



DANA POINT TOWN CENTER PARKING ANALYSIS



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EXECUTIVE SUMMARY

The Town Center is located in the most historic part of the City of Dana Point, with Pacific Coast Highway traversing the site as the main access and connector to other waterfront communities up and down the coast. On June 3, 2008, the City Council adopted the Town Center Plan to encourage the development of the Town Center. A goal of the Plan is to ensure adequate and convenient parking is available in the area by providing a more flexible parking program that optimizes commercial and visitor-oriented assets through a variety of programs including shared parking, in-lieu parking, parking regulation enforcement, etc.

The purpose of this parking study is to identify existing and potential future parking supply and demand issues in the Town Center, and provide recommendations on parking management strategies to accommodate future demand, identification of potential public parking facilities to increase parking supply, and define the elements of a potential financing program for the parking system.

In an effort to develop and provide a more comprehensive overview of the parking system, the study area was divided into four zones (refer to Figure 1 on page 4) and then each single zone was separated into multiple "blocks" to identify the parking needs in detail within one zone, resulting in a 33-block study area (i.e., Blocks 2 through 34 as shown in Figure 1). The separation and indexing of these blocks is consistent with those identified in the Dana Point Town Center Development Analysis (December 2004, prepared by ROMA Design Group).

The evaluation of existing conditions was directed at current parking demands and its relationship to the available supply. Future parking requirements were projected for both a three-year and 10-year timeframe. For the purposes of this analysis, it is assumed that all potential development within the Town Center would be built out in the 10-15 year timeframe.

EXISTING PARKING CONDITIONS

The results of the parking study indicate that the existing parking supply in the Town Center area, which currently provides a total of total of 2,338 private spaces in off-street facilities, 97 public spaces in off-street facilities, and 596 public on-street spaces, can easily accommodate the parking demand generated by the existing activities during both weekdays and weekends. In most areas of the Town Center study area, the parking demand on weekdays, which generally occurs between 12 noon and 2 p.m. each day, is slightly higher than on a typical Saturday, when the peak occurs between 6 p.m. and 8.p.m. The peak occupancy on weekdays is about 56%, with 54% occupancy of off-street spaces and 63% occupancy of on-street spaces. The percentages for Saturdays were a total of 51%, 48% in off-street spaces and 62% in on-street spaces. This leaves an excess of 1,294 parking spaces unutilized.

Although there are a few minor exceptions, the conclusion that there is an adequate supply of parking spaces can be applied on a block-by-block basis throughout the entire Town Center area. This is a fairly clear indication that parking demand in the Town Center is currently more than adequately served by a parking supply.

FUTURE PARKING DEMAND AND SUPPLY

Two future year forecast periods, 3-year and 10-15 year, were analyzed as part of the Town Center Parking Study. These time periods were reviewed with City staff and selected to provide a graduated approach to analyzing the parking impacts associated with the redevelopment of the Town Center.

3-Year Evaluation

For purposes of this evaluation, it is assumed that the PCH/Del Prado Public Street Improvement Project Phase I is constructed. This project reduces existing supply slightly. With the increase in development within the Town Center area, estimated parking demand projections indicate that an additional 226 parking spaces would be utilized of the 1261 excess spaces available to serve the projected development on-site based on City code parking requirements. However, total provided parking demand would only utilize approximately 60% of existing supply.

Several alternatives for an in-lieu parking fee program for new development were studied with different levels of participation between developers and the City to subsidize parking in the Town Center area. Depending upon the requirements established in the program, and requiring new development spaces, the additional public parking demand could be reduced to between 15 and 77 parking spaces. This assumes the parking demand for new development would not use the existing available off-street and on-street parking spaces.

However, with the implementation of a shared parking program on a block-by-block basis within the Town Center area and/or the use of available on-street parking spaces, the additional parking demand could be met, without providing additional parking supply.

In summary, the City of Dana Point could address anticipated parking demands in the Town Center area in 3 years with the implementation of an off-site shared parking program or allowing development to take credit for available on-street parking without adding additional public parking supply. The implementation of an in-lieu parking fee program would assist in the long-term planning for parking in the Town Center area, but is not anticipated to be necessary as a means to serve the parking needs in the Town Center area after 3 years.

10-15 Year Evaluation

With the maximum potential development assumed in the Town Center Plan, estimated parking demand projections indicate an additional 1,800 parking spaces would be needed to serve the projected on-site development based on City code parking requirements.

Several alternatives for an in-lieu parking fee program for new development were studied with different levels of participation between developers and the City to subsidize parking in the Town Center area. Depending upon the requirements established in the program, the additional parking demand could be reduced to between 146 and 617 parking spaces. This assumes the parking demand for new development would not use the existing available off-street and on-street parking spaces.

With the implementation of a shared parking program on a block-by-block basis within the Town Center area and/or the use of available on-street parking spaces, the additional parking demand could be met.

In summary, the City of Dana Point could address anticipated parking demands in the Town Center area in 10-15 years with the combined implementation of an off-site shared parking program or allowing development to take credit for available on-street parking. However, the report also explores adding future parking facilities. The implementation of an in-lieu parking fee program would be necessary to meet the long-term planning for parking demand in the Town Center area.

PARKING DEMAND MANAGEMENT STRATEGIES

Near-Term (3 Year) Needs

- Increase off-street parking utilization by providing adequate parking signage to let the public (especially customers and visitors) know the availability of off-street parking facilities, including the public parking lot in La Plaza.
- Encourage employees working in high-demand parking zones to park off-street instead of on-street.
- Install three hour parking time limit signs to increase off-street parking utilization with Town Center improvements.
- Possibly retaining some parking on PCH, adding parking on San Juan Avenue, as a least cost method to increase public parking. This assumes construction of PCH altering a one-way to a two-way street.
- Encourage shared parking by promoting land uses within the same block to share parking spaces.
- Utilize an in-lieu fee program for the Town Center area to fund public parking facilities or improvements to accommodate the near and long-term parking need.
- This assumes a least cost method to increase public parking.

Long-Term (10-15 Year) Needs

- The development of the Town Center Plan has raised concerns by residents in the adjacent residential areas about the Town Center patrons parking on residential streets in their neighborhoods. The residents and the City should eventually work together to implement a parking permit program for this area.
- One or more centralized public parking facilities could be considered to serve the future parking need in the Town Center area. The parking facility(s) should be located close to the center of high-demand parking zones.

IN-LIEU FEE PROGRAM

In order to meet the ultimate goal of the Dana Point Town Center Plan, and accommodate long-term parking demand in Town Center, the City is interested in developing an in-lieu fee program to fund the potential parking facilities within the Town Center area. The suggested key mechanisms of this program are described below:

- The City determines the total cost for building the parking facilities and would develop a fee share plan to identify the fee split between the City and developers/applicants. The program would be limited to non-residential land uses only in the Town Center.
- The City develops uniform fees for all new and infill development projects within the Town Center. The fees can be one-time fees or annual payments for one-time fees up to a certain number of years, recommended no more than five years, up to three optimal.
- Developers/applicants of future projects will decide whether to participate in the in-lieu fee program. If they choose not to participate in the in-lieu program, they will be required to provide on-site parking spaces that meet all City Code requirements.
- For changes of the existing uses, the City will compare the required parking spaces for the changes against those for the existing uses using the City Code parking rates. For any increase in the required parking spaces due to the changes, the developers/applicants will be requested to either provide the required parking spaces on-site or enroll in the in-lieu fee program.
- The cost of the construction of a multi-story above-grade parking structure is approximately \$25,000 per space, underground facilities are more expensive. The range of financial participation required of developers by the City, if they participate in the in-lieu fee program, is determined by the City. However, studies of similar in-lieu fee programs in other cities require per space financial contributions between \$3,500 to approximately \$17,000 by developers to assist in the construction of public parking facilities. It is recommended the City establish an in-lieu fee at a rate of between \$6,000 and \$25,000 per space to encourage desired flexibility for development envisioned in the Town Center Plan.

1. INTRODUCTION

This Town Center Parking Study for the City of Dana Point is intended to provide the City with a blueprint for the creation of the parking necessary to support development of the Town Center with minimal impacts to surrounding residential neighborhoods.

BACKGROUND

Incorporated in 1989, the City of Dana Point is a scenic coastal community and home to over 35,100 residents, major resorts, beaches, and regional parks. The location and natural environment of Dana Point make it an attractive place to live and visit.

The Town Center is located in the most historic part of Dana Point, with Pacific Coast Highway traversing the site as the main access and connector to other waterfront communities up and down the coast. In June 2008, the City Council adopted the Town Center Plan to encourage the development of the Town Center. The plan establishes a framework of public improvements that will support private reinvestment and development, while rebalancing activities to encourage a pedestrian friendly environment.

Forecast of the Town Center would accommodate up to approximately 530,000 square feet of retail and restaurant uses, 286,000 square feet of office uses, and 300 residential dwelling units.



PURPOSE AND NEED

The businesses in the Town Center are currently required to provide on-site parking to meet their individual parking needs, which causes more than half of a typical parcel being dedicated to surface parking, resulting in a scattered pattern of development, limitation of the overall size of retail/office buildings, and the lack of pedestrian activities.

The Town Center Plan is intended to improve these existing parking conditions by providing a more flexible parking program to optimize commercial and visitor-oriented assets through a variety of programs including: shared parking, in-lieu parking, and parking regulation enforcement.

The following goals were determined for this parking study to meet the parking objectives identified in the Town Center Plan:

- Evaluate the existing and projected parking conditions in the Town Center
- Identify parking demand management strategies to address near-term and long-term parking needs
- Assist the City in developing an in-lieu parking program

- Develop a parking management plan for efficiently and effectively utilizing parking resources while minimizing impacts to adjacent residential neighborhoods

REPORT OUTLINE

The remainder of this report is divided into the following chapters.

- Chapter 2 – Existing Parking Conditions
- Chapter 3 – City Code Requirements
- Chapter 4 – Future Parking Supply and Demand
- Chapter 5 – Parking Demand Management Strategies
- Chapter 6 – Potential Parking Facilities
- Chapter 7 – Parking Financing Program
- Chapter 8 – Conclusions

Following this introduction, Chapter 2 describes the existing parking supply and demand in the Town Center. Chapter 3 summarizes the City's Code requirements against the existing parking supply. Chapter 4 presents the near-term and long-term parking needs and potential deficiencies. Chapter 5 describes the recommended parking demand management strategies to provide optimum parking availability to the customers, residents, and employees in the Town Center. Chapter 6 presents a summary of the potential parking facilities analysis that was performed. Chapter 7 presents the potential procedure, financing mechanism, and site specifics for an in-lieu parking program. Lastly, Chapter 8 summarizes the key findings resulting from this study.

2. EXISTING CONDITIONS

The purpose of this chapter is to describe the existing supply and demand of the parking system for the Town Center, and identify existing parking deficiencies, if any. The existing conditions analysis is presented as a basis for the recommendations to be provided in subsequent chapters.

The analysis of existing conditions is the result of a data collection program that drew on a variety of sources used to describe the existing parking system in the Town Center area. The data collection program included inventories of the off-street (public and private) and on-street parking supply, parking surveys, and field observations in the Town Center.

STUDY AREA

The Town Center is located in the geographic center of the City of Dana Point. Generally, it extends from San Marino Place and La Cresta Drive in the north to the alley's behind Del Prado Avenue in the south, and from Blue Lantern Street and Green Lantern Street in the west to Copper Lantern Street in the east (refer to Figure 1 on page 4).

Within the Town Center, there are more than 200 retailers and businesses ranging in size from small storefronts of 600 square feet to larger tenants of 35,000 square feet (i.e., Ralphs). Services provided by the Town Center include general local community services (i.e., grocery store, a post office, food markets, drugstores, a hardware store, medical/dental and professional offices, and financial institutions, etc.) and recreation-related uses (surf and sports shops, florists, restaurants, etc.). In addition, the Town Center also hosts several special events including the annual Festival of Whales Parade and Street Faire in March, the Saturday Farmers Market in La Plaza, and the First Friday Art Show.

PARKING ZONE EVALUATION

For the purpose of this study, the Town Center was separated into four "zones" for detailed evaluation. This separation was necessary to ensure that parking demand in one area was not assumed to be supplied by parking located beyond a reasonable walking distance. For example, on-street parking along Del Prado was not assumed to be part of the supply for patrons of La Plaza, north of Pacific Coast Highway (PCH). Each zone is described in the following Parking Supply section, with the zone boundaries shown in Figure 1 on page 4.

In addition, each single zone was separated into multiple "blocks" to identify the parking needs in detail within one zone, resulting in 33 blocks (i.e., Blocks 2 through 34 as shown in Figure 1 on page 4) for the entire study area. The separation and index of these blocks was consistent with those identified in ROMA's Development Analysis (December 2004).



EXISTING PARKING SUPPLY

To determine the current available parking space supply for downtown, extensive field observations were conducted in February and March 2008. Counts were conducted for on-street parking, public off-street, and private off-street parking lots. Special attention was given to parking restrictions and duration limitations posted at the parking spaces. Parking supply by zone and block in the study area is described in this section and summarized in Figure 2 on page 8.

Zone 1

Zone 1 is bordered by San Marino Place to the north, Amber Lantern Street to the east, the alley just south of Del Prado Avenue to the south, and Green Lantern Street to the west (refer to Figure 1). This zone was categorized as commercial residential, community commercial pedestrian, and visitor recreation/commercial uses under the zoning plan. The current land uses in Zone 1 include retail stores (i.e., Coffee House, Donuts Place, Up Sports, etc.), restaurants (i.e., Taco Bell, Luciana's Ristorante, etc.), a motel and other business uses (i.e., Dana Point Nursery, Del Mar Realty and Investments, etc.)

The off-street parking in Zone 1 totals 664 private spaces located in Blocks 2-10. A majority of the parking spaces are located in Blocks 2, 3, 8 and 9, which mainly serve the following lots: Cannon's Seafood Grill with 78 Cannon's spaces, Taco Bell with 55 spaces, Blue Lantern Inn with 33 spaces, and retail lots along the south side of Del Prado Avenue in Block 9 which have a total parking supply of 120 spaces. All the off-street parking spaces are restricted as private parking for customers or employees only.

Zone 1 has a total of 251 on-street public spaces that are scattered on PCH, Del Prado Avenue, and other cross streets. Only 25% of the on-street parking spaces are marked spaces, a majority of which are located on PCH and Del Prado Avenue. Parking is prohibited on Tuesdays from 5:30 to 6:30 AM for on-street spaces, with two-hour maximum parking limits applied on some spaces along the north side of Del Prado Avenue between Blue Lantern Street and Amber Lantern Street.

Zone 2

Zone 2 is bordered by San Marino Place and PCH to the north, Golden Lantern Street to the east, the alley just north of Santa Clara Avenue to the south, and Amber Lantern Street to the west (refer to Figure 1). This zone was categorized as commercial residential and community commercial pedestrian under the zoning plan. The current land uses in Zone 2 include retail stores (i.e., gas stations, Ranch Market, etc.), restaurants (i.e., Bon Jour Cafe, Japanese restaurant, etc.), and other business uses (i.e., US Post Office, Union Bank, etc.).

The off-street private parking in Zone 2 totals 763 spaces located in Blocks 11-15 and 24-27. A majority of the parking spaces are located in Blocks 12, 13, 24, 25, and 26, which mainly serve the following lots: UPS Post Office with 119 spaces, Union Bank with 47 spaces, Tadd Plaza with 45 spaces, Peking Dragon with 39 spaces, Community Center and San Juan lot with 38 spaces each, and other retail lots which have a total parking supply of 289 spaces. All the off-street parking spaces are restricted as private parking for customers or employees only.

Zone 2 has a total of 181 on-street public spaces that are scattered on PCH, Del Prado Avenue, San Juan Avenue, and other cross streets. Approximately 46% of the on-street parking spaces are marked spaces, a

majority of which are located on PCH and Del Prado Avenue. Parking is prohibited on Tuesdays from 5:30 to 6:30 AM for on-street spaces, with two-hour maximum parking limits applied on the three spaces along the south side of PCH between Violet Lantern Street and Golden Lantern Street.

Zone 3

Zone 3 encompasses the east wing of the Town Center. The zone's boundaries are from Pacific Coast Highway in the north, Copper Lantern Street in the east, Golden Lantern Street in the west, and Del Prado Avenue in the south. This zone was categorized as community commercial pedestrian, community commercial vehicular and professional administrative under the zoning plan. The current land uses in Zone 3 include retail stores (i.e., Ralph's supermarket, Super Cuts, etc.), restaurants (i.e., Chinese Cuisine, Carlo's Mexican Restaurant, etc.), and other business uses (i.e., law office, Income Tax Service, Bank of America, etc.).

The off-street private parking in Zone 3 has a total of 645 spaces located in Blocks 28-34. A majority of the parking spaces are located in Block 29, which serve the Ralph's shopping center with 343 spaces and other retail lots along the south side of PCH which have a total parking supply of 121 spaces. All the off-street parking spaces are restricted as private parking for customers or employees only.

Zone 3 has a total of 89 on-street public spaces that are mainly located along PCH and north-south cross streets north of PCH. Four unmarked spaces are located along the north side of Del Prado Avenue within this zone. Only 25% of the on-street parking spaces are marked spaces and all of them are located on the north side of PCH. Parking is prohibited on Tuesdays from 5:30 to 6:30 AM for on-street spaces in Zone 3.

Zone 4

Zone 4 comprises the La Plaza area of the Town Center. The zone is bordered by Violet Lantern Street to the west, La Cresta Drive and La Plaza to the north, Golden Lantern Street to the east, and PCH to the south. This zone was categorized as community commercial pedestrian and recreation under the zoning plan. The current land uses in Zone 4 include retail stores (i.e., gas station, beauty salon, etc.) restaurants (Hennessey's) and other business uses (i.e., Pacific Western Bank, dentist office, etc.).

There are 263 off-street public and private parking spaces located in Zone 4, including the public surface parking lot in Block 19. A majority of the parking spaces are located in Blocks 16 and 19, which include 96 private parking spaces serving the La Plaza shopping center in Block 16 and 97 public parking spaces in Block 19. Of the off-street spaces approximately 166 are located in private lots reserved for customers or employees.

Zone 4 has a total of 75 public on-street spaces that are mainly located along Violet Lantern Street and La Plaza. Only one unmarked space is located along PCH within this zone. Two out of the 75 on-street parking spaces are marked spaces and they are located on the west side of Golden Lantern Street. Parking is prohibited on Tuesdays from 5:30 to 6:30 AM for on-street spaces in Zone 4.

Summary

Table 1 summarizes the existing off-street and on-street parking supply in the Town Center area. The Town Center currently provides 2,338 private off-street, 97 public off-street, and 596 public on-street parking spaces in total. Out of the four parking zones, Zone 2 provides the most off-street parking spaces, and the most on-

street parking spaces are provided in Zone 1. All the off-street parking lots are private lots reserved for customers or employees, except for the city-owned parking lot, located in Zone 4, which is open to the public.

TABLE 1			
EXISTING (YEAR 2008) PARKING INVENTORY IN TOWN CENTER			
Zone	Off-street Parking Spaces		Public On-street Parking Spaces
	Public Parking	Private Parking	
Zone 1	0	664	251
Zone 2	0	763	181
Zone 3	0	645	89
Zone 4	97	166	75
Total	97	2,238	596
Total Public Spaces			693
Source: Fehr & Peers, 2008			

Comparison to Town Center Plan Development Analysis

A development analysis (dated December 2004) prepared by ROMA Design Group also provided an off-street private parking inventory for the Town Center under Year 2004 conditions. The comparison of parking supply shows the number of private parking spaces in the Town Center area is similar in Year 2004 (2,213 in total) to Year 2008 (2,238 in total). The on-street parking spaces on PCH and Del Prado Avenue are also similar in 2004 and 2008. Within the Town Center area, PCH provided for 97 on-street parking spaces in 2004 and has 101 spaces in 2008; while Del Prado Avenue provided for 100 spaces in 2004 and has 104 spaces in 2008.



EXISTING PARKING DEMAND

The existing conditions information is intended to represent a typical summer weekday and Saturday when visitor traffic is high in the downtown area. The existing parking demand in the Town Center area was determined by counting the number of vehicles parked in all off-street and on-street areas in the study area. Counts were conducted every hour from 8:00 AM to 9:00 PM on both weekdays and Saturdays in March and April 2008 during the week and weekend of the Festival of Whales. It was determined that counts during this celebration week would be indicative of summer activity as a conservative approach to data collection to determine the parking demand over the course of the day. The off-street counts were collected for every private and public parking lot, and the on-street counts were collected for each segment of all the roadways in the Town Center area.

In addition, the City's traffic engineer provided summer parking usage counts for weekdays and Saturdays in August of 2006 for public on-street and private off-street locations on PCH. These peak summer period counts are consistent with our independent study, showing approximately 50% of the available parking spaces unutilized during the peak hour.

The number of parked vehicles was compared to the existing supply to determine the parking occupancy of each off-street lot and the on-street locations. Figures 3-6 on pages 10-13 show the peak hour parking occupancy percentages for each parking analysis block (off-street only) and on-street locations under the typical weekday and Saturday. Tables 2 summarizes the existing parking supply and peak hour parking demand for the off-street lots by block, and the on-street parking supply and peak hour demand by zone are summarized in Table 3.



Image Source: Google Earth Pro





Image Source: Google Earth Pro

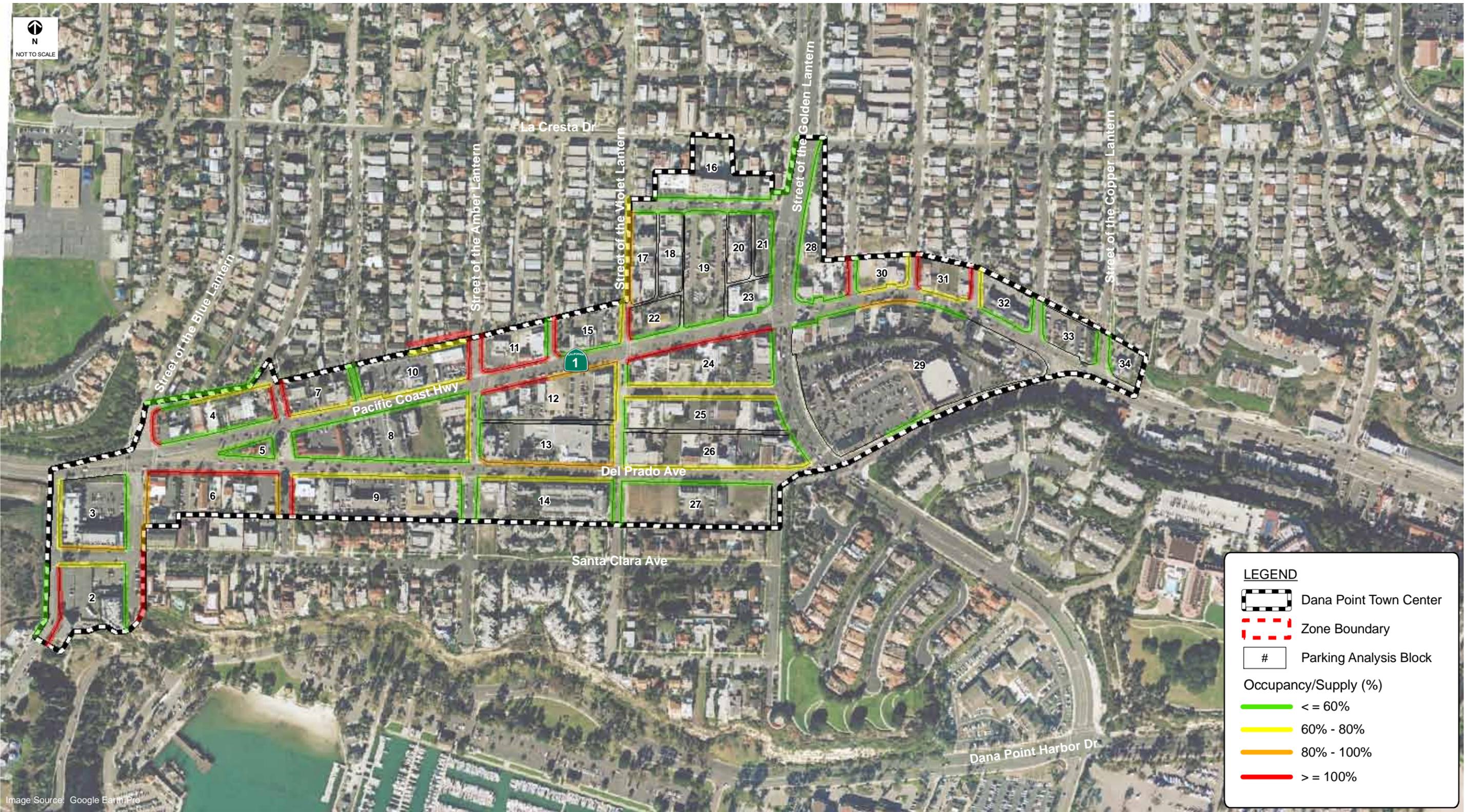


Image Source: Google Earth Pro

Zone	Block	Supply (spaces)	Weekday		Saturday	
			Occupancy (spaces)	%	Occupancy (spaces)	%
Zone 1	2	111	53	48%	102	92%
	3	130	65	50%	89	68%
	4	38	21	55%	17	45%
	5	4	1	25%	2	50%
	6	58	21	36%	35	60%
	7	32	18	56%	13	41%
	8	108	44	41%	39	36%
	9	120	64	53%	66	55%
	10	63	20	32%	18	29%
	Total	664	307	46%	381	57%
Zone 2	11	22	12	55%	12	55%
	12	103	84	82%	67	65%
	13	104	63	61%	64	62%
	14	35	19	54%	17	49%
	15	35	11	31%	11	31%
	24	148	92	62%	83	56%
	25	146	81	55%	48	33%
	26	114	75	66%	57	50%
	27	56	32	57%	5	9%
	Total	763	469	61%	364	48%
Zone 3	28	60	30	50%	12	20%
	29	464	233	50%	181	39%
	30	20	5	25%	3	15%
	31	13	8	62%	6	46%
	32	40	15	38%	24	60%
	33	30	21	70%	21	70%
	34	18	11	61%	4	22%
	Total	645	323	50%	251	39%
Zone 4	16	96	56	58%	16	17%
	17	13	8	62%	8	62%
	18	6	6	100%	6	100%
	19	97	79	81%	81	84%
	20	12	0	0%	3	25%
	21	24	10	42%	9	38%
	22	3	3	100%	2	67%
	23	12	11	92%	6	50%
Total	263	173	66%	131	50%	
Zones 1-4	Total	2335	1272	54%	1127	48%

Source: Fehr & Peers, 2008

Zone	Supply (spaces)	Weekday		Saturday	
		Occupancy (spaces)	%	Occupancy (spaces)	%
Zone 1	251	146	58%	166	66%
Zone 2	181	130	72%	117	65%
Zone 3	89	45	51%	42	47%
Zone 4	75	54	72%	47	63%
Total	596	375	63%	372	62%

Source: Fehr & Peers, 2008

Zone 1

The average weekday off-street parking occupancy in Zone 1 is 46%, and the weekday peak hour occupancy for the blocks in Zone 1 ranges from 25% to 56%. For the majority time of the weekday the parking demand is between 30-40% of the available supply.

Saturday peak hour parking demand in Zone 1 is approximately 57%, which is 11% higher than the weekday demand, primarily due to the increased hotel and restaurant parking demand in Block 2. Saturday peak hour occupancy for the blocks in Zone 1 ranges from 29% to 92%. For the majority time of Saturday the parking demand is between 35-45% of the available supply.

The average on-street peak hour parking occupancy rate in Zone 1 is higher than the off-street occupancy on a weekday and on Saturday. The peak hour parking demand on a majority of streets in Zone 1 is below 80% of the available supply during weekday and Saturday. Streets that are fully parked during the peak hour on a weekday include the north side of PCH between Amber Lantern Street and Granada Drive, the south side of Del Prado Avenue between Blue Lantern Street and Amber Lantern Street, and several segments of the Lantern Streets. On Saturday, the fully parked streets during the peak hour include the south side of Del Prado Avenue between Blue Lantern and Ruby Lantern Streets, the north side of San Marino Place between Amber Lantern Street and La Serena Drive, and several segments of the Lantern Streets.

Zone 2

The average weekday off-street parking occupancy in Zone 2 is 61%, and the peak hour weekday occupancy for the blocks in Zone 2 ranges from 31% to 82%. For the majority time of the weekday the parking demand is between 45-55% of the available supply.

Saturday peak hour parking demand in Zone 2 is 48%, which is 13% lower than the weekday demand. Saturday peak hour occupancy for the blocks in Zone 2 ranges from 9% to 65%. For the majority time of Saturday the parking demand is between 30-40% of the available supply.

The average on-street peak hour parking occupancy rate in Zone 2 is higher than the off-street occupancy on both weekday with 72% and Saturday with 65%. The peak hour parking demand on a majority of streets in Zone 2 is below 80% of the available supply during weekday and Saturday. Streets that are fully parked during the peak hour on weekday include the north side of PCH between El Encanto Avenue and Amber Lantern Street, the south side of PCH between Golden Lantern and Amber Lantern Streets, the south side of Del Prado Avenue between Amber Lantern and Violet Lantern Streets, and several segments of the Lantern Streets. On Saturday, the fully parked streets during the peak hour include the north side of PCH between El Encanto Avenue and Amber Lantern Street, the south side of PCH between Golden Lantern and Violet Lantern Streets, and between El Encanto Avenue and Amber Lantern Street, and several segments of the Lantern Streets.

