TUSTIN DOWNTOWN COMMERCIAL CORE PARKING STUDY

City of Tustin

April, 2017

Prepared for:

City of Tustin
300 Centennial Way
Tustin, CA 92780

Prepared by:

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April 26, 2017

Mr. Dana Ogdon
City of Tustin
300 Centennial Way
Tustin, CA 92780

Subject: Parking Study for Tustin Downtown Commercial Core in the City of Tustin

Dear Mr. Ogdon:

KOA Corporation (KOA) is pleased to provide you with the Tustin Downtown Commercial Core Parking Study report. This study uses the same methodology used by KOA for the 2007 Old Town Tustin Parking Study while extending the study area boundaries to analyze the whole Downtown Commercial Core area. This parking study is intended to provide an implementation tool for the Downtown Commercial Core. The report includes assessment of existing land use and parking conditions, future land use and parking demand analysis, parking management strategies, recommendations for future needs, and suggested parking code and regulation changes. The report is supported by a large amount of data as shown in the appendices.

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

Sincerely,

Min Zhou, P.E.
Vice President

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Table of Contents

List of Figures

List of Tables

List of Graphs

Appendices

Introduction and Executive Summary

Introduction

The City of Tustin is developing the Downtown Commercial Core Specific Plan (DCCSP) composed of six Development Areas (DA's) with a variety of development that includes small-scale restaurants, retail shops, office space, and integrated residential mixed use buildings. The ultimate goal of the DCCSP is to revive the downtown Tustin area with opportunities to live and work in a walkable, bikeable, and transit-accessible environment. To achieve this goal, understanding existing parking demand and providing adequate and incentive/innovative parking requirements for future developments is very important.

Much of the parking in the Tustin Downtown Commercial Core area is provided by on-street parking and within off-street parking facilities that are open to the public. Some of the existing and newer developments provide private off-street parking that is sized based upon current parking code requirements. A parking study was conducted in 2007 for the Old Town Tustin area only, a much smaller area within DA-4. The purpose of this parking study is to provide an implementation tool for the Downtown Commercial Core area. This study shares the same boundaries and development areas with the DCCSP.

This parking study evaluates existing parking conditions, including identification and documentation of parking supply, demand, utilization, regulations, and management practices. The study also identifies strategies that may better utilize existing parking facilities, provides future parking demand forecasts, and makes recommendations for the most timely and cost effective parking improvements appropriate for the Tustin Downtown Commercial Core.

It is important to understand that this Parking Study is guided, to a degree, on the expectations and concepts of the draft Specific Plan document (which remains in progress) and other efforts, such as Capital Improvement Program concepts, proposed circulation related General Plan Amendments, etc. However, until the Specific Plan is considered and adopted, associated proposed General Plan

Amendments, CIP budgets and certain Specific Plan recommendations may not move forward or could be delayed. This Parking Study, as with the last study, provides not only the critical existing database of this now larger study area, but also the justification for recommendations to address challenges as they get close to associated tipping points.

Executive Summary

The existing parking condition analysis was performed in three layers: 1) individual parking lots 2) on-street parking within the six development areas (DA), and, 3) overall Tustin Downtown Commercial Core area. The study found that the existing parking supply is generally adequate in most study areas. A few parking lots and street segments within the study area are used more heavily than other areas; however, in all of the parking areas studied, it appears that there is no severe parking shortage. Overall, the current amount of parking demand is lower than what might be expected for a comparable level of development in a suburban configuration or development style. Table E.1 shows the overall existing parking peak demand and parking supply for both weekdays and weekends. During the weekdays there are about 4,700 spaces surplus and 5,600 spaces surplus during the weekends (both in lots and on street) and the existing overall average occupancy rate is around 48% during the weekdays and 38% during the weekend for both lots and on-street. The existing parking demand for the Tustin Downtown Commercial Core area is 1.7 spaces per thousand square feet (TSF) during the weekday peak hour and 1.4 vehicles per TSF during the weekend peak hour.

