

# City of Los Alamitos

## Agenda Report Discussion Items

October 19, 2015  
Item No: 11A

**To:** Mayor Richard D. Murphy & Members of the City Council

**Via:** Bret M. Plumlee, City Manager

**From:** Steven A. Mendoza, Development Services Director  
on Behalf of the Parking Solutions Working Group

**Subject:** Parking Reform within the Commercial Area of Old Town East and  
Medical Area

**Summary:** This Staff Report provides a basis for parking reform within the commercial area of Old Town East and the Medical Area to decrease the opportunities for all day employee parking in the public parking spaces within the area.

**Recommendation:** Review, discuss and provide direction to Staff regarding the implementation of various parking reform measures.

## Background

All day street parking has become the preferred choice for employees in the commercial area of Old Town East and the Medical Center area, as it is conveniently located and free. The result is automobiles parked for long periods of time with little turnover of parking. The City seeks a solution. Recognizing that Los Alamitos continues to have parking problems and those problems have existed for over 15 years, in September 2014, the City created a Parking Solutions Working Group to investigate parking solutions including Enforcement, Parking Time Limits and Parking Meters within the commercial area of Old Town East and the Medical Center Area.

## Discussion

Since parking is such a costly asset to provide, the City is carefully considering opportunities to maximize use of current parking assets. In addition, the City is looking to implement new practices that better align parking services with community expectations and the reality – and opportunity – of a high demand for parking in some locations. The goal is:

- Provide customer-friendly experience for convenience & access.
- Maintain a responsibility to optimize public investment in parking.
- Maintain small town, walkable form that has evolved over years of purposeful planning and growth.
- Support a “park once”, pedestrian-friendly vision that encourages walking around the area but allows for choice of where to park.
- Facilitate economic development through flexible policies.
- Discourage the use of public spaces by area employees.

To that end, the Working Group met biweekly to define the region, address necessary infrastructure, develop a Request For Proposal, review proposals, suggest alternatives, discuss outreach and study the existing parking conditions within the area. The Working Group has developed a report on the parking issue; that report entitled: Old Town East and Medical Area Parking Report, is included as Attachment 1. The report outlines the current parking situation in the area and provides for four recommendations from the Working Group for consideration by City Council.

Staff is seeking direction from the City Council toward implementation of the following recommendations:

**Step 1      Increased Enforcement**

Parking enforcement does serve an important function in keeping prime parking spaces available to customers. Where enforcement is weak and rates are low, employees will have a tendency to park in a location that is most convenient for them. Customers, arriving later than first-shift employees, can't park in these convenient spaces and must look a block or two away. With the recent hire of a second Police Aide dedicated to Parking Enforcement, Staff has implemented this step toward enforcement of area parking. This will assist with a better understanding of the parking situation in the area and will double the enforcement presence. Enforcement should be increased using guidelines for best management practices. This recent expansion of an officer will improve the customer experience. The City's 2015-16 Budget provided the funds to hire a Police Aide to perform parking enforcement.

**Step 2      Implement Additional Time Limited Parking**

It is the Parking Solutions Working Group's belief that improved enforcement and implementation of time limitations will force employees back onto their employer's site which will then free up much needed parking in the area. As an interim measure, the City's Staff is proposing to establish time limits (2 hour or 3 hour) that would be strictly enforced with additional police staffing. The primary alternative that cities can use to create vacancies in prime parking spaces is to set time limits and give tickets to violators. Time limits, however, bring several disadvantages: enforcement of time limits is labor-intensive and difficult. Downtown

employees, who quickly become familiar with enforcement patterns, often become adept at the "two hour shuffle", moving their cars regularly or swapping spaces with a coworker several times during the workday. Even with strictly enforced time limits, if there is no incentive to persuade employees to seek less convenient, bargain-priced spots, employees will probably still park in prime spaces.

**Step 3 Second Parking Assessment**

After implementing the additional parking enforcement and time limits Staff will then re-evaluate the parking situation in the area and will engage the Parking Consultant to complete a second parking assessment to determine the parking capacity post implementation in the hope that the peak demand will have been reduced from 11 a.m. to 2 p.m.

**Step 4 Establish Paid (Meter) Parking**

After the second parking assessment is completed, if parking demand is not reduced to the desired level, Staff will recommend exploring other parking solutions including parking meters. This will ensure parking availability for visitors along the blocks in the subject area that experience the highest parking occupancy rates. The goal of the paid parking pilot program is a significant reduction in the abuse of time limited spaces by employees who park all day, thereby improving parking space availability for visitors, and ease the overall experience of people who drive to the area.

**Fiscal Impact**

The cost for implementation of the various recommendations will be brought to the City Council prior to implementation as a separate action.

Submitted By:



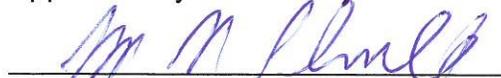
Steven Mendoza  
Development Services Director

Prepared By:



David Hunt  
City Engineer

Approved By:



Bret M. Plumlee  
City Manager

*Attachments: 1. Old Town East & Medical Area Parking Report  
2. Fehr & Peers Parking Assessment*

# **The City of Los Alamitos' Old Town East & Medical Area Parking Report**

*Presented By: Parking Solutions Working Group*

## **Executive Summary**

Los Alamitos has a thriving downtown but is constrained by limited parking supply. A parking demand study showed that parking occupancy peaked at 85% to 93% from 11 a.m. to 2 p.m. with certain streets above 80% most of the day. Since people tend to shop and dine at the most convenient locations, the lack of parking supply limits business growth and expansion. In addition, the parking supply problem has a direct impact on traffic congestion which affects the community's quality of life. Therefore, the City formed a Parking Solutions Working Group to investigate parking solutions.

The Los Alamitos Parking Solutions Working Group has finalized a recommendation for parking reform in the commercial area of Old Town East and the Medical Center Area necessary for the long term success of area public parking. Los Alamitos is fortunate to have a vital commercial and medical area parking "problem" as it reflects a thriving environment. Storing cars requires space, and since most downtowns were not designed with ubiquitous automobiles in mind, they simply lack space to store the volume of cars in high demand locations without effective parking management programs to shift parking into underutilized areas. The City of Los Alamitos finds itself in similar circumstances experienced by other communities where parking efficiencies have been effectively maximized with current parking management techniques and parking supply. Proposed recommendations will significantly change parking management in the area. Recommendations are based on a deliberate process driven by data, literature review, public input, case studies, and Working Group members' acquired understanding of parking principles and best management practices.

## **Recommendation**

### **Step 1 Increased Enforcement**

Parking enforcement does serve an important function in keeping prime parking spaces available to customers. Where enforcement is weak and rates are low, employees will have a tendency to park in a location that is most convenient for them. Customers, arriving later than first-shift employees, can't park in these convenient spaces and must look a block or two away. With the recent hire of a second Police Aide dedicated to Parking Enforcement, Staff has implemented this step toward enforcement of area parking. This will assist with a better understanding of the parking situation in the area and will double the enforcement presence. Enforcement should be increased using guidelines for best management practices. This recent expansion of an officer will improve the customer experience. The City's 2015-16 Budget provided the funds to hire a Police Aide to perform parking enforcement.

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## **Introduction**

Parking within urban commercial areas serve numerous stakeholders, demands flexibility for growth, and needs management. As such, development of a strategic parking management solution is critical. To assist with this approach, the City of Los Alamitos has been studying the parking situation within one area of the City of Los Alamitos. The study serves as the foundation to look deeper and more strategic than previously into the management of our parking system. This report focuses upon street parking (aka offsite) which is the parking owned and operated by the City. This report does not analyze private parking spaces (aka on-site) within the area, although it does provide some references within the parking study. There is one exception and that is the City owned parking lot on Pine Avenue which includes 25 parking spaces.

Constrained space, high parking demand, and limited parking supply are perfect ingredients for a parking problem. These issues and problems have existed for over 15 since the last comprehensive downtown parking management plan was completed.

In September 2014, the City created a Parking Solutions Working Group to investigate parking solutions which included Enforcement, Parking Time Limits and Parking Meters within the commercial area of Old Town East and the Medical Center Area.

## **Working Toward a Solution**

Since parking is a costly asset to provide, the City is carefully considering opportunities to maximize use of current public parking assets. In addition, the City is looking to implement new practices that better align public parking services with community expectations and the reality – and opportunity – of a high demand for public parking in some locations. The goal being:

- Provide customer-friendly experience for convenience & access.
- Maintain a responsibility to optimize public investment in parking.
- Maintain small town, walkable form that has evolved over years of purposeful planning and growth.
- Support a “park once”, pedestrian-friendly vision that encourages walking around the area but allows for choice of where to park.
- Facilitate economic development through flexible policies.
- Discourage the use of public spaces by area employees.



The Working Group met bi-weekly to define the region, address necessary infrastructure, study the existing parking conditions within the area, develop a cost analysis for meters, review meter proposals, suggest alternatives and to discuss outreach.

Parking issues cut across various policies and considerations. Our approach includes the evaluation of current and future parking conditions, policies and practices, and financial considerations, all of which shape our future recommendations. The Parking Solutions Working Group completed a 7-month process of studying area parking, reviewing national research and best practices, conducting outreach, and refining recommendations. Los Alamitos features unique characteristics that evolved from years of suburban growth, industry growth and changes in retail uses within commercial properties. The challenge is to develop solutions that will improve upon the delivery of

public parking services in the context of the broader quality of life goals for Los Alamitos.

A parking problem is a good one to have, considering the circumstances of many less successful commercial areas. Parking is one of many variables influencing success of an area. Urban areas provide shopping variety, gathering places for social interaction, and sensory stimulation (architecture, streetscape amenities, ambience), all contributing to a difficult-to-define “sense of place”; critical factors that compel visitors and customers to visit because the experience is unique. Whether the ultimate destination is a coffee shop, boutique shop, national or independent retail chain, specialized restaurant, park, St. Isidore Historical Site, doctors appointment, community event, or any combination thereof, the Los Alamitos experience cannot be replicated in a suburban strip mall. While a legitimate question can be raised whether Los Alamitos has an ideal balance of uses, this topic is best left for separate consideration. Regardless, Los Alamitos' existing strengths are the foundation upon which continued prosperity can be built, and for which changes in parking management and supply can support.

### **Project Approach**

The City of Los Alamitos began exploring parking solutions and in September 2014, the City created a Parking Solutions Working Group consisting of the City Manager, Department Heads, Traffic Engineer, City Engineer and Police Staff to develop a parking management plan to provide more effective, enduring improvements in the commercial area of Old Town East and the Medical Center area. The task was to investigate parking related solutions including Parking Meters and Parking Time Limits. The Parking Solutions Working Group completed a 7-month process of studying area parking, reviewing national research and best practices, and refining recommendations. The result is this parking analysis and subsequent plan to guide the management of a parking system whose popularity has quickly outpaced the parking policies more appropriate for a different era.

### **Study Area**

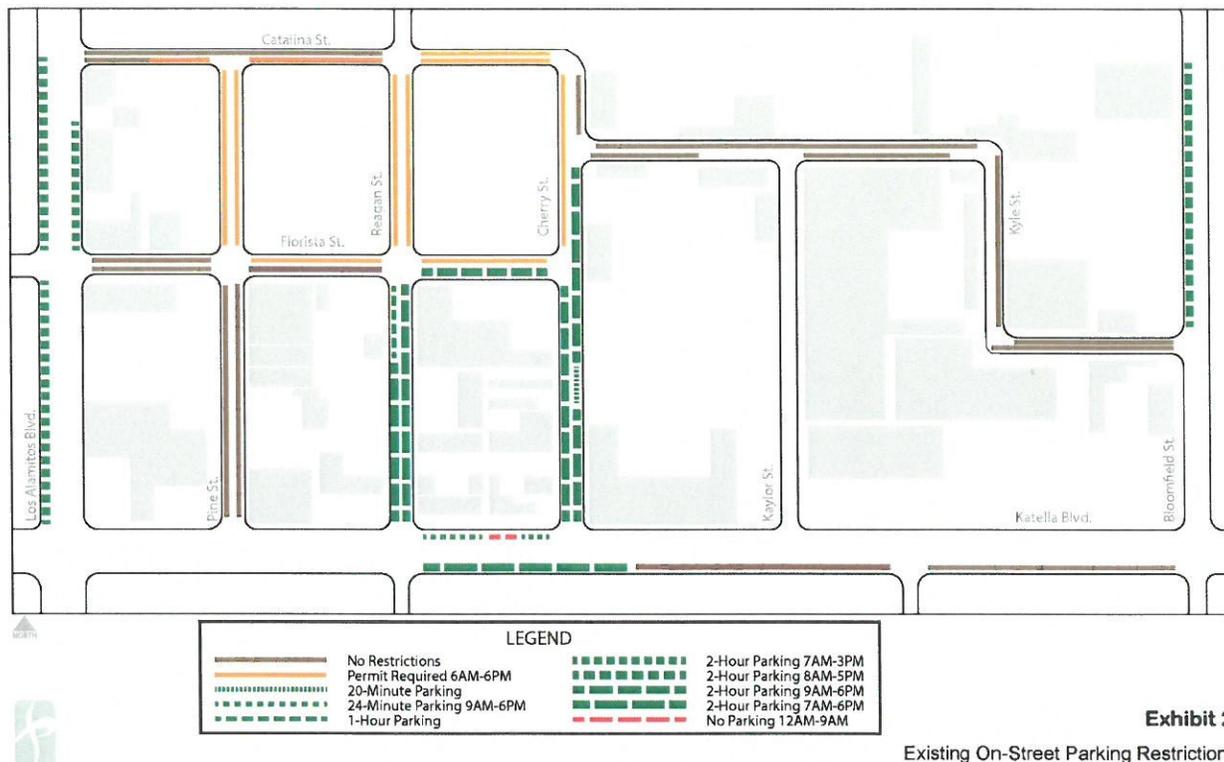
The exhibit below outlines the study area and shows the total number of parking spaces in the street and parking lots both private and public. For discussion purposes, the area is being referred to as the Commercial area of Old Town East and the Medical Center Area. The area is generally bound by Los Alamitos Blvd on the west, Bloomfield Street on the east, Catalina Street on the north and Katella Avenue on the South. The exhibit below demonstrates the parking that is located within the area. Both privately owned parking and publicly owned parking is represented. Often times you will see privately owned parking referred to as "On Site" and publicly owned spaces referred to as "Off Site". The residential area of Old Town East has been excluded from most discussion as this area currently benefits from its own Residential Permit Parking district.



Figure 2  
Parking Supply

**Assessment of Current Parking Conditions**

To assist in the analysis, the Parking Solutions Working Group reached out to Traffic Consultant Fehr & Peers, who was familiar with the City via the General Plan. They have developed a Parking Assessment of the study area. The Parking Assessment (Assessment) included an inventory of the current parking supply (Attachment 2), the collection of parking data, and an analysis of the parking demand in the Old Town East and Medical Center areas, where parking meters are being considered. Exhibit 2, below, illustrates the existing parking restrictions in the study area. If no restrictions are shown, on-street parking is not allowed.



The Assessment included all of the private and public parking spaces in the area, in both the parking lots (off-street parking), and along the curb (on-street parking). The study area was then broken down into subareas to more specifically assess the parking demand. To provide a basis for the parking analysis, the public and private parking spaces were identified, and the number of vehicles parked in each parking lot and along each block was noted hourly, from 9:00 AM to 8:00 PM on a weekday. The parking data was used to determine the current off-street and on-street parking demand, as summarized in the paragraphs below:

The daily analysis showed that for the overall study area, the daily demand peaked at 61% at 12:00 PM for on-street and off-street combined. The daily peak demand for individual subareas ranged from 55% to 85% for the off-street parking and from 67% to 93% for the on-street parking.

The greatest demand for off-street parking (85%) occurred at 1:00 PM in Subarea 4, which is bounded by Los Alamitos Boulevard, Florista Street, Pine Street and Katella Avenue. The greatest demand for on-street parking (93%) occurred twice, at 11:00 AM in Subarea 5 and at 11:00 AM and at 2:00 PM in Subarea 8. Subarea 5 is bounded by Pine Street, Florista Street, Reagan Street and Katella Avenue. Subarea 8, which includes medical office buildings and parking for the buildings as well as for the Medical Center, is bounded by Kaylor Street, Catalina Street/Florista Street, Kyle Street/Bloomfield Street and Katella Avenue.

The findings summarized that there is a greater peak demand for on-street parking than for off-street parking and that the peak demand for all parking spaces occurs between 10:00 AM and 3:00 PM. The peak demands are also clustered near the Medical Center and near the restaurants and shops in the Old Town East area.