Zone 3

The average off-street peak hour parking demand in Zone 3 is 50% of the supply during a typical weekday. Weekday peak hour occupancy for the blocks in Zone 3 range from 25% to 70%. For the majority time of the weekday the parking demand is between 35-45% of the available supply.

Saturday off-street parking demand is even lower than the weekday, with the demand of approximately 40% of the available supply. Saturday peak hour occupancy for the blocks in Zone 3 ranges from 15% to 70%. For the majority time of Saturday the parking demand is between 25-35% of the available supply.

The average on-street peak hour parking occupancy rate in Zone 3 is slightly higher than the off-street occupancy on both weekday with 51% and Saturday with 47%. The peak hour parking demand on a majority of streets in Zone 3 is below 80% of the available supply during weekday and Saturday. Streets that are fully parked during the peak hour on weekday include the south side of PCH between Colegio Drive and Golden Lantern Street, and several segments of the north-south streets north of PCH. On Saturday, the fully parked streets during the peak hour include several segments of the north-south streets north of PCH.

Zone 4

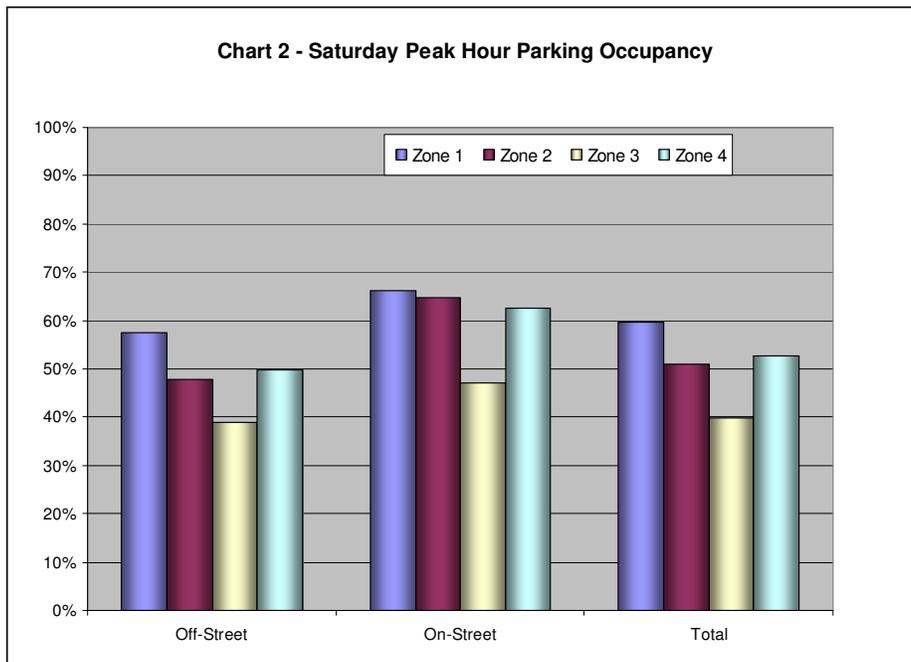
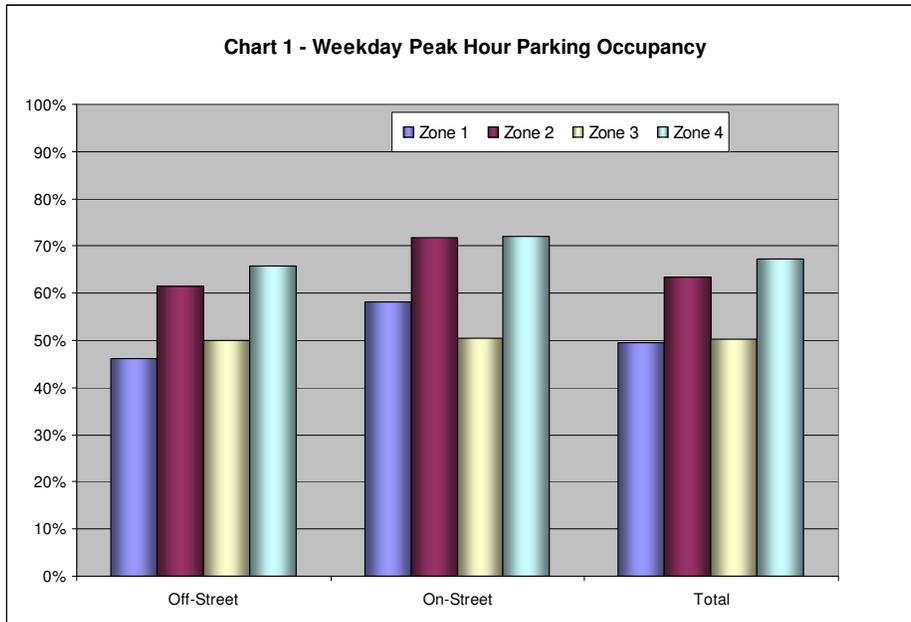
Zone 4 experiences the largest weekday off-street parking demand of all zones in the study area. This includes the City's public parking spaces at La Plaza Park. The weekday peak parking demand is approximately 66% of the available supply. Weekday peak hour occupancy reaches capacity in Blocks 18 and 22; however, these two blocks only have 6 and 3 spaces, respectively. For the majority time of the weekday the parking demand is between 50-60% of the available supply.

Saturday off-street parking demand in Zone 4 is lower than the weekday, with the peak demand approximately 50% of the available supply. Block 18 is also fully parked during the peak hour on Saturday. For the majority time of Saturday the parking demand is between 35-45% of the available supply.

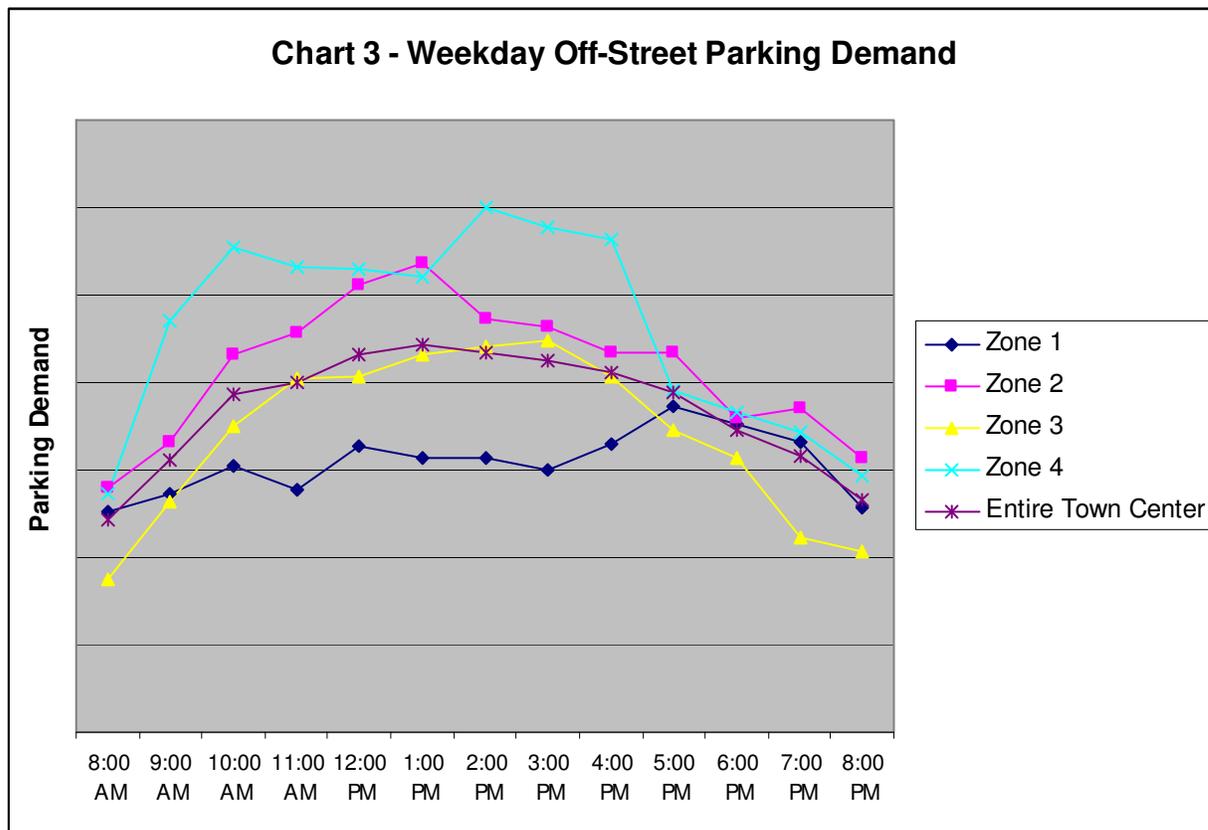
The only city-owned public parking lot (Block 19) in Town Center is highly used with an occupancy rate of over 80% during both weekday and Saturday.

The average on-street peak hour parking occupancy rate in Zone 4 is higher than the off-street occupancy on both weekday with 72% and Saturday with 63%. The peak hour parking demand on a majority of streets in Zone 4 is below 80% of the available supply during weekday and Saturday. The east side of Violet Lantern Street north of PCH is fully parked during the peak hour on both weekday and Saturday.

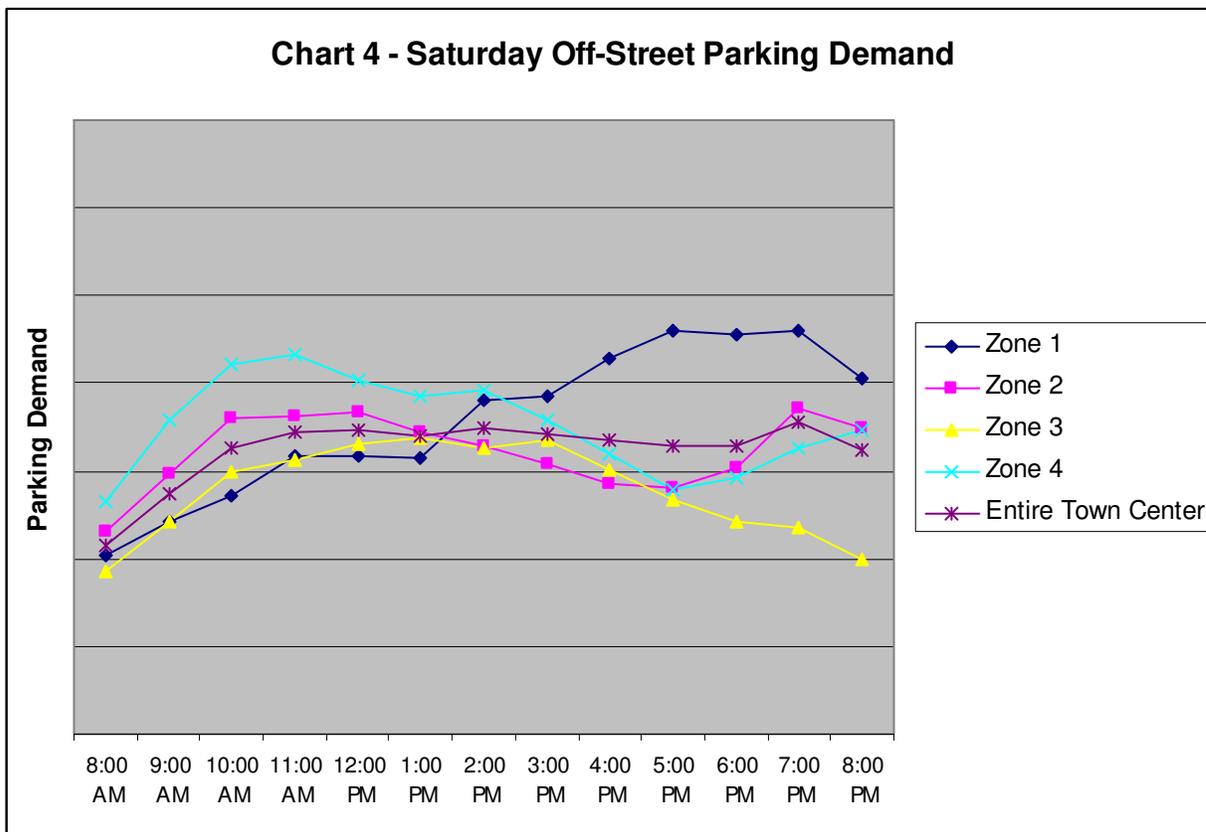
The following Charts 1 and 2 graphically compare the peak hour off-street and on-street parking occupancy conditions for the four parking zones during weekday and Saturday. As shown in Chart 1, Zones 1 and 3 are approximately 50% utilized, while Zones 2 and 4 average over 60% utilization. Chart 2 shows that, on a Saturday, Zone 1 averages around 60% occupancy while the other zones trend closer to 50% utilization. Both charts indicate that on-street parking is utilized more than off-street parking.



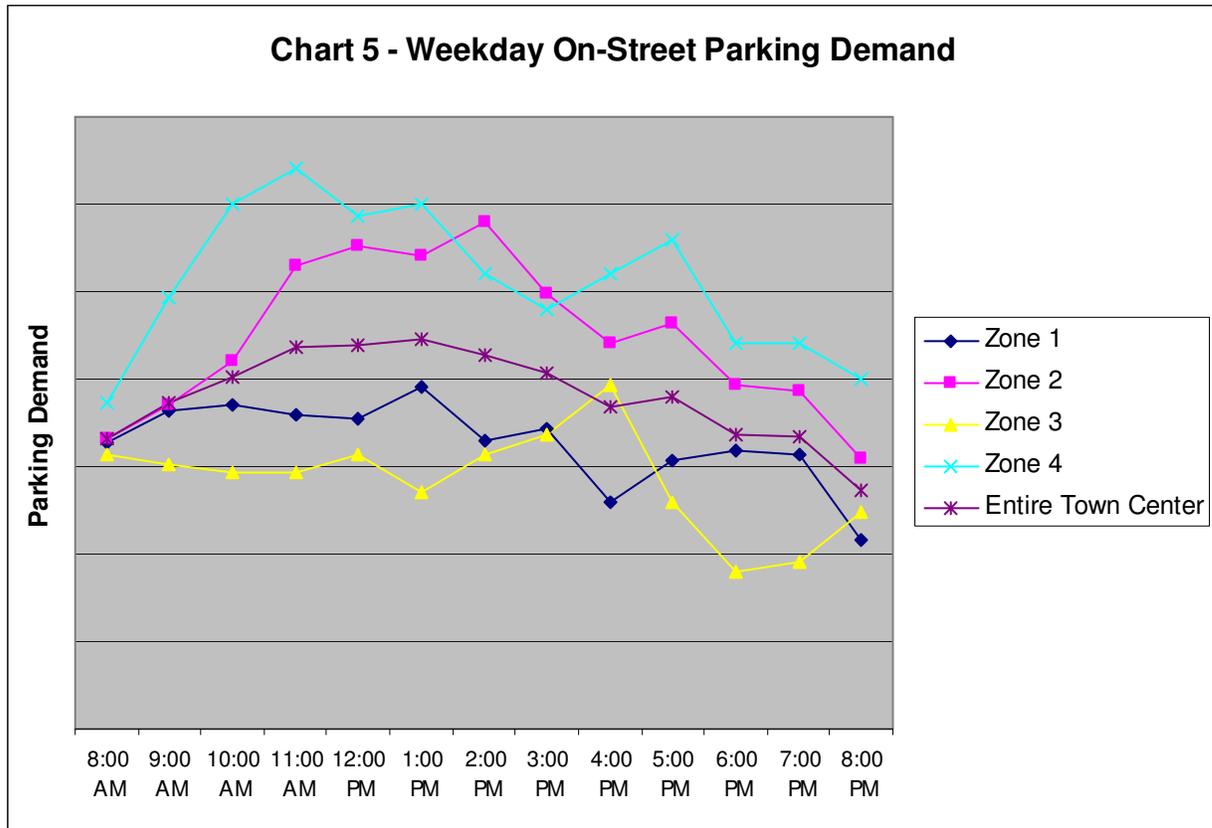
Charts 3 through 6 display the off-street and on-street parking demand change by time of day for each parking zone and the entire Town Center area during the weekday and Saturday.



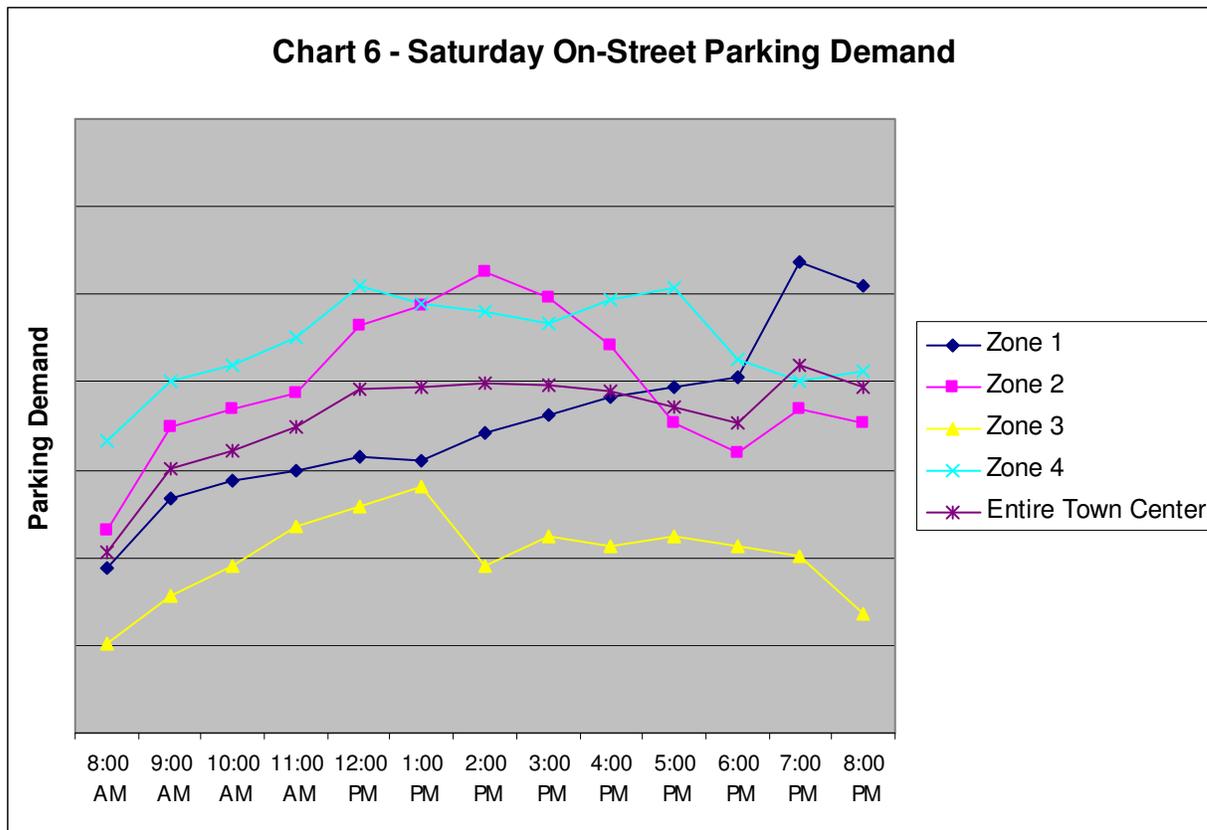
The highest parking demand for most zones, as well as the entire Town Center, occurs in early afternoon. However, the parking demand for Zone 1 remains steady from 9 AM until 5 PM when it has the highest demand of the day.



Parking demand changes by time of day on Saturday are similar to weekday for most zones with the exception of Zone 2, which shows a high parking demand from late morning to noon, as well as in the evening between 7 and 8 PM. Overall, the parking demand for the entire Town Center area is steady from 10AM until 9PM.



The patterns of parking demand change by time of day on weekdays and are similar in Zones 1, 2, 4, and the entire Town Center. They all experience high parking demand from 11 AM until 2 PM and declined demand afterwards. Differently, the on-street parking demand in Zone 3 remains steady until 2 PM, starts to peak between 4-5 PM, and then declines quickly after 5 PM.



The highest parking demand for most zones occurs from late morning to 2 PM. However, on-street parking demand in Zone 1 is highest after 7 PM, similar to the off-street parking conditions on Saturday.

SPECIAL EVENTS

The Town Center is a popular location for special events, and most activities for these special events occur along PCH. Every Saturday from 9 AM to 1 PM, the Farmer's Market takes place at La Plaza Park on PCH between Violet Lantern and Golden Lantern, near Hennessey's Tavern. This event mainly attracts Dana Point residents, especially people living in the Lantern Village neighborhood.

In addition, the Town Center hosts the annual Festival of Whales Parade. The Festival occurs in March and includes a variety of activities such as the Street Faire, and other family activities.

Both Farmer's Market and Festival of Whales Parade were captured in our data collection. Several other events are held at La Plaza Park, including art shows and the Winter Festival. Because of the reoccurring nature of these events, the data collected is considered typical of a Saturday in the Town Center.

SUMMARY

The following highlights several of the main findings of the existing conditions evaluation:

- Existing parking supply in the Town Center can easily accommodate current demand during both weekdays and Saturdays, with off-street peak hour utilization percentages of 54% and 48%, and on-street peak hour occupancy percentages were 63% and 62%, respectively.
- On-street parking demand is approximately 10% higher than the off-street parking demand.
- Parking demand is higher during a weekday than during a Saturday, except for Zone 1, which is approximately 10% higher on Saturday.
- Existing parking utilization rates for the four parking analysis zones is similar. The highest utilization rate occurs in Zone 4 on a weekday and Zone 1 on a Saturday.
- A vast majority of parking analysis blocks are currently under-utilized. The only blocks that are fully utilized are Blocks 18 & 22 on a weekday and Block 18 on Saturday. Both blocks are located in Zone 4 (La Plaza).
- Nearly all public parking is currently under-utilized. The only street sections that are fully utilized during a weekday include PCH between Granada Drive and Colegio Drive, and Del Prado Avenue between Blue Lantern and Violet Lantern Streets (south side). On Saturday, the fully utilized streets include PCH between Amber Lantern and Golden Lantern Streets, and Del Prado Avenue between Blue Lantern and Ruby Lantern Streets.
- General parking demand in the city-owned public parking lot (Block 19) is higher than a majority of off-street parking lots, with 80% or more of the spaces utilized during weekdays and Saturdays.
- In general, weekday parking demand in the study area peaks around midday, while Saturday parking demand peaks at night (beginning at 7 PM).

3. CITY CODE REQUIREMENTS

This chapter describes the City of Dana Point Code requirements for parking supply, compares the City Code requirements against the existing parking supply, and summarizes the comparison between City Code requirements and the parking generation rates identified by Institute of Transportation Engineers (ITE).

WHAT ARE CITY CODE REQUIREMENTS

The City of Dana Point Zoning Code requires developments to provide parking at a rate dependent on the land use type. This type of parking code is typical of jurisdictions and ensures that a development's parking supply will accommodate the parking demand. The City's parking code requirements were applied to the amount and type of land uses in the study area to determine the "code required" parking supply. This required supply is used as benchmark in comparison to the actual parking supply in the study area.

The number of parking spaces required for each land use is determined by multiplying the land use amount by a set rate in City's parking code. For example, the Code requires any non-medical business and office uses provide one parking space per 300 square feet (gross floor area), so the total parking spaces required for a 30,000 sf non-medical office building would be 100 parking spaces.

CODE REQUIREMENTS FOR EXISTING USES

The parking rates required by City Code were used to identify if the parking spaces currently provided meet the Code requirements for the existing uses in the Town Center area. The existing land use information was obtained from ROMA's 2004 Town Center Plan Development Analysis. Table 4 summarizes the City Code requirements for the existing uses and the comparison with the existing parking supply.

As shown in Table 4, the existing land uses in the Town Center would require a total of 2,584 parking spaces, according to the City Code requirements. The total off-street spaces currently provided by property owners are 2,238, which results in a shortage of 346 spaces compared to the Code requirements. However, if the public parking supply (including the surface parking lot and on-street parking) in the study area is considered, the total spaces provided in the Town Center are more than the Code requires.

As identified in the previous section, the existing private off-street parking supply does not meet the Code requirements, but it is adequate to accommodate the actual parking demand in Town Center.

**TABLE 4
 CITY CODE REQUIREMENTS AND EXISTING PARKING SUPPLY IN TOWN CENTER**

Land Use¹	Quantity	Code Rates²	Code Required Spaces
Retail	253,600 sf	1 space/300 sf	845
Restaurants	84,530 sf	1 space/100 sf	845
Office	204,902 sf	1 space/300 sf	683
Residential	76 du	2.4 spaces/du	182
Hotel	29 room	1 space/room	29
Total Code Required Spaces			2,584
<i>Existing Off-street Private Parking Spaces - Supply</i>			<i>2,238</i>
<i>Existing Off-street Private & Public Parking Spaces - Supply</i>			<i>2,335</i>
<i>Existing Off-street and On-street Parking Spaces – Supply</i>			<i>2,931</i>
Existing Peak Hour Parking Demand			1,647
Notes:			
1. Existing Land Uses were obtained from the Town Center Specific Plan (December 2006). A 75/25 split was assumed to separate general retail and restaurant uses.			
2. The rate for residential uses was developed assuming a combination of 2- and 3-bedroom multi-family units.			
3. Total existing supply (2931) exceeds total code required spaces (2584) by 347 spaces.			
Source: Fehr & Peers, 2008			

CITY CODE RATES & ITE RATES

Although City Code requirements are generally used to determine the parking supply of uses, the parking demand for existing uses was estimated using ITE generation rates contained in the *Parking Generation, 3rd Edition* (ITE, 2004) and compared to the numbers using City Code rates.

According to the ITE parking generation rates, the existing land uses within the study area would require 2,583 parking spaces, which is very similar to the City Code requirements of 2,584 spaces. The parking demand generated for existing uses using both ITE and City Code requirements is quite higher than the actual demand in the Town Center. This indicates the unique parking characteristics in the historic context of the Town Center, as well as its great potential to attract more residents and visitors than it has in the past.

Given the similarity of the parking rates between City Code requirements and ITE, the City Code rates were applied in the future demand and supply analysis.

4. FUTURE PARKING SUPPLY AND DEMAND

This chapter focuses on the parking supply and future parking demands in the study area for both short-term (3-year) forecast and long-term (10-15 year) forecast conditions. The future land uses and sizes are defined in the *Final Report of Fiscal Impact Analysis for City of Dana Point Town Center Development* (prepared by Rosenow Spevacek Group in May 2008) that was provided by the City for use in these evaluations. The parking demands associated with the planned land uses are examined based on existing policies.

The adequacy of parking for future developments is currently measured through the amount of off-street parking provided. On-street parking spaces are available for use once developments are approved and occupied, but cannot be counted when determining if a project has an adequate parking supply. The City Parking Codes dictate the number of on-site parking spaces that must be provided in conjunction with a development, given its proposed size, land use, etc.

If increased development occurs through expansion of existing buildings, then the parking supplies may not necessarily be increased (i.e., it may be shown that existing on-site parking could accommodate added uses, etc.). If new development sites are developed, then added parking supply would likely need to be provided in conjunction with the new land use under current policies. For the purpose of this study, future development was assumed to be the new development under both 3-year and 10-15 year forecast conditions.

POTENTIAL FUTURE DEVELOPMENT

At a meeting in March 2008, City staff and Fehr & Peers discussed the potential development that is planned, or likely to occur, in the 3-year and 10-15 year conditions within the Town Center area. Details of potential development within the study area, such as land use type, size, and expected development date were obtained from the *Town Center Plan Development Analysis* (ROMA Design Group, December 2004) and the *Final Report of Fiscal Impact Analysis for City of Dana Point Town Center Development* (prepared by Rosenow Spevacek Group in May 2008) provided by City staff. Table 5 summarizes the potential development by land use type and size for both 3-year and 10-15 year forecast conditions.

Land Use	Existing	Net Development in 3-Year Forecast	Net Development in 10-15 Year Forecast
Retail	253,600 sf	41,951 sf	144,124 sf
Restaurants	84,530 sf	18,625 sf	48,041 sf
Office	204,902 sf	26,645 sf	81,224 sf
Residential	76 du	79 du	237 du

Note: 1. The proposed future hotel and hostel uses in the Headlands were not included in the parking analysis as they are out of the study area.
 Source: *City of Dana Point Town Center Plan Development Analysis* (ROMA, December 2004)
Final Report of Fiscal Impact Analysis for City of Dana Point Town Center Development (RSG, May 2008)

For the purpose of this project, the development projections were assumed to be the net increase of land uses, which takes into consideration both new and replaced development in the Town Center area. Under 3-year forecast conditions, the increase in land uses would be approximately 7, 9, and 4 percent for retail, restaurant, and office uses, respectively, compared to the existing conditions. A higher increase in housing with approximately 40% would occur under 3-year forecast conditions. Both residential and non-residential uses would expect a significant projection under 10-15 year forecast conditions, with an increase of 57, 57, 40, and 310 percent for retail, restaurant, office, and residential uses, respectively. The 10-15 year forecast conditions reflect a more mixed-use characteristic by introducing more housing into the Town Center.