Table E.1 – Overall Existing Parking Demand & Parking Supply – Weekday & Weekend

Development Area	Weekday Peak Parking Demand		Weekend Peak Parking Demand		Parking Supply (Weekday & Weekend)		Surplus (Weekday)		Surplus (Weekend)	
	Lots	On Street	Lots	On Street	Lots	On Street	Lots	On Street	Lots	On Street
DA-1	201	49	99	41	576	117	375	68	477	76
DA-2	252	35	294	42	612	72	360	37	318	30
DA-3	848	20	781	20	1,962	68	1,114	48	1,181	48
DA-4	725	315	389	257	1,447	524	722	209	1,058	267
DA-5	1,271	28	936	27	2,255	84	984	56	1,319	57
DA-6	472	58	406	68	1,044	211	572	153	638	143
Total	**3,769**	**505**	**2,905**	**455**	**7,896**	**1,076**	**4,127**	**571**	**4,991**	**621**

DA-1: First Street West

During the weekday peak hour, the average parking lot occupancy within DA-1 is 27% with 37% occupancy between 9AM and 3PM and 17% occupancy between 4PM and 10PM. The weekend average daily parking lot occupancy rate is 15% with 19% occupancy between 9AM and 3PM and 10% occupancy between 4PM and 10PM.

On-street parking occupancy along C Street is 25% during both weekday and weekend peak hour. Parking occupancy along A Street is 43% during both weekday and weekend peak hour. During the weekday peak hour, parking occupancy along Mountain View Drive is 20% and 40% occupancy during the weekend peak hour. Myrtle Avenue has parking occupancy of 74% during the weekday peak hour and 33% during the weekend peak hour. First Street has parking occupancy of 34% during the weekday peak hour and 39% during the weekend peak hour.

DA-2: First Street Old Town

During the weekday peak hour, the average parking lot occupancy within DA-2 is 34% with 38% occupancy between 9AM and 3PM and 29% occupancy between 4PM and 10PM. The weekend average daily parking lot occupancy rate is 38% with 45% occupancy between 9AM and 3PM and 31% occupancy between 4PM and 10PM.

On-street parking occupancy along Hall Circle is 50% during the weekday peak hour and 83% during the weekend peak hour. Parking occupancy along 2nd Street is 67% during the weekday peak hour and 80% during the weekend peak hour. Parking occupancy is 0% along Prospect Avenue during both weekday and weekend peak hour. During the weekday peak hour, parking occupancy along C Street is 0% and 33% occupancy during the weekend peak hour. First Street has parking occupancy of 54% during the weekday peak hour and 56% during the weekend peak hour.

DA-3: First Street East

During the weekday peak hour, the average parking lot occupancy within DA-3 is 33% with 38% occupancy between 9AM and 3PM and 27% occupancy between 4PM and 10PM. The weekend average daily parking lot occupancy rate is 27% with 35% occupancy between 9AM and 3PM and 18% occupancy between 4PM and 10PM.

On-street parking occupancy along First Street and Fashion Lane is 0% during both the weekday and weekend peak hour. Parking occupancy along Centennial Way is 81% during the weekday peak hour and 65% during the weekend peak hour.

DA-4: Old Town Tustin

During the weekday peak hour, the average parking lot occupancy within DA-4 is 33% with 44% occupancy between 9AM and 3PM and 23% occupancy between 4PM and 10PM. The weekend average daily parking lot occupancy rate is 19% with 23% occupancy between 9AM and 3PM and 15% occupancy between 4PM and 10PM.

On-street parking occupancy along 2nd Street is 76% during the weekday peak hour and 74% during the weekend peak hour. Parking occupancy along 3rd Street is 75% during the weekday peak hour and 49% during the weekend peak hour. Parking occupancy along Main Street is 57% during the weekday peak hour and 41% during the weekend peak hour. During the weekday peak hour, parking occupancy along 6th Street is 61% and 65% occupancy during the weekend peak hour. Prospect Avenue has parking occupancy of 67% during the weekday peak hour and 78% during the weekend peak hour. El Camino Real has parking occupancy of 80% during the weekday peak hour and 81% during the weekend peak hour. C Street has parking occupancy of 39% during the weekday peak hour and 42% during the weekend peak hour. B Street has parking occupancy of 47% during the weekday peak hour and 39% during the weekend peak hour.

