

**Parking Study for  
Old Town Tustin in the  
City of Tustin**

**October, 2007**

Prepared for:

**City of Tustin**  
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October 18, 2007

Mr. Dana Ogdon,  
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Subject: Parking Study for Old Town Tustin in the City of Tustin

Dear Mr. Ogdon:

Katz, Okitsu & Associates is pleased to provide you with the revised final report for the Old Town Tustin parking study. The report includes assessment of existing conditions, alternatives analysis, land use code modifications, parking management strategies, and recommendations for future needs. The report and appendices also contain a large amount of supporting data. The attached report presents our findings and analysis.

It has been a pleasure to provide the study findings to the City of Tustin. Please contact me if you require any additional information, or if you have any questions about the subject study.

Sincerely,



Rock Miller, P.E.  
Principal

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Appendix C – City Parking Codes and Ordinances

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## Introduction and Executive Summary

The City of Tustin has initiated a Parking Study for Old Town Tustin to review parking conditions and parking codes in the Old Town area. Much of the parking in the Old Town area is provided by on street parking and within off street parking facilities that are open to the public. Some of the newer developments provide private off street parking that is sized based upon contemporary parking requirements.

The Old Town Tustin Parking Study evaluates existing parking conditions in the Old Town area, including identification and documentation of parking supply, parking demand, parking utilization, and parking regulations/management practices. The study also identifies strategies that may better utilize existing or expanded parking facilities, defines appropriate parking usage codes for new developments in Old Town, and makes recommendations for the most timely and cost effective parking improvements appropriate for Old Town.

The study found that the existing parking supply is generally adequate and is not heavily utilized in most study areas. A few lots within the study area are used more heavily than other areas; however, no areas would be defined to have a severe parking shortage today. Overall, the amount of parking demand is lower than what might be expected for a comparable level of development in a more suburban configuration or land use style.

The current parking conditions may present opportunities for the City to allow for additional land uses to locate within the study area and take advantage of available surplus existing parking. Further, parking management practices and provision of additional parking facilities may allow the City to improve the activity level and vitality of the Old Town district.

Within this report are numerous general and specific findings and recommendations for planning and management of parking in Old Town Tustin. Some recommendations provide short-term solutions to current problems identified in this report. Others provide a blueprint for future prioritization and management. The following is a summary in generalized form of the study findings identified in this report.

- Parking demand in Old Town Tustin is generally low based upon the amount of parking now utilized in relation to the existing floor area and land use types. A comparable downtown community could have a much higher parking demand, if activity levels were higher.
- Parking is generally available and underutilized in most of the study area at most times, however there are hot spots. These are generally within time limit zones in front of businesses on El Camino Real and Main Street that have limited off street parking.

Shortages occur more frequently during special events such as the Farmers Market and Jamestown Flea Market.

- There is evidence of violation of time limits and there is minimal enforcement in time limit zones.
- There is probably not sufficient land to attain general plan goals for Old Town through use of suburban development types and at-grade off street parking. Also land use trends in the county are not consistent with this development approach.
- Mixed use developments, higher density developments, and specialty developments will likely be the rule, not the exception, for new development in the Old Town area, especially if they are consistent with the general plan vision.

The following is a list of general key recommendations made throughout this study. Further discussion can be found within the report sections.

**Land Use/Tustin City Code Modifications**

- Continue to encourage mixed-use developments in order to make better use of available parking for present and future uses.
- Review and revise the Tustin City Code to permit limited restaurant uses within existing multi-tenant buildings under special permit without the need for an increase in on-site parking requirements for such uses. The amendment process might also look at identifying specific criteria that can assess existing parking opportunities on such sites and available parking management strategies.
- Modify the Tustin City Code to enact new or relaxed parking requirements for Old Town. This includes specific rates for certain more common land uses as identified in the report, allowances for joint and shared parking without the need for special Planning Commission or City Council discretionary approvals. The amendment process might also identify certain minimum criteria which could assist in the staff approval process.
- Review and revise any currently permitted in-lieu fees for parking to reflect the current costs of acquiring and constructing parking facilities. This may be necessary in both the Parking Overlay District and Historical Overlay District. The modifications should also acknowledge that if pay parking is utilized as funding and/or implementation technique, any recommended in-lieu fee structure should reflect this as an off-set against any established fee structure.

- When commercial and professional properties are developed or converted to permitted uses, on-site parking requirements may be modified under any one or a combination of the following provisions:
  - Property that lies within a Vehicle Parking Assessment District or Business Improvement Area should be exempt from the on-site parking requirement, subject to the provisions of the Parking or Improvement District Ordinance. An in-lieu fee may be required.
  - On-site parking requirements may be waived upon presentation to the City of a long-term lease, running with and as a condition of the business license, for private off-site parking accommodations within 300 feet of the development.
  - All or a portion of the required number of parking spaces may be satisfied by depositing with the City an amount, to be used for public parking accommodations within the area, equal to at least the value of 200 square feet of property within the project area, for each required parking space not otherwise provided by the project.

#### **Parking Management Strategies**

- In general, employ parking management strategies to better regulate and optimize the use of public and private parking facilities in Old Town.
- Review and revise, where necessary, time limits for curb-side and public parking in Old Town to achieve the optimum utilization of parking areas for business and non-residential uses, with the shortest time limits applied to the most valuable parking areas. Longer time periods should also be considered in secondary areas where such restrictions may induce long-term parkers to relocate into off-street parking facilities.
- Adjust parking enforcement to achieve compliance with time limits and to insure parking opportunities for customers.
- Review and develop policies for consideration of limited parking time limit exemption permits to allow continued use of some on-street parking for long-term use under special circumstances, provided that the number of permits can be managed with objective criteria. Consider a charge for such permits as means to control the management, enforcement, and limit the number of permits issued.
- Working with property owners, advise them to consider time limits in any private off-street parking facilities only at a point where utilization seems to be approaching capacity

and problems are evident, except for overnight parking restrictions necessary for security and public health and safety considerations.

**Public Parking Lots**

- Work with the Stevens Square Association regarding the use of code enforcement and legal remedies, as necessary, to improve parking lot surface conditions, security and lighting within those portions of the C Street Parking Structure available for public parking.
- Continue to monitor whether new Old Town public parking directional signage is effective in directing motorists, particularly to the C Street structure public parking area. Consider undertaking focused interviews of shoppers to determine whether they know the location of public parking lots in Old Town. If determined necessary in the future, consider incremental installation of additional public parking directional signage in Old Town.
- Evaluate situations where existing public parking lots may have adequate available parking spaces to provide parking opportunities for non-residential uses proposed in future mixed use projects in close proximity to the lots in order to enhance overall parking supply.

The attached report presents our complete findings and analysis for the Old Town Tustin Parking study. Recommendations made as part of this study are intended to help the City to better understand parking patterns, management practices, and parking opportunities in Old Town. These recommendations will help to better facilitate continued revitalization of the area without the inhibiting factors that may stem from suburban parking supply and management practices.

# 1. Existing Land Use and Regulations

## 1.1 Existing Land Use Inventory

Land use in Old Town is primarily composed of commercial uses, described in the City’s General Plan as “Old Town Commercial”. This includes retail, professional offices, restaurant, entertainment, and service-oriented businesses. Mixed-use projects are currently being added to this land use mix, and more residential uses may be added in the future. Currently about 460,000 square feet of commercial uses exist in Old Town. The City estimates the near-term (5 year) growth potential to be about 90,900 square feet of land uses and 112 dwelling units within Old Town. The growth potential over the subsequent 5-year time frame is estimated at an additional 48,455 square feet of non-residential land use and an additional 20 dwelling units.

There has been substantial land use growth on the periphery of Old Town, particularly in the retail /commercial centers located immediately to the east near Main Street and Newport Avenue. Land uses in these areas are shopping center, traditional stand-alone retail, restaurant, commercial, and office, and recently constructed single-family homes. The City administrative center is also in this area, and the City is currently expanding its facilities for the Tustin Library.

The commercial uses on Old Town’s periphery generally share parking with other uses within their respective shopping centers or developments. This shared use was planned with the commercial mix and square footage of each center integral to the number of parking spaces provided. Many of the commercial businesses in Old Town are however stand-alone in that they are neither part of a shopping center or a mixed-use development, although they share parking with other nearby stand-alone businesses. The traditional parking requirements for stand-alone uses are therefore not well suited to Old Town, as there is substantial opportunity for shared use within this area. Figure 1.1 provides an overview of the parking facilities in the Old Town study area.

The trend in old town and downtown land use development is the mixed-use project, combining residential, office, commercial, retail, and/or restaurant land uses into a single planned project. The first project of this type to be built in Old Town, Prospect Village, is currently under construction on the northwest corner of Prospect & Main. Old Town’s five-year plan identifies mixed-use projects like Prospect Village as a major potential growth area. There are several vacant and underutilized sites in Old Town that may be appropriate for these and other types of developments, as listed below.

For the purposes of this study, sub-areas have been established to study land use and parking conditions, trends, and needs in Old Town. These sub-areas are shown in Figure 1.2.

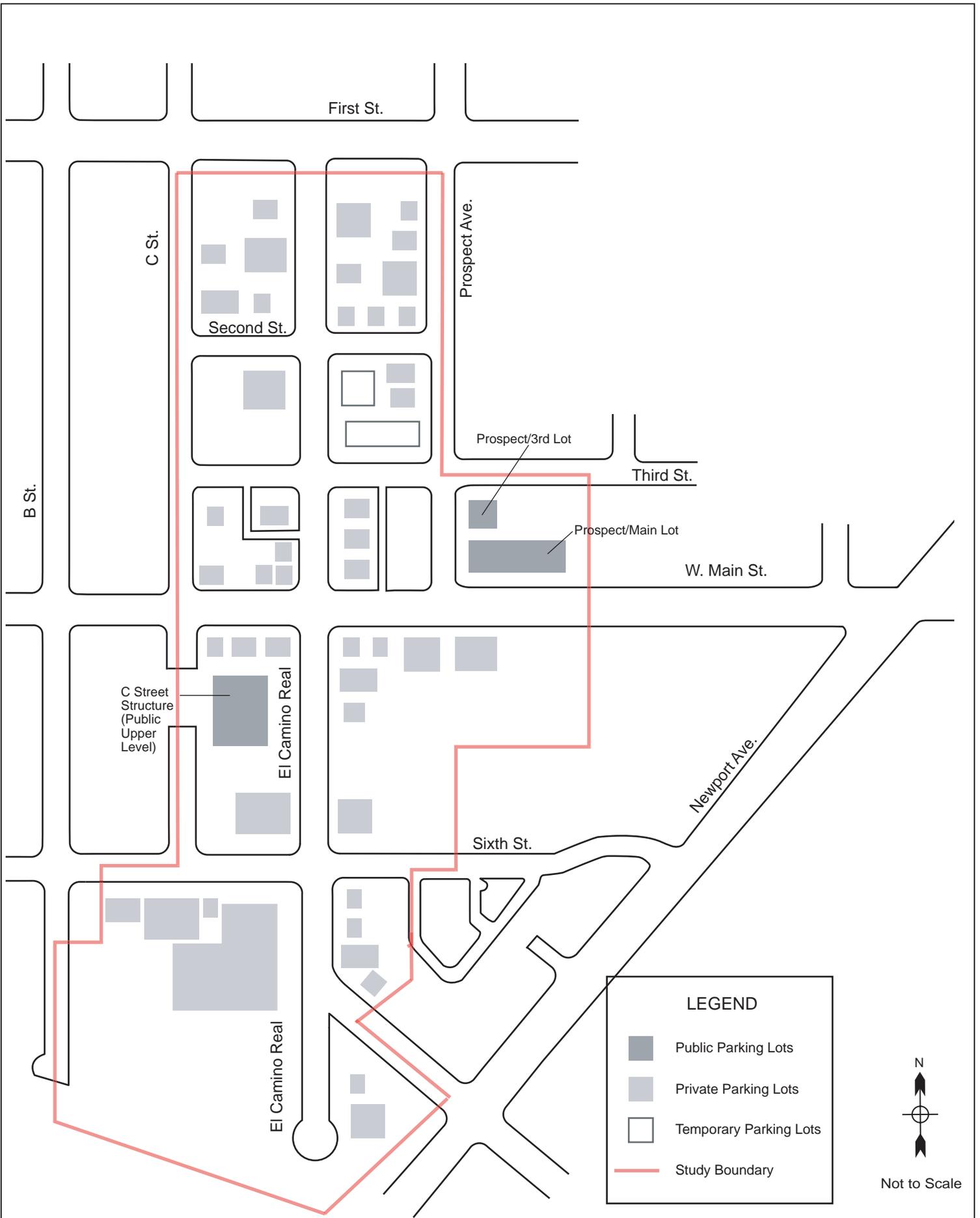




Table 1.1 documents the existing land use inventory in Old Town by square feet, subdivided into the various subareas. Table 1.2 documents building area vacancy by subarea. Detailed land use information by subarea is provided in Appendix D of this report.

**Table 1.1 - Total Land Use by Subarea<sup>1</sup>**

| Land Use            | Subarea       |               |               |               |               |               |               |                |               | Total          |
|---------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|----------------|
|                     | 1             | 2             | 3             | 4             | 5             | 6             | 7             | 8              | 9             |                |
| Residential         | 1             | 1             | 2             | 14            | 3             | -             | -             | -              | -             | 21             |
| Service-            | -             | 1,109         | 10,321        | 14,174        | -             | -             | -             | -              | 2,554         | 28,158         |
| Commercial          | -             | -             | 11,500        | -             | 4,268         | -             | -             | -              | 18,065        | 33,833         |
| Retail              | -             | 14,753        | 2,960         | 11,393        | 27,550        | 26,447        | 2,958         | 100,547        | 3,312         | 189,920        |
| Restaurant          | -             | -             | 1,344         | 1,625         | 10,000        | -             | -             | -              | 954           | 13,923         |
| General Office      | 30,100        | 21,107        | 31,131        | 12,183        | 5,579         | 19,546        | -             | 12,523         | -             | 132,169        |
| Government Office   | -             | -             | -             | 7,087         | -             | -             | -             | -              | -             | 7,087          |
| Medical Office      | 5,223         | 3,297         | -             | 2,321         | -             | -             | -             | -              | -             | 10,841         |
| Recreational/Social | -             | -             | 6,637         | -             | 1,789         | -             | -             | -              | -             | 8,426          |
| Religious           | -             | -             | -             | -             | -             | -             | 8,893         | 7,220          | -             | 16,113         |
| Manufacturing       | -             | -             | 3,000         | -             | -             | -             | -             | -              | -             | 3,000          |
| Municipal           | -             | -             | -             | -             | -             | -             | -             | -              | -             | 0              |
| Storage             | -             | -             | -             | -             | -             | -             | -             | -              | -             | 0              |
| Other               | -             | -             | -             | 17,185        | -             | -             | -             | -              | -             | 17,185         |
| <b>TOTAL</b>        | <b>35,323</b> | <b>40,266</b> | <b>66,893</b> | <b>65,968</b> | <b>49,186</b> | <b>45,993</b> | <b>11,851</b> | <b>120,290</b> | <b>24,885</b> | <b>460,655</b> |

Note 1: Building area in square feet (except residential units). Source: City of Tustin Planning Department

**Table 1.2 – Vacant Land Use by Subarea**

1

| Land Use            | Subarea      |              |               |          |              |          |          |            |          | Total         |
|---------------------|--------------|--------------|---------------|----------|--------------|----------|----------|------------|----------|---------------|
|                     | 1            | 2            | 3             | 4        | 5            | 6        | 7        | 8          | 9        |               |
| Residential         | -            | -            | -             | -        | -            | -        | -        | -          | -        | -             |
| Service-            | -            | -            | -             | -        | -            | -        | -        | -          | -        | -             |
| Commercial          | -            | -            | 11,500        | -        | -            | -        | -        | -          | -        | 11,500        |
| Retail              | -            | -            | -             | -        | -            | -        | -        | -          | -        | -             |
| Restaurant          | -            | -            | -             | -        | -            | -        | -        | -          | -        | -             |
| Office              | 2,300        | 5,564        | 1,650         | -        | 4,268        | -        | -        | 796        | -        | 14,578        |
| Recreational/Social | -            | -            | -             | -        | -            | -        | -        | -          | -        | -             |
| Manufacturing       | -            | -            | -             | -        | -            | -        | -        | -          | -        | -             |
| Storage             | -            | -            | -             | -        | -            | -        | -        | -          | -        | -             |
| Other               | -            | -            | -             | -        | -            | -        | -        | -          | -        | -             |
| <b>TOTAL</b>        | <b>2,300</b> | <b>5,564</b> | <b>13,150</b> | <b>0</b> | <b>4,268</b> | <b>0</b> | <b>0</b> | <b>796</b> | <b>0</b> | <b>26,078</b> |

Note 1: Building area in square feet Source: City of Tustin and KOA field survey, May 15, 2007

## 1.2 Existing City Parking Codes, Ordinances, Regulations, and Enforcement

A number of parking codes, ordinances and regulations are currently in effect in Old Town Tustin. The following is a summary of parking codes and ordinances currently in effect in Old Town. The complete text of these codes and ordinances is provided in Appendix C of this report.

### Parking Overlay District

The Cultural Resource Overlay District is generally bounded by First Street on the north (but not including the parcels fronting on 1<sup>st</sup> Street), Sixth Street on the south, the SR-55 Freeway on the west, and Prospect Avenue on the east. The City of Tustin has established parking code requirements for off-street parking in the overlay parking district, as shown in Table 1.3.

**Table 1.3 - Existing City Parking Codes, Cultural Resources Overlay District**

| Land Use        | Spaces/<br>Floor Area     | Loading<br>Spaces | Spaces per<br>Employee | Spaces per<br>Seat | Spaces per<br>Room |
|-----------------|---------------------------|-------------------|------------------------|--------------------|--------------------|
| Retail Stores   | 1 sp/200 sf               | 1 sp/10,000 sf    | -                      | -                  | -                  |
| Office Building | 1 sp/300 sf               | -                 | -                      | -                  | -                  |
| Wholesale       | 1 sp/2000 sf <sup>1</sup> | 1 sp/5,000 sf     | 2 sp/3 emp             | -                  | -                  |
| Industry        | 1 sp/2000 sf <sup>1</sup> | 1 sp/5,000 sf     | 2 sp/3 emp             | -                  | -                  |
| Restaurant      | -                         | -                 | -                      | 1 sp/3 seats       | -                  |
| Public Assembly | -                         | -                 | -                      | 1 sp/3 seats       | -                  |
| Theater         | -                         | -                 | -                      | 1 sp/3 seats       | -                  |
| Hotel           | -                         | -                 | -                      | -                  | 1 sp/2 rooms       |
| Hospital        | 1 sp/1,000 sf             | -                 | -                      | -                  | -                  |
| Clinic          | 1 sp/200 sf               | -                 | -                      | -                  | -                  |

Note 1: Minimum. Parking requirement based on employees if minimum is exceeded.

Note 2: Source City Municipal Code Section 9251 Combining Parking District, 9252 Cultural Resource District

The City provides for waiver of these parking code requirements under the following guidelines and criteria, in order to provide for maximum flexibility in design and development for various lot sizes:

- Front building setbacks may be established at the property line except for corner properties requiring a five-foot line of sight clearance.
- Rear yard setbacks shall be established at fifteen (15) feet from the rear property line, or in the event the development extends to the next intervening street, the rear setback line shall be construed as the frontage on "C" or Prospect Streets.

- As an exception to the general sections of this Chapter and other provisions of the Zoning Ordinance, when commercial and professional properties are developed or converted to permitted uses under the provisions of this section, on-site parking requirements may be modified under any one or a combination of the following provisions:
  - Property or properties that lie within a Vehicle Parking Assessment District or Business Improvement Area shall be exempt from the requirement for on-site parking accommodations, subject to the provisions of the Parking or Improvement District Ordinance.
  - On-site parking requirements may be waived upon the presentation to the City of Tustin a long term lease, running with and as a condition of the business license, for private off-site parking accommodations within 300 feet of the business or activity to be served.
  - All or a portion of required number of parking spaces may be satisfied by depositing with the City an amount, to be used for public parking accommodations within the area, equal to at least the value of 200 square feet of property within the project area, for each required parking space not otherwise provided.

### **Designation by the City of Public Parking Areas**

Any available and suitable City-owned property within the City, or any portion thereof, may be designated as a public parking area by the City Council. In determining whether to make such a designation, the City Council takes into account the existing parking conditions in the area and the extent of the desire and need of residents and/or commercial proprietors in the area for the public parking area. (*Municipal Code Chapter 9, Section 7905 Designation of Public Parking Areas*)

Any property designated by the City Council as a public parking area will be held open to the general public solely for the purpose of temporary parking of automobiles, trucks, motorcycles, or other motor-driven forms of transportation. The City Council retains the right to concurrently use the property for whatever additional purposes the City Council or its designee reasonably determines are necessary or convenient and consistent with such parking use. (*Municipal Code Chapter 9, Section 7910 Use of Designated Parking Areas*). An additional summary of pertinent provisions of the authorizing ordinance also includes the following:

The City Council may, by resolution, de-designate City-owned property previously designated as a public parking area pursuant to Section 7905 of the Municipal Code: The de-designation is dependent on either the subject property being needed for a significant public use; the continued use of the property as a public non-exclusive parking area is inconsistent or incompatible with

such other public use; and the loss of the public parking area will not have a significant adverse impact on parking in the vicinity of the public parking area. (*Municipal Code Chapter 9, Section 7915 De-Designation of Public Parking Areas*)

Prior to the adoption of a resolution designating or de-designating City-owned property as a public parking area, the City Council shall hold a public hearing and shall consider comments received from the public, property owners within five hundred (500) feet of the public parking area, and any other interested persons or property owners. (*Municipal Code Chapter 9, Section 7920 Notice and Hearing Requirements*)

The resolution designating a public parking area may provide such special conditions, rules, and regulations, including without limitation, hours of operation and duration, as the City Council deems necessary or appropriate in order to assure proper and appropriate use of designated public parking areas and to prevent interference with the orderly and efficient conduct of the City's business. (*Municipal Code Chapter 9, Section 7925 Establishment of Conditions, Rules, and Regulations*)

The City Manager or the City Manager's designee shall erect, place, and maintain appropriate signs and markings at each designated public parking area giving notice of all special conditions, rules and regulations applicable thereto, adopted per Section 7925 and imposed under Vehicle Code Section 21113. (*Municipal Code Chapter 9, Section 7930 Enforcement of Regulations Applicable to the Designated Public Parking Areas*)

### **1.3 Existing Parking Regulations**

The following is a summary of parking regulations currently in effect in Old Town Tustin. Figure 1.3 illustrates locations in Old Town where these regulations are in effect.

#### **2-Hour Parking Anytime**

This time limit regulation is imposed on the periphery of Old Town, along First Street between C Street and Prospect Avenue. This limit does not allow parking for longer than 2 hours at any time on any day or night.

#### **2-Hour Parking 9 am - 6 pm**

This time limit regulation is currently imposed along El Camino Real between First Street and Third Street, along Main Street between C Street and Prospect Avenue, and along C Street. It provides for longer term parking after hours and overnight in areas so designated.



### **2-Hour Parking 8 am – 6 pm, Monday-Friday**

Currently this time limit regulation is imposed only on El Camino Real between Third Street and Main Street, and on the periphery of Old Town, along the west side of C Street between First Street and Third Street. This designation allows for longer term parking on weekends, evenings, and overnight.

### **No Parking 10 pm – 5 am**

This time limit regulation prohibiting overnight parking is currently imposed along Sixth Street between C Street and Newport Avenue.

### **No Parking Any Time**

This is the most restrictive parking regulation. Small areas of no parking are located throughout the district, adjacent to driveways, fire hydrants, short curves, etc. The only long continuous location in Old Town where this restriction is in effect is along El Camino Real just north of Newport Avenue.

## **1.4 Existing Parking Enforcement**

An analysis of parking citations issued in Old Town showed that there were 15 citations issued within the study area within the past 5 years. This suggests that the existing time limits are probably enforced only upon specific complaint. This may be due to City policy or to the relative lack of parking congestion in Old Town.

Of the 15 citations issued, 9 were in violation of 2-hour limits. All but one of these time limit violations were issued on Main Street. The remaining 6 citations were issued in areas without time limit parking restrictions, and five of the six were issued on Prospect Avenue.

The analysis revealed that many more parking citations were issued on Main Street in areas west of the study area than for all of Old Town. This would suggest that there is currently a low demand for parking enforcement of time limits within Old Town. This is not surprising, since parking demand surveys indicate that parking is generally available and plentiful within Old Town. This results in a low demand for enforcement of time limit parking. It probably also results in a significant amount of violation of time limit parking in the areas so designated.

## **1.5 Existing Licenses for Public Parking**

Public Parking in the C Street Structure is currently licensed to a variety of users in the Old Town area in order to offset their on-site parking requirements. Currently, of the 81 public parking

spaces in the C Street structure the Redevelopment Agency has issued licenses for 72 spaces. The current provisions of the ordinance provide for a very low fee structure, \$36 per month or \$432 per year per space. The agency has generally waived its fees for licensing these spaces, however.

Additionally, the City and Redevelopment Agency have entered into a development agreement with Prospect Village L.P., that precludes the City from removing the designation of public parking within the Prospect/Main lot (“Waterworks Lot”), and the Prospect/3rd St lot without public notice, and also provides that the City will give notice to the developer in the event that the City needs access to the lot.

## 2. Parking Demand and Occupancy Analysis

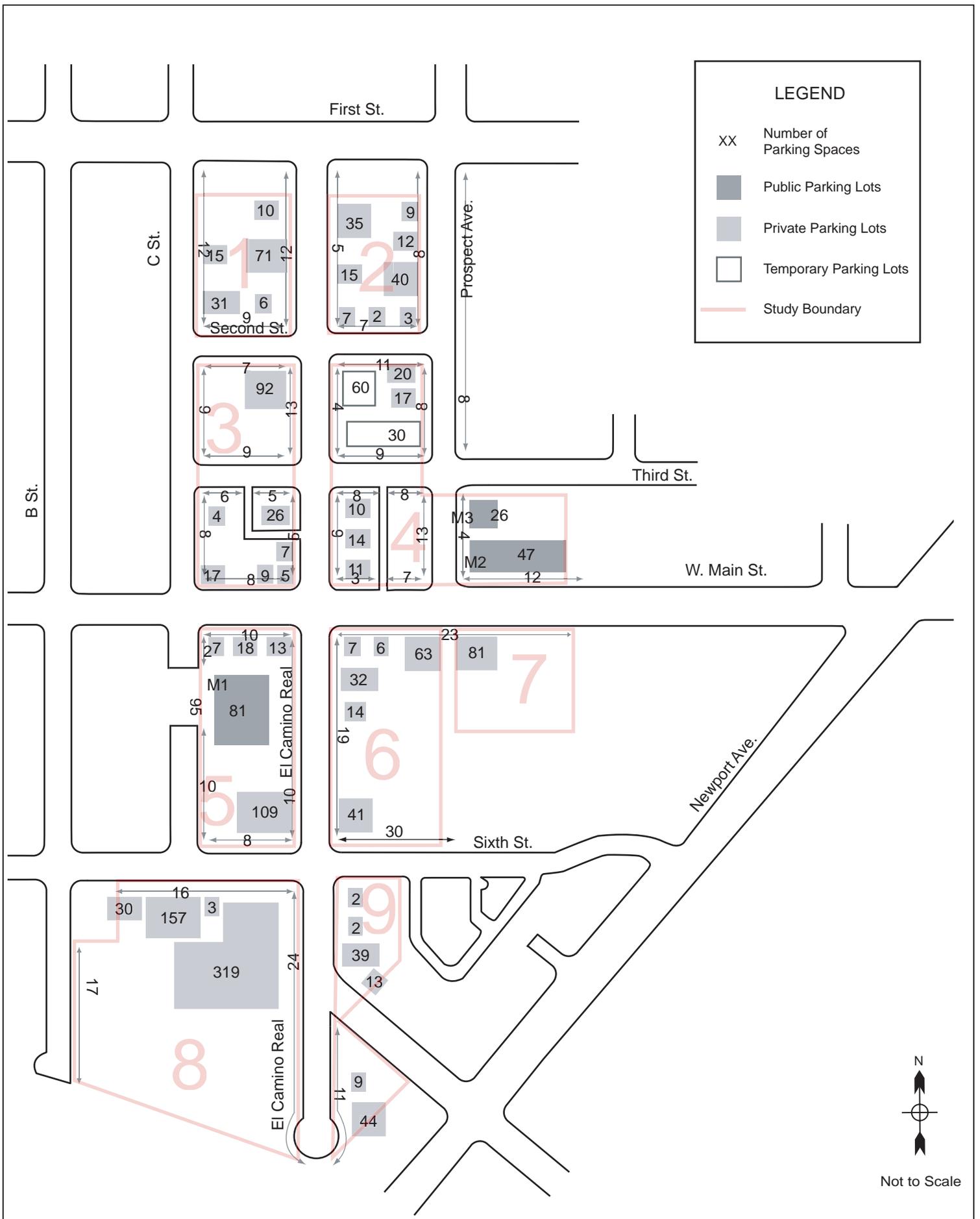
### 2.1 Parking Supply

Katz, Okitsu & Associates conducted an inventory of the available parking spaces at Old Town Tustin. The inventory of available parking was done on a lot-by-lot and curb-by-curb basis within the study area. Figure 2.1 shows the parking supply inventory by street and by lot for Old Town Tustin. Table 2.1 summarizes available parking supply by subarea for public parking lots, private parking lots, and street segments in the Old Town area. A map identifying parking lot and curb parking locations along with complete parking lot inventory and occupancy count data is provided in Appendix A of this report.

**Table 2.1 - Existing Parking Inventory by Subarea**

| Sub Area     | Description       | Curb Parking Inventory | Public Parking Lot Inventory | Private Parking Lot Inventory | Total Parking Inventory |
|--------------|-------------------|------------------------|------------------------------|-------------------------------|-------------------------|
| 1            | Northwest Area    | 33                     | 0                            | 133                           | 166                     |
| 2            | Northeast Area    | 20                     | 0                            | 123                           | 143                     |
| 3            | Northwest Core    | 70                     | 0                            | 160                           | 230                     |
| 4            | Northeast Core    | 98                     | 73                           | 72                            | 243                     |
| 5            | Southwest Core    | 40                     | 81                           | 183                           | 304                     |
| 6            | Southeast Core    | 56                     | 0                            | 162                           | 218                     |
| 7            | East Central Area | 16                     | 0                            | 81                            | 97                      |
| 8            | Southwest Area    | 57                     | 0                            | 522                           | 579                     |
| 9            | Southeast Area    | 11                     | 0                            | 109                           | 120                     |
| <b>Total</b> |                   | 401                    | 154                          | 1,545                         | 2,100                   |

The overall on-site parking supply for Old Town is provided at an overall rate of 3.36 stalls per 1,000 square feet of floor area (based on the square footages identified in Table 1.1). This is near to but lower than the amount of parking traditionally required on private property sites for retail or office uses in many communities. When public parking and curb parking are taken into account, the rate goes up to 4.31 stalls per 1,000 square feet of floor area, which is a slightly higher standard than normally found in many communities.



## 2.2 Parking Demand

Each public parking lot, private parking lot, and on-street parking area in Old Town was surveyed on a weekday and on a Saturday to determine the maximum extent of parking demand and utilization throughout the day. Parking occupancy counts were conducted at two-hour intervals from 9:00 AM to 11:00 PM for each lot and curb parking area on several days from January through March, 2007. Supplemental parking occupancy counts were conducted on a Wednesday for the Farmer's Market, and on a Sunday for the Jamestown Flea Market. The parking occupancy surveys were used to determine the overall parking occupancy of each public parking lot, private parking lot, and curb parking area in Old Town during the days of the surveys.

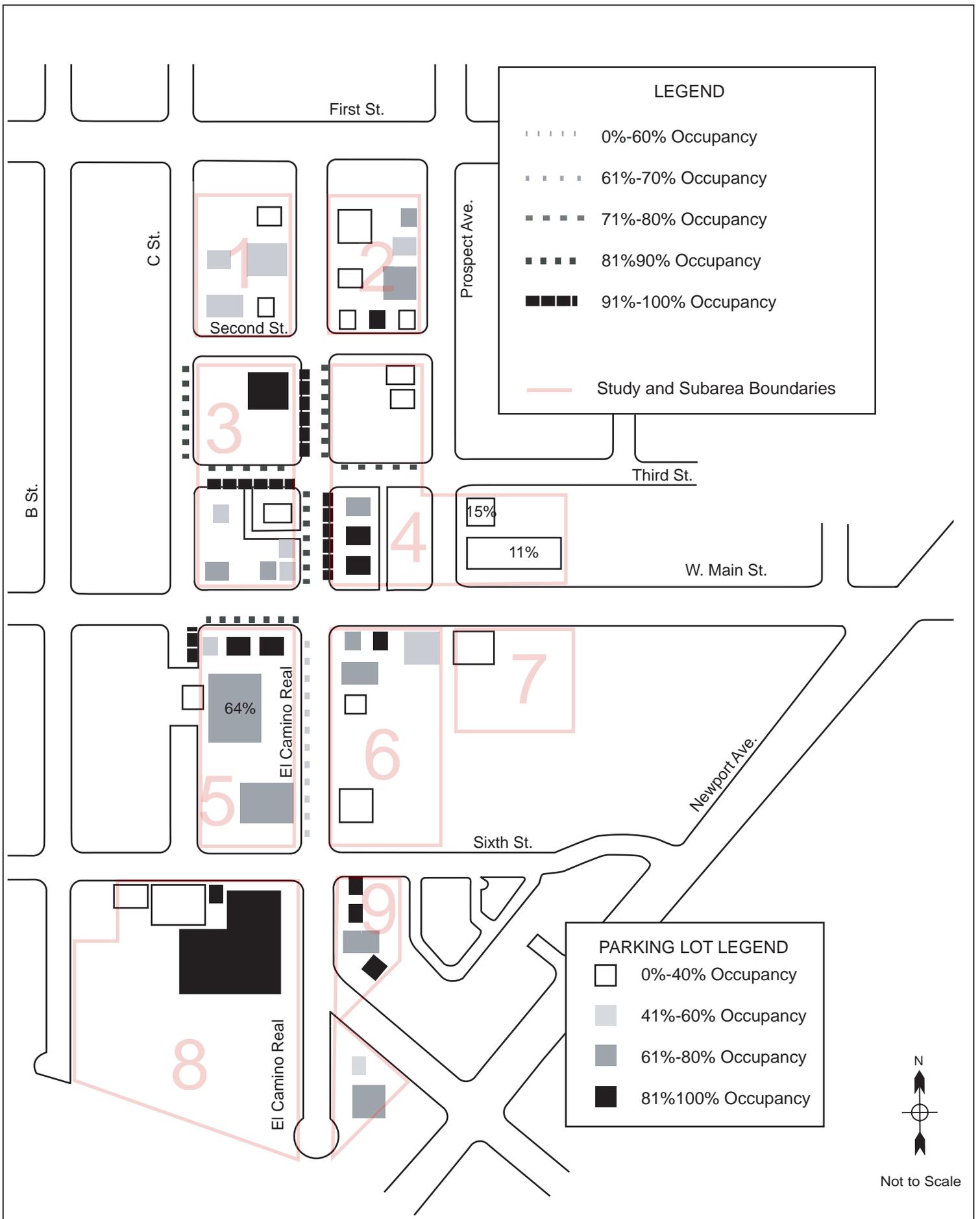
Figure 2.2 indicates the maximum weekday parking demand for each public lot, private lot, and curb parking area. As shown in the figure, weekday parking is lightly utilized in Old Town, even during the hours of peak parking demand. Weekday peak parking demand occurs at 1 PM with an overall occupancy rate of only 42%. Figure 2.3 indicates the maximum weekend parking demand for each public lot, private lot, and curb parking area. The Weekend parking occupancy rates are even lower than weekday rates, with weekend average parking occupancy rate of 23%.

Peak demand appears to be driven by lunchtime patrons. Curb parking occupancy on El Camino Real between Second and Main, C Street south of Main, and Third Street between C Street and El Camino Real is about 90% at this time, however for most of the day average parking occupancy is about 50% - 60% on these streets. Most public parking lots in the study area had occupancy rates of 10% to 25% during the peak hour. These low rates are likely the result of new construction that will use available parking in the public lots (for example the Prospect Village project). Occupancy rates for private lots were more varied, with a weekday average rate of only 33% occupancy observed for private parking lots in Old Town

Parking along El Camino Real is on average about 50% occupied between 2<sup>nd</sup> and 3<sup>rd</sup> Street during the weekend peak period. Main Street experiences on average 20% parking occupancy, while C Street south of Main Street is on average 60% occupied during the peak period. High occupancy rates on these streets are the exceptions, only occurring during a short lunchtime peak period. In general Old Town parking is grossly underutilized during the day. Public parking lots in the study area generally had occupancy rates of 25% or less during the peak hour on Saturday. Most private lots generally had lower occupancy rates on the weekend than weekday, although occupancy rates vary considerably for each lot. Although some individual lots were full, such as the Assistance League and Old Town Plaza, other lots, particularly those associated with offices, were very lightly utilized on the weekend.

Although curb parking occupancy on El Camino Real and nearby streets generally peaks at around 80% - 100% of capacity at 12:00 Noon during the Farmer's Market, other parking facilities in the

area are very lightly utilized at this time. For example the municipal lot at 3<sup>rd</sup>/Prospect is only 5% occupied. Although curb parking occupancy was at or near 100% during the Jamestown Flea Market, the public spaces in the nearby C Street parking structure were only about 30% occupied at this time. Figure 2.4 shows parking occupancy typical of El Camino Real during the Farmer's Market, while Figure 2.5 shows the relatively low occupancy of the Prospect/3<sup>rd</sup> Street lot.