The Assessment noted that certain streets have high demand (above 80%) most of the day, from 9:00 AM through 2:00 - 4:00 PM, and sometimes in the evening. These include Catalina Street between Cherry Street and Kyle Street, Cherry Street south of Florista Street/Catalina Street, Reagan Street south of Florista Street, Florista Street between Pine Street and Cherry Street, Florista Street between Kyle Street and Bloomfield Street, and Pine Street south of Florista Street.

Except for the Medical Center parking structure, the medical-related off-street parking has high usage during most of the day. Occupancy for the parking structure was less than 50% for the entire day. The findings that can be gleaned from the hourly parking usage indicate that, in general, parking in the Medical Center area, which serves medical and industrial land uses, has its highest demand during normal business hours. Off-street and on-street parking in the Old Town East area, where there are restaurants and shops, has the highest demand in the late morning, around lunchtime, and again around dinnertime.

Key Assessment findings include the following:

- There is a higher demand for on-street parking than for off-street parking in most of the study area.
- On-street parking on some street segments has high demand throughout most of the day. These segments include portions of Catalina Street, Cherry Street, Reagan Street and Florista Street.
- In general, the peak parking demand occurs between 10:00 AM and 3:00 PM, with the parking demand being greatest before 1:00 PM and lowest after 4:00 PM.
- The peak demands are clustered in the Medical Center area where there are also industrial uses, and in the Old Town East area, where there are restaurants and shops.
- The Medical Center parking garage is underutilized. (It exceeds LAMC's needs within their current construction phase.

The full parking assessment is attached to this report.

### **Current Parking Adequacies**

In determining the current parking adequacy for the study area, it is important to define a term typically used in analyzing parking adequacy: "Effective Supply". When a parking area's occupancy reaches 85-90% of the total capacity, depending on the user groups served, the area is considered to be "effectively full". When parking occupancy exceeds the effective capacity, users become frustrated as it becomes increasingly more difficult to find an available parking space. Users will begin to either park illegally or leave the facility altogether and search for parking elsewhere. A shortage of parking could persuade customers to avoid the study area altogether and shop elsewhere. The accepted effective fill percentage for parking in the downtown study area is estimated at 90%. This 10% "cushion" of spaces is used to accommodate spaces lost temporarily due to construction, improper or illegal parking, special events, etc. This added supply cushion also provides for shorter searches for available parking

## **The Parking Problem**

Shoppers, surgeons, accountants, nurses, janitors, and patients drive to this area for differing reasons. They share one basic need: a parking space adjacent to their destination. They desire parking that is safe, convenient, and preferably free. Providing satisfactory parking has been a challenge since Americans flocked to suburbia and began their love affair with the automobile. Today, however, parking is an even more vexing issue for many businesses and developers due to a variety of issues, including:

- increased demand
- limited availability of land
- popularity of larger vehicles
- competitive considerations

Within the surrounding area, parking has evolved wherein there is a mixture of paid, unpaid, public parking, and private parking. Recently, the Los Alamitos Medical Center addressed its own individual parking issues with the development of its first parking structure. This six-story parking structure provides fee-based parking for visitors and free parking for doctors and employees. The Medical Center has begun to understand there is a premium to parking and an amount their visitors are willing to pay. An off-site medical office building in the area recently began to charge for parking. Private industry is ahead of the City in realizing that the days of free parking may be over. Parking is a commodity and there must be a revenue stream to provide the commodity.

## **The Challenge**

The City of Los Alamitos faces a challenge to find a solution to remedy parking problems in and around the area. First, the City of Los Alamitos must overcome the perception that there is a parking shortage and come to realize that it may be time to charge for public parking spaces.

A key step in moving forward with a solution is to admit that it is very difficult to locate customer parking in the area and increase use of available parking resources. Part of the reason for this perception is the high utilization of free on-street parking spaces (especially by employees). Ending free parking is not a trivial matter. Stakeholder involvement is a crucial factor to the success of the process. All day on-street parking has become the preferred choice for employees in the commercial area of Old Town East and the Medical Center area, as it is conveniently located and free. The result is that automobiles are parked for long periods of time with little turnover of parking. This, in turn, causes increased traffic as users circulate to search for an open spot.

## **Economic Development and Parking**

The Development Services Department serves to facilitate development within the City of Los Alamitos. One constant roadblock that exists for business is the limited supply of on-site parking. Meeting the requirements of the City Municipal Code in terms of parking is simply a hurdle that cannot be easily jumped over. We have seen it over and over for years; a business cannot open on a specific parcel because there is no excessive parking available for expansion or intensification.

Correcting the parking problem or reducing the perception of a parking problem could lead to business expansion. Parking Reform could allow changes in a given building's land use – say, from a nail salon to a restaurant – without triggering the typical increase in parking requirement from one parking space per 300 square feet to one per 100

square feet. If that business is in an older building that takes up most of the parcel, there's usually no feasible way to adaptively reuse that building as a restaurant – or any other business that has a higher parking requirement than whatever occupies the space presently.

Indeed, much of Los Alamitos's building stock predates parking requirements; so many of its buildings take up all or nearly all of the parcel. There is little room to add parking! If the law (municipal code) requires you to add parking to change a land use to a more productive use, and there's nowhere to add parking, you either have to tear down the building and build strip style parking or underground parking; the latter is often infeasible for financial and geometric reasons. So what we see in this area of Los Alamitos is what is seen across many commercial districts with small plots of land: storefronts filled with business just eking it out, not because no one would invest there, but because parking requirements make it essentially impossible to invest there without getting a costly and politically perilous variances.

We have witnessed this numerous times at the Planning Division Counter where a business wants to have outside dining but lacks access to more parking to facilitate the business expansion. We have seen it with restaurants, office uses and retailers. We have witnessed first-hand the industrial building with limited parking but a very interested retailer is unable to move into it due to the inability to meet parking needs. A built out City such as Los Alamitos has only one way to go in lieu of parking structures, and that is parking reform. Parking reform, once proven to facilitate the circulation of parked cars, can lead to eventual parking changes within the municipal code. Parking reform brings about behavioral changes thus facilitates the circulation of parking spaces which could lead to increased development opportunities.

The opportunity exists for property owners and the business community to collectively find their own solutions to make more spaces available upon their private properties.

### **Outreach**

As an early step in the research, the City Manager and Development Services Director interviewed a cross-section of interested stakeholders: business operators, employers, property owners, developers, neighborhood leaders, public safety staff, parking enforcement personnel and other close observers. Interviews were conducted in-person. Many of these participants have been part of the area for decades. Following are excerpts from those meetings.

The doctors are permitted to park on property along the alley on the eastern edge of the property. Daytime shift employees (6 a.m. shift) are directed to park on Florista Street within the City's public Spaces. Second shift employees (11 a.m.) are permitted to park on site. They have approximately 15 employees per shift - Sunday is lighter. About 8 employees are encouraged to park on street. Elderly customers would have a hard time parking in metered spaces due to the speed on Florista Street and the proximity to the signal. The closeness to the signal makes it difficult to back out. Overall appeared neutral to the idea of parking solutions.

*Office Manager*

Discussed how he needs parking. He parks and pays at St. Isidore. He would like the City to make parking available for his employees so that his lot can be used for patients and doctors.

*Administrator, Reagan Street Surgery Center, 10904 Reagan*

Concerned with the availability of parking for visitors, donors, employees and families. Equally concerned with the impact to the Thrift Store. Acknowledged that it would help the parking space turn over factor. Wants to provide volunteers (some elderly) an easy way to visit the facility. Brought forth the idea of using tokens, stickers, exemptions, passes and various ways to make parking program palatable to all the charities on the street.

*Area Charity Administrator*

Supports parking improvements and parking meters in the area. He expressed that Parking Meters are inevitable in the area. He supported the City's efforts to get parking spaces to circulate. He supports two hours max and also suggested that the three hour max zone could be placed on the City owned lot for the benefits of longer term customers. He brought forward the idea of preserving some of the on street parking spaces for bike racks.

*Property, Owner*

Understand the City's need to have more spaces circulate. His preference would be to allow the spaces in front of our buildings to remain available for our employees. Although we have spaces for employees, the on street spaces offer a convenience to their employees.

*CEO*

Conveyed a need to improve their limited parking situation. They currently have seven spaces in back which are always full. They use area public parking spaces to supplement their own. They have a great need on Mondays and Thursdays. Needs intake spaces as well as visitor/donor/volunteer spaces. Supports parking meters and thinks such a move by the City makes sense. Forwarded a few ideas where she could support this project such as dedicating 2 (maybe 2) parking spaces to charities for intake, drop off, donors and or volunteers. Tokens or passes would work. She also stated that the City could provide maybe two public parking spaces in the City owned lot.

*Executive Director of Area Charity*

My name is Judy Estrada. I spoke with you while you were sitting in the parking space off Florista last week. I've talked to my friends and neighbors regarding the meters over the weekend. It seems that most are opposed to the installation of meters with some okay with the installation of just a few. Some have suggested add more 2 hour parking signs as an option. Another good suggestion was to reach out to the surrounding doctors to see if there is a way they could negotiate for parking spaces in the new parking structure since there is ample space there. One neighbor was concerned that her husband whom teaches music at Applied Music above the dentist office would have to pay to work, and most others likened parking meters to double dipping having to pay to eat. All like the idea of installing more bike racks throughout the city along with the bridges.

*Judy Estrada, Resident*

Pleased that they (meters) are not proposed in front of their site. Likes the idea of short term parking though.

*Restaurant Owner*

Not so sure I really see a problem. Looking at raw data, like parking enforcement (if any data is collected) I'm sure the conclusion can be drawn that there are a number of local employees utilizing on-street parking as a convenience but adequate parking in the lot behind 10861 and the new hospital structure seem to be well utilized. We are having virtually no problems now that the new structure is open so my point is, who

is complaining? Contributing to the parking issue, if there really is one, not just perceived, is the approval of new business occupations in outdated buildings providing no or inadequate parking and expecting the rest of us to bear the burden, either publicly or privately. I have a solution for that.

*Property Owner & Business Owner*

I will say that metered parking will affect this area as has the changes in parking that the landlord has set. We are a Real Estate office and agents are upset that there is not enough parking and that their clients are already inconvenienced with the 30 minute signs as well as the pay box in the back. I don't recommend it for our complex.

*Real Estate Agent/Office Manager*

### **Area Stakeholder Outreach Held August 12, 2015**

During the Los Alamitos Traffic Commission meeting on August 12, 2015, area stakeholders gathered around in an intimate table top setting to discuss parking-related issues. Business owners, employees and property owners came together collectively to address parking related solutions within the subject area, including but not limited to, the future installation of Parking Meters or the implementation of time-limited parking in the area's public parking spaces. A summary of their thoughts taken from the comments cards and notes from various attendees at the outreach meeting is provided below.

1. Most stakeholders supported limited parking restrictions.
  - a. 2-hour time limits were generally acceptable, but it was thought that 3- or 4-hour time-limits might be needed in some places.
  - b. Certain businesses did not want time-limited parking because their patrons are typically there for 3-5 hours.
  - c. Additional enforcement would be needed, and is currently needed.
  - d. Limited parking would help reduce/eliminate all-day on-street medical-related parking.
  - e. Concerned that limited parking could cause parking to move outside of the proposed area – further study may be needed.
  - f. If time-limited parking is implemented, a follow-up study should be performed and adjustments made, as indicated.
  - g. Property owner Afshani needs to enforce signs in his lot, improve signage and work with his tenants to improve parking, in general.
2. Most stakeholders did not support parking meters; concerned that it would drive away business.
3. The medical office building is not using the parking structure
4. Can the hospital extend their shuttle/ADA transportation, to encourage people to use the parking structure?
5. Carpoolers use the on-street parking on Florista Street to park their cars all day.
6. The City's public parking lot spaces should be clearly marked.

### **Detailed Summary of Comments**

#### **Traffic Commission's August 12, 2014 Table Top Outreach**

##### **A. Area Stakeholder Comments**

###### **Pamela D. Hughes – Los Alamitos Foot Center**

- They will have 11 spaces dedicated to her
- They have enough for them
- Others are using their spaces

- Medical Building is not using the parking structure
- A problem came about when spaces on north side of Katella were taken out
- Moved in 1990

#### **Others w/Bret Plumlee and Todd Mattern**

- Is there a way for businesses to enter into a deed with the medical center?
- Can the hospital extend their shuttle/ADA trams, to encourage people to use the parking structure?
- Give a discounted price?
- St. Isidore. Can they share parking?
- Can other underground parking structures be shared?
- Parking meters may not work because others will park in free spots in lots (private).
- Need an additional parking garage.
- Are there any plans for a park and ride?
- 2 hours may not be enough.
- Consider discount cards or employee discounts.
- Can we add more angled spaces.
- Can we consider one-way streets to improve for flow?

#### **Another table...**

- Fear of loss of customer service due to the potential cost of meters.
- Hospital paid parking is okay, but parking structure not utilized.
- Metered parking is bad around the business. Some customers are there for up to 4 hours. Beauty Salon/Hair Salon.
- Hof's Hut employees are not utilizing the large parking lot on Pine.
- Support timed/metered around hospital is good but.
- Why expand across Katella Avenue – (Study)
- Meeting notice was only three days – not everyone was notified
- Better coordination of major street/ground repairs which adversely impact parking.

#### **Grace Caponera - Owner Bella Hair Design**

##### **10900 Los Alamitos Blvd., #129**

- Parking meters and time restrictions are detrimental to my business at Los Alamitos Shopping Plaza. I have a hair salon and my clients will spend at least five hours at a time in my salon. They will go for lunch after having their hair done in the same center. There is currently not a problem with the parking on Pine Avenue and Florista. People come and go all day; they will always find a space around the Los Alamitos Plaza in the free or private parking.

#### **Gerri Mejia - Attendee and Business Owner - Shear Madness Hair Salon**

- Metered parking around hospital is okay, no other areas.
- Existing, "Timed" parking remain without expansion
- 25 parking spaces between CIF building and paid parking lot clearly marked "Public Parking".
- Future meetings should be noticed to all who hold business licenses in affected areas.

#### **Daniel Patz – Traffic Commissioner - Notes from his table**

- 25 public parking spaces next to Afshani's lot need to be clearly posted as public parking.
- Support metered parking around the hospital.
- Support existing time limits around Old Town.
- Need better and more timely outreach.

**Rob Wigod – CIF Southern Section**

- I am in favor of time limits on public parking spaces. If the primary problem is Medical Center and/or office employees parking all day and not moving, that would certainly solve that issue.
- I would suggest a 3 to 4 hour limit on those spaces.

**Dave Emerson – Traffic Commissioner**

- 2 hour limit (3 hour enforcement) for most City spaces adjoining Los Alamitos Plaza. (Possible 4 hour limit across the street Monday through Friday 9 a.m. to 7 p.m.)
- Better, more consistent, enforcement. Volunteers?
- VCA should have room in lot for employees.
- Car-poolers use City parking – a problem.
- Afshani change signs in his lot, and step up.
- Limited exception card for beauty shop clients needing long term?

**Mike Mendelsohn – Baja Sonora Restaurant Owner**

- 2 hour parking on Pine and Florista.
- No meters.
- Afshani (property owner) must enforce lot rules.
- People park on Florista between Pine and Los Alamitos Boulevard to carpool.
- Suggest 2 hour parking but enforce 4 hour for hair salon.
- Paid parking 11 to 1 for that center.
- Have restricted 9 to 6.

**Dr. Cory Thies & Dr. Wayne Johnson - Beach Vision Center within Los Alamitos Plaza**

- 2 hour parking on Florista and Pine. Monday through Friday 9 a.m. to 5 p.m..
- No meters.
- Florista from Los Alamitos to Reagan enforcement after 3 to 4 hours.

**Steve Furlong – Trend Offset Printing**

- Hard to please everyone.
- No meters
- 2 hour limits for eateries/lunch business
- Micro zoning
- 4 hour for medical
- Zone 1A

**Josh Wilson – Chairman, Los Alamitos Area Chamber of Commerce**

- Polled Chamber Members – prefer time limits – 2 hours.
- Additional Enforcement – violations will suffice.
- Revisit permit times/open parking on Florista.

**Varonk Kulviriyavanich – Kampai Sushi House**

- I oppose any parking meters for time restriction on Pine Avenue and Florista. It will cost my business tremendously.

**Gina Biri – Traffic Commissioner notes from her table**

- Seal Beach took out their meters to enhance commerce.
- Additional enforcement needed to ensure/uphold the 2 hour time limit.
- Tickets will modify behavior, free up spaces, and cause scrubs to park in their designated structure.
- Not a viable solution, meters. They will drive people/patrons away.
- Keep the 2 hour time limit. Put the limit in more places downtown.

### **Brian Kight – Thai Illusion Restaurant**

- Provide limits in the 25 spaces available nearest Shawn Afshani's private parking area only. 2 to 3 hours?
- Provide time limits surrounding Kampi, Thai Illusion, Hof's, etc. at a larger scale (5 to 6 hours).