THREE-YEAR FORECAST CONDITIONS

This section discusses the potential impacts on the parking system in the Town Center under 3-year forecast conditions. The potential impacts were discussed for each zone, as well as the entire Town Center. It is assumed that the PCH/Del Prado Street Improvement Project will be constructed, which will reduce parking supply.

Changes to Existing Parking Supply

Under 3-year forecast conditions, a majority of the existing parking spaces would remain as is, except that a portion of the on-street parking spaces on PCH in Town Center would be removed with the conversion to two-way traffic. However, several mitigation measures are available as discussed later.

Three-Year Parking Demand

Based on the total 3-year development projections obtained from the RSG Fiscal Impact Analysis, and the future development allocations to each block contained in the 2006 Town Center Specific Plan, the 3-year new net development was determined for each parking analysis block. As discussed previously in the report, the City Code rates (shown in Table 4) were used to estimate parking demand due to the similarity of the ITE parking generation and City Code requirements for the Town Center area. Table 6 summarizes the parking demand for the net new development by block, zone, and entire study area, under 3-year forecast conditions. The new net development under 3-year forecast conditions would require a total of 226 parking spaces, and half of that parking demand would occur in Zone 2.

TABLE 6
THREE-YEAR FORECAST PARKING DEMAND FOR NEW NET DEVELOPMENT IN TOWN CENTER

Zone	Block	Net Development				Parking Demand (spaces)
		Retail (sf)	Restaurant (sf)	Office (sf)	Residential (du)	
Zone 1	2	0	0	0	0	0
	3	0	0	0	0	0
	4	215	99	0	0	2
	5	0	0	0	0	0
	6	1,158	530	-235	4	17
	7	0	0	0	0	0
	8	4,138	1,895	0	10	57
	9	1,780	815	-837	1	12
	10	213	98	0	0	2
		Total	7,506	3,437	-1,071	14
Zone 2	11	0	0	0	0	0
	12	310	142	0	0	2
	13	2,961	1,356	0	3	31
	14	168	77	0	1	4
	15	-420	-192	1,683	0	3
	24	0	0	0	0	0
	25	0	0	936	2	8
	26	2,008	919	-368	4	24
	27	3,597	1,647	-697	6	41
	Total	8,624	3,949	1,553	16	113
Zone 3	28	0	0	0	0	0
	29	0	0	0	0	0
	30	365	167	631	0	5
	31	305	140	0	0	2
	32	0	0	0	0	0
	33	0	0	0	0	0
	34	0	0	0	0	0
	Total	669	306	631	0	7
Zone 4	16	0	0	0	0	0
	17	0	0	0	0	0
	18	0	0	0	0	0
	19	0	0	0	0	0
	20	0	0	0	0	0
	21	0	0	0	0	0
	22	0	0	0	0	0
	23	-391	-179	5,721	0	16
	Total	-391	-179	5,721	0	16
Zones 1-4	Total	16,408	7,513	6,833	30	226

Source: Fehr & Peers, 2008

Three-Year Parking Supply

Per direction from City staff, a sensitivity analysis was conducted to evaluate the 3-year forecast parking conditions by applying the following four scenarios of parking supply provided for the new net development.

- Scenario 1 Assuming the new net development would provide 100% of City Code required on-site spaces for residential uses but 90% of the required spaces for retail and office uses.
- Scenario 2 Assuming the new net development would provide 100% of City Code required on-site spaces for residential uses but 75% of the required spaces for retail and office uses.
- Scenario 3 Assuming the new net development would provide 100% of City Code required on-site spaces for residential uses but 67% of the required spaces for retail and office uses.
- Scenario 4 Assuming the new net development would provide 100% of City Code required on-site spaces for residential uses but 50% of the required spaces for retail and office uses.

Each of the four scenarios would result in on-site private parking shortage to some extent. This shortage may or may not be accommodated by the extra existing unutilized parking spaces, depending on the parking policy (i.e., shared parking), as well as the use of on-street parking. Therefore, this study evaluated three parking utilization options to reflect how the extra unutilized existing parking spaces can be used for the new net development increase in demand. The three parking utilization options from the most conservative to least conservative are:

- Option A Assuming the parking shortage of the net development could not use any extra unutilized public on-street spaces and off-street parking spaces provided by other properties. **(Most Conservative or the greatest number of parking spaces required)**
- Option B Assuming the parking shortage of the net development could not use any extra unutilized public on-street spaces in the same zone **but** could use any public parking lots within the same zone (currently only applies to Zone 4) or any off-street private parking spaces provided by other properties within the same Block through shared parking policy.
- Option C Assuming the parking shortage of the net development could use any extra unutilized public on-street spaces in the same Zone and off-street parking spaces provided by other properties within the same Block through shared parking policy. **(Least Conservative)**

Under both Options A and B, on-street public parking was not specifically addressed in the potential projects demand evaluation. All future parking demand was assumed to be located off-street. This conservative approach is reasonable as the majority of parking in the study area is located off-street. In addition, on-street

parking demand characteristics are generally similar to the off-street parking demand characteristics. However, the usage of on-street parking for the new development was also evaluated to account for the least conservative conditions under Option C.

Table 7 summarizes the total parking demand and supply within each Zone and the entire Town Center for the four parking supply scenarios. The estimated parking demand was then compared to the four parking supply scenarios under each parking utilization option. This results in a range of the parking supply shortages for each zone and the entire Town Center under 3-year forecast conditions, as shown in Table 8.

TABLE 7 THREE-YEAR FORECAST PARKING DEMAND AND SUPPLY IN TOWN CENTER						
Scenario	Zone	Parking Supply	Parking Demand		Overall Demand/Supply	
			Weekday	Saturday	Weekday	Saturday
Scenario 1 (90%)	Zone 1	959	521	623	54%	65%
	Zone 2	1029	690	575	67%	56%
	Zone 3	701	352	283	50%	40%
	Zone 4	351	243	194	69%	55%
	Total	3041	1,806	1,675	59%	55%
Scenario 2 (75%)	Zone 1	951	521	623	55%	66%
	Zone 2	1017	690	575	68%	57%
	Zone 3	700	352	283	50%	40%
	Zone 4	349	243	194	70%	56%
	Total	3018	1,806	1,675	60%	56%
Scenario 3 (67%)	Zone 1	947	521	623	55%	66%
	Zone 2	1011	690	575	68%	57%
	Zone 3	700	352	283	50%	40%
	Zone 4	348	243	194	70%	56%
	Total	3005	1,806	1,675	60%	56%
Scenario 4 (50%)	Zone 1	937	521	623	56%	66%
	Zone 2	999	690	575	69%	58%
	Zone 3	699	352	283	50%	41%
	Zone 4	345	243	194	70%	56%
	Total	2979	1,806	1,675	61%	56%
Note: 1. Parking supply includes both off-street and on-street parking spaces. Source: Fehr & Peers, 2008						

As shown in Table 7, Scenario 4 would provide the fewest off-street parking spaces compared to other scenarios; however, the difference of parking spaces provided by each scenario is not significant. Therefore, the overall ratio of parking demand and supply is very similar for each zone and the entire Town Center, regardless of scenarios. Without considering how the new parking demand uses the available parking spaces, Table 7 shows that the total parking demand in the Town Center would be approximately 60% of the total provided supply under 3-year forecast conditions.

TABLE 8 THREE-YEAR FORECAST PARKING SHORTAGE IN TOWN CENTER						
Option	Scenario	Parking Shortage (Spaces)				
		Zone 1	Zone 2	Zone 3	Zone 4	Total
Option A <i>(Most Conservative)</i>	Scenario 1	6	7	1	2	15
	Scenario 2	14	19	2	4	39
	Scenario 3	18	25	2	5	51
	Scenario 4	28	38	4	8	77
Option B	Scenario 1	-	-	-	-	0
	Scenario 2	-	-	-	-	0
	Scenario 3	-	-	-	-	0
	Scenario 4	-	-	-	-	0
Option C <i>(Least Conservative)</i>	Scenario 1	-	-	-	-	0
	Scenario 2	-	-	-	-	0
	Scenario 3	-	-	-	-	0
	Scenario 4	-	-	-	-	0

Source: Fehr & Peers, 2008

Under the most conservative conditions, (the greatest number of parking spaces required) assuming the parking demand for the 3-year net development would not use the available existing on-street and off-street parking spaces, the parking shortage could range from 15 to 77 spaces depending on the supply scenarios, and without mitigation, through added supply. Applying the shared parking policy within the same block and using the extra spaces in the existing public parking lot, as described in Option B, would cover the parking shortage. Consequently, Option C, with a combination of the shared parking policy in the same block, using the extra spaces in the existing public parking lot, and using the existing extra on-street parking would provide adequate capacity to cover the parking shortage under the 3-year forecast conditions. Specific discussion for each zone was summarized below.

Zone 1

Under Option A, the parking shortage in Zone 1 would be expected to occur in Blocks 4, 6, 8, 9, and 10, with a total of 6 to 28 spaces depending on supply scenarios. This shortage can be covered by the following strategies:

- Allowing shared parking within the same block in Blocks 4, 6, 8, 9, and 10, as described in Option B. The off-street parking spaces in these blocks are adequate to accommodate the need.
- The extra unutilized on-street parking supply with a total of 59 spaces in Zone 1 would cover the shortage.
- A combination of allowing shared parking within the same block and using extra unutilized on-street parking in the same zone, as described in Option C, would provide adequate parking spaces to cover the shortage.

Zone 2

Under the most conservative conditions of Option A, the parking shortage in Zone 2 would be expected to occur in Blocks 12, 13, 14, 15, 25, 26, and 27, with a total of 7 to 38 spaces depending on supply scenarios. This shortage can be covered by the following strategies:

- Allowing shared parking within the same block in Blocks 12, 13, 14, 15, 25, 26, and 27 as described in Option B. The off-street parking spaces in these blocks are adequate to accommodate the need.
- The extra unutilized on-street parking supply with a total of 52 spaces in Zone 2 would cover the shortage.
- A combination of allowing shared parking within the same block and using extra unutilized on-street parking in the same zone, as described in Option C, would provide adequate parking spaces to cover the shortage.

Zone 3

Under the most conservative conditions of Option A, the parking shortage in Zone 3 would be expected to occur in Blocks 30 and 31, with a total of 1 to 4 spaces depending on supply scenarios. This shortage can be covered by the following strategies:

- Allowing shared parking within the same block in Blocks 30 and 31, as described in Option B. The off-street parking spaces in these blocks are adequate to accommodate the need.
- The extra unutilized on-street parking supply with a total of 25 spaces in Zone 3 would cover the shortage.
- A combination of allowing shared parking within the same block and using extra unutilized on-street parking in the same zone, as described in Option C, would provide adequate parking spaces to cover the shortage.

Zone 4

Under the most conservative conditions of Option A, the parking shortage in Zone 4 would be expected to occur in Block 23, with 2 to 8 spaces depending on supply scenarios. This shortage can be covered by the following strategies:

- Allowing shared parking within the same block in Block 23 and using the extra spaces in the public parking lot (Block 19), as described in Option B. The off-street parking spaces in this block are adequate to accommodate the need.
- The extra unutilized on-street parking supply with a total of 20 spaces in Zone 4 would cover the shortage.
- A combination of allowing shared parking within the same block, using the public parking lot within the same zone, and using extra unutilized on-street parking in the same zone, as described in Option C, would provide adequate parking spaces to cover the shortage.

- Also, additional mitigation can be accomplished by adding public parking supply.

TEN-FIFTEEN YEAR FORECAST CONDITIONS

This section discusses the potential impacts on the parking system in the Town Center under 10-15 year forecast conditions. The potential impacts were discussed for each zone, as well as the entire Town Center.

Changes to Existing Parking Supply

Similar to the 3-year forecast conditions, a majority of the existing parking spaces would remain as is, except that all the on-street parking spaces on PCH in the Town Center could be removed with the complete phase II conversion to two-way traffic. For the purposes of this study, the existing parking demand for those on-street spaces on PCH is assumed to be accommodated by a new public surface parking lot in the Town Center. The parking loss on PCH and potential location of the public parking lot are discussed in the later Chapter.

Ten-Fifteen Year Parking Demand

Based on the total 10-15 year development projections obtained from the RSG Fiscal Impact Analysis, and the future development allocations to each block contained in the 2006 Town Center Plan, the 10-15 year net new development was determined for each parking analysis block. As discussed in a subsequent chapter, the City Code rates (shown in Table 4) were used to estimate parking demand due to the similarity of the ITE parking generation and City Code requirements for the Town Center area. Table 9 summarizes the parking demand for the net development by block, zone, and entire study area, under 10-15 year forecast conditions. The net new development under 10-15 year forecast conditions could require a total of 1,802 additional parking spaces, and a majority of the parking demand would occur in Zones 1 and 2.

TABLE 9
TEN-FIFTEEN YEAR FORECAST PARKING DEMAND FOR NEW NET DEVELOPMENT IN TOWN CENTER

Zone	Block	New Net Development				Parking Demand (spaces)
		Retail (sf)	Restaurant (sf)	Office (sf)	Residential (du)	
Zone 1	2	0	0	0		0
	3	0	0	0		0
	4	1,893	631	0		12
	5	0	0	0		0
	6	10,172	3,391	-2,790	28	127
	7	0	0	0		0
	8	36,351	12,117	0	79	432
	9	15,639	5,213	-9,944	4	81
	10	1,873	624	0		12
		Total	65,928	21,976	-12,734	112
Zone 2	11	0	0	0		0
	12	2,721	907	0		18
	13	26,013	8,671	0	24	232
	14	1,477	492	0	5	22
	15	-3,688	-1,229	20,000		43
	24	0	0	0		0
	25	0	0	11,122	16	76
	26	17,634	5,878	-4,374	30	175
	27	31,598	10,533	-8,290	50	302
		Total	75,754	25,251	18,458	125
Zone 3	28	0	0	0		0
	29	0	0	0		0
	30	3,202	1,067	7,500		47
	31	2,678	893	0		18
	32	0	0	0		0
	33	0	0	0		0
	34	0	0	0		0
		Total	5,880	1,960	7,500	0
Zone 4	16	0	0	0		0
	17	0	0	0		0
	18	0	0	0		0
	19	0	0	0		0
	20	0	0	0		0
	21	0	0	0		0
	22	0	0	0		0
	23	-3,438	-1,146	68,000		205
	Total	-3,438	-1,146	68,000	0	205
Zones 1-4	Total	144,124	48,041	81,224	237	1,802

Source: Fehr & Peers, 2008

Ten-Fifteen Year Parking Supply

Similar to the 3-year forecast conditions, a sensitivity analysis was conducted to evaluate four scenarios of parking supply provided for the new net development in the 10-15 year plan. Scenarios 1 through 4 assume the new net development would provide 100% of the City Code required on-site for residential uses, but only 90%, 75%, 67%, and 50% of the required spaces for retail and office uses on-site, respectively.

Each of the four scenarios would result in an increase in parking demand to some extent. This increase in demand may or may not be accommodated by the available existing unutilized parking spaces, depending on the parking policy (i.e., shared parking) and the use of on-street parking. Therefore, this study evaluated three parking utilization options to reflect how the available existing unutilized parking spaces can be used for the net new development. The three parking utilization Options A through C range from the most conservative to the least conservative, as described in the 3-year forecast conditions analysis.

Under both Options A and B, on-street public parking was not specifically addressed in the potential projects demand evaluation. All future parking demand was assumed to be located off-street. This conservative approach is reasonable as the majority of parking in the study area is located off-street. In addition, on-street parking demand characteristics are generally similar to the off-street parking demand characteristics. However, the usage of on-street parking for the new development was also evaluated to account for the least conservative conditions under Option C.

Table 10 summarizes the total parking demand and supply within each zone and the entire Town Center for the four parking supply scenarios. The estimated parking demand was then compared to the four parking supply scenarios under each parking utilization option. This results in a range of the parking supply shortage for each Zone and entire Town Center under 10-15 year forecast conditions, as shown in Table 11.

TABLE 10
TEN-FIFTEEN YEAR FORECAST PARKING DEMAND AND SUPPLY IN TOWN CENTER

Scenario	Zone	Parking Supply	Parking Demand		Overall Demand/Supply	
			Weekday	Saturday	Weekday	Saturday
Scenario 1 (90%)	Zone 1	1499	1,095	1,197	73%	80%
	Zone 2	1734	1,445	1,330	83%	77%
	Zone 3	754	410	341	54%	45%
	Zone 4	522	432	383	83%	73%
	Total	4,509	3,382	3,251	75%	72%
Scenario 2 (75%)	Zone 1	1440	1,095	1,197	76%	83%
	Zone 2	1649	1,445	1,330	88%	81%
	Zone 3	744	410	341	55%	46%
	Zone 4	491	432	383	88%	78%
	Total	4,324	3,382	3,251	78%	75%
Scenario 3 (67%)	Zone 1	1408	1,095	1,197	78%	85%
	Zone 2	1604	1,445	1,330	90%	83%
	Zone 3	739	410	341	56%	46%
	Zone 4	474	432	383	91%	81%
	Total	4,225	3,382	3,251	80%	77%
Scenario 4 (50%)	Zone 1	1341	1,095	1,197	82%	89%
	Zone 2	1508	1,445	1,330	96%	88%
	Zone 3	728	410	341	56%	47%
	Zone 4	440	432	383	98%	87%
	Total	4,016	3,382	3,251	84%	81%

Note: 1. Parking supply includes both off-street and on-street parking spaces.
Source: Fehr & Peers, 2008

As shown in Table 10, Scenario 4 would provide the fewest off-street parking spaces compared to other scenarios. For example, Scenario 4 would provide approximately 500 less than the off-street parking spaces provided by Scenario 1. Under Scenario 4, the overall ratio of parking demand and supply for the entire Town Center would be over 80% during both weekday and Saturday. Zones 2 and 4 would be close to fully parked during a weekday with an occupancy rate of 96% and 98%, respectively. Without considering how the new parking demand uses the available parking spaces, Table 10 shows that the total parking demand in the Town Center would be approximately 70%-85% of the total provided supply depending on parking supply scenarios, under 10-15 year forecast conditions.

Option	Scenario	Parking Shortage (Spaces)				
		Zone 1	Zone 2	Zone 3	Zone 4	Total
Option A (Most Conservative)	Scenario 1	40	57	7	21	123
	Scenario 2	99	142	16	51	308
	Scenario 3	131	187	21	68	407
	Scenario 4	198	284	33	103	617
Option B	Scenario 1	-	-	-	4	4
	Scenario 2	-	26	-	34	60
	Scenario 3	16	53	2	51	122
	Scenario 4	64	127	13	86	290
Option C (Least Conservative)	Scenario 1	-	-	-	-	-
	Scenario 2	-	-	-	14	14
	Scenario 3	-	1	-	31	32
	Scenario 4	5	75	-	66	146

Source: Fehr & Peers, 2008

Under the most conservative conditions, assuming the parking demand for the 10-15 year net development would not use the available existing on-street and off-street parking spaces, the parking shortage could range from 146 to 617 spaces depending on the supply scenarios and without mitigation through added supply. Applying the shared parking policy within the same block, and using the extra spaces in the existing public parking lot as described in Option B, would reduce the parking shortage to a range of 4-290 spaces. Consequently, Option C, with a combination of the shared parking policy in the same block, using the extra spaces in the existing public parking lot, and using the existing extra on-street parking, would further reduce the parking shortage to 0-146 spaces. However, even Option C would still not cover the parking shortage under parking supply scenarios 2 through 4. Specific discussion for each zone is summarized below.

Zone 1

- Under the most conservative conditions of Option A, the parking shortage in Zone 1 would be expected to occur in Blocks 4, 6, 8, 9, and 10, with a total of 40 to 198 spaces depending on supply scenarios.
- Allowing shared parking within the same block in Blocks 4, 6, 8, 9, and 10, as described in Option B. The off-street parking spaces in these blocks would cover the shortage under Scenarios 1 and 2, and reduce the shortage to 16 and 64 spaces under Scenarios 3 and 4.
- A combination of allowing shared parking within the same block and using extra on-street parking in the same zone, as described in Option C, would provide adequate parking spaces to cover the shortage under Scenarios 1 through 3, but still expect a 5-space shortage under Scenario 4.

Zone 2

- Under the most conservative conditions of Option A, the parking shortage in Zone 2 would be expected to occur in Blocks 12, 13, 14, 15, 25, 26, and 27, with a total of 57 to 284 spaces depending on supply scenarios.
- Allowing shared parking within the same block in Blocks 12, 13, 14, 15, 25, 26, and 27, as described in Option B. The off-street parking spaces in these blocks would cover the shortage under Scenario 1, and reduce the shortage to 26, 53, and 127 spaces under Scenarios 2, 3 and 4, respectively.
- A combination of allowing shared parking within the same block and using extra on-street parking in the same zone, as described in Option C, would provide adequate parking spaces to cover the shortage under Scenarios 1 and 2, but still expect a shortage of 1 and 75 spaces under Scenarios 3 and 4.

Zone 3

- Under the most conservative conditions of Option A, the parking shortage in Zone 3 would be expected to occur in Blocks 30 and 31, with a total of 7 to 33 spaces depending on supply scenarios.
- Allowing shared parking within the same block in Blocks 30 and 31, as described in Option B. The off-street parking spaces in these blocks would cover the shortage under Scenarios 1 and 2, and reduce the shortage to 2 and 13 spaces under Scenarios 3 and 4.
- A combination of allowing shared parking within the same block and using extra on-street parking in the same zone, as described in Option C, would provide adequate parking spaces to cover the shortage under all four scenarios.

Zone 4

- Under the most conservative conditions of Option A, the parking shortage in Zone 4 would be expected to occur in Block 23, with 21 to 103 spaces depending on supply scenarios.
- Allowing shared parking within the same block in Block 23, as described in Option B. The off-street parking spaces in this block would not cover the shortage but would reduce the shortage to 4-86 spaces depending on scenarios.
- A combination of allowing shared parking within the same block and using extra on-street parking in the same zone, as described in Option C, would provide adequate parking spaces to cover the shortage under Scenario 1, but still expect a shortage of 14, 31, and 66 spaces under Scenarios 2, 3, and 4, respectively.

An additional public parking supply would likely be necessary to mitigate the additional parking demands (between 146 and 617) net new development requirements.

SUMMARY

The following highlights the key findings of the future parking demand evaluation:

- Parking demand under 3-year forecast conditions would increase by approximately 226 spaces for the Town Center area, compared to the existing conditions. The majority of the parking demand would occur in Zones 1 and 2.
- Under 3-year forecast conditions, the additional parking demand could be met by 1) applying the shared parking policy using extra unutilized off-street parking for land uses within the same block; 2) using extra unutilized off-street parking spaces within the same zone.
- Under 3-year forecast conditions, assuming the parking demand for net new development would not use the existing available off-street and on-street parking spaces, additional parking demand could increase 15 to 77 spaces depending on the parking supply assumptions (i.e., how many on-site spaces will be provided by new development),.
- Parking demand under 10-15 year forecast conditions would expect a significant increase by approximately 1,800 spaces for the Town Center area, compared to the existing conditions. The majority of the parking demand would occur in Zones 1 and 2.
- Under 10-15 year forecast conditions, assuming the parking demand for net new development would not use the existing available off-street and on-street parking spaces, additional parking demand could cause a shortage of 146 to 617 spaces depending on the parking supply assumptions (i.e., how many on-site spaces will be provided by new development).
- Under 10-15 year forecast conditions, the additional parking demand could be covered or reduced by 1) applying the shared parking policy using extra off-street parking for land uses within the same block; 2) using extra off-street parking spaces within the same zone. It is not recommended to consider using extra on-street parking spaces to address parking shortages. Under the least conservative strategy, the additional parking demand would still surpass the supply by approximately 150 spaces for the entire Town Center.
- Under 3-year forecast conditions total peak parking demand in Town Center would require approximately 60% of the total provided supply.
- Under 10-15 year buildout forecast conditions, total peak parking demand in Town Center would require approximately 70-85% of the total provided supply.

5. PARKING DEMAND MANAGEMENT STRATEGIES

Parking demand management strategies are intended to not only increase the efficiency of parking to better meet the parking demands of the study area, but regulate the parking system to better serve and minimize impacts to the surrounding neighborhoods. This chapter discusses multiple demand management strategies under immediate-term, near-term, and long-term conditions. The potential demand management strategies can be used simultaneously as well as independently of each other. The strategies are presented as options and should be applied at every possible opportunity to optimize Town Center Parking.

PROCESS OF SELECTING STRATEGIES FOR IMPLEMENTATION

The parking demand management strategies presented in this chapter are based on findings that resulted from our experience with identification of parking needs for these types of areas and input from City staff. Multiple strategies are presented to meet the goals under near-term and long-term conditions, and each strategy's effectiveness and applicability to the Dana Point Town Center project were discussed. There is one primary concept, "shared parking", that serves to facilitate the Town Center Plan goals and is an integral part of many of the other strategies.

Overall, the Town Center Plan envisions a parking program that emphasizes shared parking concepts, provides parking facilities that serve to meet shared parking goals, development of reasonable land use and parking standards, creation of in-lieu fees based on parking space costs, and prevention of the Town Center parking impacts in adjacent neighborhoods. These goals and policies raise some relatively complex parking and land use issues. However, these issues are preliminarily addressed through the detailed parking analyses presented, the recommended guidelines for policy changes, and the overall findings of the Study.

NEAR-TERM STRATEGIES

The near-term strategies are intended to address potential parking issues and ensure the parking conditions meet the Town Center demand within the upcoming three years. The following near-term strategies are recommended to address the loss of on-street parking along PCH due to construction, optimize parking for any new development within the three years, and develop a parking management plan that can be transitioned to meet the long-term goal for the Town Center parking system.

Increase Off-Street Parking Utilization

Existing parking analysis revealed that people tend to park on the public street more than the private lots off-street, which is due to the consideration of convenience as well as lack of knowledge of the available off-street parking spaces mostly located behind the buildings. The following recommendations should be implemented to increase the off-street parking utilization in Town Center.

- Improve Off-Street Parking Signage

The City should provide adequate signage to clearly direct (customers and visitors) to private off-street parking facilities and the public parking lot in La Plaza. Individual signs can be placed in front of the street side buildings to inform customers of the available parking behind the buildings. This

could be part of a larger Town Center wayfinding system to help the public locate parking resources in Town Center.

- Encourage Employees to Park Off-Street

Employers and the City should work with employees in high-demand parking zones to encourage employees to park off-street instead of on-street, and to leave the most visible, convenient spaces for customers, thereby increasing visibility of available parking for patrons. Employees should be encouraged to park beyond the choicest off-street parking as well, rather than the closest spot to the office that customers might use. This strategy would be most effective during the peak parking demand periods. Restaurants would especially benefit with this strategy, as numerous restaurants are located in the Town Center and typically 20% of restaurant parking demand is for employees.

- Three Hour Parking Limits On-Street

With the appropriate level of enforcement, the implementation of time restrictions for on-street parking helps to increase the utilization of on-street parking and discourages employees from parking on the street. However, this approach allows customers time to shop, enjoy a meal and/or entertainment without interruption to move their vehicle.

Temporary Public Parking During PCH/Del Prado Construction

As part of the PCH/Del Prado Phase I Street Improvement Project, PCH will be converted from one-way to two-way traffic. This circulation change will reduce the amount of on-street parking availability. PCH currently has 61 marked parking spaces and additional capacity with some unmarked spaces. A previous study has shown, that of the spaces available, approximately 40 of these spaces are occupied moderately to highly during the high use summer season weekend or weekday. In addition, a portion of the on-street parking on Del Prado will be impacted during construction.

During this study period, on-street parking spaces were observed to be used less than 62-63% percent of the time during the peak hour. Also of note is that there are currently no time limits for public on-street parking and vehicles have been observed in the same space for days at a time. While occupied in this manner, these spaces are obviously not business customers requiring on-street spaces to easily access businesses.

Further, it must be noted that there are significant numbers of underutilized public and private parking spaces available on side streets and spaces accessible from the available alleys behind the buildings abutting PCH. Peak hour occupancy for existing spaces ranges from 51-56%.

Therefore, in the near term, during construction and after Phase I PCH/Del Prado construction is done, the question is how many public on-street utilized spaces need be replaced by either retaining spaces on PCH or adding off street public parking to supplement these spaces. In reviewing the information above it is recommended that approximately 40 spaces be retained either on PCH or other project area public/private property to adequately meet this need. Also, temporary signage should be considered to help direct vehicles to both public and private parking areas as appropriate.

Additional temporary vacant lot use on shared parking arrangements can also be considered. Input should be received to assess the balance of accessibility to business with the cost and construction schedule impacts associated with the roadway improvements planned for both Del Prado and PCH in the Town Center area. Different approaches to the construction of the roadway improvements will have different impacts to

businesses and visitors, as well as the schedule and length of construction. A balance should be achieved based on consensus built with the local community and City officials.

Shared Parking of Existing Supply

As indicated in the 3-year forecast analysis discussed in the previous chapter, new development could create an additional parking demand of 15 to 77 spaces. This demand would be spread among multiple blocks in each zone. Within the entire Town Center area, this demand could most likely be accommodated in the near-term by the development of a shared parking program.