Not to Scale

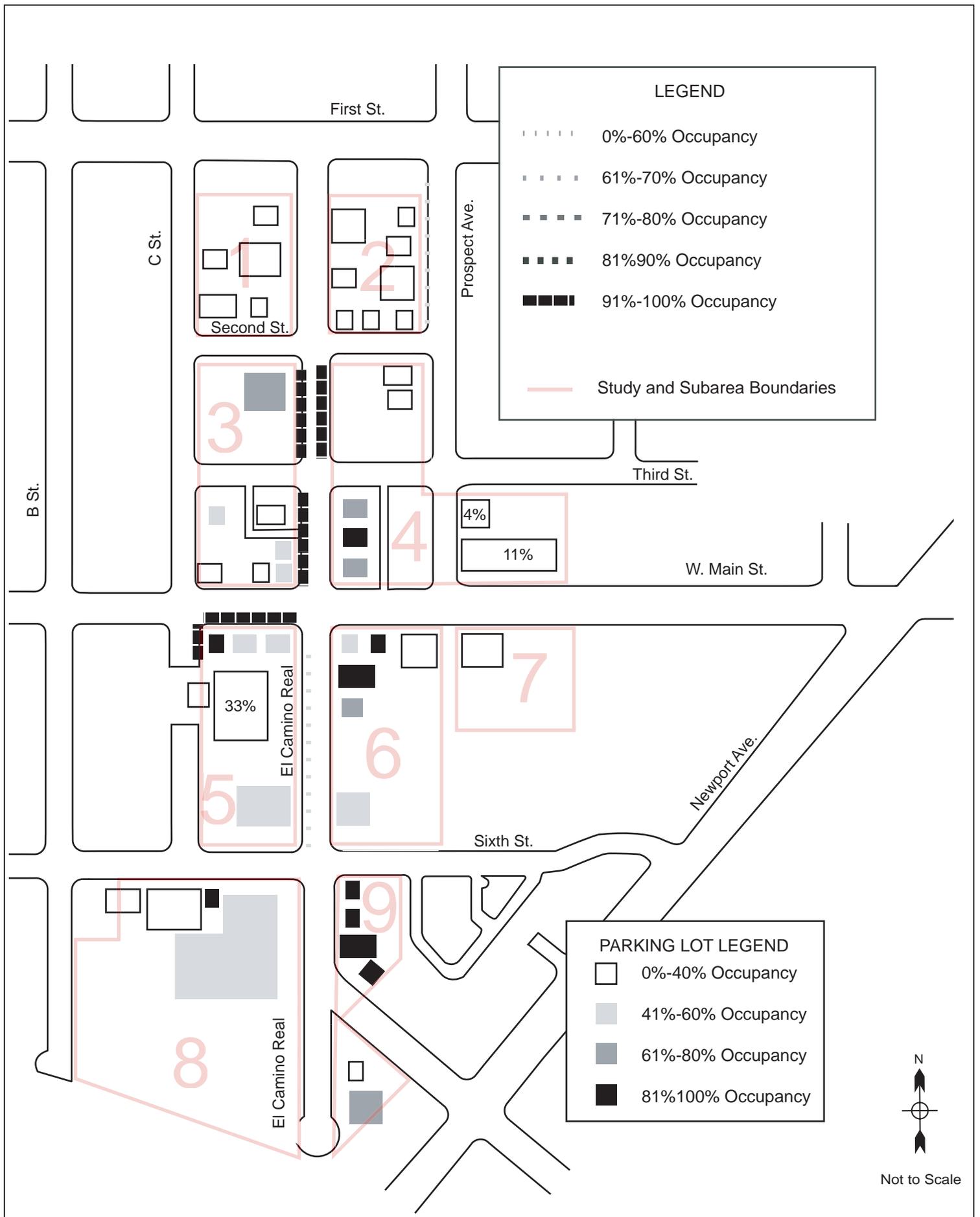


FIGURE 2.4 - PARKING ALONG EL CAMINO REAL DURING FARMER'S MARKET



FIGURE 2.5 - PARKING IN THE PROSPECT/3<sup>RD</sup> ST. LOT DURING FARMER'S MARKET



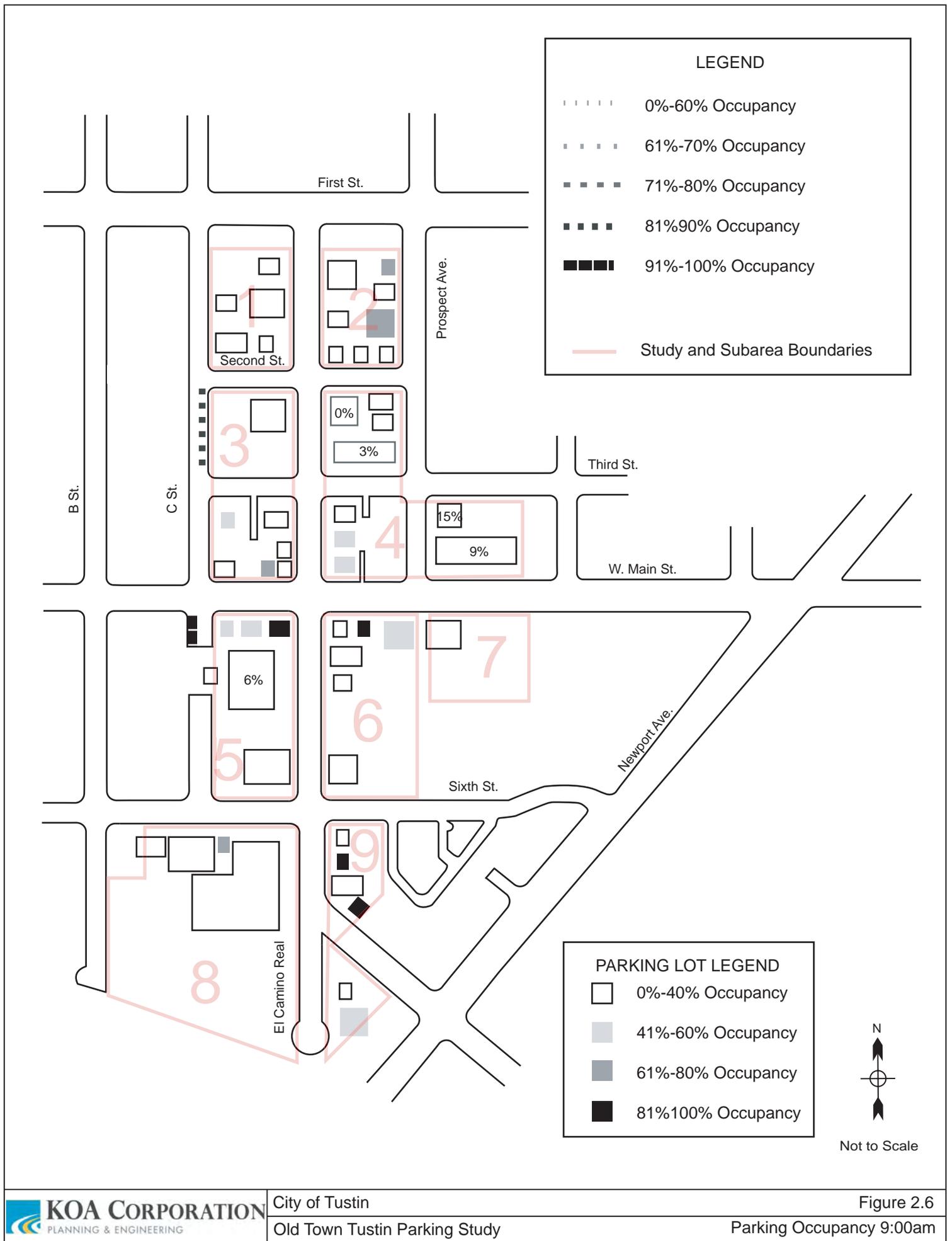
Table 2.2 summarizes the existing Old Town peak parking usage and surplus parking available by subarea for short-duration (less than 4 hours). As shown in the figures and tables, short-duration parking in Old Town is significantly underutilized, generally with occupancy rates of about 10% to 35%, even during the peak times. Some sections of El Camino Real reach 100% occupancy at this time, however. As shown in Table 2.2, existing short-term parking demand is less than half of the parking supply, even during the peak hours.

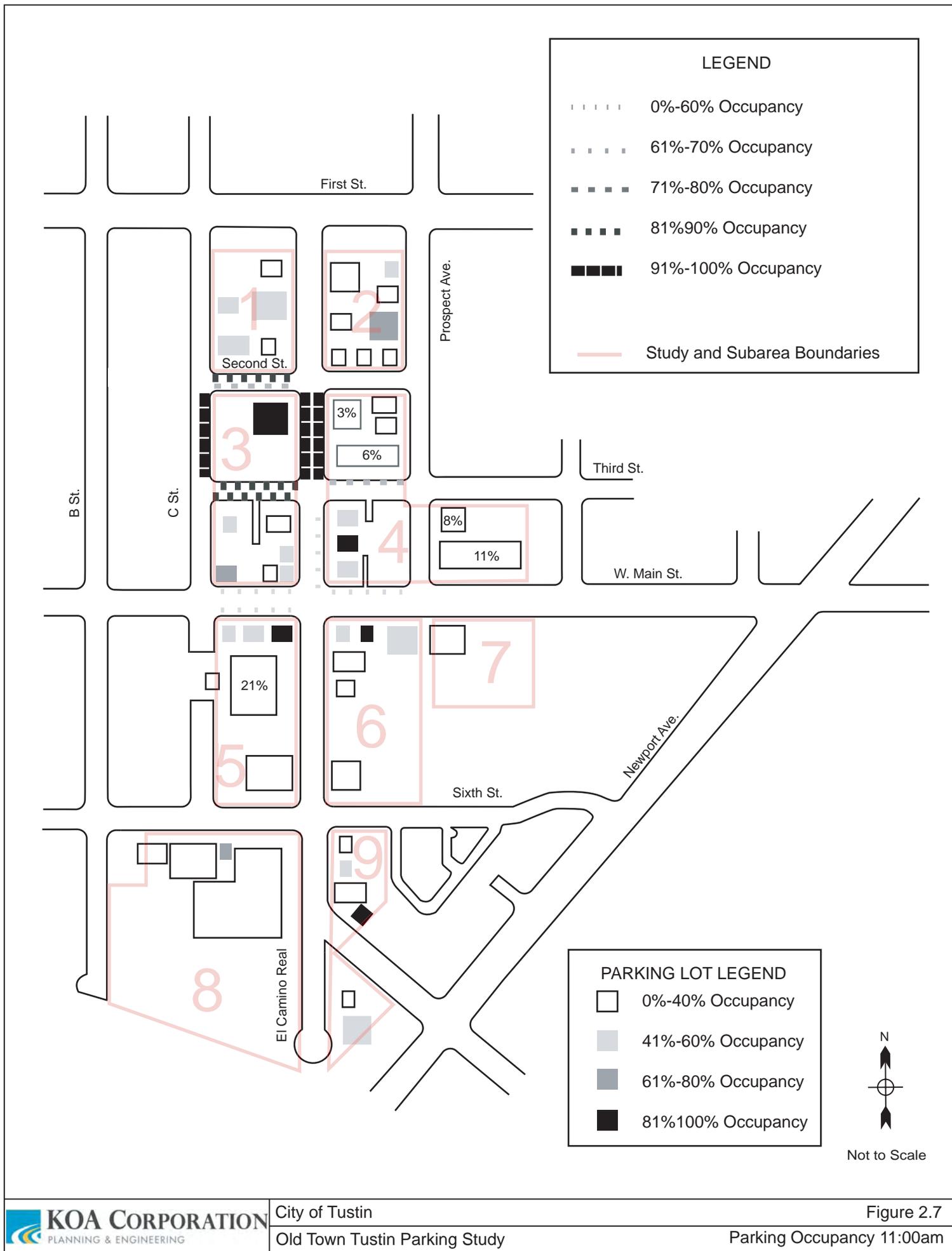
Figures 2.6 - 2.13 show parking occupancy for Old Town parking lots and streets at 2-hour intervals from 9 AM to 11 PM on a weekday, including all public lots, private lots, and curb parking. As shown in the figures, parking demand is highest along El Camino Real and nearby lots and streets but only during specific times. Parking demand peaks at 1 PM, as shown in Figure 2.8, likely due to the lunchtime patrons of restaurants. To summarize, Old Town’s parking “hot spots” or deficiencies are generally along El Camino Real between 2<sup>nd</sup> Street and Main Street, along Main Street between C Street and Prospect Avenue, and along 2<sup>nd</sup> and 3<sup>rd</sup> Streets west of El Camino Real.

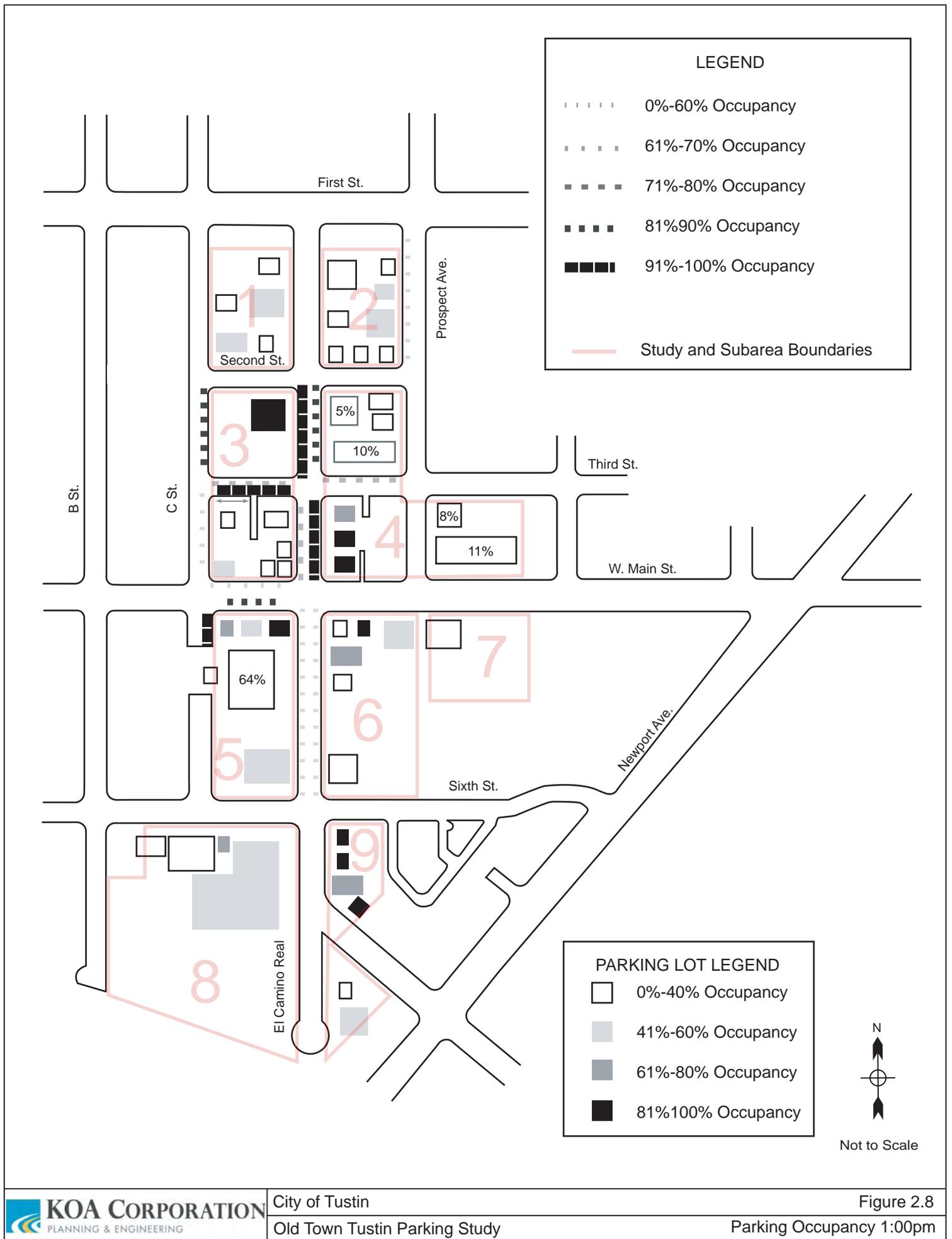
**Table 2.2– Existing Short-Duration<sup>1</sup> Parking Use by Subarea**

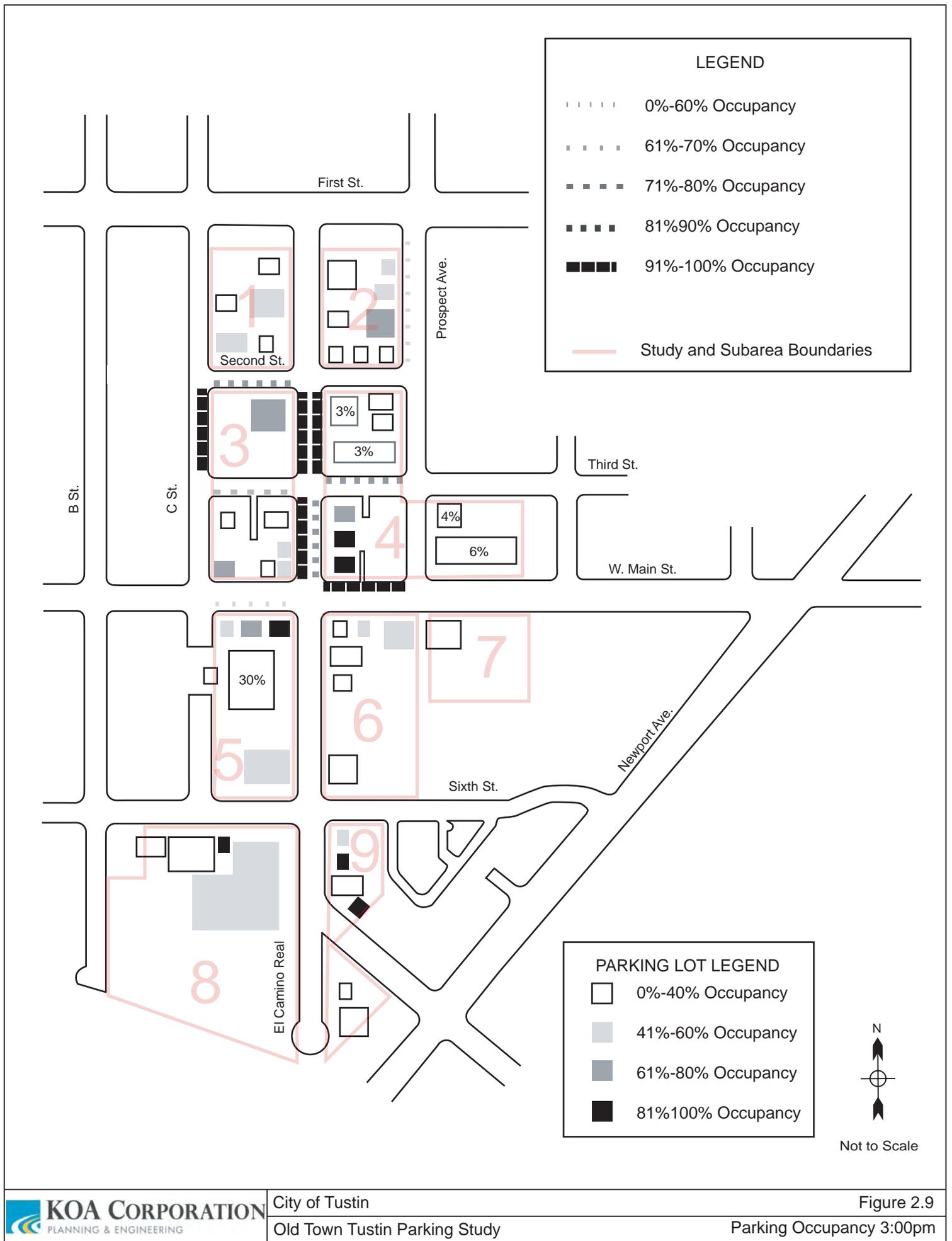
|              | Subarea           | Total Short-Duration Parking Inventory | Existing Short-Duration Peak Parking Demand | Short-Duration Parking Space Surplus |
|--------------|-------------------|--|---|--------------------------------------|
| 1            | Northwest Area    | 33                                     | 22  | 11                                   |
| 2            | Northeast Area    | 20                                     | 10  | 10                                   |
| 3            | Northwest Core    | 70                                     | 45  | 25                                   |
| 4            | Northeast Core    | 98                                     | 42  | 56                                   |
| 5            | Southwest Core    | 40                                     | 25  | 15                                   |
| 6            | Southeast Core    | 56                                     | 18  | 38                                   |
| 7            | East Central Area | 16                                     | 0   | 16                                   |
| 8            | Southwest Area    | 57                                     | 9   | 48                                   |
| 9            | Southeast Area    | 11                                     | 0   | 11                                   |
| <b>Total</b> |                   | 401                                    | 171   | 230                                  |

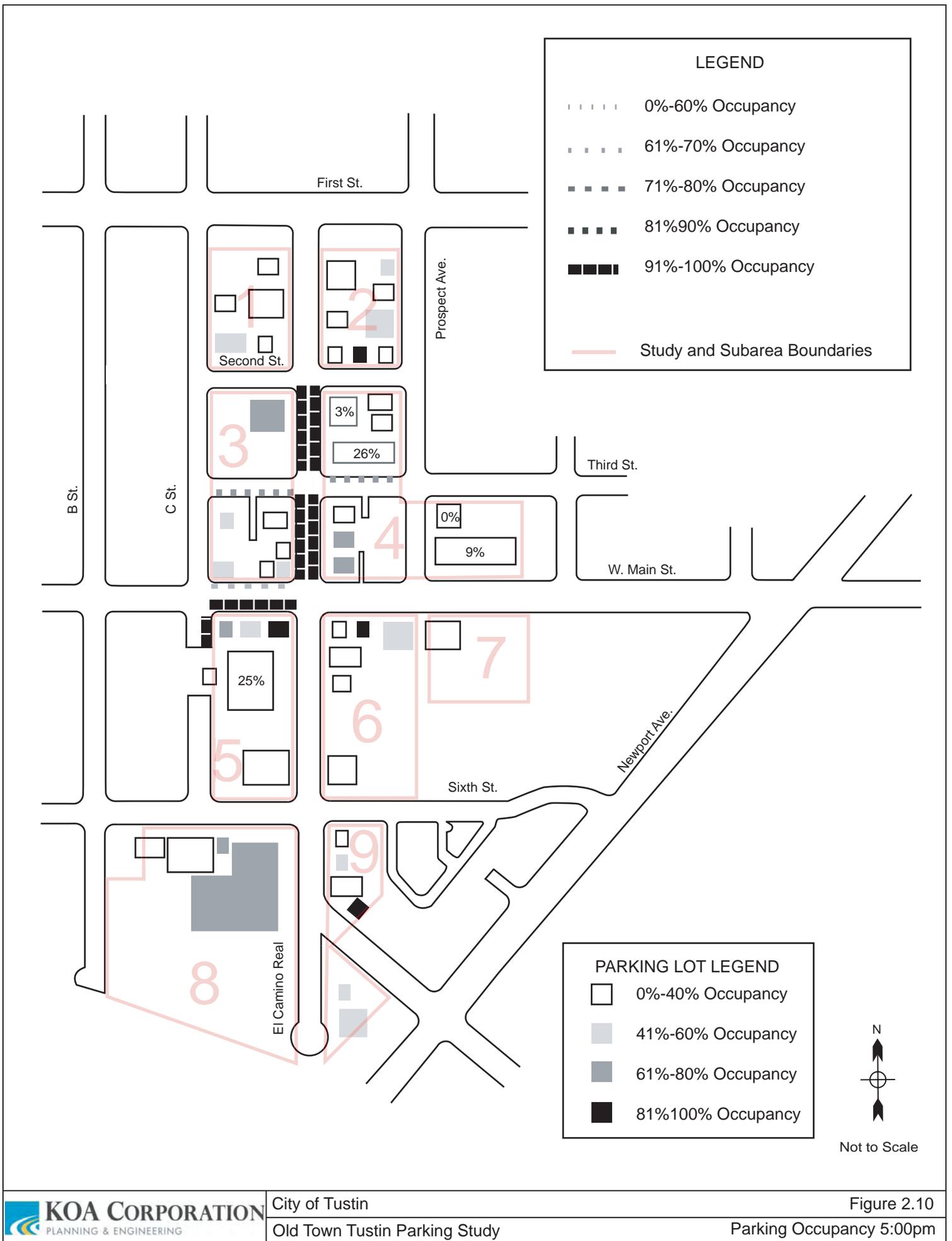
Note 1: Time limit parking less than 4 hours duration

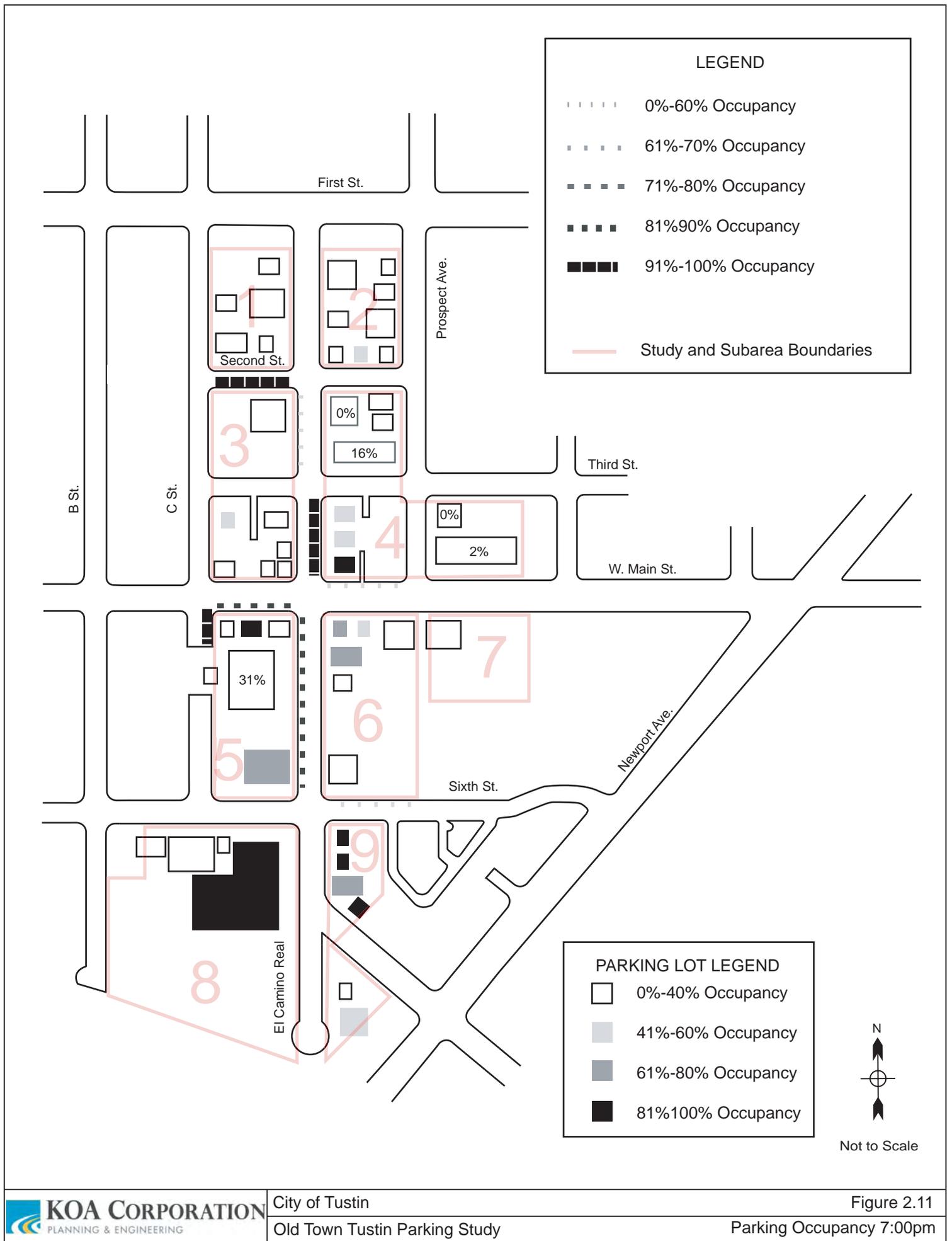


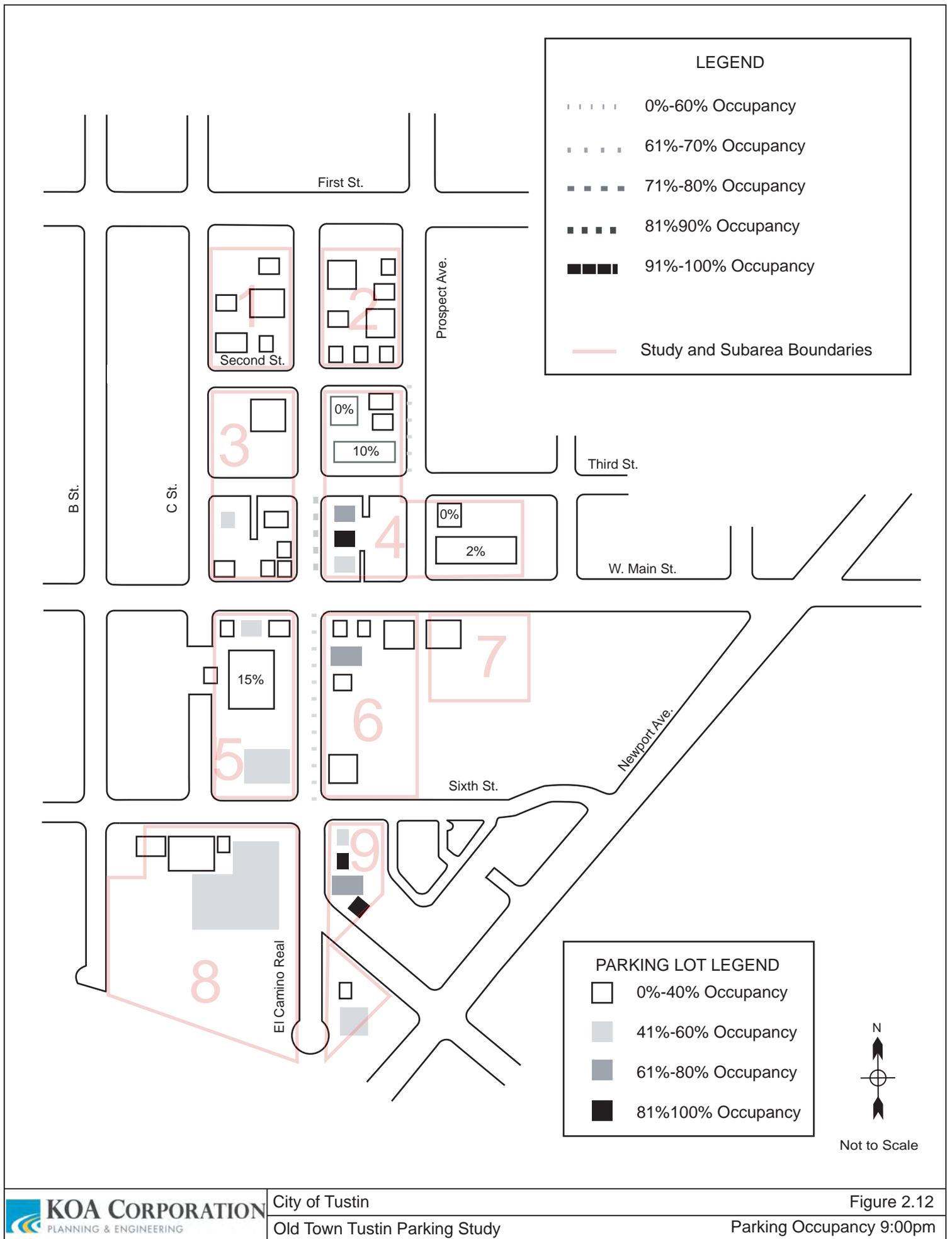


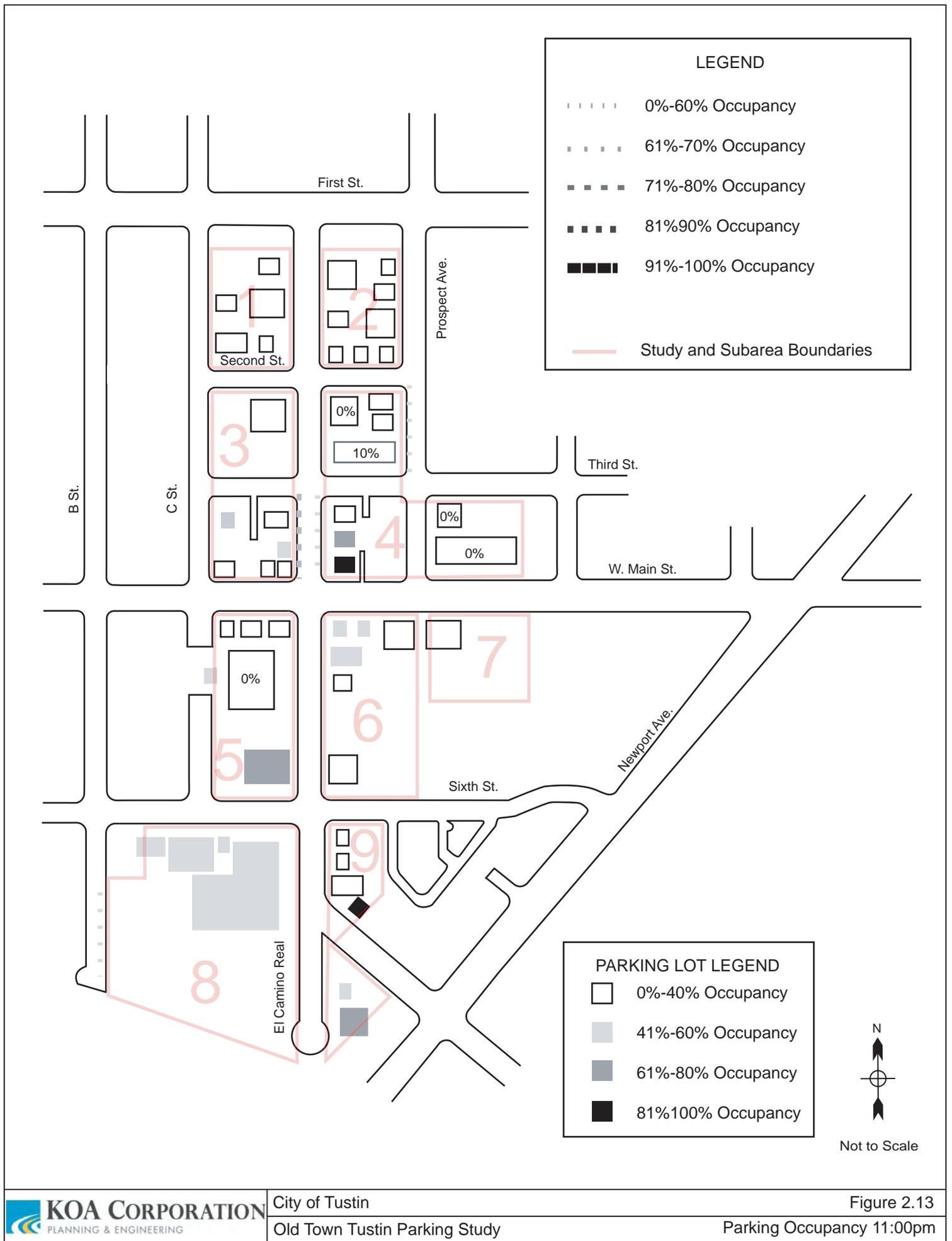












Figures 2.14 and 2.15 show weekday parking occupancy in two of the private lots in Old Town, the Jamestown lot and the Assistance League lot. As shown, these lots are very lightly utilized. Additional parking demand information is presented in Appendix A of this report.

FIGURE 2.14 - JAMESTOWN LOT, WEEKDAY 1 PM



FIGURE 2.15 - ASSISTANCE LEAGUE LOT, WEEKDAY 1 PM



Table 2.3 shows the existing Old Town peak parking usage and surplus parking available by subarea for long-duration (more than 4 hours). As shown in the figures and tables, public and private parking lots in Old Town are significantly underutilized, generally with occupancy rates of about 50%, even during the peak times. Private parking lots tend to be more heavily utilized than the public lots, generally with occupancy rates of about 60% to 90% during the peak times, but much lower in off peak and weekends, especially for offices. As shown in Table 2.3, existing long-term parking demand is about half of the parking supply, even during the peak hours.

**Table 2.3– Existing Long-Duration<sup>1</sup> Parking Use by Subarea**

|              | Subarea           | Total Long-Duration Parking Inventory | Existing Long-Duration Peak Parking Demand | Long-Duration Parking Space Surplus |
|--------------|-------------------|---------------------------------------|--|-------------------------------------|
| 1            | Northwest Area    | 133                                   | 71   | 62                                  |
| 2            | Northeast Area    | 123                                   | 59   | 64                                  |
| 3            | Northwest Core    | 160                                   | 115  | 45                                  |
| 4            | Northeast Core    | 145                                   | 59   | 86                                  |
| 5            | Southwest Core    | 264                                   | 37   | 227                                 |
| 6            | Southeast Core    | 162                                   | 80   | 82                                  |
| 7            | East Central Area | 81                                    | 10   | 71                                  |
| 8            | Southwest Area    | 522                                   | 350  | 172                                 |
| 9            | Southeast Area    | 109                                   | 53   | 56                                  |
| <b>Total</b> |                   | 1,699                                 | 834  | 865                                 |

Note 1: Parking with time limit of 4 hours or more, or no time limit

### 2.3 Parking Demand Rates

Parking occupancy data was used to derive existing parking demand rates by subarea. These rates are based on occupied parking spaces per 1,000 square feet of building area for weekday and weekend conditions, as shown in Table 2.4 on the following page.

### 2.4 Existing Parking Demand by Land Use

Existing parking demand by land use was determined based on existing land use inventory provided by the City, vacancy rates established through field review, and existing peak parking demand determined by the parking occupancy survey. The existing demand for the major land use categories is presented by subarea in Table 2.5.