### **Roman Jaramillo – Pasty Kitchen**

- In my opinion, time limits on the parking could be a potential solution. Personally, and in my experience, this system has worked best for me.
- Usually my customers are in and out within 3 or 4 minutes, given that my restaurant is mostly takeout, I feel that the installment of parking meters would negatively impact our business.
- After a few visits, customers might stop coming due to the additional cost of parking, in this case for only a couple of minutes.

### **B. Facilitator Conclusions**

The facilitators at each table were asked to summarize their "take aways" from the round table sessions. The following summarizes their thoughts one day after their stakeholder interactions during the Traffic Commission meeting.

#### **Tony Brandyberry, City of Los Alamitos Public Works Superintendent.**

1. Parking Meters are not wanted, but are understood.
2. The table recommends that a 2 or 3 hour limit be established in all areas of concern.
3. One area of concern is that the parking will then move out (balloon) to other communities. A secondary study may be needed.
4. Parking enforcement is extremely lacking in the problem areas.
5. Possibility of 2 hour parking on the North side of Florista in the residential area. Of course, the residential permit parking would have no restriction though.
6. Possibility of diagonal parking in the residential area as well.

#### **Bret Plumlee, City of Los Alamitos City Manager**

1. 3 to 4 hour time limits was a common theme noted at the town hall meeting. 2 hours is not enough according to comments. Consider using this feedback as a compromise now when we take the recommendation to the City Council.
2. Phased approach for establishing parking time limits does seem to be the way to go.
3. It is very apparent that increasing parking enforcement is a necessity to ensure success of this program, whether we go with time limits or install parking meters.
4. There was a considerable amount of agreement that there is definitely a need to improve traffic circulation.
5. The Medical Center needs to be a part of this solution of lack of spaces. Find a way to use the 500 or so vacant spaces in the Medical Center parking structure at least for the next few years until the hospital needs the spaces.
6. Consider increasing the route that the hospital uses and consider increasing the number and frequency of the shuttles.
7. There are private solutions to the parking problems and the businesses have to find a way to work out their own solutions (reciprocal parking arrangements, sharing lots with vacant spaces, purchasing spaces).

#### **Ruth Smith, City of Los Alamitos Traffic Engineer**

1. The phased roll-out would be best, for the reasons we've discussed, plus it would probably have the general support of the business community.
2. We need to nail down the time-limited parking period, i.e. 2 hours, 3 hours, 4 hours, and if we go with multiple time periods, we need to be sure it's not confusing. I would recommend 2-hr parking most places with 3 or 4-hr parking in specific locations/areas of

- need. We also need to keep in mind that spaces with 3 or 4-hr parking could be taken by employees and they may not be available for the intended business patrons.
3. Need to try to more specifically identify where those wishing to avoid the parking restriction might go.
  4. Need to develop recommendations for the usage of the City lot.
  5. Need to give careful consideration to the idea of implementing permit parking on apartment row. It could put a huge burden on City staff, such as:
    - a. City would have develop a list of addresses and tenant names for all of the apartments in order to verify the name and address of each apartment unit that signed the petition requesting permit parking. Single family homes are usually owner-occupied and the City can use the County data to find out names and addresses. This is not the case for multi-family homes.
    - b. Potentially having hundreds of people coming in to get permits.

#### **Los Alamitos Police Captain Rick Moore**

1. Parking meters are not wanted from the group
2. Enforcement of hour restrictions was their solution
3. The group participants could not be objective about how to solve the program because they all feel they or their customers would have to pay to park in their meters. They are quick to recognize hour restrictions do not solve the issue but it is not their problem to solve.
4. If enforcement occurs, the area of the problem will grow as people continue to move outward to avoid pay parking, creating issues in other areas such as apartment row.
5. Metered parking is the only complete solution as it is not susceptible to tactics used by employees to avoid time caps i.e. wiping chalk off of tires, switching spots with fellow employees, or just backing up for moving forward so chalk line is moved.

#### **Los Alamitos Police Captain Bruce McAlpine**

1. A phased approach seems best, and a longer time frame to truly evaluate the behavioral changes should take about 9-months. 2-4 hour parking limits may serve to create additional parking turnover in the Old Town East retail / commercial grid.
  - a. Parking meters are a drastic solution for a city that overall is resistant to change, and likes to apply band-aids to problems.
2. The public – private relationship with the hospital should do more to encourage better use of their parking structure to include those medical offices associated with the LAMC.
3. Given the diversity of the businesses and organizations within the study area, each has its own individual needs, and while many will recognize a change should occur, those businesses and/or organizations want the changes to affect others and not them.
4. In general, more public outreach needs to take place, and the parking situation should be tied to the low growth or revitalization of the City and its proposed Downtown corridor. In other words, how can the parking situation bring in new mainstream business to the area while gently encouraging those marginal businesses to stay current.
5. The City will need to debunk the parking meters are for revenue only argument.

#### **Tom Oliver, Associate Planner**

1. People do not like parking meters no matter how bad the parking situation becomes.
2. The average person does not understand what parking meters are for -- other than making money for the City. However, everyone feels that they are an expert on parking meters, and will not approve of them even if an expert on the subject says otherwise.
3. Placing time limits on other business areas, but not their own personal business area, is what they feel is the answer.
4. The parking situation in the town is not dire enough for parking meters, but unfortunately neighborhoods like Old Town Pasadena hit rock bottom before parking meters brought about revitalization.

5. Asking the hospital tram stop at the surgical center would be a good idea.

### **Traffic Commission Recommendation**

One month following the above mentioned outreach event, the Commission solidified their thoughts on parking in the area with the following motion introduced by Commissioner Gina Biri:

1. That we enforce the existing 2-hour parking;
2. That we paint/update the existing curb painting;
3. The Traffic Commission to review in 4 months;
4. The Traffic Commission strongly recommends that the City Council work with Staff to develop a plan for approaching and working collaboratively with the hospital and other large business owners to alleviate their employees parking in City spaces.

2<sup>nd</sup> by Commissioner Dave Emerson

Passed unanimously – 6/0

### **Parking Psychology**

Parking in the area has been a recognized problem for decades, but what specifically is meant by a parking “problem” and how does the City of Los Alamitos address that problem? Area parking dynamics are complex, but fundamentally based on human behavior. Parking behavior is a function of supply and demand. That is, understanding behaviors and beliefs about common parking expectations can help inform potential parking management and supply revisions. The following set of behaviors and beliefs about common parking expectations help inform potential parking management and supply revisions.

**Visitors expect parking to be free.** While free parking is a convenience for customers and a competitive advantage for suburban shopping options, parking is never really free. Upfront costs, maintenance, and operations are simply integrated into the cost of all purchases, whether one drives or not. But clearly, parking costs are not directly internalized by shoppers.

**People want to park as close to their destination as possible.** Searching for a prime parking space is a natural human behavior. In suburban settings, few direct externalities are imposed on others as shoppers circle the lot searching for a closer space. However, when occupancy rates in a downtown setting are high, circling degrades the area experience through increased traffic congestion, noise, and potential conflicts between bicycles and pedestrians.

**Drivers like to see their destination from their parked cars.** Suburban shopping centers, particularly “big box” centers, *distort* perceptions of walking distance versus downtowns due to building height and mass. Customers frequently walk farther than realized. Nonetheless, an element of comfort and safety exists for customers’ ability to see the destination from their car and vice versa. Perceptions of distance are often *exaggerated* when customers cannot see their destination.

**People prefer angled to parallel parking.** Drivers have grown accustomed to angled and perpendicular parking and are comparatively inexperienced at parallel parking. Yet because of right-of-way constraints, and safety/circulation challenges for bicycles and pedestrians, opportunities for applying angled parking are limited.

**People covet surface parking.** The suburban parking mindset is more comfortable with surface parking. Parking garages in downtowns can feel unfamiliar and unsafe. Furthermore, drivers are often unaware of the existence of parking garages.

**People are unwilling to search very hard for available spaces.** Suburban shopping settings have a significant advantage because the total available parking supply is within the driver's view. In contrast, the downtown parking supply is distributed among block faces on different streets, off-street parking lots and garages, and around corners, leading to uncertainty in locating an available parking space.

**Employees tend to take prime on-street parking spaces.** As evidenced in Los Alamitos, medical employees occupy prime parking spaces. This further challenges the area parking supply in meeting customer parking expectations. Thus, even when parking is plentiful overall, the driver defines the parking "problem" as not being able to find a space within one's willingness to walk, which itself is influenced by the preceding expectations.

**Objectors to Parking Reform** - Some of the biggest resistance to parking reform comes from landlords or businesses whom fail to provide parking to their own employees or visitors. One does not have to look far to find a business who's employees park in public spaces (off site) in order to provide premium spots to favored customers. A quick visit to many sites can expose mismanagement of private spaces within industrial properties, commercial properties and other businesses in the area that has pushed area employees onto the street to seek parking alternatives. The outreach indicated a bit of a double standard about some businesses wanting to use the public spaces off site but felt it necessary to regulate medical employees from doing the same.

### **The Cost of Providing Parking**

As UCLA Parking guru Donald Shoup has said for years, "Parking is never really free --- it is subsidized". Los Alamitos taxpayers pay to provide and maintain area parking spaces, but the user of the space does not pay. All street parking in the City is provided by the taxpayers of the community without recovering the costs from the employee or apartment tenant who park there. Taxpayers pay to sweep the streets, pave the streets and maintain the streets so that the landlord has a place for his employees, customers or tenants to park. When retail business's customers park in the spaces, at least the City sees revenue through sales or use taxes. Although employers may offer parking to employees free of charge, someone pays for it. First the builder pays. Then the employer or merchant who maintains the parking pays again. Some parking spaces are paid for continually. The costs, whether hidden or obvious, are expensive. Employees pay for parking with reduced wages or benefits whether they drive or not. Shoppers pay for parking with higher costs of goods and services. Taxpayers pay for public parking. Simply put, parking is land and there is a cost to purchase and maintain the land. Supplying parking spaces is expensive. This is true for property owners and for the City. One way to lessen the demand for parking and mitigate the City's expenditures is to charge the true cost of providing it.

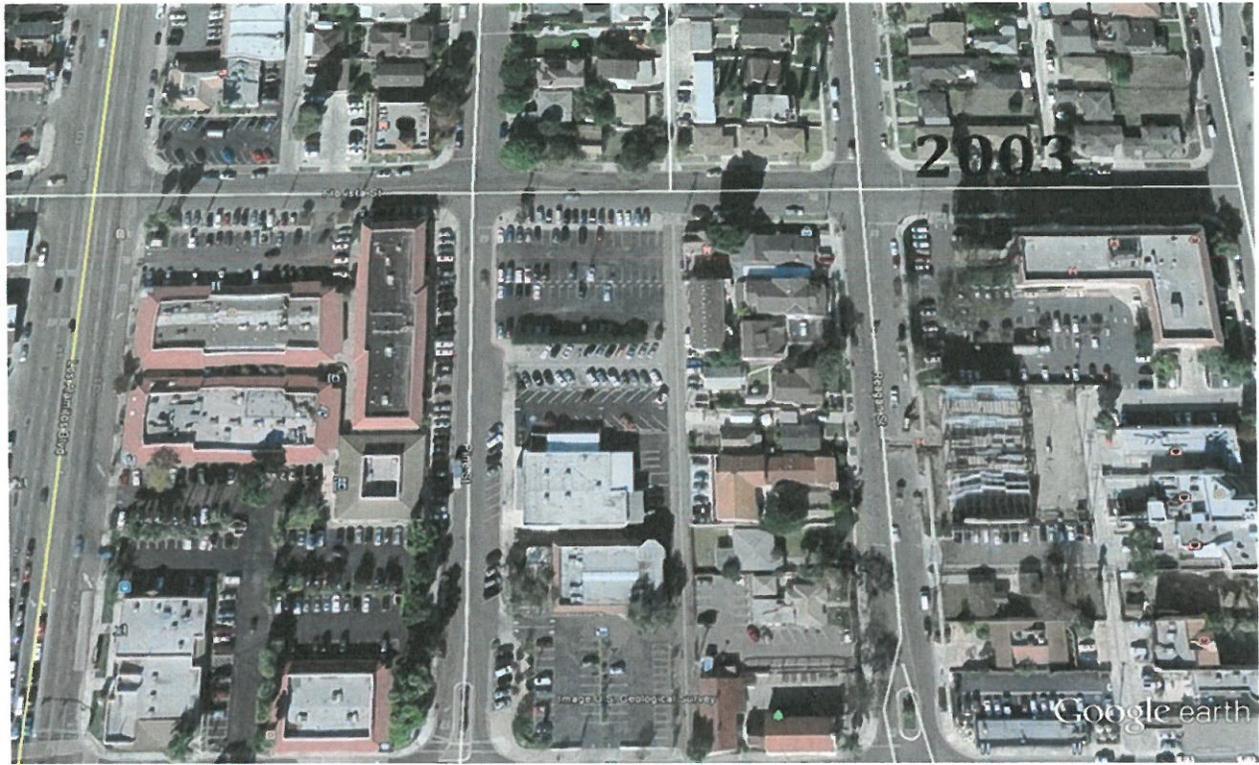
Landlords are responsible for providing parking to meet tenants needs; however, one common perception is that the City of Los Alamitos should cover the parking gap when a landlord is unable to provide enough parking. Parking is as important to business as utilities are, yet there is no assumption that taxpayers foot the bill for utilities, but there

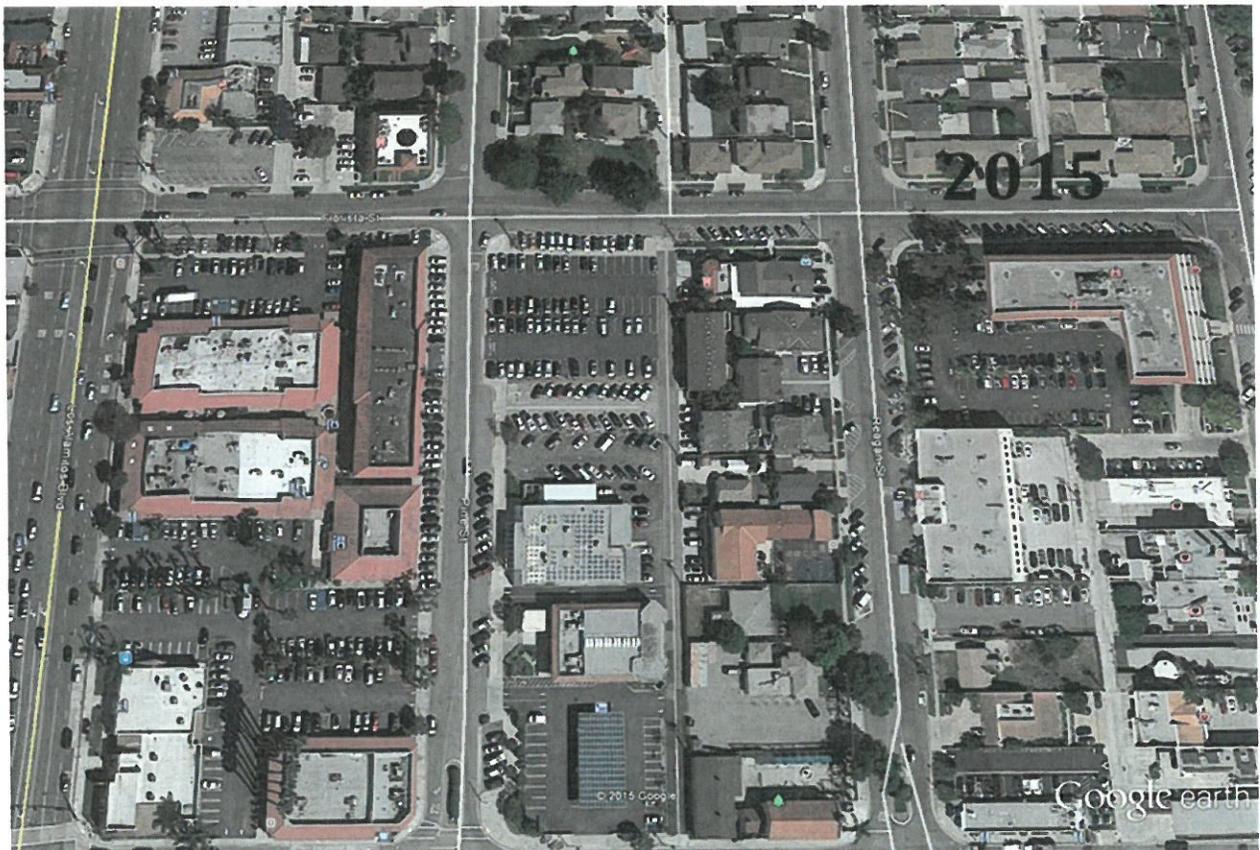
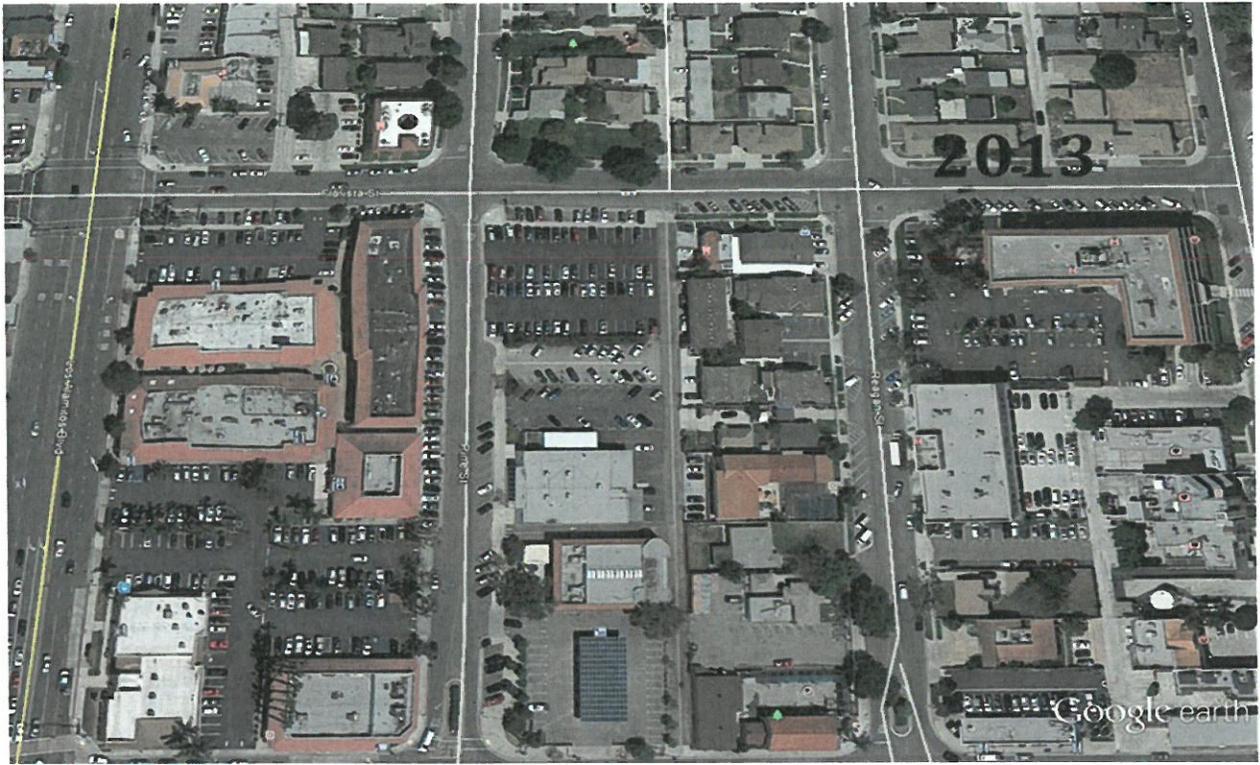
appears to be an assumption that the City should fill the parking needs of businesses whose parking needs are not met by their employer.