Existing counts indicate there is a substantial amount of underutilized private off-street parking available in the Town Center area in addition to available on-street parking in some areas. The City would benefit from the development of a shared parking program between property owners that could take advantage of the existing surplus parking. Although the parking areas are sometimes discontinuous in nature, the promotion of a program by the City could help businesses share parking for employees, while allowing visitors to be directed to larger, more easily accessible parking areas within the Town Center.

This approach could be developed as part of an in-lieu fee program managed by the City where new and/or existing development could participate and take advantage of a coordinated effort to tie together parking availability with improvements and signage paid for by the monies collected. In contrast, a less formal approach to shared parking could involve private agreements between land owners to share parking on an as-needed basis. The former approach involving some formal involvement of the City would probably find more success in terms of recognized benefits and providing direction and availability information to visitors to the area.

Finally, the implementation of a successful shared parking program that utilizes the existing private parking currently available could potentially provide not only near-term, but long-term benefits to employees and visitors to the Town Center area. The development of this approach could potentially provide a significant cost savings over the construction of a parking facility or provide the opportunity to delay construction of a major parking facility to address smaller increases based on future development patterns in Town Center. It is premature to build a large public parking area if pay for parking would not be necessary.

LONG-TERM STRATEGIES

The long-term strategies are envisioned to not only satisfy the 10-15 year forecast parking demand in Town Center, but create a parking system that will assist in achieving land use development goals outlined in the Town Center Plan. The following strategies are recommended to meet the long-term goal of the Town Center parking system. One of the key strategies is to develop an in-lieu fee program to fund the design and construction of public parking facilities in the Town Center area. Additional information is provided below and in Chapter 7 of this report.

Residential Parking Permit Program for Adjacent Neighborhood

Concerns have been raised by residents in the area south of Del Prado Avenue about the Town Center patrons parking on residential streets in this neighborhood. The residents and the City can work together to

implement a parking permit program for this area. The following two formats can be considered as part of the parking permit program:

- Allow public parking on residential street but apply parking restrictions (i.e., one or two-hour maximum) on residential streets. However, residents who live in the area covered by the parking permit program may obtain permits from the City, which allow them exceed the posted parking limit.
- Restrict on-street parking for residents only. Residents who live in the area covered by the parking permit program may obtain permits from the City, which allow them to park on those streets.

Construct Parking Facility(s)

As indicated in the 10-15 year forecast analysis discussed in the previous chapter, new development could create a parking shortage of 146 to 617 spaces depending on the parking supply scenarios. This shortage would occur over multiple blocks in each zone and can not be fully covered by allowing block-wide shared parking and fully utilizing the available on-street parking as identified in the near-term conditions.

One or more centralized public parking facilities should be considered to serve the future parking need in the Town Center area. The parking facility(s) should be located close to the center of the high-demand parking zones.

Implement an In-Lieu Fee Program

In order to meet the ultimate goal of the Dana Point Town Center Plan and accommodate long-term parking demand in Town Center, the City is interested in developing an in-lieu fee program to fund the potential parking facilities within the Town Center area. The suggested key mechanisms of this program are described below:

- The City will determine the total cost for building the parking facilities and develop a fee share plan to identify the fee split between the City and developers/applicants. The program would be limited to non-residential land uses only in the Town Center.
- The City will develop uniform fees for all new and infill development projects within the Town Center. The fees can be one-time fees or annual payments for one-time fees up to a certain number of years, recommended no more than five years, up to three optimal.
- Developers/applicants of future projects will decide whether to participate in the in-lieu fee program. If they choose not to participate in the in-lieu program, they will be required to provide on-site parking spaces that meet all City Code requirements.
- For changes of the existing uses, the City will compare the required parking spaces for the changes against those for the existing uses using the City Code parking rates. For any increase in the required parking spaces due to the changes, the developers/applicants will be requested to either provide the required parking spaces on-site or enroll in the in-lieu fee program.
- The cost of the construction of an above-grade parking structure is approximately \$25,000 per space. Underground spaces are costlier. The range of financial participation required of developers by the City, if they participate in the in-lieu fee program, is determined by the City. However, studies of similar in-lieu fee programs in other cities require per space financial contributions between \$3,500 to

approximately \$17,000 by developers to assist in the construction of public parking facilities. It is recommended the City establish an in-lieu fee at a rate of between \$6,000 and \$25,000 per space to encourage desired flexibility for development envisioned in the Town Center Plan.

Table 12 summarizes the Parking Demand Strategies summarized above, as well as other potential development strategies for the Town Center area.

Table 12
Parking Demand Management Strategies

<u>Near Term</u>	<u>Long Term</u>	<u>Other Development Strategies</u>
Improve parking signage for customers and visitors	Encourage employees to park off-street and reserve visible, convenient parking for customers	Consider tandem parking for residential
Encourage employees to park off-street and reserve visible, convenient parking for customers	Establish residential parking permit program	Consider valet parking for certain uses (such as restaurants) or peak use times
Temporary public parking additions to accommodate losses may be necessary	Evaluate the need for time or a more centralized public parking facility to meet future needs	
Install 3 hour parking time limits to increase off-street utilization	Encourage Shared Parking of Existing Supply/Develop Shared Parking Program	
Consider Shared Parking Programs for Individual Development	Encourage on-street parking through improved signage and employee parking on-site	
Encourage on-street parking for public through improved on-street parking signs and employee parking on-site	Construct parking facilities as needed	
Utilize in-lieu fee program to begin funding of public parking facilities		

6. POTENTIAL PARKING FACILITIES

This Chapter describes the potential public parking facilities as part of the near-term and long-term strategies presented in the previous Chapter. Potential sizes, parking capacity and construction fees were explored for each of the temporary parking lots recommended as the near-term strategies, as well as parking structures recommended for the long-term.

TEMPORARY PUBLIC PARKING LOTS FOR NEAR-TERM

As discussed earlier, temporary parking lots could be constructed to accommodate the existing on-street parking demand along PCH due to the loss of all the on-street parking during construction. However, retaining parking on PCH or utilizing existing public spaces on streets such as San Juan Avenue may be preferable.

According to the City Code requirements on the size of a parking space in a surface lot, a parking space would require approximately 270 square feet gross area.

PUBLIC PARKING FACILITIES FOR LONG-TERM

As discussed in the previous chapters, the long-term parking demand would significantly exceed the available supply in Town Center, with a total parking shortage of 146 to 617 spaces depending on the parking supply assumptions for the 10-15 year forecast new development. One or two parking facilities would be required to adequately accommodate this need. Selection of potential parking facility locations was performed based on the following criteria:

- The structure should be located in or close to the centralized area of the Town Center to ensure the high-demand zones/blocks are within walking distance of the facility.
- The facility should be located adjacent to the major roadways to provide easy access for users.
- The facility should meet the City Code requirements and structure design standards in dimensions and height, if above ground.
- The facility should provide a visual amenity commensurate with the surrounding streets and properties, if above ground.
- Convenient and safe pedestrian facilities between the facility and Town Center uses and way-finding signage should be provided to make an inviting facility for users.

Based on our discussions with City staff, four locations were considered as potential locations for parking facilities. According to the City Code requirement, the maximum height above ground level for a structure is 40 feet, which indicates a parking structure could have no more than three stories above ground. The typical minimum dimensions for a parking structure are 120 feet by 160 feet. Analyses were performed to identify the dimensions, size, potential parking spaces, and construction costs for the four potential locations.

Although the 10-15 year forecast analysis shows a parking shortage of 146 to 617 spaces, this shortage was estimated in the most conservative scenarios assuming no shared parking for mixed uses. The actual parking demand with consideration of shared parking (i.e. using a parking structure) would be lower.

An example of why shared parking considerations can result in lower parking demand is illustrated by considering an office use combined with an entertainment type use. The peak parking demands of the individual uses occur at different times of the day and also on different days. Under the current parking Code the peak parking requirements for each of the individual uses would be added together to obtain the combined parking supply requirement. With shared parking considerations, the offset of peak times and peak days would be considered before determining the "cumulative" peak parking demand of the two combined uses. There are reference documents to calculate the effects of various combinations of different types of land uses, but for this Town Center Parking Study the shared parking effects were field measured through parking counts. The parking counts indicate that the peak parking demands for the entire Town Center (with same effects of shared parking) are approximately 78% and 72% of the sum of the peak parking demands for each parking lot during a weekday and Saturday, respectively. For the purpose of this study, it was assumed that the shared parking would generate 80% of the sum of peak demands generated for individual lots.

In addition to considering the shared parking demand reduction, the determination of the required number of parking spaces for a parking structure should also consider another factor – effective supply. A parking structure typically operates at optimum efficiency at somewhat less than its actual capacity. It is unrealistic to expect an arriving parker to find the last available parking space in a structure without significant frustration and the resulting perception that parking is inadequate. Therefore, it is important to have a cushion of extra spaces in the supply to account for operating fluctuations, vehicle maneuvers, and misparked vehicles, etc. This is generally 5 to 10 percent over the anticipated parking demand. For the purpose of this project, it was assumed that the effective supply factor would be 8 percent.

Considering both the demand reduction under shared parking and the effective supply factor, the actual long-term parking shortage would reduce from the range of 146-617 to the range of 123-543 spaces. Table 13 indicates that a potential structure at the La Plaza lot would provide adequate capacity with three stories to cover the shortage, assuming the residential uses will provide all the required spaces and retail/office uses will provide 50% or more of the required spaces. A potential structure at the Post Office would provide adequate capacity with three stories to cover the shortage assuming the residential uses will provide all the required spaces and retail/office uses will provide 67% or more of the required spaces. The two other structure locations may need to be built in conjunction with another structure in order to adequately meet demand.

It is important to note that underground facility(s) may also service future demands at these or other locations. However, underground facilities are costlier.

SAN JUAN AVENUE LOT

Through conversations with City staff, the lot provides an opportunity for additional parking. This lot is located in the heart of the Town Center and could net additional parking spaces. This area, combined with the retention of some parking on PCH, could reduce or eliminate the need for additional public parking lots in the 3-year scenario and during construction.

SAN JUAN COMMUNITY HOUSE LOT

We also spoke with City staff regarding the use of this lot as an opportunity for additional parking. The lot is conveniently located in the heart of Town Center and provides another means to reduce or eliminate the need for additional public parking. This area, combined with retention of some parking on PCH, could reduce or eliminate the need for additional public parking lots in the 3-year scenario and during construction.

7. PARKING FINANCING PROGRAM

This Chapter describes the most popular parking financing tool – an in-lieu fee program, with discussion of its applications; provides detailed case review of the in-lieu program for coast cities in California, and provides recommendations for the in-lieu program applicable for the City of Dana Point.

There are several tools and methods available to finance the development of parking; including in-lieu fees, risk fund, parking occupancy tax, parking tax by space, parking districts and other parking system bonds. The most popular parking financing program is the in-lieu fee program, and has been widely used in the United States, Canada, and European Countries.

APPLICATION OF IN-LIEU FEES

In-lieu fee programs have been used in many cities inside and outside of the United States, and most of them have the following application characteristics:

- Most cities allow developers to choose whether to pay the fee or provide the parking, but a few cities require developers to pay the fee rather than provide the parking. Officials in those latter cities cited several reasons for requiring developers to pay the fees: to centralize parking facilities, put more of the parking supply under public management, encourage shared parking, discourage the proliferation of surface parking lots, emphasize continuous shopfronts, improve pedestrian circulation, reduce traffic congestion, and improve urban design.
- Some cities allow property owners to remove existing required spaces by paying in-lieu fees. This option consolidates scattered parking spaces, facilitates reinvestment in older buildings, and encourages more efficient use of scarce land previously committed to surface parking.
- Most cities' in-lieu fees do not cover the full cost of providing a public parking space. Cities aim to set the fees high enough to pay for public parking, yet low enough to attract development.
- Most cities set uniform fees for all development, and the fees have not changed for many years. A few cities automatically link their fees to an index of construction costs (Beverly Hills and Palo Alto adjust fees annually by ENR Construction Cost Index).

CASE REVIEW FOR COASTAL CITIES

Case review was conducted on the in-lieu fee programs used by several coastal cities in Southern California. Key findings of the review of each City's fee program are described below:

City of Seal Beach

The City of Seal Beach has implemented an in-lieu parking program along Main Street, which they consider their downtown. Before 1996, the City dealt with parking on a case-by-case basis. Depending on each business' parking deficiency, businesses were generally charged \$100 per deficient parking space per year. After 1996, the City changed the program so there would only be a one-time parking fee for a deficient space. The fee was \$3,500 per deficient space. This fee turned out to be quite a lot of capital for some businesses

so the City allowed these businesses to pay the fee in allotments. The number of spaces the businesses are responsible for are based upon the types of uses and their parking rate in the City's Municipal Code.

The City also allows spaces to be "grandfathered in". This is the situation, in which a new business replaces an old one, the number of spaces the old business was credited for transfers to the new business. However, the spaces are usually "grandfathered in" using the City's retail parking rate. If a restaurant were to be developed on the same parcel as 2,000 square foot retail, then the restaurant developer would need to provide more spaces or contribute fees to the program because the parking rate for a restaurant is more intense.

It should be noted the current one-time fee of \$3,500 per deficient space was a compromise by the City. The consultant hired to study the parking program recommended a one-time fee of \$7,000 per deficient space. The City recognized the recommended fee was too high. The one-time fee goes toward maintaining city and beach parking lots near Main Street. These lots are mostly used by patrons of the Main Street businesses. The fees also go towards street beautification. The fees are not intended to go towards constructing more lots because there is no feasible open space. Constructing more lots would require land acquisition via eminent domain, and that would not be ideal for the City.

City of Santa Monica

The City of Santa Monica has an In-Lieu Fee Program in the Bayside Commercial District. This area is considered downtown, and the Third Street Promenade is located in this district. The City has constructed six parking structures, and any use that is developed within the boundaries of the Bayside Commercial District does not have to meet any parking requirements. The City would like to see more pedestrian use around the area, and they believe pushing the uses along the street will help encourage this. They also believe a mixture of uses would encourage more pedestrian uses. These are the reasons why parking requirements are exempt. Thus, it does not matter the intensity of the uses, there are not parking requirements to be met within this district. Lastly, the fee that goes to the City is from the land owners. They pay a tax to the City for them to maintain the structures. Therefore, it is assumed this tax is in turn levied on the businesses that rent from the land owners.

City of Huntington Beach

The in-lieu parking fee program provides for payment of a fee in-lieu of providing actual parking spaces which would otherwise be required to serve new commercial development. (The program does not apply to residential development, which must provide all parking on site.) The fee (currently \$16,884) adjusts annually based on the consumer price index. Participation in the fee program requires approval on a case by case basis through a conditional use permit approved by the Planning Commission. The City allows, in most cases, payment of an approved in lieu fee in 15 annual installments.

The City's primary concern with the program at this time is that the fees collected to date have been banked and have not been used to fund the provision of additional parking spaces or equivalent, and the opportunities (i.e., available land) to do so are limited.

The current (and historic) in-lieu fee is insufficient to fund provision of an actual parking space - either at grade or within a parking structure, given land values within the downtown, construction costs, etc.

The City is currently amending and updating the Downtown Specific Plan and Downtown Parking Master Plan. A consultant has been hired by the City to analyze both and provide recommendations.

City of Newport Beach

The City of Newport Beach does not have a current parking program. They did have a program where businesses would contribute \$150 per deficient space per year. However, this program was suspended. The City does recognize a need for a parking program to increase the efficiency of parking in the City. The Planning Commission identified the need for a new in-lieu parking program. The Commissioners were concerned with the cumulative impact of the numerous parking waivers being granted with no provision for additional parking being added. The Implementation Program in the new General Plan mentions the in-lieu fee program as an element to be considered for the development of public parking. The City has done preliminary parking development costs in the Corona Del Mar and Balboa Peninsula area. These two areas would be considered parking districts.

City of Laguna Beach

The City of Laguna Beach has an in-lieu parking fee program which provides for payment of a fee in-lieu of providing actual parking spaces which would otherwise be required to serve new commercial development. The fee is currently \$8,000/space in the downtown area within special parking districts. Participation in the fee program requires approval on a case by case basis through a conditional use permit approved by the Planning Commission. The City allows, in most cases, payment of an approved in lieu fee in 15 annual installments.

City of Hermosa Beach

The City of Hermosa Beach has an in-lieu parking fee program which provides for payment of a fee in-lieu of providing actual parking spaces which would otherwise be required to serve new commercial development. The fee is currently \$6,000/space in the downtown area within special parking districts. Participation in the fee program requires approval on a case by case basis through a conditional use permit approved by the Planning Commission. The City allows, in most cases, payment of an approved in lieu fee in 15 annual installments.

City of Morro Bay

The City of Morro Bay has an in-lieu parking fee program which provides for payment of a fee in-lieu of providing actual parking spaces which would otherwise be required to serve new commercial development. The fee is currently \$15,000/space in the downtown area and \$30,000 in the waterfront district. Participation in the fee program requires approval on a case by case basis through a conditional use permit approved by the Planning Commission. The City allows, in most cases, payment of an approved in lieu fee in 15 annual installments.

RECOMMENDATIONS

In order to meet the ultimate goal of the Dana Point Town Center Plan and accommodate long-term parking demand in Town Center, it is recommended to develop an in-lieu fee program to fund the potential parking structure(s). The suggested key mechanisms of this program are described below:

- First, the City will determine the total cost for building the parking facility(s) and develop a fee share plan to identify the fee split between the City and developers/applicants. The program would be limited to non-residential land uses only in the Town Center.
- The City will develop uniform fees for all new and infill development projects within the Town Center. It is recommended the fees be a one-time amount per space, with ability to pay in annual installments.
- Developers/applicants of future projects will decide whether to participate in the in-lieu fee program. If they choose not to participate in the in-lieu program, they will be required to provide on-site parking spaces that meet the City Code requirements.
- For redevelopment of the existing uses, the City will compare the required parking spaces for the redevelopment against those for the existing uses using the City Code parking rates. For any increase in the required parking spaces due to the redevelopment, the developers/applicants will be requested to either provide the required parking spaces on-site or enroll in the in-lieu fee program.

The potential pros and cons of the in-lieu fee program are summarized below:

Pros:

- In-Lieu parking and other shared use of parking spaces among different land uses for which the peak parking demands may occur at different times, resulting in a lower parking demand than providing single-use private parking. Customers and visitors can make multiple trips to different shops on foot, which would reduce vehicle trips inside the Town Center area and make better use of available land.
- Improve urban design by allowing continuous storefronts within one block without gaps for adjacent parking lots, avoiding "dead spaces" that break up the window-shopping experience, and reducing the need for driveways and parking provided along the front of commercial properties. The consolidated parking through an in-lieu program can result in a more effective and economically vital shopping district in Town Center.
- Offer developers an alternative to meeting the parking requirements on sites where providing all the required spaces could be difficult and extremely expensive, resulting in desired development envisioned in the Town Center Plan.
- Allows greater flexibility and reduces the need for variances by providing another mechanism for the provision of parking. Each development can be reviewed on a case-by-case basis according to the availability of parking in the block and/or zone.
- Preserves historic buildings and rehabilitates historic areas in the Town Center by allowing adaptive reuse of historic buildings where the new use requires additional parking that is difficult to provide.

Cons:

- Parking must be provided in reasonable proximity to the properties contributing fees. To be effective for individual commercial property owners, spaces need to be provided within a reasonable walk distance from each property.
- Lack of on-site parking may reduce a development's attractiveness to tenants and customers, especially for grocery stores or furniture stores.
- Sufficient funding needs to be available (either through the in-lieu program or from other sources) to ensure that parking is actually provided. Particularly if the first few developments taking advantage of an in-lieu program are relatively small (and therefore do not generate funds sufficient to construct a parking facility), this could require some initial public funding.
- The timeliness of use of funds can be a challenge. As the rate of inflation in construction costs and land prices can outstrip the interest rate gained on the funds, moreover, delays in construction can effectively degrade the ability of the program to result in parking supply. A long lag time between the first collection of funds and the provision of parking has been a problem for some jurisdictions, particularly for smaller communities.

8. CONCLUSIONS

The City of Dana Point is an attraction for both visitors and City residents. Its unique mix of historic landmarks, established local restaurants, and seasonal events provides for an attraction during both the weekdays and weekends. In general, patrons to the Town Center are able to find free parking located in multiple lots interspersed throughout the existing land uses. The key findings of this parking analysis are summarized in this Chapter, followed by the recommendations of parking strategies and financing program.

EXISTING PARKING CONDITIONS

- Existing parking supply in Town Center can adequately accommodate the demand during both weekday and Saturday, with a peak hour utilization percentage of 56% and 51%, respectively.
- On-street parking demand is approximately 10% higher than the off-street parking demand.
- Parking demand is higher during a weekday than during a Saturday.
- Existing parking occupancy rate for the four parking analysis zones is similar. The highest utilization rate occurs in Zone 4 on a weekday and Zones 1 on a Saturday.
- A majority of parking analysis blocks are currently under-utilized. The blocks that are fully utilized are Blocks 18 & 22 on a weekday and Block 18 on Saturday. Both blocks are located in Zone 4.
- Most streets currently have enough parking. The few streets that are fully utilized during a weekday include PCH between Granada Drive and Colegio Drive (one side or both sides of the street) and Del Prado Avenue between Blue Lantern and Violet Lantern Streets (south side). On Saturday, the fully utilized streets include PCH between Amber Lantern and Golden Lantern Streets (one side or both sides of the street) and Del Prado Avenue between Blue Lantern and Ruby Lantern Streets.
- General parking demand in the city-owned public parking lot (Block 19) is higher than a majority of off-street parking lots with 80% or more of the spaces utilized during weekday and Saturday.
- In general, weekday parking demand in the study area peaks around midday, while Saturday parking demand peaks at night (beginning at 7 PM).

FUTURE PARKING DEMAND AND SUPPLY

- Parking demand under 3-year forecast conditions would increase by approximately 226 spaces for the Town Center area, compared to the existing conditions. The majority of the parking demand would occur in Zones 1 and 2.
- Under 3-year forecast conditions, the additional parking demand could be met by 1) applying the shared parking policy using extra unutilized off-street parking for land uses within the same block; 2) using extra unutilized off-street parking spaces within the same zone.
- Under 3-year forecast conditions, assuming the parking demand for new net development would not use the existing available off-street and on-street parking spaces additional parking demand could increase 15 to 77 spaces depending on the parking supply assumptions (i.e., how many on-site spaces will be provided by new development),.
- Parking demand under 10-15 year forecast conditions would expect a significant increase by approximately 1,800 spaces for the Town Center area, compared to the existing conditions. The majority of the parking demand would occur in Zones 1 and 2.

- Under 10-15 year forecast conditions, assuming the parking demand for new net development would not use the existing available off-street and on-street parking spaces additional parking demand could cause a shortage of 146 to 617 spaces depending on the parking supply assumptions (i.e., how many on-site spaces will be provided by new development).
- Under 10-15 year forecast conditions, the additional parking demand could be covered or reduced by 1) applying the shared parking policy using extra off-street parking for land uses within the same block; 2) using extra off-street parking spaces within the same zone. It is not recommended to consider using extra on-street parking spaces to address parking shortages. Under the least conservative strategy, the additional parking demand would still surpass the supply by approximately 150 spaces for the entire Town Center.
- Under 3-year forecast conditions total peak parking demand in Town Center would require approximately 60% of the total provided supply.
- Under 10-15 year buildout forecast conditions, total peak parking demand in Town Center would require approximately 70-85% of the total provided supply.

RECOMMENDATIONS

The recommendations consist of parking demand management strategies, potential parking facilities, and in-lieu fee program to finance the development of the parking structures in the Town Center.

Parking Demand Management Strategies

Near-Term

- Increase off-street parking utilization by providing adequate parking signage to denote to the public (especially customers and visitors) the availability of off-street parking facilities including the public parking lot in La Plaza and encouraging employees working in high-demand parking zones to park off-street instead of on-street and avoid the closest/choicest private lot spaces.
- Consider retaining some parking on PCH and investigating San Juan Avenue to help reduce on-street parking reductions.
- Encourage shared parking by allowing land uses within the same block share the parking spaces or developing an in-lieu fee program for the Town Center area to fund public parking facilities or improvements to accommodate the near-term parking need.
- The 3-year forecast analysis also indicates that the parking shortage cause by the new development could be covered by the available on-street parking spaces located in each zone. Given that visitors or customers may not be familiar with the streets with on-street parking capacity, the City should consider increasing on-street parking utilization by improving on-street parking signage and encouraging employees parking off-site.

Long-Term

- One or more centralized public parking facilities should be considered to serve the future parking need in the Town Center area. The parking facility(s) should be located close to the center of the high-demand parking zones. Per discussion with City staff, four potential locations in Town Center

have been selected as candidates to construct the potential parking facilities, which include the existing city-owned public parking lot in La Plaza, the Post Office lot in Zone 2, the vacant lot along PCH in Zone 2, and the Community House lot in Zone 2.

- Improve pedestrian connections so that motorists can park and easily walk to their destination in the study area.
- Concerns have been raised by residents in the area south of Del Prado Avenue about the Town Center patrons parking on residential streets in this neighborhood. The residents and the City can work together to implement a parking permit program for this area.

In-Lieu Fee Program

In order to meet the ultimate goal of the Dana Point Town Center Plan and accommodate long-term parking demand in Town Center, it is recommended to apply the in-lieu fee program to fund the potential parking structure(s). The suggested key mechanisms of this program are described below:

- First, the City will determine the total cost for building the parking structure(s) and develop a fee share plan to identify the fee split between the City and developers/applicants. The program would be limited to non-residential land uses only in the Town Center.
- The City will develop uniform fees for all new and infill development projects within the Town Center. The one-time fees can be paid at one time or through annual installments.
- Developers/applicants of future projects will decide whether to participate in the in-lieu fee program. If they choose not to participate in the in-lieu program, they will be required to provide on-site parking spaces that meet the City Code requirements.
- For renewal of the existing uses, the City will compare the required parking spaces for the new building or use against those for the existing uses using the City Code parking rates. For any increase in the required parking spaces due to the redevelopment, the developers/applicants will be requested to either provide the required parking spaces on-site or enroll in the in-lieu fee program.

Appendix

Appendix A

Existing Parking Counts

Note: In some cases the parking supply shown in the tables in Attachment A does not match that shown in the report figures. Parking supply in several lots was re-verified with coordination from the City and the supply shown on the figures was updated. The parking demand shown in the tables in Attachment A remains unchanged.

