturday at 1 p.m. at 91% (316 out of 347 spaces). During this same time period, private parking lots were recorded at just 43% even though there are almost 3 times as many private parking spaces available compared to public spaces. Figure 2 below compares the occupancy rates observed for public parking at peak time in 2018 with prior years, although off-street parking supply has increased over time. Please see section titled "Historical Trends" for a comprehensive analysis of past parking studies (page 29).

Figure 2: Off-Street Public Lot Occupancy, by year at peak time



STUDY PARAMETERS

The study area boundaries for the 2018 counts are the same as those used in 2002, 2006, 2008, 2010, 2013, and 2016. The study area boundary was first established with the 1995 IBI downtown Parking Study. Figure 3 is a vicinity map for the downtown study area including the streets and lots accounted for in the study. The study area is broken up into 12 different blocks which help analyze the data into smaller geographical units and allow for appropriate labeling of on-street parking counts. See appendix Figure A: On-street Parking Table for a detailed description of streets and number of available parking.

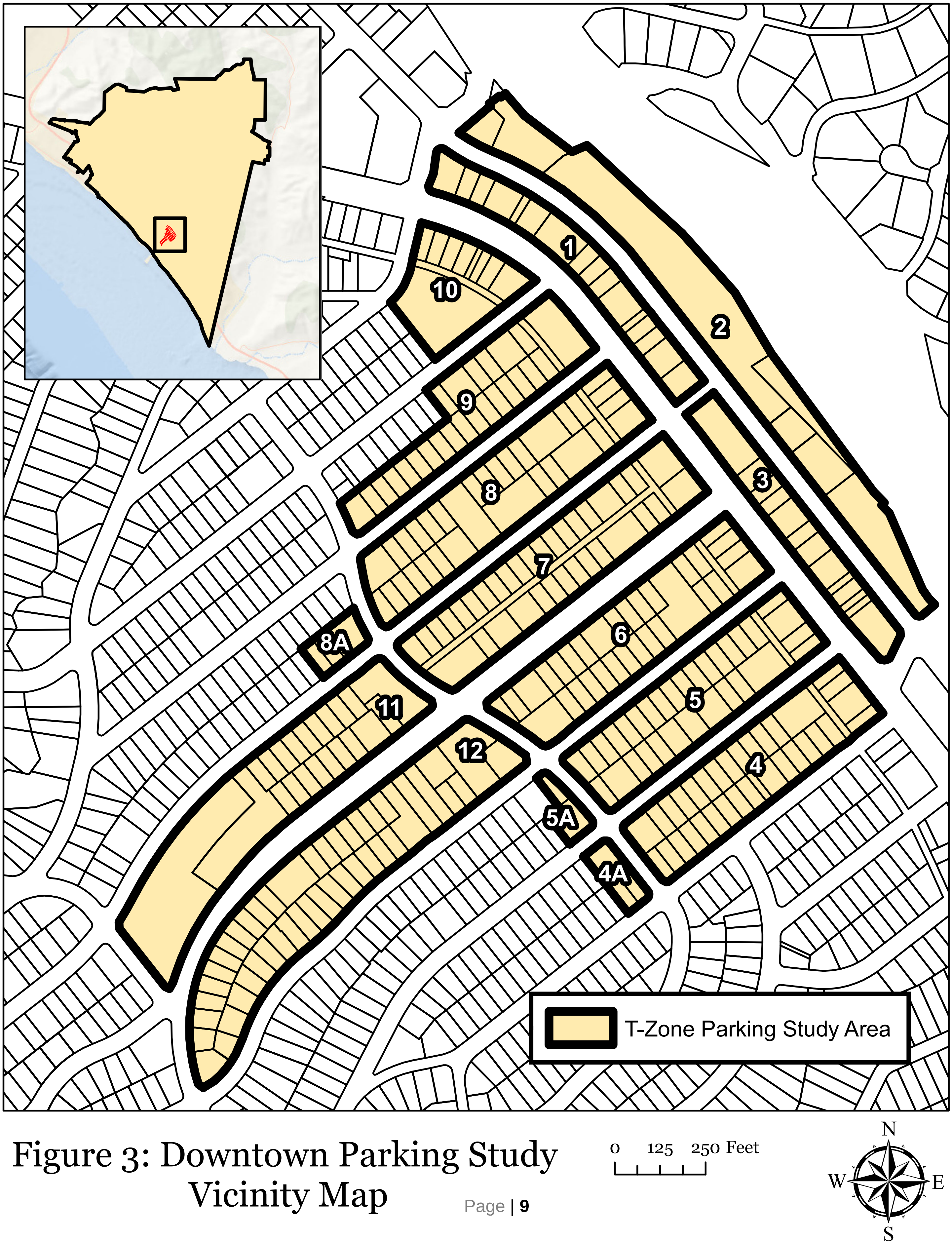


Figure 3: Downtown Parking Study Vicinity Map

METHODOLOGY

The 2018 occupancy counts were performed using the same methodological process as the last four parking studies that occurred in 2008, 2010, 2013, and 2016. Each of the five studies, including 2018, were performed on a Wednesday, Thursday, Saturday, and Sunday from 9 a.m. to 9 p.m. during the months of July and/or 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.).[1] The 2018 parking count dates were:

- Saturday August 4
- Sunday August 5
- Wednesday August 8
- Thursday August 9

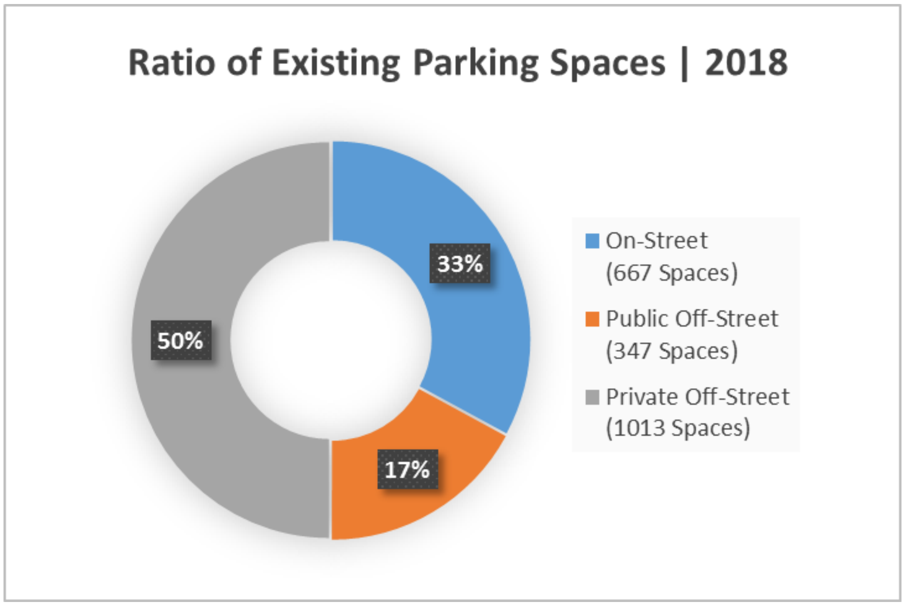
Both small and large-scale community events are common occurrences in the area. This is especially true during the busier summer months of July and August. Scheduling the parking counts to avoid larger events, such as the San Clemente Fiesta Street Festival, was intentional as the influx of visitors to the City on this day would not be an accurate representation of the parking dynamic. Since 2006, the weekly Sunday Farmer's Market corresponding with the parking study creates a surge in used parking as each parking spot occupied by a tent, table, trailer, or van carrying equipment for the market was counted as a used space. In 2018, there were roughly 55-65 spaces along Avenida Del Mar counted as occupied during the 9 am and 11 am counts due to the Farmer's Market.

CURRENT CONDITIONS

As of 2018, there are 2,027 public and private parking spaces in the Downtown T-Zone Study Area– 1,360 off-street spaces (347 public spaces and 1,013 private spaces) and 667 public on-street spaces. These numbers are only slightly different from the previous study in 2016 which had one (1) less parking space counted in the preliminary field work (2,026). The change in one additional total parking space is not from one specific lot or street, but rather a combination of increases and decreases of spaces in various lots and on-street parking. Figure 4 illustrates the allocation of available parking spaces among three different types of parking categories (on-street, public off-street, and private off-street). Private parking lots account for approximately 50% of total parking availability and is utilized least.

[1] The inventories and detailed occupancy counts, including summaries by block as well as the "raw" data, are provided as appendices.

Figure 4: Comparing existing parking



Observed Changes from 2016 Study

The 2018 data is the first since 2010 to show a decline in total overall parking usage in the area (see page 29 Historical Trends).The percentage rate changes are shown in Table 1 of the Executive Summary.

Despite the decrease in public off-street parking use, occupancy rates are still above the 90% threshold for some lots during peak times. Rates for on-street parking have also declined since 2016 but are also being recorded above threshold multiple times throughout the day around 1 p.m. and 7 p.m.

There are most likely numerous factors causing the decline in parking rates, both directly and indirectly. The introduction of the San Clemente Trolley System which traverses through throughout the T-Zone is a probable cause of some of the observed decrease. The trolley likely deters some visitors and commuters from using their private vehicles in the downtown T-Zone and surrounding area. Riders of the Trolley have been observed parking at the outlets center and taking the trolley to the T-Zone. To date, the trolley experiences “an average ridership of 43 people per hour”.[2]

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

2018 FINDINGS

This section provides a summary and graphical analysis of the parking count data in three sections.

1. **Areas of Concern.** This section illustrates four specific areas of concern (described as sectors) where high-occupancy rates are geographically concentrated.

2. **On-street Parking**. This section covers how on-street parking is effected in the four sectors and in the downtown area overall.

3. **Opportunities and Constraints**. This section looks at potential opportunities and existing constraints including the transition of private parking lots to public use.

Figures 5 and 6, on the following pages (13-14), show on-street and off-street parking occupancy rates during both peak times: Thursday at 1 p.m. and Sunday at 1 p.m. As mentioned in the executive summary, both peak times result in an overall occupancy rate of 68%. Figure 7 shows streets and parking lots with low (40% or below) occupancy rates during peak hour.

CITY OF SAN CLEMENTE
DOWNTOWN OCCUPANCY COUNT UPDATE
AUGUST 2018

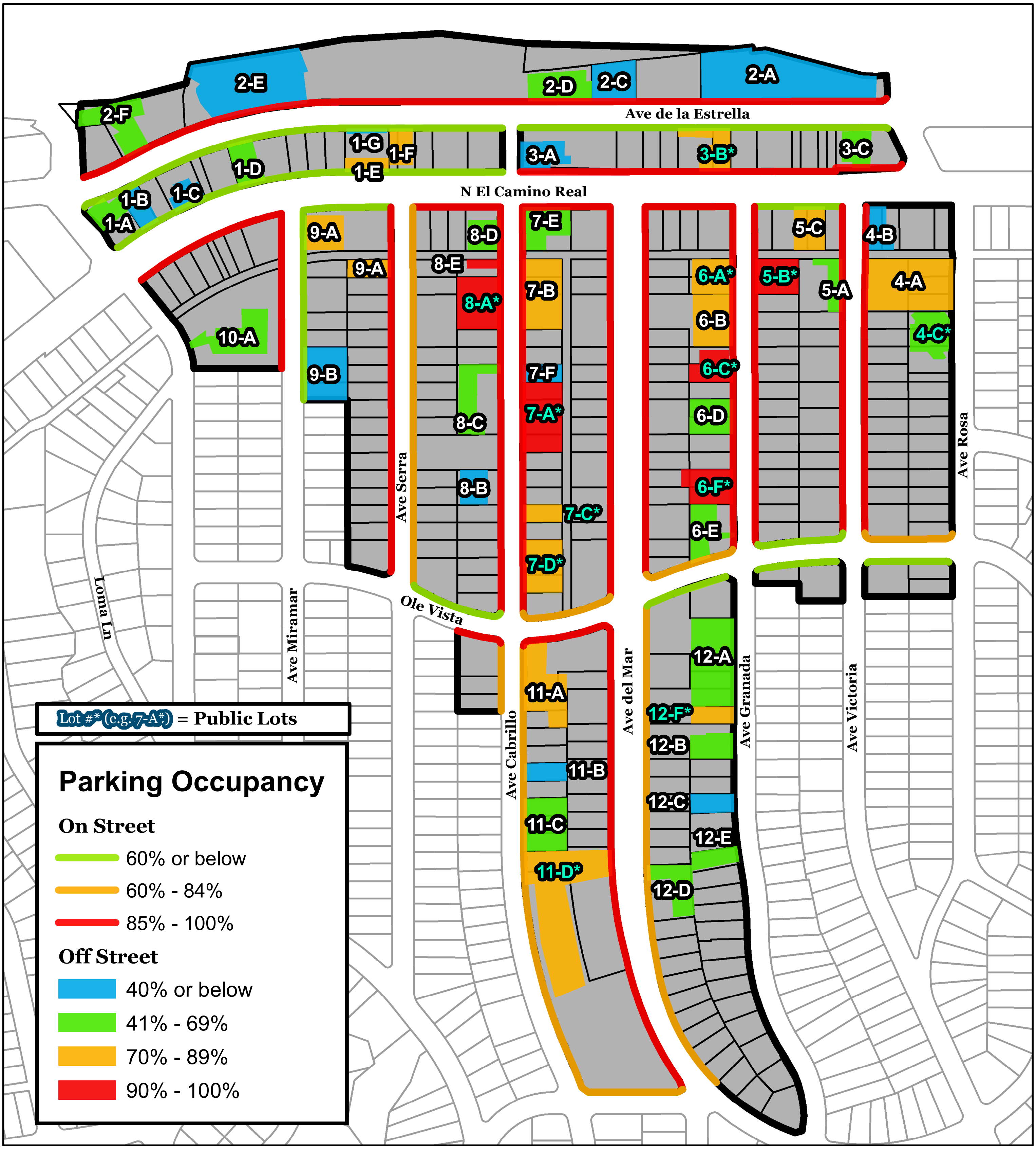


Figure 5: Downtown Parking Study 2018
Thursday August 9, 2018 1:00 P.M.

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CITY OF SAN CLEMENTE
DOWNTOWN OCCUPANCY COUNT UPDATE
AUGUST 2018

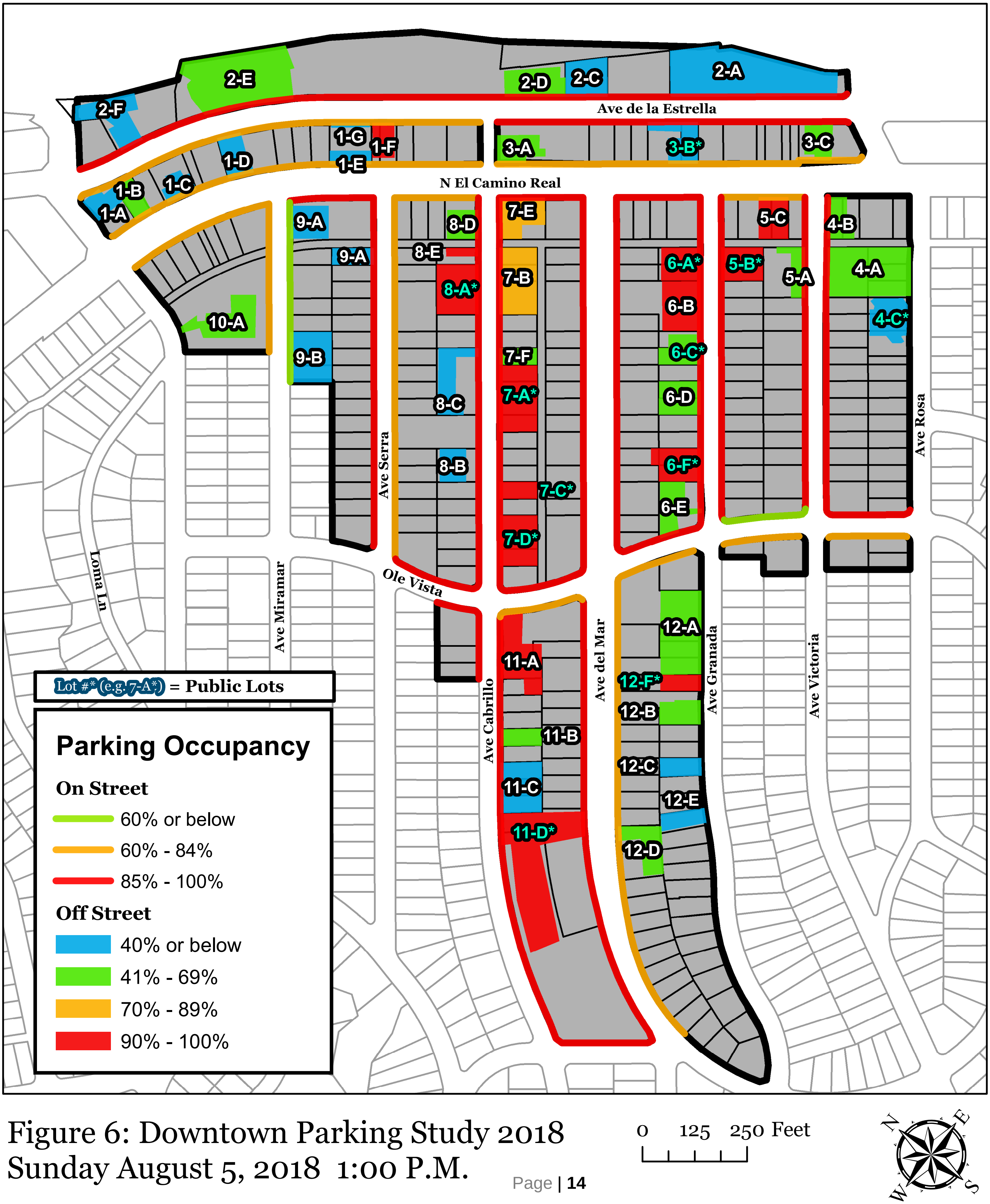


Figure 6: Downtown Parking Study 2018
Sunday August 5, 2018 1:00 P.M.

CITY OF SAN CLEMENTE
DOWNTOWN OCCUPANCY COUNT UPDATE
AUGUST 2018

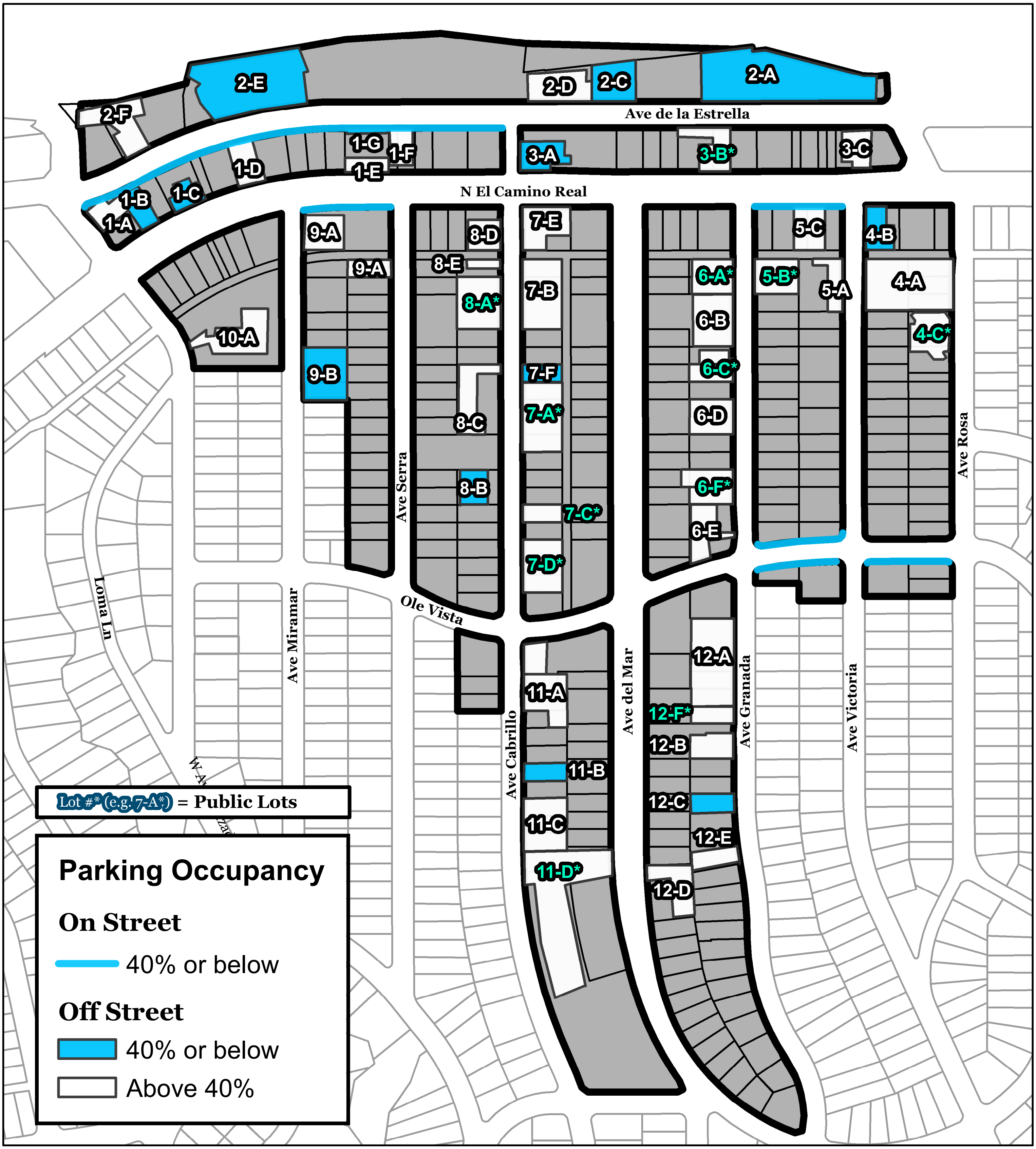


Figure 7: Downtown Parking Study 2018
Low Occupancy Thursday 1:00 P.M.