Table 2.4 – Existing Parking Demand Rates by Subarea <sup>1</sup> (per 1000 Sq. Ft)

| Subarea | Description       | Occupied Square Feet (Weekday) | Occupied Square Feet (Weekend) | Total Square feet (Weekday) | Total Square Feet (Weekend) | Parking Supply / Total Sq Ft |
|---------|-------------------|--------------------------------|--------------------------------|-----------------------------|-----------------------------|------------------------------|
| 1       | Northwest Area    | 2.4                            | 0.5                            | 2.3                         | 0.5                         | 4.1                          |
| 2       | Northeast Area    | 2.6                            | 1.3                            | 2.2                         | 1.0                         | 4.5                          |
| 3       | Northwest Core    | 3.2                            | 2.1                            | 2.6                         | 1.6                         | 3.3                          |
| 4       | Northeast Core    | 1.3                            | 1.1                            | 1.3                         | 1.1                         | 4.3                          |
| 5       | Southwest Core    | 2.5                            | 3.2                            | 1.4                         | 1.9                         | 4.5                          |
| 6       | Southeast Core    | 5.5                            | 6.0                            | 3.0                         | 3.3                         | 5.5                          |
| 7       | East Central Area | 0.8                            | 0.6                            | 0.8                         | 0.6                         | 8.2                          |
| 8       | Southwest Area    | 3.0                            | 2.2                            | 3.0                         | 2.2                         | 5.1                          |
| 9       | Southeast Area    | 1.8                            | 3.1                            | 2.0                         | 3.0                         | 4.2                          |
|         | Weighted Average  | 2.5                            | 2                              | 2.3                         | 1.8                         | 4.6                          |

Note 1: Spaces per thousand square feet

Table 2.5 - Existing Parking Demand by Land Use

| Land Use           | Subarea – Parking Demand (Spaces) |           |            |            |           |           |           |            |           |              |
|--------------------|-----------------------------------|-----------|------------|------------|-----------|-----------|-----------|------------|-----------|--------------|
|                    | 1                                 | 2         | 3          | 4          | 5         | 6         | 7         | 8          | 9         | Total        |
| Residential        | -                                 | 2         | 5          | 13         | 4         | -         | -         | -          | -         | 24           |
| Mixed Use          | -                                 | -         | -          | -          | -         | 1         | -         | -          | -         | 1            |
| Retirement Home    | -                                 | -         | -          | -          | -         | -         | -         | -          | -         | 0            |
| Service-Commercial | -                                 | 2         | 2          | -          | -         | -         | -         | -          | 14        | 18           |
| Dance Studio       | -                                 | -         | 8          | -          | -         | -         | -         | -          | -         | 8            |
| Shopping Center    | -                                 | -         | -          | 17         | 8         | 38        | -         | 342        | 4         | 409          |
| Nursery            | -                                 | -         | -          | -          | -         | 10        | -         | -          | -         | 10           |
| Retail             | -                                 | 7         | 10         | -          | -         | 11        | -         | -          | -         | 28           |
| Restaurant         | -                                 | -         | -          | -          | 24        | -         | -         | -          | 31        | 55           |
| General Office     | 73                                | 38        | 91         | 11         | 21        | 38        | -         | 17         | -         | 289          |
| Medical Office     | 12                                | 4         | -          | -          | -         | -         | -         | -          | -         | 16           |
| Mortuary           | -                                 | -         | -          | -          | -         | -         | 10        | -          | -         | 10           |
| Public Utility     | -                                 | -         | -          | 5          | -         | -         | -         | -          | -         | 5            |
| Recreational       | -                                 | -         | 14         | -          | -         | -         | -         | -          | -         | 14           |
| Entertainment      | -                                 | -         | -          | 14         | -         | -         | -         | -          | -         | 14           |
| Museum             | -                                 | -         | -          | 10         | -         | -         | -         | -          | -         | 10           |
| Religious Center   | -                                 | -         | -          | -          | -         | -         | -         | -          | -         | 0            |
| Hotel/Motel        | -                                 | -         | -          | -          | -         | -         | -         | -          | -         | 0            |
| Industrial         | -                                 | -         | 9          | -          | -         | -         | -         | -          | -         | 9            |
| Storage            | -                                 | -         | -          | -          | -         | -         | -         | -          | -         | 0            |
| Other              | 8                                 | 16        | 21         | 31         | 5         | -         | -         | -          | -         | 81           |
| <b>TOTAL</b>       | <b>93</b>                         | <b>69</b> | <b>160</b> | <b>101</b> | <b>62</b> | <b>98</b> | <b>10</b> | <b>359</b> | <b>53</b> | <b>1,005</b> |

### 3. Parking Turnover Analysis

A license plate survey was conducted to determine length of stay for relevant parking lots and curb parking areas. The areas surveyed are locations that experienced high parking demand and where time limits may be in place or necessary due to high demand for short-duration (less than 4 hours) parking spaces. The survey was conducted at 1-hour intervals and documented the duration of stay and space turnover for individual parking lots and on-street parking areas where demand may show justification for time-limit parking. The turnover analysis was conducted for the Old Town core area along El Camino Real, C Street, 2<sup>nd</sup> Street, 3<sup>rd</sup> Street, and Main Street on a weekday and a weekend day. It was also conducted for the streets in the vicinity of the Farmer's Market while the Farmer's Market was open, and in the vicinity of the Jamestown Flea Market while the Flea Market was underway. Many of these streets have time limits, as indicated below. The street segments and lots included in the duration of stay/turnover survey are as follows:

#### Old Town Core Area:

- El Camino Real between 2nd Street and 6th Street (2 hour parking north of 6<sup>th</sup> St.)
- C Street between 2<sup>nd</sup> Street and 6th Street (2 hour parking north of 6<sup>th</sup> St.)
- 2nd Street between C Street and El Camino Real (no time limits)
- 3rd Street between C Street and El Camino Real (no time limits)
- Main Street between C Street and El Camino Real (24 min & 2 hour parking)

#### Farmer's Market Area:

- El Camino Real (2 hour parking north of Main Street)
- 2<sup>nd</sup> Street (no time limits)
- 3<sup>rd</sup> Street (no time limits)
- 3<sup>rd</sup>/Prospect Unpaved Lot (temporary parking during Farmer's Market only)
- 3<sup>rd</sup>/Prospect Municipal Lot (no time limits)

#### Jamestown Flea Market Area:

- El Camino Real (no time limits south of 6<sup>th</sup> Street)
- C Street (2 hour parking south of Main Street)
- Jamestown Lot (no time limits)
- Armstrong Lot (no time limits)

The following is a discussion of the results of the duration/turnover surveys for each of the four surveys included in the license plate parking duration/turnover analysis. Complete results of the duration/turnover analysis for individual parking lots and street segments are presented in Appendix B of this report.

### 3.1 Old Town Core Area, Weekday Survey

For the purpose of this analysis El Camino Real was divided into 3 segments in the Old Town core area, with the east and west sides of the streets analyzed separately. As shown in Table 3.1, the duration of stay was generally about 1½ hours for all street segments, with a daily turnover of about 4 vehicles per space.

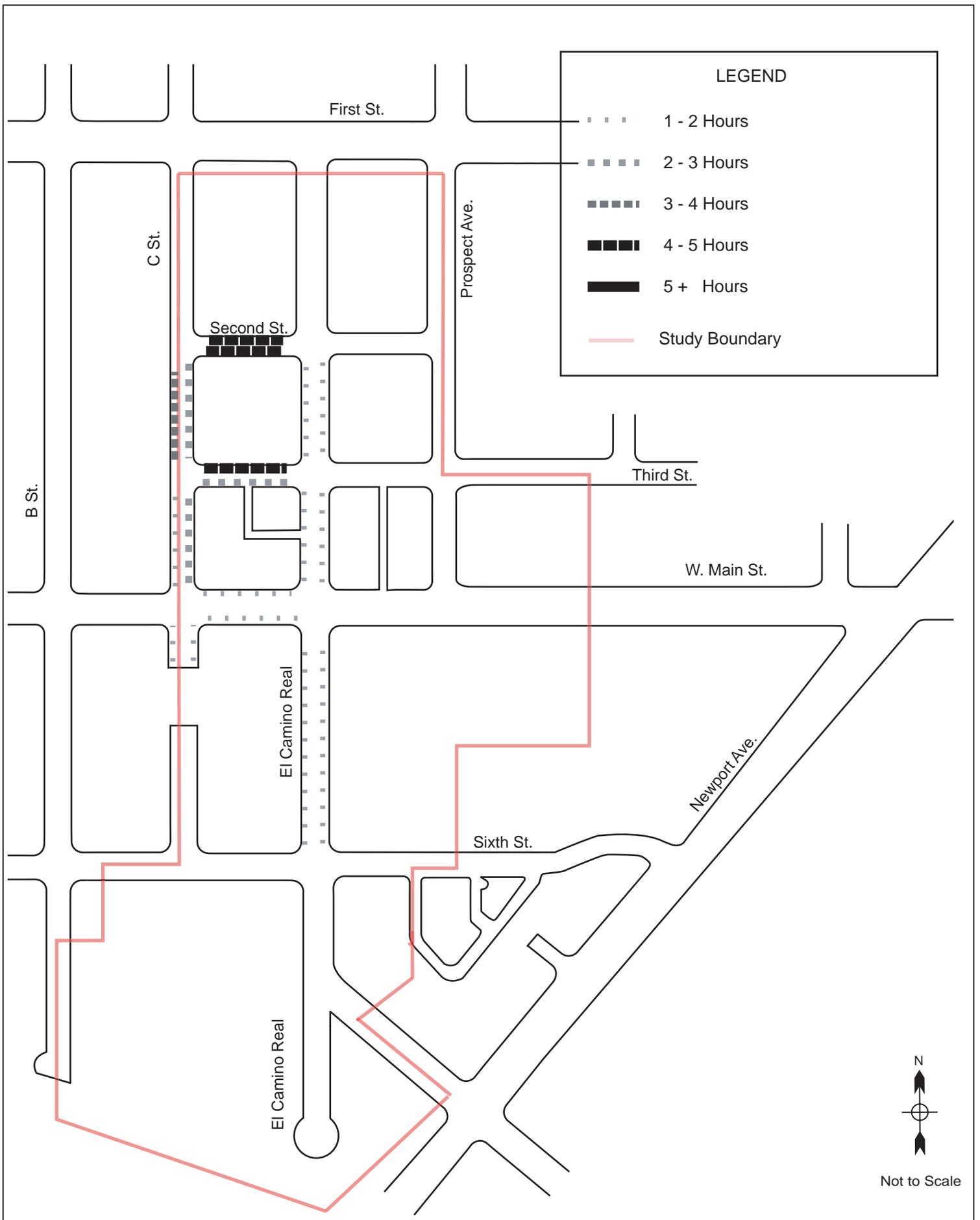
C Street was divided into 3 segments in the Old Town core area, with the east and west sides of the streets analyzed separately. The duration of stay was about 2¼ hours for all street segments, with a daily turnover of about 2.7 vehicles per space, although there was greater variation along C Street compared with El Camino Real. For example, the west side of C Street between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street had an average length of stay of 3.3 hours, while the west side between 3<sup>rd</sup> Street and Main Street had a length of stay of only 1.4 hours.

For the weekday parking duration/turnover survey on 2<sup>nd</sup>, 3<sup>rd</sup>, and Main Streets, these streets were all divided into 2 segments each, with the north and south sides of the streets analyzed separately. As shown in the table, the duration of stay was generally about 4 ¼ hours for all segments of 2<sup>nd</sup> Street, about 3 hours for 3<sup>rd</sup> Street, and about 1½ hours for Main Street.

**Table 3.1 – Weekday Parking Duration, Old Town Core Area**

| Parking Area                  | Parking Space Inventory | Average Occupancy | Average Duration (hours) | Average Turnover (use per day) |
|-------------------------------|-------------------------|-------------------|--------------------------|--------------------------------|
| <b>El Camino Real</b>         | 67                      | 57%               | 1.6                      | 4.0                            |
| <b>C Street</b>               | 50                      | 40%               | 2.2                      | 2.7                            |
| <b>2<sup>nd</sup> Street</b>  | 19                      | 50%               | 4.2                      | 1.5                            |
| <b>3<sup>rd</sup> Street</b>  | 22                      | 50%               | 3.1                      | 2.2                            |
| <b>Main Street</b>            | 21                      | 40%               | 1.4                      | 3.2                            |
| <b><u>Farmer’s Market</u></b> |                         |                   |                          |                                |
| – <b>Street Parking</b>       | 90                      | 50%               | 1.8                      | 2.5                            |
| – <b>Unpaved Lot</b>          | 25                      | 14%               | 1.1                      | 2.2                            |
| – <b>Municipal Lot</b>        | 26                      | 5%                | 4.0                      | 0.1                            |

As shown in Table 3.1, average occupancy for most of these street segments was 50% or less the majority of the time, with the exception of El Camino Real between Main Street and 2<sup>nd</sup> Street. Figure 3.1 illustrates the average weekday duration of stay for each of the street segments that were included in the parking lot license plate surveys for the Old Town core area.



### 3.2 Old Town Core Area, Weekend Survey

For the weekend survey El Camino Real was divided into 3 segments in the Old Town core area, with the east and west sides of the streets analyzed separately. As shown in Table 3.2, the duration of stay was generally about 1¾ hours for all street segments, with a turnover of about 2.5 vehicles per space.

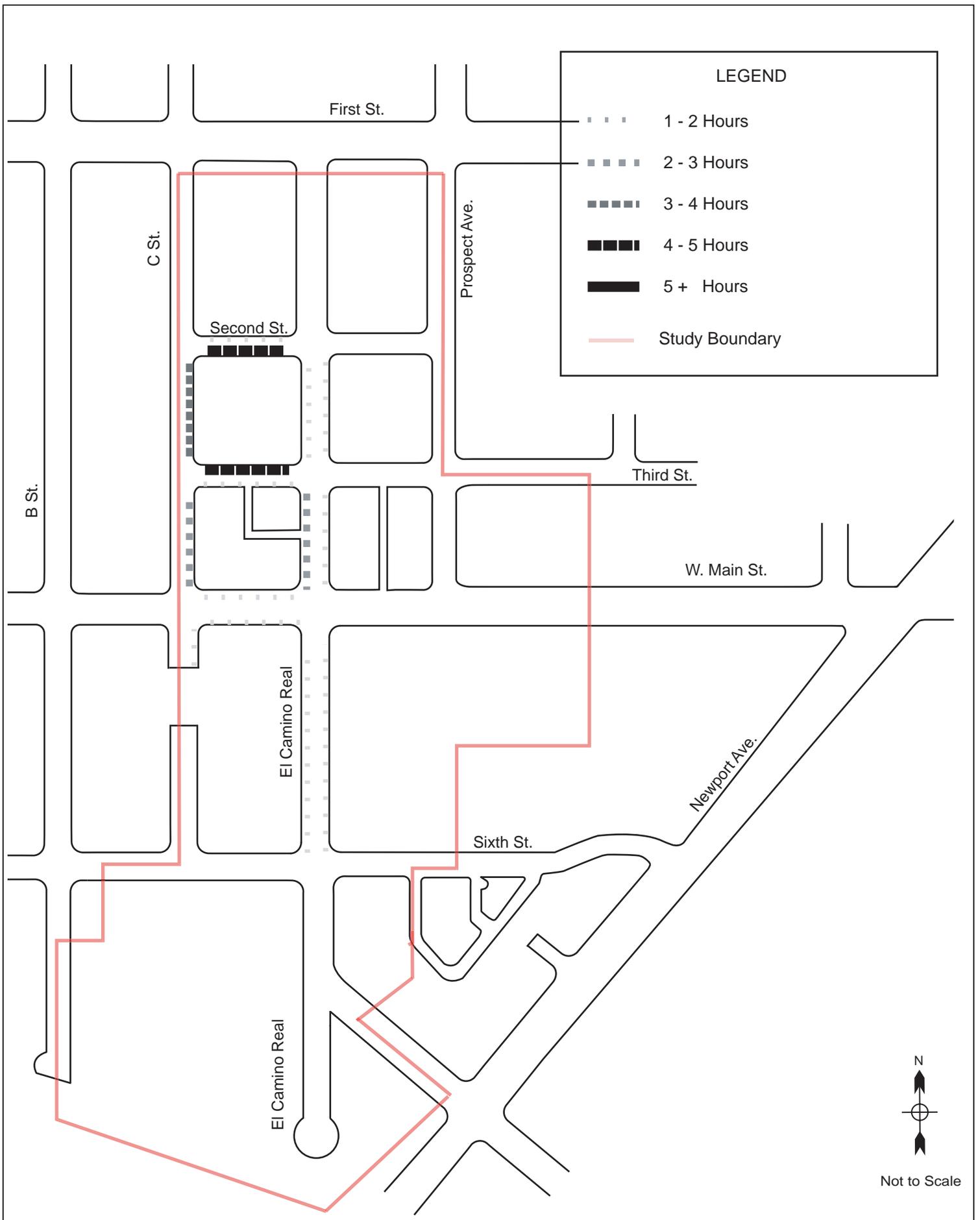
C Street was also divided into 3 segments in the Old Town core area, with the east and west sides of the streets again analyzed separately. As shown in the table, the duration of stay was generally about 2 1/3 hours for all street segments, with a turnover of about 2.3 vehicles per space, although there was greater variation than with El Camino Real. The east side of C Street between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street had an average length of stay of 4 hours, while the west side between 3<sup>rd</sup> Street and Main Street had a length of stay of only 1.2 hours. As shown in the table, the duration of stay for 2<sup>nd</sup>, 3<sup>rd</sup>, and Main Streets was generally about 1 1/3 hours, 2¾ hours, and 4 hours, respectively, but with wide variation depending on side of street. As shown in Table 3.2, most of these street segments were lightly occupied on the weekend.

Figure 3.2 illustrates the average weekend duration of stay for each of the street segments that were included in the parking lot license plate surveys for the Old Town core area.

### 3.3 Farmer's Market Area

The parking duration/turnover survey for the Farmer's Market was conducted on a Wednesday morning and afternoon to include all parking activity attributable to the Farmer's Market. Off-Street parking for the Farmer's market is available adjacent to the market site. For the purpose of the study the Farmer's market study area was analyzed separately for the two lots closest to the market (the unpaved lot on the northwest corner of Prospect & 3<sup>rd</sup>, and the Municipal lot on the southeast corner of Prospect & 3<sup>rd</sup>), as well as for several streets in the immediate vicinity of the Farmer's Market. As with the Old Town core area survey, each street segment is analyzed separately for each side of the street.

The duration of stay was generally about 1 hour for the unpaved lot, and about 4 hours for the Municipal lot. Street segments generally had a duration of stay of about 1.1 hours per space for El Camino Real and about 2.6 hours for 2<sup>nd</sup> Street. There was greater variation on 3<sup>rd</sup> Street, from 1.3 hours east of El Camino Real to over 3 hours west of El Camino Real. This may be due to the commercial businesses located west of El Camino Real and the vacant land east of El Camino Real.



The high occupancy rate on some street segments surrounding the Farmer’s Market, together with a duration approaching 2 hours indicates that a shorter time limit may be appropriate here while the Market is open. A time limit of 90 minutes is recommended to increase the availability of these spaces to short-term users.

**Table 3.2 – Weekend Parking Duration, Old Town Core Area**

| Parking Area                        | Parking Space Inventory | Average Occupancy | Average Duration (hours) | Average Turnover (use per day) |
|-------------------------------------|-------------------------|-------------------|--------------------------|--------------------------------|
| <b>El Camino Real</b>               | 67                      | 48%               | 1.7                      | 2.5                            |
| <b>C Street</b>                     | 50                      | 28%               | 2.3                      | 2.2                            |
| <b>2<sup>nd</sup> Street</b>        | 19                      | 15%               | 1.3                      | 3.9                            |
| <b>3<sup>rd</sup> Street</b>        | 22                      | 15%               | 2.7                      | 0.6                            |
| <b>Main Street</b>                  | 21                      | 31%               | 4.0                      | 0.7                            |
| <b><u>Jamestown Flea Market</u></b> |                         |                   |                          |                                |
| – <b>Street Parking</b>             | 65                      | 44%               | 1.8                      | 5.2                            |
| – <b>C Street Structure</b>         | 81 <sup>2</sup>         | 27%               | 2.2                      | 2.7                            |
| – <b>Jamestown Lot <sup>1</sup></b> | 109                     | N/A <sup>1</sup>  | 1.3                      | 3.0                            |
| – <b>Armstrong Lot</b>              | 41                      | 23%               | 1.4                      | 1.1                            |

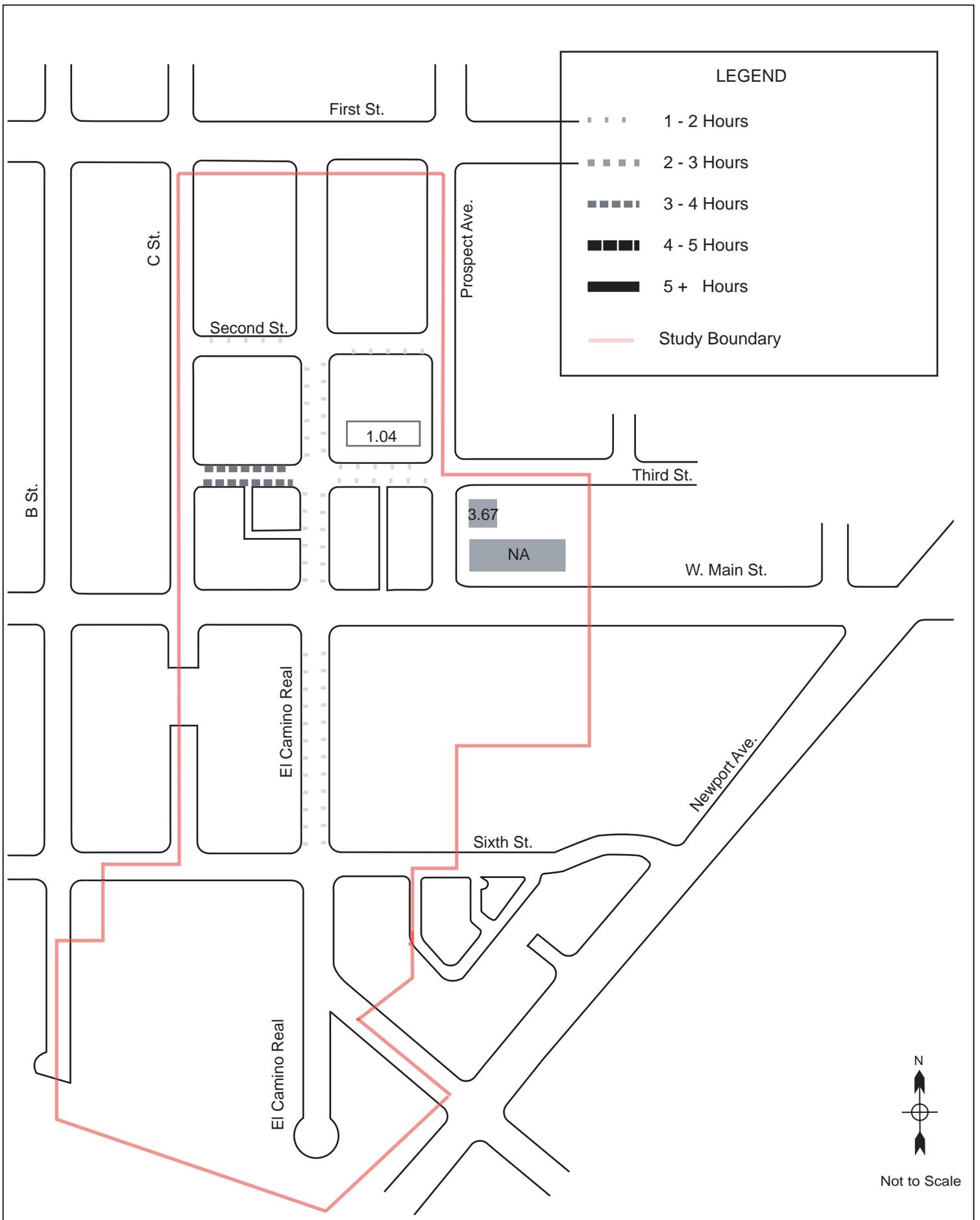
Note 1: Lot occupied by vendors; Note 2: Public spaces.

Figure 3.3 illustrates the average duration of stay for each of the street segments and lots that were included in the parking lot license plate surveys for the Farmer’s Market.

### 3.4 Jamestown Flea Market Area

The parking duration/turnover survey for the Jamestown Flea Market was conducted on a Sunday morning and afternoon to include all parking activity attributable to the Jamestown Flea Market. Off-Street parking for the Jamestown Flea market is available adjacent to the market site, however its effect on on-street parking is significant, as previously shown in Table 3.2. For the purpose of the study the Jamestown Flea market study area was analyzed separately for the three lots closest to the market (the Jamestown lot, the Armstrong lot across the street, and the C Street lot), as well as for several streets in the immediate vicinity of the Jamestown Flea Market. As with the Old Town core area survey, each street segment is analyzed separately for each side of the street.

As shown in Table 3.2, the duration of stay was generally about 1.3 hours for the Jamestown lot, about 1.4 hours for the Armstrong lot, and about 2.2 hours for the C Street structure. It should be



noted that the parking turnover/duration survey was only done for spaces in the C Street structure that are available for public use. Street segments generally had a turnover of about 5 vehicles per space and a duration of stay of about 1.8 hours, although there is significant variation between El Camino Real and C Street.

The curb parking along El Camino Real and C Street is highly desirable for flea market patrons, resulting in high parking occupancy levels on these streets during the flea market.

There are currently no parking time limit restrictions in this area. This curb area was included in the duration/turnover survey due to the possibility of imposing time restrictions in the future. The average duration of stay for this area was 1.8 hours, indicating that a 2-hour limit would have no effect on restraining parking conditions.

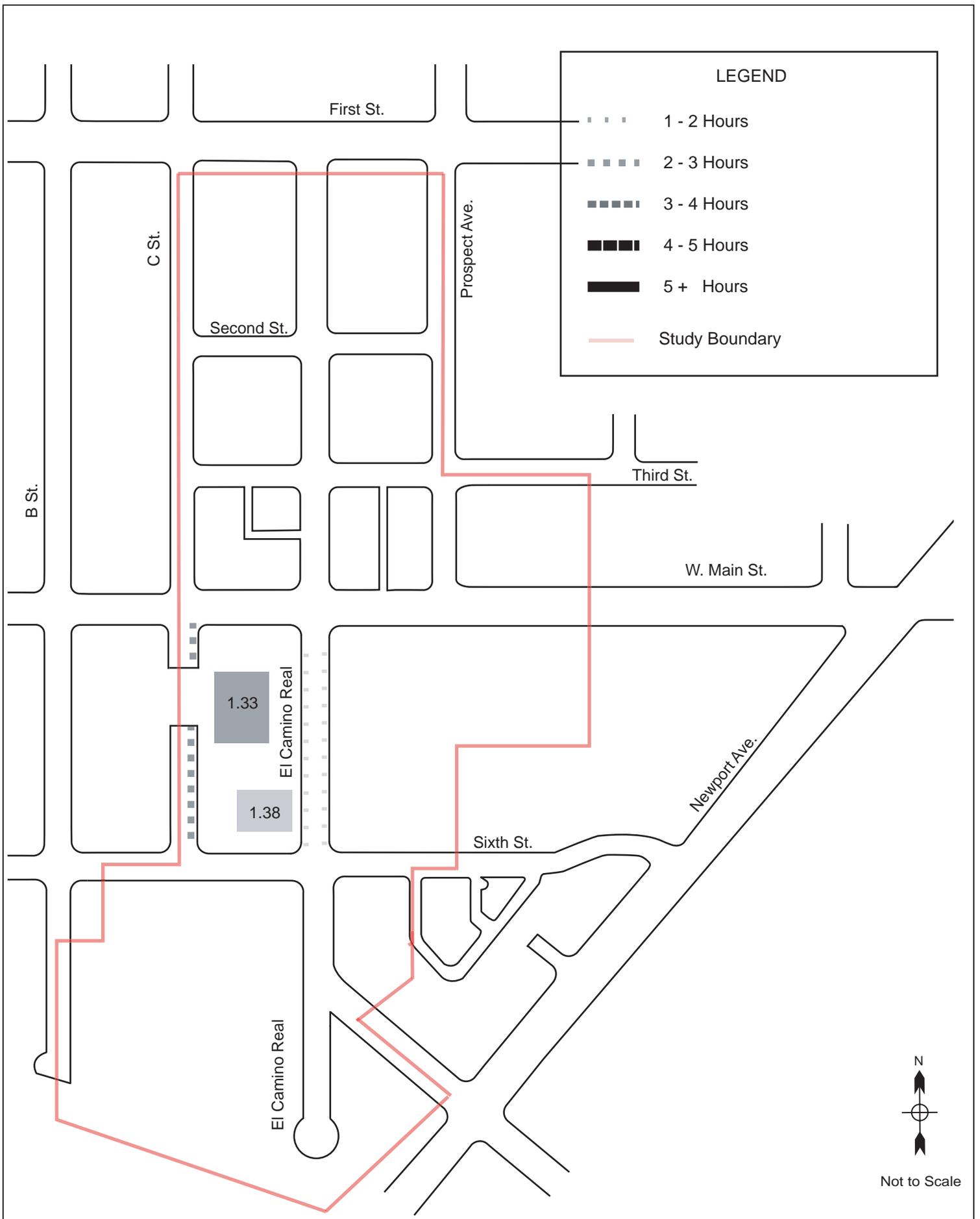
The nearly 2-hour duration on El Camino Real along with the high occupancy rate during the flea market indicates that a shorter time limit may be appropriate while the flea market is underway. A time limit of 90 minutes on this segment of El Camino Real is therefore recommended for Sunday between 9 AM and 3 PM. This should also improve utilization of the nearby C Street parking structure at this time.

Figure 3.4 illustrates the average duration of stay in each of the lots and street segments that were included in the parking lot license plate surveys for the Jamestown Flea Market.

### **3.5 Parking Duration/Turnover Summary**

The average weekday duration of stay for Old Town curb parking varies from about 1½ hours on El Camino Real and Main Street up to 4¼ hours on 2<sup>nd</sup> Street. Weekend length of stay has about the same variation, from 1½ hours on El Camino Real and 2<sup>nd</sup> Street to 4 hours on Main Street. This applies during the 9AM to 11PM survey period.

Parking duration is generally shorter in the immediate vicinity of the Farmer's Market. Average length of stay is only about 1 hour on El Camino Real and in the 3<sup>rd</sup>/Prospect unpaved lot. Duration was longer on 2<sup>nd</sup> and 3<sup>rd</sup> Streets, at about 2½ hours each however. Jamestown Flea Market parking duration was somewhat longer than for the Farmer's Market. Curb parking duration was about 1½ hours to 2½ hours, depending on location, while available parking in the Jamestown lot and in the Armstrong lot across the street averaged about 1.3 hours each in length of stay.



The occupancy and turnover surveys determined that there is generally sufficient available parking in Old Town to satisfy the existing demand during times of normal demand (a typical weekday or weekend day). The existing parking lots open to the general public are generally lightly used during most business hours. Curb parking demand during some regularly scheduled special event times, such as the Farmer's Market and Jamestown Flea Market is at or near capacity for short periods of time in the immediate vicinity of those events, however. The duration/turnover survey determined that shorter time limits may be required in some areas, particularly along El Camino Real.

Weekday parking demand is higher than weekend. Parking demand is relatively light on most streets in Old Town, except for short periods of time during special events. Parking demand for spaces near some of the existing restaurants and retail establishments is higher than in other areas of Old Town. Specifically, on-street parking demand along El Camino Real, C Street, and 3<sup>rd</sup> Street is more than 80% of capacity during the peak lunchtime hour on weekdays. This may generate limited concerns for additional parking in localized areas during the peak demand periods, however even on those streets in the Old Town area parking demand is relatively light at most times, generally about 25% to 50% of capacity depending on location.

## 4. Parking Needs Analysis

### 4.1 Introduction

The evaluation of existing parking conditions for Old Town Tustin showed that there is normally sufficient available parking in Old Town to satisfy existing demand on a typical weekday or weekend day. The existing parking lots open to the general public are generally not heavily used during most business hours. Out of 154 public off-street parking spaces, typically only about 18% are occupied (126 are available for additional use). Demand for on-street parking is at or near capacity during some special event times, such as the Farmer’s Market and Jamestown Flea Market on streets near these event areas, but overall demand for on-street parking is generally much lower, averaging about 32% occupancy on weekdays and 23% on weekends. Average parking demand in private lots in Old Town is about 33% of available supply on weekdays and 24% on weekends.

Based upon a current assessment of parking conditions, two key findings are apparent:

- There is currently a surplus of parking supply in the Old Town Area that is not being effectively utilized. It may be possible for the City to take advantage of the general parking surplus by allowing additional uses into the area without providing additional parking at the rates generally applied to individual uses outside of the Old Town Area.
- Parking in most desirable time-limit areas is becoming a “hot-spot” problem. The City may have to reevaluate parking management strategies in these areas to maintain an attractive overall parking supply. This may include imposing additional time limits, establishing shorter time limits, and more regular enforcement of time limits.

### 4.2 Key Issues – Parking Trends, Problems, and Deficiencies

This section documents some current trends in land use and parking in Tustin and in similar or comparable areas of Orange County.

#### Land Use Trends

There is a trend in central and north Orange County toward mixed-use projects that can maximize utilization of scarce available land while providing affordable residential units and/or commercial suites and maximizing parking utilization. These units are generally provided with a carefully designed and managed parking supply that takes advantage of existing parking surpluses, while making sure that additional parking is provided to meet the special needs of the development.

Prospect Village, a recently approved project currently under construction on the northwest corner of Prospect & Main, is an example of this trend. This project combines retail, professional office, and live-work residential units in a 40,200 square-foot development. A shared joint use parking analysis was conducted in review of the parking demands for the commercial retail, restaurant and office portions of the project. This analysis defined the actual parking needs for these uses in the project. The parking for some of these uses will be provided adjacent to the site in off-street public parking lots. An innovative parking agreement has been arranged between the City and the builder to allow for non-exclusive use of up to 59 public parking spaces for this project within the Main Street Waterworks Lot and 3<sup>rd</sup>/Prospect public parking lot. This agreement provides for designated non-exclusive use of public parking spaces for the commercial and office components of the mixed-use project.

The Prospect Village project has been the only recent mixed-use project to be proposed, approved, and constructed in the area, however. While the Prospect Village project was successfully steered through the process, many developers could be discouraged by the City's standard parking requirements, the relatively high cost of off-site parking spaces, and other requirements. There is also a limited (finite) supply of sharable public parking spaces available for future projects of this type

### **Future Mixed Use Projects**

A shared joint use parking approach similar to what was considered in the Prospect Village project can be considered for additional mixed use projects in Old Town, as is currently authorized by the City's parking requirements. Resident parking should be fully accommodated and exclusively for the use of residents in any mixed use projects that include residential uses.

The Tustin General Plan calls for the integration of residential uses into the land-use mix in Old Town to provide market support for retail and commercial uses while improving the vitality of the district. An increased residential component, perhaps in mixed-use projects similar to Prospect Village, can also provide for more affordable housing and maximize use of available parking.

The General Plan also calls for shared parking among the various land uses in Old Town. For shared parking to be successful there must be a mix of several land use types with compatible parking demands within close proximity to a common parking area. The parking facilities to be shared should be within a reasonable walking distance of each land use. Generally 300 feet is considered the maximum desired distance to walk to/from a retail or commercial business to parking for that business. Planning for shared parking should therefore assume the parking supply within about 300 feet of the parking generator. This can mean either a public lot or structure within one block of the generator, lightly-used curb parking areas, or a mixed-use development with integrated parking or shared use with a nearby lot or structure.

Parking opportunities for mixed-use projects to share public parking may exist in the upper level of the C street parking structure. The C Street structure is ideally suited for shared-use arrangements with either mixed-use or stand-alone developments. The parking occupancy survey revealed significant capacity at this facility to accommodate parking demand from new developments.

The structure's use and application to meet parking demands for development in Old Town is currently limited by the City's practice of licensing parking stalls to specific users on a 1:1 basis. 81 stalls are currently licensed and not technically available, although they are not heavily used. Even given the existence of Agency off-site licenses for the 81 public parking spaces in the C Street Structure, there may be future parking opportunities for shared parking to accommodate the parking demand from new private developments that might occur within the immediate vicinity of this parking structure given the significant capacity at this facility that is being unused. However, it needs to be recognized that since this structure was privately constructed and is technically owned by the Steven's Square Association, no alteration of the structure can occur without approval of the Association. In addition, structural issues that occurred during early use of the structure which forced retrofit of the structure may limit the ability of the structure to be significantly altered to add floors or additional spaces.

Even though the structure is nearing its licensed stall capacity, assignment has been based on one space assigned to one business. Shared parking concepts can be applied to public parking garage/lots to allow multiple required parking spaces to be assigned to the same public space.

Under the terms of a development agreement with the Prospect Village project, there are also constraints on the City's ability to construct additional parking on the public lots at Main/Prospect and 3<sup>rd</sup>/Prospect without complying with the provisions of the Parking Designation Ordinance and also provisions of the Development Agreement without a long time frame.

The parking occupancy survey and land use data provided by the City determined that for each 3 additional parking spaces added approximately 1,000 square feet of new mixed use development could be allowed. This would apply in areas with high levels of existing parking demand, such as El Camino Real and Main Street. Other areas could utilize existing curb spaces for new development.

The City of Fullerton is currently processing, developing, or experiencing a number of mixed-use developments in its downtown. Overall parking demand is generally higher there than in Tustin Old Town at this time. Private projects are now building multi-story parking structures in areas

formerly used as City-owned public parking lots. The parking supply in the new structures are being designed to preserve the quantity of today's public parking opportunities (normally on the ground floor), while providing additional private parking needed to serve the increment of growth on upper levels of the parking structures. The potential for shared parking is being used to optimize the size of the parking structures. The net effect is that public parking opportunities are being preserved or enhanced, and private developments are providing less parking than might be necessary under non-shared arrangements.