Dana Point Town Center Parking Study

Project # 08-1060-001

Location: Del Prado

City: Dana Point

No.	SPACES			LOCATION
	Reg.	♿	Other	
A	17	1		Gray Building
B	26	1		Dana Point Dental
C	90	6		La Plaza
D	8	1		Chiropractor Dentist
E	8	1		Dana Plaza
F	29		1st Floor	La Plaza Drive Private Parking
	22	3	2nd Floor	
G	4			Kenny's Music
H	20			La Plaza Shopping
I	32	1		Blue Lantern Inn
J	76	2		Cannon's Seafood Grill
K	18	1		Aperture
L	18	1		The Photo Parlor
M	17	1		Acupuncture
N	5			34065 Buena Vista Market
O	1			34071 State Farm
P	1			34087 La Plaza Tindiogy Desing Inc
Q	3			34085 Raymar Cleaners
R	6			34111 La Plaza Hennessey's Tavern
S	7			34052 Dana Preschool Montesorri
T	3		Front	34092
	4		Back	
U	2		Front	34102
	1		Back	
V	12			3412 Beauty Salon & Supply
W	12			34102 Dana Point Grooming
X	35	1	1 Motorcycle Inside	34052 La Plaza Pacifica
	11	2	Outside	
Y	24			34180 Pacific Western Bank

Dana Point Town Center Parking Study

Project # 08-1060-001

Location: Del Prado

City: Dana Point

SPACES	EASTSIDE STREETS
Unmarked	Copper Lantern
8	Golden Lantern N/o PCH
Unmarked	Violet Lantern N/o PCH
Unmarked	Blue Lantern N/o PCH
Unmarked	Blue Lantern Btwn Del Prado & Santa Clara
7+1 HC	Blue Lantern S/o Santa Clara
Unmarked	Green Lantern Btwn Del Prado & Santa Clara
Unmarked	Green Lantern S/o Santa Clara
Unmarked	Ruby Lantern Btwn Del Prado & Alley
Unmarked	Amber Lantern Btwn Del Prado & Alley
Unmarked	Violet Lantern Btwn Del Prado & Alley
Unmarked	Golden Lantern Btwn Del Prado & Alley
Unmarked	Golden Lantern Btwn PCH & Del Prado
SPACES	WESTSIDE STREETS
Unmarked	Copper Lantern
2	Golden Lantern N/o PCH
Unmarked	Violet Lantern N/o PCH
Unmarked	Blue Lantern N/o PCH
Unmarked	Blue Lantern Btwn Del Prado & Santa Clara
Unmarked	Blue Lantern S/o Santa Clara
Unmarked	Green Lantern Btwn Del Prado & Santa Clara
Unmarked	Green Lantern S/o Santa Clara
Unmarked	Ruby Lantern Btwn Del Prado & Alley
Unmarked	Amber Lantern Btwn Del Prado & alley
Unmarked	Violet Lantern Btwn Del Prado & Alley
Unmarked	Golden Lantern Btwn Del Prado & Alley
Unmarked	Golden Lantern Btwn PCH & Del Prado
SPACES	NORTHSIDE STREETS
Unmarked	La Plaza Btwn Golden Lantern & Violet Lantern
Unmarked	Alley Btwn Amber Lantern & La Serena
Unmarked	Alley Btwn Ruby Lantern & Seville
Unmarked	Alley Btwn Seville & Blue Lantern
Unmarked	Del Prado Btwn Green Lantern & Blue Lantern
Unmarked	Santa Clara Btwn Blue Lantern & Green Lantern
SPACES	SOUTHSIDE STREETS
Unmarked	La Plaza Btwn Golden Lantern & Violet Lantern
Unmarked	Alley Btwn Amber Lantern & La Serena
Unmarked	Alley Btwn Ruby Lantern & Seville
Unmarked	Alley Btwn Seville & Blue Lantern
Unmarked	Del Prado Btwn Green Lantern & Blue Lantern
Unmarked	Santa Clara Btwn Blue Lantern & Green Lantern

Dana Point Town Center Parking Study

Project # 08-1060-001

Location: Del Prado

City: Dana Point

No.	SPACES			LOCATION
	Reg.		Other	
1	27			Broderick Montessori School
2	9			Enterprise
3	16		2 House	Luciana's Ristorante
4	4			Delivery Entrance Luciana;a Ristorante
5	10			Timeless Teak
6	12	2		Infinity Surfboards
7	14			Back Area Dana Point Del Prado
8	25	1		Dana Point Del Prado
9	26	2		Jacks Restaurant Bar
10	26	2		Pulse Beyond Fitness
11	7	3		Starbucks Coffe/Elite Laundry Center
12	9	1		Coin Laundry
13	14	1		Vertical Mapping
14	25	1		ThaiThis Restaurant/Dana Pacific Insurance
15	41			Post Office Back Area
16	18	1		US Post Office
17	17	1		Mission Country Escrow
18	1			Killer Dana
19	14			Strands International Soccer
20	14			Salon Revelation/Dawn Day Spa
21	10		1 Reserved	OC Sunrise
22	10	1		Body Center & Bison Café
23	17	1		Allstate Whalescove
24	10			Turn Key Hotel
25	34	1	3 Reserved	Dana Point Community Center
26	37	1		San Juan
27	13	1		Coko Parla Femme
28	31	1		Renaissance Dana Point
29	18		1st Floor	Tadd Plaza
	15		2nd Floor	
	10	2	Back Area	
30	3	1	Front area	Guitar Lessons/Sports Bar
	10		Back Area	
31	23	2		Stuft Pizza
32	100	2		Back Area of Shopping Center
33	25			Recycle
34	42	2		Bank of America
35	16	1		Charro Chicken
36	128	2		Ralphs

Dana Point Parking Study

Project # 08-1039-001
 Location: Del Prado Btwn Blue Lantern St. & Cooper Lantern St.
 City: Dana Point

Day: Saturday
 Date: 03/08/2008

No.	LOCATIONS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
1	Montessorri School	6	6	6	6	6	6	6	6	6	6	6	6	6
2	Enterprise	3	5	5	6	5	4	3	2	2	3	3	3	3
3	Luciana's Ristorante	3	3	2	1	1	0	0	0	1	4	11	21	19
4	Delivery entrance of Luciana's Ristorante	0	0	1	1	1	1	1	1	2	3	4	5	5
5	Timeless Teak	4	4	5	5	5	4	5	5	5	5	5	5	5
6	Infinity Surfboards	1	2	3	5	7	7	8	8	6	4	3	1	1
7	Back Area Dana Point Del Prado	4	6	7	7	8	8	8	8	8	8	7	3	2
8	Dana Point Del Prado	6	5	7	11	10	9	8	8	6	5	5	10	9
9	Jacks Reataurant Bar	8	12	14	12	16	17	18	17	19	19	19	27	28
10	Pulse Beyond Fitness	19	22	24	26	19	13	9	7	7	6	6	11	9
11	Starbucks Cofee/Elite Laundry Center	7	7	8	8	6	5	6	3	4	3	3	3	2
12	Coin Laundry	3	6	8	6	9	8	7	7	8	9	6	2	1
13	Vertical Mapping	0	1	1	1	1	1	2	2	2	2	3	0	0
14	Thai This Restaurant/Dana Pacific Insurance	1	3	5	6	7	7	8	8	9	11	14	25*	25*
15	Post Office Back Area	13	12	11	9	5	2	1	1	7	27	36	36	36
16	US Post Office	9	10	12	14	9	6	2	1	2	1	1	3	2
17	Mission Country Scrow	0	0	0	0	1	1	1	1	0	0	0	0	0
18	Killer Dana	0	1	1	1	1	1	1	1	1	1	0	0	0
19	Strands & International Soccer	4	6	8	9	12	10	11	12	8	3	2	1	1
20	Salon Revelation/Dawn Day Spa	7	9	15	15	14	15	13	10	7	5	4	1	1
21	OC Sunrise	1	2	3	2	5	5	6	8	6	3	1	0	0
22	Body Center & Bison Café	2	3	2	2	3	4	4	5	4	2	2	3	3
23	All State Whalescove	0	0	0	0	1	2	2	3	2	0	0	0	0
24	Turn Key	2	5	6	6	5	4	3	4	4	5	5	5	5
25	Dana Point Community Center	2	3	3	3	4	4	5	2	2	3	4	1	0
26	San Juan	3	3	3	3	7	2	0	0	0	1	1	5	5
27	Coko Parla Femme	5	6	6	6	4	2	3	2	2	2	2	1	1
28	Renaissance Dana Point	4	5	5	5	7	7	8	11	11	10	10	29	30
29	Tadd Plaza	17	19	20	20	18	15	13	11	9	7	4	12	12
30	Guilar Lessons / Sports Barer	1	2	3	2	4	5	6	9	10	8	7	17	17
31	Stuff Pizza	3	6	7	8	10	13	11	14	17	13	10	15	14
32	Back Area of Shopping Center	8	11	13	13	18	16	18	20	19	18	16	12	13
33	Recycle	6	8	8	8	7	4	5	7	7	5	3	0	0
34	Bank of America	19	27	30	31	29	26	25	19	14	11	6	8	7
35	Charro Chicken	9	7	11	10	13	14	16	15	14	11	7	3	4
36	Ralphs	43	57	59	61	71	71	64	71	59	52	46	36	29

Dana Point Town Center Parking Study

Project # 08-1060-001

Location: Del Prado

City: Dana Point

SPACES	DEL PRADO NORTH SIDE STREET
5	W/o Ruby Lantern
13	Btwn Ruby Lantern to Amber Lantern
7	Btwn Amber Lantern to Violet Lantern
21	Btwn Violet Lantern to Golden Lantern
4	Btwn Golden Lantern to Cooper Lantern
SPACES	DEL PRADO SOUTH SIDE STREET
2	W/o Ruby Lantern
14	Btwn Ruby Lantern to Amber Lantern
10	Btwn Amber Lantern to Violet Lantern
15	Btwn Violet Lantern to Golden Lantern
4	Btwn Golden Lantern to Cooper Lantern

Dana Point Parking Study

Project # 08-1039-001
 Location: Del Prado Btwn Blue Lantern St. & Cooper Lantern St.
 City: Dana Point

Day: Thursday
 Date: 03/06/2008

No.	LOCATIONS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
1	Montessorri School	7	9	8	9	12	8	7	7	6	2	1	1	1
2	Enterprise	0	0	5	4	7	6	5	7	7	7	7	6	4
3	Luciana's Ristorante	6	0	1	1	1	1	1	0	3	5	8	8	6
4	Delivery entrance of Luciana's Ristorante	0	0	0	1	1	1	1	1	2	3	4	4	4
5	Timeless Teak	3	3	3	5	5	4	4	5	5	5	5	5	3
6	Infinity Surfboards	1	2	8	6	11	10	7	5	6	5	4	3	1
7	Back Area Dana Point Del Prado	8	11	13	6	12	9	9	11	10	11	9	7	6
8	Dana Point Del Prado	8	10	8	12	11	12	11	12	10	11	5	6	3
9	Jacks Restaurant Bar	7	6	8	10	9	17	13	9	9	7	10	11	9
10	Pulse Beyond Fitness	18	27	23	14	16	12	10	8	16	17	19	14	15
11	Starbucks Cofee/Elite Laundry Center	5	6	3	5	4	4	5	7	3	8	6	6	5
12	Coin Laundry	7	3	2	5	3	3	2	3	6	6	8	8	7
13	Vertical Mapping	7	6	9	8	5	4	7	7	7	5	2	1	0
14	Thai This Restaurant/Dana Pacific Insurance	4	5	10	11	17	20	17	14	9	11	12	13	12
15	Post Office Back Area	35	39	30	8	4	5	5	7	29	35	40	40	40
16	US Post Office	3	8	5	12	9	11	10	8	3	11	8	8	6
17	Mission Country Scrow	2	3	5	5	5	4	6	8	4	3	3	2	2
18	Killer Dana	1	1	1	1	1	1	1	1	1	1	1	1	1
19	Strands & International Soccer	1	1	7	10	9	12	11	10	9	6	1	2	1
20	Salon Revelation/Dawn Day Spa	2	3	10	14	10	7	6	5	8	10	8	4	0
21	OC Sunrise	3	5	7	8	4	5	6	6	3	4	0	0	0
22	Body Center & Bison Café	1	1	6	4	4	5	4	5	5	4	4	4	4
23	All State Whalescove	2	3	4	6	7	8	10	10	8	9	7	6	2
24	Turn Key	3	3	4	4	4	5	5	6	6	5	5	3	4
25	Dana Point Community Center	3	3	4	16	20	10	3	3	4	3	3	6	9
26	San Juan	2	3	12	13	15	14	13	13	15	14	7	7	5
27	Coko Parla Femme	3	3	10	9	11	9	7	9	9	8	4	4	2
28	Renaissance Dana Point	3	3	10	13	17	15	13	16	18	33	25	29	30
29	Tadd Plaza	15	20	32	30	28	36	35	37	31	23	18	16	17
30	Guitar Lessons / Sports Barer	4	4	7	7	8	5	6	8	8	9	7	7	6
31	Stuff Pizza	0	1	1	2	13	15	15	7	5	13	11	12	11
32	Back Area of Shopping Center	13	21	24	26	25	28	27	29	31	25	21	9	3
33	Recycle	0	0	0	2	1	3	2	0	2	0	0	0	0
34	Bank of America	18	22	26	25	23	24	30	32	21	19	24	9	13
35	Charro Chicken	2	5	8	10	10	11	9	16	15	12	10	4	6
36	Ralpris	10	24	51	57	51	62	56	81	73	63	65	40	37

Dana Point Parking Study

Project # 08-1039-001
 Location: Del Prado Btwn Blue Lantern St. & Cooper Lantern St.
 City: Dana Point

Day: Saturday
 Date: 03/08/2008

No.	LOCATIONS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
1	Montessorri School	6	6	6	6	6	6	6	6	6	6	6	6	6
2	Enterprise	3	5	5	6	5	4	3	2	2	3	3	3	3
3	Luciana's Ristorante	3	3	2	1	1	0	0	0	1	4	11	21	19
4	Delivery entrance of Luciana's Ristorante	0	0	1	1	1	1	1	1	2	3	4	5	5
5	Timeless Teak	4	4	5	5	5	4	5	5	5	5	5	5	5
6	Infinity Surfboards	1	2	3	5	7	7	8	8	6	4	3	1	1
7	Back Area Dana Point Del Prado	4	6	7	7	8	8	8	8	8	8	7	3	2
8	Dana Point Del Prado	6	5	7	11	10	9	8	8	6	5	5	10	9
9	Jacks Reataurant Bar	8	12	14	12	16	17	18	17	19	19	19	27	28
10	Pulse Beyond Fitness	19	22	24	26	19	13	9	7	7	6	6	11	9
11	Starbucks Cofee/Elite Laundry Center	7	7	8	8	6	5	6	3	4	3	3	3	2
12	Coin Laundry	3	6	8	6	9	8	7	7	8	9	6	2	1
13	Vertical Mapping	0	1	1	1	1	1	2	2	2	2	3	0	0
14	Thal This Restaurant/Dana Pacific Insurance	1	3	5	6	7	7	8	8	9	11	14	25*	25*
15	Post Office Back Area	13	12	11	9	5	2	1	1	7	27	36	36	36
16	US Post Office	9	10	12	14	9	6	2	1	2	1	1	3	2
17	Mission Country Scrow	0	0	0	0	1	1	1	1	0	0	0	0	0
18	Killer Dana	0	1	1	1	1	1	1	1	1	1	0	0	0
19	Strands & International Soccer	4	6	8	9	12	10	11	12	8	3	2	1	1
20	Salon Revelation/Dawn Day Spa	7	9	15	15	14	15	13	10	7	5	4	1	1
21	OC Sunrise	1	2	3	2	5	5	6	8	6	3	1	0	0
22	Body Center & Bison Café	2	3	2	2	3	4	4	5	4	2	2	3	3
23	All State Whalescove	0	0	0	0	1	2	2	3	2	0	0	0	0
24	Turn Key	2	5	6	6	5	4	3	4	4	5	5	5	5
25	Dana Point Community Center	2	3	3	3	4	4	5	2	2	3	4	1	0
26	San Juan	3	3	3	3	7	2	0	0	0	1	1	5	5
27	Coko Parla Femme	5	6	6	6	4	2	3	2	2	2	2	1	1
28	Renaissance Dana Point	4	5	5	5	7	7	8	11	11	10	10	29	30
29	Tadd Plaza	17	19	20	20	18	15	13	11	9	7	4	12	12
30	Guitar Lessons / Sports Barer	1	2	3	2	4	5	6	9	10	8	7	17	17
31	Stuff Pizza	3	6	7	8	10	13	11	14	17	13	10	15	14
32	Back Area of Shopping Center	8	11	13	13	18	16	18	20	19	18	16	12	13
33	Recycle	6	8	8	8	7	4	5	7	7	5	3	0	0
34	Bank of America	19	27	30	31	29	26	25	19	14	11	6	8	7
35	Charro Chicken	9	7	11	10	13	14	16	15	14	11	7	3	4
36	Ralptris	43	57	59	61	71	71	64	71	59	52	46	36	29

Dana Point Town Center Parking Study

Project # 08-1060-001
 Location: PCH & Del Prado Btwn Cooper Lantern & Blue Lantern
 City: Dana Point

Day: Saturday
 Date: 3/29/2008

TIME	PARKING LOTS											TOTAL		
	A Gray Building	B Dana Point Dental	C La Plaza	D Chiropractor Dentist	E Dana Plaza	F La Plaza Dr Private Parking	G Kenny's Music	H La Plaza Shopping	I Blue Lantern Inn	J Cannons Seafood Grill	K Aperture		L The Photo Parlor	M Acumpuntor
8:00 AM	0	0	48	0	2	Gate Closed	0	9	21	2	0	0	0	82
9:00 AM	2	0	61	0	1	Gate Closed	1	12	19	2	1	1	0	100
10:00 AM	3	2	68	0	1	Gate Closed	2	13	18	2	2	1	1	113
11:00 AM	4	2	70	0	1	Gate Closed	1	13	15	5	3	1	1	116
12:00 PM	2	1	65	0	0	Gate Closed	2	10	17	6	4	1	0	108
1:00 PM	2	1	61	0	1	Gate Closed	1	9	17	7	3	1	0	103
2:00 PM	1	1	63	0	0	Gate Closed	1	11	20	29	3	1	0	130
3:00 PM	0	0	59	0	0	Gate Closed	1	10	23	38	2	1	1	135
4:00 PM	0	0	55	0	1	Gate Closed	1	8	25	59	2	1	2	154
5:00 PM	0	0	52	0	1	Gate Closed	1	5	26	65	2	1	2	155
6:00 PM	0	0	63	0	1	Gate Closed	1	2	25	71	2	1	2	168
7:00 PM	1	0	75	0	1	Gate Closed	0	1	24	78	2	2	0	184
8:00 PM	0	0	81	0	1	Gate Closed	0	1	22	76	2	1	0	184

Dana Point Town Center Parking Study

Project # 08-1060-001

Location: PCH & Del Prado Btwn Cooper Lantern & Blue Lantern

City: Dana Point

Day: Wednesday
Date: 3/26/2008

TIME	PARKING LOTS													TOTAL
	A	B	C	D	E	F	G	H	I	J	K	L	M	
	Gray Building	Dana Point Dental	La Plaza	Chiropractor Dentist	Dana Plaza	La Plaza Dr Private Parking	Kenny's Music	La Plaza Shopping	Blue Lantern Inn	Cannons Seafood Grill	Aperture	The Photo Parlor	Acumpuntor	
8:00 AM	7	14	26	4	2	29	0	9	19	2				
9:00 AM	11	15	31	4	5	29	1	15	19	2				
10:00 AM	11	15	51	7	6	29	1	13	16	1				
11:00 AM	11	18	48	6	4	28	3	13	9	2				
12:00 PM	11	13	52	6	4	26	2	14	9	3	12	11	9	
1:00 PM	11	16	50	7	5	24	2	10	6	4	11	10	10	
2:00 PM	11	17	44	6	5	27	3	13	6	4	11	10	9	
3:00 PM	7	17	43	6	4	26	4	12	10	6	11	11	9	
4:00 PM	4	16	59	3	3	27	3	10	12	15	9	10	6	
5:00 PM	3	8	67	2	3	Gate Closed	3	8	16	33	6	4	3	
6:00 PM	1	1	67	0	1	Gate Closed	4	4	16	37	5	0	2	
7:00 PM	0	0	41	0	0	Gate Closed	3	1	17	33	3	0	0	
8:00 PM	0	0	34	0	0	Gate Closed	1	0	17	21	0	0	0	

Dana Point Town Center Parking Study

Project # 08-1060-001
 Location: PCH & Del Prado Btwn Cooper Lantern & Blue Lantern
 City: Dana Point

Day: Saturday
 Date: 3/29/2008

No.	EASTSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
1	Cooper Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Golden Lantern N/o PCH	0	0	1	1	1	1	1	0	0	0	0	0	0
4	Violet Lantern N/o PCH	9	12	11	12	12	11	11	9	10	10	9	10	11
8	Blue Lantern N/o PCH	0	1	2	2	2	2	2	1	0	0	0	0	0
10	Blue Lantern Btwn Del Prado & Santa Clara	1	2	3	4	4	4	5	4	4	4	3	5	4
11	Blue Lantern S/o Santa Clara	3	5	4	6	7	7	8	8	8	8	8	8	8
13	Green Lantern Btwn Del Prado & Santa Clara	0	1	1	1	1	1	1	1	1	1	1	1	4
14	Green Lantern S/o Santa Clara	2	3	3	4	5	5	9	12	15	17	18	25	23
15	Ruby Lantern Btwn Del Prado & Alley	0	0	0	0	0	0	0	1	2	2	3	3	3
16	Amber Lantern Btwn Del Prado & Alley	0	0	0	0	1	0	0	0	1	2	0	3	2
17	Violet Lantern Btwn Del Prado & Alley	0	0	0	0	1	0	1	2	2	2	2	2	2
18	Golden Lantern Btwn Del Prado & Alley	0	0	0	0	0	0	0	0	0	0	0	0	0
19	Golden Lantern Btwn PCH & Del Prado	0	0	1	0	0	0	0	0	0	0	0	0	0

No.	WESTSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
1	Cooper Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Golden Lantern N/o PCH	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Violet Lantern N/o PCH	11	13	14	15	16	16	14	14	13	13	11	12	13
8	Blue Lantern N/o PCH	0	0	0	0	0	0	0	0	0	0	0	0	0
10	Blue Lantern Btwn Del Prado & Santa Clara	0	1	0	0	0	0	1	0	1	1	1	3	3
11	Blue Lantern S/o Santa Clara	0	1	2	2	2	2	2	2	2	2	2	3	3
13	Green Lantern Btwn Del Prado & Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0	0
14	Green Lantern S/o Santa Clara	2	3	2	3	2	2	3	4	4	4	4	4	4
15	Ruby Lantern Btwn Del Prado & Alley	0	0	0	0	0	0	0	2	4	4	4	5	5
16	Amber Lantern Btwn Del Prado & alley	1	2	2	1	2	3	3	2	2	2	2	1	0
17	Violet Lantern Btwn Del Prado & Alley	0	0	1	2	2	1	2	2	2	2	2	2	2
18	Golden Lantern Btwn Del Prado & Alley	0	0	0	0	0	0	0	0	0	0	0	0	0
19	Golden Lantern Btwn PCH & Del Prado	0	0	1	0	1	2	2	1	1	0	1	0	2

No.	NORTHSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
3	La Plaza Btwn Golden Lantern & Violet Lantern	3	6	8	10	10	9	7	8	9	8	7	7	6
5	Alley Btwn Amber Lantern & La Serena	1	2	1	2	3	2	3	4	4	4	3	3	3
6	Alley Btwn Ruby Lantern & Seville	0	0	1	1	0	1	1	1	1	1	1	0	0
7	Alley Btwn Seville & Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Del Prado Btwn Green Lantern & Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Santa Clara Btwn Blue Lantern & Green Lantern	0	0	0	0	1	1	2	4	6	7	8	10	11

No.	SOUTHSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
3	La Plaza Btwn Golden Lantern & Violet Lantern	2	4	3	5	6	5	5	4	3	4	5	1	1
5	Alley Btwn Amber Lantern & La Serena	0	1	2	3	4	4	4	5	5	6	5	5	5
6	Alley Btwn Ruby Lantern & Seville	1	2	3	3	4	4	3	2	1	1	1	0	0
7	Alley Btwn Seville & Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Del Prado Btwn Green Lantern & Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Santa Clara Btwn Blue Lantern & Green Lantern	0	0	0	0	0	0	1	2	3	3	5	8	8

NOTE= No Cars parked on the Alleys except those that has number assigned. No cars park illegally on the Alleys

Dana Point Town Center Parking Study

Project # 08-1060-001

Location: PCH & Del Prado Btwn Cooper Lantern & Blue Lantern
City: Dana Point

Day: Wednesday
Date: 3/26/2008

No.	EASTSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
1	Cooper Lantern	1	1	1	1	0	0	0	1	2	1	1	0	0
2	Golden Lantern N/o PCH	2	4	4	4	3	3	5	4	4	2	1	0	0
4	Violet Lantern N/o PCH	12	9	11	13	9	11	11	7	8	8	6	8	8
8	Blue Lantern N/o PCH	0	0	0	1	0	0	0	0	0	0	0	0	0
10	Blue Lantern Btwn Del Prado & Santa Clara	4	4	5	5	5	5	5	4	3	3	3	3	2
11	Blue Lantern S/o Santa Clara	5	5	4	2	3	5	4	4	2	6	5	2	0
13	Green Lantern Btwn Del Prado & Santa Clara	0	0	0	0	0	0	0	0	1	3	3	3	2
14	Green Lantern S/o Santa Clara	1	1	2	3	4	4	4	2	2	2	2	2	0
15	Ruby Lantern Btwn Del Prado & Alley	2	2	3	3	3	2	2	2	2	2	2	1	1
16	Amber Lantern Btwn Del Prado & Alley	11	1	0	1	1	1	1	0	0	0	0	0	0
17	Violet Lantern Btwn Del Prado & Alley	2	2	2	3	3	3	3	4	4	3	1	2	1
18	Golden Lantern Btwn Del Prado & Alley	0	0	0	0	0	0	0	0	0	0	0	0	0
19	Golden Lantern Btwn PCH & Del Prado	0	0	0	0	0	0	0	0	0	0	0	0	0

No.	WESTSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
1	Cooper Lantern	1	2	2	2	2	2	2	2	2	1	1	0	0
2	Golden Lantern N/o PCH	0	0	1	0	0	0	0	0	0	0	0	0	0
4	Violet Lantern N/o PCH	2	5	8	9	12	10	10	7	7	12	13	13	14
8	Blue Lantern N/o PCH	0	0	0	0	0	0	0	0	0	0	0	0	0
10	Blue Lantern Btwn Del Prado & Santa Clara	3	3	1	1	1	1	0	0	0	1	1	1	0
11	Blue Lantern S/o Santa Clara	1	1	2	3	3	2	1	1	1	0	0	0	0
13	Green Lantern Btwn Del Prado & Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0	0
14	Green Lantern S/o Santa Clara	1	1	0	0	0	0	0	0	0	0	0	0	0
15	Ruby Lantern Btwn Del Prado & Alley	4	4	5	5	5	5	5	4	3	4	4	4	3
16	Amber Lantern Btwn Del Prado & alley	4	4	2	4	2	2	2	1	1	2	3	2	0
17	Violet Lantern Btwn Del Prado & Alley	2	2	2	3	3	3	3	3	3	3	3	3	1
18	Golden Lantern Btwn Del Prado & Alley	0	0	0	0	0	0	0	0	0	0	0	0	0
19	Golden Lantern Btwn PCH & Del Prado	1	1	1	1	0	2	2	3	1	1	0	0	0

No.	NORTHSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
3	La Plaza Btwn Golden Lantern & Violet Lantern	8	12	14	14	12	13	10	12	14	13	8	8	6
5	Alley Btwn Amber Lantern & La Serena	3	3	2	2	2	2	2	2	2	6	6	5	5
6	Alley Btwn Ruby Lantern & Seville	6	6	6	4	4	4	4	4	3	1	1	1	0
7	Alley Btwn Seville & Blue Lantern	3	3	2	1	1	0	0	0	0	0	0	0	0
9	Del Prado Btwn Green Lantern & Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Santa Clara Btwn Blue Lantern & Green Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0

No.	SOUTHSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
3	La Plaza Btwn Golden Lantern & Violet Lantern	5	8	8	9	8	8	6	8	8	8	6	4	2
5	Alley Btwn Amber Lantern & La Serena	4	4	3	3	3	3	3	3	3	3	3	4	2
6	Alley Btwn Ruby Lantern & Seville	0	0	0	1	1	2	2	2	1	1	1	2	0
7	Alley Btwn Seville & Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Del Prado Btwn Green Lantern & Blue Lantern	0	0	0	0	0	0	1	1	0	0	0	0	0
12	Santa Clara Btwn Blue Lantern & Green Lantern	0	0	0	0	0	1	0	0	0	0	0	0	0

NOTE= No Cars parked on the Alleys except those that has number assigned. No cars parked illegally on the Alleys

Dana Point Town Center Parking Study

Project # 08-1060-001

Location: Del Prado

City: Dana Point

No.	SPACES			LOCATION
	Reg.		Other	
1	12			Hotel/Homes
2	16	2		Carlos Mexican Restaurant
3	38	2		Hollywood Video/Super Cuts/Chinese Cuisine/Bella Napoli
4	6			Party Time Liquor
5	7			Income Tax Service
6	7			Vacant/Skate Board Not Allowed
7	4			Mechanic
8	8	1		PCH Accupressure
9	3			Pintura/No Sign
10	12			Law Office
11	5			Jig Stop Tackle
12	13			34184
13	4			Minuteman
14	8	1		Intimate Obsesion
15	7	2		Pet Mobile
16	17	1		Taco Surf
17	27	1		34197 Pereira Services
18	29	1		34207
19	4	1		34211
20	17	1		34213
21	24		Back Area	Pacific Western Bank
22	11	1	Front Area	Pacific Western Bank
23	12			Nails
24	45	2		Plaza
25	47	3		Plaza
26	2	1		Gas Station
27	6			La Plaza Hennessey's Tavern
28	12	1		Beauty Salon & Supply
29	15	1		Flowers Shop
30	11			Revos
31	8			Sear Property
32	13	1		Marina Ranch
33	9			Chiropractic
34	12	1		34138K
35	12	1	6 Front	Harbor House Dwy 24 H
36	8			Paragon Day & Spa
37	5	1		Trent Hofferber Landscape Arc
38	28	1		Sowle Ceramics
39	37	2		Peking Dragon
40	45	2		Union Bank
41	22	2		Junquies Store
42	53			Post Office Employee Parking
43	No spaces marked			Vacant Lot
44	6			UPS Parking
45	4	1		UPS & JF
46	10			Japanese Restaurant
47	4	1		Shell
48	49	2		Dolphin
49	10	2		Starbucks
50	20			New Parking
51	11			New Parking
52	4			Dana Art
53	7			Surf Shop
54	5	1		Coffe House
55	15			Performance
56	3	1		Nursery
57	15	1		Cleaner
58	12	1		Lander Bay
59	5			Realty
60	4			UP Sport
61	20	1		Motel
62	54	1		Taco Bell
63	6	1		Radio Shack
64	12			Radio Shack
65	12	1		Donuts