DA-5: Newport Avenue

During the weekday peak hour, the average parking lot occupancy within DA-5 is 42% with 50% occupancy between 9AM and 3PM and 34% occupancy between 4PM and 10PM. The weekend average daily parking lot occupancy rate is 31% with 33% occupancy between 9AM and 3PM and 30% occupancy between 4PM and 10PM.

On-street parking occupancy along First Street is 75% during the weekday peak hour and 88% during the weekend peak hour. Parking occupancy along Bryan Avenue is 11% during the weekday peak hour and 21% during the weekend peak hour. Parking occupancy along Andrews Street is 100% during both the weekday and weekend peak hour. During the weekday peak hour, parking occupancy along San Juan Street is 33% and 44% occupancy during the weekend peak hour. Walnut Street has parking occupancy of 50% during the weekday peak hour and 20% during the weekend peak hour. Bonita Street has parking occupancy of 50% during the weekday peak hour and 100% during the weekend peak hour. Orange Street has parking occupancy of 0% during both the weekday and weekend peak hour. Centennial Way has parking occupancy of 0% during the weekday peak hour and 13% during the weekend peak hour. Main Street has parking occupancy of 25% during the weekday peak hour and 33% during the weekend peak hour. 6th Street has parking occupancy of 33% during both the weekday and weekend peak hour.

DA-6: South of Sixth Street

During the weekday peak hour, the average parking lot occupancy within DA-6 is 34% with 38% occupancy between 9AM and 3PM and 30% occupancy between 4PM and 10PM. The weekend average daily parking lot occupancy rate is 34% with 35% occupancy between 9AM and 3PM and 33% occupancy between 4PM and 10PM.

On-street parking occupancy along El Camino Way is 14% during both the weekday and weekend peak hour. Parking occupancy along B Street is 42% during the weekday peak hour and 2% during the weekend peak hour. Parking occupancy along 6th Street is 30% during the weekday peak hour and 57% during the weekend peak hour.

Farmers' Market Area and Jamestown Flea Market Area

The parking occupancy during the Farmers' Market event ranges between 51% and 94%. The peak parking occupancy during the Farmers' Market event occurs at 12PM with 94% occupancy. The three highest parking occupancy rates occur at 10AM with 84%, 11AM with 87%, and 12PM with 94% occupancy.

The parking occupancy during the Jamestown Flea Market event ranges between 10% and 48%. The peak parking occupancy during the Jamestown Flea Market event occurs at 1PM with 48% occupancy. The three highest parking occupancy rates occur at 1PM with 48%, 2PM with 39%, and 3PM with 38% occupancy.

"Hot Spot" Parking Areas

For the purpose of this analysis, a street segment "hot spot" is a location where high peak parking occupancy (81% to 100%) and/or average duration of stay exceeds the parking restrictions, which indicates it is a desired location for parking. A parking lot "hot Spot" is a location where high peak parking occupancy (81% to 100%) occurs, indicating it is a desired location for parking.

Within the Tustin Downtown Commercial Core area, there are 7 parking lots with parking occupancy between 81% and 100% during the weekday peak hour. During the weekend peak hour, there are 6 parking lots with parking occupancy between 81% and 100%. There are 7 parking lots with parking occupancy between 81% and 100% during both weekday and weekend peak hour.

The on-street parking "hot spots" include street segments along First Street, Hall Circle, 2nd Street, 3rd Street, Main Street, 6th Street, B Street, C Street, El Camino Real and Andrews Street.

Future Parking Analysis

The current parking conditions and the new land use designations identified in the DCCSP present opportunities for the City to allow for additional development to be located within the study area and take advantage of available existing surplus parking. Further, parking management practices and provisions of additional parking facilities may allow the City to improve the activity level and vitality of the Tustin Downtown Commercial Core area.

The future parking demand was calculated based on the vacant, underutilized, catalytic development opportunity, and future non-conforming land use lots using the DCCSP land use designations and the General Plan maximum floor area ratio applying the conservative parking demand rate (3 spaces per TSF for planning purpose). Relative to residential, future parking demand was calculated based on the maximum number of housing units allowed in the study area, specifically broken down by DA applying the DCCSP proposed parking provisions (i.e., 2 spaces per unit plus 0.25 guest spaces per unit). The calculation of the conservative parking rate applied to the existing uses was also conducted to consider possible new land use designation changes, e.g., change out from retail to restaurant. Based on the vacant, underutilized, catalytic development opportunity, and future non-conforming land use forecast, the future parking demand was also calculated for the future conditions. The overall conclusion is that the current parking supply should be able to accommodate the vacant land use developments with reduced or relaxed on-site parking requirements as the initial approach in revitalizing the Tustin Downtown Commercial Core area. The specific policies and regulations for parking requirements are tools which should be established within the Specific Plan area.