Areas Most Impacted

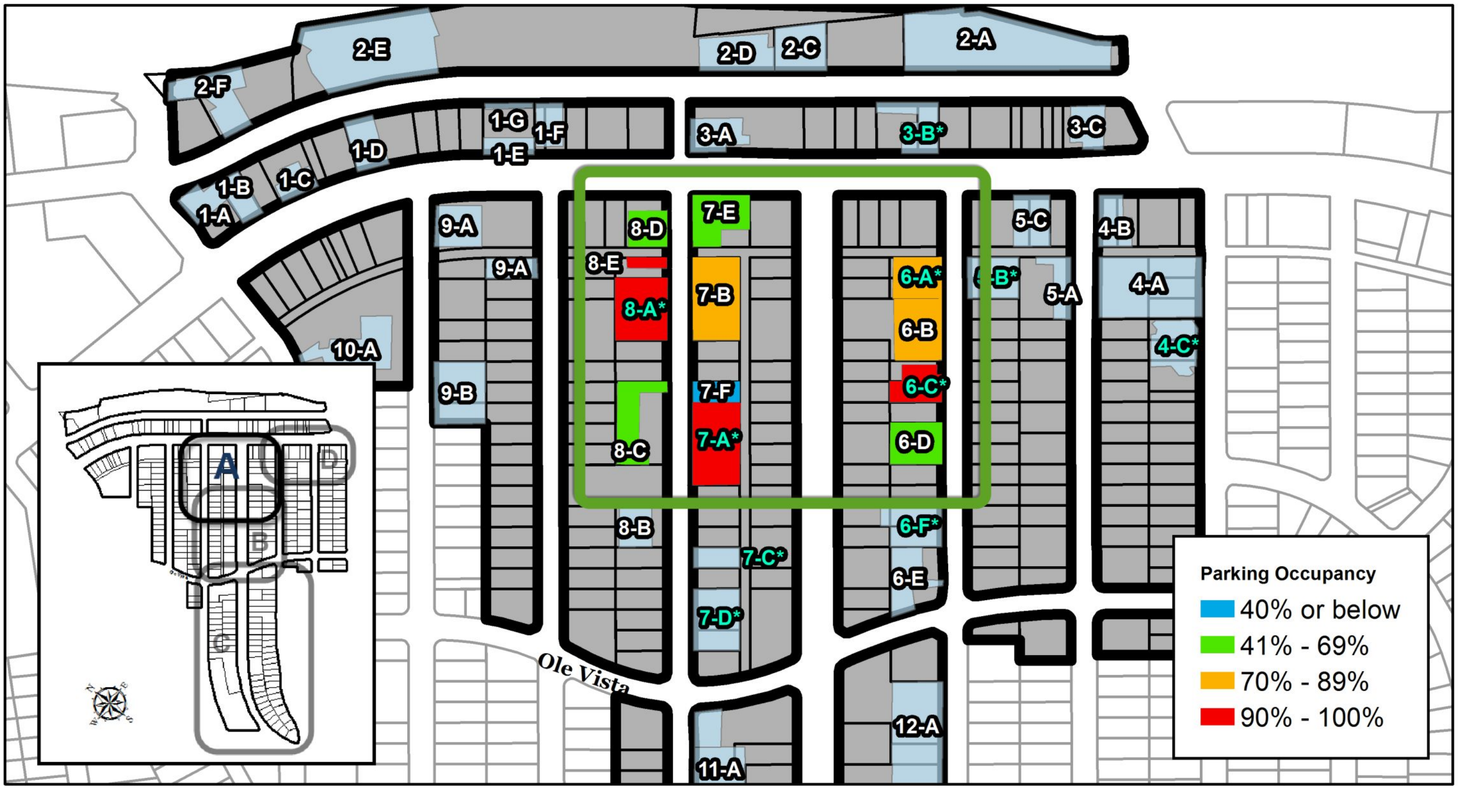
After studying parking usage trends, four distinct geographic subareas were identified where there is a greater difference between usage of parking in public and private parking lots. This section examines the contrast between parking accessibility where public lots are in high demand and there is low demand for private parking supply:

1. **Sector A:** Upper Avenida Del Mar
2. **Sector B:** Middle Avenida Del Mar
3. **Sector C:** Lower Avenida Del Mar
4. **Sector D:** Northeast T-Zone (Intersection of Ave. Granada / S. El Camino Real / Ave. Victoria)

Pointing towards small-scale regions identifies the specific free public-parking lots experiencing over-utilization (near or above the 90% threshold) and where traffic may be most congested as a consequence. This problem is attributable to the underutilization of specific private parking lots inaccessible to the public. Often, a driver parks where parking spaces are available closest to a destination. With this in mind, a driver's first choice is to use on-street parking, which is why on-street parking occupancy rates are higher than off-street parking. The second choice for a driver is a parking lot without fees or time restrictions, such as public lots, and the last choice is in a private lot with fees or time restrictions.

The four subareas encompass the main commercial strip, Avenida Del Mar, and the two adjacent streets, Avenida Cabrillo and Avenida Granada, where popular establishments in the area are located, such as a number of restaurants, shops, and cafes. These streets are lined with side-street parking, but are rarely available at peak time, leaving private and public parking lots the sole option.

Private lots in the T-Zone have more total parking spaces compared to public lots but are underutilized in all four locations during peak time at Thursday 1 p.m. (best illustrated in Figure 8). Thursday 1 p.m. is the best time to analyze the four locations not only because it is observed as being peak time, but also because the total occupancy rates at this time (68%) are the highest due to elevated parking rates in private lots, which are normally underutilized and, in fact, still are during this time.



Areas Most Impacted: Sector A

Areas Most Impacted: Sector B

Figure 8-A: Downtown Parking Study 2018 Areas Most Impacted (Sector A & B)

Lot #* (e.g. 7-A*) = Public Lots

Sector A: Upper Avenida Del Mar

Sector A, Upper Avenida Del Mar, consists of 110 public spaces and 164 private spaces distributed between eleven different lots. The two largest public lots (7-A and 8-A) hold more than half of the total available free public parking spaces at 95% (Lot 7-A) and 100% (Lot 8-A) occupied at peak time. There are roughly the same amount of private occupied spaces (113) as public spaces (105); however, the private parking spaces being utilized are more evenly distributed amongst all 8 private lots. Private lot 8-E (Nomad's Cantina) is the outlier, which is typically observed at a 90% occupancy rate due to the restaurant's popularity during this time and small number of spaces available (10).

Public				**Private**		
Lot	**Count/Inventory**	**Per.(%)**		**Lot**	**Count/Inventory**	**Per.(%)**
8-A	33/33	100%		8-C	8/19	42%
7-A	38/40	95%		8-D	4/9	44%
6-A	17/20	85%		8-E	9/10	90%
6-C	17/17	100%		7-B	38/45	84%
				7-E	12/21	57%
				7-F	4/10	40%
				6-B	25/30	83%
				6-D	13/20	65%
Total:	105/110	95%		**Total:**	113/164	68%

Table 2: Sector A Upper Avenida Del Mar

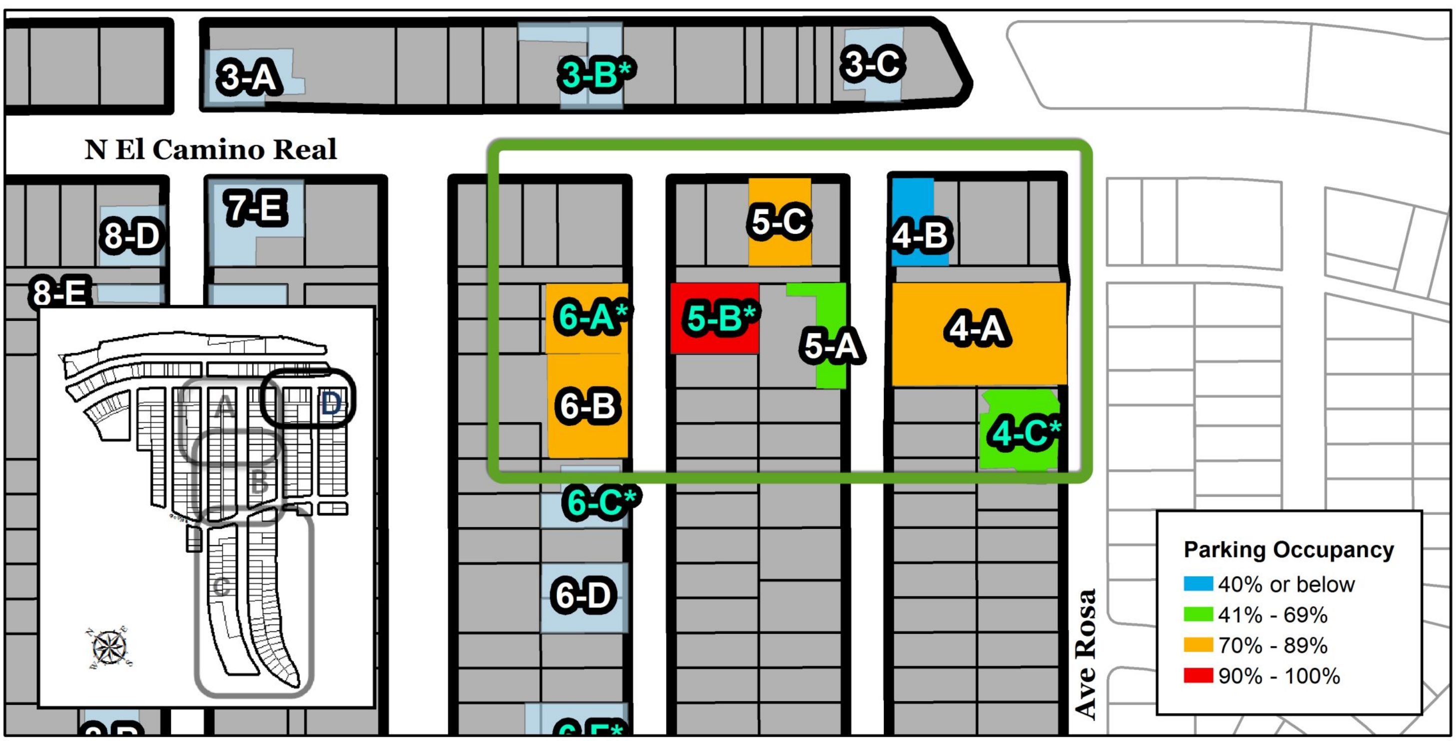
Sector B: Middle Avenida Del Mar

Sector B, Middle Avenida Del Mar, has more than twice the amount of total free public parking spaces available compared to private spaces. Still, almost all six public lots in this sector are near or above the 90% off-street threshold, while private lots in this same sector are as low as 40%. All on-street parking is above the 85% on-street threshold during this time.

Public				**Private**		
Lot	**Count/Inventory**	**Per.(%)**		**Lot**	**Count/Inventory**	**Per.(%)**
8-A	33/33	100%		8-B	2/12	17%
7-A	38/40	95%		8-C	8/19	42%
7-C	7/8	87.5%		7-F	4/10	40%
7-D	34/38	89.5%		6-D	13/20	65%
6-F	20/21	95%		6-E	8/19	42%
6-C	17/17	100%				
Total:	149/157	95%		**Total:**	35/80	44%

Table 3: Sector B Middle Avenida Del Mar

Areas Most Impacted: Sector C



Areas Most Impacted: Sector D

Figure 8-B: Downtown Parking Study 2018
Areas Most Impacted (Sector C & D)

Lot #* (e.g. 7-A*) = Public Lots

Sector C: Lower Avenida Del Mar

Sector C, Lower Avenida Del Mar, demonstrates the same conditions as the two previous sectors. The two public lots are near the 90% off-street threshold, while the eight private lots have a total occupancy rate of less than 50%. Sector C encompasses the Public Library which provides 91 public parking spaces free of charge to the public. As parking is unrestricted and it is centrally located, people use this parking lot regardless of their intentions to visit the public library or to visit a nearby establishment. Nonetheless, the high occupancy rates in this parking lot lead to traffic congestion inside and around the entrance and exits of the lot, as witnessed during field work.

Public				Private		
Lot	**Count/Inventory**	**Per.(%)**		**Lot**	**Count/Inventory**	**Per.(%)**
12-F	7/8	87.5%		12-A	30/52	58%
11-D	80/91	88%		12-B	14/21	67%
				12-C	2/11	18%
				12-D	10/16	62.5%
				12-E	5/10	50%
				11-A	18/46	39%
				11-B	4/12	75%
				11-C	14/28	50%
Total:	87/99	88%		**Total:**	97/196	49%

Table 4: Sector C Lower Avenida Del Mar

Sector D: Northeast T-Zone

Sector D, Northeast T-Zone, where the expected anomaly between public and private lot occupancy rates does not occur. There are two reasons for this: (1) Private lots for Billy's Deli and Carbonara (6-B) and Starbucks (4-A) are the largest lots in the sector and are likely used for other destinations. As private lots, occupancy rates were expected to be lower, but parking lots 6-B and 4-A were observed to have higher usage, likely due a lack of enforcement of time limits.

Public				Private		
Lot	**Count/Inventory**	**Per.(%)**		**Lot**	**Count/Inventory**	**Per.(%)**
6-A	17/20	85%		6-B	25/30	83%
5-B	25/27	93%		5-A	9/15	60%
4-C	12/25	48%		5-C	17/21	81%
				4-A	44/57	77%
				4-B	5/13	38%
Total:	54/72	75%		**Total:**	100/136	73%

Table 5: Sector D Northeast T-Zone

On-Street Parking

As of 2018, there are 667 on-street spaces in the T-Zone. The highest recorded on-street occupancy rate was 90% on Sunday at 11 a.m. This was during the Sunday Farmer's Market that occurs along Avenida Del Mar which results in roughly 55 additional occupied spots and potential spillover use increasing parking rates in surrounding on-street and public parking spaces. We consider on-street parking to be at its effective capacity at 85% occupancy. At this capacity, circulation is more likely to become impacted.

Parking rate percentages are shown in the maps in the Findings section (Figure 5 & 6) along with the off-street occupancy rates. On-street parking around the central downtown area is recorded above the 90% threshold at multiple times on each of the four days of the parking study, with Avenida Del Mar being the most impacted street. Many other streets are impacted by high occupancy rates as well, but not as often and as high as Avenida Del Mar, especially during the peak hour.[3]

Since 2013, on-street parking rates in the T-Zone have been recorded near or surpassing effective capacity (85%). In 2013, a significant number of T-Zone streets were above their effective parking capacities. The highest recorded on-street occupancy in 2013 was 90% on Saturday at 7 p.m. For Sunday, the highest recorded on-street occupancy in 2013 was 83% at 1 p.m., just within the effective capacity. The highest recorded on-street occupancies on Wednesday and Thursday in 2013 were 88% and 89% at 7 p.m., respectively, both surpassing the effective capacity threshold.

In 2016, the highest recorded on-street occupancy was 94% on Saturday at 7 p.m. This is the highest overall on-street occupancy recorded since the parking studies began in 2002. On Wednesday and Thursday in 2016 the recorded on-street occupancy was 89% and 88%, respectively. The effective capacity threshold was exceeded on every day at peak times. Occupancy rates have decreased in 2018, but rates still exceed the maximum effective capacity during peak times. These numbers reveal that the on-street parking system in the T-Zone is inefficient; however, there are opportunities to ameliorate this issue with improved parking management.

[3] Individual and accumulative on-street occupancy rates for all recorded times can be found in the Summary Maps section and the Appendix.

Opportunities and Constraints

There are a number of strategies the City can implement to lower occupancy rates and control traffic circulation in the area. The report indicates parking inefficiencies stem from poor parking management rather than a lack of parking spaces. Key strategies should attempt to distribute parking evenly amongst all three different types of parking by:

- Continue lease program to make private parking more accessible. The City can continue efforts to sign leases with owners of several underutilized private parking lots in the study area, particularly during off-business hours in evenings. The lease program has increased the supply of parking and there is more opportunity to pursue with a continued commitment to fund the program.

- Update existing wayfinding sign program. An update to the T-Zone wayfinding sign program is likely to help with the parking imbalance. Drivers may be unaware of the availability of free private off-street parking where parking availability is the highest. Existing signs in the area direct traffic to free downtown parking, but the design and location of signage may be impeding their effectiveness. Updating the Parking Wayfinding Sign Program could prove useful in effectively directing traffic and guiding drivers to specific locations for public parking. The Downtown Paseo Plan references its own signage recommendations for parking wayfinding in the downtown area.

- Determining the necessity of red curbs. Red curbs exist for important reasons including safe access to parked cars, transit stops, fire hydrants, and pedestrian and cyclist crossings. As new development occurs and the downtown land uses change, some red curbs may no longer be relevant to their initial intended use.

- Implementing a curb management program. Curb Management Programs (CMP) help better utilize curb space in the city and maintain a clear messaging system that reduces confusion for all commuters to the City including private vehicle owners, pedestrians, and cyclists. CMP's use parking management techniques so that curbs are available for parking, loading, or vehicle movements based on travel patterns and effectively manage parking supply along on-street parking by encouraging drivers to park for only as long as needed.

- Regulating maximum time limits. If time limits are implemented parking may be made available to meet demand during peak time, and reduce traffic trips from drivers searching for parking. This is useful in both private and parking lots, but is especially useful for on-street parking where turnover for spaces is essential to support short-term transactions along the busier commercial avenues in the city. Additionally, maximum on-street time limits may encourage employees parking in the area to seek alternative options and not occupy spaces for extended periods of time. Increasing the parking time limit in the afternoon will offset potential issues with the strategy mentioned above. Time limits should be extended in the afternoon hours when people will traditionally spend longer amounts of time in a single area.

- Revising overnight parking restrictions. Side-street residential parking exceeds its effective maximum capacity in the evening hours when most people are home. Opening access to lots for overnight parking can relieve on-street parking stress for residents as non-residents will have more options to park.

- Providing online access to parking information. Online access to parking information can make the experience of finding parking less confusing and, in turn, improve traffic flow. Time limit information and areas to park for free can be included on the city website or a smartphone app.

- Consider additional technology to manage the parking system. Parking meters and pay stations for spaces where parking is not free will help enforce time limits. Smart phone apps or interactive websites displaying time limits and reminders are useful to visitors in the area.

- Improve walking and cycling conditions. Walking and biking infrastructure in the downtown area is inconsistent. There are areas where bike lanes could be added or improved, consistent with recommendations in the Bicycle and Pedestrian Master Plan (BPMP) adopted in 2014. Increased numbers and maintenance of sidewalks, pedestrian crossings and bike lanes would improve walking and cycling in the area which could alleviate traffic congestion and parking demand in the area.

- Developing an in-lieu fee program. Because this document shows ample parking supply in the City’s downtown area, in-lieu fees are one of several options to lower the number of required spaces for new development. The fees from an in-lieu program can be used to support the strategies and recommendations outlined in this section such as creating new trolley stops, curb management, signage, investing in new technologies (electronic meters, parking app, etc.), and general improvements and maintenance to parking lots and pedestrian pathways or be used to fund additional parking elsewhere.

- Downtown Parking Improvement District. Work with Downtown Business Association (DBA) to assess interest in the formation of a parking improvement district with the DBA as a non-profit public-private partnership. With in-lieu fees for downtown projects and/or the addition of metered parking, a parking district can focus downtown generated parking revenue on direct investment of parking management strategies in the downtown where parking demand is highest and in most need of improvement. Examples of strategies are discussed earlier in this report.

Transitioning From Private to Public

While the larger, free public lots are either at, or above the 90% capacity during peak hours, there are a higher number of smaller private lots with more parking spaces combined with lower occupancy (as previously mentioned in section, “Areas Most Impacted”, on page 16). The underutilized private lots hold potential to increase accessible parking and ameliorate traffic congestion. Private lots with low occupancy rates during peak hours are listed below: 4-A, 11-C, 11-B, 11-A, 12-A, 12-B, 12-C, 8-B, 8-C, 7-E, 6-D, and 6-E.

Lot	Description	Occupancy Rate	# of Spaces
4-A	Starbucks	77%	57
6-D	Private lot along Avenida Granada	65%	20
6-E	Italian Cravings Restaurant	42%	19
7-E	Verizon Store/Baskin Robins	57%	21
8-B	Ocean Breeze Medical Group	17%	12
8-C	130 Cabrillo Medical/Dental Building	42%	19
11-A	Tenant parking only	39%	46
11-B	Selma’s	33%	12
11-C	Customers of 224 Avenida Del Mar	50%	28
12-A	Customer Parking Only (No Time Restrictions)	58%	52
12-B	Tenant parking only	67%	21

Table 6: Opportunities for Private Lots

Lot 4-C, the Fire Station / Senior Center on Avenida Rosa, is the only public off-street lot with a significant number of underutilized parking spaces during peak hour at a 48% occupancy rate. This could because lot 4-C is farther from higher activity establishments on Avenida Del Mar and surrounding streets, but nonetheless, there is opportunity to utilize this lot further.

CONCLUSION

The parking study findings demonstrate there is no lack of parking supply throughout the Downtown Study area, but rather the parking supply may be used inefficiently when considering all of the parking available. The 2018 Downtown Parking Study depicts the areas of concern opportunity in the T-Zone. Most importantly, it is evident that the opportunity for more efficient parking management is viable through greater utilization of private parking spaces in this area. The public lots are used more often than the private lots, yet they represent only 347 of the 1,360 off-street spaces available. As previously mentioned, the peak occupancy observed in these public lots occurred on Saturday at 1 p.m. with an occupancy of 91%. During this same time period, the private lots were only at a 43% occupancy.

Overall, during the summer lunch/afternoon weekday periods and the evening weekend periods, the parking system is well above its effective capacity for on-street parking and public off-street parking. This indicates that private lots are the primary supply of available parking for patrons visiting the downtown area during peak weekday and weekend times. While this is not necessarily a serious problem, it does constrain the parking system during peak hours and leaves visitors with an impression that sufficient parking is not available in the T-Zone.

The perception and analysis of most parking systems is predicated on the availability and convenience of on-street parking. If on-street parking occupancy is high, the entire parking system will be perceived to have no available parking. In the T-Zone, while the overall occupancy counts peaked at approximately 68% during peak time, the on-street parking for the entire area was at 80% and occupancy was above 90% along Avenida Del Mar. With on-street parking impacted, more drivers circle the block searching for available spaces to increase area traffic. This furthers the perception that the area is congested, no matter how many spaces may be actually available in public and private lots.

The following pages document provide general recommendations on site specific areas of the T-Zone where parking management improvements can mitigate problems identified in this document.

GENERAL RECOMMENDATIONS

Based on review of the occupancy data, three sets of recommendations are provided:

1) Specific recommendations to increase the effectiveness of underutilized parking lots;

2) General recommendations for improved management of the downtown parking supply; and

3) Development of a comprehensive parking and circulation strategy for the Downtown, as promoted in the General Plan.

Specific Parking Lot Recommendations

1) Consider leasing the excess capacity of the Kehoe lot (9-A) (86% and 6% occupancy rates during Thursday and Sunday peak times respectively).
2) Consider leasing the private Presbyterian Church lot (2-E) for further downtown employee parking use on weekdays (20% filled on Wednesday, 22% filled on Thursday at peak times).
3) Convert the all day public parking lot on Granada (6-C) to a 3 hour time limit to free up parking supply for customers and shoppers during the day, but continue to allow residents to park overnight between the hours of 9 p.m. to 9 a.m. This is a rolled-over recommendation from 2016 and should still stand. 2018 data for public lot 6-C was never recorded above threshold (90%) aside from once during the Thursday peak time (1 PM) when it reached 100%.
4) Investigate leasing the excess capacity of lot (3-A, Sit 'n Sleep) for public parking.
5) Investigate leasing the excess capacity of lot (4-A, Starbucks) for public parking use.
6) Investigate leasing the excess capacity of lot (6-D, West side of Ave. Granada) for public parking use.
7) Investigate leasing the excess capacity of lot (12-A, three combined lots on Avenida Granada in Sector B) for public parking use.
8) Investigate leasing the excess capacity of lot (12-D, Fed-Ex Kinko) for public parking use
9) Evaluate cost of adding parking spaces to the City owned public lot at the top, north side, of the block of Avenida Cabrillo (8-A). The addition of parking spaces (approximately 4 to 8 spaces) would require adding soil and creating a retaining wall on the downward slope of the property (costs unidentified at this time).
10) Continue to encourage downtown restaurant employees to park at the public Fire Station/Senior Center lot (4-C) and (12-F) during the evenings after 5 p.m.
11) Develop an educational program to inform property owners with underutilized parking lots of the district wide benefits of opening up their parking for public use.

12) The educational program should include opening up for evening/restaurant employee parking in lots (2-E, the Presbyterian Church), (2-D, Church Preschool), and (3-A, Sit ‘n Sleep).