Dana Point Parking Study

Project # 08-1039-001

Location: Pacific Coast Hwy Btwn Cooper Lantern St. & Blue Lantern

City: Dana Point

Day: Saturday
Date: 03/08/2008

No.	LOCATIONS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
1	Hotel	2	2	6	4	4	4	4	4	4	4	4	6	6
2	Restaurant	10	14	15	13	8	8	6	6	6	6	13	15	11
3	Hollywood Video	4	6	11	15	8	13	12	15	12	10	17	24	19
4	Liquor	1	2	2	1	2	2	2	2	2	1	1	3	1
5	Incontax	1	1	1	1	4	4	3	3	2	2	2	2	2
6	Skate Board	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Mechanic	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Vacant	0	0	2	3	2	2	2	2	2	1	1	1	1
9	Pintura	0	0	0	0	1	0	0	0	0	0	0	0	0
10	Law Office	2	2	3	3	3	2	2	1	1	1	1	1	0
11	Jig stop Tackle	0	0	2	2	2	0	0	0	1	1	0	0	0
12	34184	4	4	5	5	3	3	2	2	0	0	0	0	0
13	Minuteman	0	0	0	0	0	0	0	0	0	0	0	0	0
14	Intimate Obsession	0	0	1	1	2	1	1	1	2	3	2	2	0
15	Pet Mobile	1	1	2	2	4	5	5	5	5	5	4	3	1
16	Taco Surf	0	0	0	2	9	13	14	11	13	14	14	10	13
17	34197 Pereira Services	4	4	4	5	6	6	6	7	7	7	4	4	2
18	34207	1	1	3	4	4	5	4	4	4	4	2	2	2
19	34211	1	1	1	1	0	0	2	2	1	1	1	1	1
20	34213	1	1	2	3	1	3	5	5	3	3	3	3	3
21	No Name	2	4	5	9	7	5	4	2	2	1	0	0	0
22	Bank	1	3	6	5	6	6	5	5	3	4	2	2	2
23	Nails	3	3	2	2	2	3	3	2	2	1	0	0	0
24	Plaza	29	37	38	42	40	36	32	37	16	10	16	27	29
25	Plaza	21	26	35	33	31	34	37	33	37	38	33	36	39
26	Gas Station	2	2	2	1	2	2	2	1	2	1	1	0	0
27	Bar	2	4	6	6	6	6	6	6	6	6	6	6	6
28		1	3	6	6	6	7	8	8	4	1	1	1	0
29	Flores	2	7	9	7	8	8	9	8	7	9	9	8	2
30	Revos	0	1	1	1	1	0	1	1	1	1	0	0	0
31	Sear Property	0	3	1	1	1	1	1	1	1	0	0	0	0
32	Marina Ranch	6	8	7	10	8	9	7	7	5	5	4	4	3
33	Chiropractic	0	0	4	3	3	3	3	3	3	3	2	2	1

Dana Point Parking Study

Project # 08-1039-001

Location: Pacific Coast Hwy Btwn Cooper Lantern St. & Blue Lantern
 City: Dana Point

Day: Saturday
 Date: 03/09/2008

No.	LOCATIONS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
34	34138K	8	8	6	7	6	9	6	5	7	5	5	4	2
35	Harbor House Dwy 24 H	7	10	12	13	16	19	18	16	14	13	12	15	15
36	Paragon Day & Spa	2	2	3	3	5	6	6	5	4	1	0	5	6
37	Trent Hofferber Landscape Arc	0	0	1	1	2	2	2	1	0	0	0	0	0
38	Sowle Ceramics	5	7	9	9	5	4	7	6	5	1	0	0	0
39	Peking Dragon	15	18	20	19	23	15	11	16	27	31	37	34	33
40	Union Bank	7	13	18	22	19	24	16	8	12	15	17	27	29
41	Junquies Store	0	1	11	9	8	6	7	7	7	6	6	6	4
42	Post Office Employee Parking	41	41	43	43	42	42	43	38	13	8	4	2	1
43	Vacant Lot	0	0	0	0	0	0	0	2	4	6	7	10	8
44	UPS Parking	0	1	1	1	1	2	1	1	0	0	5	5	5
45	UPS & JF	0	0	1	1	1	1	2	0	0	0	5	5	5
46	Japanese Restaurant	0	0	1	1	0	0	0	2	2	2	9	10	9
47	Shell	9	9	10	12	11	11	11	10	8	5	4	3	2
48	Dolphin	0	0	0	0	0	4	7	7	8	8	9	9	12
49	Starbucks	3	6	5	6	4	9	11	9	8	8	5	4	3
50	New Parking	8	10	10	11	6	5	5	4	3	3	4	5	5
51	New Parking	3	3	3	3	4	3	2	2	3	3	4	4	4
52	Dana Art	0	0	1	1	1	1	1	1	1	1	0	0	0
53	Surf Shop	2	4	6	7	6	4	3	3	2	2	2	3	3
54	Coffe House	3	4	4	5	5	5	5	4	3	3	2	2	1
55	Performance	0	0	0	0	0	0	0	0	0	0	0	0	0
56	Nursery	2	3	3	4	5	5	5	4	2	2	2	2	2
57	Cleaner	3	4	5	7	6	7	8	6	4	2	2	1	0
58	Lander Bay	1	1	2	3	2	2	3	3	2	2	1	1	1
59	Realty	1	2	2	1	2	2	1	1	0	0	0	0	0
60	UP Sport	0	0	1	2	2	1	2	1	0	0	0	0	0
61	Motel	7	7	8	8	9	8	7	7	6	6	11	13	13
62	Taco Bell	6	7	12	14	18	17	16	14	13	14	12	6	8
63	Radio Shack	0	1	6	7	5	7	8	10	10	12	6	2	0
64	Radio Shack	3	4	4	6	2	2	1	1	0	0	0	0	1
65	Donuts	2	2	3	4	3	2	1	1	2	2	1	1	1

Dana Point Parking Study

Project # 08-1039-001

Location: Pacific Coast Hwy Btwn Cooper Lantern St. & Blue Lantern

City: Dana Point

Day: Saturday

Date: 03/08/2008

No.	PCH NORTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
A	Btwn Cooper Lantern to Alcazar Dr	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Btwn Alcazar Dr to Malaga Dr	0	0	0	0	1	0	0	1	0	0	1	0	0
C	Btwn Malaga Dr to Silver Lantern	3	5	3	5	3	3	1	3	2	0	1	1	1
D	Btwn Silver Lantern to Colegio Dr	0	0	1	1	1	1	1	1	3	3	3	3	1
E	Btwn Colegio Dr to Golden Lantern	0	0	2	2	2	2	0	2	0	0	1	1	1
F	Btwn Golden Lantern to Violet Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
G	Btwn Violet Lantern to Encanto Ave	1	2	2	1	1	1	1	2	2	2	1	1	1
H	Btwn Encanto Ave to Amber Lantern	1	2	4	3	3	3	3	3	2	2	2	2	2
I	Btwn Amber Lantern to Granada Dr	3	3	3	3	3	4	4	4	3	3	3	2	2
J	Btwn Granada Dr to Ruby Lantern	2	3	4	4	6	4	4	4	3	3	2	2	2
K	Btwn Ruby Lantern to Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
No.	SAN MARINO PL NORTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
L	Btwn Amber Lantern to La Serena Dr	4	6	5	4	4	4	5	5	4	4	4	5	5
M	Btwn Ruby Lantern to Seville Pl	3	3	2	2	3	2	2	1	0	0	0	0	0
No.	PCH SOUTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
N	Btwn Alcazar Dr to Malaga Dr	0	0	0	0	0	0	0	0	0	0	0	0	0
O	Btwn Malaga Dr to Silver Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
P	Btwn Silver Lantern to Colegio Dr	0	0	0	0	1	1	1	1	3	5	5	4	3
Q	Btwn Colegio Dr to Golden Lantern	0	0	0	0	0	1	1	1	1	1	1	0	0
R	Btwn Golden Lantern to Violet Lantern	2	2	3	3	3	3	3	3	2	1	2	3	2
S	Btwn Violet Lantern to Encanto Ave	2	3	3	3	3	3	3	3	2	2	4	8	6
T	Btwn Encanto Ave to Amber Lantern	0	0	0	0	0	1	1	1	2	1	1	0	1
U	Btwn Amber Lantern to Granada Dr	3	4	4	4	4	4	4	4	3	2	2	3	2
V	Btwn Granada Dr to Ruby Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
W	Btwn Ruby Lantern to Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
No.	SAN MARINO PL SOUTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
X	Btwn Amber Lantern to La Serena Dr	2	5	6	6	6	6	7	7	6	6	6	6	6
Y	Btwn Ruby Lantern to Seville Pl	1	1	3	3	5	4	3	3	3	0	0	0	0

Dana Point Town Center Parking Study

Project # 08-1060-001

Location: Del Prado

City: Dana Point

SPACES	PCH NORTH SIDE STREET
0	Btwn Cooper Lantern to Alcazar Dr
6	Btwn Alcazar Dr to Malaga Dr
7	Btwn Malaga Dr to Silver Lantern
4	Btwn Silver Lantern to Colegio Dr
5	Btwn Colegio Dr to Golden Lantern
0	Btwn Golden Lantern to Violet Lantern
7	Btwn Violet Lantern to Encanto Ave
6	Btwn Encanto Ave to Amber Lantern
5	Btwn Amber Lantern to Granada Dr
5	Btwn Granada Dr to Ruby Lantern
0	Btwn Ruby Lantern to Blue Lantern
SPACES	SAN MARINO PL NORTH SIDE STREET
Unmarked	Btwn Amber Lantern to La Serena Dr
Unmarked	Btwn Ruby Lantern to Seville Pl
SPACES	PCH SOUTH SIDE STREET
0	Btwn Alcazar Dr to Malaga Dr
0	Btwn Malaga Dr to Silver Lantern
0	Btwn Silver Lantern to Colegio Dr
0	Btwn Colegio Dr to Golden Lantern
4	Btwn Golden Lantern to Violet Lantern
8	Btwn Violet Lantern to Encanto Ave
5	Btwn Encanto Ave to Amber Lantern
13	Btwn Amber Lantern to Granada Dr
1	Btwn Granada Dr to Ruby Lantern
7	Btwn Ruby Lantern to Blue Lantern
SPACES	SAN MARINO PL SOUTH SIDE STREET
Unmarked	Btwn Amber Lantern to La Serena Dr
Unmarked	Btwn Ruby Lantern to Seville Pl
SPACES	EAST SIDE STREET
Unmarked	Alcazar Dr
Unmarked	Malaga Dr
Unmarked	Street of The Silver Lantern
Unmarked	Colegio Dr
Unmarked	Street of The Golden Lantern
Unmarked	Street of The Violet Lantern N/o PCH
Unmarked	Street of The Violet Lantern S/o PCH
Unmarked	El Encanto Ave
Unmarked	Street of The Amber Lantern N/o PCH
Unmarked	Street of The Amber Lantern S/o PCH
Unmarked	Granada Dr
Unmarked	Street of The Ruby Lantern N/o PCH
Unmarked	Street of The Ruby Lantern S/o PCH
SPACES	WEST SIDE STREET
Unmarked	Alcazar Dr
Unmarked	Malaga Dr
Unmarked	Street of The Silver Lantern
Unmarked	Colegio Dr
Unmarked	Street of The Golden Lantern
Unmarked	Street of The Violet Lantern N/o PCH
Unmarked	Street of The Violet Lantern S/o PCH
Unmarked	El Encanto Ave
Unmarked	Street of The Amber Lantern N/o PCH
Unmarked	Street of The Amber Lantern S/o PCH

Dana Point Parking Study

Project # 08-1039-001

Location: Pacific Coast Hwy Btwn Cooper Lantern St. & Blue Lantern
 City: Dana Point

Day: Thursday
 Date: 03/06/2008

No.	LOCATIONS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
1	Hotel	7	7	6	6	6	1	2	1	1	2	3	4	5
2	Restaurant	2	2	4	5	6	4	4	5	5	10	10	10	16
3	Hollywood Video	3	3	9	12	13	11	15	9	7	10	10	12	7
4	Liquor	0	3	3	2	3	3	4	2	2	1	2	2	1
5	Incontax	0	2	4	4	4	4	4	3	4	5	3	2	2
6	Skate Board	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Mechanic	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Vacant	1	1	2	4	5	4	3	2	3	3	3	2	2
9	Pintura	3	2	2	2	2	3	3	3	3	0	0	0	0
10	Law Office	0	4	3	3	1	2	3	2	2	0	0	0	0
11	Jig stop Tackle	0	1	0	0	0	0	0	1	0	1	1	0	0
12	34184	0	4	5	7	9	4	4	4	3	1	1	2	1
13	Minuteman	1	1	1	2	2	1	2	3	3	2	1	1	0
14	Intimate Obsession	0	0	1	1	1	7	5	2	5	2	2	3	2
15	Pet Mobile	4	6	6	8	8	14	13	12	12	9	7	6	6
16	Taco Surf	5	7	10	17	17	11	12	12	11	10	8	5	3
17	34197 Pereira Services	7	13	15	17	19	22	19	21	21	15	10	11	10
18	34207	12	11	14	14	11	11	13	8	5	4	5	6	5
19	34211	2	2	2	2	3	1	5	5	6	5	4	4	1
20	34213	2	2	3	4	6	6	6	5	3	0	0	0	2
21	No Name	2	10	10	8	8	7	7	6	8	4	1	0	0
22	Bank	1	4	4	6	4	9	11	10	9	2	2	3	1
23	Nails	0	0	0	0	0	0	0	0	0	0	0	0	0
24	Plaza	9	29	28	30	27	24	39	40	33	28	30	27	27
25	Plaza	11	16	37	34	43	37	40	33	39	41	43	45	39
26	Gas Station	2	1	2	1	1	1	2	3	3	1	0	0	0
27	Bar	1	2	2	2	1	4	2	3	3	6	6	6	6
28		2	8	7	5	3	7	3	5	7	5	5	5	3
29	Flores	3	8	8	8	8	7	5	7	7	9	7	8	6
30	Revos	1	1	1	0	0	0	1	1	1	0	0	1	1
31	Sear Property	1	2	2	2	1	3	3	1	2	1	1	1	1
32	Marina Ranch	6	5	5	3	5	5	6	6	6	10	7	7	9
33	Chiropractic	1	3	6	6	5	5	3	4	4	5	5	4	2

Dana Point Parking Study

Project # 08-1039-001

Location: Pacific Coast Hwy Btwn Cooper Lantern St. & Blue Lantern

City: Dana Point

Day: Thursday

Date: 03/06/2008

No.	LOCATIONS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
34	34138K	2	7	5	4	4	4	7	8	5	7	2	8	4
35	Harbor House Dwy 24 H	9	10	8	15	13	12	10	3	2	6	5	7	10
36	Paragon Day & Spa	0	0	2	2	3	4	3	4	1	2	2	1	0
37	Trent Hofferber Landscape Arc	0	0	1	1	2	2	2	2	2	1	1	0	0
38	Sowle Ceramics	12	15	15	13	15	16	13	19	17	12	2	1	1
39	Peking Dragon	3	5	8	9	19	23	20	10	5	10	23	27	19
40	Union Bank	21	26	24	29	32	35	27	20	17	15	13	15	13
41	Juniques Store	2	2	6	7	6	6	6	4	4	9	10	6	7
42	Post Office Employee Parking	45	45	45	45	45	42	42	40	39	15	5	2	1
43	Vacant Lot	0	0	0	0	0	7	0	1	0	4	0	6	5
44	UPS Parking	2	2	4	3	3	5	3	3	3	2	4	5	3
45	UPS & JF	2	1	1	2	3	1	0	0	0	0	4	5	2
46	Japanese Restaurant	0	0	3	3	3	9	3	1	0	0	6	7	6
47	Shell	4	4	13	10	11	14	11	13	12	13	8	8	6
48	Dolphin	0	0	0	0	0	1	1	2	4	9	8	7	16
49	Starbucks	6	8	4	8	6	9	7	7	7	5	6	5	4
50	New Parking	16	13	13	13	13	8	8	6	6	5	5	5	5
51	New Parking	2	6	9	8	8	7	7	9	9	9	7	5	3
52	Dana Art	1	1	1	0	3	2	2	2	2	3	1	0	0
53	Surf Shop	6	5	3	2	3	3	2	2	2	2	1	6	2
54	Coffe House	7	3	3	3	4	6	5	5	5	4	3	3	2
55	Performance	4	4	6	6	6	5	6	7	6	3	2	3	2
56	Nursery	2	2	3	2	2	2	2	2	2	2	2	2	2
57	Cleaner	10	10	12	11	11	7	8	8	7	5	6	1	0
58	Lander Bay	1	4	2	2	2	3	3	2	2	1	1	1	1
59	Realty	3	2	4	4	4	2	2	4	4	1	0	0	0
60	UP Sport	0	1	0	0	0	0	0	0	0	0	0	0	0
61	Motel	11	8	8	9	8	5	8	7	7	9	9	7	8
62	Taco Bell	1	8	17	20	21	17	15	12	12	9	11	10	6
63	Radio Shack	4	6	9	6	7	10	10	8	8	6	3	9	6
64	Radio Shack	3	3	5	4	4	4	3	3	1	1	0	0	0
65	Donuts	5	2	3	3	4	2	2	2	1	1	1	1	1

Dana Point Parking Study

Project # 08-1039-001

Location: Pacific Coast Hwy Btwn Cooper Lantern St. & Blue Lantern

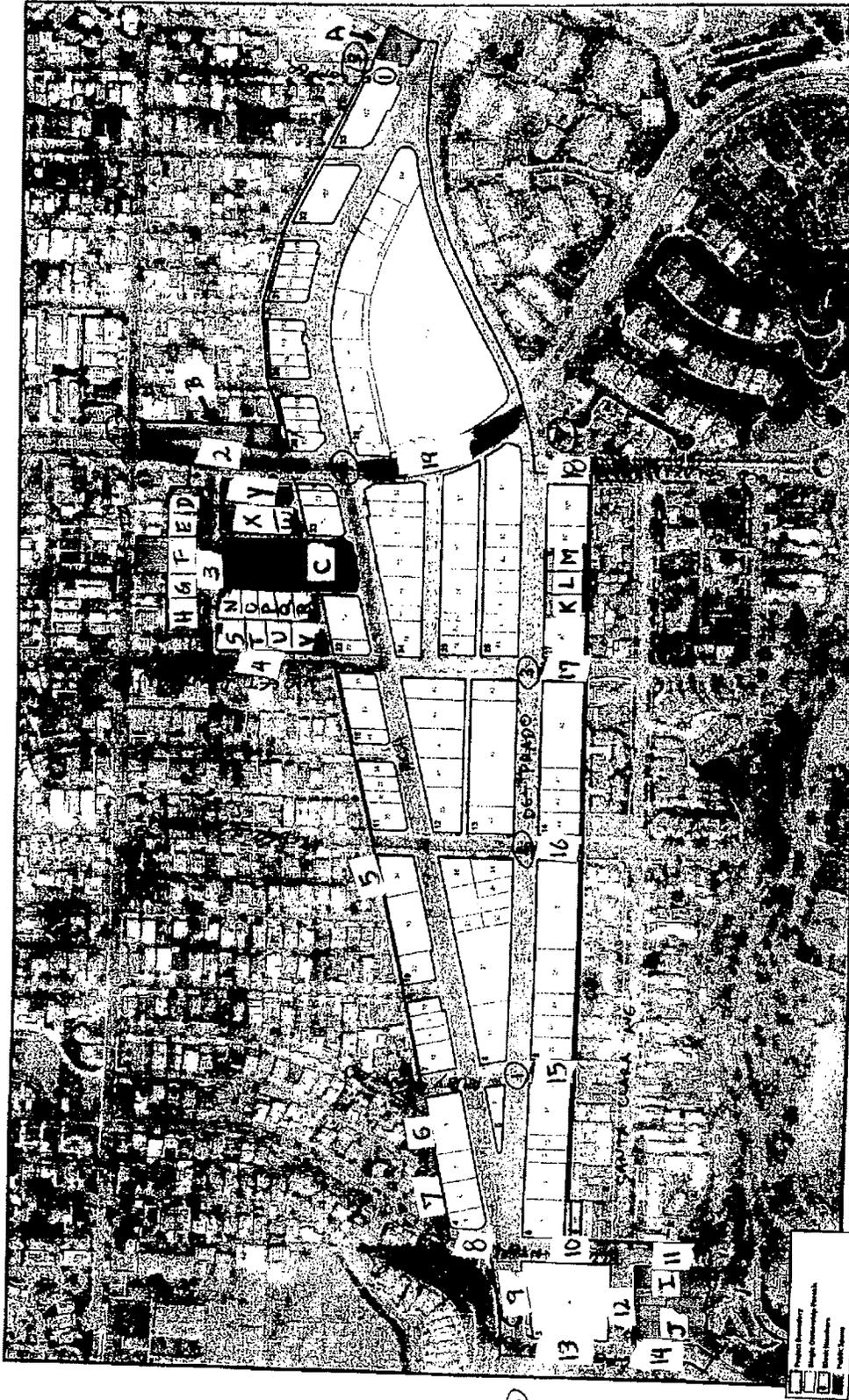
City: Dana Point

Day: Thursday

Date: 03/06/2008

No.	PCH NORTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 AM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
A	Btwn Cooper Lantern to Alcazar Dr	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Btwn Alcazar Dr to Malaga Dr	2	1	2	1	1	1	2	1	3	2	0	0	2
C	Btwn Malaga Dr to Silver Lantern	2	2	2	3	3	2	2	1	3	2	0	1	1
D	Btwn Silver Lantern to Colegio Dr	1	0	2	1	2	2	2	0	2	1	0	2	3
E	Btwn Colegio Dr to Golden Lantern	0	0	0	0	0	1	0	3	2	1	1	0	0
F	Btwn Golden Lantern to Violet Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
G	Btwn Violet Lantern to Encanto Ave	2	2	2	2	2	3	3	3	3	2	3	1	2
H	Btwn Encanto Ave to Amber Lantern	2	3	3	4	3	1	2	1	1	2	1	2	3
I	Btwn Amber Lantern to Granada Dr	4	7	3	3	3	6	3	3	0	0	2	2	0
J	Btwn Granada Dr to Ruby Lantern	0	4	3	0	0	3	3	2	1	1	0	4	0
K	Btwn Ruby Lantern to Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
No.	SAN MARINO PL NORTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
L	Btwn Amber Lantern to La Serena Dr	4	4	4	4	3	4	4	4	3	5	3	4	3
M	Btwn Ruby Lantern to Seville Pl	3	2	2	2	2	2	2	2	2	1	0	1	0

No.	PCH SOUTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
N	Btwn Alcazar Dr to Malaga Dr	0	0	0	0	0	0	0	0	0	0	1	0	0
O	Btwn Malaga Dr to Silver Lantern	1	2	0	0	0	2	3	2	2	3	2	1	1
P	Btwn Silver Lantern to Colegio Dr	0	1	0	1	3	0	0	2	3	1	0	2	3
Q	Btwn Colegio Dr to Golden Lantern	0	2	0	1	2	3	2	5	2	1	1	0	0
R	Btwn Golden Lantern to Violet Lantern	0	2	0	4	4	3	4	3	3	3	2	2	0
S	Btwn Violet Lantern to Encanto Ave	0	3	5	9	9	8	9	2	4	5	7	8	5
T	Btwn Encanto Ave to Amber Lantern	0	0	1	1	1	1	1	0	0	2	1	1	1
U	Btwn Amber Lantern to Granada Dr	11	10	9	6	6	9	8	9	6	4	4	5	6
V	Btwn Granada Dr to Ruby Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
W	Btwn Ruby Lantern to Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0
No.	SAN MARINO PL SOUTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
X	Btwn Amber Lantern to La Serena Dr	5	3	3	3	3	4	4	5	5	7	8	7	3
Y	Btwn Ruby Lantern to Seville Pl	4	5	7	7	7	3	3	4	4	1	0	0	0



off-street supply + demand needed

off-street supply needed

on-street demand needed

PARCEL OWNERSHIP

Dana Point Town Center Specific Plan

Prepared for the City of Dana Point by ROMI Design Group

NOV 1 2004 8: 2004

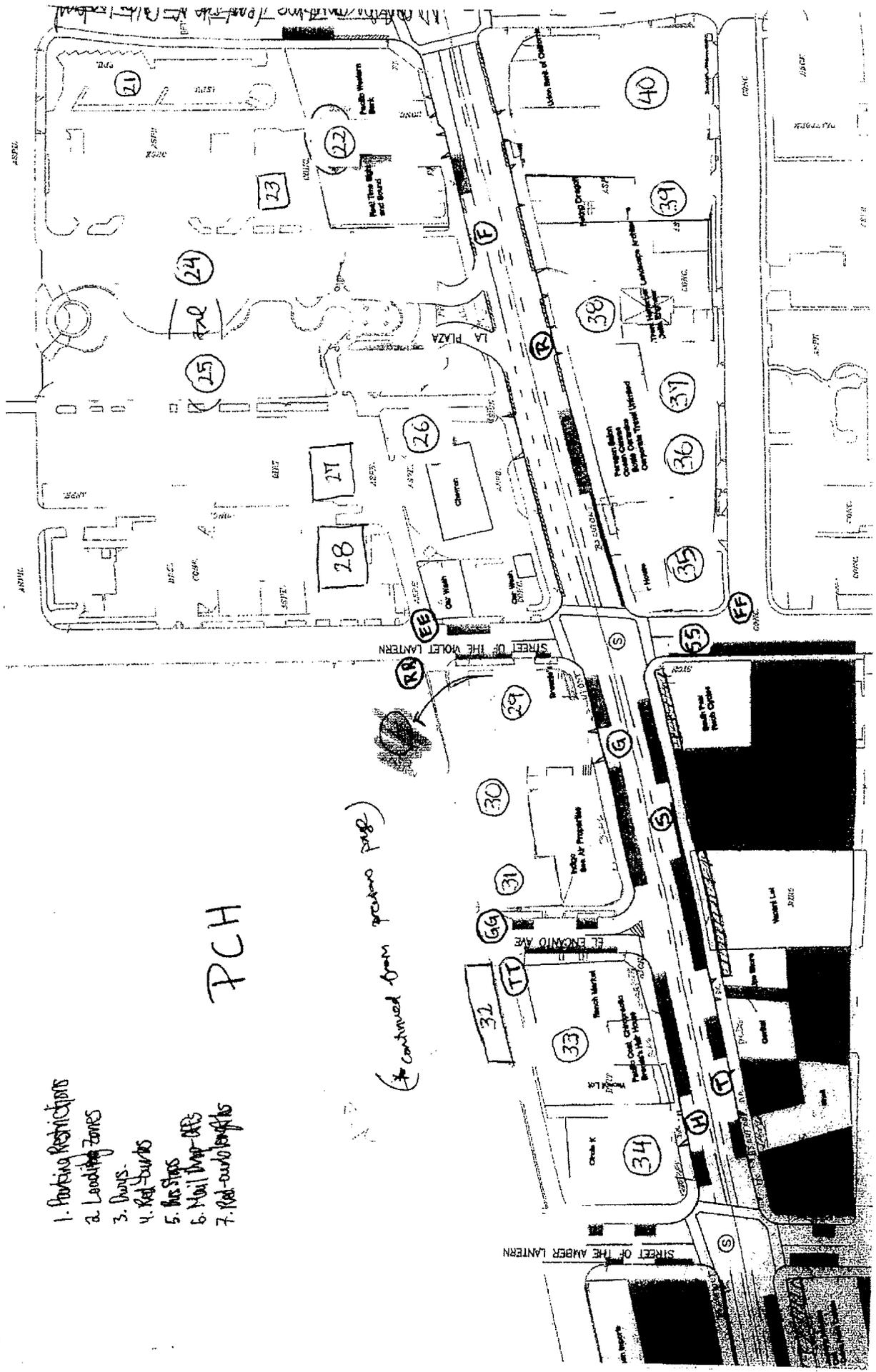
on-street segments

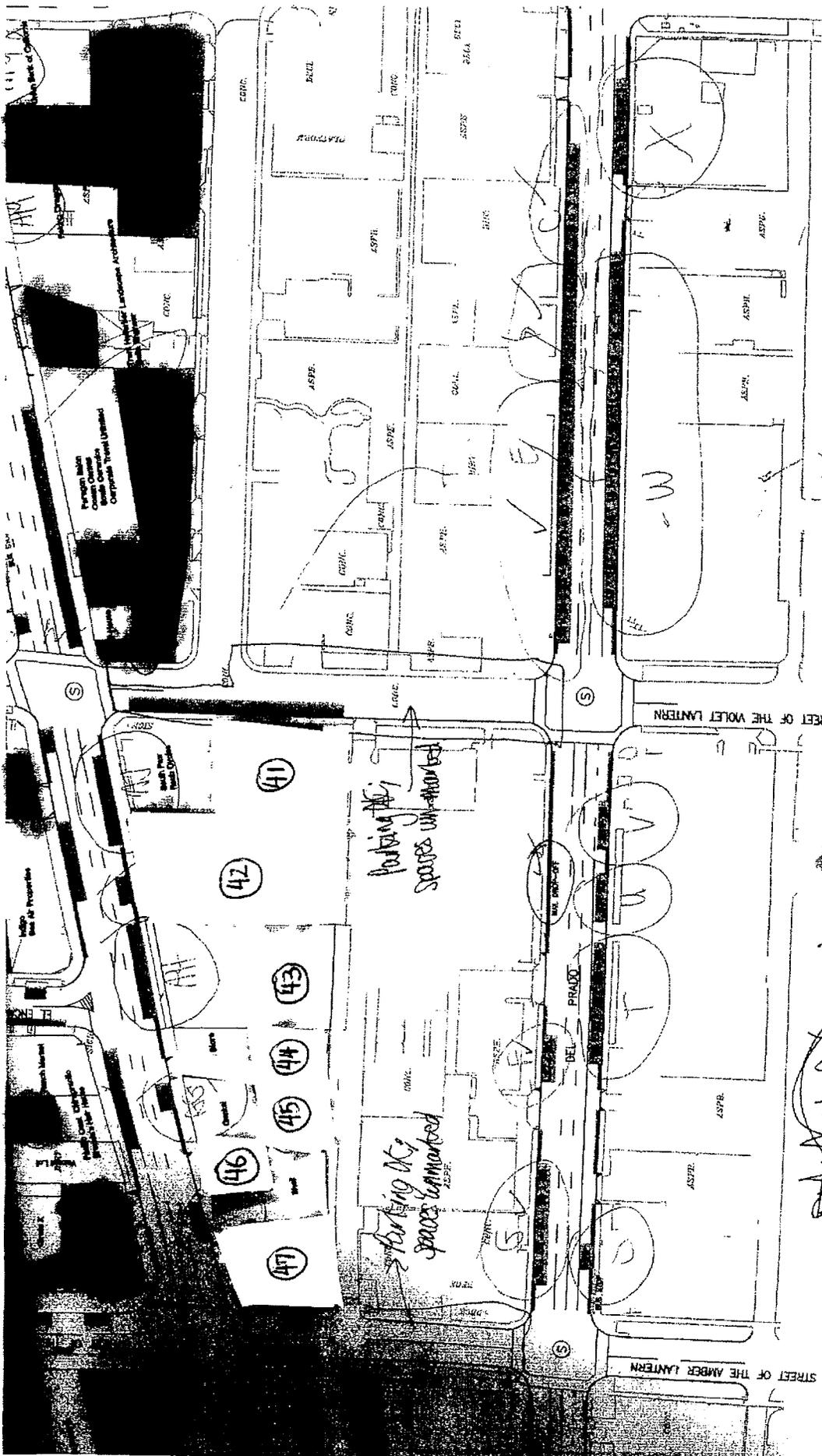
on-street supply + demand needed.