### **Restaurant Parking Considerations**

The special nature of restaurant parking requires further discussion. Restaurants generally have much heavier parking demands than office or other retail land uses. Their demand rate is typically 10 stalls per 1000 square feet, 2.5 times higher than the comparable rate for offices or retail shops. However, restaurant parking occurs during three divergent peak periods when most dining occurs. Parking demand for restaurants during non-dining hours is generally comparable to or less than other commercial uses. In a mixed-use environment, it is thus normal to consider how the demand for restaurants and food service uses are met.

Breakfast uses (including coffee bars and donut/pastry shops) experience peak demands prior to 8 am, when demand for other retail services is low. Many trips are very short duration, suggesting consideration of very short time limits of appropriate supply. Most customers cannot be expected to walk very far if they have no other destination in the area, however some customers may walk to the site if they are employees of nearby uses.

Lunch uses experience peak demands between noon and 1 PM, when demands for other commercial uses are also high, however lunch uses often cater directly to nearby businesses and can experience a high volume of walk-in trips. Also, the peak demand during lunch hours is generally lower than during dinner hours for many types of restaurants, because most customers are on time limits and cannot wait long for service. The net parking demand increase for lunch uses can often be comparable to other commercial uses.

Dinner uses (including high quality and fast turnover restaurants) experience high parking demands at dinnertime. However, many other businesses are closed when dinner demands peak (including most offices and some retail uses). When strategically located within areas with a supply of pooled or shared public parking, restaurant demands can often be met without great problem because many other uses are closed. Valet parking also provides opportunities for restaurants to take advantage of more remote parking, by providing extremely convenient parking for patrons while using more remote parking areas.

Restaurants can thus be taken into account with less consideration for their own peak parking demands in areas where their parking can be shared with other uses. Breakfast and dinner traffic can take advantage of parking when other uses are closed, while lunch traffic is lower than dinner traffic at some locations and can take advantage of walk-in traffic from other uses in the area. Preference should therefore be given to restaurant projects within 300 feet of complementary shared uses, particularly offices and service/commercial uses. 1,000 square feet of restaurant spaces can be considered for every 10 available parking spaces within 300 feet.

### **Future Growth Areas**

The traditional parking requirements for stand-alone uses are not well suited to Old Town, as there is substantial opportunity for shared use within this area. It is appropriate therefore to look at new trends in land use and parking that are more applicable to Old Town, as discussed below.

Established old town and downtown areas of various cities in Southern California are beginning to experience substantial growth in mixed-use developments and in upscale retail shops, restaurants, and cafes. There is also a trend toward both condominium/townhouse projects and upscale apartments in older downtown areas. New mixed-use projects have been completed, approved, or are under construction in Tustin, Anaheim, Brea, Fullerton, Santa Ana, Orange, Pasadena, and other cities in Southern California. Brea's Birch Street Promenade and South Brea Lofts include live-work lofts as well as upscale shops and restaurants. Anaheim's A-Town and Stadium Lofts, Santa Ana's Santiago Lofts, Fullerton's Soco Walk, Orange's Depot Walk, and Tustin's Prospect Village have been recently completed or are under construction. Fullerton has built several mixed-use projects near its downtown area which have utilized innovation shared parking arrangements with available public parking nearby.

The trend in many older downtown areas in Southern California is toward mixed-use projects, particularly those with a residential use on the upper level(s) and retail, restaurant, office, and/or commercial uses on the lower levels. Mixed-use projects such as these should have a mix of uses that take maximum advantage of shared use parking potential, such as residential on the 3<sup>rd</sup> level, office on the 2<sup>nd</sup> level, and restaurant or other commercial/retail uses on the 1<sup>st</sup> level. Creative use of parking code requirements, regulations, management practices, and incentives are needed to maximize utilization of parking for these mixed-use projects.

These new codes and practices can also apply to stand-alone projects that are within a reasonable walking distances of other projects that they can share parking with. This has generally been established as about a 300-foot walking distance or 5-minute walk, generally within the same block or with no more than a single crossing of a 2-lane street. Parking sub-areas have been established for Old Town following these guidelines, where new uses can share parking even if they are not within the same development.

There are several locations in Old Town that are well suited for new developments that are keeping in character with Old Town and with the trends in land use development in established downtown areas. The vacant lots near El Camino Real at 2<sup>nd</sup> Street and near El Camino Real at 3<sup>rd</sup> Street are well-suited for the same type of development as Prospect Village. Mixed-use projects at these locations can provide for residential parking on-site, while parking demand for office, retail, restaurant, and/or commercial components can be provided by a mixture of curb parking and by the municipal lot at Prospect & 3<sup>rd</sup> Street.

It is preferred that future mixed use developments conduct a comprehensive parking supply and demand analysis for each development component. This analysis should include:

- An assessment of the net parking demand increases associated with the mixed uses;
- A determination of where and how the demand will be met;
- Provision of additional publicly available off-site parking where capacity exists in such lots, or other off-site private lots, or exclusive parking to meet the increased demand through new or existing facilities;
- Consideration of parking management strategies and practices needed to obtain compliance with the intended parking plan.

It is the City's policy that resident parking in new mixed-use developments will be accommodated through provision of additional on-site parking spaces within the development. Most of these spaces are required to be committed to exclusive use by residents. Guest spaces are also required to be accommodated and are not considered to be available for commercial uses, while parking demand for office, retail, restaurant and or other commercial retail uses can be evaluated and accommodated by available curb parking or by on-site or off-site public or private lots where parking capacity exists.

New employee parking can be accommodated via new or existing parking areas that are appropriate for long-term parking. Generally, this means a parking lot or structure within about 300 feet of the business. Employee parking does not need to be provided on site, but it should be provided within a reasonable walking distance (300 feet). Public parking that is not appropriate for employee or long-term use should be restricted via time limits or other measures to insure that employee parking occurs in its intended location. Permit parking may be required in nearby residential areas such as C Street.

Retail customer parking can be met by a combination of on-site, nearby on-street, or remote off street parking, as appropriate for the specific commercial uses, with consideration for the walking distances required, generally suggested to be within 300 feet of the business.

Restaurant parking demand must be analyzed carefully to determine how it can be met. Breakfast parking can often be met in nearby short term parking areas, if there is no demand for other uses at this time. Dinner parking can often be met through a combination of evening use of daytime-restricted time limit zones and areas appropriate for employee parking. Lunch parking has a new parking demand that may not be much higher than other commercial uses, if origins of walk-in traffic are nearby.

Many communities routinely allow for a shared parking analysis to fine tune the parking requirements for mixed use developments. Normally a focused study is required that includes all of the elements recommended above. For most communities, the modified parking requirements are specifically approved through a use permit. A few communities will allow for a reduction for shared parking or mixed use without a special planning action (for example, the City of San Diego and the County of San Bernardino). Tustin may wish to continue to review and approve shared parking analyses for mixed use projects similar to mixed use standards established for Neighborhood D of the Tustin Legacy project, or it may consider modifying its code to allow for adjustments to parking in the Old Town area based upon administrative action, requiring only an approved parking analysis for justification.

### **Permitting of New Uses for Existing Developments**

It has been noted that existing parking demands are generally well below parking capacity in many areas of Old Town. There are existing areas where new retail, office, or restaurant uses can potentially be established within existing building shells. These uses must now comply with restaurant parking demands which potentially render the proposals uneconomical.

In view of the time-sensitive nature of restaurant parking, the noontime parking demand is probably the most critical to overall parking supply in Old Town. Restaurant parking at noon is typically about 5 stalls per 1000 sf for customers and 1-2 stalls per 1000 sf for employees. The customer demand is not substantially greater than the demand of any traditional retail or office tenant (4 stalls per 1000 sf and less if walk-in traffic is heavy). If employees are induced to park in appropriate long term parking areas, the demand for customer parking is similar to the demand for most other commercial uses. If parking is provided for the site at close to 4 stalls per 1000 and there is appropriate on street parking, the overall increase in demand for valuable parking may be very low.

It would be thus feasible to allow for an increase in demand for some of the surplus parking spaces by allowing more parking intensive uses within existing building areas or within future multi-tenant developments as long as the overall parking supply is adequate and properly managed. This means that there should be some nearby parking available to meet increased customer traffic, and employees should be discouraged from using the nearby parking through time limits. It is

probable that 15-25% of existing multi-tenant building area could be permitted for food service uses without creating a severe overall parking shortage in the vicinity. It may be necessary, however, to implement parking restrictions to reduce impacts of diversion of parking into residential neighborhoods.

### **4.3 Future Land Use Projections**

The City's General Plan build-out would permit up to 1,255,000 square feet of "Old Town Commercial" land use within the 72-acre study area boundaries. This includes retail, professional offices, restaurant, entertainment, and service-oriented businesses. High-density residential as well as mixed-use projects may be included in this total. The City Planning Division and Redevelopment Agency anticipates considerably less development than this within the next ten years, however, and has provided near-term (1 – 5 years) and mid-term (5 –10 years) future land use projections for the Old Town area based upon current development activity and interest .

#### **Expected Near Term - New Developments**

The City's current five-year implementation plan for the Old Town area focuses on economic development, community facilities, and public infrastructure improvement. Economic development programs to provide assistance to development projects in Old Town include:

- Property Owner Assistance Program
- Owner Assistance /Commercial Rehabilitation Program
- Business Assistance and Outreach Program

Specific near-term projects which provide additional parking capacity or demand in the Old Town area are identified in the five-year plan and include the following:

- Prospect Village – A mixed-use development providing 27 parking spaces on-site primarily for the residential component and approved to use 59 stalls within the nearby city lots for off-site commercial parking.
- Tustin Library – Expansion & renovation. Includes 152 new parking spaces. These spaces are outside the study area but are mentioned because they are public spaces adjacent to Old Town and could be available for shared use.

Other near-term planned projects for the Old Town infrastructure include:

- Steven's Square Parking Structure – provision of additional parking access.
- East Alley Project – streetscape and pedestrian improvements.
- Prospect Avenue Enhancement Project – roadway & pedestrian improvements.

In addition, there are several sub- areas in Old Town that have development potential in the near term (1 to 5 years). As shown in Table 4.1 and vacant and development sites in sub-areas 3,4,5 and 6 may result in development of up to 90,900ft of non-residential uses and up to 112 dwelling units (with application of any density bonuses on incentives under the Tustin City Code).

**Table 4.1 Near Term Land Use Growth Projection By Sub Area**

| <b>0-5 year Build- Out</b> | <b>Net New Residential Possible DU's</b> | <b>Net New Commercial/SF</b> |
|----------------------------|--|------------------------------|
| <b>Sub-Area 3</b>          | 30                                       | 42,500                       |
| <b>Sub-Area 4</b>          | 39                                       | 17,500                       |
| <b>Sub-Area 5</b>          | 0  | 20,900                       |
| <b>Sub-Area 6</b>          | 43                                       | 10,000                       |
| <b>Subtotal</b>            | 112 DU                                   | 90,900                       |

**Table 4.2 10-year Land Use Growth Projection By Sub Area**

| <b>5-10 year Build-Out</b> | <b>Net New Residential Possible DU's</b> | <b>Net New Commercial/SF</b> |
|----------------------------|--|------------------------------|
| <b>Sub-Area 2</b>          | 0  | 4,250                        |
| <b>Sub-Area 5</b>          | 20                                       | 44,205                       |
| <b>Subtotal</b>            | 20 DU                                    | 48,455                       |
| <b>Grand Total</b>         | 132 DU                                   | 139,355                      |

**Expected Mid-Term - Future Development**

Within the 5-10 year time frame it is estimated that approximately 48,455 square feet of non-residential development will occur in Old Town as shown in Table 4.2, in addition to the 90,900 square feet of non-residential development occurring in years 1 to 5. Mid-term development (5 to 10 years) will likely focus on areas with development potential, such as vacant or underutilized sites such as the Prescott site. These underutilized properties with potential opportunity for increased intensity of use in the mid-term (5 to 10 year) time frame are shown by sub area in Table 4.2.

The City expects that these potential mid-term projects (5 to 10 years) will account for approximately 48,455 square feet of additional commercial space and approximately 20 additional dwelling units in Old Town.

#### 4.4 *Expected Parking Demand*

Expected parking demand is based on the baseline existing parking demand with expected parking demand from new developments, utilizing expected parking demand rates which assume greater intensity of land use and parking demand than at present.

##### **Future Parking Demand**

There are several ways to forecast future parking demand for the Old Town area. One method is to base future parking demand upon an observed existing parking demand rate (per square foot of building area) and future land use as described above. The City's estimate of near-term (1 to 5 years) and mid-term (5 to 10 years) development projects is used as a guide for future land use and expected parking demand. Although the City's General Plan build-out would permit up to 1,255,000 square feet of "Old Town Commercial" land use within the study area, only a portion of this is likely to be developed in the near-term (1 to 5 years) and mid-term (5 to 10 year) periods.

The current average weekday parking demand rate is 2.3 spaces/1,000 square feet based upon total building square footage. However the rate varies considerably by subarea, as previously listed in Section 2, Table 2.4. To be conservative, the average parking demand rate for the Old Town core area (2.3 parking spaces per 1,000 square feet) was increased to 3.0 spaces per 1,000 sf for planning purposes to allow for the assumption of more intense use of parking and building area in the future. This rate was applied to both existing land use and land use growth.

It is estimated that the potential increase in non-residential building square footage is 90,900 square feet in 5 years and an additional 48,455 square feet in 10 years<sup>1</sup>. Using the parking demand rate of 3.0 spaces per 1,000 square feet, and this near-term growth potential for vacant and underutilized properties, this translates into a potential increase in commercial parking demand of approximately 301 parking spaces in 5 years (273 commercial spaces plus 28 visitor spaces), and an additional 150 parking spaces in 10 years (145 commercial spaces plus 5 visitor spaces).

There is also an increase of 505 parking spaces needed to serve existing land uses based upon the future rate assumed. This is due to an assumed increase in general business activity in Old Town as new projects are built, resulting in more intense use of existing properties and associated parking facilities. The current peak parking demand is 1,005 spaces on a weekday. The estimate of total future peak parking demand is therefore 1,811 spaces in 5 years (1,005 spaces + 301 spaces + 505 spaces), and 1,961 spaces in 10 years (1,005 spaces + 451 spaces + 505 spaces). Again, these numbers do not include any new residential parking and residential guest parking that would be required for new residential projects that would need to be accommodated on-site.

Table 4.3 summarizes the overall expected parking demand increase in Old Town within the 1-5 year and 5-10 year time frames, including expected increases for existing uses due to increased business activity, and required parking spaces for new developments.

Currently there are about 2,100 parking spaces in Old Town. There are therefore sufficient available non-residential parking spaces to support the near-term (1 - 5 year) and mid-term (5 – 10 year) non-residential growth projections if all stalls are suitable and available for use. However, if Old Town land use achieves the build- out projection in the General Plan (1,255,000 square feet), it is likely that a substantial portion of the new parking for the build-out scenario will be required in structures or less land consuming configurations. Also innovative shared-use parking arrangements will likely be helpful in reducing the required number of new parking spaces required by approximately 10%, as described in the following section on parking demand.

Table 4.4 summarizes the projected 5-year parking demand by subarea based on existing land use patterns, the projected growth in building square footage and the recommended parking demand rate. Table 4.5 summarizes the projected 5-year parking demand by land use for each subarea.

Note 1: Land Use projections provided by the City of Tustin Planning Department.

**Table 4.3 – Old Town Peak Parking Demand Projection<sup>1</sup>**

| <b>Growth Projection</b>  | <b>Projected Parking Supply<sup>1</sup></b> | <b>Existing Peak Parking Demand<sup>1</sup></b> | <b>Existing Use Parking Demand Increase</b> | <b>New Use Parking Demand Increase</b> | <b>Projected Parking Demand</b> | <b>Projected Parking Demand Surplus (Shortfall)<sup>1</sup></b> |
|---------------------------|---|---|---|--|---------------------------------|---|
| <b>Near-Term (1-5 Yr)</b> | 2,103                                       | 1,005   | 505   | 301                                    | 1,811                           | 292   |
| <b>Mid-Term (5-10 Yr)</b> | 2,103                                       | 1,005   | 505   | 451                                    | 1,961                           | 142   |

Note 1: Includes both public and private parking supply/demand

**Table 4.4 – Near-Term Future Peak Parking Demand by Subarea <sup>1</sup>**

| Subarea | Description       | Projected Near-Term Parking Supply | Existing Peak Parking Demand | Existing Use Parking Demand Increase | New Use Parking Demand Increase | Projected Near-Term Parking Demand | Projected Parking Demand Surplus (Shortfall) |
|---------|-------------------|------------------------------------|------------------------------|--------------------------------------|---------------------------------|------------------------------------|--|
| 1       | Northwest Area    | 166                                | 93                           | 47                                   | 18                              | 158                                | 8  |
| 2       | Northeast Area    | 143                                | 69                           | 35                                   | 30                              | 134                                | 9  |
| 3       | Northwest Core    | 230                                | 160                          | 80                                   | 0                               | 240                                | (10)   |
| 4       | Northeast Core    | 246                                | 101                          | 51                                   | 93                              | 245                                | 1  |
| 5       | Southwest Core    | 304                                | 62                           | 31                                   | 111                             | 204                                | 100  |
| 6       | Southeast Core    | 218                                | 98                           | 49                                   | 49                              | 196                                | 22   |
| 7       | East Central Area | 97                                 | 10                           | 5                                    | 0                               | 15                                 | 82   |
| 8       | Southwest Area    | 579                                | 359                          | 180                                  | 0                               | 539                                | 40   |
| 9       | Southeast Area    | 120                                | 53                           | 27                                   | 0                               | 80                                 | 40   |
|         | <b>Total</b>      | 2,103                              | 1,005                        | 505                                  | 301                             | 1,811                              | 292  |

Note 1: 1 – 5 year projection; Note 2: Growth estimates by subarea based on information provided by the City of Tustin Planning Department and a field survey of vacant parcels conducted on May 15, 2007.

**Table 4.5 – Near-Term Future Peak Parking Demand by Land Use <sup>1</sup>**

| Land Use          | Subarea |     |     |     |     |     |    |     |    |       |
|-------------------|---------|-----|-----|-----|-----|-----|----|-----|----|-------|
|                   | 1       | 2   | 3   | 4   | 5   | 6   | 7  | 8   | 9  | Total |
| Residential       | 2       | 3   | 11  | 25  | 6   | 19  | 0  | 0   | 0  | 66    |
| Commercial/Retail | 23      | 38  | 73  | 180 | 12  | 120 | 0  | 513 | 33 | 992   |
| Restaurant        | 0       | 0   | 0   | 0   | 35  | 0   | 0  | 0   | 47 | 82    |
| Office            | 121     | 67  | 136 | 17  | 32  | 57  | 0  | 26  | 0  | 456   |
| Other             | 12      | 26  | 20  | 23  | 119 | 0   | 15 | 0   | 0  | 215   |
| <b>TOTAL</b>      | 158     | 134 | 240 | 245 | 204 | 196 | 15 | 539 | 80 | 1,811 |

Note 1: 1 – 5 year projection; Note 2: Growth estimates by subarea based on information provided by the City of Tustin Planning Department and a field survey of vacant parcels conducted on May 15, 2007.

Table 4.6 summarizes the projected 10-year parking demand by subarea. Table 4.7 summarizes the projected future parking demand by land use.

**Table 4.6 – 10 Year Forecast Peak Parking Demand by Subarea <sup>1</sup>**

| Subarea | Description       | Projected Mid-Term Parking Supply | Existing Peak Parking Demand | Existing Use Parking Demand Increase | New Use Parking Demand Increase | Projected 10-Year Parking Demand | Projected Parking Demand Surplus (Shortfall) |
|---------|-------------------|-----------------------------------|------------------------------|--------------------------------------|---------------------------------|----------------------------------|--|
| 1       | Northwest Area    | 166                               | 93                           | 47                                   | 18                              | 158                              | 8  |
| 2       | Northeast Area    | 143                               | 69                           | 35                                   | 30                              | 134                              | 9  |
| 3       | Northwest Core    | 230                               | 160                          | 80                                   | 0                               | 240                              | (10)   |
| 4       | Northeast Core    | 246                               | 101                          | 51                                   | 94                              | 246                              | 0  |
| 5       | Southwest Core    | 304                               | 62                           | 31                                   | 209                             | 302                              | 2  |
| 6       | Southeast Core    | 218                               | 98                           | 49                                   | 70                              | 217                              | 1  |
| 7       | East Central Area | 97                                | 10                           | 5                                    | 0                               | 15                               | 82   |
| 8       | Southwest Area    | 579                               | 359                          | 180                                  | 30                              | 569                              | 10   |
| 9       | Southeast Area    | 120                               | 53                           | 27                                   | 0                               | 80                               | 40   |
|         | <b>Total</b>      | 2,103                             | 1,005                        | 505                                  | 451                             | 1,961                            | 142  |

Note 1: 10-year projection; Note 2: Growth estimates by subarea based on information provided by the City of Tustin Planning Department and a field survey of vacant parcels conducted on May 15, 2007.

**Table 4.7 – 10 Year Forecast Parking Demand by Land Use <sup>1</sup>**

| Land Use          | Subarea |     |     |     |     |     |    |     |    |       |
|-------------------|---------|-----|-----|-----|-----|-----|----|-----|----|-------|
|                   | 1       | 2   | 3   | 4   | 5   | 6   | 7  | 8   | 9  | Total |
| Residential       | 2       | 3   | 11  | 27  | 10  | 19  | 0  | 0   | 0  | 72    |
| Commercial/Retail | 23      | 38  | 73  | 180 | 105 | 141 | 0  | 539 | 33 | 1,132 |
| Restaurant        | 0       | 0   | 0   | 0   | 36  | 0   | 0  | 0   | 47 | 83    |
| Office            | 121     | 67  | 136 | 17  | 32  | 57  | 0  | 30  | 0  | 460   |
| Other             | 12      | 26  | 20  | 22  | 119 | 0   | 15 | 0   | 0  | 214   |
| <b>TOTAL</b>      | 158     | 134 | 240 | 246 | 302 | 217 | 15 | 569 | 80 | 1,961 |

Note 1: 1 – 10-year projection; Note 2: Growth estimates by subarea based on information provided by the City of Tustin Planning Department and a field survey of vacant parcels conducted on May 15, 2007.

#### 4.5 Parking Needs by Subarea

##### Existing Short-Duration Parking Needs by Subarea

Table 4.8 summarizes the existing short-duration peak parking demand by subarea. For the purpose of this report short-duration is defined as less than 4 hours. As shown, there is currently a surplus of short-duration parking spaces in all zones.

**Table 4.8 - Existing Short-Duration Parking Needs by Subarea**

|   | Subarea           | Total Short-Duration Parking Inventorv | Existing Short-Duration Peak Parking Demand <sup>1</sup> | Short-Duration Parking Space Surplus |
|---|-------------------|--|--|--------------------------------------|
| 1 | Northwest Area    | 33                                     | 22   | 11                                   |
| 2 | Northeast Area    | 20                                     | 10   | 10                                   |
| 3 | Northwest Core    | 70                                     | 45   | 25                                   |
| 4 | Northeast Core    | 98                                     | 42   | 56                                   |
| 5 | Southwest Core    | 40                                     | 25   | 15                                   |
| 6 | Southeast Core    | 56                                     | 18   | 38                                   |
| 7 | East Central Area | 16                                     | 0  | 16                                   |
| 8 | Southwest Area    | 57                                     | 9  | 48                                   |
| 9 | Southeast Area    | 11                                     | 0  | 11                                   |
|   | <b>Total</b>      | 401                                    | 171  | 230                                  |

Note 1: Parking demand counts in parking areas posted as 4-hour parking or less

##### Projected Short-Duration Parking Needs by Subarea

Table 4.9 summarizes the projected near-term short-duration (less than 4 hours) parking demand by subarea. Table 4.10 summarizes the projected 10-year forecast short-duration parking demand by subarea. The base scenarios depicted in Tables 4.9 and 4.10 show expected near-term parking demand according to the ratio of 50% growth in short-term demand for existing uses, and 25% of new-use parking demand as short-term. As shown, there is a projected surplus of short-duration parking spaces in both the near-term and mid-term, although some zones are showing modest shortages. These shortages are caused by expected growth in curb parking demand and other short-term demand due to expected new retail, restaurant, commercial, and mixed-use projects within individual zones of the study area.

**Table 4.9 – Projected Near-Term <sup>1</sup> Short-Duration Parking Needs by Subarea**

|   | Subarea           | Projected Short Duration Parking Inventory <sup>2</sup> | Projected Short Duration Parking Demand | Short Duration Parking Space Surplus (Shortfall) |
|---|-------------------|---|---|--|
| 1 | Northwest Area    | 33  | 38                                      | (5)  |
| 2 | Northeast Area    | 20  | 23                                      | (3)  |
| 3 | Northwest Core    | 70  | 68                                      | 2  |
| 4 | Northeast Core    | 101   | 87                                      | 14   |
| 5 | Southwest Core    | 40  | 66                                      | (26)   |
| 6 | Southeast Core    | 56  | 39                                      | 17   |
| 7 | East Central Area | 16  | 0                                       | 16   |
| 8 | Southwest Area    | 57  | 14                                      | 43   |
| 9 | Southeast Area    | 11  | 0                                       | 11   |
|   | <b>Total</b>      | 404   | 335                                     | 69   |

Note 1: 5-Year; Note 2: Parking demand counts + planned growth in parking areas posted as 4-hour parking or less

**Existing Long-Duration Parking Needs by Subarea**

Table 4.11 summarizes the existing long-duration (4 + hours) peak parking demand by subarea. Long-duration parking spaces can also be generally defined as non-time limit spaces, typically in off-street lots and structures. As shown, there is currently a surplus of long-duration parking spaces in all zones.

**Table 4.10 – 10-Year Forecast Short-Duration Parking Needs by Subarea <sup>1</sup>**

|   | Subarea      | Projected Short Duration Parking Inventory <sup>2</sup> | Projected Short Duration Parking Demand | Short Duration Parking Space Surplus (Shortfall) |
|---|--------------|---|---|--|
| 1 | Northwest    | 33  | 38                                      | (5)  |
| 2 | Northeast    | 20  | 23                                      | (3)  |
| 3 | Northwest    | 70  | 68                                      | 2  |
| 4 | Northeast    | 101   | 87                                      | 14   |
| 5 | Southwest    | 40  | 91                                      | (51)   |
| 6 | Southeast    | 56  | 45                                      | 11   |
| 7 | East Central | 16  | 0                                       | 16   |
| 8 | Southwest    | 57  | 22                                      | 35   |
| 9 | Southeast    | 11  | 0                                       | 11   |
|   | <b>Total</b> | 404   | 374                                     | 30   |

Note 1: 10-Year; Note 2: Parking demand counts + planned growth in parking areas posted as 4-hour parking or less

**Table 4.11 - Existing Long-Duration Parking Needs by Subarea**

|   | Subarea           | Total Long-Duration Parking Inventory <sup>1</sup> | Existing Long-Duration Parking Demand | Long-Duration Parking Space Surplus |
|---|-------------------|--|---------------------------------------|-------------------------------------|
| 1 | Northwest Area    | 133  | 71                                    | 62                                  |
| 2 | Northeast Area    | 123  | 59                                    | 64                                  |
| 3 | Northwest Core    | 160  | 115                                   | 45                                  |
| 4 | Northeast Core    | 145  | 59                                    | 86                                  |
| 5 | Southwest Core    | 264  | 37                                    | 227                                 |
| 6 | Southeast Core    | 162  | 80                                    | 82                                  |
| 7 | East Central Area | 81   | 10                                    | 71                                  |
| 8 | Southwest Area    | 522  | 350                                   | 172                                 |
| 9 | Southeast Area    | 109  | 53                                    | 56                                  |
|   | <b>Total</b>      | 1,699  | 834                                   | 865                                 |

Note 1: Parking demand counts in parking areas not posted with time restrictions

**Projected Long-Duration Parking Needs by Subarea**

Table 4.12 summarizes the projected near-term long-duration parking demand by subarea. The base scenario depicted in Table 4.12 depicts expected parking demand according to the ratio of 50% growth in long-term demand for existing uses and the assumption of 75% of new-use growth as long-term. As shown, there is a projected surplus of long-duration parking spaces overall, but shortages in some zones, particularly zones 3 and 4 in the commercial core. The indicated shortages show the number of parking spaces that will be required if land use is built out in the near term (1 - 5 years) according to City planning estimates.

Table 4.13 summarizes the 10-year forecast long-duration parking demand by subarea. As shown, there is a projected surplus of long-duration parking spaces overall, but shortages in some zones, including zones 3, 4, 6, and 8. The indicated shortages show the number of parking spaces that will be required if land use is built out over the next 10 years according to City planning estimates. Some of this demand can be met through shared-use parking arrangements as discussed in the following section.

**Table 4.12 - Projected Near-Term Long-Duration Parking Needs by Subarea <sup>1</sup>**

|   | Subarea           | Projected Long-Duration Parking Inventory <sup>2</sup> | Projected Long-Duration Parking Demand | Long-Duration Parking Space Surplus/Shortfall |
|---|-------------------|--|--|---|
| 1 | Northwest Area    | 133  | 121                                    | 12  |
| 2 | Northeast Area    | 123  | 112                                    | 11  |
| 3 | Northwest Core    | 160  | 173                                    | (13)  |
| 4 | Northeast Core    | 145  | 160                                    | (15)  |
| 5 | Southwest Core    | 264  | 140                                    | 124   |
| 6 | Southeast Core    | 162  | 157                                    | 5   |
| 7 | East Central Area | 81   | 15                                     | 66  |
| 8 | Southwest Area    | 522  | 525                                    | (3)   |
| 9 | Southeast Area    | 109  | 80                                     | 29  |
|   | <b>Total</b>      | 1,699  | 1,480                                  | 219   |

Note 1: 5-Year; Note 2: Parking demand counts + planned growth in parking areas not posted with time restrictions

**Table 4.13 - 10-Year Forecast Long-Duration Parking Needs by Subarea**

|   | Subarea           | Projected Long-Duration Parking Inventory | Projected Long-Duration Parking Demand | Long-Duration Parking Space Surplus/Shortfall |
|---|-------------------|---|--|---|
| 1 | Northwest Area    | 133                                       | 121                                    | 12  |
| 2 | Northeast Area    | 123                                       | 112                                    | 11  |
| 3 | Northwest Core    | 160                                       | 173                                    | (13)  |
| 4 | Northeast Core    | 145                                       | 160                                    | (15)  |
| 5 | Southwest Core    | 264                                       | 214                                    | 50  |
| 6 | Southeast Core    | 162                                       | 173                                    | (11)  |
| 7 | East Central Area | 81  | 15                                     | 66  |
| 8 | Southwest Area    | 522                                       | 548                                    | (26)  |
| 9 | Southeast Area    | 109                                       | 80                                     | 29  |
|   | <b>Total</b>      | 1,699                                     | 1,593                                  | 106   |

Note 1: 10-Year; Note 2: Parking demand counts + planned growth in parking areas not posted with time restrictions

## 5. Parking Alternatives and Opportunities

### 5.1 Mixed-Use Developments

#### Mixed-Use Developments

Mixed-use and live-work developments in Old Town may include such combinations of land uses as artist studios, professional offices, cafes, retail businesses, and others. Some of these may be live-work loft apartment developments which have become increasingly popular in old town and downtown areas. Others may be a combination of retail and commercial space on the ground floor and office space above, as is planned with the Prospect Village project at Prospect & Main.

Patrons of any live-work loft community businesses will also require off-site parking. Most of these businesses are expected to generate relatively low parking demand by customers (for example, artist/photography studios are only expected to generate about 1 visitor trip per hour). It is therefore estimated that any potential on-site businesses would generate a parking demand of approximately 1 stall. The expected average duration of stay is 1 hour each, based on available data for similar projects. A limited amount of curb parking adjacent to the development will be typically be available for this purpose. The parking demand that can be expected from mixed-use developments is discussed in the following section on shared use and in Section 5.6 of this report.

Mixed-use developments should consider shared-use opportunities in estimating parking demand. Some land use types, such as upscale restaurants/nightclubs are ideally suited to share parking with office space. Residential uses on upper floors are also good matches with retail and restaurant uses on the ground floor. The number of parking spaces required for these developments can be estimated based on the square footage of each land use included in the project. From a parking demand perspective an ideal match of land uses can be made which minimizes the parking demand for the project as a whole. For Old Town, the ideal match typically would include higher levels of residential use since parking demand for residential uses is lower than for other uses. The shared use study discussed below suggests that this ideal share of mixed-use projects devoted to residential use is about 35% to 40% of the development square footage. Commercial and retail uses would occupy 20% to 30%, restaurant 10% to 15%, and office space the remainder. This data is derived from the existing parking demand rates for Old Town determined in this study along with other mixed-use studies and ULI shared use rates. Other ratios of land use result in somewhat less efficient use of available parking spaces, generating a parking demand based on square footage of each portion of the development, and a shared use ratio, as described in the following section on shared use.

Parking demand associated with these projects can be expected to be spread out relatively evenly throughout the day, rather than being concentrated as they are for individual land uses.

## **5.2 Shared Parking**

In Old Town there are many existing land uses with different parking requirements by time of day and by day of the week. There may also be new projects proposed with multiple land uses on the same site, or proposed projects near existing land uses where shared parking may be a practical option. In these cases the net parking requirement for the site for each hour of the day should be calculated by utilizing the code requirement for each component use and adjusting the result based upon the proportion of peak parking activity occurring per hour. This approach for analyzing parking demand is known as shared parking.

A shared parking analysis can be used to determine net parking demand during various hours of the day in which parking demand for a certain land use is high while another land use parking demand is low. This type of analysis shows that a fixed amount of parking spaces may be shared by more than one land use during different times of the day.

The current residential uses (single-family residential) in the Old Town area are not close enough or appropriate for shared parking with retail, restaurant, office, or other uses in the area. Also, the existing residential uses already utilize their respective on-site parking spaces (i.e. driveways and garages). However, any new multi-family residential (apartment) projects, condominium/townhouse projects, or live-work loft projects may be able to share parking with other uses in the same project or with nearby land uses. Parking demand for these residential uses normally decreases during the day when most people are not at home. Parking accumulation falls to near 60% of peak demand from 11 am to 2 pm. This is also the time period when other uses, such as retail, art studio, professional office, and café restaurants experience their peak demand. Shared parking is therefore ideal for a mixed-use development during the mid-day peak period.

The Old Town parking survey indicates that although resident demand for curbside spaces is light during the mid-day peak, resident demand for curbside spaces in the early evening hours is heavy. This is also likely to be the case with any apartment or condominium development, or with a mixed-use project that includes a residential component. This is due to resident and visitor demand for “convenient” curbside spaces, when designated off-street spaces are provided. In these cases there is no conflict if the shared use has little or no evening parking demand, such as a professional office, art studio, or boutique shop. However, if the shared use with residential is restaurant or general retail the demand for available curbside parking spaces can exceed the supply in the evening hours. For this reason, conditional use permits should be required for any restaurant to be opened in the same development with residential use, or adjacent to residential

use, to ensure that adequate measures are taken to direct patrons to available parking, or to determine that sufficient parking already exists near the project.

Residents of developments with shared parking can help to alleviate any curbside parking shortages by parking their vehicles in their assigned private spaces during the early evening hours. If a resident's vehicle is parked in a curbside space intended for general use, while his/her assigned space is empty, demand for general parking will increase, and more parking may be required in the general use area. Time limits for curbside parking which apply during the evening hours can help to encourage residents to use assigned private spaces at this time.

*Shared Parking*, published by the Urban Land Institute (ULI), reports on hourly parking accumulation by percentage of peak hour parking demand. The *Shared Parking* handbook includes restaurant, retail, residential, and office uses that generally apply to Old Town. Other uses which may be specific to Old Town can generally be grouped into one of these categories based either on known hours of operation or on observation or curb parking demand adjacent to the specific land use. For example, a boutique shop with posted hours of 9 AM to 6 PM would experience peak demand somewhat similar to office, although it would likely have a pronounced peak during the lunch hour.

Any café-style restaurants proposed for Old Town would experience their peak demand during the lunch period from local residents, nearby employers, and patrons of other nearby businesses. Curbside parking demand by residents of any nearby apartments, condominium, or mixed-use developments would be low at this time. It should be noted, however, that if the café remained open in the evening hours that there could be a conflict with residential parking demand, and other arrangements such as off-site parking would need to be made.

Table 5.1 shows the percentage accumulation for curbside and off-site parking demand of each general type of land use component likely to be proposed for Old Town (residential, retail/commercial, restaurant, and office). These parking demand accumulation rates are used for the shared parking tables in this section. As shown in Table 5.1, demand peaks at 10:00 PM to 6:00 AM for residential uses, at 1:00 PM for retail/commercial uses, at 7:00 PM for restaurant uses, and from 9:00 AM to 3:00 PM for office uses such general office, medical office, and government office.

The peak parking demand rate for each use applies to the hour when parking accumulation for that use is at 100%. Parking at other times is less for that use. Because the four major land use categories have parking demand peaks that occur at different times, it is possible for these uses to share parking supply that is less than the sum of the individual parking code requirements.

Tables 5.2 and 5.3 summarizes the shared parking peak period demand forecast for the Old Town study area assuming the near-term 5-year and mid-term 10-year forecast of Old Town commercial land uses, respectively. As shown in tables 5.2 and 5.3, the shared parking scenarios result in a parking demand approximately 5% less than the stand-alone requirement. This suggests that intensive use of shared parking may reduce parking requirements by about 5% generally.

As shown in tables 5.2 and 5.3, certain land uses have different peak hour demands and on a site-by-site development basis, joint and shared parking analysis can be conducted and utilized to produce a more efficient parking plan for any development project in the downtown area.