General Recommendations

13) When appropriate, limit the issuance of parking waivers unless private parking spaces are made available for public use as part of the parking waiver request..
14) Consistent with past studies, consider reduction of two hour time limits to 90 minutes.
15) Continue enforcement of all posted parking regulations.
16) Encourage the use of shared parking agreements between private businesses.
17) Continue to convert private lots to public lots through lease agreements, with a focus on the lots described in the 2018 parking study, specially those lots mentioned in the recommendations above.
18) For new development, ensure parking is available on-site, or can be provided through off-site parking agreements or shared parking arrangements.
19) Continue to monitor and record parking occupancy along Avenida Del Mar to see how changes in time limits modify behavior.
20) Evaluate paid parking to determine if time limits and enforcement are effective or not. If paid parking is pursued, consider use of parking revenue for parking management, to increase capacity in the district, and for improvements on Avenida Del Mar and el Camino Real..
21) Increase circulation of Public Parking brochure. Provide brochures at downtown kiosks, provide brochures to the DBA office, request DBA to post electronic version on DBA’s website and Facebook page, and have staff business liaison continue to distribute maps to businesses and encourage them to place the brochures in a visible location for customers.
22) Consider expanding the brochure to include information directed towards where parking should be utilized for employees of restaurants located in the area.
23) Continue and expand overnight parking pass program that restaurants utilize to discourage drinking and driving.
24) Develop parking standards for neighborhood electric vehicles (NEV), motorcycle, and scooter parking so that these alternative transportation methods can be considered in the Downtown, thus reducing automobile parking demand.
25) In order to encourage active transportation:
    - Evaluate opportunities to add additional bicycle racks Downtown, in addition to the racks planned for installation along Avenida Del Mar, if need arises.
    - Consider providing adequate bike lanes along roads expanding out from Avenida Del Mar; and
    - Consider improving the level of walkability in the Downtown T-zone area by evaluating feasible options to fund sidewalks and pedestrian pathways.

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.

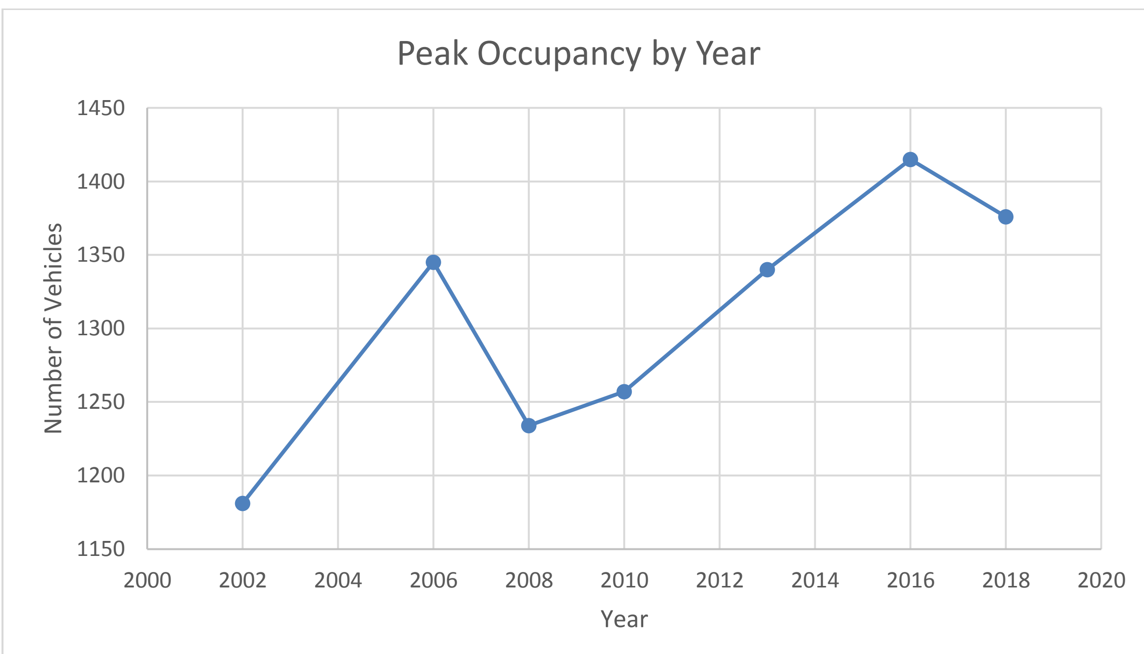
26) Initiate General Plan Implementation Measure, which states "Prepare comprehensive parking and circulation strategies for key commercial areas, including: North Beach, Pier Bowl, Del Mar/T-Zone and Plaza San Clemente" (costs unidentified at this time).
   a) Require new development to use offsite employee parking lots to maximize parking for customers near businesses.
   b) Consistent with the Walker 2003 Downtown Parking Needs Assessment, employees traditionally park longer than shoppers and visitors, and it is not unreasonable to expect them to park further from their destination. Currently, all code required parking must be within a 500' radius of the business it serves. Many cities allow employee parking to be located further away and we recommend that the San Clemente code be amended to allow employee parking to be located more than 500 feet away from the business it serves. A 900' walking radius is reasonable; it will require less than a five minute walk. This recommendation is not meant to penalize employees, but to minimize the local vehicle and pedestrian foot-traffic and, in turn, improve the circulation in the area making it easier and quicker for people to find short-term on-street parking for running quotidian errands.
   c) Evaluate cost of "smart" parking spaces or other technologies, which are sensors installed in parking lots that alert drivers with compatible interfaces when parking spaces are available and/or when their time limit is near expiration. Additionally, the sensors can send signals to law enforcement when a car has overstayed its time limit.
   d) Evaluate new parking strategies for library parking.
   e) Continue evaluating the effectiveness of the San Clemente Trolley that was implemented since the previous study and collect information on the positive impacts this has on parking in both Parking Study areas (Downtown T-Zone and North Beach).
   f) Begin evaluating the effectiveness of the recent launch of the SC rideshare program in partnership with Lyft© and ButterFLi©. The program was intended to provide transit service options that offset the loss of bus Route 191 and 193, formerly provided by the Orange County Transportation Authority (OCTA).

HISTORICAL TRENDS

By analyzing data from past studies, we can see some patterns in figure 9 below. The 2006 counts showed the parking system was notably busier than it was in 2002. The 2008 counts showed that parking demand had dipped from 2006 and became closer to the demand seen in 2002. Despite the recession in 2008, the 2010 counts showed significant increases since 2008. In many areas of the country, the economic decline had not improved the subsequent two years. The 2010 counts were significantly higher than in 2008 and brought the totals much closer to the 2006 levels. In 2013, the counts indicated a moderate increase from 2010 levels. Compared to 2013, there was a steady increase in occupancy rates and number of spaces occupied for 2016.

This trend shows that parking in the T-Zone area is continuing to be impacted and will continue to face challenges. The 2016 counts remain the highest on record in terms of both total occupancy and percentage of spaces occupied. The counts for the peak time in 2018 are slightly below that.

Figure 9: Peak Occupancy by Year, 2002 – 2018



In 2006, the overall occupancy peaked at 71% on Sunday at 11 a.m. This was attributed to the demand by church-goers and farmers' market attendees as they filled public lots and on-street spaces, leaving private lots largely empty. This is similar to the 2018 numbers recorded throughout Sunday morning and early afternoon. In 2008, demand peaked at 65% on Wednesday at 1 p.m., a 6% drop from the previous year. The overall peak in 2010 revealed a shift from the 2008 late morning peak driven by businesses to an evening peak likely driven by restaurant use on Avenida Del Mar. In 2013, the peak occupancy rate shifted back to an afternoon peak reaching 70% on Thursday at 1 p.m. In 2016 and 2018, the peak occupancy was also on Thursday at 1 p.m., now for the fourth consecutive time, with occupancy rates of 71% and 68% respectively. The high-occupancy rate in 2018 was recorded twice, once on Thursday at 1 p.m. and again on Sunday at 1 p.m.

OVERALL PEAK – By Year

- In 2002, the highest recorded occupancy was 1,181 vehicles on Wednesday at 11 a.m. with an occupancy rate of 62%;
- In 2006, the highest recorded occupancy was 1,345 vehicles on Sunday at 11a.m. with an occupancy rate of 71%;
- In 2008, the highest recorded occupancy was 1,234 vehicles on Wednesday at 1 p.m. with an occupancy rate of 65%;
- In 2010, the highest recorded occupancy was 1,257 vehicles on Saturday at 7p.m. with an occupancy rate of 67%;
- In 2013, the highest recorded occupancy was 1,340 vehicles on Thursday at 1 p.m. with an occupancy rate of 71%;
- In 2016, the highest recorded occupancy was 1,440 vehicles on Thursday, July 28 at 1 p.m. with an occupancy rate of 71%;
- In 2018, the highest recorded occupancy was 1,376 vehicles on Thursday, August 9 at 1 p.m. with an occupancy rate of 68%.

Parking demand has decreased by 3% since 2016. The same rate of change occurs when comparing numbers for 2013 and 2018 data; a decrease from 71% to 68%; however, the counts for 2018 are actually 36 percentage points (counted cars) higher than what was recorded for 2013 due to an update in the inventory.

PEAK TIMES – By Day and Year (Weekday and Weekend)

Wednesday & Thursday:

In 2002, the highest recorded occupancy was at 11 a.m. (1,181 cars), in 2006 it was at 1 p.m. (1,223 cars), in 2008, it was at 1 p.m. (1,234 cars), in 2010, it was at 1p.m. (1,243 cars), and in 2013, it was at 1 p.m. (1,324 cars). In 2016, the highest recorded occupancy was at 1 p.m. (1,440 cars).

For 2018, the peak occurred on a Thursday at 1 p.m. when 1,376 cars were observed, representing a 5 percent decrease from 2016.[4] Table 7 below shows changes in peak overall occupancy by year.

Table 7: Time of highest recorded occupancy on Wednesday or Thursday by year

Time of highest recorded occupancy by year				
Year	Day	Time	Number of Vehicles	Percent Increase or Decrease
2002	Wednesday	11 a.m.	1,181	-
2006	Thursday	1 p.m.	1,223	3%
2008	Wednesday	1 p.m.	1,234	1%
2010	Thursday	1 p.m.	1,243	1%
2013	Thursday	1 p.m.	1,324	6%
2016	Thursday	1 p.m.	1,440	8%
2018	Thursday	1 p.m.	1,376	-5%

Figure 10 below compares occupancies for Wednesday. Figure 11 below compares yearly occupancy for Thursday (Thursday was not counted in 2002). As seen in the figures, compared to 2016, every hour count on Wednesday and Thursday saw a decrease in demand. The 2018 counts are close to the counts recorded in 2013. The figures also shows that the two weekday peak occupancies occur at 1 p.m. and 7 p.m.

[4] For 'raw' data on inventory numbers see appendix item B and C

Figure 10: Wednesday Occupancy Counts 2002 - 2018

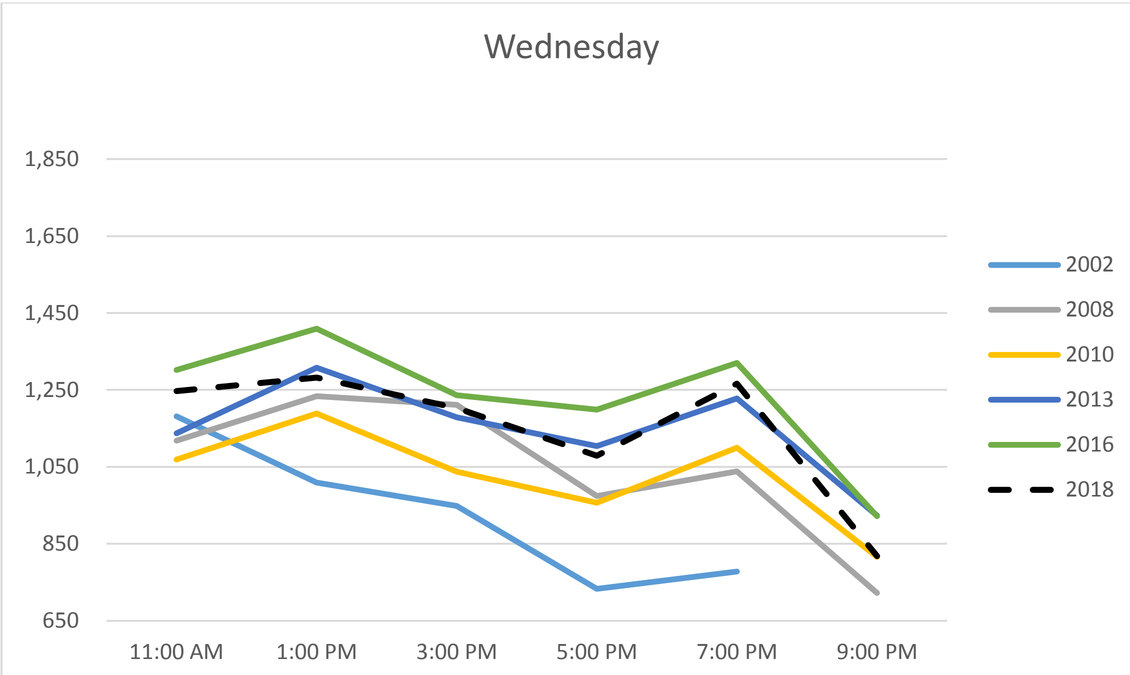
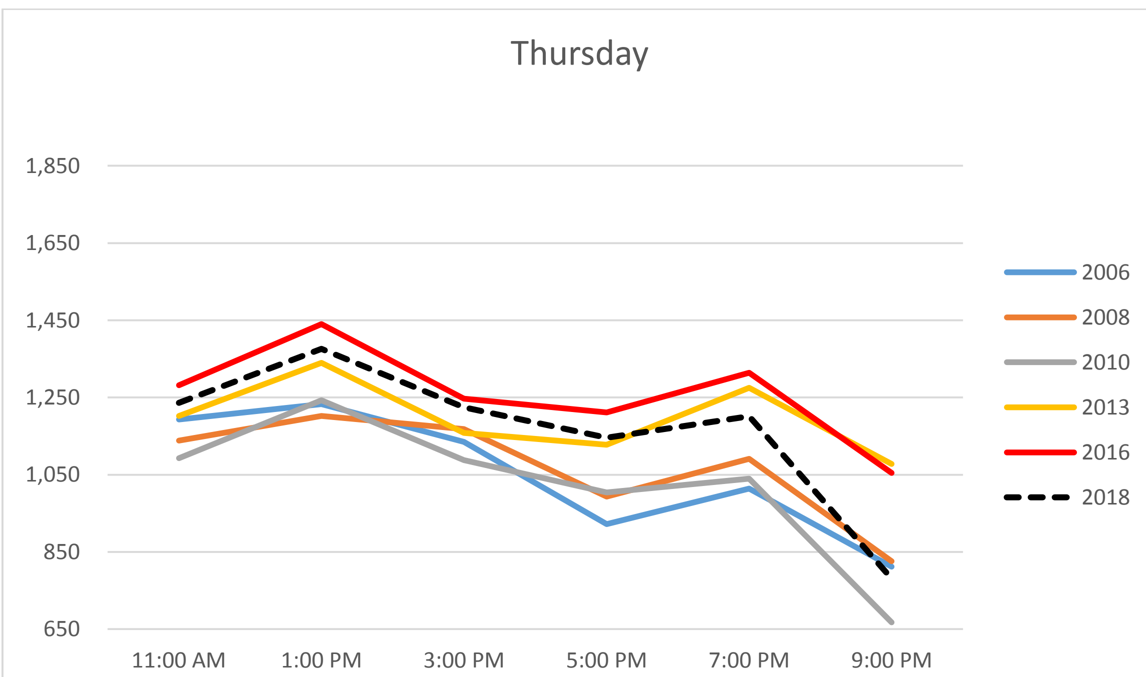


Figure 11: Thursday Occupancy Counts 2006 - 2018



Note: Thursday counts were not recorded in 2002

Saturday:

The Saturday highest recorded occupancy for 2018 was at 1 p.m. with 1,277 vehicles recorded, a 63% percent occupancy rate. The occupancy is a 68 vehicle-count decrease since 2016. In 2013, the highest recorded occupancy was at 7 p.m. with 1,290 vehicles, a 68% occupancy rate. The Saturday peak in 2010 also occurred at 7 p.m. with 1,257 vehicles identified, a 67% occupancy rate. The 2010 numbers represent an increase of 223 vehicles or 18% from the 2008 Saturday peak data. There was a decrease in the number of vehicles from 2006 to 2008 from 1,198 to 1,034 but an increase from 2002 to 2006 from 981 to 1198. Table 6 below shows changes in peak overall occupancy by year.

Table 8: Time of highest recorded occupancy on Saturday by year

Time of highest recorded occupancy by year			
Year	Time	Number of Vehicles	Percent Increase or Decrease
2002	1 p.m.	981	-
2006	1 p.m.	1,198	18%
2008	1 p.m.	1,034	-16%
2010	7 p.m.	1,257	18%
2013	7 p.m.	1,276	1%
2016	7 p.m.	1,344	5%
2018	1 p.m.	1,277	-5%

Figure 12: Saturday Occupancy Counts 2002 – 2018

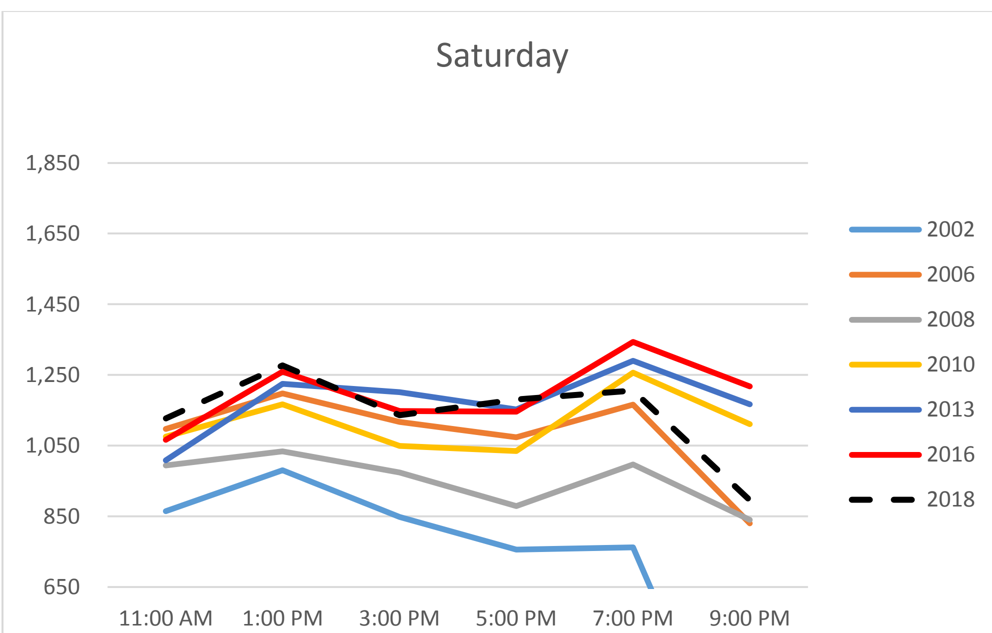


Figure 12 shows Saturday parking occupancy for 2002, 2006, 2008, 2010, 2013, 2016 and 2018. As shown in the figure, parking rates stayed roughly the same on Saturday when compared to 2016, except for the counts at 7:00 p.m. which is the lowest recorded counts during this day and time since 2006. On Saturday evenings at 7 p.m., the counts have increased by 67 vehicles from 1276 vehicles in 2013 to 1,343 vehicles in 2016.

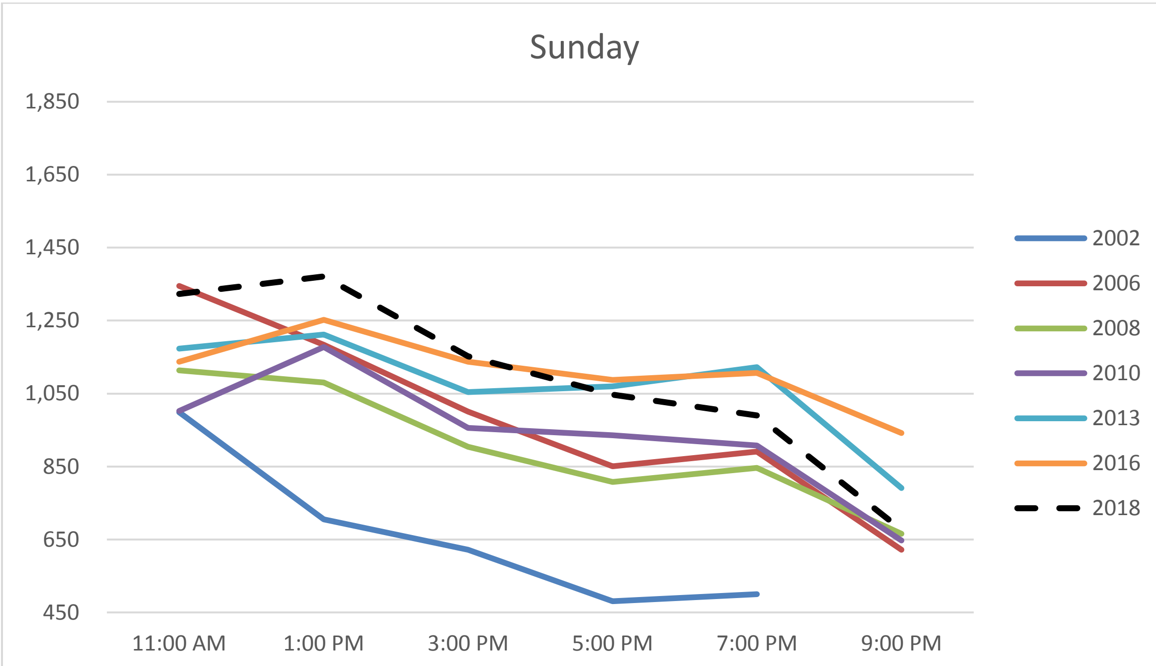
Sunday:

The Sunday highest recorded occupancy for 2018 was at 1 p.m. with 1,371 vehicles recorded, a 68% occupancy rate. The Sunday highest recorded occupancy for 2016 was at 1:00 PM with 1,252 vehicles recorded, a 61% occupancy rate. The increase in occupancy was 9% from 2016 to 2018, representing 119 vehicles. In 2013, the highest recorded occupancy was at 1 p.m. with 1,196 vehicles, a 59% occupancy rate. The Sunday highest recorded occupancy in 2010 occurred at 1 p.m. as well, with 1,178 vehicles, a 57% occupancy rate. The 2010 numbers represent an increase of 64 vehicles or 5% from the 2008 Sunday peak data. There was a decrease in the number of vehicles from 2006 to 2008 from 1,345 to 1,114 but an increase from 2002 to 2006 from 999 to 1,345 vehicles. Table 9 shows the percent increase or decrease of the highest recorded occupancy by year.

Table 9: Time of highest recorded occupancy on Sunday by year:

Time of highest recorded occupancy by year			
Year	Time	Number of Vehicles	Percent Increase or Decrease
2002	11 a.m.	999	-
2006	11 a.m.	1,345	26%
2008	11 a.m.	1,114	-21%
2010	1 p.m.	1,178	5%
2013	1 p.m.	1,196	2%
2016	1 p.m.	1,252	4%
2018	1 p.m.	1,371	9%

Figure 13: Sunday Occupancy Counts 2002 – 2018:



On-Street Findings by Year

- In 2002, the highest recorded on-street occupancy rate was 76% on Wednesday at 11 a.m.
- In 2006, the highest recorded on-street occupancy rates were 82% on Saturday at 7 PM and 81% on Sunday at both 11 a.m. and 1 p.m.
- In 2008, the highest recorded on-street occupancy rates were 82% on Thursday at 7 PM and 77% on Wednesday at 1 p.m. and Thursday at 3 p.m.
- In 2010, the highest recorded on-street occupancy was 87% on Saturday at 7 p.m.
- In 2013, the highest recorded on-street occupancy rates were 90% on Saturday at 7 p.m., 83% on Sunday at 1 p.m., 88% on Wednesday at 7 p.m., and 89% on Thursday at 7 p.m.
- In 2016, the highest recorded on-street occupancy was 94% on Saturday at 7 p.m. This is the highest overall on-street occupancy recorded since the parking studies began in 2002.
- In 2018, the highest recorded on-street occupancy rate was 90% on Sunday at 11 a.m.