### **Past and Future Parking Conditions**

Staff has closely reviewed aerial photography from the area in an attempt to establish parking patterns through the decades. We have been able to review parking during the 1990's, 2000's and 2010's all with increasing numbers of automobiles. The exception was during the recession of 2009 where there were an increased amount of parking available.







## **On-Street Enforcement**

Parking Enforcement in the City of Los Alamitos is provided by the Los Alamitos Police Department . At the time of the study, there was one part time Parking Enforcement Officer for the entire City. Parking Enforcement is not solely focused on commercial parking, they are also responsible for following the street sweeper within the residential areas of Los Alamitos. They enforce parking areas, time limits, loading zones, ADA parking, overtime parking, vehicle registration, and traffic impediment related violations.

## **Parking Reform**

One of the most effective ways to reduce parking congestion is through parking reform (i.e. smarter pricing and management of available parking) and reducing parking subsidies. Free parking is a government funded parking subsidy. By charging for on-street parking, the City can create available spaces at most times. By ensuring that less parking spaces are occupied by long term, all day parkers, some businesses will see an increase in sales by having spaces open nearby. Proper pricing reduces traffic congestion from cars cruising for parking, generates parking turnover that helps nearby businesses, and increases revenue from parking meters. Parking is expensive. One way to lessen the demand for parking is to charge the true cost of providing it. Charging less than the true cost of creating parking (i.e. subsidized parking) generates more demand. If parking spaces were treated like other goods, new parking would not be constructed until those demanding the parking would be willing to pay slightly more than the cost of creating additional parking.



## **Providing Parking for a Destination**

We visit amusement parks, museums, beaches and even mountain hiking trails. All of those venues capitalized on their limited parking and their strength to attract visitors or customers. These are all areas wherein we find it acceptable to reach into our pockets to pay for parking. We even pay hotel parking when booking a hotel room in many areas. Los Alamitos Medical Center and the medical industry as a whole is a economic engine that attracts a daytime population and visitors. Simply put, it brings outsiders to the City of Los Alamitos. The City of Los Alamitos has an opportunity to manage the parking related to this commodity - by first establishing time limits to its very valuable public parking and secondly, using a fee based program to enforce those time limits - Parking Meters.

## **Time Limits for Parking Spaces**

The public is easily confused by two separate issues. Parking meters are not really to create revenues but to establish time limits and penalties for long term parking within a short term parking area. Time restrictions on parking can maximize turnover of the most convenient, and therefore valuable, parking spaces. It is generally thought that the most convenient parking in business areas should be reserved for customers. Easy access to a Medical Center pharmacy or a private physician will have an effect on business. Time limits of one to two hours should be sufficient to maximize the use of on-street parking where the goal is to encourage turnover of five or more vehicles per space per day.

### **Enforcement of Time Limits for Parking Spaces – Parking Meters**

Often, time limits are accompanied with a fee administered by **parking meters**. Although disliked by some, there are several reasons for using parking meters:

1. Promote parking turnover.
2. Distribute limited on-street parking time equitably.
3. Provide space for short-term shopper and business clients.
4. Maximize the economic viability of the Medical Center area by providing opportunities for more people to park conveniently.
5. Generate revenue, which can be used to offset parking operation, maintenance, and enforcement costs.
6. Allow the opportunity to price parking similar to other goods by using market-based principles, which can better optimize supply of and demand for parking facilities.

Appropriate parking rates and time limits for on-street parking, with the use of modern, well-maintained meters, offers the most cost-effective method of encouraging the desired parking turnover of vehicles. On-street parking rates should be higher than off-street parking rates to encourage the use of off-street facilities for long-term parking and preserve on-street spaces for short-term users. Parking rates should also be high enough to cover the operation, maintenance, and enforcement costs.

### **Alternatives to charging for parking**

The primary alternative that cities can use to create vacancies in prime parking spaces is to set time limits, and give tickets to violators. Time limits, however, bring several disadvantages: enforcement of time limits is labor-intensive and difficult, and downtown employees, who quickly become familiar with enforcement patterns, often become adept at the "two hour shuffle", moving their cars regularly or swapping spaces with a coworker several times during the workday. Even with strictly enforced time limits, if there is no incentive to persuade employees to seek out less convenient, bargain-priced spots, employees will probably still park in prime spaces.

### **How Many Meters**

320 meters along the streets of Florista, Pine, Reagan, Cherry, Kyle, Catalina, and Los Alamitos Blvd. City Lot on Pine also included. Single Pole, Double headed meters.

### **Capital Costs Related to 320 Meters.**

The Fiscal Year 2015-2016 budget includes budgeted revenues of \$187,500 and budgeted expenditures of \$130,000. Budgeted expenses include \$30,000 for estimated operating expenses (e.g. parking enforcement) and \$100,000 for estimated capital costs. These amounts were based on the installation of parking meters on October 1, 2015 and encompassed 208 parking spaces for phase 1.

The City received three proposals for the purchase, delivery and installation of parking meters which encompassed 320 parking spaces covering Phases 1 and 2. Based on those proposals, the estimated capital cost for the purchase, delivery and installation of parking meters for 320 spaces is approximately \$270,000. It was also determined that ongoing annual operating expenses associated with the maintenance and operation of

the parking meters is approximately \$75,493, which is above and beyond the cost for parking enforcement.

The parking study reflected an overall occupancy rate of 63% throughout the day for the 320 City-owned spaces, which was based on the parking count that was conducted on Wednesday, April 15, 2015. The parking study did not encompass parking demand on Monday, Tuesday, Thursday or Friday. It's also important to note that the installation of parking meters typically affects parking behavior. However, the extent of the impact on parking behavior and overall demand is unknown at this time. Therefore, pro forma revenues and expenses have been provided at varying levels of occupancy in order to analyze the return on investment in the various scenarios. If the City financed the capital cost (\$270,000) associated with the parking meters over a five year period, the annual net operating income is estimated at approximately \$30,029 to \$196,429 depending on parking occupancy as reflected below.

	40% Occupancy	30% Occupancy	20% Occupancy
	---(320 spaces with Annualized Amounts)-----		
<b>Revenues</b>			
Parking Meter Fee Revenue (8 a.m. to 6 p.m. M-F)	332,800	249,600	166,400
Parking Fine Revenue	41,760	41,760	41,760
<b>Total Revenues</b>	<b>374,560</b>	<b>291,360</b>	<b>208,160</b>
<b>Expenses</b>			
Ongoing Meter Data & Management System Fees	30,000	30,000	30,000
Extended Meter Warranty (free first year)	19,200	19,200	19,200
Other Ongoing Operating Costs (Parts, technician costs, etc.)	10,000	10,000	10,000
Parking Aides & Supplies Expense	56,293	56,293	56,293
P&I on Capital (\$270k) Financed over 5 Years	62,638	62,638	62,638
<b>Total Expenses</b>	<b>178,131</b>	<b>178,131</b>	<b>178,131</b>
<b>Net Operating Income</b>	<b>196,429</b>	<b>113,229</b>	<b>30,029</b>

It's important to note that if the capital cost for the parking meters is not financed, the payback of the capital investment would be approximately one year at a 40% occupancy level whereas it would be approximately three years at a 20% occupancy level. The average useful life for parking meters is generally six years.

Since the fiscal impact varies significantly depending on parking occupancy it is recommended that the City implement a phased-in approach for parking meters. Under the phased-in approach, Staff would request that the City Council adopt time limit restrictions for the City-owned spaces that currently do not have time restrictions. Adherence to the parking time restrictions would be enforced with enhanced enforcement with the hiring of a non-benefited parking aide. Approximately three to six months later another parking study would be conducted in order to assess parking demand and to analyze the impact that enforced time restrictions had on parking

behavior. The results of the parking study will assist the City in determining whether or not the capital cost of parking meters provides the City with the required return on investment.

**Medical Center Parking 2015**

One frequent comment heard was that the Medical Center is creating this problem. It could be better said that the issue of medical employees can also be contributed to other area employers as well. There is much blame to go around and it is very difficult to enforce one industry without placing enforcement on the entire area employees. In 2014, the Los Alamitos Medical Center finalized the construction of a parking structure and various at grade parking areas which brought their parking ratio up to code. City Staff met with Mr. Ian Hopton Manager of PCA Management on January 28, 2015 to discuss the parking. He was able to shed light on some of the misconceptions related to parking at Los Alamitos Medical Center.

**Facts**

- The patient trams run from 7:30 a.m. to 5:30 p.m. as one big loop and does not reach the Reagan Surgery Center.
- All Los Alamitos Medical Center employees have parking passes.
- Ian Hopton has advised us that parking passes can be issued to Reagan Surgical Center. Four have been issued thus far.
- Ian believes that the cars parked all along Catalina are primarily LAMC staffers who would not like to deal with the extra time it takes to park in the parking structure.
- Maximum capacity hour -10:00 a.m. to 11:00 a.m.
- Normal hours - 6:30 a.m. – 6:00p.m.
- After hours – Gates open
- 6:00 p.m. - 6:30 a.m.
- Staff parking in garage is on 5<sup>th</sup> & 6<sup>th</sup> floors.

	Catalina Lot	Parking Structure	Kaylor Lot	Cherry/ Katella Lot	TOTAL
Spaces dedicated to Employees	317	300	15	21	653
Spaces dedicated to visitors		612	57	75	744
Spaces dedicated to Physicians		81	113		194
<b>TOTAL</b>	<b>317</b>	<b>693</b>	<b>185</b>	<b>96</b>	<b>1,591</b>

Parking Cost	Free Time	Up to 2 Hours	Any time after 2 Hours	\$ Max Day	5 Day Pass
	20 minutes	\$3	\$5 flat fee	\$5	\$20

Parking numbers	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Employees - surface lot	250	250	250	250	250	?	?
Employees – parking Structure	300	300	300	300	300	?	?
Visitors	950 - 1150	950 - 1150	950 - 1150	950 - 1150	650 - 950	?	?
<b>Total</b>	1500 - 1700	1500 - 1700	1500 - 1700	1500 - 1700	1200 - 1500	150 - 200	150 - 200

The Los Alamitos Medical Center has addressed their parking related supply issues and unlike many properties, they exceed their current parking need. They have done so by the development of the parking structure.

## **Summary**

The future of parking and many other issues is predicated on the ability of stakeholders to envision a future in which everyone can benefit; a future that can only be achieved through collaboration. Any future parking system for the medical center area will have to be scrutinized by the various area stakeholders so that each realizes all possible benefits and downfalls. In summary, the City of Los Alamitos, its residents and the medical community would benefit from parking reform including establishing time limits for parking and further benefit from charging market prices for its parking spaces. The real obstacles to parking reform are political, not technical.

Parking needs are fluid and may change over time as an industry changes. As the Medical Center area evolves, so too will parking needs. Parking meters may not be feasible in the future, or might not be acceptable to all involved parties. This does not limit their importance, however, as they are also meant cure an immediate need that exist today leading to a policy solution in which residents, businesses, and customers all benefit.

Changes to parking policies such as implementation of a limited parking and/or the installation of meters may have a negative impact on the area employees but would open the area for visitors and customers so valuable to the small businesses in the areas.



## DRAFT MEMORANDUM

Date: Friday, May 29, 2015  
To: Steven Mendoza, City of Los Alamitos  
From: Michael Sahimi, Fehr & Peers  
Subject: **City of Los Alamitos Parking Assessment**

*OC15-0388*

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Fehr & Peers has completed a parking assessment for the City of Los Alamitos. The purpose of this study is provide parking supply and demand information to the City in order to inform any decision making on parking meter installation in the area of Los Alamitos roughly bound by Los Alamitos Boulevard, Katella Avenue, Bloomfield Street, and Catalina Street. This assessment's study area is provided on Figure 1. During the assessment the following observations were noted:

- Some street segments in the study area experience high demand throughout the day. These include portions of Catalina Street, Cherry Street, Reagan Street, and Florista Street.
- On-street parking experiences higher peak demand than off-street parking in most of the study area.
- Demand across the entire study area is highest before 1:00PM and lowest after 4:00PM.
- Parking to the east of the study area generally experiences highest demand during normal business hours serving medical and industrial land uses. Parking to the west of the study area general experiences highest demand in the late morning and early afternoon, which reflects the presence of several restaurants in this area.

The remainder of this memorandum is divided into the following sections:

- Parking Supply
- Parking Demand
- Peak Demand
- Conclusions & Recommendations



Figure 1  
Study Area





## PARKING SUPPLY

Fehr & Peers conducted a parking inventory of the study area shown on Figure 1 on Wednesday, April 15, 2015. Parking spaces were categorized as either on-street or off-street parking spaces. Furthermore, information regarding permit requirements or time limits was collected for on-street parking spaces. Occupancy sweeps of parking spaces in the study area were conducted hourly from 9:00AM to 8:00PM. Parking inventory count sheets are provided in Appendix A.

On-street and off-street parking supply in the study area is displayed on Figure 2. It should be noted that unmarked on-street parking spaces parallel to the curb were estimated using 22 feet as the standard space size. Also, residential parking spaces (garages and driveways) were not included in the supply inventory.

Based on the supply inventory, 3,350 parking spaces are provided in the study area. Of those, 516 are on-street spaces. The remaining 2,834 are off-street parking spaces, including 1,102 in the structure located on Kyle Street and Florista Street.

Weekday time restrictions and permit requirements for on-street parking in the study area are shown on Figure 3 and summarized below. Additionally, bimonthly street sweeping restrictions exist on portions of Pine, Catalina, Florista, Reagan, and Cherry.