**Table 5.1 – Representative Weekday Hourly Parking Accumulation**

| Hour of Day    | Residential <sup>1</sup> | Commercial <sup>2</sup> | Restaurant Customer | Restaurant Employee | Office <sup>3</sup> |
|----------------|--------------------------|-------------------------|---------------------|---------------------|---------------------|
| 6:00 am        | 100%                     | 1%                      | 0%                  | 0%                  | 3%                  |
| 7:00 am        | 90%                      | 5%                      | 0%                  | 20%                 | 30%                 |
| 8:00 am        | 80%                      | 15%                     | 0%                  | 50%                 | 75%                 |
| 9:00 am        | 80%                      | 35%                     | 0%                  | 75%                 | 95%                 |
| 10:00 am       | 70%                      | 65%                     | 15%                 | 90%                 | 100%                |
| 11:00 am       | 70%                      | 85%                     | 40%                 | 90%                 | 100%                |
| 12:00 noon     | 65%                      | 95%                     | 75%                 | 90%                 | 90%                 |
| 1:00 pm        | 70%                      | 100%                    | 75%                 | 90%                 | 90%                 |
| 2:00 pm        | 70%                      | 95%                     | 65%                 | 90%                 | 100%                |
| 3:00 pm        | 70%                      | 90%                     | 40%                 | 75%                 | 100%                |
| 4:00 pm        | 75%                      | 90%                     | 50%                 | 75%                 | 90%                 |
| 5:00 pm        | 85%                      | 95%                     | 75%                 | 100%                | 50%                 |
| 6:00 pm        | 90%                      | 95%                     | 95%                 | 100%                | 25%                 |
| 7:00 pm        | 97%                      | 95%                     | 100%                | 100%                | 10%                 |
| 8:00 pm        | 98%                      | 80%                     | 100%                | 100%                | 7%                  |
| 9:00 pm        | 99%                      | 50%                     | 100%                | 100%                | 3%                  |
| 10:00 pm       | 100%                     | 30%                     | 95%                 | 100%                | 1%                  |
| 11:00 pm       | 100%                     | 10%                     | 75%                 | 85%                 | 0%                  |
| 12:00 Midnight | 100%                     | 0%                      | 25%                 | 35%                 | 0%                  |

Note 1: Includes Single-Family Residence, Condominium/Townhouse, Apartments

Note 2: Includes Retail, Service Commercial, Commercial

Note 3: Includes General Office, Medical Office, Government Office

**Table 5.2 – Near-Term Peak Period Shared Parking Requirement**

| Land Use                    | Subarea    |            |            |            |            |            |           |            |           |              |
|-----------------------------|------------|------------|------------|------------|------------|------------|-----------|------------|-----------|--------------|
|                             | 1          | 2          | 3          | 4          | 5          | 6          | 7         | 8          | 9         | Total        |
| Residential                 | 1          | 2          | 8          | 18         | 4          | 13         | 0         | 0          | 0         | 46           |
| Commercial/Retail           | 35         | 64         | 93         | 203        | 131        | 120        | 15        | 513        | 33        | 1,207        |
| Restaurant                  | 0          | 0          | 0          | 0          | 25         | 0          | 0         | 0          | 32        | 57           |
| Office                      | 109        | 60         | 122        | 15         | 29         | 51         | 0         | 23         | 0         | 409          |
| <b>TOTAL</b>                | <b>145</b> | <b>126</b> | <b>223</b> | <b>236</b> | <b>189</b> | <b>184</b> | <b>15</b> | <b>536</b> | <b>65</b> | <b>1,719</b> |
| <b>Total w/o Shared Use</b> | 158        | 134        | 240        | 245        | 204        | 196        | 15        | 539        | 80        | 1,811        |

Note 1: 1 – 5 year Projection

**Table 5.3 – 10-Year Forecast Peak Period<sup>1</sup> Shared Parking Requirement**

| Land Use                    | Subarea    |            |            |            |            |            |           |            |           |              |
|-----------------------------|------------|------------|------------|------------|------------|------------|-----------|------------|-----------|--------------|
|                             | 1          | 2          | 3          | 4          | 5          | 6          | 7         | 8          | 9         | Total        |
| Residential                 | 1          | 2          | 8          | 19         | 7          | 13         | 0         | 0          | 0         | 50           |
| Commercial/Retail           | 35         | 64         | 93         | 202        | 224        | 141        | 15        | 539        | 33        | 1,346        |
| Restaurant                  | 0          | 0          | 0          | 0          | 28         | 0          | 0         | 0          | 36        | 64           |
| Office                      | 109        | 60         | 122        | 15         | 29         | 51         | 0         | 27         | 0         | 413          |
| <b>TOTAL</b>                | <b>145</b> | <b>126</b> | <b>223</b> | <b>236</b> | <b>288</b> | <b>205</b> | <b>15</b> | <b>566</b> | <b>69</b> | <b>1,873</b> |
| <b>Total w/o Shared Use</b> | 158        | 134        | 240        | 246        | 302        | 217        | 15        | 569        | 80        | 1,961        |

Note 1: 1 – 10-year Projection

### 5.3 Public Off-Street Parking Lots

Increased reliance upon public off-street parking lots may be an appropriate long-term and continuing strategy for Old Town. There are limited off street parking opportunities at this time, including Main/Prospect, Prospect/3<sup>rd</sup>, and C Street, and their utilization is not currently high due to inconvenient location and lack of excessive demand for more convenient parking facilities.

Old Town business areas that have shown the greatest vitality in Southern California have generally seen a significant supply of off-street parking provided in municipal parking lots. In many cases, a large proportion of the parking is in structures.

Old Town Orange is perhaps the most successful nearby Old Town that has provided parking primarily in public and private surface facilities. There are large municipal lots within all four quadrants of the Orange Circle and more facilities within nearby blocks. Also, the dominant antiques emphasis of the area probably results in a parking demand that is lower than for many other commercial activities. Other Orange County cities with old downtowns that rely upon surface public parking include Yorba Linda, and San Clemente.

Many successful old-town downtowns in Orange County have moved to parking structures to provide for adequate parking for downtown. These include Santa Ana, Fullerton, and Huntington Beach. Two of the most successful old town downtowns in Southern California, Santa Monica and Pasadena, have also used this strategy to provide adequate parking for the downtown areas. In both of these cities, the downtowns function very similar to suburban regional shopping malls, with national franchise stores, numerous restaurants, theaters, extensive employment, recreational and cultural opportunities.

Remote/off-site parking is particularly appropriate for special events. Special Events in the Old Town area that can affect parking demand include the Tustin Street Fair and Chili Cook-Off, the Concert in the Park, the Tiller Days Parade, and the 4<sup>th</sup> of July holiday, and others. These special events can have a major impact on parking, and the need for “overflow” or “event” parking is great during these events. There are about 10 -12 days a year when holidays, special events, and other special days can generate unusually high parking demand. This demand is currently met by the surface lots at Main and Prospect, 3<sup>rd</sup> and Prospect, and the C Street Structure, in addition to curb parking. Off-site parking for these events or other uses should be within 300 feet of the destination, without crossing any major (4 lane) street.

A disproportionate amount of the parking demand for many existing uses is being met by a limited supply of on-street parking. Due to a fixed and limited amount of curb space, it is not possible to provide a substantial supply of parking need using on-street parking. Typically, on street parallel parking can rarely be provided at a rate more than 1 stall per 1000 square feet. Where diagonal parking is provided and building depths are shallow, a rate approaching 2 stalls per 1000 sf is possible. If long-term parking is fully eliminated, this on-street supply can barely meet the customer requirements of businesses that can live off of the lightest of customer traffic. One alternative would be for the City to seek opportunities on an individual project-by-project basis where it may be possible to develop some public parking spaces privately for public use.

### 5.4 Parking Codes in other Cities

Research to determine the accepted range of parking codes for land uses similar to the “Old Town Commercial” types described in the City General Plan was conducted and is presented in this section. The range of codes shown in Table 5.4 below is a summary of information gathered from other cities in Orange County and elsewhere in Southern California. As shown in Table 5.4 the median residential rate is 2 spaces for 2-bedroom residential, for restaurant it is 10 spaces/1,000 square feet, for retail 4 spaces/1,000 square feet, and for office 4 spaces/1,000 square feet. Please see Appendix D for land use rates by city.

**Table 5.4 - Parking Rates in Other Cities**

| Land Use                             | Low Rate    | Median Rate | High Rate   | Tustin Rate            |
|--------------------------------------|-------------|-------------|-------------|------------------------|
| <b>Townhome/Condo, 2 BR</b>          | 1 Space     | 2 Spaces    | 2.25 Spaces | 2 Spaces <sup>1</sup>  |
| <b>Apartment, 2 BR</b>               | 1 Space     | 2 Spaces    | 2.25 Spaces | 2 Spaces <sup>1</sup>  |
| <b>Banks, Financial Institutions</b> | 3/1000 sf   | 5/1000 sf   | 5.5/1000 sf | 4/1000 sf              |
| <b>Service/Commercial</b>            | 4/1000 sf   | 4/1000 sf   | 4/1000 sf   | 4/1000 sf              |
| <b>Nursery/Home Improvement</b>      | 1/1000 sf   | 4/1000 sf   | 5.5/1000 sf | 5/1000 sf <sup>2</sup> |
| <b>Nightclub/Bar</b>                 | 10/1000 sf  | 29/1000 sf  | 1/28 sf     | 1 Sp/3 Seats           |
| <b>Restaurant</b>                    | 10/1000 sf  | 10/1000 sf  | 15/1000 sf  | 13.3/1000 sf           |
| <b>Retail, Neighborhood Shop Ctr</b> | 3.5/1000 sf | 4/1000 sf   | 5.5/1000 sf | 4/1000 sf              |
| <b>Retail Stores</b>                 | 3/1000 sf   | 4/1000 sf   | 5.5/1000 sf | 5/1000 sf              |
| <b>Office, General</b>               | 3/1000 sf   | 4/1000 sf   | 4/1000 sf   | 4/1000 sf              |
| <b>Office, Medical</b>               | 3/1000 sf   | 5/1000 sf   | 6/1000 sf   | 6/1000 sf              |
| <b>Office, Professional</b>          | 3/1000 sf   | 4/1000 sf   | 4/1000 sf   | 4/1000 sf              |

Note 1: Plus one guest space for every 4 units; Note 2: Retail Sales Area; Note 3: Storage Area

Generally parking studies conducted for similar land uses have shown actual demand for these uses to be somewhat lower than the code-required rate, as shown in Table 5.5. Table 5.5 lists actual parking demand rates for land uses similar to the Old Town Commercial uses. Additional rates from other studies are provided in Appendix D of this report.

**Table 5.5 - Parking Demand Rates from Other Parking Studies**

| Land Use   | Rate                     | Parking Ratio      |                    |
|--|--------------------------|--------------------|--------------------|
|  |                          | Weekday            | Weekend            |
| Apartment. <sup>2</sup>                          | Median Rate <sup>3</sup> | 1.00 vehicles/unit | 1.02 vehicles/unit |
| Condominium <sup>2</sup>                         | Median Rate <sup>3</sup> | 1.46 vehicles/unit | -                  |
| Mixed Use <sup>1</sup>                           | Median Rate <sup>3</sup> | 1.40 spaces/KSF    | 1.07 spaces/KSF    |
| Day Care Center <sup>2</sup>                     | Median Rate <sup>3</sup> | 3.16 vehicles/KSF  | -                  |
| Museum <sup>2</sup>                              | Median Rate <sup>3</sup> | 0.71 vehicles/KSF  | 2.1 vehicles/KSF   |
| Nursing Home <sup>2</sup>                        | Median Rate <sup>3</sup> | 0.39 vehicles/bed  | 0.25 vehicles/bed  |
| Animal Hospital/Veterinary Clinic <sup>2</sup>   | Median Rate <sup>3</sup> | 1.60 vehicles/KSF  | -                  |
| General Office <sup>2</sup>                      | Median Rate <sup>3</sup> | 2.40 vehicles/KSF  | -                  |
| Medical-Dental Office <sup>2</sup>               | Median Rate <sup>3</sup> | 3.53 vehicles/KSF  | -                  |
| Building Materials and Lumber Store <sup>2</sup> | Median Rate <sup>3</sup> | 1.10 vehicles/KSF  | -                  |
| Hardware/Paint Store <sup>2</sup>                | Median Rate <sup>3</sup> | 1.90 vehicles/KSF  | 2.87 vehicles/KSF  |
| Shopping Center <sup>2</sup>                     | Median Rate <sup>3</sup> | 2.65 vehicles/KSF  | 2.97 vehicles/KSF  |
| Apparel Store <sup>2</sup>                       | Median Rate <sup>3</sup> | 1.13 vehicles/KSF  | 2.13 vehicles/KSF  |
| Pharmacy/Drugstore w/o drive-thru <sup>2</sup>   | Median Rate <sup>3</sup> | 1.83 vehicles/KSF  | -                  |
| Furniture Store <sup>2</sup>                     | Median Rate <sup>3</sup> | 1.53 vehicles/KSF  | 1.43 vehicles/KSF  |
| Video Rental Store <sup>2</sup>                  | Median Rate <sup>3</sup> | 2.41 vehicles/KSF  | 3.04 vehicles/KSF  |
| Walk In Bank <sup>2</sup>                        | Median Rate <sup>3</sup> | 2.30 vehicles/KSF  | -                  |
| Quality Restaurant <sup>2</sup>                  | Median Rate <sup>3</sup> | 15.4 vehicles/KSF  | 17.2 vehicles/KSF  |
| Restaurant                                       | Median Rate <sup>3</sup> | 5.3 spaces/KSF     | 5.8 spaces/KSF     |
| Dry Cleaners                                     | Median Rate <sup>3</sup> | 1.40 vehicles/KSF  | -                  |

Note 1: Commercial/Office Mixed Use

Note 2: From ITE Parking Generation 3<sup>rd</sup> edition

Note 3: The average parking demand rate compiled from other parking studies

## 6. Parking Management Strategies

Parking management strategies are techniques and programs that maximize the benefit and utility of parking areas. These strategies determine the best and highest use of each parking area or sub area and manage the space in a manner that is optimal.

In order to take advantage of parking opportunities, it will be necessary to address hot spot parking deficiencies which have been identified and discussed in Section 2 of this report. A parking shortage in only a few key areas can create an image that there are overall parking deficiencies; however these can often be prevented by insuring that the hot spots are properly managed and used in the most appropriate manner.

### 6.1 Time Limit Parking

Time limit parking is traditionally the most valuable tool in insuring proper distribution of parking. Areas such as El Camino Real and Main Street that are needed for customers and short-term turnover are identified and posted properly. The intent is to make sure that the most desirable parking spaces are readily available to as many potential users as possible. A parking stall with a two-hour time limit can be used by at least four customers within an eight-hour time period. However, if the same time limit stall is occupied by a single vehicle all day in violation of its time limit, the vehicle is likely not a customer, and parking for at least four potential customers has been denied.

The proper overall strategy is thus to alternate areas that are most appropriate for longer duration parking such as the C Street Structure, post and enforce appropriate time limits and to direct long-term parking to municipal and private lots, and administer or enforce time limit restrictions in more desirable customer areas in a manner that discourages their use for long term parking. Areas more desirable for long-term (employee) parking are generally in peripheral parking areas, especially where their underutilization has been documented.

Parking use has been optimized when overall utilization of all areas are generally in balance. Customers can generally find parking that is sufficiently convenient to not discourage the trip, while long term parkers are able to find long term parking that is within reasonable walking distance, generally about 300 feet, while providing adequate security for the parked vehicle and the walking trip.

In some cases, optimization of parking may require microscopic application of parking regulations. For example, a few stalls on each desirable block may be established as loading zones, valet zones, very short-term parking stalls (6-12 minutes), or other specialized uses, provided there is a

reasonable demand for this type of parking. It is not appropriate to designate stalls for parking in a manner such that there is no demand for the time limit or usage identified.

When parking problems are only observed in short term parking areas and in hot spots, the problem can often be solved by measures that encourage some of the parking to relocate to longer term parking areas, in order to achieve better utilization balance. Measures to achieve this include time limits, pay parking, and permit parking.

When parking use has been optimized and parking shortages are found in both short term and long term areas, expansion of parking supply is the next logical consideration. Expansion of supply can mean building structures on lots, or creative solutions such as restricting side streets to one-way and installing angled parking

In Old Town, implementation and/or enforcement of time limits can be an important management tool to apply to the most desirable parking spaces in order to assure that spaces most suitable for short-term use, primarily curb spaces in front of retail and commercial businesses, are available for that use. Long-term parking should be directed to lots and structures intended for that purpose, such as the C Street Structure. Also, time limits on curb parking in residential areas encourage residents to park in their own designated spaces. The intention of parking time limits in Old Town would be to maximize the availability of these spaces to customers, visitors, and short-term resident parking. A parking space occupied by an employee or long-term user could limit use of the stall to only one vehicle per day. A stall restricted to a reasonable time limit can be used over and over again by new customers, visitors, and residents as the day progresses.

The Old Town parking survey indicated that a parking shortage of curb spaces exists near the Farmer's Market and Jamestown Flea Market on days when those events occur. The survey also indicated that the average duration of stay within on-street parking stalls for both of those events is about 1¾ hours within the existing two-hour zones. Time limits of 90 minutes for curb parking would likely reduce curb parking demand to allow parking for other uses, while increasing utilization of nearby parking lots and structures at these times. Any time limits imposed would perhaps need to be implemented in conjunction with an enhanced guide sign program designed to direct long-term users to available parking in the nearby parking structure and lots.

Time limits may also be appropriate for curb parking when there is a mix of land use types such as residential and retail/restaurant, particularly for any mixed-use developments with residential and retail/restaurant components that have night-time operating hours. The residential component of these developments will have on-site parking for residents, and a reasonable time limit for curb parking will encourage residents to use their assigned off-street spaces. This may also apply to

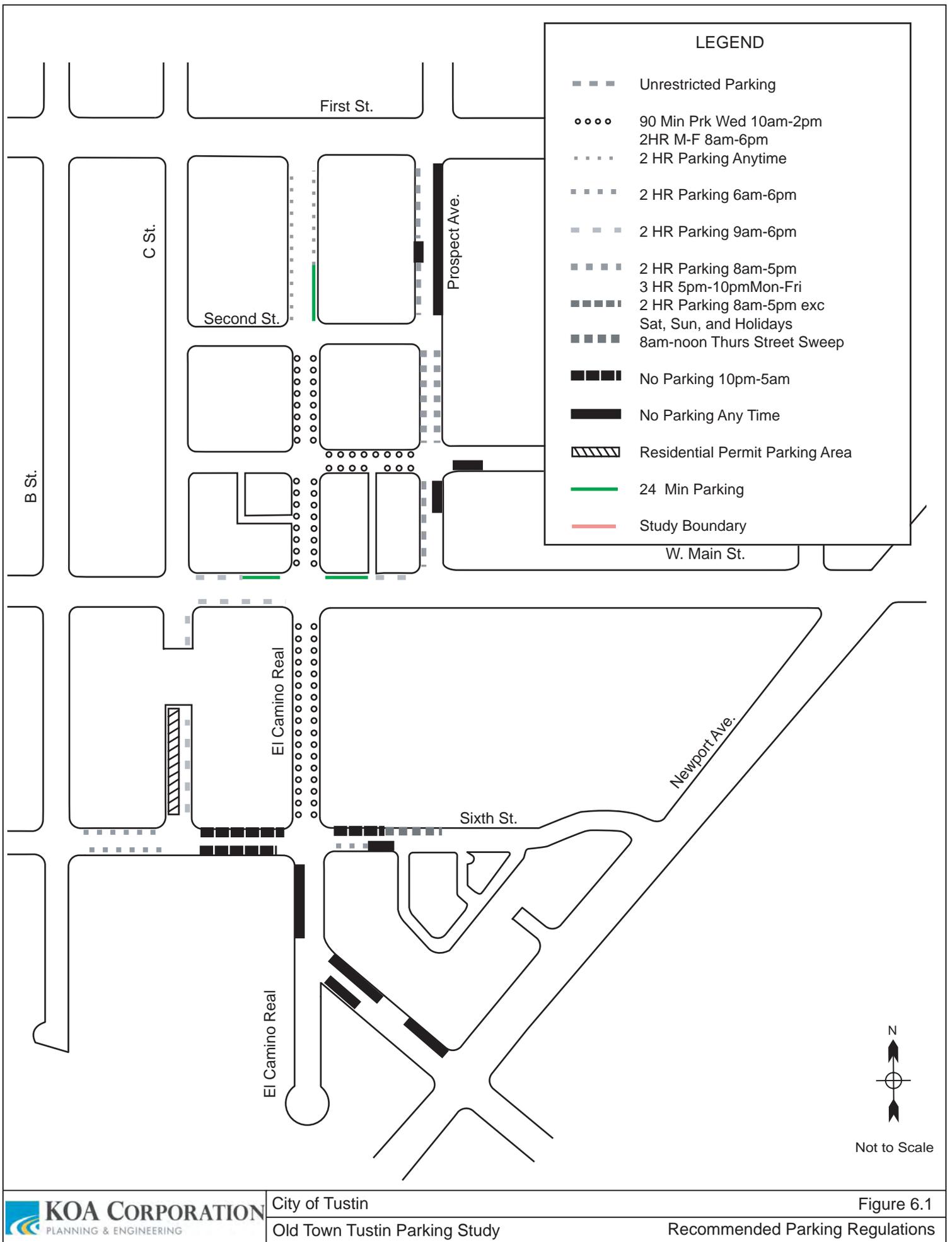
spaces in municipal lots where demand for short-term spaces is high, as may be the case when the Prospect Village project is completed.

A 2-hour time limit for street parking and municipal lots in the evening is the minimum time limit that should be considered for general application in Old Town. Any shorter limit would generally be too short for dining, particularly in the evening, but small portions of desirable blocks can have a limited number of stalls designated for shorter time zones such as 12-minutes, loading, or valet stands. A 3-hour limit may be more appropriate for blocks with restaurants, cafes, nightclubs and bars. This would apply to existing uses as well as near any street cafes that may be established in mixed-use developments in Old Town. A 3-hour limit would still be short enough to discourage residents from using curb parking at these times. Restaurant owners and merchants generally consider 3-hour evening parking time limits to be a minimum for customer parking. This time period allows visitors to patronize studios, shops and dine without being affected by the time limit.

No hourly time limits are needed for the public and commercial parking lots in Old Town at this time, such as the municipal lots at Prospect & 3<sup>rd</sup> Street and Prospect & Main Street, or the parking structure off of C Street. The parking survey indicated that there is currently an adequate supply of available parking in these lots at all times. Long-term and all-day parking without any time restrictions can therefore be concentrated in the parking structure and lots. This condition may change with the completion of new mixed-use developments that share parking in existing lots, however, such as Prospect Village. A signage program as described in Section 6.4 can direct long-term users to available parking in these lots.

In areas of mixed residential, retail, and restaurant use, a 3-hour time limit is proposed to be in effect from 5 PM to 10 PM. Although restaurant/cafe seating could continue after 10 pm, particularly for nightclubs or bars, there is no need to continue the limit after this time, as there can be expected to be a balance between arriving and departing traffic after 6 PM. Also, residential demand should already have been diverted to on-site parking spaces by 10 PM. It is recommended, however, that overnight parking be prohibited in public lots and on street. A prohibition of parking between 2AM and 6AM is recommended. Figure 6.1 presents recommended parking regulations.

In conclusion, the need for time limits for limited areas and for different days in Old Town is suggested by the parking survey. Experience has shown that shorter limits (2 to 3 hours) are more appropriate for side-street curb parking near restaurants, studios, shops, and professional offices, and therefore are generally the recommended limits for commercial streets in Old Town. Shorter limits such as 90 minutes to 2 hours may be needed in areas with the greatest parking deficiencies, including near the Farmer's Market and Jamestown Swap Meet.



A greater need for time limits is likely to arise with the completion of new mixed-use projects, however. Implementation of time limits may push parking demand into surrounding residential neighborhoods unless appropriate restrictions are in place.

## **6.2 Parking Enforcement**

Time limit parking strategies do not work in areas of high parking demand unless there is parking enforcement to insure that the time limits are honored and respected. Enforcement of time limits can be found through evidence of overtime parking and through absence of parking citations. It was noted within the existing conditions analysis that there is some evidence of overtime parking in some of the time limit areas.

An analysis of parking and vehicle code citations issued in Old Town showed that there were only 15 citations issued within the study area within the past 5 years. This may be due to City policy or to the relative lack of parking congestion in Old Town. Of the 15 citations issued, 9 were in violation of the 2-hour limit in effect in many curb parking areas. All but one of these were issued on Main Street. The remaining 6 were issued in areas without parking restrictions (all but one of these were vehicle code violations issued on Prospect).

It is fairly common to see minimal enforcement of time limit parking in areas where there is not a strong demand for time limit parking. When business is weak, there is fear that frequent parking citations will deter further business. Complaints for enforcement are thus infrequent, and long term parking in desirable areas goes unregulated.

The minimal approach to parking enforcement is consistent with the current level of business; however it is highly unlikely that the area's activity level, development goals, and vitalization can continue under existing enforcement policies. It is not necessary to begin aggressive enforcement today, however programs to reduce the amount of violation, increase the overall level of enforcement, and to better administer regulations in the most popular parking areas will likely occur.

Enforcement of time limit parking can be either by marking vehicle tires or through the use of conventional parking meters or centrally located pay-and-display parking permit vending machines. Marking of vehicles requires two visits by a parking enforcement officer, often discouraging enforcement. Parking meters or hourly permits would only require one visit by an enforcement officer, though it has been shown that vehicles will avoid parking in metered areas in order to avoid payment. If time limits were imposed on streets surrounding mixed-use developments it would likely also be necessary to impose limits on nearby streets within a block of the development, to prevent "spillover" parking to these areas.

In smaller cities, parking enforcement is often done by uniformed police officers, but can be achieved by parking enforcement officers to administer and enforce parking regulations. This results in more consistent enforcement and often can allow for better understanding of unique situations.

### **6.3 Permit Parking**

Permit parking includes any parking program in which vehicles with special permits are subject to different parking regulations than vehicles without permits. A wide variety of permit programs have been established in downtown areas and in other areas. In most cases permit programs are established to better allocate existing parking by issuing permits to either the most appropriate users, or by rationing permits to distribute parking demands in a managed approach.

#### **6.3.1 Resident Permit Parking**

Resident permit parking programs are most frequently implemented in areas where parking demand is high and residents may have difficulty finding parking places. This may include residential areas near parks, the beach, commercial and retail businesses, and schools. In Old Town neighborhoods adjacent to retail and commercial businesses parking permit programs that favor residents could restrict on street parking to “Residents” and “Visitors”. For example, the residents in the affected neighborhood would receive a residential permit parking sticker to affix to their vehicle(s), renewable on an annual basis. In addition to the residential parking sticker, a number of visitor passes would be available for residents to give to visitors (this includes workers). The permit program would be complimented by signage that defines the “Residential Parking Zone”. Residential permit parking zones may apply either to existing residential areas such as on Prospect Avenue and C Street, or to new residential or mixed-use developments. Permits in existing neighborhoods may become necessary if new commercial developments in Old Town substantially increase parking demand. This may apply particularly to C Street between Main and 6<sup>th</sup> Street, as it is adjacent to areas of potential development.

A permit parking zone would require residents who wish to park on their street to obtain parking permits from the City. These are normally permanently affixed to the rear bumper of the vehicle. Permits are not needed if residents do not park on the street, however most residents will likely choose to obtain permits. Additional temporary permits may be obtained and displayed on vehicles parked by resident guests. These are normally paper permits; however some zones use plastic hangtag permits that are displayed below the rear view mirror.

#### **6.3.2 Commercial Time Limit Exemption Permit Parking**

Time limit exemption permits are also frequently found in old town or downtown areas. These may be an effective tool in Old Town to achieve a shift from on street parking to off street

parking. Permits can be sold to persons who desire to be exempt from time limit parking regulations. The permits can be valid in specific zones or time limit areas, or they can be valid within all time limits. A potential program approach could be to offer for sale an appropriate number of permits to business owners, to allow for some use of time limit parking for long term use at this time, until the demand for on street parking increases with the vitality of the area. As parking demands rise, especially in prime parking areas, permits are redesignated to be valid in fringe areas, such as side streets or small time limit parking lots. The number of permits used under this type of approach is carefully managed (through quotas, cost, or both), so that vehicles with permits do not represent a significant share of parked vehicles in areas where parking demands are becoming significant.

### **6.3.3 Operation of Permit Parking Systems**

Establishment and maintenance of a permit parking zone has associated costs. The affected street must be posted with the applicable parking regulation, permits must be obtained, and a system to distribute permits to residents must be developed. This is normally done by mail upon establishment of the zone, but ongoing permit requests are often handled by public counter inquiries. A cost of approximately \$10 per permit has been imposed in some permit parking districts, however many cities have been unwilling to charge for residential parking permits under new programs with conditions similar to the existing situation. Permit costs are typically much higher in areas where parking is in short supply.

Once a permit parking zone is set up, it will not require major effort to maintain the zone. However occasionally additional permits will be requested. Also residents may forget to display permits and unintentionally get parking tickets if enforcement is heavy. Eventually permits tend to get into the hands of unintended persons, and it is sometimes necessary to void all permits and issue a new style of permit. In some cases, the permits are initially issued with an expiration date, so that the number of permits is generally held constant.

## **6.4 Parking Signage**

The parking occupancy survey determined that several of the off-street parking lots in Old Town as well as the C Street parking structure are underutilized during most days and times, particularly during special event times such as the Farmer's Market and Jamestown Flea Market.

The City has recently posted a set of trailblazer signs on principal arterials, important roadways that approach the downtown area, and on downtown streets. The signs are distinctive and may assist motorists in remembering Old Town and helping them to find it. However these signs are also being used to direct motorists to off street parking facilities. It is recommended that the trailblazer signs' effectiveness in assisting motorists to locate parking facilities should be monitored.

Motorists in downtown areas are generally conditioned to look for standard public parking signs. These signs are distinguished by the green border, reflective white background, prominent and bold letter “P”, and large readable arrow pointing toward public parking facilities. It may be appropriate to post these signs in addition to the trail blazer signs, especially at locations within Old Town where the signs are clearly pointing toward parking facilities. Improved signage along streets with existing or proposed time limits would improve utilization of the off-street lots and the C Street structure, reducing demand for limited street parking.

Improved signage is recommended to direct Farmer’s Market patrons to the Prospect/Third Street municipal parking lot. This lot is very lightly used at most times, particularly when the Farmer’s Market is open. Improved signage to the Prospect/3<sup>rd</sup> Street lot can help balance parking supply and demand during the Farmer’s Market. The City should continue to monitor whether the newly installed directional signs to the C Street Structure are assisting motorists in locating this facility. Some focus surveying of shoppers may also assist in determining their future effectiveness. One additional opportunity to encourage use of the public lots would be to eliminate the temporary parking on the Farmers Market site and direct all shoppers to the public lots. Signage and the adjacency of the Prospect/3<sup>rd</sup> Street site and Main/Prospect site to the temporary Farmer’s Market event between El Camino Real and Prospect Street make it a resource that shoppers to the Farmer’s Market should be aware of. While each of these lots has prominent public signage, in any renewal of the Farmer’s Market, the property owner of the site and the Farmer’s Market operation should be required to post on-site signage directing shoppers to park in the public lot.

The parking occupancy survey also revealed that the C Street structure is very lightly used while the Jamestown flea Market is in progress. Typically about 50 - 60 public spaces are available in the structure at this time. Improved signage directing flea market patrons to the structure along with time limits on segments of El Camino Real, C Street, Main Street, and 6<sup>th</sup> Street during the flea market can help balance parking supply and demand in this area on Sundays.

Curb parking spaces on streets surrounding mixed-use projects such as Prospect Village should have maximum time limits of 2 – 3 hours, which would be designated by signage. Parking meters or central pay machines could be installed on streets near mixed-use projects if time limits are not effective in reducing curb parking demand. Metered parking would only be in effect during the times of peak demand, or variable time limits could be used (2 – 3 hours for peak periods, 4 hours for off-peak). Signage directing patrons and employees to the parking structure and off-street lots should be installed curbside near any proposed mixed-use project. This would reduce the problem of business employees parking in curbside spaces intended for short-term resident, visitor, and customer parking.

Once policy decisions about any time restrictions on use of the public parking lot at Main/Prospect and at 3<sup>rd</sup>/Prospect have been determined by the City, it would be recommended that additional signage at the entrance and within the lots be installed with information regarding any restrictions adopted by the City and pursuant to the public parking lot designation ordinance (Ordinance 1323).

Standard Public Parking facility signs could be prominently displayed at the Prospect/3<sup>rd</sup> Street and Prospect/Main Street lots, and at the entrance to the parking structure, designating these facilities for visitors, employees, and other long-term users. The signs should be installed at the entrance or in advance of the parking structures, and lot. Fixed-location Changeable Message Signs (CMS) could be installed at the entrance or in advance of the parking structure and/or lot during special events. The CMS's would provide facility parking occupancy information to motorists, and would suggest an alternative facility in the event the desired facility is full.

### **6.5 Conditions of the C Street Parking Structure**

The C Street parking structure is not heavily used at this time, except during the lunchtime peak hour. Old Town Trailblazer signs indicate that the top floor of the structure is a public parking area, however surveys indicated that the parking area is lightly used, even when curb parking is relatively full. Better signage may be needed, as the structure is difficult to find, particularly for visitors unfamiliar to the area. The general appearance of the upper level of the structure is not conducive to public use, and the area does not appear to be well maintained. Striping of parking stalls is fading. The paving on the public level of the structure needs to be rehabilitated, wheel stops are in poor condition. Signage needs to have a public appearance that is characteristic of public parking lots. The area does not have satisfactory night lighting, and new lighting needs to be installed to improve the appearance of the facility and the perception of safety and security for its users. Although these 81 spaces are for public use, the maintenance obligation is required to be conducted by the Stevens Square Association and no alternation of the structure can occur without permission of the Association. The City should pursue active code enforcement and litigation, if necessary, to force maintenance of these facilities by the Association. This structure, and all public parking areas should be well designed and maintained for attractive and secure parking, day and night. Improvements to the C Street structure should improve utilization significantly, lessening demand for nearby curb parking. The Third Street and the Waterworks parking lots are good examples of properly designed and maintained public parking facilities. Figure 6.2 shows the upper level of the C Street parking structure.

FIGURE 6.2 – C STREET PARKING STRUCTURE



## 6.6 Recommended Parking Code Requirements

Recommended base rate parking codes for Old Town have been developed based on research into parking codes commonly in use in other cities in Orange County as well as other cities in Southern California with similar old town or downtown environments. Actual parking demand rates for land uses similar to the Old Town Commercial uses have also been considered in establishing the recommended rates for Old Town. In addition, the shared use analysis has provided a basis for adjusting the City's existing codes both for stand-alone projects and for individual uses in mixed-use projects. These revised codes are described below for the major land use categories.

### 6.6.1 Retail

The City's existing Overlay District parking codes specify 1 parking space for every 200 square feet of retail floor space, plus 1 loading space per 10,000 square feet of retail floor space. It is proposed that for the Old Town Parking District the City revise this requirement to 1 space per 250 square feet of floor space (4 per 1,000), without the loading space requirement. This is in line with the parking requirements of other cities in Orange County that have similar urban environments, such as Newport Beach, Laguna Beach, Costa Mesa, Santa Ana, and Orange. The shared use study also showed that the City can relax this requirement by 10% (1 space/275 square feet) for retail

uses within mixed-use projects and still have an adequate number of spaces to satisfy parking demand from the retail project at all times.

### **6.6.2 Restaurant**

The existing parking code specifies spaces per seat for restaurants (1 space/3 seats). It is proposed that for the Old Town Parking District the City revise this requirement to 1 space per 100 square feet of floor space (10 per 1,000). This is in line with the parking requirements of other cities in Orange County that have similar old town or urban environments, such as Fullerton, Orange, Costa Mesa, Santa Ana, and Laguna Beach. Pasadena also has the 10 space/1,000 square-foot requirement. The 1 space/100 square-foot rate is also in line with other studies of parking demand for restaurants. This proposed base rate can be relaxed by 10% (1 space/110 square feet, or 10 per 1,100) for restaurant uses within mixed-use projects and still have an adequate number of spaces to satisfy parking demand from the restaurant at all times.

### **6.6.3 Office**

The City's existing parking code specifies 1 parking space per 250 square feet for general office space. This is in line with the code requirements of most other cities in Orange County that have similar urban or downtown environments. Some cities such as Santa Ana, Costa Mesa, and Pasadena have lower requirements however (3 spaces per 1,000 square feet). Some studies have shown a demand rate even lower, 2.5 spaces per 1,000 square feet. It is therefore proposed that for the Old Town Parking District the City revise its parking requirement for office space to 3 spaces per 1,000 square feet of floor space. This proposed base rate can be relaxed by 10% (2.7 spaces/1,000 square feet) for office uses within mixed-use projects and still have an adequate number of spaces to satisfy office parking demand at all times.

Surveys of medical offices have consistently shown that medical offices experience parking demands higher than other offices. The parking requirement for a medical office building should continue to be higher than for a general office building. A value of 5 stalls per 1000 sf is suggested for proposed new medical office buildings. Medical uses can be allowed within existing office buildings on a limited basis. Walk-in clinics, dentists, optometrists, and other medical specialties often desire to locate within general office environments. An individual medical office suite can increase the parking demand by 1-2 stalls; however this amount is normally negligible when located within non-medical uses. A limitation of no more than 20% of a multiuse building for medical uses is normally satisfactory.

Banks have historically had a higher parking rate than other uses. A few strong national banks (such as Bank of America) experience parking demands that are higher than other office or commercial uses, but these banks normally will employ their own parking standards when

locating new branches. Most local banks, savings & loan, and financial institutions can fit within traditional office parking requirements. Special parking rates are not recommended.

#### **6.6.4 Residential**

The City's existing parking codes specify 1 parking space per bedroom for 1 and 2 bedroom apartments and condominiums, plus visitor spaces. This is in line with many other cities in Orange County. Parking studies have shown actual demand requirements are not closely related to the number of bedrooms and are more closely related to the type or emphasis of development. The parking demand for many 1-bedroom units is closer to two-stalls per unit.

It is proposed that for the Old Town Parking District the City establish a parking requirement of 2 stalls per each 1 or 2-bedroom unit for apartments and condominiums, where one or more stalls per unit are to be designated or restricted for use by specific units.