1. Parking Restrictions
2. Loading Zones
3. Driveways
4. Red-burbs
5. Bus Stops
6. Mail Drop-offs
7. Red-curb lengths

PCH

(Continued from previous page)





PCH

Lots off PCH

~~STREET OF THE AMBER LANTERN~~

- (41)
- (42)
- (43)
- (44)
- (45)
- (46)
- (47)

Parking lot spaces unmarked

Parking lot spaces unmarked

STREET OF THE VIOLET LANTERN

STREET OF THE AMBER LANTERN

BEL PRADO

X

W

5

5

5

5

5

5

5

5

5

5

5

5

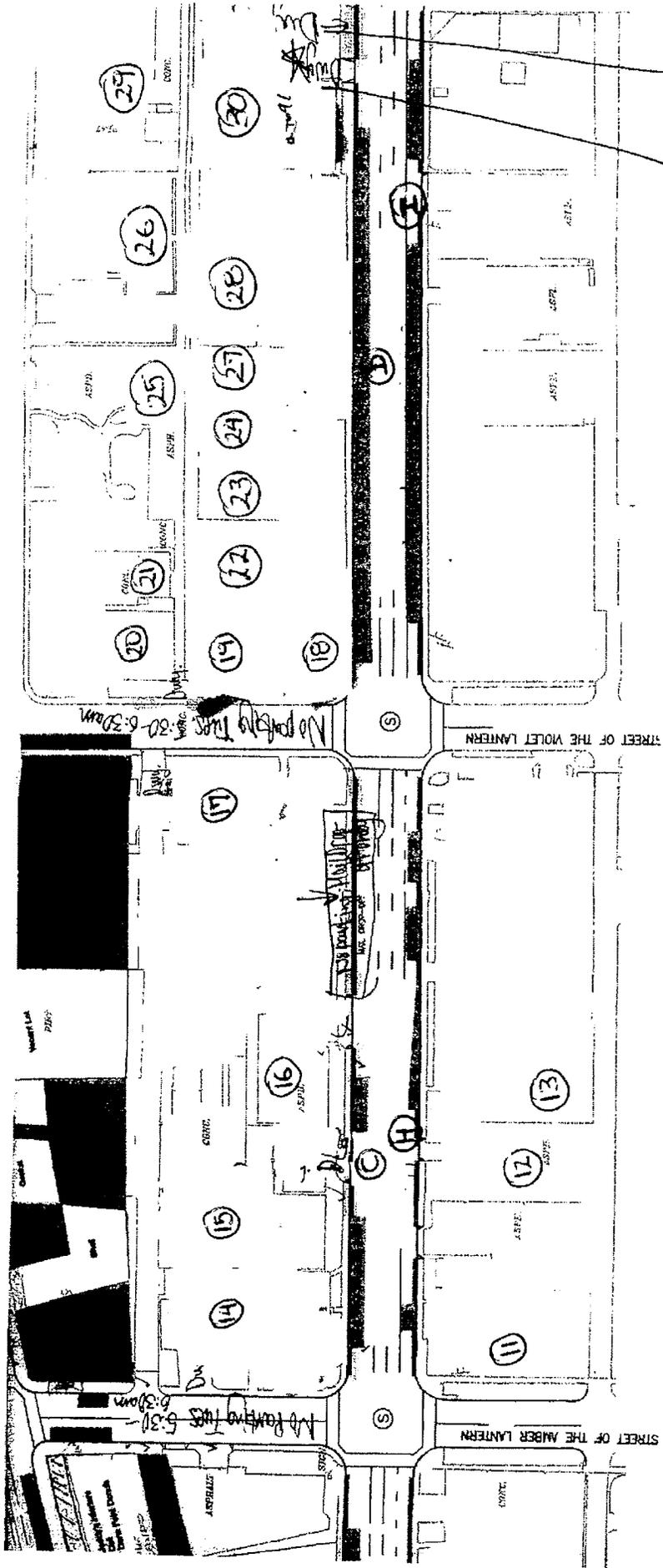
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CONC.

ASPH.

CONC.



DEL PRADO

1. Parking Restrictions
2. Loading Zones
3. Drivys
4. Red-courts
5. Bus Stops
6. Mail Drop NTS
7. Red-courts longlines

PERMANENCE
SPORTS CENTER
DARK
MMP IS SUGGESTING cut-off here.

Appendix B

Parking Demand for Short- and Long-Range Potential Projects

Dana Point Parking Study

Project # 08-1039-001

Location: Pacific Coast Hwy Btwn Cooper Lantern St. & Blue Lantern
City: Dana Point

Day: Thursday
Date: 03/06/2008

No.	PCH NORTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Occupancy	Zone
A	Btwn Cooper Lantern to Alcazar Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
B	Btwn Alcazar Dr to Malaga Dr	2	1	2	1	1	1	2	1	3	2	0	0	2	3	3
C	Btwn Malaga Dr to Silver Lantern	2	2	2	3	3	2	2	1	3	2	0	1	1	3	3
D	Btwn Silver Lantern to Colegio Dr	1	0	2	1	2	2	2	0	2	1	0	2	3	3	3
E	Btwn Colegio Dr to Golden Lantern	0	0	0	0	0	1	0	3	2	1	1	0	0	3	3
F	Btwn Golden Lantern to Violet Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
G	Btwn Violet Lantern to Encanto Ave	2	2	2	2	2	3	3	3	3	2	3	1	2	3	2
H	Btwn Encanto Ave to Amber Lantern	2	3	3	4	3	1	2	1	1	2	1	2	3	4	2
I	Btwn Amber Lantern to Granada Dr	4	7	3	3	3	6	3	3	0	0	2	2	0	7	1
J	Btwn Granada Dr to Ruby Lantern	0	4	3	0	0	3	3	2	1	1	0	4	0	4	1
K	Btwn Ruby Lantern to Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SAN MARINO PL NORTH SIDE STREET																
L	Btwn Amber Lantern to La Serena Dr	4	4	4	4	3	4	4	4	3	5	3	4	3	5	
M	Btwn Ruby Lantern to Seville Pl	3	2	2	2	2	2	2	2	2	1	0	1	0	3	
PCH SOUTH SIDE STREET																
N	Btwn Alcazar Dr to Malaga Dr	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
O	Btwn Malaga Dr to Silver Lantern	1	2	0	0	0	2	3	2	2	3	2	1	1	3	3
P	Btwn Silver Lantern to Colegio Dr	0	1	0	1	3	0	0	2	3	1	0	2	3	3	3
Q	Btwn Colegio Dr to Golden Lantern	0	2	0	1	2	3	2	5	2	1	1	0	0	5	3
R	Btwn Golden Lantern to Violet Lantern	0	2	0	4	4	3	4	3	3	3	2	2	0	4	2
S	Btwn Violet Lantern to Encanto Ave	0	3	5	9	9	8	9	2	4	5	7	8	5	9	2
T	Btwn Encanto Ave to Amber Lantern	0	0	1	1	1	1	1	0	0	2	1	1	1	2	2
U	Btwn Amber Lantern to Granada Dr	11	10	9	6	6	9	8	9	6	4	4	5	6	11	1
V	Btwn Granada Dr to Ruby Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
W	Btwn Ruby Lantern to Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SAN MARINO PL SOUTH SIDE STREET																
X	Btwn Amber Lantern to La Serena Dr	5	3	3	3	3	4	4	5	5	7	8	7	3	8	1
Y	Btwn Ruby Lantern to Seville Pl	4	5	7	7	7	3	3	4	4	1	0	0	0	7	1

No.	EAST SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Occupancy	Zone
Z	Alcazar Dr	1	2	1	1	1	0	0	0	0	0	0	0	0	2	3
AA	Malaga Dr	2	1	0	0	1	0	0	0	0	1	0	0	0	2	3
BB	Street of The Silver Lantern	3	1	2	2	2	2	3	3	2	2	1	3	2	3	3
CC	Colegio Dr	3	2	3	3	2	2	3	4	4	1	2	2	1	4	3
DD	Street of The Golden Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
EE	Street of The Violet Lantern N/o PCH	1	3	3	3	3	3	2	2	2	1	0	0	0	3	4
FF	Street of The Violet Lantern S/o PCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
GG	El Encanto Ave	1	2	2	1	2	2	1	2	2	2	2	1	2	2	2
HH	Street of The Amber Lantern N/o PCH	3	3	3	3	3	3	2	3	3	3	3	3	3	3	2
II	Street of The Amber Lantern S/o PCH	0	3	0	0	1	2	1	1	1	1	1	1	1	3	2
JJ	Granada Dr	3	1	1	1	1	1	0	0	0	0	1	1	1	3	1
KK	Street of The Ruby Lantern N/o PCH	0	1	0	0	0	2	0	2	2	1	0	2	2	2	1
LL	Street of The Ruby Lantern S/o PCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

No.	WEST SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Occupancy	Zone
MM	Alcazar Dr	1	2	2	0	1	0	0	0	0	0	0	0	2	2	3
NN	Malaga Dr	3	0	0	0	0	0	0	0	0	1	1	2	2	3	3
OO	Street of The Silver Lantern	3	2	2	2	2	2	1	2	3	1	2	3	3	3	3
PP	Colegio Dr	2	2	3	3	3	2	3	1	1	2	2	1	2	3	3
QQ	Street of The Golden Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
RR	Street of The Violet Lantern N/o PCH	1	2	2	3	3	1	3	2	1	2	2	1	0	3	2
SS	Street of The Violet Lantern S/o PCH	3	6	10	10	6	6	6	6	6	4	5	5	4	10	2
TT	El Encanto Ave	2	1	2	2	2	2	3	3	2	3	3	2	1	3	2
UU	Street of The Amber Lantern N/o PCH	4	4	4	3	2	3	3	3	3	3	3	2	2	4	1
VV	Street of The Amber Lantern S/o PCH	0	3	3	3	2	4	3	2	3	3	3	3	3	4	1
WW	Granada Dr	0	1	1	1	1	1	0	2	3	3	3	3	1	3	1
XX	Street of The Ruby Lantern N/o PCH	1	2	2	2	2	1	0	2	1	1	0	1	0	2	1
YY	Street of The Ruby Lantern S/o PCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

No.	DEL PRADO NORTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Occupancy	Zone
A	W/o Ruby Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B	Btwn Ruby Lantern to Amber Lantern	3	6	8	10	9	9	9	11	8	9	14	14	12	14	1
C	Btwn Amber Lantern to Violet Lantern	3	0	3	4	3	5	4	4	3	4	4	4	3	5	2
D	Btwn Violet Lantern to Golden Lantern	3	6	8	9	13	12	14	13	15	16	6	6	3	16	2
E	Btwn Golden Lantern to Cooper Lantern	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
DEL PRADO SOUTH SIDE STREET																
F	W/o Ruby Lantern	4	3	6	7	8	5	5	5	3	4	3	3	2	8	1
G	Btwn Ruby Lantern to Amber Lantern	6	4	9	10	11	14	12	11	7	10	9	8	9	14	1
H	Btwn Amber Lantern to Violet Lantern	7	10	10	10	9	8	8	9	6	11	9	10	8	11	2
I	Btwn Violet Lantern to Golden Lantern	1	3	4	6	8	6	7	5	3	3	2	2	2	8	2
J	Btwn Golden Lantern to Cooper Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

No.	EASTSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Occupancy	Zone
1	Cooper Lantern	1	1	1	1	0	0	0	1	2	1	1	0	0	2	3
2	Golden Lantern N/o PCH	2	4	4	4	3	3	5	4	4	2	1	0	0	5	3
4	Violet Lantern N/o PCH	12	9	11	13	9	11	11	7	8	8	6	8	8	13	4
8	Blue Lantern N/o PCH	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
10	Blue Lantern Btwn Del Prado & Santa Clara	4	4	5	5	5	5	4	4	3	3	3	3	2	5	1
11	Blue Lantern S/o Santa Clara	5	5	4	2	3	5	4	4	2	6	5	2	0	6	1
13	Green Lantern Btwn Del Prado & Santa Clara	0	0	0	0	0	0	0	1	3	3	3	3	2	3	1
14	Green Lantern S/o Santa Clara	1	1	2	3	4	4	4	2	2	2	2	2	0	4	1
15	Ruby Lantern Btwn Del Prado & Alley	2	2	3	3	3	2	2	2	2	2	2	1	1	3	1
16	Amber Lantern Btwn Del Prado & Alley	11	1	0	1	1	1	1	0	0	0	0	0	0	6	2
17	Violet Lantern Btwn Del Prado & Alley	2	2	2	3	3	3	3	4	4	3	1	2	1	4	2
18	Golden Lantern Btwn Del Prado & Alley	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19	Golden Lantern Btwn PCH & Del Prado	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

No.	WESTSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Occupancy	Zone
1	Cooper Lantern	1	2	2	2	2	2	2	2	2	1	1	0	0	2	3
2	Golden Lantern N/o PCH	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
4	Violet Lantern N/o PCH	2	5	8	9	12	10	10	7	7	12	13	13	14	14	4
8	Blue Lantern N/o PCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10	Blue Lantern Btwn Del Prado & Santa Clara	3	3	1	1	1	1	0	0	0	1	1	1	0	3	1
11	Blue Lantern S/o Santa Clara	1	1	2	3	3	2	1	1	1	0	0	0	0	3	1
13	Green Lantern Btwn Del Prado & Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14	Green Lantern S/o Santa Clara	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
15	Ruby Lantern Btwn Del Prado & Alley	4	4	5	5	5	5	4	3	4	4	4	4	3	5	1
16	Amber Lantern Btwn Del Prado & Alley	4	4	2	4	2	2	2	1	1	2	3	2	0	4	1
17	Violet Lantern Btwn Del Prado & Alley	2	2	2	3	3	3	3	3	3	3	3	3	1	0	2
18	Golden Lantern Btwn Del Prado & Alley	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19	Golden Lantern Btwn PCH & Del Prado	1	1	1	0	0	2	2	3	1	1	0	0	0	3	2

No.	NORTHSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Occupancy	Zone
3	La Plaza Btwn Golden Lantern & Violet Lantern	8	12	14	14	12	13	10	12	14	13	8	8	6	14	4
5	Alley Btwn Amber Lantern & La Serena	3	3	2	2	2	2	2	2	2	6	6	5	5	6	1
6	Alley Btwn Ruby Lantern & Seville	6	6	6	4	4	4	4	4	3	1	1	1	0	6	1
7	Alley Btwn Seville & Blue Lantern	3	3	2	1	1	0	0	0	0	0	0	0	0	3	1
9	Del Prado Btwn Green Lantern & Blue Lantern	0	0	0												

Dana Point Parking Study

Project # 08-1039-001

Location: Pacific Coast Hwy Btwn Cooper Lantern St. & Blue Lantern
City: Dana Point

Day: Saturday
Date: 03/08/2008

No.	PCH NORTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Zone	
A	Btwn Cooper Lantern to Alcazar Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
B	Btwn Alcazar Dr to Malaga Dr	0	0	0	0	1	0	0	1	0	0	1	0	0	1	3
C	Btwn Malaga Dr to Silver Lantern	3	5	3	5	3	3	1	3	2	0	1	1	1	5	3
D	Btwn Silver Lantern to Colegio Dr	0	0	1	1	1	1	1	1	3	3	3	3	1	3	3
E	Btwn Colegio Dr to Golden Lantern	0	0	2	2	2	2	0	2	0	0	1	1	1	2	3
F	Btwn Golden Lantern to Violet Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
G	Btwn Violet Lantern to Encanto Ave	1	2	2	1	1	1	1	2	2	2	1	1	1	2	2
H	Btwn Encanto Ave to Amber Lantern	1	2	4	3	3	3	3	2	2	2	2	2	2	4	2
I	Btwn Amber Lantern to Granada Dr	3	3	3	3	3	4	4	4	3	3	3	2	2	4	1
J	Btwn Granada Dr to Ruby Lantern	2	3	4	4	6	4	4	4	3	3	2	2	2	6	1
K	Btwn Ruby Lantern to Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SAN MARINO PL NORTH SIDE STREET																
L	Btwn Amber Lantern to La Serena Dr	4	6	5	4	4	4	5	5	4	4	4	5	5	6	1
M	Btwn Ruby Lantern to Seville Pl	3	3	2	2	3	2	2	1	0	0	0	0	0	3	1

No.	PCH SOUTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Zone	
N	Btwn Alcazar Dr to Malaga Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
O	Btwn Malaga Dr to Silver Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
P	Btwn Silver Lantern to Colegio Dr	0	0	0	0	1	1	1	1	3	5	5	4	3	5	3
Q	Btwn Colegio Dr to Golden Lantern	0	0	0	0	0	1	1	1	1	1	1	0	0	1	3
R	Btwn Golden Lantern to Violet Lantern	2	2	3	3	3	3	3	2	1	2	3	2	2	3	2
S	Btwn Violet Lantern to Encanto Ave	2	3	3	3	3	3	3	2	2	4	8	6	6	8	2
T	Btwn Encanto Ave to Amber Lantern	0	0	0	0	0	1	1	1	2	1	1	0	1	2	2
U	Btwn Amber Lantern to Granada Dr	3	4	4	4	4	4	4	4	3	2	2	3	2	4	1
V	Btwn Granada Dr to Ruby Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
W	Btwn Ruby Lantern to Blue Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SAN MARINO PL SOUTH SIDE STREET																
X	Btwn Amber Lantern to La Serena Dr	2	5	6	6	6	6	7	7	6	6	6	6	6	7	1
Y	Btwn Ruby Lantern to Seville Pl	1	1	3	3	5	4	3	3	3	0	0	0	0	5	1

No.	EAST SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Zone	
Z	Alcazar Dr	2	2	1	2	0	2	0	0	0	0	0	0	0	2	3
AA	Malaga Dr	1	2	1	2	2	0	0	0	0	0	2	2	2	2	3
BB	Street of The Silver Lantern	0	0	0	0	2	5	4	3	2	2	0	1	0	5	3
CC	Colegio Dr	1	1	1	1	1	3	3	2	2	0	0	0	0	3	3
DD	Street of The Golden Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
EE	Street of The Violet Lantern N/o PCH	0	1	0	0	3	3	3	0	2	3	0	0	0	3	4
FF	Street of The Violet Lantern S/o PCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
GG	El Encanto Ave	1	1	1	1	1	1	0	2	2	1	1	1	1	2	2
HH	Street of The Amber Lantern N/o PCH	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2
II	Street of The Amber Lantern S/o PCH	1	1	1	2	3	2	4	4	3	3	3	2	2	4	2
JJ	Granada Dr	2	1	2	1	1	3	1	1	1	1	1	0	0	3	1
KK	Street of The Ruby Lantern N/o PCH	2	2	2	2	1	1	1	1	1	1	1	1	1	2	1
LL	Street of The Ruby Lantern S/o PCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

No.	WEST SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Zone	
MM	Alcazar Dr	1	1	1	1	1	0	0	0	0	0	0	0	0	1	3
NN	Malaga Dr	1	3	2	3	3	0	0	1	3	3	2	2	0	3	3
OO	Street of The Silver Lantern	0	0	0	0	1	3	3	3	2	2	1	2	2	3	3
PP	Colegio Dr	0	0	3	3	3	2	2	1	1	2	2	2	2	3	3
QQ	Street of The Golden Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
RR	Street of The Violet Lantern N/o PCH	2	2	0	2	3	2	3	2	3	3	0	0	0	3	2
SS	Street of The Violet Lantern S/o PCH	6	9	9	9	10	10	9	7	7	4	6	8	8	10	2
TT	El Encanto Ave	1	2	0	2	2	2	2	1	1	1	1	2	1	2	2
UU	Street of The Amber Lantern N/o PCH	3	3	3	3	3	3	3	4	4	4	4	4	3	4	1
VV	Street of The Amber Lantern S/o PCH	3	4	4	5	3	2	4	3	3	4	4	5	5	5	1
WW	Granada Dr	1	1	1	1	2	3	1	2	2	1	1	1	1	3	1
XX	Street of The Ruby Lantern N/o PCH	2	2	3	3	1	1	1	1	1	2	1	0	0	3	1
YY	Street of The Ruby Lantern S/o PCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Del Prado

No.	DEL PRADO NORTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Zone	
A	W/o Ruby Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B	Btwn Ruby Lantern to Amber Lantern	2	4	5	5	5	4	4	3	3	4	4	8	7	8	1
C	Btwn Amber Lantern to Violet Lantern	1	4	5	3	3	2	1	0	2	4	5	6	6	6	2
D	Btwn Violet Lantern to Golden Lantern	5	9	10	10	12	14	16	13	11	6	1	3	2	16	2
E	Btwn Golden Lantern to Cooper Lantern	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3

No.	DEL PRADO SOUTH SIDE STREET	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Zone	
F	W/o Ruby Lantern	0	0	1	1	1	1	1	1	2	3	4	8	8	8	1
G	Btwn Ruby Lantern to Amber Lantern	5	6	5	5	6	5	4	4	5	6	6	11	10	11	1
H	Btwn Amber Lantern to Violet Lantern	3	4	6	7	7	8	8	7	7	7	7	5	5	8	2
I	Btwn Violet Lantern to Golden Lantern	3	6	5	5	6	8	7	9	6	3	2	2	2	9	2
J	Btwn Golden Lantern to Cooper Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

New Counts

No.	EASTSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Zone	
1	Cooper Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2	Golden Lantern N/o PCH	0	0	1	1	1	1	0	0	0	0	0	0	0	1	3
4	Violet Lantern N/o PCH	9	12	11	12	12	11	11	9	10	10	9	10	11	12	4
8	Blue Lantern N/o PCH	0	1	2	2	1	2	2	1	0	0	0	0	0	2	1
10	Blue Lantern Btwn Del Prado & Santa Clara	1	2	3	4	4	4	5	4	4	4	3	5	4	5	1
11	Blue Lantern S/o Santa Clara	3	5	4	6	7	7	8	8	8	8	8	8	8	8	1
13	Green Lantern Btwn Del Prado & Santa Clara	0	1	1	1	1	1	1	1	1	1	1	4	4	4	1
14	Green Lantern S/o Santa Clara	2	3	3	4	5	5	9	12	15	17	18	25	23	25	1
15	Ruby Lantern Btwn Del Prado & Alley	0	0	0	0	0	0	0	1	2	2	3	3	3	3	1
16	Amber Lantern Btwn Del Prado & Alley	0	0	0	0	1	0	0	0	1	2	0	3	2	3	2
17	Violet Lantern Btwn Del Prado & Alley	0	0	0	0	1	0	0	2	2	2	2	2	2	2	2
18	Golden Lantern Btwn Del Prado & Alley	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19	Golden Lantern Btwn PCH & Del Prado	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3

No.	WESTSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Zone	
1	Cooper Lantern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2	Golden Lantern N/o PCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4	Violet Lantern N/o PCH	11	13	14	15	16	16	14	14	13	13	11	12	13	16	4
8	Blue Lantern N/o PCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10	Blue Lantern Btwn Del Prado & Santa Clara	0	1	0	0	0	0	1	0	1	1	1	3	3	3	1
11	Blue Lantern S/o Santa Clara	0	1	2	2	2	2	2	2	2	2	2	3	3	3	1
13	Green Lantern Btwn Del Prado & Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14	Green Lantern S/o Santa Clara	2	3	2	3	2	2	3	4	4	4	4	4	4	4	1
15	Ruby Lantern Btwn Del Prado & Alley	0	0	0	0	0	0	0	2	4	4	4	5	5	5	1
16	Amber Lantern Btwn Del Prado & Alley	1	2	2	1	2	3	3	2	2	2	2	1	0	3	1
17	Violet Lantern Btwn Del Prado & Alley	0	0	1	2	2	1	2	2	2	2	2	2	2	2	2
18	Golden Lantern Btwn Del Prado & Alley	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19	Golden Lantern Btwn PCH & Del Prado	0	0	1	0	1	2	2	1	1	0	1	0	2	2	2

No.	NORTHSIDE STREETS	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	Zone
3	La Plaza Btwn Golden Lantern & Violet Lantern	3	6	8	10	10	9	7	8						

3-Year True Demand (EX + City Code for New Development with 10% Reduction) vs. Supply (EX+New)

Block	Supply			Weekday		Weekend		Zone
	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	
1								
2	111	0	111	53	48%	102	92%	1
3	130	0	130	65	50%	89	68%	1
4	38	2	40	23	58%	19	48%	1
5	4	0	4	1	25%	2	50%	1
6	58	16	74	38	51%	52	70%	1
7	32	0	32	18	56%	13	41%	1
8	108	54	162	101	62%	96	59%	1
9	120	11	131	76	58%	78	60%	1
10	63	2	65	22	34%	20	31%	1
11	22	0	22	12	55%	12	55%	2
12	103	2	105	86	82%	69	66%	2
13	104	29	133	94	71%	95	72%	2
14	35	4	39	23	59%	21	54%	2
15	35	3	38	14	37%	14	37%	2
16	96	0	96	56	58%	16	17%	4
17	13	0	13	8	62%	8	62%	4
18	6	0	6	6	100%	6	100%	4
19	97	0	97	79	81%	81	84%	4
20	12	0	12	0	0%	3	25%	4
21	24	0	24	10	42%	9	38%	4
22	3	0	3	3	100%	2	67%	4
23	12	14	26	27	102%	22	83%	4
24	148	0	148	92	62%	83	56%	2
25	146	8	154	89	58%	56	36%	2
26	114	23	137	99	73%	81	59%	2
27	56	38	94	73	77%	46	49%	2
28	60	0	60	30	50%	12	20%	3
29	464	0	464	233	50%	181	39%	3
30	20	5	25	10	41%	8	33%	3
31	13	2	15	10	68%	8	54%	3
32	40	0	40	15	38%	24	60%	3
33	30	0	30	21	70%	21	70%	3
34	18	0	18	11	61%	4	22%	3
Total	2335	211	2546	1,498	59%	1,353	54%	

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	Extra
1	664	84	748	397	53%	471	63%	277
2	763	106	869	582	67%	477	55%	287
3	645	6	651	330	51%	258	40%	321
4	263	14	277	189	68%	147	53%	88
Total	2335	211	2546	1,498	59%	1,353	53%	974

Zone	On-street Parking	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	Extra	Need	Shortage
1	251	-40	211	124	59%	152	72%	59	6	53	
2	181	-21	160	108	68%	98	61%	52	7	45	
3	89	-39	50	22	44%	25	50%	25	1	24	
4	75	-1	74	54	73%	47	64%	20	2	18	
Total	596	-101	495	308	62%	322	65%	156	15	141	

Loss of on-street parking 101 spaces Already allocated to zones
10% Reduction of Demand 15

Total shortage using on-street parking	141
Total shortage NOT using on-street parking	-15

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply
1	915	44	959	521	54%	623	65%
2	944	85	1029	690	67%	575	56%
3	734	-33	701	352	50%	283	40%
4	338	13	351	243	69%	194	55%
Total	2931	110	3041	1,806	59%	1,675	55%

3-Year True Demand (EX + City Code for New Development with 50% Reduction) vs. Supply (EX+New)