- **Permit Required 6AM-6PM:** This restriction is imposed near residential dwelling units along Pine and Reagan between Florista and Catalina, the north side of Florista between Pine and Cherry, Catalina between Reagan and Cherry, and the west side of Cherry north of Florista.
- **20-Minute Parking:** This restriction is imposed on a small midblock portion on the east side of Cherry.
- **24-Minute Parking 9AM-6PM:** This restriction is imposed on the north side of Katella between Reagan and Cherry.
- **1-Hour Parking:** This restriction is imposed on portions of the south side of Florista between Pine and Reagan and the east side of Reagan south of Florista.
- **2-Hour Parking 7AM-3PM:** This restriction is imposed along Los Alamitos Blvd.
- **2-Hour Parking 8AM-5PM:** This restriction is imposed on the east side of Bloomfield north of Florista.
- **2-Hour Parking 9AM-6PM:** This restriction is imposed along Reagan south of Florista, the south side of Florista between Reagan and Cherry, and along most of Cherry south of Catalina.
- **2-Hour Parking 7AM-6PM:** This restriction is imposed on most parking spaces on the south side of Katella between Cherry and Kaylor.
- **No Parking 12AM-9AM:** This restriction is imposed on a small portion of the north side of Katella between Reagan and Cherry.



Figure 2  
Parking Supply



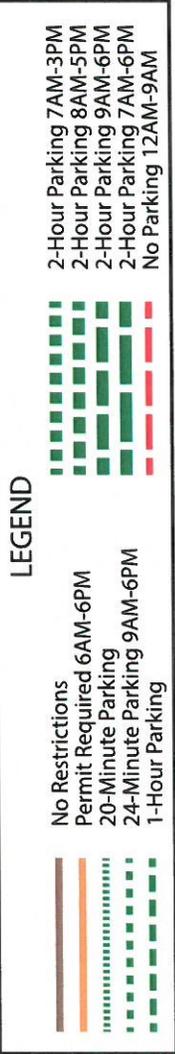
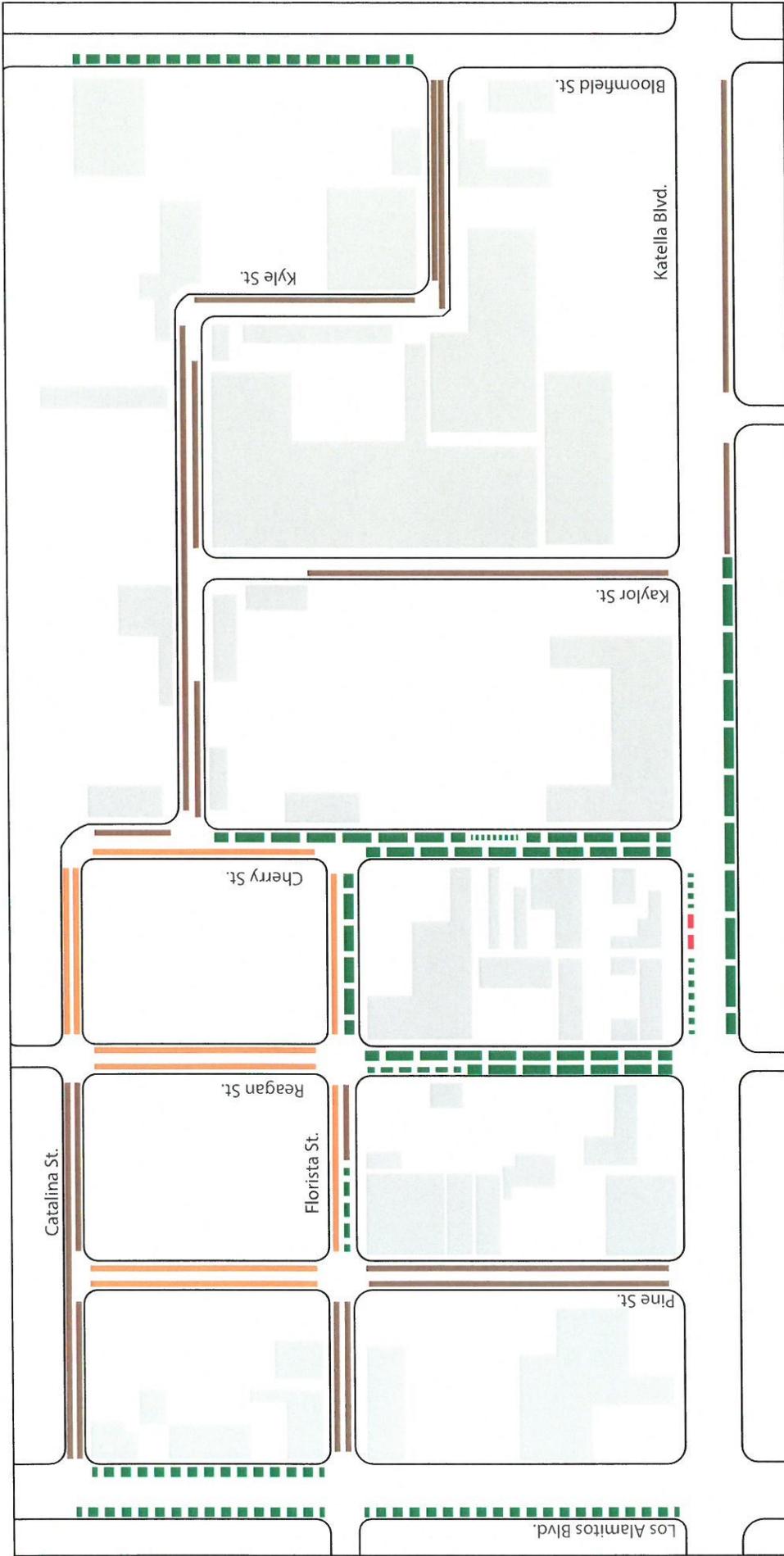


Figure 3  
On-Street Parking Restrictions





## PARKING DEMAND

Hourly parking demand for on-street and off-street parking spaces in the study area was determined from the April 2015 occupancy counts and supply inventory provided in Appendix A. Figures B1 through B12 in Appendix B summarize the hourly parking demand from 9AM to 8PM.

Some street segments in the study area experienced high occupancy throughout all or most of the hourly observations.

- Catalina Street between Cherry and Kyle experienced high demand from 9:00AM through 4:00PM, with demand above 80%.
- Cherry Street south of Florista and Catalina experienced high demand from 9:00AM through 4:00PM and again by 8:00PM.
- High parking demand was observed numerous times on Reagan Street south of Florista from 9:00AM through 2:00PM, and again after 7:00PM.
- The south side of Florista Street between Pine and Cherry experienced consistently high occupancy through 2:00PM. The north side of Florista Street between Kyle and Bloomfield experienced high occupancy from 9:00AM through 3:00PM.
- High demand was observed numerous times on Pine Street south of Florista from the morning to the afternoon.

In addition, several lots and street segments in the study area experienced low or very low demand throughout the day.

- The medical parking structure at the corner of Kyle and Florista experienced low occupancy for the morning, late afternoon, and evening hours. Occupancy for the entire day remained under 50%.
- Occupancy on Los Alamitos Boulevard segments is generally low, especially south of Florista. Occupancy was often observed at 0%.
- The parking available on the north side of Katella Avenue (between Reagan and Cherry) was extremely underutilized for all observed hours. Occupancy never surpassed 40%.

In general, parking to the east of the study area experiences its highest demand during normal business hours, serving medical and industrial land uses. Parking lots and on-street parking to the west generally experience highest demand in the late morning and around lunchtime, with some segments such as Reagan Street (south of Florista) again experiencing high occupancy in the evening. Furthermore, streets with parking permit requirements experienced lower occupancy than nearby streets without permit requirements from noon through the afternoon.

The following section of this memo will detail demand and peak demand for the entire study area as well as specific subareas.



## PEAK PARKING DEMAND

For purposes of analyzing peak parking demand, the study area has been divided into nine subareas, which are detailed below and displayed on Figure 4.

- **Subarea 1:** This subarea is bound by Catalina to the north, Florista to the south, Pine to the east, and Los Alamitos Blvd. to the west. Parking supply is both on-street and off-street. Land uses in this subarea are primarily retail and residential.
- **Subarea 2:** This subarea is bound by Catalina to the north, Florista to the south, Reagan to the east, and Pine to the west. For the purposes of this study, only on-street parking is analyzed for this subarea. Residential land uses encompass this subarea.
- **Subarea 3:** This subarea is bound by Catalina to the north, Florista to the south, Cherry to the east, and Reagan to the west. For the purposes of this study, only on-street parking is analyzed for this subarea. Residential land uses encompass this subarea.
- **Subarea 4:** This subarea is bound by Florista to the north, Katella to the south, Pine to the east, and Los Alamitos Blvd. to the west. Parking supply is both on-street and off-street. Land uses are retail.
- **Subarea 5:** This subarea is bound by Florista to the north, Katella to the south, Reagan to the east, and Pine to the west. Parking supply is both on-street and off-street. Land uses in this subarea include residential and services such as banking.
- **Subarea 6:** This subarea is bound by Florista to the north, Katella to the south, Cherry to the east, and Reagan to the west. Parking supply is both on-street and off-street. Land uses in this subarea include offices, medical services, and retail.
- **Subarea 7:** This subarea is bound by Catalina to the north, Katella to the south, Kaylor to the east, and Cherry to the west. Parking supply is both on-street and off-street. The Los Alamitos Medical Center and other medical uses encompass this subarea.
- **Subarea 8:** This subarea is bound by Kaylor, Catalina, Kyle, Florista, Bloomfield, and Katella. Parking supply is both on-street and off-street, including a parking structure at Kyle and Florista. Uses in this subarea are primarily medical.
- **Subarea 9:** This subarea is bound by Cherry, Catalina, Kyle, Florista, and Bloomfield and extends to the northern edge of the study area. Parking supply is both on-street and off-street. Land uses in this subarea are primarily industrial.



**LEGEND**

Analysis Subarea

Figure 4  
Analysis Subareas





Table 1 summarizes daily peak demand for on-street, off-street, and total parking spaces for the study area as well as each subarea. Within the study area, daily demand peaks at 61% at noon. Off-street and on-street parking demand peak between 11:00AM and 2:00PM. However, some subareas experience significantly higher peak demand. For example, Subarea 4 has 85% peak occupancy for off-street spaces and 86% peak occupancy for on-street spaces. On-street parking in Subarea 5 is 93% occupied at 11:00AM while on-street parking in Subarea 8 is 93% occupied at 11:00AM and 2:00PM. Within the study area as well as most Subareas, on-street parking experiences higher peak demand. Across the study area and all Subareas, peak demand for all parking types takes place between 10:00AM and 3:00PM.

**Table 1: Daily Peak Parking Demand**

Subarea	Off-Street		On-Street		All Spaces	
	Demand	Time	Demand	Subarea	Demand	Time
1	68%	11:00AM	68%	12:00PM	66%	11:00AM
2			77%	10:00AM	77%	10:00AM
3			67%	10:00AM	67%	10:00AM
4	85%	1:00PM	86%	12:00PM	83%	1:00PM
5	55%	12:00PM	93%	11:00AM	63%	11:00AM
6	79%	11:00AM	79%	2:00PM	78%	11:00AM
7	73%	3:00PM	91%	2:00PM	76%	3:00PM
8	57%	2:00PM	93%	11:00AM 2:00PM	58%	2:00PM
9	59%	1:00PM	85%	1:00PM	63%	1:00PM
<b>Total Study Area</b>	59%	12:00PM 2:00PM	74%	11:00AM 12:00PM	61%	12:00PM

NOTE: "Total Study Area" peak parking demand combines parking supply and occupancy from all subareas across the study area to obtain demand.  
 "Total Study Area" peak occupancy percentage is **not** an average of all subarea percentages.



Table 2 summarizes peak demand in the study area and each subarea from 9:00AM to 12:00PM. Peak occupancy in this time period remains above 60% for the study area and all subareas except for Subarea 8.

**Table 2: AM Peak Parking Demand (9AM-12PM)**

Subarea	Off-Street		On-Street		All Spaces	
	Demand	Time	Demand	Subarea	Demand	Time
1	68%	11:00AM	68%	12:00PM	66%	11:00AM
2			77%	10:00AM	77%	10:00AM
3			67%	10:00AM	67%	10:00AM
4	81%	12:00PM	86%	12:00PM	83%	12:00PM
5	55%	12:00PM	93%	11:00AM	63%	11:00AM
6	79%	11:00AM	75%	12:00PM	78%	11:00AM
7	68%	11:00AM	83%	11:00AM 12:00PM	72%	11:00AM
8	56%	12:00PM	93%	11:00AM	57%	12:00PM
9	59%	11:00AM	80%	9:00AM 12:00PM	62%	11:00AM 12:00PM
<b>Total Study Area</b>	59%	12:00PM	74%	11:00AM 12:00PM	61%	12:00PM



Table 3 summarizes peak demand in the study area and each subarea from 1:00PM to 4:00PM. For subareas to the east of the study area (Subareas 7, 8, and 9), afternoon peak demand is higher than the morning. For subareas to the west of the study area, afternoon occupancy is generally lower. The lowest peak demand for this time period occurs in Subarea 3, with 44% on-street parking occupancy.

**Table 3: Afternoon Peak Parking Demand (1PM-4PM)**

Subarea	Off-Street		On-Street		All Spaces	
	Demand	Time	Demand	Subarea	Demand	Time
1	60%	2:00PM 3:00PM	58%	3:00PM	59%	3:00PM
2			61%	2:00PM	61%	2:00PM
3			44%	4:00PM	44%	4:00PM
4	85%	1:00PM	83%	4:00PM	83%	1:00PM
5	51%	3:00PM	68%	1:00PM	53%	1:00PM
6	63%	2:00PM	79%	2:00PM	66%	2:00PM
7	73%	3:00PM	91%	2:00PM	76%	3:00PM
8	57%	2:00PM	93%	2:00PM	58%	2:00PM
9	59%	1:00PM	85%	1:00PM	63%	1:00PM
<b>Total Study Area</b>	59%	2:00PM	69%	2:00PM	60%	2:00PM



Table 4 summarizes demand in the study area and each subarea from 5:00PM to 8:00PM. Demand drops significantly in the study area as well as most subareas. Demand for parking in the eastern half of the study area—generally serving medical and industrial employees—is underutilized. The only subarea with demand exceeding 70% is Subarea 4 (77%). Off-street parking demand for this subarea, due to nighttime diners, is 81% at 6:00PM.

**Table 4: PM Peak Parking Demand (5PM-8PM)**

Subarea	Off-Street		On-Street		All Spaces	
	Demand	Time	Demand	Subarea	Demand	Time
1	43%	5:00PM	47%	5:00PM	45%	5:00PM
2			32%	5:00PM	32%	5:00PM
3			48%	5:00PM	48%	5:00PM
4	81%	6:00PM	72%	5:00PM	77%	6:00PM
5	31%	5:00PM	46%	5:00PM	35%	5:00PM
6	21%	5:00PM	59%	8:00PM	26%	5:00PM
7	40%	5:00PM	52%	8:00PM	40%	6:00PM
8	24%	5:00PM	60%	5:00PM	25%	5:00PM
9	39%	5:00PM	49%	5:00PM	41%	5:00PM
<b>Total Study Area</b>	30%	5:00PM	49%	5:00PM	33%	5:00PM



## CONCLUSIONS & RECOMMENDATIONS

Based on the supply and occupancy data and analysis, the following conclusions can be made regarding parking demand in the study area:

- Some street segments in the study area experience high demand throughout the day. These include portions of Catalina Street, Cherry Street, Reagan Street, Florista Street, and Pine Street.
- On-street parking experiences higher peak demand than off-street facilities within the study area as well as most subareas.
- Subarea 4 (southwest corner of the study area serving retail and dining) has the highest daily peak occupancy for the whole study area – 83% at 1:00PM. This subarea also has the highest off-street parking peak demand – 85% at 1:00PM.
- The southern and eastern parts of the study area experienced daily on-street peak demand above 80%.
- Off-street peak demand for subareas 5, 8, and 9 remained below 60% throughout the entire observed day.
- Demand across the entire study area is highest before 1:00PM and lowest after 4:00PM.
- In the evening, parking is underutilized in some portions of the study area. Highest demand during this time period occurs in the southwest of the study area (Subarea 4), most likely due to evening diners.
- Segments with the highest on-street demand include Catalina Street between Cherry and Kyle, Cherry Street south of Florista and Catalina, and Reagan Street south of Florista.
- On-street parking on Los Alamitos Boulevard and on the north side of Katella Avenue is generally underutilized for the entire day.
- Occupancy in the medical center structure does not exceed 50%.
- Parking in the east study area generally experiences highest demand during normal business hours serving medical and industrial land uses. Parking to the west of the study area general experiences highest demand in the late morning and early afternoon, which reflects the presence of several restaurants in this area.