Normally a guest parking requirement of 0.25 stalls per unit would be suggested in excess of the amounts above within a traditional suburban apartment or condominium environment. However, it is strongly suggested that parking planning for Old Town integrate guest parking at night within nearby shared parking facilities.

Research has shown that the requirement for visitor spaces in residential projects occurs primarily at night. If there is a commercial or office component of the project the residential component can share visitor spaces with the office or commercial component of the project.

Shared use can also apply to residential projects sharing visitor spaces with nearby office or commercial projects or existing uses. The shared use study also showed that the City can relax its code requirement by 10% for residential uses within mixed-use projects and still have an adequate number of spaces to satisfy parking demand from the residential project at all times. This reduction is roughly equivalent to the number of visitor spaces that would be provided. It should be noted however that this is purely modeling data that is not supported by actual parking uses and number of cars that the City sees generated in its multi-family residential projects.

#### **6.6.5 Live-Work Residential**

Live/work units allow for the operation of small incubator businesses within residential land uses. These units are normally operated by owner/proprietors and often do not have employees. However some of these businesses utilize employees and they frequently experience deliveries, visitors, and other activities that can increase residential parking.

It is recommended that for the Old Town Parking District the City require the same residential parking requirement for live-work developments, with no requirement for visitor or employee

spaces if the live/work use is integrated into a mixed-use development that includes office and/or commercial components. Any visitor parking requirement can be satisfied by sharing visitor spaces with the office or commercial component of the project.

Where live-work is integrated into a fully residential project, it is suggested that a parking requirement of 0.5 stalls be added to the residential parking requirement to allow for employee parking within the site.

#### **6.6.6 Mixed Use (Residential/Retail/Restaurant/Office)**

In addition to the shared parking analysis approach previously discussed in this report, the City may wish to modify its Municipal Code to provide for alternative parking codes for Old Town stand alone vs. mixed use projects.

Table 6.1 summarizes these alternative parking codes for Old Town for stand alone projects and projects within mixed-use developments, including the proposed mixed-use parking reductions by land use for Old Town.

### **6.7 Impacts of Parking Management Plan**

An effective parking management plan can probably allow for a significant amount of revitalization of the Old Town area. There are underutilized off street parking facilities and there are many measures that can be taken to more carefully regulate on street parking activity in desirable areas. Through careful management, the overall activity level can probably rise to comfortably fill the parking opportunities that currently exist.

Without parking management, the parking demand for on-street parking adjacent to retail businesses will largely determine their vitality and strength. This is largely the status quo. There is currently some on street parking available to meet the needs of newly introduced uses; however the on street parking will likely fill up very quickly, especially if high parking demand uses such as restaurants are approved without implementation of management tools.

### **6.8 Financing and Implementation of Public Parking**

While consideration of construction of additional public parking facilities is not being recommended at this time, general information regarding financing and implementation of public parking facilities is provided for information and as a future resource to the City in the event such a future need arises.

**Table 6.1 - Old Town Alternative Parking Codes**

| Land Use                      | Stand Alone          |                | Mixed Use            |                |
|-------------------------------|----------------------|----------------|----------------------|----------------|
|                               | Principal Use Spaces | Visitor Spaces | Principal Use Spaces | Visitor Spaces |
| <b>Residential, 2 Bedroom</b> | 2                    | 0.25           | 2                    | 0              |
| <b>Retail Store</b>           | 1/250 sf             | N/A            | 1/275 sf             | N/A            |
| <b>Restaurant/Café</b>        | 10/1000 sf           | N/A            | 9/1000 sf            | N/A            |
| <b>Restaurant, Sit-Down</b>   | 10/1000 sf           | N/A            | 9/1000 sf            | N/A            |
| <b>Nightclub/Bar</b>          | 10/1000 sf           | N/A            | 9/1000 sf            | N/A            |
| <b>Commercial</b>             | 1/250 sf             | N/A            | 1/300 sf             | N/A            |
| <b>Service/Commercial</b>     | 1/250 sf             | N/A            | 1/275 sf             | N/A            |
| <b>Office, General</b>        | 3/1000 sf            | N/A            | 2.75/1000            | N/A            |
| <b>Office, Medical</b>        | 1/250 sf             | N/A            | 1/275 sf             | N/A            |
| <b>Office, Professional</b>   | 1/250 sf             | N/A            | 1/275 sf             | N/A            |

**6.8.1 In-Lieu Fees**

In lieu fees can be collected by a municipality or a Parking District in lieu of providing privately constructed facilities in conjunction with development projects. Provisions of Tustin City Code Section 9252 2.(d) (3) c. already permits a deposit of such fees. However, the current in-lieu contributions permitted through this section of the Tustin City Code are not adequate to reflect the actual costs of any future land acquisition or construction of parking facilities. Depending on whether a future parking facility will be structured parking or at-grade, the costs per stall to be paid to the City or a Parking District in-lieu of provision of parking facilities on-site should be in the range of \$3,000 - \$20,000 for the construction costs plus any cost of land (with the actual per square foot land cost to be determined based on the size of a standard parking space with all required access and turn around/back-up driveway aisles). The fee amount needs to be adequate to fund the land and construction of a parking stall and flexibility enough to be adjusted as needed so that costs can escalate, as necessary, to reflect changing construction data, real estate values in the market place and other adjustments related to inflation. Fees can also be adjusted where it is normal to charge for parking and recapture of construction costs through parking charges and user fees.

In lieu fees perhaps work best when applied to basic retail and office uses that have normal parking requirements, such as 1 stall per 250 square feet of development. The approach can allow

for a more compact land use pattern by reducing the amount of land per parcel that is dedicated to parking, while locating larger, multi-purpose parking facilities in the periphery.

Some examples of in-lieu fee programs include the City of Pasadena, which currently assesses \$146.53 per space per year as a “parking credit” for developers, to satisfy their off-street parking requirements. Newport Beach assesses \$150 per year in a similar program. Some other cities have fixed fees, such as \$3,500 in Seal Beach, while other programs calculate the fee based on project square feet. Developers pay the fee when parking is not practical on-site. The money from the fee is deposited into a fund used to develop or acquire off-site parking. Development parking is then located in a municipal lot or other off-site location near the project. 300 feet is the recommended minimum distance for off-site parking. Additional information on other cities fee programs is provided in Appendix C of this report.

In lieu fees may not work well when applied to conditional uses within existing or new facilities, especially restaurants and other uses that require very high parking requirements. A typical restaurant parking requirement is 2.5 times the parking requirement for office or retail uses. Application of the full in lieu fee to this type of use will generally not be frequent. A small 3000 square foot proposed restaurant would require 30 stalls or in lieu fee of \$90,000 at the low rate or \$600,000 at the high range. This fee would likely be economically not viable at either level.

### **6.8.2 Bonds**

Bonds are frequently used for financing and construction of off street parking facilities, where it is advantageous to construct the facility but full funding is not available from existing sources. Bonds are especially appropriate if a revenue stream can be directly connected to the facility. They can be assured as a general obligation of the community, but more frequently the bonds are guaranteed by revenue from special tax districts, parking user/meter fees and fines, in lieu fees, and other funds that can be assured through the provision of parking built by the bonds. The stronger and more reliable the revenue source, the better the bond rating.

Bonds are thus an appropriate source for planning of construction revenue, if a parking program is built around generating revenue to pay the bonds.

### **6.8.3 Impact Fees**

Impact fees have traditionally been used over the past 20 years to provide for mitigation measures for impacts identified through the CEQA process. Aside from the CEQA origins, they are relatively similar to in lieu fees in terms of fee amount and duty transferred to the parking authority.

Impact fees could be established for an area through the use of a Master Environmental Assessment (MEA), in which uses could pay the fees rather than provide parking facilities. In this manner, uses would pay impact fees in lieu of providing parking in order to be approved under the master assessment. However uses that did not apply for development approvals under the MEA would potentially be exempt from generating impact fees. This means that for parking, impact fees are probably not a reliable funding source.

Specific land uses within Tustin Old Town will not likely result in specific environmental actions. There would be few opportunities to assess impact fees systematically, without a master area-wide assessment. Also the program provided under the MEA would likely have to be attractive enough to generate strong participation.

#### **6.8.4 Joint Development Projects**

Joint Development projects include a wide variety of public/private partnerships used to develop parking facilities. Applications can include:

- Private construction of parking facilities, followed by dedication of facilities to the authority for operation and maintenance as a multi use facility;
- Co-financing of parking structures to provide more parking than required for the private development through supplemental public financing. Much of the parking for the Los Angeles County Light Rail systems has been constructed through joint development. The County paid private developments proposed near the rail lines to build more parking in their facilities, and allow users to use these parking stalls.

This approach is normally done on a case-by-case basis through negotiation between the private development and the community. However the community normally has designated a parking plan and goals that indicate when and how this approach should be applied. It is quite appropriate in redevelopment zones, where the community is already a partner and is able to guide the rate of development through its own plans.

#### **6.8.5 Use of Tax Increment and Sales Tax Increment**

Where specific redevelopment tax increment revenues can be identified and which would be directly correlated to a particular development project within a redevelopment project area, a community may designate any incremental increases in tax increment to financially assist a development project including in the costs associated with provision of private and public parking facilities.

Increases in the proportion of sales tax collections have also been used by some communities for funding of parking facilities. If a downtown generally provides 10% of a communities sales taxes

pre-plan, and the tax collections arise to 15% through revitalization, the 5% increment can be informally or formally pledged to parking or other downtown needs.

This form of revenue may be unstable when based upon sales tax increments, especially since the authority may not be legally obliged to continue the commitment, especially in difficult financial times. We are not aware of many communities in California that have used this funding approach with sales tax, however many communities have used tax increment from redevelopment districts to partially or wholly fund or finance parking facilities.

### **6.8.6 User Fees**

User fees are fees paid by individuals who park and pay for the use of the parking space. These include on-street meter charges and hourly or daily charges paid for off street public parking facilities. In some communities, fines for meter violations are included in this funding source.

This form of financing is very common in strong and vital parking districts where the imposition of a parking charge is not deemed to be a threat to the vitality of the district, but where parking is clearly identified as a vital need for the district. Communities that do not currently have paid parking are often nervous about introducing it. Many communities eliminated pay parking in the 1950s and 1960's in their "dying" downtown areas, due to competition from shopping centers that offered free off street parking. Others simply view parking charges as a new tax to be viewed with skepticism or resentment.

As the role of downtown has evolved compared to the suburban shopping center, many communities have found that paid parking can be reintroduced with many benefits. Ingenious and complex programs can be developed to price parking according to its desirability and best use, and offer discounts to discretionary users through parking validations, limited periods for free parking, and other approaches.

Pasadena recently reintroduced pay parking in the Old Pasadena district at on-street sites. The revenue received from the meters was partially pledged for designation by the merchant's association. It was used for upgrading of street furniture, decorative tree lighting, and other purposes to improve the ambiance of the district. An inventory of other cities throughout the state with strong and vital downtown areas will reveal that paid parking generally comes hand in hand with vitality.

A surprising amount of revenue can be generated from systematic assessment of fees to parking in areas that are now free. A \$1 per hour charge can potentially result in revenues of \$1 million per year for a downtown not much larger than Tustin Old Town. A recent study by KOA for the City of South Pasadena determined that this level of charge for its small downtown area and its

off street parking facilities would generate much more than \$1 million per year. One merchant in South Pasadena had advocated the study based upon his observations of the Pasadena program above, however the program was not adopted by the City due to wider merchant concerns over loss of sales from parking charges.

### **6.8.7 Other Instruments**

A significant number of parking facilities have been provided or improved through the use of Federal Community Development Block Grant (CDBG) funds. This funding source has clearly been found to be an attractive source of "outside" funding. Its appropriateness for usage depends upon the ability to attract funds, competing uses, and the need to follow Federal rules for usage, including environmental procedures that apply to clearing of land, etc.

A few communities have established Vehicle Parking Districts as separate taxing entities to fund parking improvements. They are somewhat similar to other special taxing districts, such as assessment districts. The District is legally formed by mostly-willing participants who pledge an annual tax increment to the district. The increment is used to fund and construct parking facilities. The districts often have interesting boundaries, drawn to include as many supporting participants as possible. Costa Mesa has several small parking districts behind older buildings in its downtown area that were formed in the 1950s. The Districts finances were formally absorbed into the City's General fund when the bonds were paid off, 20 years after formation. An alternative would be to temporarily waive parking requirements completely.

## 7. Recommendations

During the course of the analysis, this report has made numerous general and specific suggestions for planning and management of parking in Old Town Tustin. In this section, a summary of recommendations is provided for review and consideration by the City.

### 7.1 Summary of Recommendations

Prior to listing all general study recommendations, the following key findings are noted:

- Activity levels in Old Tustin are generally low based upon the amount of parking now utilized in relation to the existing floor area and land use types. A comparable downtown community could have a higher parking demand, if activity levels were higher.
- Parking is generally available and underutilized in most of the study area at most times, however there are hot spots. These are generally within time limit zones in front of businesses that have limited off street parking, and they occur more frequently during special events such as Farmers Market and Jamestown Flea Market.
- Parking enforcement in time limit zones should be increased, as there is evidence of violation of time limits in parking hot spot areas.
- Given trends in development of older downtown areas, the City should expect that mixed-use and higher-density developments will likely be the preferred approach taken by developers on their development projects in these areas in the future.
- Options exist to either modify standard parking requirements or implement innovative parking solutions to create an attractive area for businesses to locate.

Following is a list of key recommendations that respond to issues and topics discussed in previous sections of this report. Further discussion can be found in previous report sections. The recommendations are summarized here for prioritization and action plan development.

#### **Land Use/Tustin City Code Modifications**

- Continue to encourage mixed-use developments in order to make better use of available parking for present and future uses.
- Review and revise the Tustin City Code to permit limited restaurant uses within existing multi-tenant buildings under special permit without the need for an increase in on-site parking requirements for such uses. The amendment process might also look at identifying specific criteria that can assess existing parking opportunities on such sites and available parking management strategies.

- Modify the Tustin City Code to enact new or relaxed parking requirements for Old Town. This includes specific rates for certain more common land uses as identified in the report, allowances for joint and shared parking without the need for special Planning Commission or City Council discretionary approvals. The amendment process might also identify certain minimum criteria which could assist in the staff approval process.
- Review and revise any currently permitted in-lieu fees for parking to reflect the current costs of acquiring and constructing parking facilities. This may be necessary in both the Parking Overlay District and Historical Overlay District. The modifications should also acknowledge that if pay parking is utilized as funding and/or implementation technique, any recommended in-lieu fee structure should reflect this as an off-set against any established fee structure.
- When commercial and professional properties are developed or converted to permitted uses, on-site parking requirements may be modified under any one or a combination of the following provisions:
  - Property that lies within a Vehicle Parking Assessment District or Business Improvement Area should be exempt from the on-site parking requirement, subject to the provisions of the Parking or Improvement District Ordinance. An in-lieu fee may be required.
  - On-site parking requirements may be waived upon presentation to the City of a long-term lease, running with and as a condition of the business license, for private off-site parking accommodations within 300 feet of the development.
  - All or a portion of the required number of parking spaces may be satisfied by depositing with the City an amount, to be used for public parking accommodations within the area, equal to at least the value of 200 square feet of property within the project area, for each required parking space not otherwise provided by the project.

### **Public Parking Lots**

- Work with the Stevens Square Association including the use of code enforcement and legal remedies, as necessary, to improve parking lot surface conditions, security and lighting within those portions of the C Street Parking Structure available for public parking.
- Continue to monitor whether new Old Town public parking directional signage is effective in directing motorists particularly to the C Street structure public parking area. Consider undertaking focused interviews of shoppers to determine whether they know the

location of public parking lots in Old Town. If determined necessary in the future, consider incremental installation of additional public parking directional signage.

- Evaluate situations where existing public parking lots may have adequate available parking spaces to provide parking opportunities for non-residential uses proposed in future mixed use projects in close proximity to the lots in order to enhance overall parking supply.
- Evaluate on a project-by-project basis, and in conjunction with future development activity in the Old Town area, the need for additional future parking facilities based on parking demand including evaluation and selection of appropriate private or public funding mechanisms.
- No additional public parking lots or structures are required in the 1 to 10 year time frame, based on current development projections.

#### **Parking Management Strategies**

- In general, employ parking management strategies to better regulate and optimize the use of public and private parking facilities in Old Town.
- Review and revise, where necessary, time limits for curb-side and public parking in Old Town to achieve the optimum utilization of parking areas for business and non-residential users, with the shortest time limits applied to the most valuable parking areas. Longer time periods should also be considered in secondary areas where such restrictions may induce long-term parkers to relocate into off-street parking facilities. Recommended time limits are shown in Figure 6.1.
- Adjust parking enforcement to achieve compliance with time limits and to insure parking opportunities for customers.
- Review and develop policies for consideration of limited parking permits to allow continued use of some on-street parking for long-term use under special circumstances, provided that the number of permits can be managed with objective criteria. Consider a charge for such permits as means to control the management, enforcement and also to limit the number of permits issued.
- Working with property owners, advise them to consider time limits in any private off-street parking facilities only at a point where utilization seems to be approaching capacity and problems are evident, except of overnight parking restrictions necessary for security and public health and safety considerations.

## 7.2 Action Plan

The following action plan for parking improvements is recommended for Old Town. Priority 1 lists improvements or action items that are recommended for the short term (within the next year). Priority 2 lists improvements or action items that are recommended for the medium term (1 to 5 years). Priority 3 lists improvements or action items that are recommended for the long term (5+ years). The priority ranking of parking recommendations considers that certain recommendations can be implemented in the near term at relatively low cost. For example, new guide signing to direct motorists to available off-street parking. Other solutions such as improving the C Street structure are more costly but still timely. And changing the municipal code to encourage shared parking solutions is a relatively low cost solution to improve parking utilization in the long term.

### **Priority 1:**

- Allow Limited Restaurant Uses Within Existing Multi-Tenant Buildings. It is recommended that restaurant size be limited to 25% of the total block face frontage due to the reliance on curb parking within 300 feet of the business locations.
- Encourage Mixed Use Developments
- Review And Revise Time Limits (see Figure 6.1 for recommended limits)
- Introduce Conventional Parking Guide Signing
- Modify Municipal Code To Enact Or Relax Parking Requirements

### **Priority 2:**

- Employ Parking Management (Time Limits, Permits, Pay Parking)
- Adjust Enforcement
- Limited Time Limit Exemption Permits
- Long Term Parking In Off Street Parking Facilities
- Improve C Street Parking Structure

### **Priority 3:**

- Review And Revise In-Lieu Fees
- Integrate Public Parking Facilities Into Future Mixed Use Developments
- Consider Pay Parking In The Future

A variety of solutions is therefore available to address the parking needs of Old Town. Short-term solutions such as improved signage, time restrictions, permit parking, and improving the C Street structure can address the current imbalance of short-duration and long-duration parking supply

and demand. Long-term solutions such as innovative mixed-use and shared parking arrangements can help the City meet its long-term goals for Old Town.

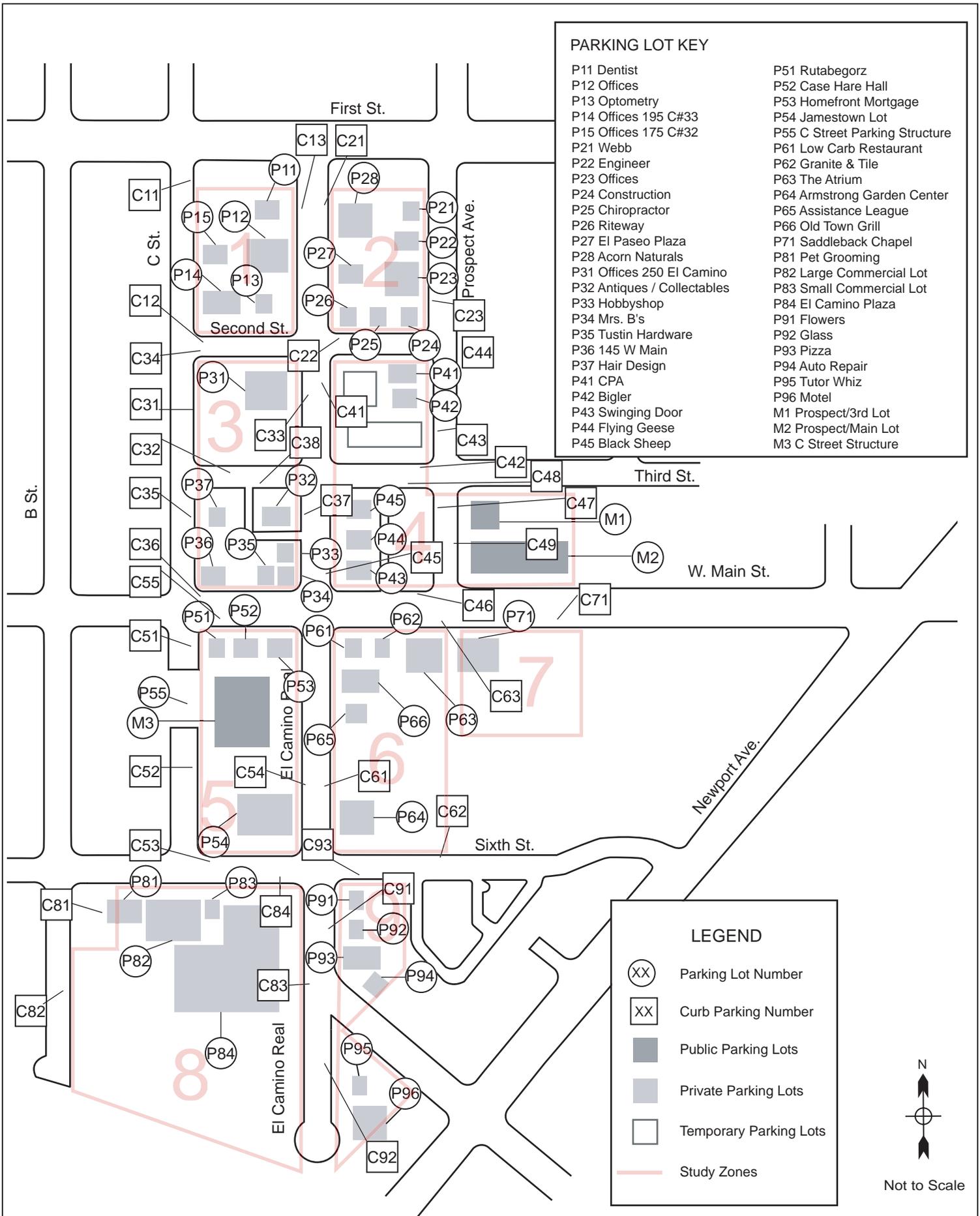
Although not anticipated to be needed in the near or mid-term, the city should also consider evaluating any appropriate funding mechanisms for public parking if and when needed in the future.

# APPENDICES

**APPENDIX A**  
**Parking Lot Inventory and Occupancy Counts**

**PARKING LOT KEY**

- |                             |                                |
|-----------------------------|--------------------------------|
| P11 Dentist                 | P51 Rutabegorz                 |
| P12 Offices                 | P52 Case Hare Hall             |
| P13 Optometry               | P53 Homefront Mortgage         |
| P14 Offices 195 C#33        | P54 Jamestown Lot              |
| P15 Offices 175 C#32        | P55 C Street Parking Structure |
| P21 Webb                    | P61 Low Carb Restaurant        |
| P22 Engineer                | P62 Granite & Tile             |
| P23 Offices                 | P63 The Atrium                 |
| P24 Construction            | P64 Armstrong Garden Center    |
| P25 Chiropractor            | P65 Assistance League          |
| P26 Riteway                 | P66 Old Town Grill             |
| P27 El Paseo Plaza          | P71 Saddleback Chapel          |
| P28 Acorn Naturals          | P81 Pet Grooming               |
| P31 Offices 250 El Camino   | P82 Large Commercial Lot       |
| P32 Antiques / Collectables | P83 Small Commercial Lot       |
| P33 Hobbyshop               | P84 El Camino Plaza            |
| P34 Mrs. B's                | P91 Flowers                    |
| P35 Tustin Hardware         | P92 Glass                      |
| P36 145 W Main              | P93 Pizza                      |
| P37 Hair Design             | P94 Auto Repair                |
| P41 CPA                     | P95 Tutor Whiz                 |
| P42 Bigler                  | P96 Motel                      |
| P43 Swinging Door           | M1 Prospect/3rd Lot            |
| P44 Flying Geese            | M2 Prospect/Main Lot           |
| P45 Black Sheep             | M3 C Street Structure          |



**LEGEND**

- (XX) Parking Lot Number
- [XX] Curb Parking Number
- Public Parking Lots
- Private Parking Lots
- Temporary Parking Lots
- Study Zones



Not to Scale

**Table A-1 – Old Town Tustin Existing Public Parking Supply**

|                               |  | Parking Space Inventory |
|-------------------------------|--|-------------------------|
| <b>Municipal Parking Lots</b> |  |                         |
| M1                            | Prospect/Third Street Municipal Lot                      | 26                      |
| M2                            | Prospect/Main Street Lot                                 | 47                      |
| M3                            | C Street Parking Structure Upper Level                   | 81                      |
|                               | Total Spaces, Public Lots (not including temporary lots) | 154                     |
| <b>Street Parking</b>         |  |                         |
| C11                           | C St./ 1 <sup>st</sup> – 2 <sup>nd</sup>                 | 12                      |
| C12                           | Second St./ C St. – El Camino Real (N)                   | 9                       |
| C13                           | El Camino Real/ First – Second (W)                       | 12                      |
|                               | SUBTOTAL   | 33                      |
| C21                           | El Camino Real/ First – Second (E)                       | 5                       |
| C22                           | Second St./ El Camino Real – Prospect (N)                | 7                       |
| C23                           | Prospect/ First – Second                                 | 8                       |
|                               | SUBTOTAL   | 20                      |
| C31                           | C St./ 2 <sup>nd</sup> – 3 <sup>rd</sup>                 | 9                       |
| C32                           | Third St./ C St. – El Camino Real (N)                    | 9                       |
| C33                           | El Camino Real/ Second – Third (W)                       | 13                      |
| C34                           | Second St./ C St. – El Camino Real (S)                   | 7                       |
| C35                           | C St./ 3 <sup>rd</sup> – Main                            | 8                       |
| C36                           | Main St./ C St. – El Camino Real (N)                     | 8                       |
| C37                           | El Camino Real/ Third – Main (W)                         | 5                       |
| C38                           | Third St./ C St. – El Camino Real (S)                    | 11                      |
|                               | SUBTOTAL   | 70                      |
| C41                           | El Camino Real/ Second – Third (E)                       | 4                       |
| C42                           | Third St./ El Camino Real – Prospect (N)                 | 9                       |
| C43                           | Prospect/ Second – Third                                 | 10                      |
| C44                           | Second St./ El Camino Real – Prospect (S)                | 11                      |
| C45                           | El Camino Real/ Third – Main (E)                         | 9                       |
| C46                           | Main St./ El Camino Real – Prospect (N)                  | 10                      |
| C46                           | Main St./ Prospect – Preble (N)                          | 12                      |
| C47                           | Prospect/ Third – Main (W)                               | 13                      |
| C48                           | Third St./ El Camino Real – Prospect (S)                 | 16                      |
| C49                           | Prospect/ Third – Main (E)                               | 4                       |
|                               | SUBTOTAL   | 98                      |

| <b>Street Parking (cont)</b> |  |     |
|------------------------------|--|-----|
| C51                          | C St./ South of Main                             | 2   |
| C52                          | C St./ North of Sixth                            | 10  |
| C53                          | Sixth St./ C St. – El Camino Real                | 8   |
| C54                          | El Camino Real/ Main – Sixth (W)                 | 10  |
| C55                          | Main St./ C St. – El Camino Real (S)             | 10  |
|                              | SUBTOTAL   | 40  |
| C61                          | El Camino Real/ Main – Sixth (E)                 | 19  |
| C62                          | Sixth B/ El Camino to Newport                    | 30  |
| C63                          | Main St./ El Camino Real – Prospect (S)          | 7   |
|                              | SUBTOTAL   | 56  |
| C71                          | Main St./ El Camino Real – Newport (S)           | 16  |
|                              | SUBTOTAL   | 16  |
| C82                          | B St./ South of Sixth                            | 17  |
| C83                          | El Camino Real/ (W) El Camino Real (S) Sixth (W) | 24  |
| C84                          | Sixth St B/ B St – El Camino Real (S)            | 16  |
|                              | SUBTOTAL   | 57  |
| C92                          | El Camino Real/ (E) El Camino Real (S) Sixth (E) | 11  |
|                              | SUBTOTAL   | 11  |
|                              | Total Street Parking Spaces                      | 401 |

Note 1: Does not include residential spaces

**Table A-2 – Old Town Tustin Existing Private Parking Supply**

|     | Parking Area   | Parking Space Inventory |
|-----|--|-------------------------|
|     | <b>Private Parking Lots</b>  |                         |
| P11 | B.G. Byrd, DDS (Dentist)   | 10                      |
| P12 | Office 150 El Camino Real  | 71                      |
| P13 | William B. Stanford, OD (Optometry)                                      | 6                       |
| P14 | Office 195 C St  | 31                      |
| P15 | Office 175 C St  | 15                      |
|     | SUBTOTAL   | 133                     |
| P21 | Webb #67   | 9                       |
| P22 | Douglas E. Moran, Inc  | 12                      |
| P23 | Prospect Plaza Offices   | 40                      |
| P24 | Sinno Construction   | 3                       |
| P25 | Acucare Holistic Health Center   | 2                       |
| P26 | Riteway  | 7                       |
| P27 | El Paseo Plaza   | 15                      |
| P28 | Acorn Naturals   | 35                      |
|     | SUBTOTAL   | 123                     |
| P31 | Offices 250 El Camino only   | 92                      |
| P32 | (Vacant Commercial) Antiques/Collectibles                                | 26                      |
| P33 | Kelly's Hobby shop   | 7                       |
| P34 | Mrs. B's #38   | 5                       |
| P35 | (Vacant Commercial)  | 9                       |
| P36 | Offices 145 W. Main  | 17                      |
| P37 | Kelly's Hair Design  | 4                       |
|     | SUBTOTAL   | 160                     |
| P41 | CPA (spaces were located in 2 <sup>nd</sup> /El Camino Real unpaved lot) | 20                      |
| P42 | Bigler   | 17                      |
| P43 | Swinging Door (behind building)  | 11                      |
| P44 | Flying Geese (parking in Old Town Plaza)                                 | 14                      |
| P45 | Black Sheep (parking in Old Town Plaza)                                  | 10                      |
|     | SUBTOTAL   | 72                      |
| P51 | Rutabegorz   | 7                       |
| P52 | Cass Hare Hall   | 18                      |
| P53 | Homefront Mortgage   | 13                      |
| P54 | Jamestown Lot  | 109                     |
| P55 | Steven's Sq./C St. Parking Structure/Private                             | 36                      |
|     | SUBTOTAL   | 183                     |

| Private Parking Lots (cont.) |  |              |
|------------------------------|--|--------------|
| P61                          | Low Carb Restaurant                            | 7            |
| P62                          | Old Town Flooring                              | 6            |
| P63                          | The Atrium                                     | 63           |
| P64                          | Armstrong Garden Center                        | 41           |
| P65                          | Assistance League                              | 14           |
| P66                          | Old Town Grill                                 | 32           |
|                              | SUBTOTAL                                       | 162          |
| P71                          | Saddleback Chapel                              | 81           |
|                              | SUBTOTAL                                       | 81           |
| P81                          | Pet Grooming                                   | 30           |
| P82                          | Large Commercial Lot                           | 157          |
| P83                          | Small Commercial Lot                           | 3            |
| P84                          | El Camino Plaza                                | 332          |
|                              | SUBTOTAL                                       | 522          |
| P91                          | Saddleback Flower Shop                         | 2            |
| P92                          | Tustin Glass and Mirror                        | 2            |
| P93                          | Roma D Italia (Pizza)                          | 39           |
| P94                          | Galaxy Automotive (Auto Repair)                | 13           |
| P95                          | Tutor Whiz                                     | 9            |
| P96                          | Motel Tustin Motor Lodge & Suite               | 44           |
|                              | SUBTOTAL                                       | 109          |
|                              | <b>Total Spaces, Private Lots <sup>1</sup></b> | <b>1,545</b> |

Note 1: Does not include residential spaces

**Table A-3– Old Town Tustin Weekday Parking Demand, Public Lots & Streets**

|     | Parking Lot                                     | Parking Demand <sup>1,2</sup> |         |          |         |         |         |         |         |          |                |           |
|-----|---|-------------------------------|---------|----------|---------|---------|---------|---------|---------|----------|----------------|-----------|
|     |   | PKG.<br>SUP                   | 9<br>AM | 11<br>AM | 1<br>PM | 3<br>PM | 5<br>PM | 7<br>PM | 9<br>PM | 11<br>PM | PEAK<br>OCCUP. | AVG.<br>% |
|     | <b>Public Parking Lots</b>                      |                               |         |          |         |         |         |         |         |          |                |           |
| M1  | Prospect/3 <sup>rd</sup> St. Lot                | 26                            | 4       | 2        | 2       | 1       | 0       | 0       | 0       | 0        | 15%            | 5%        |
| M2  | Prospect/Main St. Lot                           | 47                            | 4       | 5        | 4       | 3       | 4       | 1       | 1       | 0        | 11%            | 6%        |
| M3  | C St. Parking Structure (2 <sup>nd</sup> level) | 81                            | 5       | 17       | 52      | 24      | 20      | 25      | 12      | 0        | 64%            | 24%       |
|     | 3 <sup>rd</sup> /Prospect Unpaved Lot           | 0                             | 1       | 2        | 3       | 3       | 8       | 5       | 3       | 3        | 27%            | 14%       |
|     | 2 <sup>nd</sup> /ECR Unpaved Lot                | 0                             | 0       | 2        | 3       | 3       | 2       | 0       | 0       | 0        | 5%             | 2%        |
|     | <b>Total, Public Parking</b>                    | 154                           | 14      | 28       | 64      | 34      | 34      | 31      | 16      | 3        | 42%            | 18%       |
|     | <b>Percent Occupied, Public Lots</b>            |                               | 9%      | 18%      | 42%     | 22%     | 22%     | 20%     | 10%     | 4%       |                |           |
|     | <b>Street Parking</b>                           |                               |         |          |         |         |         |         |         |          |                |           |
| C11 | C St./ 1 <sup>st</sup> – 2 <sup>nd</sup> (E)    | 12                            | 4       | 8        | 4       | 3       | 2       | 0       | 0       | 0        | 67%            | 22%       |
| C12 | 2nd St./C St.–El Camino (N)                     | 9                             | 4       | 8        | 4       | 4       | 3       | 0       | 0       | 0        | 89%            | 32%       |
| C13 | El Camino/ 1st – 2 <sup>nd</sup> (W)            | 12                            | 1       | 3        | 3       | 6       | 3       | 1       | 1       | 0        | 50%            | 19%       |
| C21 | El Camino/ 1st – 2 <sup>nd</sup> (E)            | 5                             | 0       | 0        | 0       | 0       | 0       | 2       | 0       | 0        | 40%            | 5%        |
| C22 | 2nd St./El Camino– Prospect (N)                 | 7                             | 3       | 3        | 1       | 3       | 1       | 2       | 2       | 0        | 43%            | 27%       |
| C23 | Prospect/ 1 <sup>st</sup> – 2nd (W)             | 8                             | 4       | 4        | 5       | 5       | 3       | 1       | 3       | 3        | 63%            | 44%       |
| C31 | C St./ 2 <sup>nd</sup> – 3 <sup>rd</sup> (E)    | 9                             | 8       | 9        | 8       | 9       | 1       | 4       | 3       | 0        | 100%           | 58%       |
| C32 | 3rd St./C St.–El Camino (N)                     | 9                             | 8       | 8        | 7       | 5       | 4       | 2       | 3       | 2        | 89%            | 54%       |
| C33 | El Camino/ 2nd – 3 <sup>rd</sup> (W)            | 13                            | 1       | 12       | 13      | 13      | 12      | 9       | 2       | 0        | 100%           | 60%       |
| C34 | 2nd St./C St.–El Camino (S)                     | 7                             | 2       | 5        | 3       | 6       | 4       | 7       | 0       | 0        | 100%           | 48%       |
| C35 | C St./ 3 <sup>rd</sup> – Main (E)               | 8                             | 2       | 3        | 5       | 2       | 1       | 1       | 0       | 0        | 63%            | 22%       |
| C36 | Main St./C St.–El Camino (N)                    | 8                             | 0       | 4        | 4       | 2       | 4       | 4       | 0       | 0        | 50%            | 28%       |
| C37 | El Camino/ 3rd – Main (W)                       | 5                             | 2       | 2        | 4       | 5       | 5       | 3       | 1       | 4        | 100%           | 65%       |
| C38 | 3rd St./C St.–El Camino (S)                     | 11                            | 6       | 10       | 7       | 8       | 5       | 4       | 3       | 0        | 91%            | 49%       |
| C41 | El Camino/ 2nd – 3 <sup>rd</sup> (E)            | 4                             | 0       | 4        | 4       | 4       | 4       | 2       | 0       | 0        | 100%           | 56%       |
| C42 | 3rd St./El Camino– Prospect (N)                 | 9                             | 4       | 7        | 7       | 8       | 8       | 4       | 2       | 2        | 89%            | 58%       |
| C43 | Prospect/ 2nd – 3 <sup>rd</sup> (W)             | 10                            | 5       | 4        | 5       | 4       | 5       | 6       | 7       | 7        | 70%            | 54%       |
| C44 | 2nd St./El Camino– Prospect (S)                 | 11                            | 2       | 4        | 4       | 5       | 5       | 2       | 2       | 0        | 45%            | 27%       |
| C45 | El Camino/ 3rd – Main (E)                       | 9                             | 3       | 6        | 9       | 8       | 9       | 9       | 8       | 6        | 100%           | 81%       |
| C46 | Main St./ El Camino– Prospect (N)               | 10                            | 6       | 7        | 5       | 4       | 1       | 5       | 2       | 1        | 70%            | 39%       |
| C46 | Main St./ Prospect– Preble (N)                  | 12                            | 0       | 0        | 0       | 0       | 0       | 0       | 0       | 0        | 0%             | 0%        |
| C47 | Prospect/ 3 <sup>rd</sup> – Main (W)            | 13                            | 0       | 0        | 0       | 0       | 0       | 0       | 0       | 0        | 0%             | 0%        |
| C48 | 3rd St./El Camino– Prospect (S)                 | 16                            | 3       | 4        | 4       | 3       | 2       | 3       | 2       | 2        | 25%            | 18%       |
| C49 | Prospect/ 3 <sup>rd</sup> – Main (E)            | 4                             | 0       | 0        | 0       | 0       | 0       | 0       | 0       | 0        | 0%             | 0%        |
| C51 | C St./ South of Main (E)                        | 2                             | 0       | 0        | 2       | 1       | 2       | 2       | 1       | 0        | 100%           | 50%       |
| C52 | C St./ North of 6 <sup>th</sup> (W)             | 10                            | 2       | 4        | 3       | 0       | 2       | 3       | 1       | 2        | 40             | 21%       |
| C53 | 6th St./ C St.– El Camino                       | 8                             | 2       | 2        | 2       | 3       | 2       | 2       | 0       | 0        | 38%            | 20%       |
| C54 | El Camino/ Main – 6 <sup>th</sup> (W)           | 10                            | 1       | 5        | 7       | 3       | 3       | 8       | 4       | 4        | 80%            | 44%       |
| C55 | Main St./C St.–El Camino (S)                    | 10                            | 2       | 6        | 8       | 6       | 8       | 7       | 2       | 0        | 80%            | 49%       |

|     |   |    |     |     |     |     |     |     |     |     |     |     |
|-----|---|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| C61 | El Camino/ Main – 6 <sup>th</sup> (E)   | 19 | 1   | 5   | 13  | 0   | 5   | 11  | 13  | 5   | 68% | 35% |
| C62 | 6th B/ El Camino to Newport             | 30 | 10  | 10  | 13  | 11  | 13  | 19  | 14  | 9   | 63% | 41% |
| C63 | Main St./ El Camino– Newport (S)        | 7  | 2   | 2   | 5   | 1   | 5   | 5   | 1   | 0   | 71% | 38% |
| C71 | Main St./ El Camino– Newport (S)        | 16 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0%  | 0%  |
| C82 | B St./ South of 6 <sup>th</sup> E)      | 17 | 6   | 9   | 9   | 8   | 4   | 3   | 2   | 2   | 53% | 32% |
| C83 | El Camino/ (W) El Camino (S) 6th        | 24 | 5   | 7   | 8   | 7   | 7   | 12  | 6   | 3   | 50% | 29% |
| C84 | Sixth St/ B St-El Camino (S)            | 16 | 0   | 1   | 0   | 1   | 0   | 0   | 0   | 0   | 6%  | 2%  |
| C92 | El Camino/ (E) El Camino (S) 6th        | 11 | 1   | 3   | 2   | 2   | 2   | 5   | 1   | 0   | 45% | 18% |
|     | <b>Percent Occupied, Street Parking</b> |    | 25% | 42% | 44% | 37% | 34% | 37% | 21% | 13% | 44% | 32% |