Findings and Recommendations

There are numerous general and specific findings and recommendations for planning and management of parking. Some recommendations provide short-term solutions to current challenges 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 the Tustin Downtown Commercial Core is generally low based upon the amount of parking utilized in relation to the existing development and land use types.
- Parking is generally available and underutilized in most of the study area at most times, however there are "hot spots". These "hot spots" are generally within the time restricted on-street parking zones and along some streets without time restrictions. These "hot spots" are located along segments of First Street, Hall Circle, 2nd Street, 3rd Street, Main Street, 6th Street, B Street, C Street, El Camino Real, and Andrews Street. Some off-street parking lots, e.g. parking lots at the southwest corner of Main Street and Newport Avenue,

southeast corner of Prospect Avenue and 3rd Street, northwest corner of El Camino Real and First Street, northwest corner of Centennial Way and First Street, northwest corner of Fashion Lane and First Street, northwest corner of A Street and First Street, southeast corner of El Camino Real and 6th Street, southeast corner of El Camino Real and 3rd Street, southwest corner of Centennial Way and First Street, and northeast corner of Newport Avenue and Bonita Street, all show 80% to 100% occupancy rates. Shortages occur more frequently during peak lunchtime periods and special events such as the Farmers Market and Jamestown Flea Market.

- There is evidence of violation of time limits and minimal enforcement in time limit zones.
- Mixed use developments, higher density developments, and specialty developments are encouraged in development areas identified in the DCCSP for new developments in the Tustin Downtown Commercial Core area.

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

- City of Tustin has made code modifications based on the 2007 Old Town Parking Study. Continue to encourage code changes to promote developments, including mixed-use in order to distribute and utilize the available parking for present and future uses.

- Review and revise any currently permitted in-lieu fees for parking to reflect the current costs of acquiring and constructing parking facilities. The in-lieu fee provision may be appropriate in the entire DCCSP area. The modifications should also acknowledge that if pay parking is utilized as funding and/or an implementation technique, any recommended in-lieu fee structure should reflect this as an off-set against any established fee structure.

- When 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 is located 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

Most of the parking management strategies documented in the 2007 study apply to the Commercial Core study. As indicated in the 2007 study, it is still true that the parking management is a greater challenge than parking supply due to lack of time limit enforcement. The proposed strategies include:

- Implement and enforce parking management strategies to regulate and optimize the use of public and private parking facilities in the Tustin Downtown Commercial Core.
- Provide roadway, sidewalk, public space and lighting improvements in the Tustin Downtown Commercial Core area to encourage and provide a more walkable, bikeable and transit oriented community to reduce parking demand.
- Review, revise and add, where necessary, time limits for on-street parking and public parking lots in the Downtown Commercial Core area to achieve the optimum utilization of parking for business and non-residential uses. The shortest time limits may be applied to the most valuable "hot spot" parking areas. Longer time limits should also be considered in secondary areas where such restrictions may encourage the long-term parkers to relocate into off-street parking facilities.
- Adjust parking enforcement to achieve compliance with posted time limits and to insure parking opportunities for additional customers.
- Work with property owners to advise them to consider time limits in 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.
- Establish employee parking areas to encourage the use of short-term and some long-term parking by customers only.
- Continue to monitor whether downtown Tustin public parking wayfinding signage is effective in directing motorists, particularly to the C Street structure public parking area. If determined necessary in the future, consider incremental installation of additional public parking wayfinding signage in the Tustin Downtown Commercial Core area.
- Provide additional wayfinding signage throughout the Tustin Downtown Commercial Core to guide motorists to public parking lots and additional off-street parking areas to shift parking demand from hot spot areas to other nearby parking areas for better parking demand distribution and utilization. This will also avoid the perception of parking shortage.