Off-Street Findings by Year

Private: There are currently 1013 private off-street parking spaces in the T-Zone - an 8 space increase from the 2016 study. The peak occupancy was 533 vehicles, at 53% occupancy on Thursday at 1 p.m. The occupancy rates have continued to range from 52 to 59% since 2002, it is evident that the opportunity for more efficient parking management is viable through greater utilization of private parking spaces in the T-Zone area.

- In 2006, the peak was 59% on Sunday at 11 a.m.
- In 2008, the peak was 54% on Sunday at 11 a.m.
- In 2010, the peak was 53% on Thursday at 1 p.m.
- In 2013, the peak was 495 vehicles at 52% on Thursday at 1 p.m.
- In 2016, the peak was 537 vehicles at 53% on Thursday at 1 p.m.
- In 2018, the peak was 533 vehicles at 53% on Thursday at 1 p.m.

Public: The public lots are much more highly utilized than the private lots, yet they represent only 26 percent off-street spaces available (2018 numbers). The peak occupancy observed in these public lots occurred on Saturday at 1 p.m. with an occupancy rate of 91%. During this same time period, the private lots were only at a 43% occupancy. In 2016, the peak occupancy observed in these public lots occurred on Thursday at 1 p.m., with 335 vehicles present in the 353 vehicle system (95% occupancy rate). The occupancy for private lots was approximately 41%.

SUMMARY MAPS (2018)

Figure 14, on the following page, shows the on-street spaces and off-street parking lots included in the study. Figures 15-22, on pages 38-45 show the percentage of occupied parking in the Downtown T-Zone study area for each day data was collected. Low occupancy (below 40% occupancy) lots and street parking are shown in Figure 23. The map in Figure 24 and 25 are full occupancy breakdowns for Thursday at 1 p.m. and Sunday at 1 p.m. respectively. At these times the counts were the highest recorded occupancy of the study.

CITY OF SAN CLEMENTE
DOWNTOWN OCCUPANCY COUNT UPDATE
AUGUST 2018

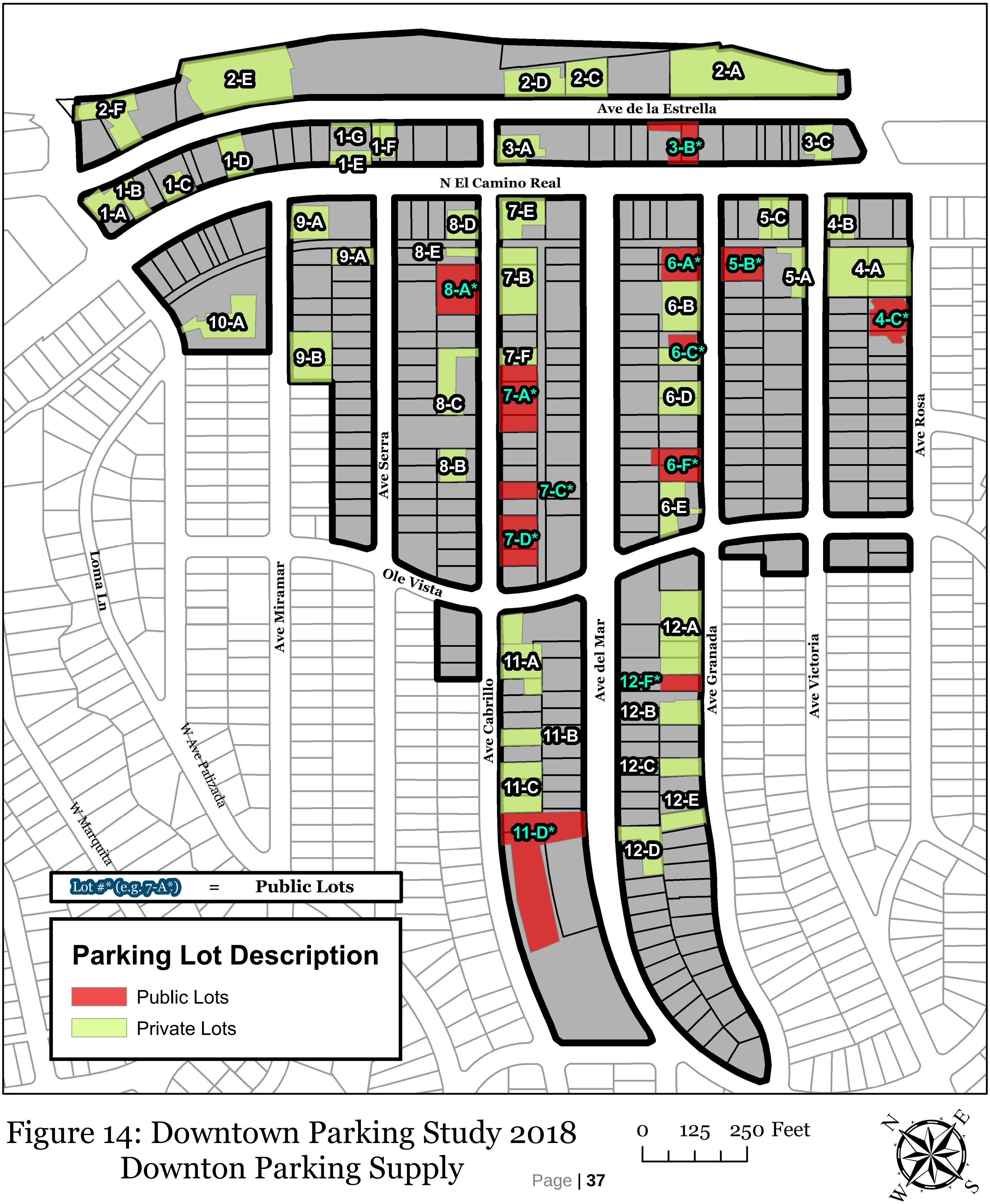
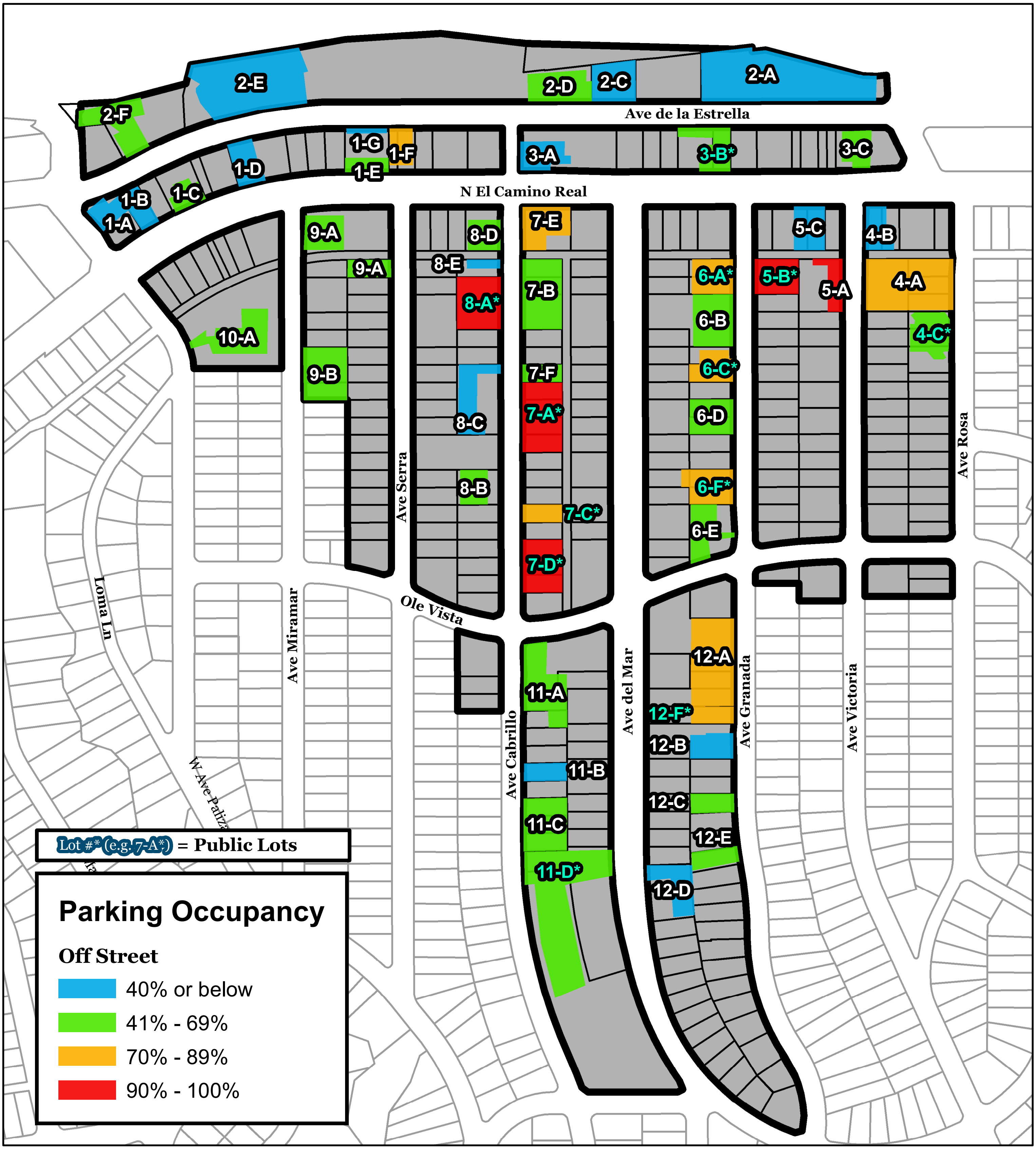


Figure 14: Downtown Parking Study 2018
Downton Parking Supply

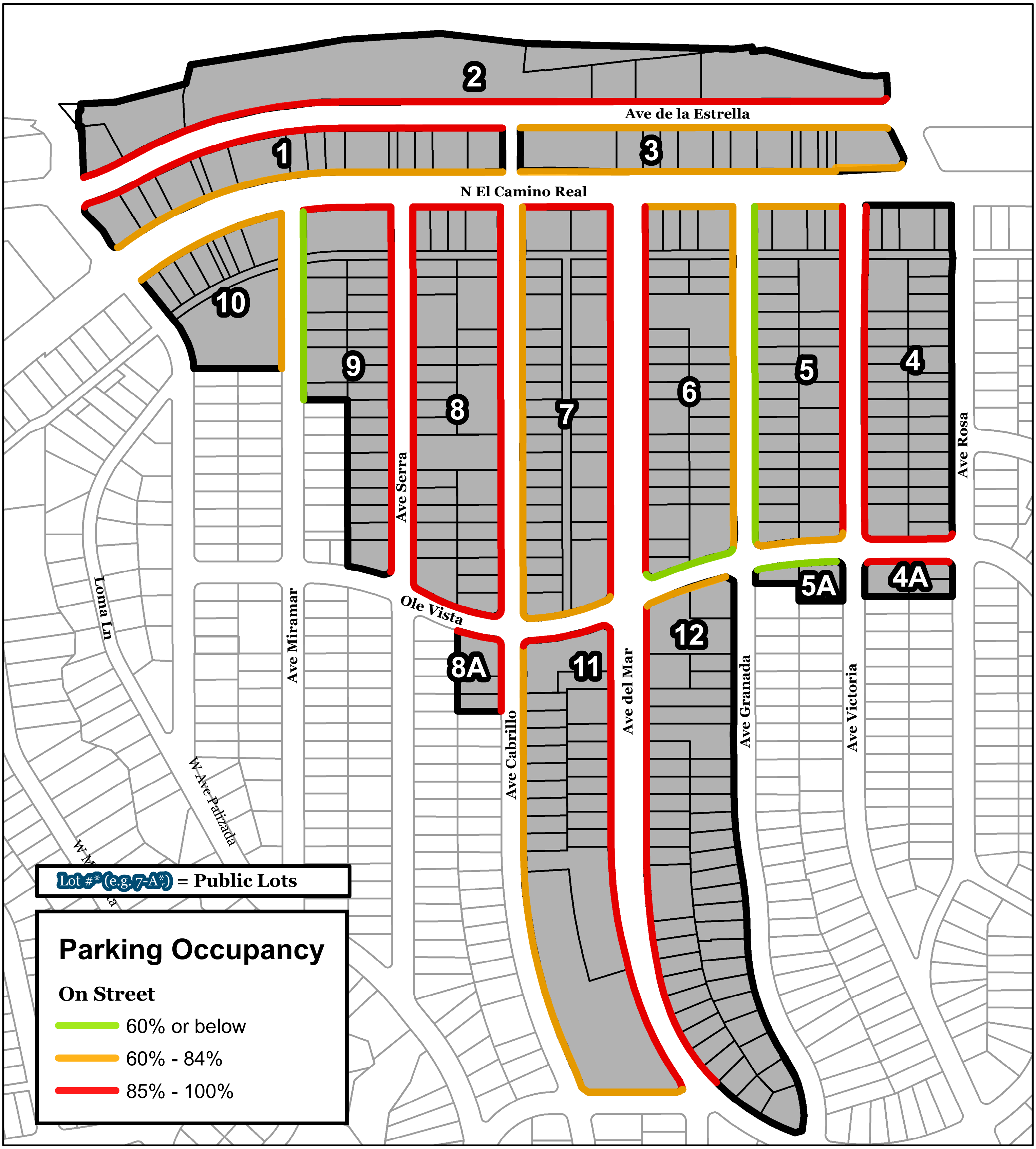
CITY OF SAN CLEMENTE
DOWNTOWN OCCUPANCY COUNT UPDATE
AUGUST 2018



Downtown Parking Study 2018

Figure 15: Off-Street Peak Demand
Wednesday, August 8 (1:00 P.M.)

0 125 250 Feet

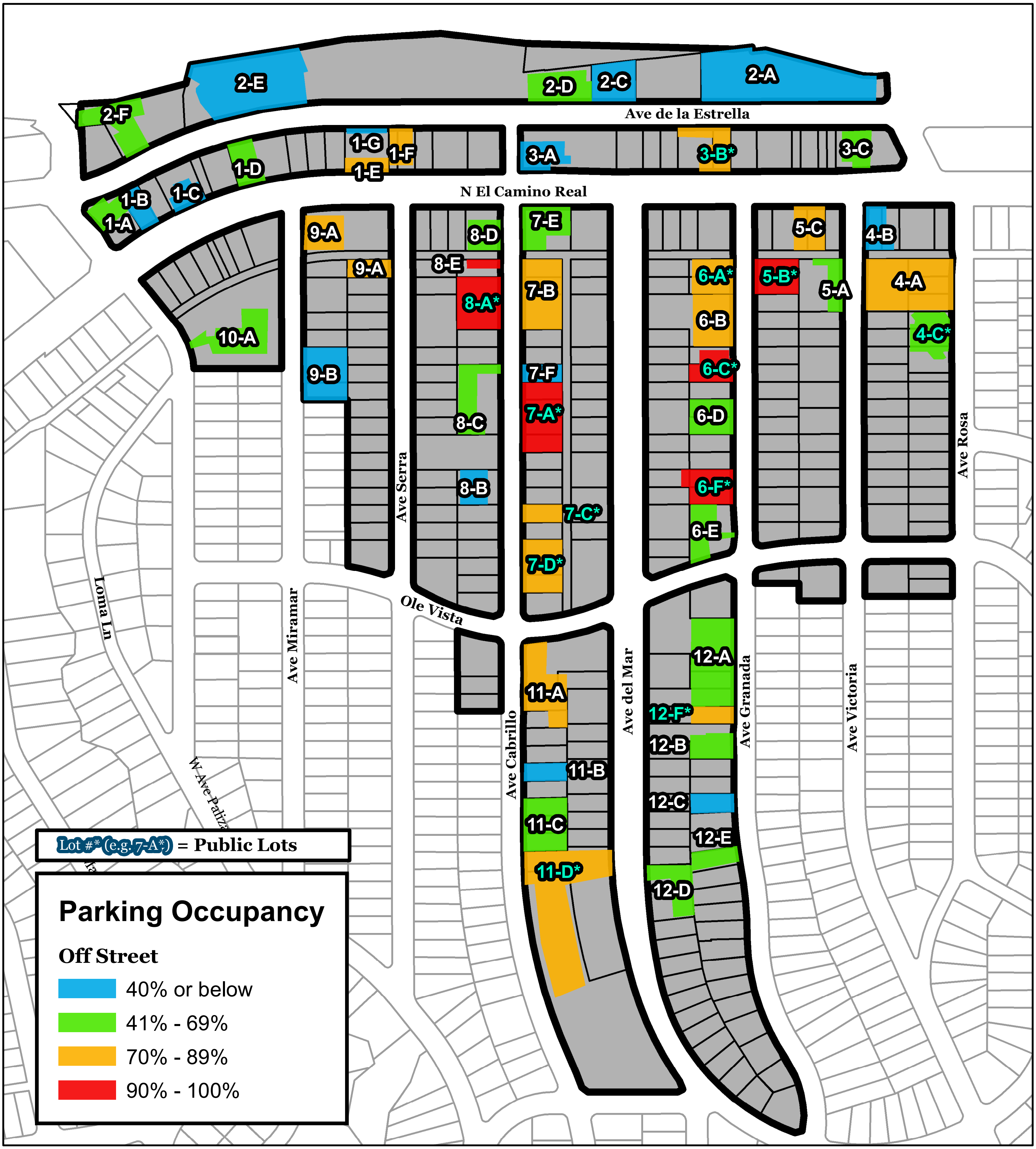


Downtown Parking Study 2018

Figure 16: On-Street Peak Demand
Wednesday, August 8 (7:00 P.M.)

0 125 250 Feet

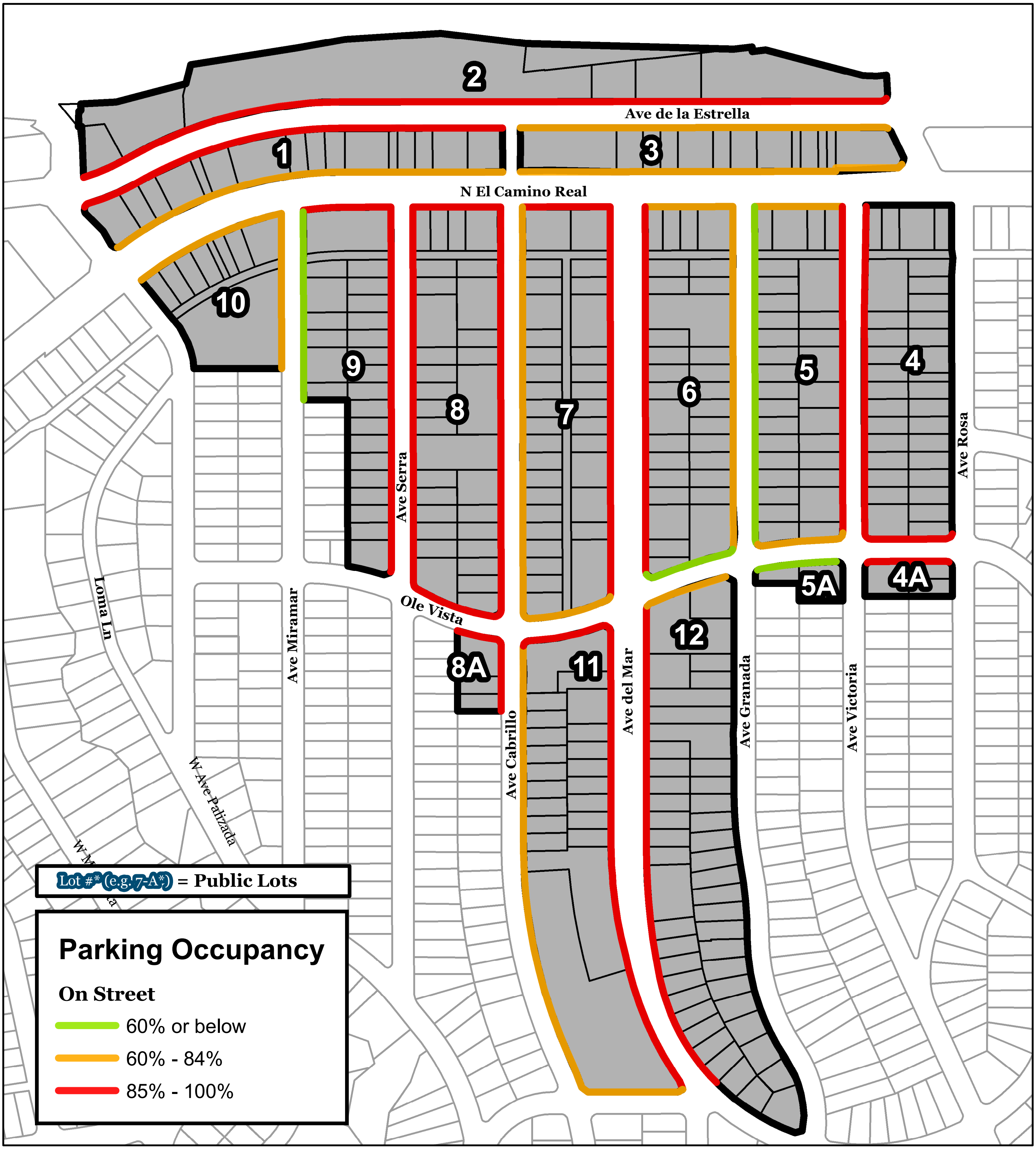
CITY OF SAN CLEMENTE
DOWNTOWN OCCUPANCY COUNT UPDATE
AUGUST 2018



Downtown Parking Study 2018

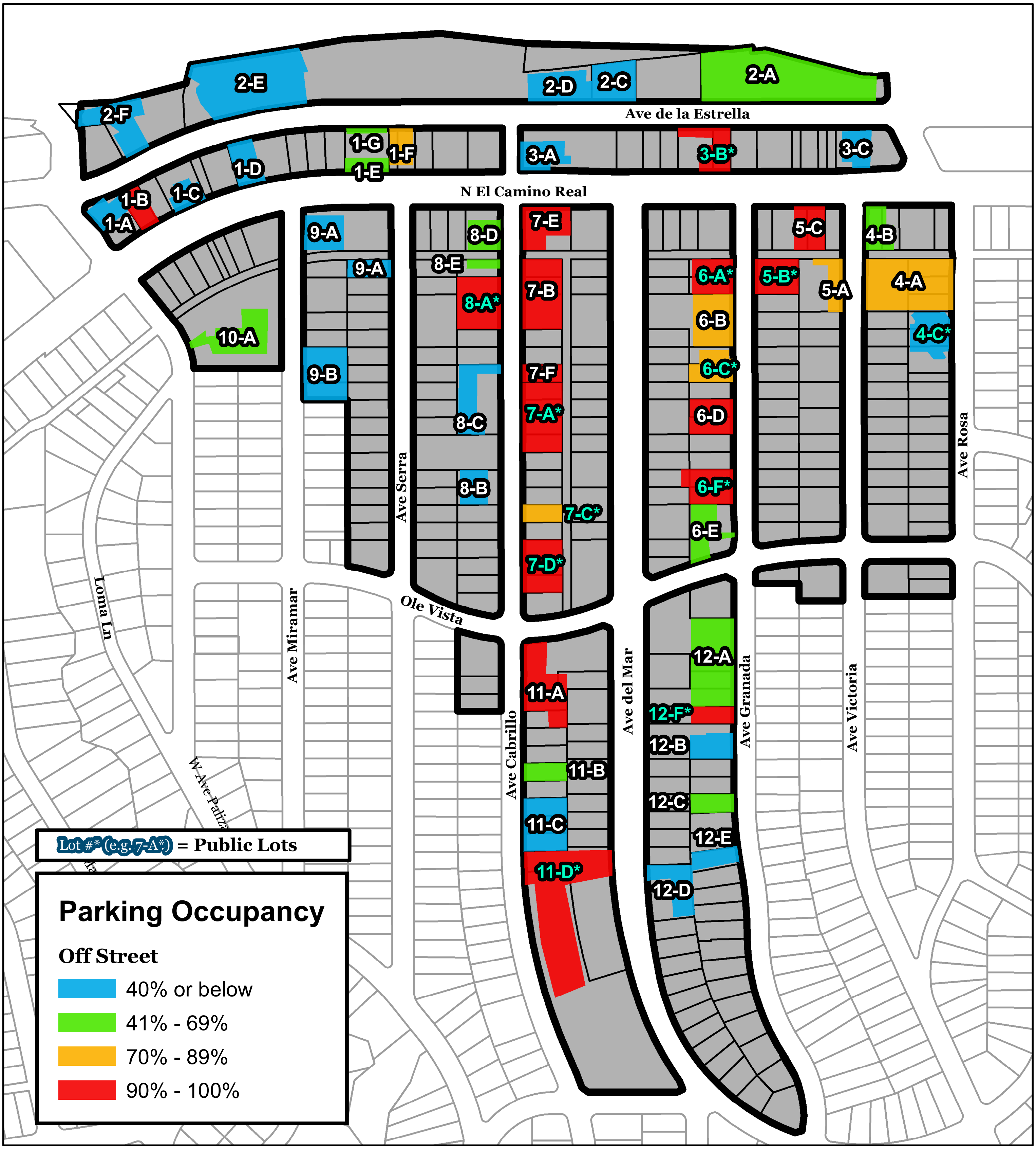
Figure 17: Off-Street Peak Demand
Thursday, August 9 (1:00 P.M.)