**Table A-4– Old Town Tustin Weekday Parking Demand, Private Lots**

|     | Parking Lot                             | Parking Demand <sup>1,2</sup> |      |       |      |      |      |      |      |       |            |        |
|-----|---|-------------------------------|------|-------|------|------|------|------|------|-------|------------|--------|
|     |   | Pkg. Sup.                     | 9 AM | 11 AM | 1 PM | 3 PM | 5 PM | 7 PM | 9 PM | 11 PM | Peak Occu. | Avg. % |
|     | <b>Private Parking Lots</b>             |                               |      |       |      |      |      |      |      |       |            |        |
| P11 | B.G. Byrd, DDS (Dentist)                | 10                            | 2    | 1     | 4    | 4    | 1    | 0    | 0    | 0     | 40%        | 15%    |
| P12 | Offices 150 El Camino Real              | 71                            | 23   | 39    | 36   | 40   | 27   | 2    | 2    | 2     | 56%        | 30%    |
| P13 | William B. Stanford, OD                 | 6                             | 0    | 2     | 0    | 1    | 2    | 0    | 0    | 0     | 33%        | 10%    |
| P14 | Offices 195 C                           | 31                            | 12   | 18    | 15   | 18   | 16   | 1    | 2    | 1     | 58%        | 33%    |
| P15 | Offices 175 C                           | 15                            | 1    | 7     | 5    | 3    | 2    | 0    | 0    | 0     | 47%        | 15%    |
|     | <b>SUBTOTAL</b>                         | 133                           | 38   | 67    | 60   | 66   | 48   | 3    | 4    | 3     | 50%        | 27%    |
| P21 | Webb                                    | 9                             | 7    | 4     | 3    | 5    | 4    | 1    | 0    | 0     | 78%        | 33%    |
| P22 | Douglas E. Moran, Inc                   | 12                            | 2    | 3     | 5    | 6    | 2    | 0    | 0    | 0     | 50%        | 19%    |
| P23 | Prospect Plaza Offices                  | 40                            | 28   | 32    | 24   | 28   | 19   | 5    | 4    | 4     | 80%        | 45%    |
| P24 | Sinno Construction                      | 3                             | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 0     | 33%        | 4%     |
| P25 | Acucare Holistic Health Center          | 2                             | 0    | 0     | 0    | 0    | 2    | 1    | 0    | 0     | 100%       | 19%    |
| P26 | Riteway                                 | 7                             | 2    | 2     | 2    | 2    | 1    | 2    | 0    | 1     | 29%        | 14%    |
| P27 | El Paseo Plaza                          | 15                            | 0    | 1     | 4    | 2    | 3    | 0    | 1    | 1     | 27%        | 10%    |
| P28 | Acorn Naturals                          | 35                            | 5    | 5     | 6    | 7    | 2    | 0    | 0    | 0     | 20%        | 9%     |
|     | <b>SUBTOTAL</b>                         | 123                           | 44   | 48    | 44   | 50   | 33   | 9    | 5    | 6     | 41%        | 24%    |
| P31 | Offices 250 El Camino                   | 92                            | 36   | 80    | 75   | 68   | 67   | 17   | 6    | 6     | 87%        | 48%    |
| P32 | Vacant/Collectibles                     | 26                            | 2    | 6     | 3    | 8    | 10   | 7    | 6    | 1     | 38%        | 21%    |
| P33 | Hobby shop                              | 7                             | 2    | 3     | 2    | 3    | 2    | 1    | 2    | 2     | 43%        | 30%    |
| P34 | Mrs. B's                                | 5                             | 0    | 3     | 2    | 3    | 3    | 0    | 0    | 0     | 60%        | 28%    |
| P35 | Vacant Commercial                       | 9                             | 6    | 0     | 0    | 1    | 0    | 0    | 0    | 0     | 67%        | 10%    |
| P36 | Offices                                 | 17                            | 6    | 11    | 9    | 11   | 9    | 0    | 0    | 0     | 65%        | 34%    |
| P37 | Kelly's Hair Design                     | 4                             | 2    | 2     | 1    | 1    | 2    | 2    | 2    | 2     | 50%        | 44%    |
|     | <b>SUBTOTAL</b>                         | 160                           | 54   | 105   | 92   | 95   | 93   | 27   | 16   | 11    | 66%        | 39%    |
| P41 | CPA (2 <sup>nd</sup> /El Cam. Real Lot) | 20                            | 2    | 5     | 5    | 4    | 6    | 2    | 0    | 0     | 30%        | 15%    |
| P42 | Bigler                                  | 17                            | 3    | 4     | 6    | 3    | 3    | 1    | 1    | 1     | 35%        | 16%    |
| P43 | Swinging Door (behind bldg)             | 11                            | 5    | 6     | 9    | 9    | 8    | 8    | 6    | 10    | 91%        | 69%    |
| P44 | Flying Geese (Old Town Plaza)           | 14                            | 6    | 14    | 14   | 14   | 11   | 8    | 13   | 11    | 100%       | 81%    |
| P45 | Black Sheep (Old Town Plaza)            | 10                            | 1    | 3     | 6    | 5    | 0    | 5    | 7    | 2     | 70%        | 36%    |
|     | <b>SUBTOTAL</b>                         | 72                            | 17   | 32    | 40   | 35   | 28   | 24   | 27   | 24    | 56%        | 39%    |

|     |                                  |      |     |     |     |     |     |     |     |     |      |     |
|-----|----------------------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|
| P53 | Homefront Mortgage               | 13   | 13  | 13  | 13  | 12  | 11  | 0   | 0   | 0   | 100% | 60% |
| P54 | Jamestown Lot                    | 109  | 18  | 39  | 51  | 46  | 42  | 68  | 59  | 42  | 62%  | 42% |
| P55 | Steven's Sq./C St. Parking       | 127  | 20  | 22  | 26  | 31  | 25  | 6   | 0   | 0   | 33%  | 13% |
| P56 | Rutabegorz                       | 7    | 3   | 4   | 5   | 4   | 5   | 2   | 2   | 0   | 71%  | 45% |
| P57 | Cass Hare Hall                   | 19   | 10  | 8   | 10  | 12  | 9   | 19  | 10  | 3   | 100% | 53% |
|     | <b>SUBTOTAL</b>                  | 275  | 64  | 86  | 105 | 105 | 92  | 95  | 71  | 45  | 38%  | 30% |
| P61 | Low Carb Restaurant              | 7    | 1   | 4   | 2   | 1   | 1   | 5   | 1   | 2   | 71%  | 30% |
| P62 | Old Town Flooring                | 7    | 5   | 5   | 6   | 3   | 5   | 3   | 2   | 2   | 86%  | 55% |
| P63 | The Atrium                       | 63   | 32  | 38  | 36  | 32  | 30  | 15  | 5   | 4   | 60%  | 38% |
| P64 | Armstrong Garden Center          | 41   | 5   | 5   | 10  | 6   | 4   | 0   | 0   | 0   | 24%  | 9%  |
| P65 | Assistance League                | 14   | 0   | 0   | 0   | 1   | 1   | 0   | 0   | 0   | 7%   | 2%  |
| P66 | Old Town Grill                   | 32   | 5   | 10  | 22  | 7   | 4   | 20  | 22  | 7   | 69%  | 38% |
|     | <b>SUBTOTAL</b>                  | 164  | 48  | 62  | 76  | 50  | 45  | 43  | 30  | 15  | 46%  | 28% |
| P71 | Saddleback Chapel                | 81   | 9   | 10  | 8   | 8   | 2   | 1   | 2   | 2   | 12%  | 6%  |
| P81 | Pet Grooming                     | 30   | 8   | 6   | 5   | 5   | 1   | 1   | 1   | 1   | 27%  | 12% |
| P82 | Large Commercial Lot, Rear       | 157  | 9   | 23  | 27  | 27  | 38  | 63  | 30  | 24  | 40%  | 19% |
| P83 | Small Commercial Lot – El        | 3    | 2   | 2   | 2   | 3   | 2   | 1   | 0   | 0   | 100% | 50% |
| P84 | El Camino Plaza                  | 332  | 127 | 134 | 185 | 135 | 206 | 301 | 158 | 52  | 91%  | 49% |
|     | <b>SUBTOTAL</b>                  | 522  | 146 | 165 | 219 | 170 | 247 | 366 | 189 | 77  | 70%  | 38% |
| P91 | Saddleback Flower Shop           | 2    | 0   | 0   | 2   | 1   | 0   | 2   | 1   | 0   | 100% | 38% |
| P92 | Tustin Glass and Mirror          | 2    | 2   | 1   | 2   | 2   | 1   | 2   | 2   | 0   | 100% | 75% |
| P93 | Roma D Italia (Pizza)            | 39   | 3   | 5   | 25  | 15  | 15  | 31  | 24  | 4   | 79%  | 39% |
| P94 | Galaxy Automotive                | 14   | 13  | 14  | 14  | 14  | 14  | 11  | 14  | 14  | 100% | 96% |
| P95 | Tutor Whiz                       | 9    | 0   | 0   | 0   | 2   | 4   | 1   | 0   | 0   | 44%  | 10% |
| P96 | Motel Tustin Motor Lodge         | 44   | 24  | 18  | 18  | 13  | 18  | 23  | 23  | 29  | 66%  | 47% |
|     | <b>SUBTOTAL</b>                  | 110  | 42  | 38  | 61  | 47  | 52  | 70  | 64  | 47  | 64%  | 48% |
|     | <b>Total Spaces, Private</b>     | 1545 | 462 | 613 | 705 | 626 | 640 | 638 | 408 | 230 | 43%  | 33% |
|     | <b>Percent Occupied, Private</b> |      | 28% | 37% | 43% | 38% | 39% | 39% | 25% | 14% |      | 33% |

**Table A-5– Old Town Tustin Weekend Parking Demand, Public Lots & Streets**

| Parking Lot                |   | Parking Demand <sup>1,2</sup> |      |       |      |      |      |      |      |       |            |        |
|----------------------------|---|-------------------------------|------|-------|------|------|------|------|------|-------|------------|--------|
|                            |   | Pkg. Supp.                    | 9 AM | 11 AM | 1 PM | 3 PM | 5 PM | 7 PM | 9 PM | 11 PM | Peak Occu. | Avg. % |
| <b>Public Parking Lots</b> |   |                               |      |       |      |      |      |      |      |       |            |        |
| M1                         | Prospect/3rd St. Lot                            | 26                            | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 0     | 4%         | .5%    |
| M2                         | Prospect/Main St. Lot                           | 47                            | 1    | 2     | 3    | 5    | 5    | 5    | 5    | 1     | 11%        | 7%     |
| M3                         | C St. Parking Structure (2 <sup>nd</sup> level) | 81                            | 2    | 3     | 27   | 6    | 2    | 8    | 2    | 0     | 33%        | 8%     |
|                            | 3 <sup>rd</sup> /Prospect Unpaved Lot           | 0                             | 2    | 2     | 1    | 2    | 3    | 3    | 3    | 3     | 10%        | 10%    |
|                            | 2 <sup>nd</sup> /ECR Unpaved Lot                | 0                             | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 0%         | 0%     |
|                            | <b>Total, Public Parking Lots</b>               | 154                           | 5    | 8     | 31   | 13   | 10   | 16   | 10   | 4     | 20%        | 8%     |
|                            | <b>Percent Occupied, Public Parking</b>         |                               | 3%   | 5%    | 20%  | 8%   | 6%   | 10%  | 6%   | 3%    |            | 8%     |
| <b>Street Parking</b>      |   |                               |      |       |      |      |      |      |      |       |            |        |
| C1                         | C St. B/ 1st to 2 <sup>nd</sup> (E)             | 12                            | 1    | 0     | 0    | 3    | 0    | 0    | 0    | 0     | 25%        | 4%     |
| C1                         | 2nd B/ C St. to El Camino (N)                   | 9                             | 2    | 2     | 0    | 0    | 0    | 0    | 0    | 0     | 22%        | 5%     |
| C1                         | El Camino B/ 1st to 2 <sup>nd</sup> (W)         | 12                            | 0    | 1     | 2    | 1    | 0    | 0    | 0    | 0     | 17%        | 4%     |
| C2                         | El Camino B/ 1st to 2 <sup>nd</sup> (E)         | 5                             | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 0%         | 0%     |
| C2                         | 2nd B/ El Camino to Prospect (N)                | 7                             | 4    | 3     | 4    | 3    | 3    | 3    | 3    | 3     | 57%        | 46%    |
| C2                         | Prospect B/ 1st to 2 <sup>nd</sup> (W)          | 8                             | 2    | 2     | 5    | 4    | 4    | 4    | 3    | 4     | 63%        | 44%    |
| C3                         | C St. B/ 2nd to 3 <sup>rd</sup> (E)             | 9                             | 2    | 2     | 3    | 2    | 5    | 0    | 0    | 0     | 56%        | 19%    |
| C3                         | 3rd B/ C St. to El Camino (N)                   | 9                             | 2    | 2     | 1    | 1    | 3    | 1    | 2    | 2     | 33%        | 19%    |
| C3                         | El Camino B/ 2nd to 3 <sup>rd</sup> (W)         | 13                            | 13   | 13    | 13   | 10   | 0    | 0    | 1    | 2     | 100%       | 50%    |
| C3                         | 2nd B/ C St. to El Camino (S)                   | 7                             | 1    | 5     | 3    | 4    | 1    | 0    | 0    | 0     | 71%        | 25%    |
| C3                         | C St. B/ 3rd to Main St. (E)                    | 8                             | 1    | 2     | 2    | 1    | 0    | 2    | 0    | 0     | 25%        | 13%    |
| C3                         | Main St. B/ C St. to El Camino (N)              | 8                             | 0    | 2     | 4    | 2    | 1    | 3    | 0    | 0     | 50%        | 19%    |
| C3                         | El Camino B/ 3rd to Main St. (W)                | 5                             | 0    | 2     | 5    | 5    | 2    | 2    | 4    | 4     | 100%       | 60%    |
| C3                         | 3rd B/ C St. to El Camino (S)                   | 11                            | 1    | 1     | 1    | 1    | 3    | 3    | 4    | 2     | 36%        | 18%    |
| C4                         | El Camino B/ 2nd to 3 <sup>rd</sup> (E)         | 4                             | 3    | 3     | 4    | 4    | 4    | 0    | 0    | 0     | 100%       | 56%    |
| C4                         | 3rd B/ El Camino to Prospect (N)                | 9                             | 2    | 2     | 2    | 2    | 4    | 2    | 2    | 2     | 44%        | 25%    |
| C4                         | Prospect B/ 2nd to 3 <sup>rd</sup> (W)          | 10                            | 6    | 5     | 6    | 4    | 6    | 6    | 8    | 9     | 90%        | 63%    |
| C4                         | 2nd B/ El Camino to Prospect (S)                | 11                            | 2    | 2     | 1    | 1    | 1    | 4    | 2    | 1     | 36%        | 16%    |
| C4                         | El Camino B/ 3rd to Main St. (E)                | 9                             | 0    | 1     | 3    | 8    | 0    | 9    | 7    | 8     | 100%       | 50%    |
| C4                         | Main St. B/El Camino to Prospect                | 10                            | 2    | 4     | 3    | 4    | 3    | 1    | 0    | 0     | 40%        | 21%    |
| C4                         | Main St. B/ Prospect to Preble (N)              | 12                            | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 0%         | 0%     |

|    |   |    |     |     |     |     |     |     |     |     |      |     |
|----|---|----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|
| C4 | Prospect B/ 3rd to Main St. (W)             | 13 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0%   | 0%  |
| C4 | 3rd B/ El Camino to Prospect (N)            | 16 | 1   | 1   | 2   | 2   | 3   | 4   | 3   | 2   | 25%  | 14% |
| C4 | Prospect B/ 3rd to Main St. (E)             | 4  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0%   | 0%  |
| C5 | C St. South of Main St. (E)                 | 2  | 0   | 0   | 2   | 2   | 2   | 2   | 2   | 0   | 100% | 63% |
| C5 | C St. N/ 6th St. (E)                        | 10 | 3   | 3   | 3   | 4   | 6   | 4   | 4   | 4   | 60%  | 39% |
| C5 | 6th St. B/ C St. to El Camino               | 8  | 0   | 0   | 0   | 1   | 1   | 4   | 4   | 2   | 50%  | 19% |
| C5 | El Camino B/ Main to 6 <sup>th</sup> (W)    | 10 | 1   | 1   | 7   | 5   | 2   | 8   | 6   | 3   | 80%  | 41% |
| C5 | Main St. B/ C St. to El Camino              | 10 | 2   | 5   | 10  | 7   | 6   | 4   | 0   | 0   | 100% | 43% |
| C6 | El Camino B/ Main to 6 <sup>th</sup> (E)    | 19 | 0   | 6   | 10  | 4   | 2   | 14  | 10  | 3   | 74%  | 32% |
| C6 | 6th B/ El Camino to Newport North           | 30 | 12  | 13  | 12  | 12  | 16  | 24  | 16  | 13  | 80%  | 49% |
| C6 | Main St. B/El Camino-Nwpt (S)               | 7  | 0   | 4   | 1   | 0   | 3   | 1   | 1   | 1   | 57%  | 20% |
| C7 | Main St. B/El Camino-Nwpt (S)               | 16 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0%   | 0%  |
| C8 | B St. S/ 6 <sup>th</sup>                    | 17 | 2   | 2   | 3   | 2   | 3   | 2   | 2   | 2   | 18%  | 13% |
| C8 | El Camino/ (W) El Camino S/ 6 <sup>th</sup> | 24 | 1   | 2   | 5   | 6   | 3   | 2   | 3   | 1   | 25%  | 12% |
| C8 | Sixth St B/ B St – El Camino (S)            | 16 | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 7%   | .8% |
| C9 | El Camino /(E) El Camino S/ 6 <sup>th</sup> | 11 | 0   | 0   | 0   | 0   | 2   | 0   | 0   | 0   | 18%  | 2%  |
|    | <b>Percent Occupied, Street Parking</b>     |    | 17% | 23% | 30% | 27% | 23% | 28% | 22% | 17% | 30%  | 23% |

**Table A-6– Old Town Tustin Weekend Parking Demand, Private Lots**

|     | Parking Lot                 | Parking Demand <sup>1,2</sup> |      |       |      |      |      |      |      |       |            |        |
|-----|-----------------------------|-------------------------------|------|-------|------|------|------|------|------|-------|------------|--------|
|     |                             | Pkg. Supp.                    | 9 AM | 11 AM | 1 PM | 3 PM | 5 PM | 7 PM | 9 PM | 11 PM | Peak Occu. | Avg. % |
|     | <b>Private Parking Lots</b> |                               |      |       |      |      |      |      |      |       |            |        |
| P11 | B.G. Byrd, DDS (Dentist)    | 10                            | 0    | 0     | 1    | 0    | 0    | 0    | 0    | 0     | 10%        | 1%     |
| P12 | Offices 150 El Camino Real  | 71                            | 2    | 3     | 5    | 6    | 2    | 1    | 1    | 1     | 8%         | 4%     |
| P13 | William B. Stanford, OD     | 6                             | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 0%         | 0%     |
| P14 | Offices 195 C               | 31                            | 3    | 5     | 0    | 0    | 0    | 1    | 0    | 0     | 16%        | 4%     |
| P15 | Offices 175 C               | 15                            | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 0%         | 0%     |
|     | SUBTOTAL                    | 133                           | 5    | 8     | 6    | 6    | 2    | 2    | 1    | 1     | 5%         | 3%     |
| P21 | Webb                        | 9                             | 3    | 3     | 2    | 2    | 0    | 0    | 0    | 0     | 33%        | 14%    |
| P22 | Douglas E. Moran, Inc       | 12                            | 1    | 1     | 1    | 1    | 1    | 1    | 1    | 1     | 8%         | 8%     |
| P23 | Prospect Plaza Office       | 40                            | 9    | 11    | 9    | 8    | 7    | 4    | 0    | 0     | 28%        | 15%    |
| P24 | Sinno Construction          | 3                             | 0    | 0     | 1    | 1    | 1    | 0    | 0    | 0     | 33%        | 13%    |
| P25 | Acucare Holistic Health     | 2                             | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 0%         | 0%     |
| P26 | Riteway                     | 7                             | 0    | 0     | 0    | 0    | 0    | 2    | 0    | 0     | 29%        | 4%     |
| P27 | El Paseo Plaza              | 15                            | 0    | 0     | 1    | 1    | 1    | 1    | 0    | 0     | 7%         | 3%     |
| P28 | Acorn Naturals              | 35                            | 2    | 3     | 2    | 5    | 2    | 0    | 0    | 0     | 14%        | 5%     |
|     | SUBTOTAL                    | 123                           | 15   | 18    | 16   | 18   | 12   | 8    | 1    | 1     | 15%        | 9%     |
| P31 | Offices 250 El Camino only  | 92                            | 32   | 56    | 43   | 37   | 15   | 6    | 5    | 5     | 61%        | 27%    |
| P32 | Vacant Commercial           | 26                            | 2    | 3     | 3    | 2    | 4    | 2    | 2    | 1     | 15%        | 9%     |
| P33 | Hobby shop                  | 7                             | 3    | 3     | 2    | 4    | 2    | 1    | 1    | 1     | 57%        | 30%    |
| P34 | Mrs. B's                    | 5                             | 0    | 3     | 2    | 1    | 0    | 0    | 0    | 0     | 60%        | 15%    |
| P35 | Vacant Commercial           | 9                             | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 0%         | 0%     |
| P36 | Offices 145 W Main          | 17                            | 0    | 0     | 0    | 0    | 2    | 0    | 1    | 0     | 12%        | 2%     |
| P37 | Kelly's Hair Design         | 4                             | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2     | 50%        | 50%    |
|     | SUBTOTAL                    | 160                           | 39   | 67    | 52   | 46   | 25   | 11   | 11   | 9     | 42%        | 20%    |
| P41 | CPA                         | 20                            | 3    | 4     | 7    | 5    | 5    | 1    | 2    | 2     | 35%        | 18%    |
| P42 | Bigler                      | 17                            | 4    | 4     | 1    | 2    | 0    | 0    | 4    | 0     | 24%        | 11%    |
| P43 | Swinging Door (behind bldg) | 11                            | 0    | 4     | 4    | 3    | 7    | 5    | 0    | 0     | 64%        | 26%    |
| P44 | Flying Geese(Old Town       | 14                            | 14   | 12    | 14   | 12   | 3    | 7    | 6    | 1     | 100        | 62%    |
| P45 | Black Sheep (Old Town       | 10                            | 8    | 6     | 6    | 6    | 1    | 3    | 2    | 1     | 80%        | 41%    |
|     | SUBTOTAL                    | 72                            | 29   | 30    | 32   | 28   | 16   | 16   | 14   | 4     | 44%        | 29%    |

|     |                             |      |     |     |     |     |     |     |     |     |     |     |
|-----|-----------------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| P51 | Rutabegorz                  | 7    | 3   | 4   | 6   | 3   | 2   | 3   | 1   | 0   | 86% | 39% |
| P52 | Cass Hare Hall              | 19   | 5   | 5   | 6   | 5   | 2   | 0   | 1   | 1   | 6%  | 16% |
| P53 | Homefront Mortgage          | 13   | 3   | 5   | 8   | 3   | 1   | 0   | 0   | 0   | 42% | 19% |
| P54 | Jamestown                   | 109  | 38  | 47  | 51  | 47  | 64  | 55  | 54  | 12  | 59% | 42% |
| P55 | Steven's Sq./C St. Parking  | 127  | 7   | 7   | 6   | 2   | 0   | 0   | 0   | 0   | 54% | 2%  |
|     | SUBTOTAL                    | 275  | 56  | 68  | 77  | 60  | 69  | 58  | 56  | 13  | 28% | 21% |
| P61 | Low Carb Restaurant         | 7    | 2   | 1   | 2   | 1   | 3   | 2   | 3   | 0   | 43% | 25% |
| P62 | Old Town Flooring           | 7    | 1   | 7   | 6   | 4   | 3   | 5   | 3   | 0   | 100 | 52% |
| P63 | The Atrium                  | 63   | 5   | 11  | 14  | 7   | 9   | 3   | 1   | 1   | 22% | 10% |
| P64 | Armstrong Garden Center     | 41   | 11  | 22  | 15  | 13  | 13  | 0   | 0   | 0   | 49% | 23% |
| P65 | Assistance League           | 14   | 2   | 11  | 11  | 7   | 9   | 3   | 1   | 1   | 79% | 40% |
| P66 | Old Town Grill              | 32   | 2   | 7   | 14  | 12  | 15  | 30  | 23  | 5   | 94% | 42% |
|     | SUBTOTAL                    | 164  | 23  | 59  | 62  | 44  | 52  | 43  | 31  | 7   | 38% | 24% |
| 71  | Saddleback Chapel           | 81   | 6   | 7   | 6   | 4   | 4   | 3   | 1   | 1   | 9%  | 5%  |
| P81 | Pet Grooming                | 30   | 5   | 5   | 4   | 2   | 1   | 1   | 1   | 1   | 17% | 8%  |
| P82 | Large Commercial Lot        | 157  | 26  | 30  | 24  | 19  | 40  | 50  | 8   |     | 32% | 18% |
| P83 | Small Commercial Lot        | 3    | 2   | 2   | 3   | 2   | 2   | 2   | 0   | 0   | 100 | 54% |
| P84 | El Camino Plaza             | 332  | 173 | 199 | 196 | 175 | 145 | 115 | 149 | 41  | 60% | 45% |
|     | SUBTOTAL                    | 522  | 206 | 236 | 227 | 198 | 188 | 168 | 158 | 42  | 45% | 34% |
| P91 | Saddleback Flower Shop      | 2    | 0   | 0   | 2   | 2   | 2   | 0   | 2   | 0   | 100 | 50% |
| P92 | Tustin Glass and Mirror     | 2    | 0   | 0   | 1   | 2   | 2   | 2   | 2   | 0   | 100 | 56% |
| P93 | Roma D Italia (Pizza)       | 39   | 5   | 8   | 19  | 12  | 16  | 34  | 21  | 1   | 87% | 37% |
| P94 | Galaxy Automotive           | 14   | 13  | 14  | 8   | 12  | 11  | 12  | 11  | 9   | 100 | 80% |
| P95 | Tutor Whiz                  | 9    | 2   | 3   | 0   | 0   | 0   | 0   | 0   | 0   | 33% | 7%  |
| P96 | Motel Tustin Motor Lodge    | 44   | 24  | 19  | 19  | 17  | 22  | 19  | 25  | 27  | 61% | 49% |
|     | SUBTOTAL                    | 110  | 44  | 44  | 49  | 45  | 53  | 67  | 61  | 37  | 61% | 45% |
|     | Total, Private Parking Lots | 1545 | 423 | 537 | 527 | 449 | 421 | 376 | 334 | 115 | 33% | 24% |
|     | Percent Occupied, Private   |      | 26% | 33% | 32% | 27% | 26% | 23% | 20% | 7%  |     | 24% |

**Table A-7  
Existing Parking Demand by Land Use**

| Land Use           | Subarea – Parking Demand (Spaces) |    |     |     |    |    |    |     |    |       |
|--------------------|-----------------------------------|----|-----|-----|----|----|----|-----|----|-------|
|                    | 1                                 | 2  | 3   | 4   | 5  | 6  | 7  | 8   | 9  | Total |
| Residential        | -                                 | 2  | 5   | 13  | 4  | -  | -  | -   | -  | 24    |
| Mixed Use          | -                                 | -  | -   | -   | -  | 1  | -  | -   | -  | 1     |
| Retirement Home    | -                                 | -  | -   | -   | -  | -  | -  | -   | -  | -     |
| Service-Commercial | -                                 | 2  | 2   | -   | -  | -  | -  | -   | 14 | 18    |
| Commercial         | -                                 | -  | -   | -   | -  | -  | -  | -   | 4  | 4     |
| Dance Studio       | -                                 | -  | 8   | -   | -  | -  | -  | -   | -  | 8     |
| Shopping Center    | -                                 | -  | -   | 17  | 8  | 38 | -  | 342 | 4  | 409   |
| Nursery            | -                                 | -  | -   | -   | -  | 10 | -  | -   | -  | 10    |
| Retail             | -                                 | 7  | 10  | -   | -  | 11 | -  | -   | -  | 28    |
| Restaurant         | -                                 | -  | -   | -   | 24 | -  | -  | -   | 31 | 55    |
| General Office     | 73                                | 38 | 91  | 11  | 21 | 38 | -  | 17  | -  | 289   |
| Medical Office     | 12                                | 4  | -   | -   | -  | -  | -  | -   | -  | 16    |
| Mortuary           | -                                 | -  | -   | -   | -  | -  | 10 | -   | -  | 10    |
| Public Utility     | -                                 | -  | -   | 5   | -  | -  | -  | -   | -  | 5     |
| Recreational       | -                                 | -  | 14  | -   | -  | -  | -  | -   | -  | 14    |
| Entertainment      | -                                 | -  | -   | 14  | -  | -  | -  | -   | -  | 14    |
| Museum             | -                                 | -  | -   | 10  | -  | -  | -  | -   | -  | 10    |
| Religious Center   | -                                 | -  | -   | -   | -  | -  | -  | -   | -  | -     |
| Hotel/Motel        | -                                 | -  | -   | -   | -  | -  | -  | -   | -  | -     |
| Industrial         | -                                 | -  | 9   | -   | -  | -  | -  | -   | -  | 9     |
| Storage            | -                                 | -  | -   | -   | -  | -  | -  | -   | -  | -     |
| Other              | 8                                 | 16 | 21  | 31  | 5  | -  | -  | -   | -  | 81    |
| <b>TOTAL</b>       | 93                                | 69 | 160 | 101 | 62 | 98 | 10 | 359 | 53 | 1,005 |

**APPENDIX B**  
**Parking Duration/Turnover Data**

**Table B-1**  
**El Camino Real**  
**Documented Length of Stay**  
**Weekday**

| <b>El Camino Real<br/>Street Segment</b>                 | <b>Parking<br/>Space<br/>Inventory</b> | <b>Average<br/>Occupancy</b> | <b>Average<br/>Duration<br/>(hours)</b> | <b>Average<br/>Turnover<br/>(use per day)</b> |
|--|--|------------------------------|---|---|
| Between 2 <sup>nd</sup> & 3 <sup>rd</sup> St., West Side | 13                                     | 60%                          | 1.6                                     | 5.0   |
| Between 2 <sup>nd</sup> & 3 <sup>rd</sup> St., East Side | 8                                      | 56%                          | 1.5                                     | 4.0   |
| Between 3 <sup>rd</sup> & Main St., West Side            | 5                                      | 65%                          | 1.4                                     | 4.6   |
| Between 3 <sup>rd</sup> & Main St., East Side            | 10                                     | 81%                          | 1.6                                     | 4.8   |
| Between Main St. & 6 <sup>th</sup> St., West Side        | 12                                     | 44%                          | 1.7                                     | 2.2   |
| Between Main St. & 6 <sup>th</sup> St., East Side        | 19                                     | 35%                          | 1.3                                     | 1.7   |
| <b>Total</b>   | <b>67</b>                              | <b>57%</b>                   | <b>1.6</b>                              | <b>4.0</b>                                    |

**Table B-2**  
**El Camino Real**  
**Documented Length of Stay**  
**Weekend**

| <b>El Camino Real<br/>Street Segment</b>                 | <b>Parking<br/>Space<br/>Inventory</b> | <b>Average<br/>Occupancy</b> | <b>Average<br/>Duration<br/>(hours)</b> | <b>Average<br/>Turnover<br/>(use per day)</b> |
|--|--|------------------------------|---|---|
| Between 2 <sup>nd</sup> & 3 <sup>rd</sup> St., West Side | 13                                     | 50%                          | 1.9                                     | 3.5   |
| Between 2 <sup>nd</sup> & 3 <sup>rd</sup> St., East Side | 8                                      | 56%                          | 1.9                                     | 1.9   |
| Between 3 <sup>rd</sup> & Main St., West Side            | 5                                      | 60%                          | 2.1                                     | 2.6   |
| Between 3 <sup>rd</sup> & Main St., East Side            | 10                                     | 50%                          | 1.6                                     | 1.7   |
| Between Main St. & 6 <sup>th</sup> St., West Side        | 12                                     | 41%                          | 1.6                                     | 2.4   |
| Between Main St. & 6 <sup>th</sup> St., East Side        | 19                                     | 32%                          | 1.3                                     | 1.5   |
| <b>Total</b>   | <b>67</b>                              | <b>48%</b>                   | <b>1.7</b>                              | <b>2.5</b>                                    |

**Table B-3  
C Street  
Documented Length of Stay  
Weekend**

| <b>C Street<br/>Street Segment</b>                       | <b>Parking<br/>Space<br/>Inventory</b> | <b>Average<br/>Occupancy</b> | <b>Average<br/>Duration<br/>(hours)</b> | <b>Average<br/>Turnover<br/>(use per day)</b> |
|--|--|------------------------------|---|---|
| Between 2 <sup>nd</sup> & 3 <sup>rd</sup> St., West Side | 14                                     | 19%                          | 4.0                                     | 0.4   |
| Between 2 <sup>nd</sup> & 3 <sup>rd</sup> St., East Side | 12                                     | 19%                          | 3.9                                     | 0.7   |
| Between 3 <sup>rd</sup> & Main St., West Side            | 9                                      | 13%                          | 1.2                                     | 0.7   |
| Between 3 <sup>rd</sup> & Main St., East Side            | 8                                      | 13%                          | 2.1                                     | 0.9   |
| Between Main St. & 6 <sup>th</sup> St., West Side        | 4                                      | 63%                          | 2.0                                     | 4.7   |
| Between Main St. & 6 <sup>th</sup> St., East Side        | 3                                      | 39%                          | 1.3                                     | 3.0   |
| <b>Total</b>   | <b>50</b>                              | <b>28%</b>                   | <b>2.3</b>                              | <b>2.2</b>                                    |

**Table B-4  
2<sup>nd</sup>, 3<sup>rd</sup>, & Main Street  
Documented Length of Stay  
Weekend**

| <b>2nd Street<br/>Street Segment</b>            | <b>Parking<br/>Space<br/>Inventory</b> | <b>Average<br/>Occupancy</b> | <b>Average<br/>Duration<br/>(hours)</b> | <b>Average<br/>Turnover<br/>(use per day)</b> |
|---|--|------------------------------|---|---|
| Between C & El Camino Real, North Side          | 11                                     | 5%                           | 1.4                                     | 2.4   |
| Between C & El Camino Real, South Side          | 8                                      | 25%                          | 1.3                                     | 4.6   |
| Total   | 19                                     | 15%                          | 1.3                                     | 3.9   |
| <b>3<sup>rd</sup> Street<br/>Street Segment</b> |  |                              |   |   |
| Between C & El Camino Real, North Side          | 10                                     | 19%                          | 4.3                                     | 0.4   |
| Between C & El Camino Real, South Side          | 12                                     | 18%                          | 1.9                                     | 0.7   |
| Total   | 22                                     | 18%                          | 2.7                                     | 0.6   |
| <b>Main Street<br/>Street Segment</b>           |  |                              |   |   |
| Between C & El Camino Real, North Side          | 10                                     | 19%                          | 1.7                                     | 0.3   |
| Between C & El Camino Real, South Side          | 11                                     | 43%                          | 5.0                                     | 0.8   |
| Total   | 21                                     | 31%                          | 4.0                                     | 0.7   |

**Table B-5  
Farmer's Market Parking  
Documented Length of Stay**

| <b>El Camino Real<br/>Street Segment</b>                 | <b>Parking<br/>Space<br/>Inventory</b> | <b>Average<br/>Occupancy</b> | <b>Average<br/>Duration<br/>(hours)</b> | <b>Average<br/>Turnover<br/>(use per day)</b> |
|--|--|------------------------------|---|---|
| Between 2 <sup>nd</sup> & 3 <sup>rd</sup> St., West Side | 13                                     | 60%                          | 1.2                                     | 4.0   |
| Between 2 <sup>nd</sup> & 3 <sup>rd</sup> St., East Side | 9                                      | 56%                          | 1.0                                     | 3.6   |
| Between 3 <sup>rd</sup> & Main St., West Side            | 5                                      | 65%                          | 1.3                                     | 2.4   |
| Between 3 <sup>rd</sup> & Main St., East Side            | 10                                     | 81%                          | 1.1                                     | 2.9   |
| <b>Total</b>   | <b>37</b>                              | <b>65%</b>                   | <b>1.1</b>                              | <b>3.5</b>                                    |
| 2nd Street<br>Street Segment                             |  |                              |   |   |
| Between C & El Camino Real, South Side                   | 8                                      | 48%                          | 1.9                                     | 2.0   |
| Between El Camino Real & Prospect, S. Side               | 8                                      | 27%                          | 3.7                                     | 1.3   |
| <b>Total</b>   | <b>16</b>                              | <b>38%</b>                   | <b>2.6</b>                              | <b>1.7</b>                                    |
| 3 <sup>rd</sup> Street<br>Street Segment                 |  |                              |   |   |
| Between C & El Camino Real, North Side                   | 10                                     | 54%                          | 1.8                                     | 1.3   |
| Between C & El Camino Real, South Side                   | 10                                     | 49%                          | 4.3                                     | 1.0   |
| Between El Camino Real & Prospect, N. Side               | 9                                      | 58%                          | 3.3                                     | 1.4   |
| Between El Camino Real & Prospect, S. Side               | 8                                      | 18%                          | 1.3                                     | 2.0   |
| <b>Total</b>   | <b>37</b>                              | <b>45%</b>                   | <b>2.5</b>                              | <b>1.5</b>                                    |
| 3 <sup>rd</sup> Street/Prospect<br>Unpaved Lot           | 25                                     | 14%                          | 1.1                                     | 2.2   |
| 3 <sup>rd</sup> Street/Prospect<br>Municipal Lot         | 40                                     | 5%                           | 4.0                                     | 0.1   |

**Table B-6**  
**Jamestown Flea Market Parking**  
**Documented Length of Stay**

|  | <b>Parking<br/>Space<br/>Inventory</b> | <b>Average<br/>Occupancy</b> | <b>Average<br/>Duration<br/>(hours)</b> | <b>Average<br/>Turnover<br/>(use per day)</b> |
|--|--|------------------------------|---|---|
| C Street Structure                                     | 81                                     | 27%                          | 1.3                                     | 2.7   |
| Jamestown Lot <sup>1</sup>                             | 113                                    | N/A <sup>1</sup>             | 1.3                                     | 3.0   |
| Armstrong Lot  | 54                                     | 23%                          | 1.4                                     | 1.1   |
| El Camino Real Between 6 <sup>th</sup> & Main, W. Side | 13                                     | 41%                          | 1.5                                     | 5.8   |
| El Camino Real Between 6 <sup>th</sup> & Main, E. Side | 19                                     | 32%                          | 1.4                                     | 6.2   |
| C Street between 6 <sup>th</sup> & Main, West Side     | 16                                     | 63%                          | 2.3                                     | 3.8   |
| C Street between 6 <sup>th</sup> & Main, East Side     | 17                                     | 39%                          | 2.6                                     | 3.8   |
| <b>Total, Street Segments</b>                          | <b>65</b>                              | <b>44%</b>                   | <b>1.8</b>                              | <b>5.2</b>                                    |

Note 1: Jamestown lot occupied by vendors

**APPENDIX C**  
**City Parking Codes and Ordinances**

## CHAPTER 9 DESIGNATED PUBLIC PARKING AREAS

### 7900 PURPOSE AND INTENT

The purpose of this Chapter is to provide a mechanism by which the City Council may designate available City-owned property as public parking areas in order to increase the availability of parking in certain areas of the City.