Block	Supply			Weekday		Weekend		Zone
	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	
1								
2	111	0	111	53	48%	102	92%	1
3	130	0	130	65	50%	89	68%	1
4	38	1	39	23	59%	19	49%	1
5	4	0	4	1	25%	2	50%	1
6	58	13	71	38	54%	52	73%	1
7	32	0	32	18	56%	13	41%	1
8	108	41	149	101	68%	96	65%	1
9	120	7	127	76	60%	78	62%	1
10	63	1	64	22	34%	20	31%	1
11	22	0	22	12	55%	12	55%	2
12	103	1	104	86	83%	69	66%	2
13	104	19	123	94	76%	95	77%	2
14	35	3	38	23	61%	21	55%	2
15	35	2	37	14	38%	14	38%	2
16	96	0	96	56	58%	16	17%	4
17	13	0	13	8	62%	8	62%	4
18	6	0	6	6	100%	6	100%	4
19	97	0	97	79	81%	81	84%	4
20	12	0	12	0	0%	3	25%	4
21	24	0	24	10	42%	9	38%	4
22	3	0	3	3	100%	2	67%	4
23	12	8	20	27	135%	22	110%	4
24	148	0	148	92	62%	83	56%	2
25	146	7	153	89	58%	56	37%	2
26	114	17	131	99	76%	81	62%	2
27	56	28	84	73	87%	46	55%	2
28	60	0	60	30	50%	12	20%	3
29	464	0	464	233	50%	181	39%	3
30	20	3	23	10	44%	8	36%	3
31	13	1	14	10	71%	8	57%	3
32	40	0	40	15	38%	24	60%	3
33	30	0	30	21	70%	21	70%	3
34	18	0	18	11	61%	4	22%	3
Total	2335	149	2484	1,498	60%	1,353	54%	

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	Extra
1	664	62	726	397	55%	471	65%	255
2	763	76	839	582	69%	477	57%	257
3	645	4	649	330	51%	258	40%	319
4	263	8	271	189	70%	147	54%	82
Total	2335	149	2484	1,498	60%	1,353	54%	912

Zone	On-street Parking	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	Extra	Need	Shortage
1	251	-40	211	124	59%	152	72%	59	28	31	
2	181	-21	160	108	68%	98	61%	52	38	15	
3	89	-39	50	22	44%	25	50%	25	4	22	
4	75	-1	74	54	73%	47	64%	20	8	12	
Total	596	-101	495	308	62%	322	65%	156	77	79	

Loss of on-street parking 101 spaces Already allocated to zones
50% Reduction of Demand 77

Total shortage using on-street parking	79
Total shortage NOT using on-street parking	-77

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply
1	915	22	937	521	56%	623	66%
2	944	55	999	690	69%	575	58%
3	734	-36	699	352	50%	283	41%
4	338	7	345	243	70%	194	56%
Total	2931	48	2979	1,806	61%	1,675	56%

3-Year True Demand (EX + City Code for New Development with 25% Reduction) vs. Supply (EX+New)

Block	Supply			Weekday		Weekend		Zone
	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	
1								
2	111	0	111	53	48%	102	92%	1
3	130	0	130	65	50%	89	68%	1
4	38	2	40	23	58%	19	48%	1
5	4	0	4	1	25%	2	50%	1
6	58	15	73	38	52%	52	71%	1
7	32	0	32	18	56%	13	41%	1
8	108	49	157	101	64%	96	61%	1
9	120	9	129	76	59%	78	60%	1
10	63	2	65	22	34%	20	31%	1
11	22	0	22	12	55%	12	55%	2
12	103	2	105	86	82%	69	66%	2
13	104	25	129	94	73%	95	74%	2
14	35	4	39	23	60%	21	55%	2
15	35	2	37	14	38%	14	38%	2
16	96	0	96	56	58%	16	17%	4
17	13	0	13	8	62%	8	62%	4
18	6	0	6	6	100%	6	100%	4
19	97	0	97	79	81%	81	84%	4
20	12	0	12	0	0%	3	25%	4
21	24	0	24	10	42%	9	38%	4
22	3	0	3	3	100%	2	67%	4
23	12	12	24	27	113%	22	92%	4
24	148	0	148	92	62%	83	56%	2
25	146	7	153	89	58%	56	37%	2
26	114	20	134	99	74%	81	60%	2
27	56	35	91	73	81%	46	51%	2
28	60	0	60	30	50%	12	20%	3
29	464	0	464	233	50%	181	39%	3
30	20	4	24	10	42%	8	34%	3
31	13	2	15	10	69%	8	55%	3
32	40	0	40	15	38%	24	60%	3
33	30	0	30	21	70%	21	70%	3
34	18	0	18	11	61%	4	22%	3
Total	2335	188	2523	1,498	59%	1,353	54%	

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	Extra
1	664	76	740	397	54%	471	64%	269
2	763	94	857	582	68%	477	56%	275
3	645	5	650	330	51%	258	40%	320
4	263	12	275	189	69%	147	53%	86
Total	2335	188	2523	1,498	59%	1,353	54%	951

Zone	On-street Parking	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	Extra	Need	Shortage
1	251	-40	211	124	59%	152	72%	59	14	45	
2	181	-21	160	108	68%	98	61%	52	19	33	
3	89	-39	50	22	44%	25	50%	25	2	23	
4	75	-1	74	54	73%	47	64%	20	4	16	
Total	596	-101	495	308	62%	322	65%	156	39	118	

Loss of on-street parking 101 spaces Already allocated to zones
 25% Reduction of Demand 39

Total shortage using on-street parking	118
Total shortage NOT using on-street parking	-39

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply
1	915	36	951	521	55%	623	66%
2	944	73	1017	690	68%	575	57%
3	734	-34	700	352	50%	283	40%
4	338	11	349	243	70%	194	56%
Total	2931	87	3018	1,806	60%	1,675	56%

3-Year True Demand (EX + City Code for New Development with 33% Reduction) vs. Supply (EX+New)

Block	Supply			Weekday		Weekend		Zone
	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	
1								
2	111	0	111	53	48%	102	92%	1
3	130	0	130	65	50%	89	68%	1
4	38	1	39	23	58%	19	48%	1
5	4	0	4	1	25%	2	50%	1
6	58	14	72	38	53%	52	72%	1
7	32	0	32	18	56%	13	41%	1
8	108	46	154	101	66%	96	62%	1
9	120	8	128	76	59%	78	61%	1
10	63	1	64	22	34%	20	31%	1
11	22	0	22	12	55%	12	55%	2
12	103	1	104	86	82%	69	66%	2
13	104	23	127	94	74%	95	75%	2
14	35	3	38	23	60%	21	55%	2
15	35	2	37	14	38%	14	38%	2
16	96	0	96	56	58%	16	17%	4
17	13	0	13	8	62%	8	62%	4
18	6	0	6	6	100%	6	100%	4
19	97	0	97	79	81%	81	84%	4
20	12	0	12	0	0%	3	25%	4
21	24	0	24	10	42%	9	38%	4
22	3	0	3	3	100%	2	67%	4
23	12	11	23	27	119%	22	97%	4
24	148	0	148	92	62%	83	56%	2
25	146	7	153	89	58%	56	37%	2
26	114	19	133	99	74%	81	61%	2
27	56	32	88	73	83%	46	52%	2
28	60	0	60	30	50%	12	20%	3
29	464	0	464	233	50%	181	39%	3
30	20	3	23	10	43%	8	34%	3
31	13	1	14	10	70%	8	56%	3
32	40	0	40	15	38%	24	60%	3
33	30	0	30	21	70%	21	70%	3
34	18	0	18	11	61%	4	22%	3
Total	2335	175	2510	1,498	60%	1,353	54%	

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	Extra
1	664	72	736	397	54%	471	64%	265
2	763	88	851	582	68%	477	56%	269
3	645	5	650	330	51%	258	40%	320
4	263	11	274	189	69%	147	54%	85
Total	2335	175	2510	1,498	60%	1,353	54%	938

Zone	On-street Parking	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	Extra	Need	Shortage
1	251	-40	211	124	59%	152	72%	59	18	41	
2	181	-21	160	108	68%	98	61%	52	25	27	
3	89	-39	50	22	44%	25	50%	25	2	23	
4	75	-1	74	54	73%	47	64%	20	5	15	
Total	596	-101	495	308	62%	322	65%	156	51	105	

Loss of on-street parking 101 spaces Already allocated to zones
33% Reduction of Demand 51

Total shortage using on-street parking	105
Total shortage NOT using on-street parking	-51

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply
1	915	32	947	521	55%	623	66%
2	944	67	1011	690	68%	575	57%
3	734	-34	700	352	50%	283	40%
4	338	10	348	243	70%	194	56%
Total	2931	74	3005	1,806	60%	1,675	56%

10-Year True Demand (EX + City Code for New Development with 10% Reduction) vs. Supply (EX+New)

Block	Supply			Weekday		Weekend		Zone
	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	
1								
2	111	0	111	53	48%	102	92%	1
3	130	0	130	65	50%	89	68%	1
4	38	11	49	33	68%	29	59%	1
5	4	0	4	1	25%	2	50%	1
6	58	121	179	148	83%	162	90%	1
7	32	0	32	18	56%	13	41%	1
8	108	408	516	476	92%	471	91%	1
9	120	74	194	145	75%	147	76%	1
10	63	11	74	32	43%	30	41%	1
11	22	0	22	12	55%	12	55%	2
12	103	16	119	102	86%	85	71%	2
13	104	215	319	295	93%	296	93%	2
14	35	21	56	41	73%	39	70%	2
15	35	39	74	54	73%	54	73%	2
16	96	0	96	56	58%	16	17%	4
17	13	0	13	8	62%	8	62%	4
18	6	0	6	6	100%	6	100%	4
19	97	0	97	79	81%	81	84%	4
20	12	0	12	0	0%	3	25%	4
21	24	0	24	10	42%	9	38%	4
22	3	0	3	3	100%	2	67%	4
23	12	185	197	216	110%	211	107%	4
24	148	0	148	92	62%	83	56%	2
25	146	72	218	157	72%	124	57%	2
26	114	165	279	250	90%	232	83%	2
27	56	284	340	334	98%	307	90%	2
28	60	0	60	30	50%	12	20%	3
29	464	0	464	233	50%	181	39%	3
30	20	42	62	52	83%	50	80%	3
31	13	16	29	26	89%	24	82%	3
32	40	0	40	15	38%	24	60%	3
33	30	0	30	21	70%	21	70%	3
34	18	0	18	11	61%	4	22%	3
Total	2335	1679	4014	3,074	80%	2,929	77%	

Zone

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply
1	664	624	1288	971	75%	1,045	81%
2	763	811	1574	1,337	85%	1,232	78%
3	645	59	704	388	55%	316	45%
4	263	185	448	378	84%	336	75%
Total	2335	1679	4014	3,074	77%	2,929	73%

Zone On-street Parking

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	Extra	Need	Shortage
1	251	-40	211	124	59%	152	72%	59	40	19
2	181	-21	160	108	68%	98	61%	52	57	-5
3	89	-39	50	22	44%	25	50%	25	7	19
4	75	-1	74	54	73%	47	64%	20	21	-1
Total	596	-101	495	308	62%	322	65%	156	123	33

Loss of on-street parking 101 spaces Already allocated to zones
10% Reduction of Demand 123

Total shortage using on-street parking	33
Total shortage NOT using on-street parking	-123

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply
1	915	584	1499	1,095	73%	1,197	80%
2	944	790	1734	1,445	83%	1,330	77%
3	734	20	754	410	54%	341	45%
4	338	184	522	432	83%	383	73%
Total	2931	1578	4509	3,382	75%	3,251	72%

10-Year True Demand (EX + City Code for New Development with 25% Reduction) vs. Supply (EX+New)

Block	Supply			Weekday		Weekend		Zone
	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	
1								
2	111	0	111	53	48%	102	92%	1
3	130	0	130	65	50%	89	68%	1
4	38	9	47	33	70%	29	62%	1
5	4	0	4	1	25%	2	50%	1
6	58	112	170	148	87%	162	95%	1
7	32	0	32	18	56%	13	41%	1
8	108	372	480	476	99%	471	98%	1
9	120	63	183	145	79%	147	80%	1
10	63	9	72	32	44%	30	42%	1
11	22	0	22	12	55%	12	55%	2
12	103	14	117	102	88%	85	73%	2
13	104	189	293	295	101%	296	101%	2
14	35	20	55	41	75%	39	72%	2
15	35	32	67	54	80%	54	80%	2
16	96	0	96	56	58%	16	17%	4
17	13	0	13	8	62%	8	62%	4
18	6	0	6	6	100%	6	100%	4
19	97	0	97	79	81%	81	84%	4
20	12	0	12	0	0%	3	25%	4
21	24	0	24	10	42%	9	38%	4
22	3	0	3	3	100%	2	67%	4
23	12	154	166	216	130%	211	127%	4
24	148	0	148	92	62%	83	56%	2
25	146	67	213	157	74%	124	58%	2
26	114	149	263	250	95%	232	88%	2
27	56	257	313	334	107%	307	98%	2
28	60	0	60	30	50%	12	20%	3
29	464	0	464	233	50%	181	39%	3
30	20	35	55	52	94%	50	90%	3
31	13	14	27	26	98%	24	91%	3
32	40	0	40	15	38%	24	60%	3
33	30	0	30	21	70%	21	70%	3
34	18	0	18	11	61%	4	22%	3
Total	2335	1494	3829	3,074	80%	2,929	77%	

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply
1	664	565	1229	971	79%	1,045	85%
2	763	726	1489	1,337	90%	1,232	83%
3	645	49	694	388	56%	316	46%
4	263	154	417	378	91%	336	81%
Total	2335	1494	3829	3,074	80%	2,929	77%

Zone	On-street Parking	Extra	Need	Shortage						
1	251	-40	211	124	59%	152	72%	59	99	-40
2	181	-21	160	108	68%	98	61%	52	142	-90
3	89	-39	50	22	44%	25	50%	25	16	9
4	75	-1	74	54	73%	47	64%	20	51	-31
Total	596	-101	495	308	62%	322	65%	156	308	-152

Loss of on-street parking 101 spaces Already allocated to zones
 25% Reduction of Demand 308

Total shortage using on-street parking	-152
Total shortage NOT using on-street parking	-308

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply
1	915	525	1440	1,095	76%	1,197	83%
2	944	705	1649	1,445	88%	1,330	81%
3	734	10	744	410	55%	341	46%
4	338	153	491	432	88%	383	78%
Total	2931	1393	4324	3,382	78%	3,251	75%

10-Year True Demand (EX + City Code for New Development with 33% Reduction) vs. Supply (EX+New)

Block	Supply			Weekday		Weekend		Zone
	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	
1								
2	111	0	111	53	48%	102	92%	1
3	130	0	130	65	50%	89	68%	1
4	38	8	46	33	72%	29	63%	1
5	4	0	4	1	25%	2	50%	1
6	58	108	166	148	89%	162	98%	1
7	32	0	32	18	56%	13	41%	1
8	108	352	460	476	103%	471	102%	1
9	120	58	178	145	82%	147	83%	1
10	63	8	71	32	45%	30	42%	1
11	22	0	22	12	55%	12	55%	2
12	103	12	115	102	89%	85	74%	2
13	104	175	279	295	106%	296	106%	2
14	35	19	54	41	76%	39	73%	2
15	35	29	64	54	85%	54	85%	2
16	96	0	96	56	58%	16	17%	4
17	13	0	13	8	62%	8	62%	4
18	6	0	6	6	100%	6	100%	4
19	97	0	97	79	81%	81	84%	4
20	12	0	12	0	0%	3	25%	4
21	24	0	24	10	42%	9	38%	4
22	3	0	3	3	100%	2	67%	4
23	12	137	149	216	145%	211	141%	4
24	148	0	148	92	62%	83	56%	2
25	146	64	210	157	75%	124	59%	2
26	114	141	255	250	98%	232	91%	2
27	56	242	298	334	112%	307	103%	2
28	60	0	60	30	50%	12	20%	3
29	464	0	464	233	50%	181	39%	3
30	20	31	51	52	101%	50	97%	3
31	13	12	25	26	104%	24	96%	3
32	40	0	40	15	38%	24	60%	3
33	30	0	30	21	70%	21	70%	3
34	18	0	18	11	61%	4	22%	3
Total	2335	1395	3730	3,074	82%	2,929	79%	

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply
1	664	533	1197	971	81%	1,045	87%
2	763	681	1444	1,337	93%	1,232	85%
3	645	44	689	388	56%	316	46%
4	263	137	400	378	94%	336	84%
Total	2335	1395	3730	3,074	82%	2,929	79%

Zone	On-street Parking	Extra	Need	Shortage						
1	251	-40	211	124	59%	152	72%	59	131	-72
2	181	-21	160	108	68%	98	61%	52	187	-135
3	89	-39	50	22	44%	25	50%	25	21	4
4	75	-1	74	54	73%	47	64%	20	68	-48
Total	596	-101	495	308	62%	322	65%	156	407	-251

Loss of on-street parking 101 spaces Already allocated to zones
33% Reduction of Demand 407

Total shortage using on-street parking	-251
Total shortage NOT using on-street parking	-407

Zone	Total	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply
1	915	493	1408	1,095	78%	1,197	85%	
2	944	660	1604	1,445	90%	1,330	83%	
3	734	5	739	410	56%	341	46%	
4	338	136	474	432	91%	383	81%	
Total	2931	1294	4225	3,382	80%	3,251	77%	

10-Year True Demand (EX + City Code for New Development with 50% Reduction) vs. Supply (EX+New)

Block	Supply			Weekday		Weekend		Zone
	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply	
1								
2	111	0	111	53	48%	102	92%	1
3	130	0	130	65	50%	89	68%	1
4	38	6	44	33	75%	29	66%	1
5	4	0	4	1	25%	2	50%	1
6	58	98	156	148	95%	162	104%	1
7	32	0	32	18	56%	13	41%	1
8	108	311	419	476	114%	471	112%	1
9	120	46	166	145	88%	147	89%	1
10	63	6	69	32	46%	30	43%	1
11	22	0	22	12	55%	12	55%	2
12	103	9	112	102	91%	85	76%	2
13	104	145	249	295	118%	296	119%	2
14	35	17	52	41	79%	39	75%	2
15	35	22	57	54	96%	54	96%	2
16	96	0	96	56	58%	16	17%	4
17	13	0	13	8	62%	8	62%	4
18	6	0	6	6	100%	6	100%	4
19	97	0	97	79	81%	81	84%	4
20	12	0	12	0	0%	3	25%	4
21	24	0	24	10	42%	9	38%	4
22	3	0	3	3	100%	2	67%	4
23	12	103	115	216	189%	211	184%	4
24	148	0	148	92	62%	83	56%	2
25	146	58	204	157	77%	124	61%	2
26	114	124	238	250	105%	232	98%	2
27	56	211	267	334	125%	307	115%	2
28	60	0	60	30	50%	12	20%	3
29	464	0	464	233	50%	181	39%	3
30	20	24	44	52	120%	50	115%	3
31	13	9	22	26	118%	24	109%	3
32	40	0	40	15	38%	24	60%	3
33	30	0	30	21	70%	21	70%	3
34	18	0	18	11	61%	4	22%	3
Total	2335	1186	3521	3,074	87%	2,929	83%	

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply
1	664	466	1130	971	86%	1,045	92%
2	763	585	1348	1,337	99%	1,232	91%
3	645	33	678	388	57%	316	47%
4	263	103	366	378	103%	336	92%
Total	2335	1186	3521	3,074	87%	2,929	83%

Zone	On-street Parking	Extra	Need	Shortage						
1	251	-40	211	124	59%	152	72%	59	198	-139
2	181	-21	160	108	68%	98	61%	52	284	-232
3	89	-39	50	22	44%	25	50%	25	33	-8
4	75	-1	74	54	73%	47	64%	20	103	-83
Total	596	-101	495	308	62%	322	65%	156	617	-461

Loss of on-street parking 101 spaces Already allocated to zones
50% Reduction of Demand 617

Total shortage using on-street parking	-461
Total shortage NOT using on-street parking	-617

Zone	EX	New	Total	Peak Hour Demand	Demand/Supply	Peak Hour Demand	Demand/Supply
1	915	426	1341	1,095	82%	1,197	89%
2	944	564	1508	1,445	96%	1,330	88%
3	734	-7	728	410	56%	341	47%
4	338	102	440	432	98%	383	87%
Total	2931	1085	4016	3,382	84%	3,251	81%

Appendix C

City Code Required Parking Supply in the Study Area

City Code Requirement - 3-Year Conditions for New Development

Block	3-Year NEW LAND USE							City Code Parking Requirement						City Code Parking (25% reduction for retail, restaurant, and office)						City Code Parking (33% reduction for retail, restaurant, and office)						City Code Parking (10% reduction for retail, restaurant, and office)						City Code Parking (50% reduction for retail, restaurant, and office)					
	Total Retail / Restaurant ¹	Retail	Restaurant	Office	Housing	Hotel	Other	Retail	Restaurant	Office	Housing	Hotel	Total	Retail	Restaurant	Office	Housing	Hotel	Total	Retail	Restaurant	Office	Housing	Hotel	Total	Retail	Restaurant	Office	Housing	Hotel	Total	Retail	Restaurant	Office	Housing	Hotel	Total
1	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	314	215	99	0		0		1	1	0	0	0	2	1	1	0	0	0	2	1	1	0	0	0	2	1	1	0	0	0	2	1	1	0	0	2	1
5	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1,688	1,158	530	-235	4			4	5	-1	9	0	17	3	4	-1	9	0	15	3	3	-1	9	0	14	4	5	-1	9	0	16	2	3	-1	9	0	13
7	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	6,033	4,138	1,895	0	10			14	19	0	24	0	57	11	14	0	24	0	49	9	13	0	24	0	46	13	17	0	24	0	54	7	10	0	24	0	41
9	2,596	1,780	815	-837	1			6	8	-3	1	0	12	5	6	-2	1	0	9	4	5	-2	1	0	8	5	7	-3	1	0	11	3	4	-2	1	0	7
10	311	213	98	0		0		1	1	0	0	0	2	1	1	0	0	2	1	1	0	0	0	2	1	1	0	0	0	2	1	1	0	0	0	2	1
11	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	452	310	142	0		0		1	1	0	0	0	2	1	1	0	0	2	1	1	0	0	0	2	1	1	0	0	0	2	1	1	0	0	0	2	1
13	4,317	2,961	1,356	0	3			10	14	0	7	0	31	8	11	0	7	0	25	7	9	0	7	0	23	9	13	0	7	0	29	5	7	0	7	0	19
14	245	168	77	0	1			1	1	0	2	0	4	1	1	0	2	0	4	1	1	0	2	0	3	1	1	0	2	0	4	1	1	0	2	0	3
15	-612	-420	-192	1,683		0		-1	-2	6	0	0	3	-1	-2	5	0	2	-1	-1	4	0	0	2	-1	-2	5	0	3	-1	-1	3	0	0	2	-1	
16	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	-571	-391	-179	5,721		0		-1	-2	19	0	0	16	-1	-2	14	0	12	-1	-1	13	0	0	11	-1	-2	17	0	14	-1	-1	10	0	0	8	-1	
24	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	0	0	0	936	2			0	0	3	5	0	8	0	0	2	5	0	7	0	0	2	5	0	7	0	0	3	5	0	8	0	0	2	5	0	7
26	2,927	2,008	919	-368	4			7	9	-1	9	0	24	5	7	-1	9	0	20	5	6	-1	9	0	19	6	8	-1	9	0	23	4	5	-1	9	0	17
27	5,244	3,597	1,647	-697	6			12	16	-2	15	0	41	9	12	-2	15	0	35	8	11	-1	15	0	32	11	14	-2	15	0	38	6	8	-1	15	0	28
28	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	531	365	167	631		0		1	2	2	0	0	5	1	2	2	0	4	1	1	1	0	0	3	1	2	2	0	0	5	1	1	1	0	0	3	1
31	444	305	140	0		0		1	1	0	0	0	2	1	1	0	0	2	1	1	0	0	0	2	1	1	0	0	2	1	1	0	0	0	0	2	1
32	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	23,921	16,408	7,513	6,833	30	0		57	74	23	72	0	226	43	56	17	72	0	188	38	50	15	72	0	175	51	67	21	72	0	211	29	37	12	72	0	149

	City Code	Description	Allocation	39	51	15	77
Retail	0.0033333	1/300 SF	1	14	18	6	28
Restaurant	0.01	1/100 SF	2	19	25	7	38
Office	0.0033333	1/300 SF	3	2	2	3	4
Housing	2.4	1.7/1 bed, 2.2/2 beds, 2.7/3+ beds	4	4	5	4	8
Hotel	1	1/guest room plus additional parking as required for accessory use	4	4	5	4	8
			total	39	51	15	77

¹ Retail / Restaurant was broken down using the 75% / 25% ratio given in the Development Analysis and Recommended Planning Concepts Report

Allocation	1	2	3	4	total
	7,506	8,624	669	-391	16,408
	3,437	3,949	306	-179	7,513
	-1,071	1,553	631	5,721	6,833
	14	16	0	0	30

City Code Requirement - 10-Year Conditions for New Development

Block	10-Year NEW LAND USE						City Code Parking Requirement					City Code Parking (25% reduction for retail, restaurant, and office)					City Code Parking (33% reduction for retail, restaurant, and office)					City Code Parking (10% reduction for retail, restaurant, and office)					City Code Parking (50% reduction for retail, restaurant, and office)											
	Total Retail / Restaurant ¹	Retail	Restaurant	Office	Housing	Hotel	Other	Retail	Restaurant	Office	Housing	Hotel	Total	Retail	Restaurant	Office	Housing	Hotel	Total	Retail	Restaurant	Office	Housing	Hotel	Total	Retail	Restaurant	Office	Housing	Hotel	Total							
1	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
2	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
3	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
4	2,524	1,893	631	0		0		6	6	0	0	0	12	5	5	0	0	0	9	4	4	0	0	0	8	5	5	0	0	11	3	3	0	0	0	6		
5	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6	13,563	10,172	3,391	-2,790	28			34	34	-9	68	0	127	26	26	-7	68	0	112	23	23	-6	68	0	108	31	31	-8	68	0	121	17	17	-5	68	0	98	
7	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8	48,468	36,351	12,117	0	79			121	121	0	190	0	432	91	91	0	190	0	372	81	81	0	190	0	352	109	109	0	190	0	408	61	61	0	190	0	311	
9	20,852	15,639	5,213	-9,944	4			52	52	-33	10	0	81	39	39	-25	10	0	63	35	35	-22	10	0	58	47	47	-30	10	0	74	26	26	-17	10	0	46	
10	2,497	1,873	624	0		0		6	6	0	0	0	12	5	5	0	0	0	9	4	4	0	0	0	8	5	5	0	0	11	3	3	0	0	0	6		
11	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12	3,627	2,721	907	0		0		9	9	0	0	0	18	7	7	0	0	0	14	6	6	0	0	0	12	8	8	0	0	16	5	5	0	0	0	9		
13	34,684	26,013	8,671	0	24			87	87	0	58	0	232	65	65	0	58	0	189	58	58	0	58	0	175	78	78	0	58	0	215	44	44	0	58	0	145	
14	1,969	1,477	492	0	5			5	5	0	12	0	22	4	4	0	12	0	20	3	3	0	12	0	19	5	5	0	12	0	21	3	3	0	12	0	17	
15	-4,917	-3,688	-1,229	20,000				-12	-12	67	0	0	43	-9	-9	50	0	0	32	-8	-8	45	0	0	29	-11	-11	60	0	0	39	-6	-6	34	0	0	22	
16	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	-4,584	-3,438	-1,146	68,000				-11	-11	227	0	0	205	-8	-8	170	0	0	154	-7	-7	152	0	0	137	-10	-10	204	0	0	185	-6	-6	114	0	0	103	
24	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
25	0	0	0	11,122	16			0	0	37	39	0	76	0	0	28	39	0	67	0	0	25	39	0	64	0	0	33	39	0	72	0	0	19	39	0	58	
26	23,512	17,634	5,878	-4,374	30			59	59	-15	72	0	175	44	44	-11	72	0	149	40	40	-10	72	0	141	53	53	-14	72	0	165	30	30	-8	72	0	124	
27	42,130	31,598	10,533	-8,290	50			105	105	-28	120	0	302	79	79	-21	120	0	257	70	70	-19	120	0	242	95	95	-25	120	0	284	53	53	-14	120	0	211	
28	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
29	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	4,269	3,202	1,067	7,500				11	11	25	0	0	47	8	8	19	0	0	35	7	7	17	0	0	31	10	10	23	0	0	42	6	6	13	0	0	24	
31	3,570	2,678	893	0		0		9	9	0	0	0	18	7	7	0	0	0	14	6	6	0	0	0	12	8	8	0	0	16	5	5	0	0	0	9		
32	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
33	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	0	0	0	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	192,165	144,124	48,041	81,224	237	0		481	481	271	569	0	1,802	361	361	203	569	0	1,494	322	322	182	569	0	1,395	433	433	244	569	0	1,679	241	241	136	569	0	1,186	

	City Code	Description	Allocation	308 Need shared parking spaces	407 Need shared parking spaces	123 Need shared parking spaces	617 Need shared parking spaces
Retail	0.0033333	1/300 SF	1	99	131	40	198
Restaurant	0.01	1/100 SF	2	868	187	57	284
Office	0.0033333	1/300 SF	3	65	21	7	33
Housing	2.4	1.7/1 bed, 2.2/2 beds, 2.7/3+ beds	4	205	68	21	103
Hotel	1	1/guest room plus additional parking as required for accessory use	4	1,802	407	123	617
			total	308	407	123	617

¹ Retail / Restaurant was broken down using the 75% / 25% ratio given in the Development Analysis and Recommended Planning Concepts Report

Allocation	1	2	3	4	total
1	65,928	21,976	-12,734	112	
2	75,754	25,251	18,458	125	
3	5,880	1,960	7,500	0	
4	-3,438	-1,146	68,000	0	
total	144,124	48,041	81,224	237	