CITY OF SAN CLEMENTE
DOWNTOWN OCCUPANCY COUNT UPDATE
AUGUST 2018



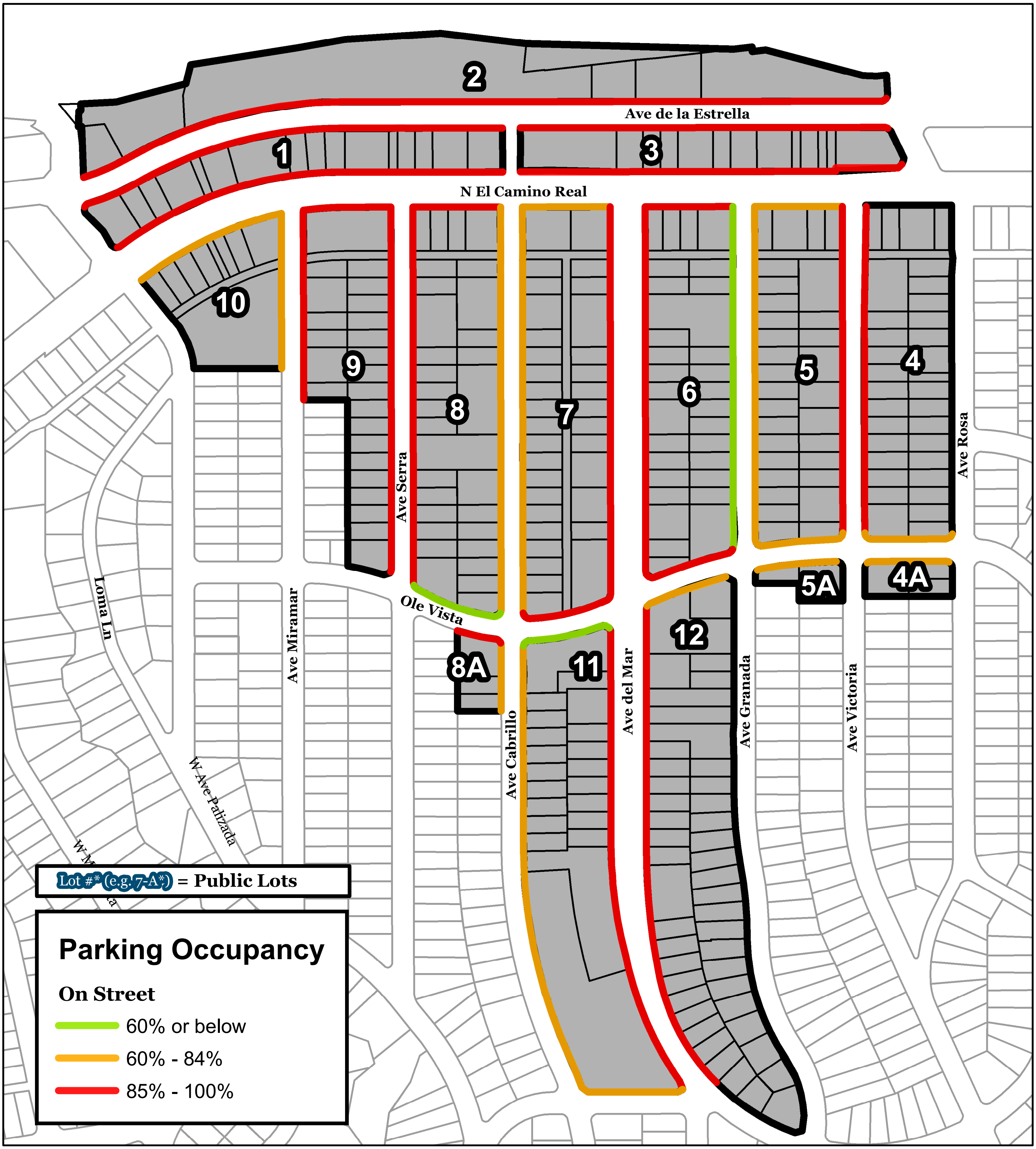
Downtown Parking Study 2018
Figure 18: On-Street Peak Demand
Thurssday, August 9 (1:00 P.M.)

0 125 250 Feet



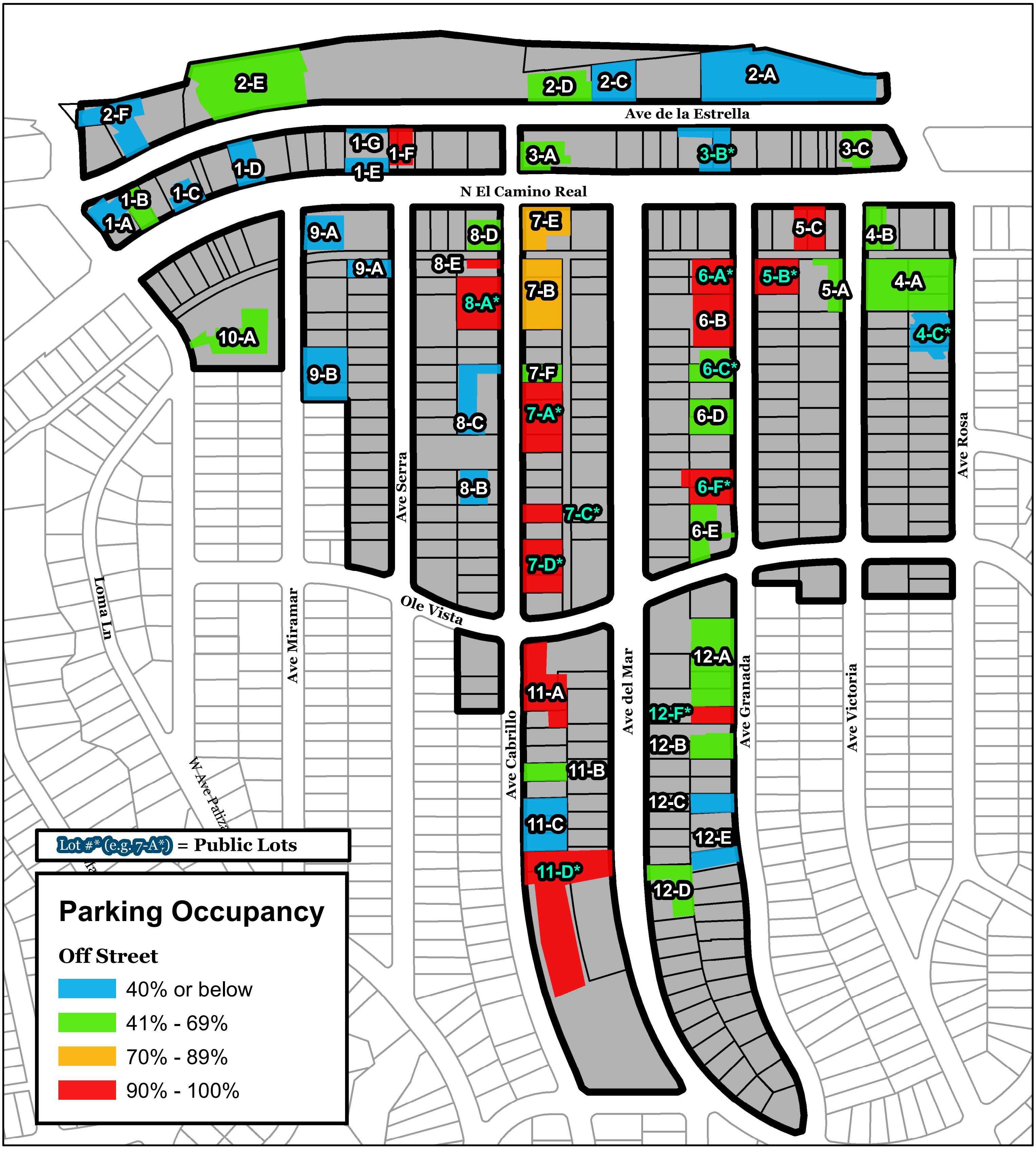
Downtown Parking Study 2018

Figure 19: Off-Street Peak Demand
Saturday, August 4 (1:00 P.M.)



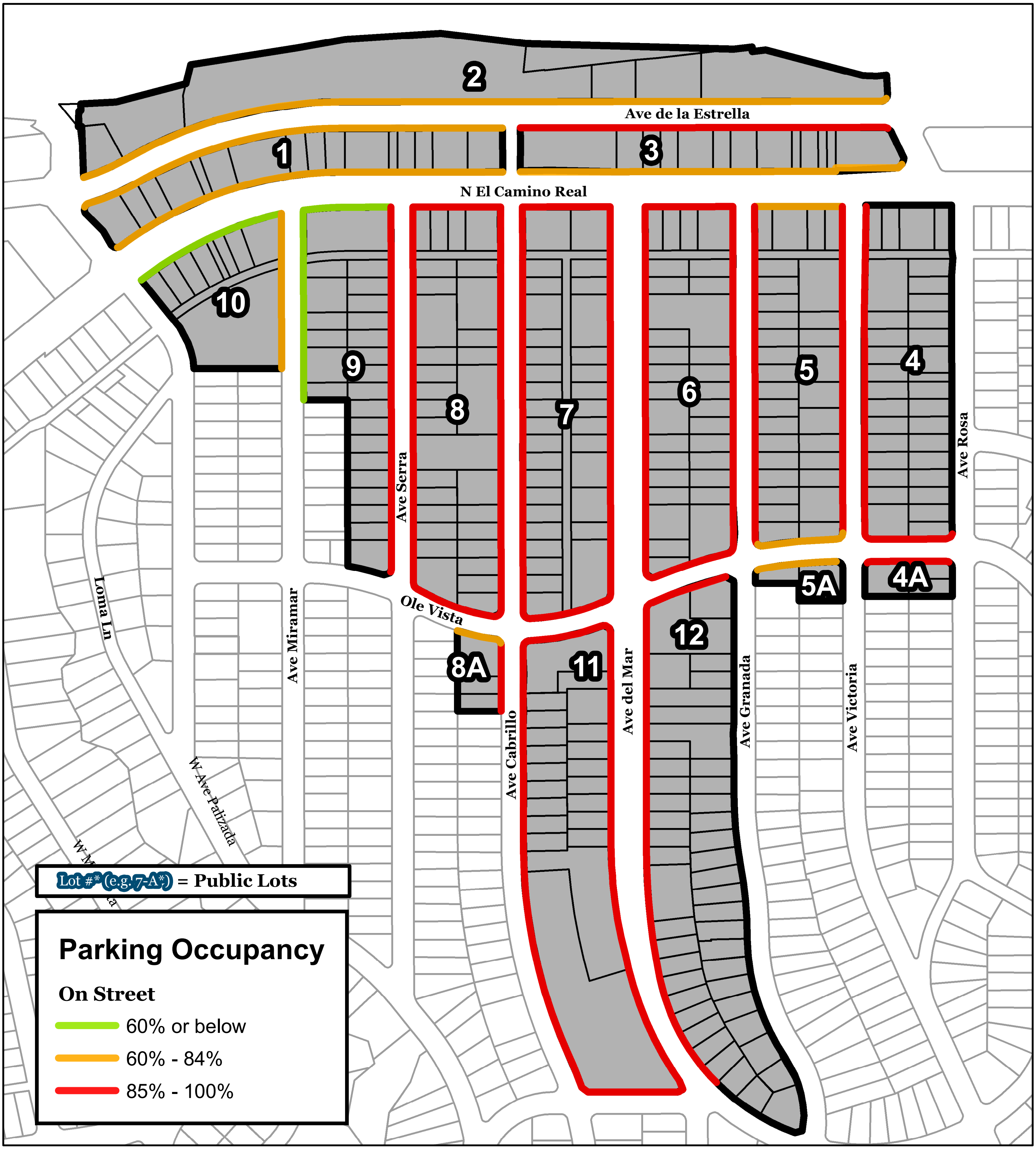
Downtown Parking Study 2018

Figure 20: On-Street Peak Demand
Saturday, August 4 (7:00 P.M.)



Downtown Parking Study 2018

Figure 21: Off-Street Peak Demand
Sunday, August 5 (1:00 P.M.)



Downtown Parking Study 2018

Figure 22: On-Street Peak Demand
Sunday, August 5 (11:00 A.M.)

0 125 250 Feet

CITY OF SAN CLEMENTE
DOWNTOWN OCCUPANCY COUNT UPDATE
AUGUST 2018

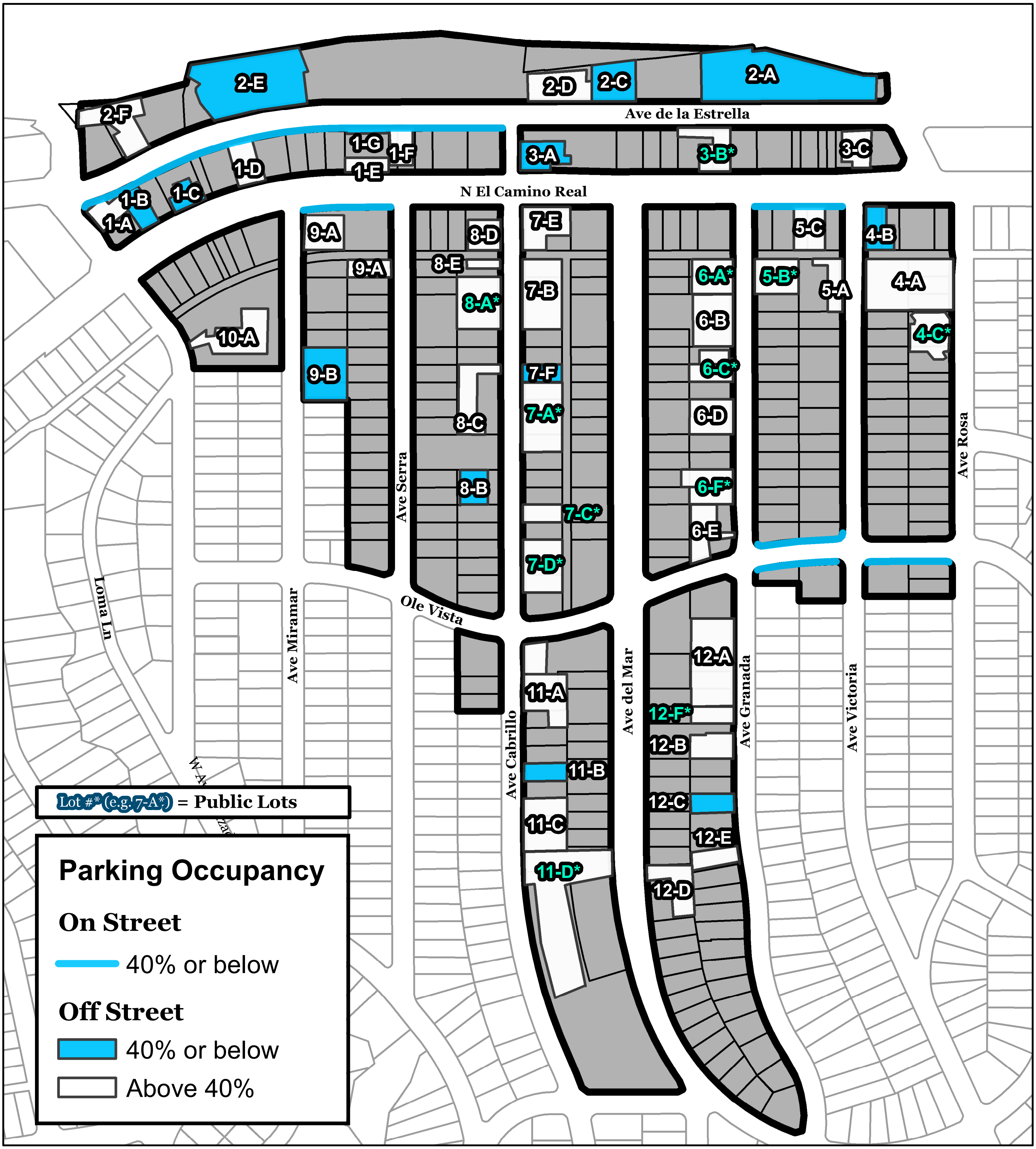


Figure 23: Downtown Parking Study 2018
Low Occupancy Thursday 1:00 P.M.

CITY OF SAN CLEMENTE
DOWNTOWN OCCUPANCY COUNT UPDATE
AUGUST 2018

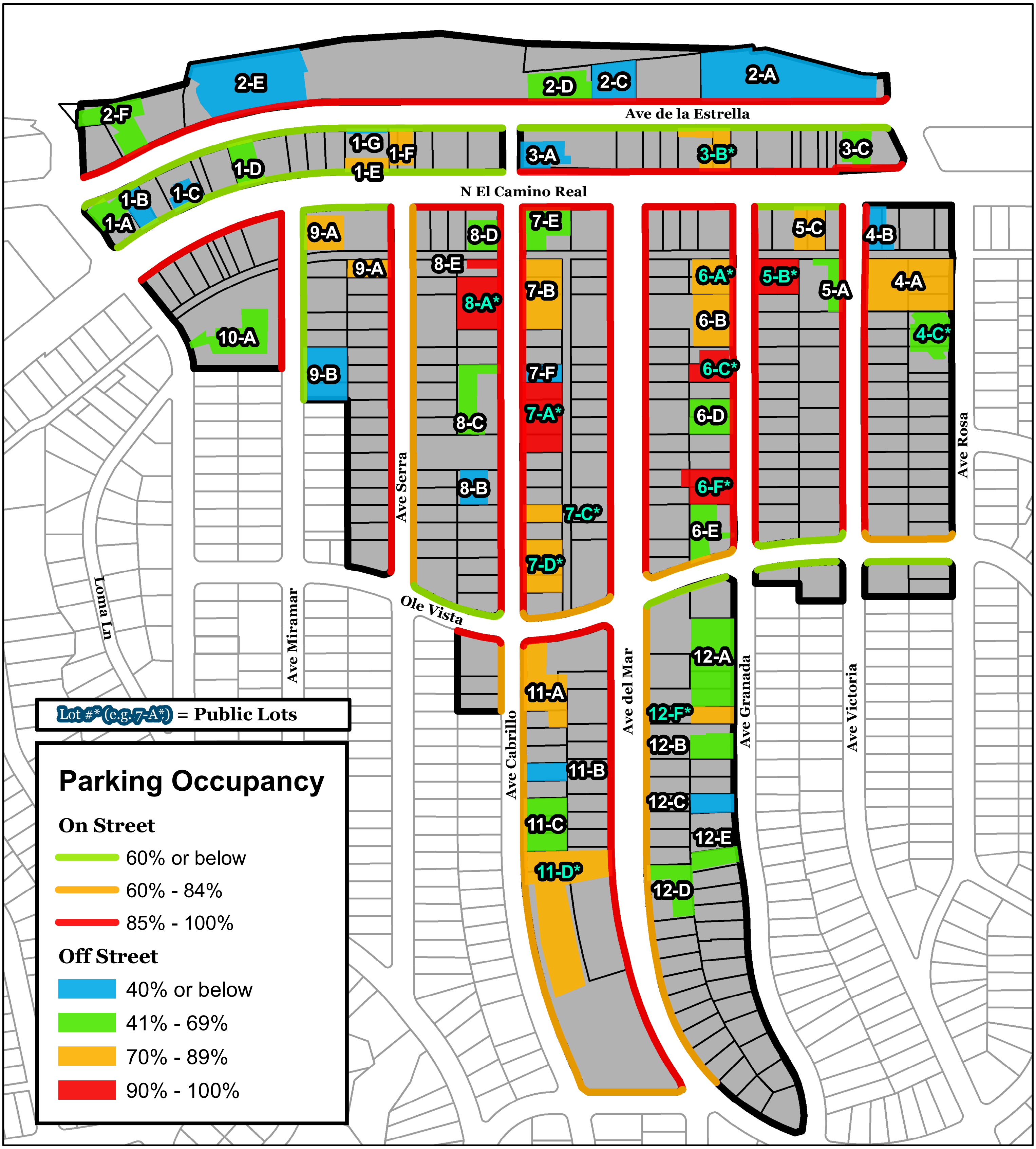


Figure 24: Downtown Parking Study 2018
Thursday August 9, 2018 1:00 P.M.