(Ord. No. 1323, Sec. 1, 1-15-07)

### 7905 DESIGNATION OF PUBLIC PARKING AREAS

Upon making each of the following findings, the City Council may, by resolution, designate any available and suitable City-owned property within the City, or any portion thereof, as a public parking area:

1. That the designation of the subject property as a public parking area will not be detrimental to the health, safety, peace, morals, comfort, and general welfare of residents or businesses in the area of the designation; and
2. That such designation will not interfere with the public safety or access to the subject property, or with preexisting traffic patterns, as applicable.

In determining whether to make such a designation, the City Council shall take into account the existing parking conditions in the area and the extent of the desire and need of residents and/or commercial proprietors in the area for the public parking area.

(Ord. No. 1323, Sec. 1, 1-15-07)

### 7910 USE OF DESIGNATED PUBLIC PARKING AREAS

Any property designated as a public parking area pursuant to this Chapter shall be held open to the general public solely for the purpose of temporary parking of automobiles, trucks, motorcycles, or other motor-driven forms of transportation not in excess of six thousand (6,000) pounds gross weight, subject to those conditions, rules, and regulations established by the City Council. Use of designated public parking areas for public parking shall be non-exclusive, and the City Council shall retain the right to concurrently use the property for whatever additional purposes the City Council or its designee reasonably determines are necessary or convenient and consistent with such parking use.

(Ord. No. 1323, Sec. 1, 1-15-07)

### 7915 DE-DESIGNATION OF PUBLIC PARKING AREAS

Upon making each of the following findings, the City Council may, by resolution, de-designate City-owned property previously designated as a public parking area pursuant to Section 7905:

1. That the subject property is needed for a significant public use;
2. That the continued use of the property as a public non-exclusive parking area is inconsistent or incompatible with such other public use; and

3. That the loss of the public parking area will not have a significant adverse impact on parking in the vicinity of the public parking area.

(Ord. No. 1323, Sec. 1, 1-15-07)

#### 7920 NOTICE AND HEARING REQUIREMENTS

A. Public Hearing. Prior to the adoption of a resolution designating or de-designating City-owned property as a public parking area, the City Council shall hold a public hearing and shall consider comments received from the public, property owners within five hundred (500) feet of the public parking area, and any other interested persons or property owners.

B. Notice of Hearing.

1. Publication and Mailing of Notice. The City Clerk shall prepare a notice of the public hearing and shall publish the notice at least once in a newspaper of general circulation within the City of Tustin, no less than ten (10) days prior to the public hearing. Notice of the hearing shall also be mailed or delivered at least ten (10) days prior to the hearing to all owners of real property as shown on the latest equalized assessment roll within five hundred (500) feet of the exterior boundary of the real property constituting the proposed or affected public parking area.

2. Failure to Post Notices. Failure to mail or publish notices as specified in subsection "B.1" hereof shall not invalidate any proceedings.

3. Filing of Affidavit. Upon completion of the publication and mailing of the notices provided for in subsection "B.1" hereof, the City Clerk shall cause an affidavit of such mailing or publication to be filed in the permanent records of the particular proceedings to which such notices pertain.

(Ord. No. 1323, Sec. 1, 1-15-07)

#### 7925 ESTABLISHMENT OF CONDITIONS, RULES, AND REGULATIONS

The resolution designating a public parking area may provide such special conditions, rules, and regulations, including without limitation, hours of operation and duration, as the City Council deems necessary or appropriate in order to assure proper and appropriate use of designated public parking areas and to prevent interference with the orderly and efficient conduct of the City's business. A written statement or other graphic depiction of such special conditions, rules, and regulations shall, upon adoption by the City Council, be filed in the office of the City Clerk.

(Ord. No. 1323, Sec. 1, 1-15-07)

#### 7930 ENFORCEMENT OF REGULATIONS APPLICABLE TO THE DESIGNATED PUBLIC PARKING AREAS

A. Pursuant to Vehicle Code Section 21113, a written statement or other graphic depiction of all special conditions, rules, and regulations adopted per Section 7925 shall, at all times while the same remain effective, be kept on file and available at the office of the City Clerk, for examination by all interested persons.

B. The City Manager or the City Manager's designee shall erect, place, and maintain appropriate signs and markings at each designated public parking area giving notice of all special conditions, rules and regulations applicable thereto, adopted per Section 7925 and imposed under Vehicle Code Section 21113.

C. Any vehicle operation, parking, stopping, or left standing, and not complying with said special conditions, rules, and regulations, will constitute a violation of Vehicle Code Section 21113, except that subsection (a) of Vehicle Code Section 22507.8 shall apply with respect to unauthorized parking in stalls or spaces designated for physically handicapped persons.

(Ord. No. 1323, Sec. 1, 1-15-07)

**APPENDIX D**  
**Land Use Data**

**Table D-1 Land Use Inventory by Subarea <sup>1</sup>**

| Land Use                      | Subarea |       |       |       |      |       |      |       |       |        |
|-------------------------------|---------|-------|-------|-------|------|-------|------|-------|-------|--------|
|                               | 1       | 2     | 3     | 4     | 5    | 6     | 7    | 8     | 9     | Total  |
| Detached SFR                  | 1       | 1     | 2     | 2     | 3    | -     | -    | -     | -     | 9      |
| Townhome/Condo, 1 BR          | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Townhome/Condo, 2 BR          | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Townhome/Condo, 3 BR          | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Apartment, Studio             | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Apartment, 1 BR               | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Apartment, 2 BR               | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Apartment, 3 BR               | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Apartment, Loft               | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Patio Home                    | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Mixed Use (Res/Comm)          | -       | -     | -     | 24393 | -    | -     | -    | -     | -     | 24393  |
| Auto Repair                   | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Auto Sales                    | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Auto Service Station          | -       | -     | -     | -     | -    | -     | -    | -     | 2554  | 2554   |
| Auto Car Wash                 | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Banks, Financial Institutions | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Barbershop, Beauty Salon      | -       | -     | 6721  | -     | -    | -     | -    | -     | -     | 6721   |
| Bowling Alley, Billiard Hall  | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Commercial                    | -       | -     | 11500 | -     | 4268 | -     | -    | -     | 1744  | 17512  |
| Contractors Storage Yard      | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Dance Hall                    | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Health Club                   | -       | -     | 3600  | -     | -    | -     | -    | -     | -     | 3600   |
| Hotel/Motel                   | -       | -     | -     | -     | -    | -     | -    | -     | 16321 | 16321  |
| Laundry                       | -       | 1109  | -     | -     | -    | -     | -    | -     | -     | 1109   |
| Lodges                        | -       | -     | -     | -     | 1789 | -     | -    | -     | -     | 1789   |
| Manufacturing                 | -       | -     | 3000  | -     | -    | -     | -    | -     | -     | 3000   |
| Mortuary                      | -       | -     | -     | -     | -    | -     | 8893 | -     | -     | 8893   |
| Museum                        | -       | -     | -     | 7087  | -    | -     | -    | -     | -     | 7087   |
| Nursery/Home                  | -       | -     | -     | -     | -    | 6400  | -    | -     | -     | 6400   |
| Nursing Home                  | -       | -     | -     | 17185 | -    | -     | -    | -     | -     | 17185  |
| Nightclub/Bar                 | -       | -     | -     | 1625  | -    | -     | -    | -     | -     | 1625   |
| Office, General/Professional  | 39096   | 25857 | 31131 | 7250  | 5579 | 19546 | -    | 17963 | -     | 146422 |
| Office, Government            | -       | -     | -     | 7087  | -    | -     | -    | -     | -     | 7087   |
| Office, Medical               | 5223    | 3297  | -     | 2321  | -    | -     | -    | -     | -     | 10841  |
| Park                          | -       | -     | 15000 | -     | -    | -     | -    | -     | -     | 15000  |
| Religious Center              | -       | -     | -     | -     | -    | -     | -    | 7220  | -     | 7220   |
| Restaurant, Sit-Down          | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |
| Restaurant, Fast-Food         | -       | -     | -     | -     | -    | -     | -    | -     | -     | -      |

|                             |        |        |        |         |        |        |        |         |        |         |
|-----------------------------|--------|--------|--------|---------|--------|--------|--------|---------|--------|---------|
| Restaurant                  | -      | -      | 1344   | -       | 10000  | -      | -      | -       | 952    | 12296   |
| Retail, Neighborhd Shpg Ctr | -      | -      | -      | 7055    | 23943  | 17124  | 2958   | 100,547 | -      | 61134   |
| Retail, Public Market       | -      | -      | -      | -       | -      | -      | -      | -       | -      | -       |
| Retail Stores               | -      | 10694  | 5460   | -       | 3607   | 2923   | -      | -       | -      | 22684   |
| Tennis & Racquetball Clubs  | -      | -      | -      | -       | -      | -      | -      | -       | -      | -       |
| Theater                     | -      | -      | -      | -       | -      | -      | -      | -       | -      | -       |
| Vacant Lot                  | 7000   | -      | -      | 51625   | 7500   | 21807  | -      | -       | -      | 87932   |
| Warehouse – Self Storage    | -      | -      | -      | -       | -      | -      | -      | -       | -      | -       |
| Wholesale                   | -      | -      | -      | -       | -      | -      | -      | -       | -      | -       |
|                             | 51,319 | 40,957 | 77,756 | 125,628 | 56,686 | 67,800 | 11,851 | 125,730 | 21,571 | 579,298 |

Note 1: Includes vacant land

**Table D-2 Summary of Land Use <sup>1</sup> by Subarea**

| Land Use           | Subarea       |               |               |                |               |               |               |                |               |                |
|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|---------------|----------------|
|                    | 1             | 2             | 3             | 4              | 5             | 6             | 7             | 8              | 9             | Total          |
| Residential        | 1             | 1             | 2             | 2              | 3             | -             | -             | -              | -             | 8              |
| Mixed Use          | -             | -             | -             | 24,393         | -             | --            | -             | -              | -             | 24,393         |
| Service-Commercial | -             | 1,109         | 6,721         | 17,185         | -             | -             | 8,893         | -              | 2,554         | 36,462         |
| Commercial         | -             | -             | 11,500        | -              | 4,268         | -             | -             | -              | 18,06         | 33,833         |
| Retail             | -             | 10,694        | 5,60          | 7,055          | 27,550        | 26,447        | 2,958         | 100,542        | -             | 180,716        |
| Restaurant         | -             | -             | 1,344         | 1,625          | 10,000        | -             | -             | -              | 952           | 13,921         |
| General Office     | 39,096        | 25,857        | 31,131        | 7,250          | 5,579         | 19,546        | -             | 17,968         | -             | 146,427        |
| Government Office  | -             | -             | -             | 7,087          | -             | -             | -             | -              | -             | 7,087          |
| Medical Office     | 5,223         | 3,297         | -             | 2,321          | -             | -             | -             | -              | -             | 10,841         |
| Vacant Lot         | 7,000         | -             | -             | 51,625         | 7,500         | 21,807        | -             | -              | -             | 87,932         |
| Recreational       | -             | -             | 18,600        | 7,087          | 1,789         | -             | -             | -              | -             | 27,476         |
| Religious          | -             | -             | -             | -              | -             | -             | -             | 7,220          | -             | 7,220          |
| Manufacturing      | -             | -             | 3,000         | -              | -             | -             | -             | -              | -             | 3,000          |
| Municipal          | -             | -             | -             | -              | -             | -             | -             | -              | -             | -              |
| Storage            | -             | -             | -             | -              | -             | -             | -             | -              | -             | -              |
| Other              | -             | -             | -             | -              | -             | -             | -             | -              | -             | -              |
| <b>TOTAL</b>       | <b>51,319</b> | <b>40,957</b> | <b>77,756</b> | <b>125,628</b> | <b>56,686</b> | <b>67,800</b> | <b>11,851</b> | <b>125,730</b> | <b>21,571</b> | <b>579,298</b> |

Note 1: Square Feet (except residential in units). Includes vacant land

**Table D-3 Land Use Vacancy <sup>1</sup> by Subarea**

| Land Use           | Subarea      |              |               |               |               |               |          |            |          |                |
|--------------------|--------------|--------------|---------------|---------------|---------------|---------------|----------|------------|----------|----------------|
|                    | 1            | 2            | 3             | 4             | 5             | 6             | 7        | 8          | 9        | Total          |
| Residential        | -            | -            | -             | -             | -             | -             | -        | -          | -        | -              |
| Mixed Use          | -            | -            | -             | -             | -             | -             | -        | -          | -        | -              |
| Service-Commercial | -            | -            | -             | -             | -             | -             | -        | -          | -        | -              |
| Commercial         | -            | -            | 11,500        | -             | -             | -             | -        | -          | -        | 11,500         |
| Retail             | -            | -            | -             | -             | -             | -             | -        | -          | -        | -              |
| Restaurant         | -            | -            | -             | -             | -             | -             | -        | -          | -        | -              |
| Office             | 2,300        | 5,564        | 1,650         | -             | 4,268         | -             | -        | 796        | -        | 14,578         |
| Vacant Lot         | 7,000        | -            | -             | 44,250        | 7,500         | 21,807        | -        | -          | -        | 80,557         |
| Parking            | -            | -            | 3,600         | -             | 2,500         | -             | -        | -          | -        | 6,100          |
| Recreational       | -            | -            | -             | -             | -             | -             | -        | -          | -        | -              |
| Manufacturing      | -            | -            | -             | -             | -             | -             | -        | -          | -        | -              |
| Storage            | -            | -            | -             | -             | -             | -             | -        | -          | --       | -              |
| Other              | -            | -            | -             | -             | -             | -             | -        | -          | -        | -              |
| <b>TOTAL</b>       | <b>9,300</b> | <b>5,564</b> | <b>19,550</b> | <b>44,250</b> | <b>14,268</b> | <b>21,807</b> | <b>0</b> | <b>796</b> | <b>0</b> | <b>112,735</b> |

Note 1: Square Feet

**Table D-4 Parking Rates from Other Studies**

| Land Use               | Study                        | Parking Ratio         |                       |
|------------------------|------------------------------|-----------------------|-----------------------|
|                        |                              | Weekday               | Weekend               |
| Apt/condo              | Santa Ana Fairway Villas     | 0.96 space/SF         | 0.91 space/SF         |
| Restaurant             | Anaheim Denny's #1           | 4.20 spaces/SF        | 7.40 spaces/SF        |
| Restaurant             | Anaheim Denny's #2           | 6.17 spaces/SF        | 5.83 spaces/SF        |
| Restaurant             | Anaheim Denny's #3           | 5.50 spaces/SF        | 6.17 spaces/SF        |
| Restaurant             | Anaheim Denny's #4           | 4.91 spaces/SF        | 5.27 spaces/SF        |
| Restaurant             | Anaheim Denny's #5           | 4.75 spaces/SF        | 4.50 spaces/SF        |
| Restaurant             | Anaheim Denny's #6           | 6.10 spaces/SF        | 5.59 spaces/SF        |
| Restaurant             | Lake Forest Sizzler          | 5.38 spaces/SF        | -                     |
| <b>Restaurant</b>      | <b>Average Rate</b>          | <b>5.3 spaces/SF</b>  | <b>5.8 spaces/SF</b>  |
| Playground             | Aliso Viejo Scooter's Jungle | 2.84 spaces/SF        | 4.40 spaces/SF        |
| Playground             | Placentia Scooter's Jungle   | 3.02 spaces/SF        | 1.70 spaces/SF        |
| Playground             | Corona Artic Fun Zone        | 3.94 spaces/SF        | 3.08 spaces/SF        |
| Playground             | <b>Average Rate</b>          | <b>3.3 spaces/SF</b>  | <b>3.1 spaces/SF</b>  |
| Mixed Use <sup>1</sup> | La Habra Art Studio          | 1.40 spaces/SF        | 1.07 spaces/SF        |
| Church                 | Brookhurst Church            | 2.51 spaces/KSF       | 4.16 spaces/KSF       |
| Church                 | La Habra Calvary Chapel      | 5.26 spaces/KSF       | 5.26 spaces/KSF       |
| Church                 | Average Rate                 | <b>3.8 spaces/KSF</b> | <b>4.7 Spaces/KSF</b> |
| Government Center      | Westminster Civic Center     | 15.77 space/KSF       | -                     |

**Note 1: Commercial/Office Mixed Use**

**Table D-5  
Parking Rates from Other Studies**

| Land Use  | Study        | Parking Ratio      |                    |
|---|--------------|--------------------|--------------------|
|   |              | Weekday            | Weekend            |
| Apt/condo   | Average Rate | 0.96 space/KSF     | 0.91 space/KSF     |
| Low/Mid-Rise Apt. <sup>2</sup>                          | Average Rate | 1.00 vehicles/unit | 1.02 vehicles/unit |
| Condo <sup>2</sup>                                      | Average Rate | 1.46 vehicles/unit | -                  |
| Mixed Use <sup>1</sup>                                  | Average Rate | 1.40 spaces/KSF    | 1.07 spaces/KSF    |
| Motel <sup>2</sup>                                      | Average Rate | 0.90 vehicles/room | -                  |
| Billiard Hall <sup>2</sup>                              | Average Rate | 2.9 vehicles/table | -                  |
| Movie Theater w/ matinee <sup>2</sup>                   | Average Rate | 0.26 vehicles/seat | 0.19 vehicles/seat |
| Playground  | Average Rate | 3.3 spaces/KSF     | 3.1 spaces/KSF     |
| Church  | Average Rate | 3.8 spaces/KSF     | 4.7 Spaces/KSF     |
| Day Care Center <sup>2</sup>                            | Average Rate | 3.16 vehicles/KSF  | -                  |
| Museum <sup>2</sup>                                     | Average Rate | 0.71 vehicles/KSF  | 2.1 vehicles/KSF   |
| Nursing Home <sup>2</sup>                               | Average Rate | 0.39 vehicles/bed  | 0.25 vehicles/bed  |
| Animal Hospital/Veterinary Clinic <sup>2</sup>          | Average Rate | 1.60 vehicles/KSF  | -                  |
| Office Building <sup>2</sup>                            | Average Rate | 2.40 vehicles/KSF  | -                  |
| Medical-Dental <sup>2</sup>                             | Average Rate | 3.53 vehicles/KSF  | -                  |
| Building Materials and Lumber Store <sup>2</sup>        | Average Rate | 1.10 vehicles/KSF  | -                  |
| Hardware/Paint Store <sup>2</sup>                       | Average Rate | 1.90 vehicles/KSF  | 2.87 vehicles/KSF  |
| Shopping Center <sup>2</sup>                            | Average Rate | 2.65 vehicles/KSF  | 2.97 vehicles/KSF  |
| Apparel Store <sup>2</sup>                              | Average Rate | 1.13 vehicles/KSF  | 2.13 vehicles/KSF  |
| Pharmacy/Drugstore w/o drive-thru window <sup>2</sup>   | Average Rate | 1.83 vehicles/KSF  | -                  |
| Furniture Store <sup>2</sup>                            | Average Rate | 1.53 vehicles/KSF  | 1.43 vehicles/KSF  |
| Video Rental Store <sup>2</sup>                         | Average Rate | 2.41 vehicles/KSF  | 3.04 vehicles/KSF  |
| Walk In Bank <sup>2</sup>                               | Average Rate | 2.30 vehicles/KSF  | -                  |
| Quality Restaurant <sup>2</sup>                         | Average Rate | 15.4 vehicles/KSF  | 17.2 vehicles/KSF  |
| Fast-Food Restaurant w/o drive-thru window <sup>2</sup> | Average Rate | 8.20 vehicles/KSF  | -                  |
| Restaurant  | Average Rate | 5.3 spaces/KSF     | 5.8 spaces/KSF     |
| Dry Cleaners  | Average Rate | 1.40 vehicles/KSF  | -                  |
| Government Center                                       | Average Rate | 15.77 space/KSF    | -                  |

Note 1: Commercial/Office Mixed Use

Note 2: From ITE Parking Generation 3rd edition

**Table D-6 – Parking Codes by City**

|                               | Tustin                   | Irvine                            | Newport Beach   | Laguna Beach                       | Costa Mesa                     | Santa Ana                       | Orange                           | Anaheim               | Fullerton               | Brea                 | Pasadena                           |
|-------------------------------|--------------------------|-----------------------------------|---|------------------------------------|--------------------------------|---------------------------------|----------------------------------|-----------------------|-------------------------|----------------------|------------------------------------|
| Detached SFR                  | 2 garage                 | 2                                 | 2   | 2                                  | 2                              | 4                               | 2                                | 2                     | 2                       | 2                    | 2                                  |
| Townhome/Condo, 1 BR          | 1 carport                | 1                                 | -   | 1.5                                | 1                              | 1                               | 1.7                              | 2                     | 1.5                     | 1.75                 | 1/650 SF                           |
| Townhome/Condo, 2 BR          | 2 carports               | 1.5                               | 2   | 2                                  | 1                              | 1                               | 2                                | 2.25                  | 1.75                    | 2                    | 1/650 SF                           |
| Townhome/Condo, 3 BR          | 2 carports               | 2                                 | -   | 2                                  | 1                              | 1                               | 2.2                              | 3                     | 2                       | 2.5                  | 1/650 SF                           |
| Apartment, Studio             | 1 carport                | 1                                 | -   | 1.5                                | 1                              | 1                               | 1.2                              | 1.25                  | 1.25                    | 1.5                  | 1/650 SF                           |
| Apartment, 1 BR               | 1 carport                | 1.4                               | -   | 2                                  | 1                              | 1                               | 1.7                              | 2                     | 1.5                     | 1.75                 | 1/650 SF                           |
| Apartment, 2 BR               | 2 carports               | 1.6                               | 2   | 2                                  | 1                              | 1                               | 2                                | 2.25                  | 1.75                    | 2                    | 1/650 SF                           |
| Apartment, 3 BR               | 2 carports               | 2                                 | -   | 2                                  | 1                              | 1                               | 2.2                              | 3                     | 2                       | 2.5                  | 1/650 SF                           |
| Apartment, Loft (Res/Com)     | -                        | -                                 | -   | -                                  | -                              | -                               | -                                | -                     | -                       | -                    | -                                  |
| Patio Home                    | 2 garage                 | 2                                 | -   | 2                                  | -                              | -                               | 1/3                              | ¼ trailers            | 1/5 trailers            |                      |                                    |
| Auto Repair                   | -                        | -                                 | -   | -                                  | -                              | -                               | -                                | -                     | -                       | -                    | -                                  |
| Auto Sales                    | -                        | -                                 | -   | -                                  | -                              | -                               | -                                | -                     | -                       | -                    | -                                  |
| Auto Service Station          | -                        | -                                 | -   | -                                  | -                              | -                               | -                                | -                     | -                       | -                    | -                                  |
| Auto Car Wash                 | -                        | -                                 | -   | -                                  | -                              | -                               | -                                | -                     | -                       | -                    | -                                  |
| Banks, Financial Institutions | 1/250 SF                 | 1/250 SF                          | 1/250 SF  | 1/250 SF                           | 5/1000 SF                      | 4/1000 SF                       | 5/1000 SF                        | 5.5/1000 SF           | -                       | 1/200 SF             | 3/1000 SF                          |
| Barbershop, Beauty Salon      | 2/chair;<br>3/station    | 2/chair;<br>3/station             | 1/250 SF  | 1/1.5 chairs<br>or 1/250 SF        | -                              | -                               | -                                | 5.5/1000 SF           | -                       | 1/250 SF             | -                                  |
| Bowling Alley, Billiard Hall  | 5/alley;<br>2/table      | 5/alley;<br>2/table               | 3/alley +<br>1/250 SF<br>other use                    | 5/alley;<br>1/150 SF               | 3/alley                        | 3/alley;<br>2/table             | 3/alley                          | 3/alley               | -                       | 4/alley +<br>2/table | 4/alley                            |
| Contractors Storage Yard      | -                        | -                                 | -   | -                                  | -                              | -                               | -                                | -                     | -                       | -                    | -                                  |
| Dance Hall                    | 1/75 sf<br>+1/35sf       | 1/200 SF                          | 1/3 seats or<br>1/35 SF                               | 1/3 seats or<br>1/35 SF            | 1/3 seats<br>or 1/35 SF        | 1/28 SF                         | 1/7SF or<br>1/35 SF              | -                     | 1/3 seats<br>or 1/35 SF | 1/7SF or<br>1/35 SF  | -                                  |
| Health Club                   | 1/150 SF                 | 1/150 SF                          | Use permit  | 1/100 SF                           | 10/1000 SF                     | 1/28 SF                         | 5.5/1000<br>SF                   | 5.5/1000 SF           | -                       | 1/150<br>SF          | 5/1000 SF                          |
| Hotel/Motel                   | .75/unit + 2<br>for mgr. | Approval<br>needed                | Hotel:1/2<br>room. Motel<br>1/room                    | 1/room                             | 1/unit                         | 1/room                          | 0.8/ room                        | 0.8/ room             | 1/room                  | 1/room               | 1/room;<br>10/1000 SF<br>(banquet) |
| Laundry                       | 1/3<br>machines          | -                                 | 1/250 SF  | 1/machines<br>or 1/250 SF          | -                              | 6/1000 SF                       | 1/3<br>machines                  | -                     | -                       | 1/200<br>SF          | -                                  |
| Manufacturing                 | -                        | -                                 | -   | -                                  | -                              | -                               | -                                | -                     | -                       | -                    | -                                  |
| Mixed Use Com/Retail/Res      | -                        | -                                 | -   | -                                  | Use permit                     | -                               | -                                | -                     | -                       | -                    | -                                  |
| Mortuary                      | -                        | -                                 | -   | -                                  | -                              | -                               | -                                | -                     | -                       | -                    | -                                  |
| Nursery/Home Improvement      | -                        | 1/250 SF+<br>1/1000 SF<br>outdoor | 1/250 SF for<br>1 <sup>st</sup> 1000 SF<br>1/5000 SF. | 1/250 SF +<br>1/1000 SF<br>outdoor | 4/1000<br>SF+2/1000<br>display | 2/1000<br>display+<br>4/1000 SF | 1/1000 SF<br>+ 1/1000<br>outdoor | 5.5/1000+<br>0.4/1000 | -                       | -                    | 2.5/1000 SF                        |
| Nightclub/Bar                 | -                        | -                                 | Use permit  | 1/100 SF                           | -                              | 1/28 SF                         | -                                | 17/1000 SF            | 10/1000 SF              | See rest             | 28/1000 SF;<br>Bar:10/1000         |

|                              | Tustin            | Irvine                   | Newport Beach        | Laguna Beach         | Costa Mesa           | Santa Ana            | Orange                | Anaheim                         | Fullerton            | Brea                 | Pasadena                      |
|------------------------------|-------------------|--------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|---------------------------------|----------------------|----------------------|-------------------------------|
| Restaurant, Sit-Down         | -                 | 1/75 SF                  | Use permit           | 1/100 SF             | -                    | -                    | 10/1000SF             | 16/1000 SF                      | 10/1000 SF           | 1/75 SF              | -                             |
| Restaurant, Fast-Food        | 1/100 SF          | 1/100 SF                 | 1/50 SF +1/employee  | 1/100 SF             | -                    | -                    | 10/1000 SF            | 16/1000 SF                      | 6/1000 SF            | -                    | 4/1000 SF                     |
| Restaurant                   | 1/75 SF           | 1/75 SF                  | Use permit           | 1/100 SF             | 10/1000 SF           | 10/1000 SF           | 10/1000 SF            | 16/1000 SF                      | 10/1000 SF           | 1/75 SF              | 10/1000 SF                    |
| Retail, Neighborhd Shpg Ctr  | 1/250 SF          | 1/250 SF                 | 1/200 SF             | 1/275 SF             | -                    | -                    | Total of ind retail   | -                               | 5.5/1000 SF          | 5.5/1000 SF          | -                             |
| Retail, Public Market        | -                 | 1/250 SF                 | 1/250 SF             | 1/250 SF             | -                    | -                    | -                     | 5.5/1000 SF                     | -                    | -                    | 4/1000 SF                     |
| Retail Stores                | 1/200 SF          | 1/250 SF                 | 1/250 SF             | 1/250 SF             | 5/1000 SF            | 5/1000 SF            | 5/1000 SF             | 5.5/1000 SF                     | -                    | 1/200                | 3/1000 SF                     |
| Tennis & Racquetball Clubs   | 3/court           | 3/court                  | 4/court              | 3/court              | 3/court              | 2.5/court            | 3/court               | 5/court                         | -                    | 3/court              | 4/court                       |
| Theater                      | 1/3 seats         | 1/3 seats + 1/5 employee | Use permit           | 1/3 seats or 1/35 SF | 5/1000 SF            | 1/3 seats or 1/28 SF | 1/5 seats or 1/35 SF+ | 0.4/seat+ .8 employee           | 1/3 seats or 1/35 SF | 1/3 seats or 1/35 SF | -                             |
| Warehouse – Self Storage     | -                 | -                        | -                    | -                    | -                    | -                    | -                     | -                               | -                    | -                    | -                             |
| Wholesale                    | -                 | -                        | -                    | -                    | -                    | -                    | -                     | -                               | -                    | -                    | -                             |
| Office, General              | 1/250 SF          | 1/250 SF                 | 1/250 SF             | 1/250 SF             | 3/1000 SF            | 3/1000 SF            | 4/1000 SF             | 4/1000 SF                       | 4/1000 SF            | 1/250 SF             | 3/1000 SF                     |
| Office, Government           | -                 | 1/200 SF                 | 1/300 SF             | 1/300 SF             | -                    | 3/1000 SF            | -                     | -                               | 4/1000 SF            | -                    | 3/1000 SF                     |
| Office, Medical              | 6/1000 SF         | 1/180 SF                 | 1/250 SF             | 1/250 SF             | 6/1000 SF            | 6/1000 SF            | 5/1000 SF             | -                               | 5.5/1000 SF          | 3/1000 SF            | 4/1000 SF                     |
| Office, Professional         | 1/250 SF          | 1/250 SF                 | 1/250 SF             | 1/250 SF             | 3/1000 SF            | 3/1000 SF            | 4/1000 SF             | -                               | 4/1000 SF            | 1/250 SF             | 3/1000 SF                     |
| Office, School District      | -                 | -                        | -                    | -                    | -                    | -                    | -                     | -                               | -                    | -                    | -                             |
| Churches, Temples, Mosques   | 1/3 seats         | 1/3 seats                | 1/3 seats or 1/35 SF | 1/4 seats or 1/35 SF  | 29/1000 SF                      | 1/3 seats or 1/35 SF | 1/3 seats or 1/35 SF | 1/8 fixed seats or 14/1000 SF |
| Clinic                       | 6/1000 SF         | Approval needed          | 1/250 SF + 1/staff   | 1/150 SF             | -                    | 6/1000 SF            | 3/bed                 | -                               | 1/bed                | 5.5/1000 SF          | 1/5 beds                      |
| Community/Senior Center      | -                 | 1/3 seats or 1/35 SF     | -                    | -                    | 1/3 seats or 1/35 SF | -                    | -                     | 29/1000 SF                      | -                    | -                    | -                             |
| Elementary School            | -                 | 2/classroom              | Use permit           | 2/ teach station     | -                    | 1.5/class+ 1/333 SF  | 1.8/class             | 1/class+1/6 students+ 1/1000 SF | -                    | -                    | 1.5/ classroom +1/2 staff     |
| Library                      | 1/300 SF          | 1/300 SF                 | 1/300 SF             | 1/300 SF             | -                    | 1/500 SF             | 4/1000 SF             | Req. Prkng study                | -                    | 1/300 SF             | -                             |
| Lodges, Clubs, Meeting Halls | 1/75 SF           | -                        | 1/3 seats or 1/35 SF | 1/3 seats or 1/35 SF | 1/3 seats or 1/35 SF | 1/28 SF              | 1/30 SF               | -                               | 1/3 seats or 1/35 SF | 1/75 SF              | 10/1000 SF                    |
| Nursing Home                 | ¼ beds            | ¼ beds                   | 1/3 beds             | 1/3 beds             | -                    | 1/BR, 1.5/2BR        | ¼ beds                | 0.8/bed                         | -                    | 5.5/1000 SF          | no less than .50              |
| Park                         | -                 | -                        | Use permit           | -                    | -                    | -                    | -                     | -                               | -                    | -                    | 2.5/ 1000 SF                  |
| Pre-School                   | 1/employees + 1/5 | 1/employees + 1/5        | 1/child              | 1/staff+ 1/5 chldn   | -                    | 1/8 chld+ 1staff     | 2/staff               | 1/staff +1/10 chld              | -                    | 1/200 SF             | 2/1000 SF                     |

|                            | <b>Tustin</b>        | <b>Irvine</b>        | <b>Newport Beach</b> | <b>Laguna Beach</b>  | <b>Costa Mesa</b>    | <b>Santa Ana</b> | <b>Orange</b> | <b>Anaheim</b> | <b>Fullerton</b> | <b>Brea</b>          | <b>Pasadena</b> |
|----------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------|---------------|----------------|------------------|----------------------|-----------------|
| Public Assembly            | 1/3 seats or 1/35 SF | 1/3 seats or 1/35 SF | 1 per 300 sq ft      | 1/3 seats or 1/35 SF | 1/3 seats or 1/35 SF | 1/28 SF          | 29/1000 SF    | -              | -                | 1/3 seats or 1/35 SF | -               |
| Public Utility w/o Offices | ½ employee +1        | Approval needed      | Use permit           | 1/employee ±3        | -                    | 1                | -             | 4/1000 SF      | -                | -                    | 1/500 SF        |
| Trade School, Business     | -                    | -                    | -                    | -                    | -                    | -                | -             | -              | -                | -                    | -               |