Several street segments in the study area consistently experience high demand above 80% multiple times throughout the day:

- Catalina Street between Cherry and Kyle
- Cherry Street south of Florista and Catalina
- Reagan Street south of Florista
- Florista Street east of Pine
- Pine Street south of Florista



We recommend installing parking meters on these segments to increase turnover and facilitate parking to off-street lots. However, parking meter installation on these streets may increase parking on streets with currently excess capacity, such as Los Alamitos Boulevard. We recommend monitoring other surrounding streets for increased demand and the need for parking meter installation in the future.

We hope you find this information helpful. If you have any questions, comments, or require additional information, please contact Michael Sahimi at [m.sahimi@fehrandpeers.com](mailto:m.sahimi@fehrandpeers.com) or at 714-941-8785.

**APPENDIX A: PARKING INVENTORY SHEETS**



Project #: 15-1083  
City: Los Alamitos

Prepared by National Data & Surveying Services  
**PARKING STUDY**  
Surface Lots - Supply & Occupancy

Day: Wednesday  
Date: 4/15/2015

TIME	LOT 1 (Private)		LOT 2 (Private)		LOT 3 (Private)		LOT 4 (Private)		LOT 5 (Private)		LOT 6 (Private)		LOT 7 (Private)		LOT 8 (Private)		LOT 9 (Private)					
	Regular	♣	Regular	♣	Regular	♣	Regular	♣	Regular	♣												
9:00 AM	15	1	6	2	25	2	27	2	27	18	1	19	36	2	38	109	9	118	75	4	1	5
9:30 AM	5	0	4	1	10	1	11	0	14	17	1	18	14	0	14	56	3	59	26	2	0	2
10:00 AM	6	0	6	1	14	0	16	0	18	14	1	19	19	0	19	75	5	80	38	2	0	2
11:00 AM	7	0	6	1	20	0	21	0	17	13	1	14	20	0	20	56	6	62	43	2	1	3
12:00 PM	10	0	6	1	14	0	16	0	14	13	1	14	34	1	35	88	4	92	44	2	0	2
1:00 PM	4	1	5	1	15	0	16	0	13	11	0	11	31	2	33	93	6	99	47	0	0	0
2:00 PM	9	0	5	1	15	0	16	0	15	13	0	13	22	0	22	86	5	91	59	1	0	1
3:00 PM	5	0	5	1	15	0	16	0	14	16	1	17	21	2	23	67	6	73	62	45	60	1
4:00 PM	4	0	4	0	14	0	14	0	8	12	0	12	28	2	30	75	4	79	67	38	51	1
5:00 PM	5	0	4	0	14	0	14	0	8	8	0	8	28	2	30	75	4	79	67	38	51	1
6:00 PM	5	1	4	0	11	0	11	0	3	3	0	3	26	0	26	70	5	75	64	17	23	0
7:00 PM	1	0	1	0	9	0	9	0	2	2	0	2	19	0	19	63	4	67	57	10	13	0
8:00 PM	2	0	2	0	6	0	6	0	1	1	0	1	4	0	4	19	0	19	50	6	3	0
(Public)																						
TIME	LOT 10 (Private)		LOT 11 (Private)		LOT 12 (Private)		LOT 13 (Private)		LOT 14 (Private)		LOT 15 (Private)		LOT 16 (Private)									
	Regular	♣	Regular	♣	Regular	♣																
9:00 AM	25	2	7	1	20	1	14	1	15	38	2	40	13	66	26	6	89	92				
9:30 AM	18	1	3	0	7	0	9	0	6	6	0	6	4	59	24	0	89	97				
10:00 AM	22	2	7	0	10	0	11	0	7	6	1	7	5	60	26	6	92	100				
11:00 AM	23	2	7	0	10	0	11	0	7	7	0	7	6	57	24	6	87	95				
12:00 PM	22	2	7	0	8	0	11	0	11	10	1	11	9	38	7	4	49	58				
1:00 PM	21	4	5	0	6	0	7	0	7	10	0	7	9	41	9	5	55	60				
2:00 PM	23	4	0	0	8	0	10	0	9	7	0	9	2	16	4	4	68	74				
3:00 PM	22	3	0	0	6	0	8	0	13	13	0	13	2	17	16	4	67	73				
4:00 PM	18	1	1	0	6	0	7	0	9	9	0	9	2	13	3	3	46	50				
5:00 PM	15	1	1	0	1	0	2	0	5	5	0	5	1	11	5	0	16	17				
6:00 PM	13	1	1	0	1	0	3	0	0	0	0	0	1	3	1	0	4	4				
7:00 PM	12	3	3	0	0	0	3	0	1	1	0	1	12	3	1	0	4	4				
8:00 PM	8	2	2	0	0	0	2	0	1	1	0	1	8	4	7	0	11	12				

TIME	LOT 17 (Private)				LOT 18 (Private)				LOT 19 (Private)				LOT 20 (Private)				LOT 21 (Private)				LOT 22 (Private)				LOT 23 (Private)				LOT 24 (Private)							
	Regular	Reserved	Patient Pick-Up/ Drop-Off	Doctors Only	Regular	TOTAL	Regular	Illegal	TOTAL	Regular	Reserved	TOTAL	Regular	Reserved	TOTAL	Regular	Reserved	TOTAL	Regular	Compact	Regular	TOTAL	Regular	Compact	Regular	TOTAL	Regular	Compact	Regular	TOTAL						
9:00 AM	32	1	2	8	15	48	13	7	22	28	1	32	28	3	1	31	28	3	2	2	1	5	2	2	1	1	2	2	4	14	1	15				
9:00 AM	32	1	0	6	41	85%	5	7	22	16	1	18	16	1	1	17	16	1	1	1	0	2	40%	4	100%	3	0	3	20%	3	0	3	20%			
10:00 AM	28	4	1	5	39	81%	6	7	22	16	2	19	16	2	1	17	16	2	1	1	0	2	40%	4	100%	3	0	3	20%	3	0	3	20%			
11:00 AM	30	3	1	2	42	88%	6	7	22	17	2	20	17	2	1	19	17	2	1	1	0	3	60%	4	100%	4	0	4	27%	4	0	4	27%			
12:00 PM	28	2	1	4	37	77%	6	5	16	13	0	13	13	0	0	13	13	0	1	1	0	1	20%	3	75%	9	0	9	60%	9	0	9	60%			
1:00 PM	27	2	1	0	35	73%	9	6	17	12	0	12	12	0	0	12	12	0	0	0	0	1	20%	3	75%	9	0	9	60%	9	0	9	60%			
2:00 PM	25	2	1	0	34	71%	12	4	12	55%	16	0	16	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	22	3	1	0	32	67%	14	3	8	36%	18	0	18	0	0	18	18	0	0	0	0	2	40%	4	100%	9	0	9	60%	9	0	9	60%			
4:00 PM	10	2	0	1	19	40%	13	0	2	9%	10	0	10	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	8	1	0	0	14	29%	5	0	2	9%	3	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	1	0	0	0	4	8%	7	0	2	9%	3	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	1	0	0	0	3	6%	10	0	2	9%	2	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	1	0	0	0	2	4%	13	0	1	5%	1	0	1	0	0	1	1	0	0	0	0	1	5%	1	0	0	0	0	0	0	0	0	0	0	0	0

TIME	LOT 25 (Private)				LOT 26 (Private)				LOT 27 (Private)				LOT 28 (Private)				LOT 29 (Private)				LOT 30 (Private)				LOT 31 (Private)					
	Regular	Compact	Regular	TOTAL	Regular	Compact	Regular	TOTAL	Regular	Reserved	Reserved for Cancer Angels	TOTAL	Regular	Reserved	TOTAL	Regular	Reserved	TOTAL	Private Parking	3792 parking only	Regular	TOTAL	Regular	Emergency Room	Vendor Parking	TOTAL	Regular	Emergency Room	Vendor Parking	TOTAL
9:00 AM	7	1	8	13	2	1	1	5	6	1	7	6	1	7	9	8	7	9	3	8	72	23	21	8	3	119	35	16	8	59
9:00 AM	3	0	3	6%	2	0	0	4	2	0	6	2	0	2	3	33%	0	4	3	0	35	16	8	0	0	59	35	16	8	59
10:00 AM	2	0	2	46%	2	0	1	4	5	0	7	5	0	5	3	33%	0	5	3	0	48	22	11	0	0	81	48	22	11	81
11:00 AM	2	0	2	54%	2	0	1	4	4	0	7	4	0	4	4	44%	0	4	4	0	49	22	12	0	0	83	49	22	12	83
12:00 PM	1	0	1	31%	2	0	1	5	3	0	8	3	0	3	2	22%	0	3	2	0	34	22	19	0	1	76	34	22	19	76
1:00 PM	3	0	3	46%	2	0	1	5	8	0	8	2	0	2	29%	0	4	4	0	45	45	22	17	0	1	85	45	22	17	85
2:00 PM	4	0	4	50%	2	0	1	4	7	0	7	4	0	4	57%	0	3	3	0	51	51	22	14	0	0	87	51	22	14	87
3:00 PM	2	0	2	15%	2	0	1	3	6	0	6	3	0	3	71%	0	5	5	0	29	29	18	20	0	0	89	29	18	20	89
4:00 PM	4	0	4	50%	2	0	1	3	6	0	6	3	0	3	43%	0	4	4	0	29	29	12	19	0	0	60	29	12	19	60
5:00 PM	3	0	3	23%	2	0	1	3	6	0	6	3	0	3	14%	0	2	2	0	23	23	10	15	0	0	48	23	10	15	48
6:00 PM	1	0	1	13%	2	0	1	4	7	0	7	0	0	0	0%	0	1	1	0	23	23	8	15	0	0	48	23	8	15	48
7:00 PM	1	0	1	8%	2	1	0	4	7	0	7	0	0	0	0%	0	3	3	0	22	22	7	12	0	0	41	22	7	12	41
8:00 PM	1	0	1	13%	2	1	0	4	7	0	7	0	0	0	0%	0	3	3	0	22	22	6	12	0	0	40	22	6	12	40

Note: Lot 30 spaces were blocked by a container.

TIME	LOT 32 (Private)			LOT 33 (Private)			LOT 34 (Private)			LOT 35 (Private)				LOT 36 (Private)			LOT 37 (Private)			
	Regular Staff	Regular Doctors	Charging Only	TOTAL	Private Parking	Private Parking	Regular	Professional Breaking	TOTAL	Clean Air Pool	Pharmacy	Urgent	White Zone Curb	TOTAL	Regular	Ⓟ	Patient Only	TOTAL	Regular	Visitor
8:00 AM	262	108	1	380	9	19	53	12	5	6	4	0	80	28	1	4	33	20	2	22
9:00 AM	251	86	0	342	4	4	31	8	2	1	2	0	44	20	0	3	23	20	2	22
10:00 AM	262	84	0	342	6	5	50	12	5	2	3	2	74	19	1	1	21	20	2	22
11:00 AM	262	94	1	363	7	7	52	11	5	2	3	0	72	24	1	4	28	19	1	20
12:00 PM	254	83	1	345	8	8	55	10	5	3	3	1	75	21	1	4	26	15	1	16
1:00 PM	258	72	1	340	9	10	53	12	4	3	4	3	79	22	1	3	26	19	1	20
2:00 PM	262	82	1	354	9	14	53	9	5	3	1	2	76	23	1	3	27	19	2	21
3:00 PM	240	65	1	314	9	12	53	9	3	3	1	0	69	22	1	2	25	19	2	21
4:00 PM	179	62	1	250	9	11	42	7	2	2	3	1	57	13	0	3	16	7	0	7
5:00 PM	124	42	0	169	7	7	37	2	1	1	4	0	45	3	0	0	3	0	0	0
6:00 PM	128	26	0	155	6	6	34	2	3	1	4	0	44	3	0	0	3	0	0	0
7:00 PM	130	12	0	142	5	7	27	1	3	1	4	0	36	0	0	0	0	0	0	0
8:00 PM	87	10	0	97	5	8	33	1	3	1	3	0	41	1	0	0	1	0	0	0

TIME	LOT 38 (Private)			LOT 39 (Private)			LOT 40 (Private)			LOT 41 (Private)			LOT 42 (Private)			LOT 43 (Private)					
	Regular	Reserved 6 AM-6 PM	TOTAL	Reserved/Assigned	Visitor	TOTAL	Regular	Professional Breaking	TOTAL	Regular	Reserved	Tenant Parking	TOTAL	Regular	Ⓟ	Triple R Company	Reserved	TOTAL	Regular	Visitor	TOTAL
8:00 AM	16	7	26	26	6	34	19	12	31	48	2	3	53	51	1	10	15	77	80	2	80
9:00 AM	16	6	24	20	1	21	14	8	22	26	1	0	27	29	0	4	11	44	33	2	35
10:00 AM	16	6	24	21	1	24	13	10	23	25	1	0	26	32	1	4	7	44	35	2	37
11:00 AM	16	6	24	21	1	24	14	10	24	23	1	0	24	29	0	4	11	44	37	1	38
12:00 PM	16	6	24	21	3	25	12	9	21	25	2	0	27	34	0	2	11	47	34	1	35
1:00 PM	16	5	23	20	3	24	12	9	21	26	2	0	28	33	0	5	12	50	34	1	35
2:00 PM	16	6	24	21	3	26	13	9	22	24	2	0	26	25	0	4	12	41	53	40	50
3:00 PM	14	6	21	24	3	29	11	9	20	28	2	0	30	26	0	4	10	40	52	38	48
4:00 PM	13	4	18	18	1	21	14	10	24	25	2	0	27	19	0	4	8	37	48	31	39
5:00 PM	11	3	15	14	1	17	11	4	18	22	0	1	23	19	0	8	7	34	44	14	18
6:00 PM	6	3	9	24	6	30	11	3	14	21	0	0	21	20	0	8	7	35	45	11	14
7:00 PM	6	3	11	24	6	30	9	2	11	18	0	0	18	13	0	8	7	28	36	12	15
8:00 PM	5	3	8	23	5	28	8	2	10	17	0	0	17	19	0	8	8	35	45	2	36

(Private)

TIME	LOT #4		
	Regular	6	TOTAL
Spaces	16	1	17
9:00 AM	8	1	9   53%
10:00 AM	8	1	9   53%
11:00 AM	10	1	11   65%
12:00 PM	9	0	9   53%
1:00 PM	8	1	9   53%
2:00 PM	8	1	9   53%
3:00 PM	7	1	8   47%
4:00 PM	4	0	4   24%
5:00 PM	3	0	3   18%
6:00 PM	3	0	3   18%
7:00 PM	3	0	3   18%
8:00 PM	3	0	3   18%

Prepared by National Data & Surveying Services

**PARKING STUDY**

Parking Structure - Supply & Occupancy

Day: Wednesday  
Date: 4/15/2015

Project #: 15-1093  
City: Los Alamitos

TIME	LEVEL 1			LEVEL 2		LEVEL 3		LEVEL 4			LEVEL 5				LEVEL 6		TOTAL					
	Regular	♿	Clean Air	Radiation Therapy	Illegal	Regular	Motorcycle	Regular	Motorcycle	Doctor	Regular	Motorcycle	Doctor	Electric Vehicle	Electric Vehicle Doctor Parking	Vanpool Clean Air		Doctor Vanpool Clean Air	Motorcycle	Regular	Volunteer	
Spaces	92	21	68	6		185	6	185	6	165	36	9	112	44	6	9	4	6	149	8	1102	
9:00 AM	57	12	8	1	0	13	0	7	0	0	0	0	8	0	0	0	0	0	0	0	2	111
10:00 AM	78	18	25	3	1	29	0	12	0	0	0	0	22	7	0	2	0	0	0	0	4	216
11:00 AM	67	18	56	3	1	40	0	15	0	1	15	0	74	11	2	3	0	0	57	7	359	
12:00 PM	81	19	58	3	1	47	0	18	0	0	18	0	98	11	5	3	0	0	93	5	448	
1:00 PM	79	19	43	3	0	32	0	11	0	0	11	0	108	9	6	5	0	0	113	5	438	
2:00 PM	77	19	36	2	0	29	0	7	0	0	7	0	112	9	6	6	0	0	126	1	435	
3:00 PM	53	16	28	1	0	22	0	9	0	0	9	0	103	5	4	6	0	0	69	1	322	
4:00 PM	41	8	22	1	0	19	0	6	0	1	6	0	62	5	1	6	0	0	41	0	218	
5:00 PM	35	3	13	0	0	14	0	5	0	0	5	0	25	4	1	4	0	0	27	0	136	
6:00 PM	34	2	8	0	0	12	0	2	0	0	2	0	12	1	1	0	0	0	10	0	86	
7:00 PM	12	0	10	0	0	6	0	1	0	0	1	0	10	1	1	0	0	0	9	0	54	
8:00 PM	15	0	8	0	0	6	0	1	0	0	1	0	9	0	1	0	0	0	6	0	49	