CITY OF SAN CLEMENTE
DOWNTOWN OCCUPANCY COUNT UPDATE
AUGUST 2018

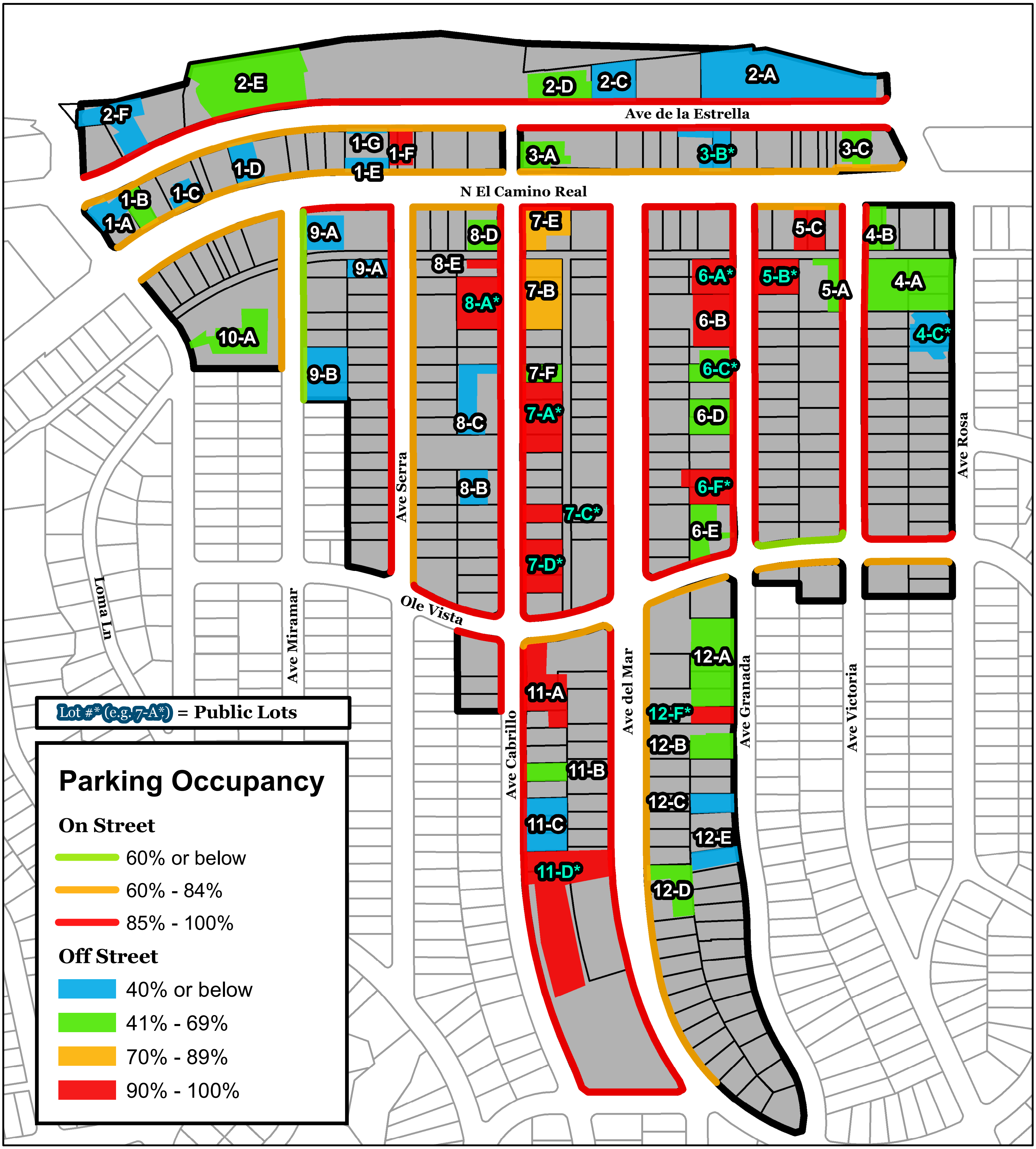


Figure 25: Downtown Parking Study 2018
Sunday August 5, 2018 1:00 P.M.

0 125 250 Feet

APPENDIX

Appendix A: On-Street Parking Inventory

Downtown On-Street Parking Inventory

Block	Face	Number of Spaces	Notes
1	N*	-	
	S*	-	
	W	19	2 hour parking 9 a.m. – 6 p.m.; 30 min. parking 2 a.m. – 5 a.m.
	E	24	No restrictions
2	N*	-	
	S*	-	
	W	54	No restrictions
	E*	-	
3	N*	-	
	S*	-	
	W	18	2 hour parking 9 a.m. – 6 p.m.; 30 min. parking 2 a.m. – 5 a.m.
	E	21	No restrictions
4	N	17	No parking: 9 a.m. – 1 p.m., 2nd & 4th Thursday of each month for street sweeping
	S*	-	
	W	6	No parking: 9 a.m. – 1 p.m., 2nd & 4th Wednesday of each month for street sweeping
	E*	-	
4A	E	8	No parking: 9 a.m. – 1 p.m., 2nd & 4th Thursday of each month for street sweeping
5	N	25	2hr parking: 9 a.m. – 6 p.m.; 30 min. parking: 2 a.m. – 5 a.m., Thursday - Saturday; No parking: 4 a.m. – 6 a.m., M-F (4 spaces)
	S	14	2hr parking: 9 a.m. – 6 p.m.; No parking: 9 a.m. – 1 p.m., 2nd & 4th Wednesday of each month for street sweeping
	W	6	2hr parking; 30 min. parking: 2 a.m. – 5 a.m.; No parking 2nd & 4th Wednesday of each month for street sweeping
	E	5	2hr parking: 9 a.m. – 6 p.m.; 30 min. parking: 2 a.m. – 5 a.m.
5A	E	4	No parking: 7 a.m. – 1 p.m., 2nd & 4th Thursday of each month for street sweeping
6	N	39	2hr parking: 8 a.m. – 6 p.m.; 30 min. parking: 2 a.m. – 5 a.m.
	S	20	2hr parking: 9 a.m. – 6 p.m.; No parking: 4 a.m. – 6 a.m., M-F; 30 min. parking: 2 a.m. – 5 a.m.
	W	5	2hr parking; 30 min. parking: 2 a.m. – 5 a.m.
	E	7	2hr parking: 9 a.m. – 6 p.m.; 30 min. parking: 2 a.m. – 5 a.m.

7	N	24	30 min. parking: 2 a.m. – 5 a.m., Thursday - Saturday; No parking: 4 a.m. – 6 a.m., M-F (5 spaces)
	S	51	2hr parking: 8 a.m. – 6 p.m.; 30 min. parking: 2 a.m. – 5 a.m.
	W	5	2hr parking; 30 min. parking: 2 a.m. – 5 a.m.
	E	4	2hr parking: 9 a.m. – 6 p.m.; 30 min. parking: 2 a.m. – 5 a.m.
8	N	24	No parking: 4 a.m. – 6 a.m., M-F (last 4 spaces); No parking: 9 a.m. – 1 p.m., 2nd & 4th Wednesday of each month for street sweeping
	S	28	No parking: 4 a.m. – 6 a.m., M-F (5 spaces); 30 min. parking: 2 a.m. – 5 a.m., M-W; No parking: 9 a.m. – 1 p.m., 2nd & 4th Wednesday for street sweeping
	W	7	No parking: 7 a.m. – 1 p.m., 2nd & 4th Thursday of each month for street sweeping
	E	7	2hr parking: 9 a.m. – 6 p.m.; 30 min. parking: 2 a.m. – 5 a.m.
8A	S	4	No parking: 9 a.m. – 1 p.m., 2nd & 4th Wednesday of each month for street sweeping
	E	6	No parking: 9 a.m. – 1 p.m., 2nd & 4th Thursday of each month for street sweeping
9	N	19	No parking: 4 a.m. – 6 a.m., M-F (5 spaces); No parking: 9 a.m. – 1 p.m., 2nd & 4th Wednesday of each month for street sweeping
	S	18	No parking: 4 a.m. – 6 a.m., M-F (4 spaces); No parking: 9 a.m. – 1 p.m., 2nd & 4th Thursday of each month for street sweeping
	W*	-	
	E	5	2hr parking: 9 a.m. – 6 p.m.; 30 min. parking: 2 a.m. – 5 a.m.
10	N*	-	
	S	12	No parking: 4 a.m. – 6 a.m., M-F (5 spaces); No parking: 9 a.m. – 1 p.m., 2nd & 4th Wednesday of each month for street sweeping
	W*	-	
	E	11	2hr parking: 9 a.m. – 6 p.m.; 30 min. parking: 2 a.m. – 5 a.m.
11	N	30	
	S	43	2hr parking: 8 a.m. – 6 p.m.; 30 min. parking: 2 a.m. – 5 a.m.; No parking: 6 a.m. – 3 p.m., Sunday for Farmer's Market
	W	9	
	E	7	2hr parking: 30 min. parking: 2 a.m. – 5 a.m.
12	N	55	2hr parking: 30 min. parking: 2 a.m. – 5 a.m.; Last 7 southern spaces: No parking: 9 a.m. – 1 p.m., 2nd & 4th Thursday of every month for street sweeping
	S*	-	
	W	-	(Previously 7 spaces, moved to 12-North)
	E	6	2hr parking: 30 min. parking: 2 a.m. – 5 a.m.
Totals:		**667**	***block faces not included in the study**

Appendix B: On-Street Parking Occupancies

			Weekday Occupancies							Weekday Occupancies							Weekend Occupancies							Weekend Occupancies						
			Saturday, August 4, 2018							Sunday, August 5, 2018							Wednesday, August 8, 2018							Thursday, August 9, 2018						
Block	**Face**	**Inv.**	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	9pm	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	N*	-																												
	S*	-																												
	W	19	3	18	11	11	15	17	15	2	12	13	7	17	20	10	10	10	10	9	12	15	18	17	12	11	17	16	10	6
	E	24	9	12	3	17	24	25	19	17	18	20	16	21	21	10	15	20	17	17	15	24	17	6	18	3	8	3	20	17
2	N*	-																												
	S*	-																												
	W	54	13	49	47	32	53	47	45	34	39	55	45	42	40	27	46	50	50	39	44	57	34	28	49	47	48	39	47	28
	E*	-																												
3	N*	-																												
	S*	-																												
	W	18	9	13	14	9	14	17	15	14	15	15	12	13	13	5	19	13	12	14	8	14	11	15	10	17	6	17	16	9
	E	21	14	10	10	13	20	19	12	15	20	20	13	14	19	15	16	18	21	18	18	17	12	9	10	10	15	17	19	15
4	N	17	16	4	12	16	12	15	15	15	18	17	15	13	13	17	18	16	18	14	9	13	15	14	4	12	11	13	9	14
	S*	-																												
	W	6	6	7	5	5	5	5	5	5	6	6	6	5	6	5	0	0	1	1	5	7	6	6	7	5	5	4	6	6
	E*	-																												
4A	E	8	6	1	3	3	5	5	6	5	7	6	7	6	7	7	7	7	4	3	7	7	7	8	1	3	5	6	8	8
5	N	25	22	23	25	16	11	15	8	15	26	22	12	7	10	10	22	20	26	19	12	11	3	15	23	25	19	13	9	7
	S	14	12	13	14	14	13	12	13	11	13	16	12	11	12	15	3	2	10	4	2	13	13	13	13	14	14	8	10	13
	W	6	6	4	2	3	4	5	3	3	5	3	6	5	3	3	2	1	3	4	4	4	2	1	4	2	3	3	3	1
	E	5	0	4	2	0	2	3	2	3	4	3	0	1	3	1	2	4	4	1	2	4	2	2	4	2	1	1	2	2
5A	E	4	3	2	0	4	0	3	1	2	3	3	3	3	2	1	2	4	4	4	1	2	0	1	2	0	3	4	2	1
6	N	39	34	37	38	36	37	38	19	23	39	38	37	36	32	16	30	35	37	37	51	36	18	23	23	38	29	36	48	7
	S	20	16	21	22	14	10	10	8	8	19	19	12	8	9	5	15	17	15	15	17	15	2	17	21	22	17	1	16	11
	W	5	3	4	4	5	4	5	1	4	6	6	4	4	3	3	5	3	3	4	4	2	2	1	4	4	3	6	3	3
	E	7	4	6	6	5	7	6	6	5	6	6	5	5	6	1	4	5	6	6	4	5	1	1	1	6	3	5	4	1
7	N	24	20	29	25	20	21	18	17	28	25	26	20	17	16	13	24	25	27	22	20	20	13	11	29	25	24	20	17	11
	S	51	50	21	49	49	41	52	26	35	51	51	48	49	50	24	40	50	48	49	31	49	28	7	48	49	47	51	33	7
	W	5	1	4	4	4	4	5	3	3	8	7	4	4	4	0	0	4	4	1	3	4	2	3	4	3	1	5	5	2
	E	4	0	1	4	4	4	3	4	1	4	4	4	4	4	3	4	1	3	4	4	4	2	4	4	4	4	4	4	4
8	N	24	22	23	17	20	24	22	0	17	21	20	19	21	20	22	4	4	18	21	25	22	24	24	23	17	16	24	25	24
	S	28	26	25	28	27	23	20	18	22	29	29	26	21	19	11	27	29	25	24	21	27	21	22	25	28	22	25	25	22
	W	7	4	5	4	5	6	3	5	5	6	6	6	5	4	4	0	0	1	2	5	6	2	5	5	4	0	2	4	5
	E	7	3	3	6	7	7	7	7	1	7	5	7	6	6	3	4	6	7	6	6	7	6	5	3	6	6	7	5	5
8A	S	4	3	2	7	4	3	3	5	3	4	4	3	2	2	2	3	4	4	4	4	4	3	3	1	3	2	3	3	3
	E	6	4	4	6	3	6	6	4	5	5	6	5	5	6	4	5	6	6	4	5	6	3	2	1	6	3	4	6	2
9	N	19	8	9	9	7	8	22	8	7	6	9	10	9	9	8	1	7	9	8	7	6	5	8	9	9	9	10	8	8
	S	18	20	11	10	19	8	21	15	13	21	20	17	17	13	15	17	14	12	14	15	19	17	15	11	21	23	18	15	15
	W*	-																												
	E	5	4	4	4	5	5	5	3	1	2	5	2	5	6	2	1	2	5	5	4	6	2	3	3	1	3	5	5	3
10	N*	-																												
	S	12	12	7	11	10	11	9	6	10	8	9	7	8	6	4	11	12	12	11	11	9	3	4	7	11	10	12	9	4
	W*	-																												
	E	11	6	8	11	1	12	9	9	2	2	9	4	9	7	3	5	6	8	5	8	8	3	3	8	11	6	8	10	3
11	N	30	20	22	21	27	24	28	28	21	33	33	27	23	26	25	5	6	3	16	25	25	24	25	22	21	60	23	21	25
	S	43	21	36	38	31	40	40	17	37	43	24	37	36	30	14	23	37	33	32	38	41	17	29	36	38	30	32	41	29
	W	9	8	2	5	8	7	7	5	8	9	9	8	7	7	6	8	3	3	4	6	6	6	5	2	5	6	2	8	5
	E	7	4	6	6	0	5	3	1	6	8	5	6	6	4	2	4	7	8	1	6	7	3	5	6	6	4	6	7	5
12	N	55	19	40	44	44	46	47	27	45	48	45	47	43	45	17	20	47	39	40	31	48	22	21	40	44	36	48	47	21
	S*	-																												
	W	-																												
	E	6	3	4	3	0	1	4	4	5	6	4	6	5	4	3	4	4	4	4	5	4	3	2	4	3	3	6	5	2
	Total	**667**	**434**	**494**	**530**	**498**	**542**	**581**	**405**	**456**	**602**	**598**	**525**	**513**	**507**	**336**	**426**	**499**	**520**	**486**	**495**	**574**	**372**	**383**	**497**	**536**	**522**	**507**	**535**	**354**

City of San Clemente, 2016

* denotes faces that are not part of the study area

CITY OF SAN CLEMENTE
T-ZONE PARKING REPORT; OCCUPANCY COUNT UPDATE
AUGUST 2018

Appendix C: On-Street Occupancy Percentages

			Weekday Occupancies							Weekday Occupancies							Weekend Occupancies							Weekend Occupancies						
			Saturday, August 4, 2018							Sunday, August 5, 2018							Wednesday, August 8, 2018							Thursday, August 9, 2018						
Block	Face	Inv.	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	9pm	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	N*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	S*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	W	19	16%	95%	58%	58%	79%	89%	79%	11%	63%	68%	37%	89%	105%	53%	53%	53%	53%	47%	63%	79%	95%	89%	63%	58%	89%	84%	53%	32%
	E	24	38%	50%	13%	71%	100%	104%	79%	71%	75%	83%	67%	88%	88%	42%	63%	83%	71%	71%	63%	100%	71%	25%	75%	13%	33%	13%	83%	71%
2	N*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	S*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	W	54	24%	91%	87%	59%	98%	87%	83%	63%	72%	102%	83%	78%	74%	50%	85%	93%	93%	72%	81%	106%	63%	52%	91%	87%	89%	72%	87%	52%
	E*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	N*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	S*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	W	18	50%	72%	78%	50%	78%	94%	83%	78%	83%	83%	67%	72%	72%	28%	106%	72%	67%	78%	44%	78%	61%	83%	56%	94%	33%	94%	89%	50%
	E	21	67%	48%	48%	62%	95%	90%	57%	71%	95%	95%	62%	67%	90%	71%	76%	86%	100%	86%	86%	81%	57%	43%	48%	48%	71%	81%	90%	71%
4	N	17	94%	24%	71%	94%	71%	88%	88%	88%	106%	100%	88%	76%	76%	100%	106%	94%	106%	82%	53%	76%	88%	82%	24%	71%	65%	76%	53%	82%
	S*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	W	6	100%	117%	83%	83%	83%	83%	83%	83%	100%	100%	100%	83%	100%	83%	0%	0%	17%	17%	83%	117%	100%	100%	117%	83%	83%	67%	100%	100%
	E*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4A	E	8	75%	13%	38%	38%	63%	63%	75%	63%	88%	75%	88%	75%	88%	88%	88%	88%	50%	38%	88%	88%	88%	100%	13%	38%	63%	75%	100%	100%
5	N	25	88%	92%	100%	64%	44%	60%	32%	60%	104%	88%	48%	28%	40%	40%	88%	80%	104%	76%	48%	44%	12%	60%	92%	100%	76%	52%	36%	28%
	S	14	86%	93%	100%	100%	93%	86%	93%	79%	93%	114%	86%	79%	86%	107%	21%	14%	71%	29%	14%	93%	93%	93%	93%	100%	100%	57%	71%	93%
	W	6	100%	67%	33%	50%	67%	83%	50%	50%	83%	50%	100%	83%	50%	50%	33%	17%	50%	67%	67%	67%	33%	17%	67%	33%	50%	50%	50%	17%
	E	5	0%	80%	40%	0%	40%	60%	40%	60%	80%	60%	0%	20%	60%	20%	40%	80%	80%	20%	40%	80%	40%	40%	80%	40%	20%	20%	40%	40%
5A	E	4	75%	50%	0%	100%	0%	75%	25%	50%	75%	75%	75%	75%	50%	25%	50%	100%	100%	100%	25%	50%	0%	25%	50%	0%	75%	100%	50%	25%
6	N	39	87%	95%	97%	92%	95%	97%	49%	59%	100%	97%	95%	92%	82%	41%	77%	90%	95%	95%	131%	92%	46%	59%	59%	97%	74%	92%	123%	18%
	S	20	80%	105%	110%	70%	50%	50%	40%	40%	95%	95%	60%	40%	45%	25%	75%	85%	75%	75%	85%	75%	10%	85%	105%	110%	85%	5%	80%	55%
	W	5	60%	80%	80%	100%	80%	100%	20%	80%	120%	120%	80%	80%	60%	60%	100%	60%	60%	80%	80%	40%	40%	20%	80%	80%	60%	120%	60%	60%
	E	7	57%	86%	86%	71%	100%	86%	86%	71%	86%	86%	71%	71%	86%	14%	57%	71%	86%	86%	57%	71%	14%	14%	14%	86%	43%	71%	57%	14%
7	N	24	83%	121%	104%	83%	88%	75%	71%	117%	104%	108%	83%	71%	67%	54%	100%	104%	113%	92%	83%	83%	54%	46%	121%	104%	100%	83%	71%	46%
	S	51	98%	41%	96%	96%	80%	102%	51%	69%	100%	100%	94%	96%	98%	47%	78%	98%	94%	96%	61%	96%	55%	14%	94%	96%	92%	100%	65%	14%
	W	5	20%	80%	80%	80%	80%	100%	60%	60%	160%	140%	80%	80%	80%	0%	0%	80%	80%	20%	60%	80%	40%	60%	80%	60%	20%	100%	100%	40%
	E	4	0%	25%	100%	100%	100%	75%	100%	25%	100%	100%	100%	100%	100%	75%	100%	25%	75%	100%	100%	100%	50%	100%	100%	100%	100%	100%	100%	100%
8	N	24	92%	96%	71%	83%	100%	92%	0%	71%	88%	83%	79%	88%	83%	92%	17%	17%	75%	88%	104%	92%	100%	100%	96%	71%	67%	100%	104%	100%
	S	28	93%	89%	100%	96%	82%	71%	64%	79%	104%	104%	93%	75%	68%	39%	96%	104%	89%	86%	75%	96%	75%	79%	89%	100%	79%	89%	89%	79%
	W	7	57%	71%	57%	71%	86%	43%	71%	71%	86%	86%	86%	71%	57%	57%	0%	0%	14%	29%	71%	86%	29%	71%	71%	57%	0%	29%	57%	71%
	E	7	43%	43%	86%	100%	100%	100%	100%	14%	100%	71%	100%	86%	86%	43%	57%	86%	100%	86%	86%	100%	86%	71%	43%	86%	86%	100%	71%	71%
8A	S	4	75%	50%	175%	100%	75%	75%	125%	75%	100%	100%	75%	50%	50%	50%	75%	100%	100%	100%	100%	100%	75%	75%	25%	75%	50%	75%	75%	75%
	E	6	67%	67%	100%	50%	100%	100%	67%	83%	83%	100%	83%	83%	100%	67%	83%	100%	100%	67%	83%	100%	50%	33%	17%	100%	50%	67%	100%	33%
9	N	19	42%	47%	47%	37%	42%	116%	42%	37%	32%	47%	53%	47%	47%	42%	5%	37%	47%	42%	37%	32%	26%	42%	47%	47%	47%	53%	42%	42%
	S	18	111%	61%	56%	106%	44%	117%	83%	72%	117%	111%	94%	94%	72%	83%	94%	78%	67%	78%	83%	106%	94%	83%	61%	117%	128%	100%	83%	83%
	W*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	E	5	80%	80%	80%	100%	100%	100%	60%	20%	40%	100%	40%	100%	120%	40%	20%	40%	100%	100%	80%	120%	40%	60%	60%	20%	60%	100%	100%	60%
10	N*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	S	12	100%	58%	92%	83%	92%	75%	50%	83%	67%	75%	58%	67%	50%	33%	92%	100%	100%	92%	92%	75%	25%	33%	58%	92%	83%	100%	75%	33%
	W*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	E	11	55%	73%	100%	9%	109%	82%	82%	18%	18%	82%	36%	82%	64%	27%	45%	55%	73%	45%	73%	73%	27%	27%	73%	100%	55%	73%	91%	27%
11	N	30	67%	73%	70%	90%	80%	93%	93%	70%	110%	110%	90%	77%	87%	83%	17%	20%	10%	53%	83%	83%	80%	83%	73%	70%	200%	77%	70%	83%
	S	43	49%	84%	88%	72%	93%	93%	40%	86%	100%	56%	86%	84%	70%	33%	53%	86%	77%	74%	88%	95%	40%	67%	84%	88%	70%	74%	95%	67%
	W	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	E	7	57%	86%	86%	0%	71%	43%	14%	86%	114%	71%	86%	86%	57%	29%	57%	100%	114%	14%	86%	100%	43%	71%	86%	86%	57%	86%	100%	71%
12	N	55	35%	73%	80%	80%	84%	85%	49%	82%	87%	82%	85%	78%	82%	31%	36%	85%	71%	73%	56%	87%	40%	38%	73%	80%	65%	87%	85%	38%
	S*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	W	-																												
	E	6	50%	67%	50%	0%	17%	67%	67%	83%	100%	67%	100%	83%	67%	50%	67%	67%	67%	67%	83%	67%	50%	33%	67%	50%	50%	100%	83%	33%
	Totals	667	65%	74%	79%	75%	81%	87%	61%	68%	90%	90%	79%	77%	76%	50%	64%	75%	78%	73%	74%	86%	56%	57%	75%	80%	78%	76%	80%	53%