- 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 all streets in the Downtown Commercial Core area for the consideration and implementation of parking meters for on-street parking.
- Review the parking status every 5 years or earlier as necessary, especially if there is a major increase of parking demands.
- Maintain a parking space database for the Downtown Commercial Core area, parking status of the Stevens Square/C Street Structure, and evaluate the conditions of these locations for future enhancements.
- Evaluate the Downtown Commercial Core area for potential shuttle system for the area when future parking demand increases dramatically. The shuttle system would pick-up and drop-off patrons from surrounding parking lots and several spots within the Downtown Commercial Core area.
- Establish a 2 hour time limit for on-street parking along the streets during the Farmers' Market operations to increase the availability of these spaces to short-term users.
- Establish a 2 hour time limit on the street segments of 6th Street which currently have no time restrictions for Sunday between 9AM and 3PM. This will allow improved utilization of the nearby C Street Structure during the Jamestown Flea Marker operations.

The attached report presents our complete findings and analysis for the Tustin Downtown Commercial Core Parking study in support of the Downtown Commercial Core Specific Plan. Recommendations made as part of this study are intended to help the City to better understand parking patterns, management practices, and parking opportunities in the Tustin Downtown Commercial Core area.

1. Existing Land Use and Regulations

1.1 Existing Land Use Inventory

Land use in the Tustin Downtown Commercial Core is primarily composed of commercial uses. This includes retail, professional offices, restaurant, entertainment, and service-oriented businesses.

For the purposes of this study, the Development Areas (DA's) which have been established in the Draft Tustin Downtown Commercial Core Specific Plan have been used to study land use and parking conditions, trends, and needs in the Tustin Downtown Commercial Core. The Tustin Commercial Core study area is shown in Figure 1.1. The Development Areas are shown in Figure 1.2.

Table 1.1 documents the existing land use inventory in the Tustin Downtown Commercial Core by square feet by the type of land use for each Development Area. Detailed land use information by Development Area is provided in Appendix B of this report.

Currently there are approximately 2,459,626 square feet of various uses that exist in the study area. The primary land uses include retail, services and office. There are some industrial uses south of 6th Street on the southern end of the study area. Institutional related uses are spotted throughout the study area (including Peppertree Park, the US Postal Service, and the Civic Center/Community Center/Library complex). There are some existing residential land uses in DA-1 (single-family homes), DA-2 (single-family home), DA-4 (single-family homes, a mobile home park and, one mixed-use project (Prospect Village)), and DA-5 (apartments).

Development Area 1 – First Street West

Commercial uses along First Street generally share parking with other uses within their respective shopping centers or developments. There are various stand-alone commercial uses that are not part of a shopping center or a mixed-use development and do not provide shared parking with other uses. There are some residential uses within DA-1which include single-family and multi-family including a trailer park. There are a few vacant or underdeveloped lots within DA-1. These locations have either a vacant building on the property or the parcel is not developed. On-street parking along First Street is limited and with a parking restriction of 2-hour parking any time.

Table 1.1 – Total Existing Land Use Type by Development Area[1]

Land Use	Development Area (square feet)						
	1	2	3	4	5	6	Total
Community & Institutional	0	0	0	40,930	0	0	**40,930**
Office	59,283	22,276	75,750	126,509	93,888	17,113	**394,819**
Manufacturing	0	0	0	0	0	186,870	**186,870**
Public and Institutional	6,580	25,367	0	5,937	56,203	33,220	**127,307**
Retail	16,692	14,752	219,453	109,192	75,504	42,452	**478,045**
Retail & Office	0	0	0	11,067	0	23,635	**34,702**
Retail & Services	0	5,340	1,620	55,728	23,421	3,280	**89,389**
Services	55,059	82,785	105,636	91,959	333,100	99,003	**767,542**
Services & Office	9,186	3,288	0	37,114	0	0	**49,588**
Services, Public and Institutional	0	0	0	36,015	29,500	0	**65,515**
Vacant	9,740	1,137	48,390	118,645	15,972	31,035	**224,919**
Residential (units)	27	0	0	10[2]	26	0	**63[2]**
TOTAL (square feet)	**156,540**	**154,945**	**450,849**	**633,096**	**627,588**	**436,608**	**2,459,626**

Note 1: Building area in square feet. Source: City of Tustin Planning Department, field review, and real estate sources.