\*\*\* Denotes "Private" Parking

TIME	LOS ALAMITOS BOULEVARD				PINE STREET			
	From Katella Ave to Florista St. EAST SIDE	From Katella Ave to Florista St. WEST SIDE	From Florida St to Catalina St. EAST SIDE	From Florida St to Catalina St. WEST SIDE	From Katella Ave to Catalina St (S) EAST SIDE	From Katella Ave to Florista St WEST SIDE	From Florida St to Catalina St EAST SIDE	From Florida St to Catalina St WEST SIDE
Restrictions	No Parking Any Time	2 hr parking 7am-9pm except Sunday	2 hr parking 7am-9pm except Sunday	2 hr parking 7am-9pm except Sunday	No restrictions	No restrictions	No restrictions	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking 11am-2pm 2nd/4th Tuesday of the month
Spaces	7	7	4	11	34	2	3	17
9:00 AM	1	1	1	14	6	0	1	0
10:00 AM	1	1	1	14	6	0	1	0
11:00 AM	1	1	1	14	8	0	2	17
12:00 PM	2	2	2	8	25	1	1	13
1:00 PM	2	2	1	9	34	1	1	11
2:00 PM	0	3	1	6	30	7	3	11
3:00 PM	0	4	0	8	5	5	2	10
4:00 PM	0	5	1	7	33	2	2	8
5:00 PM	0	3	0	6	34	2	2	7
6:00 PM	0	3	0	6	9	9	1	6
7:00 PM	0	2	0	5	25	1	2	7
8:00 PM	0	1	0	5	26	1	1	7

TIME	LOS ALAMITOS BOULEVARD				PINE STREET			
	From Katella Ave to Florista St. EAST SIDE	From Katella Ave to Florista St. WEST SIDE	From Florida St to Catalina St. EAST SIDE	From Florida St to Catalina St. WEST SIDE	From Katella Ave to Catalina St (S) EAST SIDE	From Katella Ave to Florista St WEST SIDE	From Florida St to Catalina St EAST SIDE	From Florida St to Catalina St WEST SIDE
Restrictions	No restrictions	No restrictions	No restrictions	No restrictions	No restrictions	No restrictions	No restrictions	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking 11am-2pm 2nd/4th Tuesday of the month
Spaces	10	9	2	3	34	2	3	17
9:00 AM	6	6	0	1	14	0	1	0
10:00 AM	6	8	0	2	17	0	2	10
11:00 AM	9	8	1	1	25	1	1	8
12:00 PM	9	9	1	1	34	1	1	13
1:00 PM	5	7	3	1	30	7	3	11
2:00 PM	5	5	2	1	27	1	1	10
3:00 PM	6	4	3	2	33	2	2	8
4:00 PM	3	7	2	2	34	2	2	7
5:00 PM	2	9	1	2	9	9	1	6
6:00 PM	2	4	2	2	25	1	2	7
7:00 PM	3	3	2	1	26	1	1	7
8:00 PM	1	2	0	0	16	0	0	7

TIME	REAGAN STREET				CHERRY STREET			
	From Katella Ave to Florista St. EAST SIDE	From Katella Ave to Florista St. WEST SIDE	From Florida St to Catalina St. EAST SIDE	From Florida St to Catalina St. WEST SIDE	From Katella Ave to Catalina St (S) EAST SIDE	From Katella Ave to Florista St WEST SIDE	From Florida St to Catalina St EAST SIDE	From Florida St to Catalina St WEST SIDE
Restrictions	2 hr parking 9am-6pm Mon-Fri. No parking 11am-2pm 2nd/4th Tuesday of the month	2 hr parking 9am-6pm Mon-Fri. No parking 11am-2pm 1st/3rd Tuesday of the month	1 hr parking No parking 11am-2pm 1st/3rd Tuesday of the month	2 hr parking 9am-6pm Mon-Fri. No parking 11am-2pm 2nd/4th Tuesday of the month	2 hr parking Mon-Fri 9am-6pm	2 hr parking Mon-Fri 9am-6pm except Sunday	2 hr parking Mon-Fri 9am-6pm except Sunday	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking 11am-2pm 1st/3rd Tuesday of the month
Spaces	5	1	14	2	10	2	2	14
9:00 AM	3	1	13	2	6	2	2	6
10:00 AM	1	1	14	2	10	2	2	10
11:00 AM	3	0	14	2	9	2	2	7
12:00 PM	1	1	12	2	6	2	2	5
1:00 PM	2	0	10	2	1	2	2	4
2:00 PM	3	0	14	2	8	1	2	7
3:00 PM	1	1	13	2	8	1	2	6
4:00 PM	0	1	6	2	4	0	2	5
5:00 PM	1	1	6	0	6	0	0	9
6:00 PM	2	0	6	0	6	0	2	6
7:00 PM	4	0	12	0	10	0	2	7
8:00 PM	2	2	14	2	10	2	2	6

TIME	REAGAN STREET				CHERRY STREET			
	From Katella Ave to Florista St. EAST SIDE	From Katella Ave to Florista St. WEST SIDE	From Florida St to Catalina St. EAST SIDE	From Florida St to Catalina St. WEST SIDE	From Katella Ave to Catalina St (S) EAST SIDE	From Katella Ave to Florista St WEST SIDE	From Florida St to Catalina St EAST SIDE	From Florida St to Catalina St WEST SIDE
Restrictions	2 hr parking 9am-6pm Mon-Fri. No parking 11am-2pm 2nd/4th Tuesday of the month	2 hr parking 9am-6pm Mon-Fri. No parking 11am-2pm 1st/3rd Tuesday of the month	1 hr parking No parking 11am-2pm 1st/3rd Tuesday of the month	2 hr parking 9am-6pm Mon-Fri. No parking 11am-2pm 2nd/4th Tuesday of the month	2 hr parking Mon-Fri 9am-6pm	2 hr parking Mon-Fri 9am-6pm except Sunday	2 hr parking Mon-Fri 9am-6pm except Sunday	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking 11am-2pm 1st/3rd Tuesday of the month
Spaces	5	1	14	2	10	2	2	14
9:00 AM	3	1	13	2	6	2	2	6
10:00 AM	1	1	14	2	10	2	2	10
11:00 AM	3	0	14	2	9	2	2	7
12:00 PM	1	1	12	2	6	2	2	5
1:00 PM	2	0	10	2	1	2	2	4
2:00 PM	3	0	14	2	8	1	2	7
3:00 PM	1	1	13	2	4	0	2	6
4:00 PM	0	1	6	2	4	0	2	5
5:00 PM	1	1	6	0	6	0	0	9
6:00 PM	2	0	6	0	6	0	2	6
7:00 PM	4	0	12	0	10	0	2	7
8:00 PM	2	2	14	2	10	2	2	6

TIME	KAYLOR STREET From Katella Ave to Catalina St			
	EAST SIDE	WEST SIDE	WEST SIDE	WEST SIDE
	Red Curb	Unmarked Perpendicular	Yellow Curb Unmarked Parallel	Yellow Curb Unmarked Parallel
Restrictions	No parking Fire lane	Private Parking	Truck loading and unloading zone only 20 min	Deliveries only
Spaces				
9:00 AM		1	2	2
10:00 AM		0	2	2
11:00 AM		0	2	2
12:00 PM		0	2	2
1:00 PM		0	2	2
2:00 PM		0	2	2
3:00 PM		0	2	0
4:00 PM		0	2	0
5:00 PM		0	1	0
6:00 PM		0	1	0
7:00 PM		0	1	0
8:00 PM		0	1	0

TIME	KYLE STREET From Florista St to Catalina St	
	EAST SIDE	Unmarked Parallel
Restrictions	No restrictions	
Spaces		
9:00 AM	13	9
10:00 AM	8	8
11:00 AM	9	9
12:00 PM	9	9
1:00 PM	8	8
2:00 PM	7	7
3:00 PM	7	7
4:00 PM	6	6
5:00 PM	5	5
6:00 PM	4	4
7:00 PM	4	4
8:00 PM	3	3

TIME	BLOOMFIELD STREET From Florista St to Study Area Boundary			
	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE
	From Katella Ave to Florista St	From Florista St to Study Area Boundary	From Florista St to Study Area Boundary	From Florista St to Study Area Boundary
Restrictions	No Stopping Any Time	No Stopping Any Time	No Stopping Any Time	2 hr parking 8am-5pm except Sat, Sun, & holidays
Spaces				10
9:00 AM				6
10:00 AM				6
11:00 AM				6
12:00 PM				7
1:00 PM				10
2:00 PM				9
3:00 PM				9
4:00 PM				6
5:00 PM				3
6:00 PM				0
7:00 PM				0
8:00 PM				0

TIME	CATALINA STREET					
	From Los Alamitos to Reagan St	From Los Alamitos Blvd to Pine St	From Pine St to Reagan St	From Reagan St to Cherry St	From Cherry St to Kyle St	From Kaylor St to Kyle St
	SOUTH SIDE Unmarked Parallel	SOUTH SIDE Unmarked Parallel	NORTH SIDE Unmarked Parallel	NORTH SIDE Red Curb	SOUTH SIDE Unmarked Parallel	SOUTH SIDE Unmarked Parallel
Restrictions	No restrictions	No parking 11am-2pm 2nd/4th Tuesday of the month	No parking 11am-2pm 2nd/4th Tuesday of the month	No parking 11am-2pm 2nd/4th Tuesday of the month	No parking Any Time	No restrictions
Spaces						
9:00 AM	24	8	9	18	3	10
10:00 AM	17	5	8	17	3	9
11:00 AM	16	5	8	18	2	9
12:00 PM	17	5	7	18	3	9
1:00 PM	20	3	6	18	3	9
2:00 PM	18	4	6	17	3	10
3:00 PM	18	3	9	18	3	9
4:00 PM	18	2	8	16	3	9
5:00 PM	13	4	1	17	3	5
6:00 PM	8	3	0	11	3	6
7:00 PM	5	2	0	7	3	3
8:00 PM	5	4	0	2	2	3

Notes: 1) A tractor/trailer occupied at least 2 spots on the north side from Reagan St to Cherry St.  
 2) There was construction in a small area on the north side from Cherry St to Kyle St.

TIME	From Los Alamitos Blvd to Pine St		From Pine St to Reagan St		From Reagan St to Cherry St		From Kyle St to Bloomfield St	
	NORTH SIDE Unmarked Parallel	SOUTH SIDE Marked Perpendicular	NORTH SIDE Unmarked Parallel	SOUTH SIDE Marked Perpendicular	NORTH SIDE** Unmarked Parallel	SOUTH SIDE Marked 45°	NORTH SIDE Unmarked Parallel	SOUTH SIDE Unmarked Parallel
Restrictions	No parking 11am-2pm 1st/3rd Tuesdays of the month	No restrictions	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking 11am-2pm 1st/3rd Tuesday of the month. No parking vehicles that are > 22 ft. 2am-6am.	No parking 11am-2pm 1st/3rd Tuesday of the month. No parking vehicles that are > 22ft. 2am-6am.	No restrictions	2 hr parking 9am-6pm Mon-Fri. No parking 11am-2pm 2nd/4th Tuesday of the month.	No restrictions	No restrictions
Spaces	8	21	9	14	7	17	13	6
9:00 AM	5	14	6	11	3	15	11	4
10:00 AM	7	14	6	11	4	14	11	4
11:00 AM	7	14	6	11	4	14	11	4
12:00 PM	8	12	3	13	4	15	11	5
1:00 PM	7	11	3	12	3	14	11	4
2:00 PM	6	10	2	11	4	13	11	4
3:00 PM	7	11	3	12	7	16	11	4
4:00 PM	6	12	0	12	5	17	11	3
5:00 PM	5	12	0	8	5	17	8	3
6:00 PM	5	9	1	7	5	8	1	1
7:00 PM	3	9	1	7	5	8	1	1
8:00 PM	1	9	2	0	4	13	1	1

Notes: No parking (TEMPORARY) 9 of the 21 spots on the south side from Los Alamitos Blvd to Pine St

TIME	From Los Alamitos Blvd to Pine St		From Pine St to Reagan St		From Reagan St to Cherry St		From Kaylor St to Maple St		From Maple St to Bloomfield St	
	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE
Restrictions	No Parking Any Time	No Parking Any Time	No Parking Any Time	No Parking Any Time	No parking Mon-Fri 12 am-9am	24 min parking 9am-6pm parking	24 min parking 9am-6pm parking	No restrictions	2 hr parking 7am-6pm	No restrictions
Spaces	2	2	2	4	12	13	2	25	2	23
9:00 AM	1	1	1	1	7	10	2	24	2	24
10:00 AM	1	1	1	1	6	9	2	25	2	25
11:00 AM	1	1	1	1	9	9	1	24	1	24
12:00 PM	1	1	1	1	8	8	2	19	2	19
1:00 PM	0	2	2	1	11	13	2	24	2	18
2:00 PM	0	2	2	1	11	13	2	18	2	17
3:00 PM	0	2	2	1	11	12	2	17	2	17
4:00 PM	0	2	2	1	11	12	2	17	2	17
5:00 PM	1	1	1	1	0	1	1	14	1	14
6:00 PM	0	0	0	0	0	0	0	1	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0

**KATELLA AVE**

**PARKING STUDY**

Street Parking - Occupancy

Day: Wednesday  
Date: 4/15/2015

Project #: 15-1093  
City: Los Alamitos

TIME	LOS ALAMITOS BOULEVARD				PINE STREET				REAGAN STREET				CHERRY STREET				KAYLOR STREET		KYLE STREET		
	Katella to Florista		Florista to Catalina		Katella to Florista		Florista to Catalina		Katella to Florista		Florista to Catalina		Katella to Catalina (S)		Catalina (S) to Catalina (N)		Katella to Catalina		Florista to Catalina (N)		
	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	
9:00 AM	14%	45%	18%	78%	50%	85%	64%	100%	60%	50%	72%	80%	64%	40%	80%	80%	80%	80%	79%	64%	69%
10:00 AM	14%	73%	74%	94%	71%	80%	71%	100%	100%	57%	80%	80%	82%	20%	80%	80%	80%	80%	79%	64%	62%
11:00 AM	29%	64%	89%	78%	57%	85%	86%	90%	90%	43%	88%	85%	82%	40%	80%	80%	80%	80%	57%	57%	69%
12:00 PM	0%	82%	84%	61%	71%	85%	71%	50%	20%	43%	92%	71%	100%	40%	80%	80%	80%	80%	57%	64%	69%
1:00 PM	0%	55%	63%	61%	43%	60%	36%	30%	20%	50%	92%	79%	82%	40%	80%	80%	80%	80%	57%	64%	62%
2:00 PM	0%	73%	53%	56%	36%	85%	79%	30%	50%	50%	86%	73%	82%	40%	80%	80%	80%	80%	50%	64%	54%
3:00 PM	0%	64%	53%	44%	50%	75%	71%	20%	57%	57%	82%	71%	82%	20%	80%	80%	80%	80%	64%	64%	54%
4:00 PM	0%	55%	53%	39%	45%	45%	57%	40%	40%	43%	36%	45%	45%	20%	80%	80%	80%	80%	50%	57%	46%
5:00 PM	0%	27%	63%	33%	64%	40%	43%	50%	50%	43%	36%	45%	45%	20%	80%	80%	80%	80%	57%	57%	38%
6:00 PM	0%	45%	32%	39%	64%	80%	100%	60%	60%	100%	68%	73%	82%	0%	80%	80%	80%	80%	64%	64%	31%
7:00 PM	0%	64%	26%	39%	71%	80%	100%	60%	60%	100%	84%	100%	82%	0%	80%	80%	80%	80%	64%	64%	23%
8:00 PM	0%	45%	16%	39%	57%	90%	100%	60%	60%	100%	84%	100%	82%	0%	80%	80%	80%	80%	57%	57%	23%