City of San Clemente, 2018

^ four less than 11 am

* denotes faces that are not part of the study are

= Peak day and time for 2016

Appendix D: On-Street Occupancy by Block

Peak On-Street Occupancies by Block

	Total On-Street Inventory	Saturday, August 4, 2018 (7 PM)	Sunday, August 5, 2018 (11 AM)	Wednesday, August 8, 2018 (7 PM)	Thursday, August 9, 2018 (1 PM)
Block 1	43	42	30	39	14
Block 2	54	47	39	57	47
Block 3	39	36	35	31	27
Block 4	23	20	24	20	17
Block 4A	8	5	7	7	3
Block 5	50	35	48	32	43
Block 5A	4	3	3	2	0
Block 6	71	59	70	58	70
Block 7	84	78	88	77	81
Block 8	66	52	63	62	55
Block 8A	10	9	9	10	9
Block 9	42	48	29	31	31
Block 10	23	18	10	17	22
Block 11	89	78	93	79	70
Block 12	61	51	54	52	47
TOTAL	667	581	602	574	536

Peak On-Street Occupancies by Block (as % of supply)

	Total On-Street Inventory	Saturday, August 4, 2018 (7 PM)	Sunday, August 5, 2018 (11 AM)	Wednesday, August 8, 2018 (7 PM)	Thursday, August 9, 2018 (1 PM)
Block 1	43	98%	70%	91%	33%
Block 2	54	87%	72%	106%	87%
Block 3	39	92%	90%	79%	69%
Block 4	23	87%	104%	87%	74%
Block 5	50	70%	96%	64%	86%
Block 6	71	83%	99%	82%	99%
Block 7	84	93%	105%	92%	96%
Block 8	66	79%	95%	94%	83%
Block 9	42	114%	69%	74%	74%
Block 10	23	78%	43%	74%	96%
Block 11	89	88%	104%	89%	79%
Block 12	61	84%	89%	85%	77%
TOTAL	667	87%	90%	86%	80%

Red = Occupancy above 85% Orange = Occupancy above 80%

Appendix E: Off-Street Parking Inventory

Downtown Off-Street Parking Inventory							
Block No.	ID Letter	Facility Type (Lot/Garage)	Private/ Public	# of Spaces	Restrictions/ Signage	Notes	Inventory Change
1	A	Garage/Lot	Private	24	Customer Only	Office retail etc.	-2
	B	Lot	Private	10	Customer Only	Sonny's Pizza	0
	C	Lot	Private	12	Customer Only	Taka- O Sushi	0
	D	Lot	Private	23	Customer Only; Free Restaurant Parking after 6 p.m.	First Team Realty; 6 Covered Spaces	0
	E	Lot	Private	9	Customer Only	Backstreet Home Décor	0
	F	Lot	Private	17	No Sign	Pizza Port	0
	G	Lot	Private	10	Customer Only	Sofa by design; strip mall	0
2	A	Garage	Private	74	Parking for Hotel Guest Only	Valare Hotel. Possible Illegal parking space in front of fire door	-2
	C	Lot	Private	14	No Public Parking	Brown Bldg tenants only	-1
	D	Lot	Private	27	Church Preschool Parking Only M-F, 8 a.m. - 4 p.m.	No Public Parking	-1
	E	Lot	Private	93	No Public Parking; Parking for customers, clients, and employees of Sonny's Pizza, Taka-O Sushi, and Hambro Building	Presbyterian Church	-2
	F	Lot	Private	23	Authorized Parking Only	Professional Bldg/ Private Parking	2
3	C	Lot	Private	14	Customer Only; 20 minute time limit	Sprint Cleaners	0
	A	Lot	Private	19	Customer Only	Sit and Sleep	1

	B	Lot	Public	19	Lower lot: 3 Hr Parking/ No Parking 2 a.m.-5 a.m.; Upper lot: Executive Escrow Employee parking only, M-F 8:30 a.m. - 5 p.m.	Downtown City lot	-1
4	A	Lot	Private	57	Customer Parking Only, No Time Limit	Starbucks etc.	2
	B	Lot	Private	13	Customer Only	Bank of America	0
	C	Lot	Public	25	No Sign	Fire station/ Senior Center	1
5	A	Lot	Private	15	Customer Only	Liquor store	0
	B	Lot	Public	27	3 Hr Parking 7 a.m. -7 p.m.; No Parking 2 a.m. – 5 a.m.; No Parking 4 a.m. – 6 a.m. every Wednesday for Street Sweeping	Duke's Restaurant/ Bar	0
	C	Lot	Private	21	Customer Only	Goody's Tavern	0
6	A	Lot	Public	20	3 Hr Parking 7 a.m. – 7 p.m.; No Parking 2 a.m.-5 a.m.; No Parking 4 a.m. - 6 a.m. every Wednesday for Street Sweeping	Surface Lot; Lost one spot since 2010 due to trash enclosure	0
	B	Lot	Private	30	13 spaces restricted to Del Mar Plaza; 17 spaces for tenants only	Billy's Deli (restaurant/ carbonara)	0
	C	Lot	14-Public/10 -Private	17	Public Lot: No Time Limit, No Parking 2 a.m. – 5 a.m., No Parking 4 a.m. – 6 a.m. every Wednesday; Private Lot: Customer Only	14 public / 10 private. 4 private spaces were not included, possibly be used?	-7

	D	Lot	Private	20	No Time Restriction	Customer parking only. Spaces are not striped	-2
	E	Lot	Private	19	No Time Limit	Customer parking only	0
	F	Lot	Public	21	12 Spaces: All Day; 9 Spaces: 3 Hr Parking; No Parking 2 a.m.-5 a.m.	Downtown City lot	0
7	A	Lot	Public	40	3 Hr Parking 9 a.m. – 9 p.m.; No Parking 2 a.m.-5 a.m.; No Parking 4 a.m. – 6 a.m. every Wednesday	Downtown City lot	1
	B	Lot	20-Private/Customer	45	No Time Limit	San Clemente Apts/ Customer parking	-1
	D	Lot	Public	38	3 Hr Parking/ No Parking 2 a.m.-5 a.m.	Downtown City lot	0
	C	Lot	Public	8	3 Hr Parking/ No Parking 2 a.m.-5 a.m.	Downtown City lot; changed from private to public since 2010	0
	E	Lot	Private	21	Customer Only	Verizon Store	1
	F	Lot	Private	10	Tenant Parking Only	Frank and Associates Insurance	0
8	A	Lot	Public	33	No Parking 2 a.m.-5 a.m.	Downtown City lot	0
	B	Lot	Private	12	Customer Only	Ocean Breeze Medical Group	0
	C	Lot	Private	19	Customer Only	130 Cabrillo Medical/ Dental Building	0
	D	Lot	Private	9	Customer Only	The Grill Restaurant. Lot closed off after 5pm.	0
	E	Lot	Private	10	Customer Only	Nomads Canteen	0

9	A	Garage/Lot	Private	80	Tenant Parking Only; 8:30 a.m. – 5 p.m.	Kehoe Plaza. Lower level gated off after 5pm	0
	B	Lot	Private	33	Customer Only	Old City Plaza lot	0
10	A	Lot	Private	34	Customer Only; 2 Hr Time Limit	Old City Plaza/ restaurant etc.	0
11	A	Lot	Private	46	Tenant Parking Only	20 spaces under new bldg, 21 outside next to bldg; gained one spot since 2010	-1
	B	Lot	Private	12	No Time Limit, Customer Parking Only	Selma's; Additional spaces non-compliant. Counted 3 spots in Missy's parking in same lot as Selmas.	-3
	C	Lot	Private	28	No Time Limit	Customers of 224 Del Mar	-1
	D	Lot	Public	91	All Day Lot	San Clemente Library/ Community Center; excludes City Staff spaces	-3
12	A	Lot	Private	52	No Time Restriction, Customer Parking Only	10 lower due to covered spaces at Everest Escrow.	-10
	F	Lot	Public	8	3 Hr time limit	Downtown City lot	0
	B	Lot	Private	21	No Time Restriction, Tenant Parking Only	Jackson Hewitt Tax Service	0
	C	Lot	Private	11	Customer Parking Only	Robin's Nest Thrift Store	-1
	D	Lot	Private	16	Customer Only	Kinko's parking	0
	E	Lot	Private	10	Private Parking	Century 21	0
TOTAL				**1,360**			

Appendix F: Off-Street Occupancies

			Weekday Occupancies Saturday August 4, 2018							Weekday Occupancies Sunday August 5, 2018							Weekend Occupancies Wednesday August 8th, 2018							Weekend Occupancies Thursday August 9, 2018						
Block	ID	Inv.	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	A	**24**	3	6	6	5	6	4	3	0	0	2	1	2	3	2	5	8	6	5	7	0	0	5	6	10	11	8	7	2
	B	**10**	1	1	9	10	10	9	6	1	3	5	5	10	9	9	1	2	3	3	7	10	10	1	0	2	3	7	10	6
	C	**12**	0	1	3	0	4	7	12	0	1	0	0	5	9	0	0	2	6	0	0	10	3	0	6	4	0	5	11	10
	D	**23**	2	3	1	1	2	5	5	1	2	2	2	3	2	1	6	6	5	7	9	10	5	1	10	10	7	6	5	1
	E	**9**	0	3	5	0	6	1	3	0	1	3	1	1	3	3	0	6	4	4	0	1	3	1	3	7	7	4	5	6
	F	**17**	0	6	15	14	17	13	11	2	9	17	12	13	15	11	1	6	15	13	15	16	13	1	6	13	7	8	13	14
	G	**10**	3	5	5	4	4	4	4	4	4	3	1	0	3	2	3	4	2	4	0	3	3	4	6	3	6	3	2	2
2	A	**74**	52	47	39	37	39	40	19	48	34	23	27	27	31	31	39	34	23	29	21	50	63	48	32	22	33	43	39	49
	C	**14**	0	1	1	1	0	0	0	1	1	1	0	0	0	0	2	4	3	1	1	1	0	5	6	5	9	5	0	0
	D	**27**	1	1	6	11	21	26	26	26	21	14	14	14	21	15	8	7	11	14	10	22	17	6	13	16	19	17	24	18
	E	**93**	13	21	20	58	20	29	22	66	42	38	9	13	26	20	17	20	19	23	20	36	17	11	19	20	24	27	22	20
	F	**23**	2	3	1	3	9	8	10	1	2	4	4	2	3	3	6	13	15	12	8	6	3	12	14	13	11	6	9	9
3	C	**14**	5	8	5	5	10	4	5	4	5	7	7	7	7	4	4	3	8	3	8	7	5	4	5	9	7	4	13	3
	A	**19**	0	4	4	6	2	8	8	0	3	8	9	2	3	10	0	16	4	3	3	4	4	0	3	2	1	3	7	1
	B	**19**	17	16	20	8	13	15	13	7	7	7	6	5	6	4	7	4	8	12	17	7	8	13	18	17	14	15	16	12
4	A	**57**	36	37	40	37	30	36	28	30	30	38	31	26	22	17	34	43	46	45	26	30	27	29	48	44	38	33	28	20
	B	**13**	5	7	6	2	1	1	0	1	5	6	2	2	1	1	5	5	4	7	2	5	2	5	8	5	7	7	2	3
	C	**25**	2	3	1	4	1	2	1	4	5	7	6	6	7	4	22	10	16	18	4	4	6	14	17	12	22	3	3	6
5	A	**15**	6	6	11	6	5	6	9	8	7	10	5	15	9	7	7	15	15	9	7	10	8	5	7	9	3	6	10	8
	B	**27**	24	24	27	19	15	22	21	14	27	26	17	14	14	14	18	23	26	21	18	19	13	8	23	25	24	13	21	14
	C	**21**	8	20	21	11	10	18	17	17	18	20	17	8	4	13	20	18	4	13	15	15	17	16	10	17	11	11	11	8
6	A	**20**	20	20	21	17	18	18	10	9	20	19	17	10	11	5	13	19	17	19	15	17	8	14	17	17	19	18	18	8
	B	**30**	10	13	25	14	10	10	12	6	21	27	15	11	6	3	8	18	19	15	12	11	5	11	20	25	18	15	14	7
	C	**17**	12	13	12	12	8	8	2	8	10	10	8	5	4	3	12	15	12	12	5	4	1	10	10	17	11	12	7	3
	D	**20**	7	13	18	10	4	4	3	0	9	11	9	5	2	2	5	8	10	10	10	3	3	4	11	13	9	9	2	2
	E	**19**	7	6	10	12	15	12	15	5	8	13	13	8	7	6	8	12	12	9	9	14	4	5	6	8	13	9	10	4
	F	**21**	17	19	20	17	12	15	9	19	21	21	19	11	3	1	20	20	18	17	17	16	4	19	20	20	16	13	8	1
7	A	**40**	11	18	38	28	38	38	18	29	40	40	32	18	20	9	23	35	41	37	23	38	16	10	34	38	23	16	35	16
	B	**45**	19	26	41	5	31	31	29	24	35	40	40	40	32	23	19	29	26	31	16	37	27	15	21	38	32	37	39	21
	D	**38**	13	19	36	30	33	33	11	21	38	37	25	18	18	3	8	27	36	21	23	33	3	9	22	34	32	7	29	13
	C	**8**	6	5	7	7	7	7	4	3	8	8	6	3	6	5	7	4	6	7	6	6	3	5	7	7	7	7	6	2
	E	**21**	3	16	20	20	19	19	8	24	13	17	18	15	19	8	4	14	15	12	18	21	14	4	14	12	11	13	13	10
	F	**10**	6	6	10	1	1	1	0	2	5	7	4	2	1	1	3	3	5	4	1	1	1	0	3	4	5	3	1	1
8	A	**33**	23	32	33	34	31	31	25	32	33	31	30	32	29	18	31	31	33	26	33	33	23	29	33	33	30	33	33	30
	B	**12**	0	0	0	0	0	2	2	0	0	0	1	0	0	0	5	6	5	5	3	0	0	7	8	2	3	1	0	0
	C	**19**	2	2	2	2	0	1	1	3	1	4	3	2	2	1	6	11	6	7	2	1	1	7	6	8	8	4	0	0
	D	**9**	9	6	6	1	0	1	1	6	7	6	1	2	1	1	7	4	5	0	0	1	1	3	4	4	0	0	0	0
	E	**10**	1	7	7	9	9	6	6	3	8	9	8	10	6	4	5	7	4	8	9	10	4	3	5	9	5	7	9	7
9	A	**80**	3	7	5	5	9	3	1	2	5	3	6	4	1	0	33	33	49	46	22	5	0	32	40	69	5	23	5	1
	B	**33**	10	18	11	13	10	6	7	9	9	10	11	15	10	10	11	15	14	12	15	8	9	10	15	12	15	11	10	10
10	A	**34**	11	19	15	17	28	20	5	10	17	16	23	22	9	5	25	28	16	10	19	27	4	11	25	21	21	23	24	4
11	A	**46**	19	23	13	19	26	16	30	21	29	39	38	26	24	19	12	18	33	25	19	31	29	22	18	18	17	17	21	12
	B	**12**	1	2	7	6	3	3	0	0	2	8	4	1	2	0	4	3	4	3	6	6	2	2	6	4	4	5	4	3
	C	**28**	2	1	6	3	2	0	0	1	9	3	1	0	0	0	18	18	19	12	13	4	1	9	16	14	15	10	3	0
	D	**91**	43	66	93	68	67	41	30	66	90	92	71	49	29	15	25	64	47	56	41	57	27	44	64	80	60	55	71	24
12	A	**52**	15	24	22	26	18	25	18	13	28	28	27	19	21	6	23	24	38	33	25	16	10	16	26	30	30	24	21	15
	F	**8**	2	7	8	8	7	6	5	4	8	8	7	8	7	4	3	7	6	6	5	8	6	5	4	7	3	8	7	7
	B	**21**	5	9	4	5	4	7	9	7	8	11	3	12	8	9	11	10	7	12	7	3	6	7	10	14	12	9	7	9
	C	**11**	1	4	5	3	3	2	6	1	2	2	2	1	7	8	2	4	5	2	7	5	7	2	6	2	3	5	5	5
	D	**16**	2	7	4	3	0	0	0	3	7	8	6	4	0	1	7	6	6	8	4	6	0	2	1	10	6	6	4	0
	E	**10**	1	2	2	1	1	1	1	3	3	4	3	2	0	0	4	3	5	6	1	4	0	2	7	5	6	5	2	0
	Total	1,360	461	633	747	638	639	625	491	569	721	773	627	530	483	341	567	745	762	717	584	692	446	508	739	840	703	639	666	427

2016 Peak =

Appendix G: Off-Street Occupancy Percentages

			Weekday Occupancies							Weekday Occupancies							Weekend Occupancies							Weekend Occupancies						
			Saturday August 4, 2018							Sunday August 5, 2018							Wednesday August 8th, 2018							Thursday August 9, 2018						
Block	ID	Inv.	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	A	24	13%	25%	25%	21%	25%	17%	13%	0%	0%	8%	4%	8%	13%	8%	21%	33%	25%	21%	29%	0%	0%	21%	25%	42%	46%	33%	29%	8%
	B	10	10%	10%	90%	100%	100%	90%	60%	10%	30%	50%	50%	100%	90%	90%	10%	20%	30%	30%	70%	100%	100%	10%	0%	20%	30%	70%	100%	60%
	C	12	0%	8%	25%	0%	33%	58%	100%	0%	8%	0%	0%	42%	75%	0%	0%	17%	50%	0%	0%	83%	25%	0%	50%	33%	0%	42%	92%	83%
	D	23	9%	13%	4%	4%	9%	22%	22%	4%	9%	9%	9%	13%	9%	4%	26%	26%	22%	30%	39%	43%	22%	4%	43%	43%	30%	26%	22%	4%
	E	9	0%	33%	56%	0%	67%	11%	33%	0%	11%	33%	11%	11%	33%	33%	0%	67%	44%	44%	0%	11%	33%	11%	33%	78%	78%	44%	56%	67%
	F	17	0%	35%	88%	82%	100%	76%	65%	12%	53%	100%	71%	76%	88%	65%	6%	35%	88%	76%	88%	94%	76%	6%	35%	76%	41%	47%	76%	82%
	G	10	30%	50%	50%	40%	40%	40%	40%	40%	40%	30%	10%	0%	30%	20%	30%	40%	20%	40%	0%	30%	30%	40%	60%	30%	60%	30%	20%	20%
2	A	74	70%	64%	53%	50%	53%	54%	26%	65%	46%	31%	36%	36%	42%	42%	53%	46%	31%	39%	28%	68%	85%	46%	43%	30%	45%	58%	53%	66%
	C	14	0%	7%	7%	7%	0%	0%	0%	7%	7%	7%	0%	0%	0%	0%	14%	29%	21%	7%	7%	7%	0%	29%	43%	36%	64%	36%	0%	0%
	D	27	4%	4%	22%	41%	78%	96%	96%	96%	78%	52%	52%	52%	78%	56%	30%	26%	41%	52%	37%	81%	63%	26%	48%	59%	70%	63%	89%	67%
	E	93	14%	23%	22%	62%	22%	31%	24%	71%	45%	41%	10%	14%	28%	22%	18%	22%	20%	25%	22%	39%	18%	22%	20%	22%	26%	29%	24%	22%
	F	23	9%	13%	4%	13%	39%	35%	43%	4%	9%	17%	17%	9%	13%	13%	26%	57%	65%	52%	35%	26%	13%	57%	61%	57%	48%	26%	39%	39%
3	C	14	36%	57%	36%	36%	71%	29%	36%	29%	36%	50%	50%	50%	50%	29%	29%	21%	57%	21%	57%	50%	36%	29%	36%	64%	50%	29%	93%	21%
	A	19	0%	21%	21%	32%	11%	42%	42%	0%	16%	42%	47%	11%	16%	53%	0%	84%	21%	16%	16%	21%	21%	0%	16%	11%	5%	16%	37%	5%
	B	19	89%	84%	105%	42%	68%	79%	68%	37%	37%	37%	32%	26%	32%	21%	37%	21%	42%	63%	89%	37%	42%	68%	95%	89%	74%	79%	84%	63%
4	A	57	63%	65%	70%	65%	53%	63%	49%	53%	53%	67%	54%	46%	39%	30%	60%	75%	81%	79%	46%	53%	47%	51%	84%	77%	67%	58%	49%	35%
	B	13	38%	54%	46%	15%	8%	8%	0%	8%	38%	46%	15%	15%	8%	8%	38%	38%	31%	54%	15%	38%	15%	38%	62%	38%	54%	54%	15%	23%
	C	25	8%	12%	4%	16%	4%	8%	4%	16%	20%	28%	24%	24%	28%	16%	88%	40%	64%	72%	16%	16%	24%	56%	68%	48%	88%	12%	12%	24%
5	A	15	40%	40%	73%	40%	33%	40%	60%	53%	47%	67%	33%	100%	60%	47%	47%	100%	100%	60%	47%	67%	53%	33%	47%	60%	20%	40%	67%	53%
	B	27	89%	89%	100%	70%	56%	81%	78%	52%	100%	96%	63%	52%	52%	52%	67%	85%	96%	78%	67%	70%	48%	30%	85%	93%	89%	48%	78%	52%
	C	21	38%	95%	100%	52%	48%	86%	81%	81%	86%	95%	81%	38%	19%	62%	95%	86%	19%	62%	71%	71%	81%	76%	48%	81%	52%	52%	52%	38%
6	A	20	100%	100%	105%	85%	90%	90%	50%	45%	100%	95%	85%	50%	55%	25%	65%	95%	85%	95%	75%	85%	40%	70%	85%	85%	95%	90%	90%	40%
	B	30	33%	43%	83%	47%	33%	33%	40%	20%	70%	90%	50%	37%	20%	10%	27%	60%	63%	50%	40%	37%	17%	37%	67%	83%	60%	50%	47%	23%
	C	17	71%	76%	71%	71%	47%	47%	12%	47%	59%	59%	47%	29%	24%	18%	71%	88%	71%	71%	29%	24%	6%	59%	59%	100%	65%	71%	41%	18%
	D	20	35%	65%	90%	50%	20%	20%	15%	0%	45%	55%	45%	25%	10%	10%	25%	40%	50%	50%	50%	15%	15%	20%	55%	65%	45%	45%	10%	10%
	E	19	37%	32%	53%	63%	79%	63%	79%	26%	42%	68%	68%	42%	37%	32%	42%	63%	63%	47%	47%	74%	21%	26%	32%	42%	68%	47%	53%	21%
	F	21	81%	90%	95%	81%	57%	71%	43%	90%	100%	100%	90%	52%	14%	5%	95%	95%	86%	81%	81%	76%	19%	90%	95%	95%	76%	62%	38%	5%
7	A	40	28%	45%	95%	70%	95%	95%	45%	73%	100%	100%	80%	45%	50%	23%	58%	88%	103%	93%	58%	95%	40%	25%	85%	95%	58%	40%	88%	40%
	B	45	42%	58%	91%	11%	69%	69%	64%	53%	78%	89%	89%	89%	71%	51%	42%	64%	58%	69%	36%	82%	60%	33%	47%	84%	71%	82%	87%	47%
	D	38	34%	50%	95%	79%	87%	87%	29%	55%	100%	97%	66%	47%	47%	8%	21%	71%	95%	55%	61%	87%	8%	24%	58%	89%	84%	18%	76%	34%
	C	8	75%	63%	88%	88%	88%	88%	50%	38%	100%	100%	75%	38%	75%	63%	88%	50%	75%	88%	75%	75%	38%	63%	88%	88%	88%	88%	75%	25%
	E	21	14%	76%	95%	95%	90%	90%	38%	114%	62%	81%	86%	71%	90%	38%	19%	67%	71%	57%	86%	100%	67%	19%	67%	57%	52%	62%	62%	48%
	F	10	60%	60%	100%	10%	10%	10%	0%	20%	50%	70%	40%	20%	10%	10%	30%	30%	50%	40%	10%	10%	10%	0%	30%	40%	50%	30%	10%	10%
8	A	33	70%	97%	100%	103%	94%	94%	76%	97%	100%	94%	91%	97%	88%	55%	94%	94%	100%	79%	100%	100%	70%	88%	100%	100%	91%	100%	100%	91%
	B	12	0%	0%	0%	0%	0%	17%	17%	0%	0%	0%	8%	0%	0%	0%	42%	50%	42%	42%	25%	0%	0%	58%	67%	17%	25%	8%	0%	0%
	C	19	11%	11%	11%	11%	0%	5%	5%	16%	5%	21%	16%	11%	11%	5%	32%	58%	32%	37%	11%	5%	5%	37%	32%	42%	42%	21%	0%	0%
	D	9	100%	67%	67%	11%	0%	11%	11%	67%	78%	67%	11%	22%	11%	11%	78%	44%	56%	0%	0%	11%	11%	33%	44%	44%	0%	0%	0%	0%
	E	10	10%	70%	70%	90%	90%	60%	60%	30%	80%	90%	80%	100%	60%	40%	50%	70%	40%	80%	90%	100%	40%	30%	50%	90%	50%	70%	90%	70%
9	A	80	4%	9%	6%	6%	11%	4%	1%	3%	6%	4%	8%	5%	1%	0%	41%	41%	61%	58%	28%	6%	0%	40%	50%	86%	6%	29%	6%	1%
	B	33	30%	55%	33%	39%	30%	18%	21%	27%	27%	30%	33%	45%	30%	30%	33%	45%	42%	36%	45%	24%	27%	30%	45%	36%	45%	33%	30%	30%
10	A	34	32%	56%	44%	50%	82%	59%	15%	29%	50%	47%	68%	65%	26%	15%	74%	82%	47%	29%	56%	79%	12%	32%	74%	62%	62%	68%	71%	12%
11	A	46	41%	50%	28%	41%	57%	35%	65%	46%	63%	85%	83%	57%	52%	41%	26%	39%	72%	54%	41%	67%	63%	48%	39%	39%	37%	37%	46%	26%
	B	12	8%	17%	58%	50%	25%	25%	0%	0%	17%	67%	33%	8%	17%	0%	33%	25%	33%	25%	50%	50%	17%	17%	50%	33%	33%	42%	33%	25%
	C	28	7%	4%	21%	11%	7%	0%	0%	4%	32%	11%	4%	0%	0%	0%	64%	64%	68%	43%	46%	14%	4%	32%	57%	50%	54%	36%	11%	0%
	D	91	47%	73%	102%	75%	74%	45%	33%	73%	99%	101%	78%	54%	32%	16%	27%	70%	52%	62%	45%	63%	30%	48%	70%	88%	66%	60%	78%	26%
12	A	52	29%	46%	42%	50%	35%	48%	35%	25%	54%	54%	52%	37%	40%	12%	44%	46%	73%	63%	48%	31%	19%	31%	50%	58%	58%	46%	40%	29%
	F	8	25%	88%	100%	100%	88%	75%	63%	50%	100%	100%	88%	100%	88%	50%	38%	88%	75%	75%	63%	100%	75%	63%	50%	88%	38%	100%	88%	88%
	B	21	24%	43%	19%	24%	19%	33%	43%	33%	38%	52%	14%	57%	38%	43%	52%	48%	33%	57%	33%	14%	29%	33%	48%	67%	57%	43%	33%	43%
	C	11	9%	36%	45%	27%	27%	18%	55%	9%	18%	18%	18%	9%	64%	73%	18%	36%	45%	18%	64%	45%	64%	18%	55%	18%	27%	45%	45%	45%
	D	16	13%	44%	25%	19%	0%	0%	0%	19%	44%	50%	38%	25%	0%	6%	44%	38%	38%	50%	25%	38%	0%	13%	6%	63%	38%	38%	25%	0%
	E	10	10%	20%	20%	10%	10%	10%	10%	30%	30%	40%	30%	20%	0%	0%	40%	30%	50%	60%	10%	40%	0%	20%	70%	50%	60%	50%	20%	0%
	Total	1,360	34%	47%	55%	47%	47%	46%	36%	42%	53%	57%	46%	39%	36%	25%	42%	55%	56%	53%	43%	51%	33%	37%	54%	62%	52%	47%	49%	31%

2016 Peak =

Peak day (Thursday) for Downtown 2018 is the same as 2016.

Appendix H: Off-Street Occupancy by Block

Peak Off-Street Occupancies by Block						
	Total Off-Street Inventory	Saturday August 4, (1 pm)	Sunday August 5, (1 pm)	Wednesday August 8, (1 pm)	Thursday August 9, (1 pm)	TOTAL
Block 1	105	44	32	50	49	175
Block 2	231	67	80	115	76	338
Block 3	52	29	22	18	28	97
Block 4	95	47	51	39	61	198
Block 5	63	59	56	44	51	210
Block 6	127	106	101	65	100	372
Block 7	162	152	149	136	133	570
Block 8	83	48	50	45	56	199
Block 9	113	16	13	13	81	123
Block 10	34	15	16	27	21	79
Block 11	177	119	142	98	116	475
Block 12	118	45	61	42	68	216
TOTAL	1,360	747	773	692	840	

Peak Off-Street Occupancies by Block (as % of supply)						
	Total Off-Street Inventory	Saturday August 4, 2018 (1 pm)	Sunday August 5, 2018 (1 pm)	Wednday August 8th, 2018 (1 pm)	Thursday August 9, 2018 (1 pm)	TOTAL (average percent)
Block 1	105	42%	30%	48%	47%	42
Block 2	231	29%	35%	50%	33%	37
Block 3	52	56%	42%	35%	54%	47
Block 4	95	49%	54%	41%	64%	52
Block 5	63	94%	89%	70%	81%	83
Block 6	127	83%	80%	51%	79%	73
Block 7	162	94%	92%	84%	82%	88
Block 8	83	58%	60%	54%	67%	60
Block 9	113	14%	12%	12%	72%	27
Block 10	34	44%	47%	79%	62%	58
Block 11	177	67%	80%	55%	66%	67
Block 12	118	38%	52%	36%	58%	46
TOTAL	1,360	55%	57%	51%	62%	56

Red = Occupancy rate over 90%, Orange = Occupancy rate over 85%

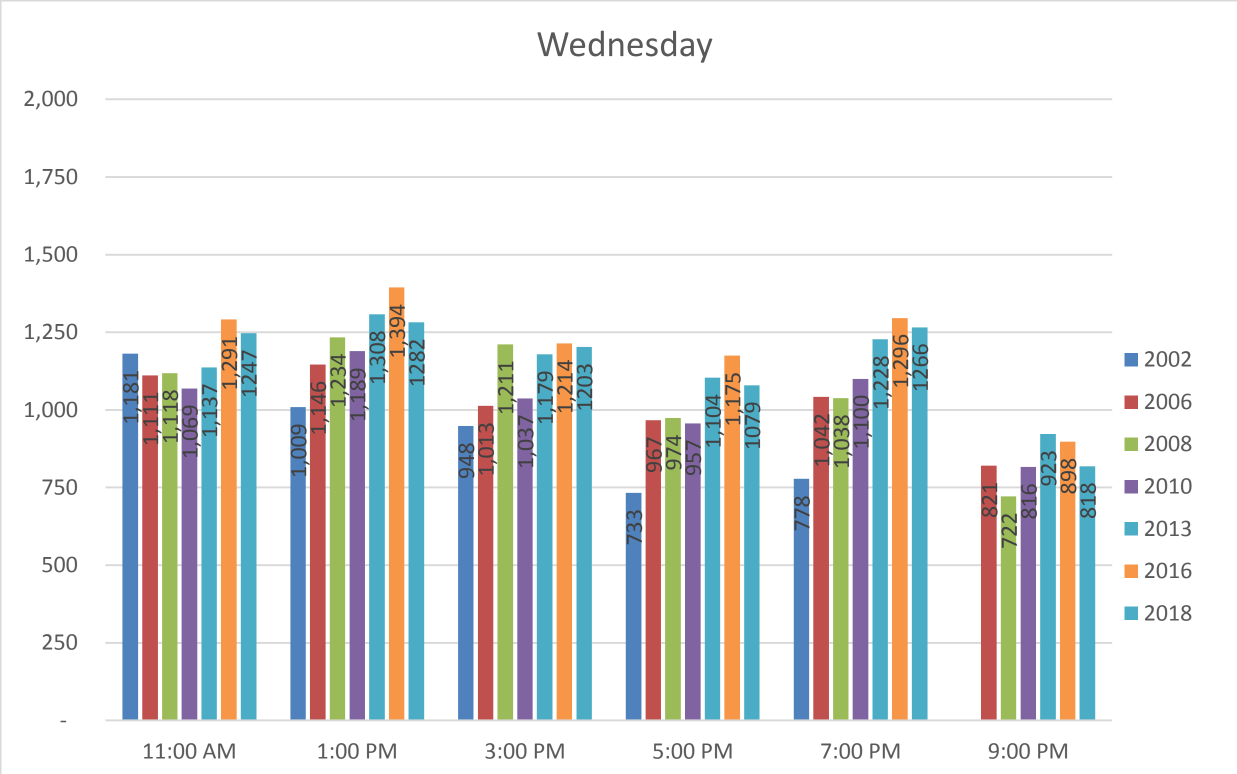
Appendix I: Peak Hour Occupancies for 2002, 2006, 2008, 2010, 2013, 2016, 2018

	2002						2006						2008					
	Inventory	11am	1pm	3pm	5pm	7pm	Inventory	11am	1pm	3pm	5pm	7pm	Inventory	11am	1pm	3pm	5pm	7pm
	Wed.7/24						*Wed.8/2*						*Wed. 7/23*					
Off Street	1,284	720	614	523	397	415	1,277	694	695	609	584	575	1,277	690	763	758	565	569
On Street	610	461	395	425	336	363	610	417	451	404	383	467	613	428	471	453	409	469
Total	1,894	1,181	1,009	948	733	778	1,887	1,111	1,146	1,013	967	1,042	1,890	1,118	1,234	1,211	974	1,038
% of total		62%	53%	50%	39%	41%		59%	61%	54%	51%	55%		59%	65%	64%	52%	55%
							Thurs. 8/3						*Thurs. 7/24*					
Off Street							1,277	767	783	693	531	548	1,277	717	738	696	559	593
On Street							610	426	450	442	391	466	613	421	464	472	434	498
Total							1,887	1,193	1,233	1,135	922	1,014	1,890	1,138	1,202	1,168	993	1,091
% of total								63%	65%	60%	49%	54%		60%	64%	62%	53%	58%
	Sat. 7/27						*Sat. 8/5*						*Sat. 7/26*					
Off Street	1,284	494	553	470	430	408	1,277	723	778	724	687	662	1,277	573	591	538	489	560
On Street	610	371	428	378	326	354	610	374	420	393	387	504	613	421	443	436	390	437
Total	1,894	865	981	848	756	762	1,887	1,097	1,198	1,117	1,074	1,166	1,890	994	1,034	974	879	997
% of total		46%	52%	45%	40%	40%		58%	63%	59%	57%	62%		53%	55%	52%	47%	53%
	Sun. 7/28						*Sun. 8/6*						*Sun. 7/27*					
Off Street	1,284	636	380	313	243	251	1,277	843	684	546	453	479	1,277	685	665	508	428	451
On Street	610	363	325	309	238	249	610	502	500	455	398	412	613	429	415	396	380	395
Total	1,894	999	705	622	481	500	1,887	1,345	1,184	1,001	851	891	1,890	1,114	1,080	904	808	846
% of total		53%	37%	33%	25%	26%		71%	63%	53%	45%	47%		59%	57%	48%	43%	45%

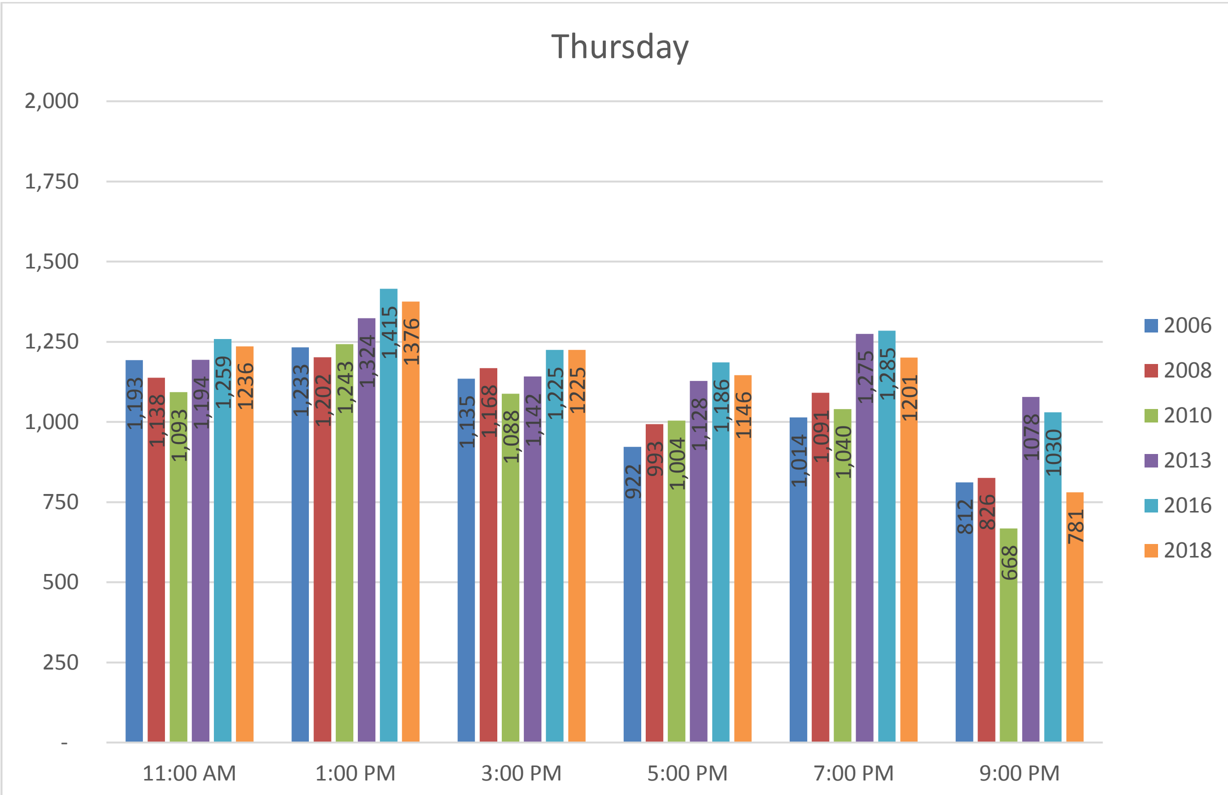
	2010							2013								2016							
	Inventory	9am	11am	1pm	3pm	5pm	7pm	Inventory	9am	11am	1pm	3pm	5pm	7pm	9pm	Inventory	9am	11am	1pm	3pm	5pm	7pm	9pm
	Wed. 7/28							*Wed. 7/24*								*Wed. 7/27*							
Off Street	1,285	536	649	701	620	572	629	1,314	554	719	810	717	647	707	502	1,370	574	808	873	728	683	737	486
On Street	613	340	420	488	417	385	471	609	281	434	514	471	469	535	421	656	398	494	536	508	516	583	436
Total	1,898	876	1,069	1,189	1,037	957	1,100	1,923	835	1,153	1,324	1,188	1,116	1,242	923	2,026	972	1,302	1,409	1,236	1,199	1,320	922
% of total		46%	56%	63%	55%	51%	58%		43%	60%	70%	63%	59%	66%	48%		48%	64%	70%	61%	59%	65%	46%
	Thurs. 7/29							*Thurs. 7/25*								*Thurs. 7/28*							
Off Street	1,285	609	668	765	678	596	597	1,314	484	770	832	700	674	730	638	1,370	569	759	882	750	703	732	552
On Street	613	351	425	478	410	408	443	609	266	432	508	458	454	545	440	656	421	523	558	497	508	582	503
Total	1,898	960	1,093	1,243	1,088	1,004	1,040	1,923	750	1,202	1,340	1,158	1,128	1,275	1,078	2,026	990	1,282	1,440	1,247	1,211	1,314	1,055
% of total		51%	58%	66%	58%	53%	55%		39%	64%	71%	61%	60%	68%	57%		49%	63%	71%	62%	60%	65%	52%
	Sat. 7/24							*Sat. 7/27*								*Sat. 7/30*							
Off Street	1,285	591	643	699	613	623	719	1,314	399	582	699	697	654	739	652	1,370	389	580	703	620	604	723	647
On Street	613	325	433	468	436	412	538	609	272	427	526	504	499	551	515	656	340	487	556	528	542	621	571
Total	1,898	916	1,076	1,167	1,049	1,035	1,257	1,923	671	1,009	1,225	1,201	1,153	1,290	1,167	2,026	729	1,067	1,259	1,148	1,146	1,344	1,218
% of total		48%	57%	62%	56%	55%	67%		35%	53%	65%	64%	61%	68%	62%		36%	53%	62%	57%	57%	66%	60%
	Sun. 7/25							*Sun. 7/28*								*Sun. 7/31*							
Off Street	1,285	508	584	691	523	498	461	1,314	491	704	706	595	596	617	446	1,370	485	615	690	577	556	564	479
On Street	613	411	418	487	433	438	447	609	349	469	506	459	474	505	345	656	367	522	562	560	531	543	463
Total	1,898	919	1,002	1,178	956	936	908	1,923	840	1,173	1,212	1,054	1,070	1,122	791	2,026	852	1,137	1,252	1,137	1,087	1,107	942
% of total		48%	53%	62%	51%	50%	48%		44%	62%	64%	56%	57%	59%	42%		42%	56%	62%	56%	54%	55%	46%

	2018						
Inventory	9am	11am	1pm	3pm	5pm	7pm	9pm
Wed. 8/8							
1,360	567	748	762	717	584	692	446
667	426	499	520	486	495	574	372
2,027	993	1,247	1,282	1,203	1,079	1,266	818
	49%	62%	63%	59%	53%	62%	40%
Thurs. 8/9							
1,360	508	739	840	703	639	666	427
667	383	497	536	522	507	535	354
2,027	891	1,236	1,376	1,225	1,146	1,201	781
	44%	61%	68%	60%	57%	59%	39%
Sat. 8/4							
1,360	461	633	747	638	639	625	491
667	434	494	530	498	542	581	405
2,027	895	1,127	1,277	1,136	1,181	1,206	896
	44%	56%	63%	56%	58%	59%	44%
Sun. 8/05							
1,360	569	721	773	627	534	483	341
667	456	602	598	525	513	507	336
2,027	1,025	1,323	1,371	1,152	1,047	990	677
	51%	65%	68%	57%	52%	49%	33%

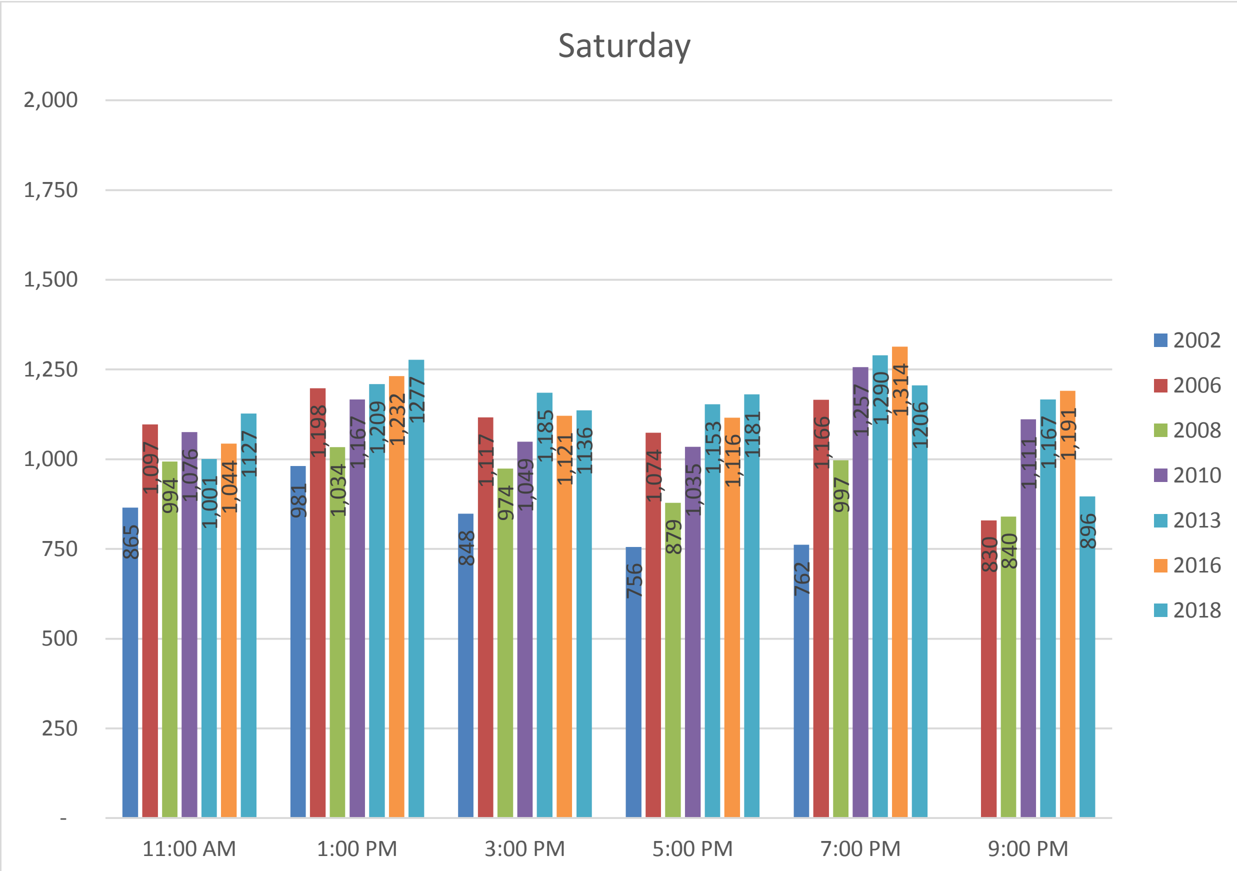
Appendix J: Wednesday Occupancy Counts for 2002, 2006, 2008, 2010, 2013, 2016, and 2018



Appendix K: Thursday Occupancy Counts for 2006, 2008, 2010, 2013, 2016, and 2018



Appendix L: Saturday Occupancy Counts for 2002, 2006, 2008, 2010, 2013, 2016 and 2018



Appendix M: Sunday Occupancy Counts for 2002, 2006, 2008, 2010, 2013, 2016 and 2018