TIME	BLOOMFIELD STREET				CATALINA STREET				FLORISTA STREET											
	Florista to N. Boundary		Los Alamitos to Reagan		Los Alamitos to Pine		Reagan to Cherry		Cherry to Kyle		Kaylor to Kyle		Los Alamitos to Pine		Pine to Reagan		Reagan to Cherry		Kaylor to Bloomfield	
	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE
9:00 AM	60%	71%	67%	89%	8%	75%	94%	100%	90%	90%	50%	75%	87%	43%	88%	85%	85%	82%	82%	67%
10:00 AM	60%	67%	89%	89%	8%	75%	100%	100%	90%	90%	88%	75%	87%	100%	82%	85%	85%	82%	82%	67%
11:00 AM	60%	71%	78%	89%	8%	38%	100%	100%	90%	90%	100%	92%	100%	86%	88%	85%	85%	82%	82%	67%
12:00 PM	70%	83%	67%	15%	50%	50%	100%	100%	90%	90%	100%	100%	96%	57%	83%	85%	85%	83%	83%	83%
1:00 PM	100%	75%	80%	15%	50%	94%	100%	100%	90%	90%	88%	92%	100%	43%	76%	92%	92%	76%	76%	67%
2:00 PM	90%	75%	100%	15%	38%	100%	100%	100%	90%	90%	75%	83%	85%	71%	82%	85%	85%	82%	82%	67%
3:00 PM	90%	75%	89%	15%	38%	89%	100%	100%	90%	90%	88%	58%	85%	100%	94%	85%	85%	94%	94%	67%
4:00 PM	60%	54%	44%	15%	38%	38%	100%	100%	90%	90%	75%	100%	61%	71%	100%	67%	67%	100%	100%	50%
5:00 PM	30%	54%	11%	15%	25%	89%	100%	100%	50%	50%	38%	100%	35%	71%	100%	23%	23%	41%	41%	33%
6:00 PM	0%	33%	0%	15%	25%	61%	100%	100%	50%	50%	38%	100%	4%	71%	100%	8%	8%	47%	47%	17%
7:00 PM	0%	21%	0%	15%	25%	39%	100%	100%	30%	30%	38%	75%	0%	71%	100%	8%	8%	71%	71%	17%
8:00 PM	0%	21%	0%	15%	38%	39%	100%	100%	30%	30%	13%	58%	0%	57%	76%	8%	8%	76%	76%	17%

TIME	KATELLA AVENUE							
	Reagan to Cherry		Cherry to Kaylor		Kaylor to Maple		Maple to Bloomfield	
	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE
9:00 AM	13%	17%	85%	92%	100%	100%	96%	92%
10:00 AM	25%	58%	77%	100%	100%	100%	96%	96%
11:00 AM	13%	50%	69%	100%	100%	100%	96%	96%
12:00 PM	38%	75%	69%	50%	100%	100%	96%	96%
1:00 PM	13%	42%	62%	100%	100%	100%	96%	96%
2:00 PM	38%	92%	100%	100%	100%	100%	96%	96%
3:00 PM	25%	83%	100%	100%	100%	100%	96%	96%
4:00 PM	13%	92%	69%	100%	100%	100%	96%	96%
5:00 PM	13%	100%	31%	100%	100%	100%	96%	96%
6:00 PM	25%	50%	8%	100%	100%	100%	96%	96%
7:00 PM	0%	0%	0%	50%	100%	100%	96%	96%
8:00 PM	0%	0%	0%	50%	100%	100%	96%	96%

**APPENDIX B: HOURLY OCCUPANCY FIGURES**



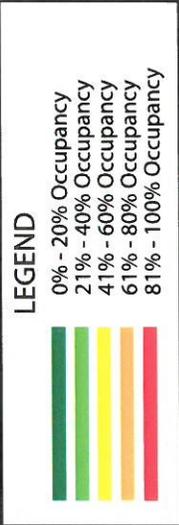


Figure B1  
Parking Occupancy 9:00AM





Figure B2  
Parking Occupancy 10:00AM



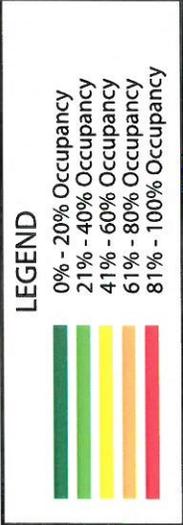


Figure B3  
 Parking Occupancy 11:00AM



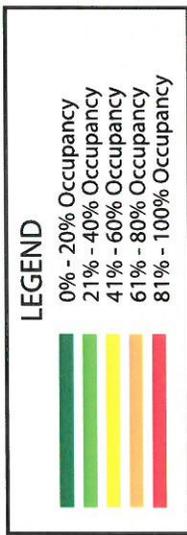


Figure B4  
Parking Occupancy 12:00PM





Figure B5  
Parking Occupancy 1:00PM



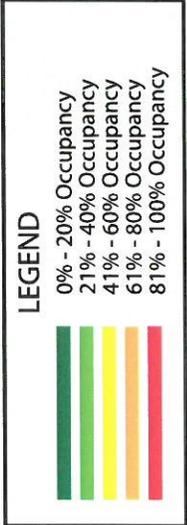
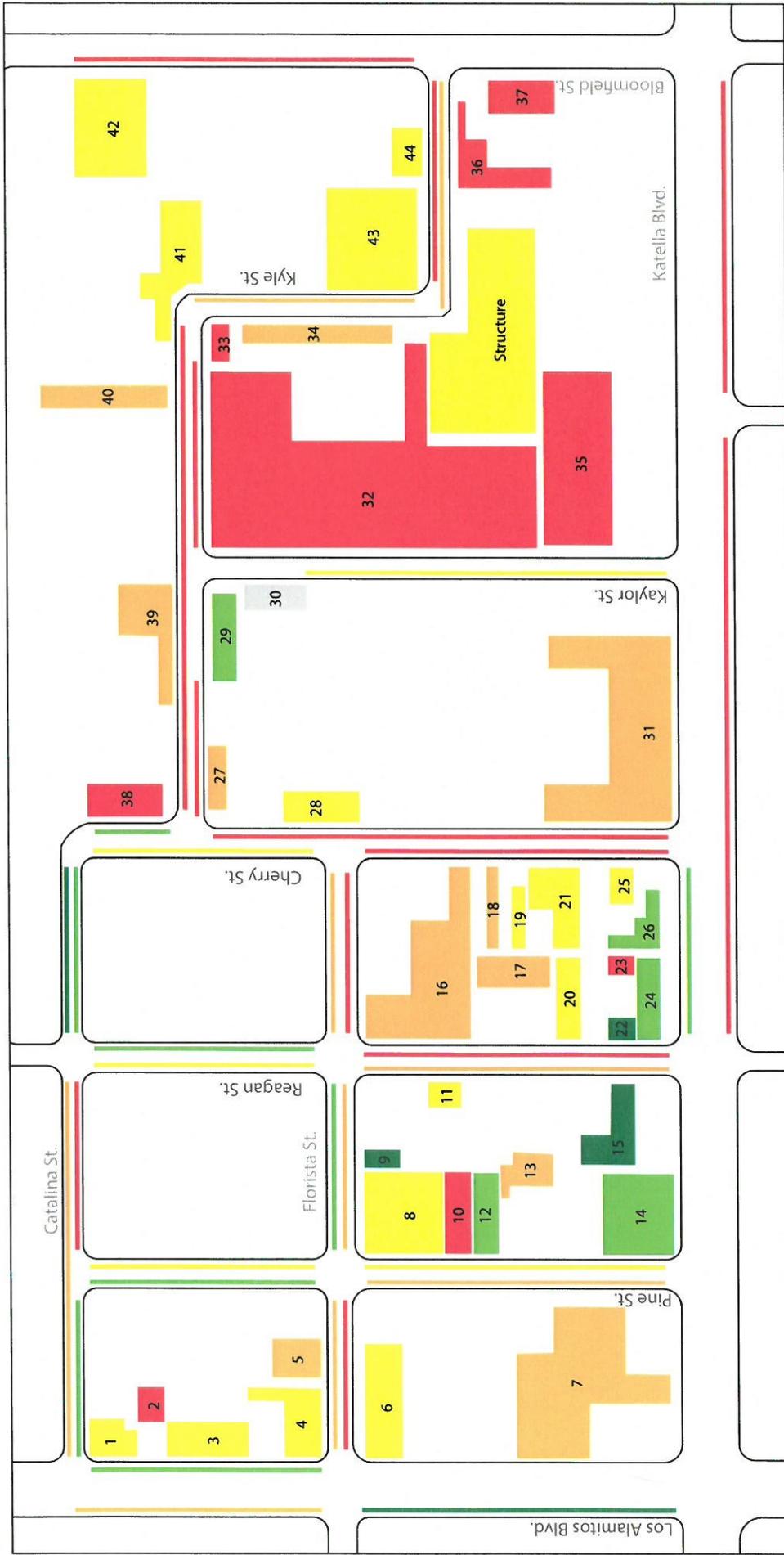


Figure B6  
Parking Occupancy 2:00PM



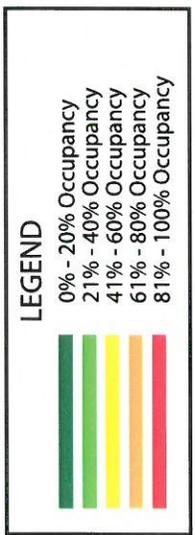


Figure B7  
Parking Occupancy 3:00PM



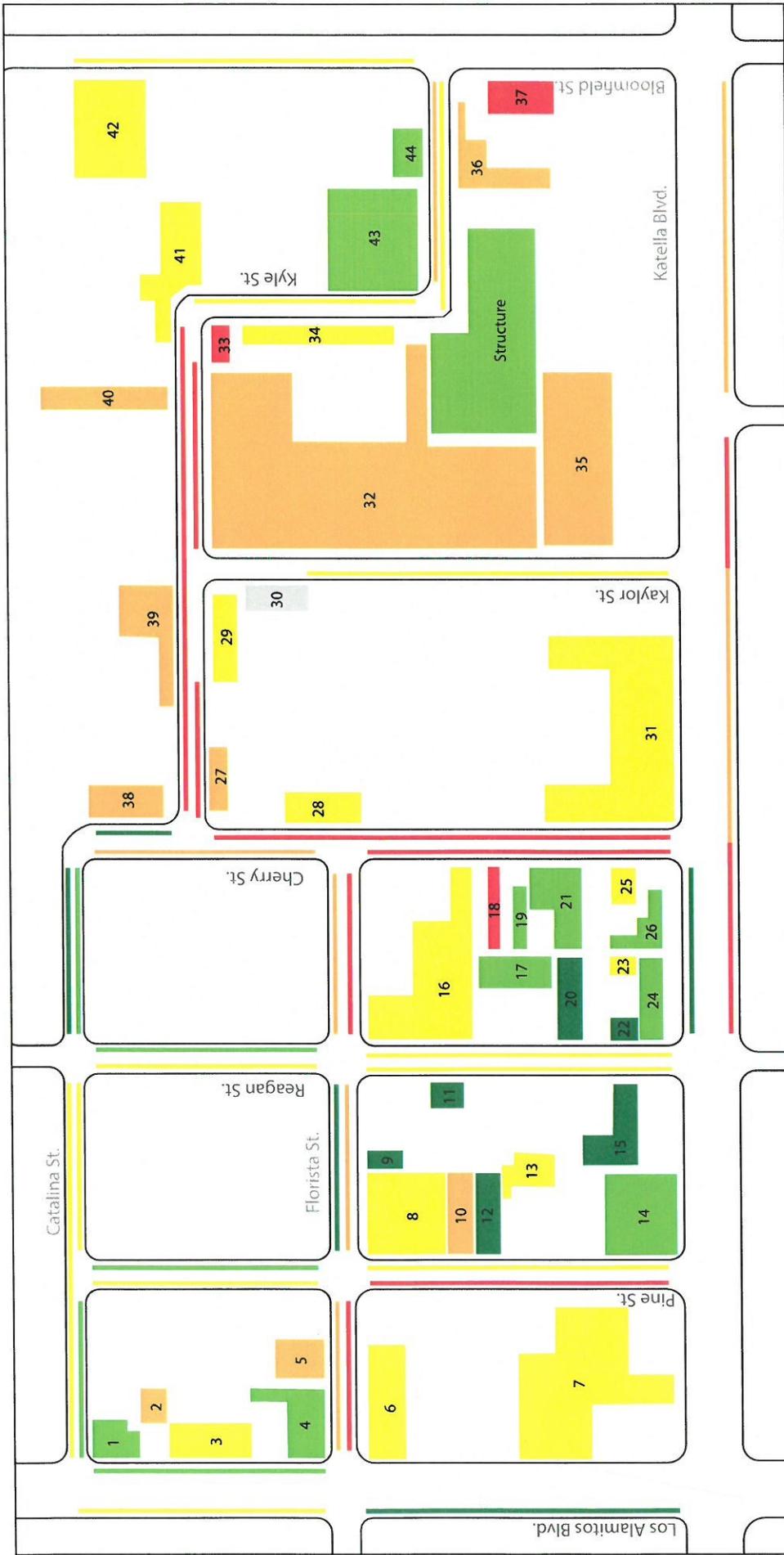


Figure B8  
Parking Occupancy 4:00PM



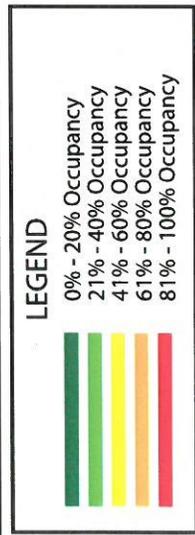


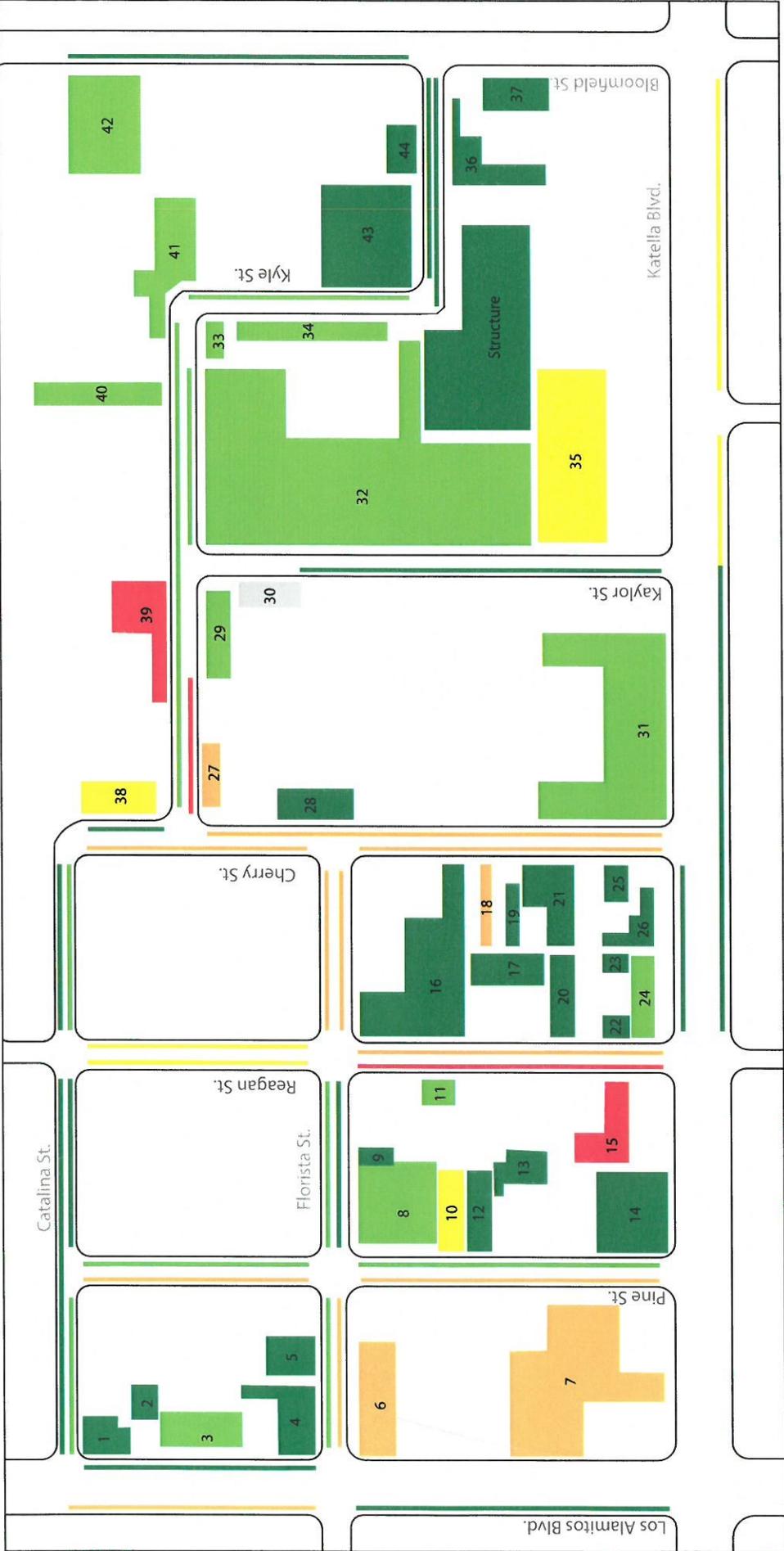
Figure B9  
Parking Occupancy 5:00PM





Figure B10  
Parking Occupancy 6:00PM





**LEGEND**

- 0% - 20% Occupancy
- 21% - 40% Occupancy
- 41% - 60% Occupancy
- 61% - 80% Occupancy
- 81% - 100% Occupancy

Figure B11  
Parking Occupancy 7:00PM





Figure B12

Parking Occupancy 8:00PM