Note 2: Does not include Silverado Tustin Hacienda Memory Care Community units

Development Area 2 – First Street Old Town

Within DA-2 there is a mix of stand-alone and mixed-use commercial uses. The small mixed-use commercial uses are located within a small building and provide off-street parking for all the uses within that building, such as the businesses located on the south side of First Street, west of Centennial Way and the businesses along the east side of Prospect Avenue, north of First Street. There is only one existing residential use

within DA-2, located along the east side of El Camino Real, south of First Street. Most of the commercial uses include retail and services. There is a United States Postal Service office located on the south side of First Street between Prospect Avenue and Centennial Way. There is one vacant property in DA-2 located on the northeast corner of First Street and C Street. This property has a newly constructed building, which at the time of this project, was vacant. On-street parking along First Street is limited and with a parking restriction of 2-hour parking any time.

Development Area 3 – First Street East

Majority of the land uses within DA-3 are retail, services, and office uses. There are no residential uses within DA-3. There are two major shopping centers with mixed-use commercial uses. These shopping centers have shared parking for the commercial uses on site. The parking lot has a variety of parking locations and layouts which some accommodate certain uses and others serve the general area. One shopping center is located on the northwest corner of Newport Avenue and First Street. The second shopping center is located on the southwest corner of Newport Avenue and First Street. The stand-alone commercial and office uses provide their own off-street parking which is not shared with other uses, besides the uses within the same building. On-street parking along First Street is limited to a few segments with a 2-hour parking any time restriction. No parking is allowed along Newport Avenue, which is one of the major roadways within the study area providing three lanes in each direction.

Development Area 4 – Old Town Tustin

Many of the commercial businesses in Old Town Tustin are stand-alone providing their own off-street parking, although they do share on-street parking throughout Old Town Tustin. There are some commercial shopping centers which have multiple businesses and the off-street parking provided in the parking lot is shared amongst all businesses. The on-street parking within Old Town Tustin plays a critical component as it draws many customers during the lunch peak period.

Development Area 5 – Newport Avenue

Majority of the uses within DA-5 are commercial uses including retail and services along with some office uses. There is only one residential property located in this DA, which is located on the north side of El Camino Real, west of Orange Street. Majority of the parking lots within DA-5 provide shared parking for multiple businesses within each development. There are a few stand-alone commercial and office uses which provide their own dedicated off-street parking. There is no on-street parking allowed along Newport Avenue within DA-5, but some on-street parking is available along the smaller residential roadway segments within DA-5.

Development Area 6 – South of Sixth Street

Within DA-6, majority of the land uses are commercial and industrial uses. There is one major shopping center with shared parking located at the southwest corner of El Camino Way and 6th Street. A smaller shopping center is located along the east side of El Camino Real between Newport Avenue and 6th Street with shared parking provided. The large industrial business complex with shared parking is located at the southwest corner of B Street and 6th Street. Other commercial, motel, office and institutional (i.e. church, Boys & Girls Club, etc.) uses provide dedicated parking for the uses on each site. There are no residential uses located within DA-6. On-street parking is provided along the majority of 6th Street, B Street, and part of El Camino Way.

1.2 Existing City Parking Codes, Ordinances, and Regulations

The following is a summary of parking codes, ordinances and regulations currently in effect in Tustin Downtown Commercial Core. The complete text of these codes and ordinances is provided in Appendix C of this report.

City Parking Codes

The City of Tustin has established off-street parking requirements for each type of land use based on either amount of floor area, employees, seats, rooms, and residential units. The parking requirements also include a parking ratio for guest parking in some residential areas such as mobile homes and multifamily housing areas.

The off-street parking requirements also apply to the Cultural Resource District (CRD) with the exception of certain reduction parameters identified in the City Parking Code Section 9252j3 (d)(3) (Cultural Resource District). The Cultural Resource District is generally bounded by First Street on the north (but not including the parcels fronting on 1st Street), Sixth Street on the south, the SR-55 Freeway on the west, and Prospect Avenue on the east, as shown in Figure 1.3. There are several properties within DA-4, DA-5, and DA-6 which have a Parking Overlay and are shown in Figure 1.3. The City of Tustin parking code requirements for off-street parking are shown in Table 1.2.

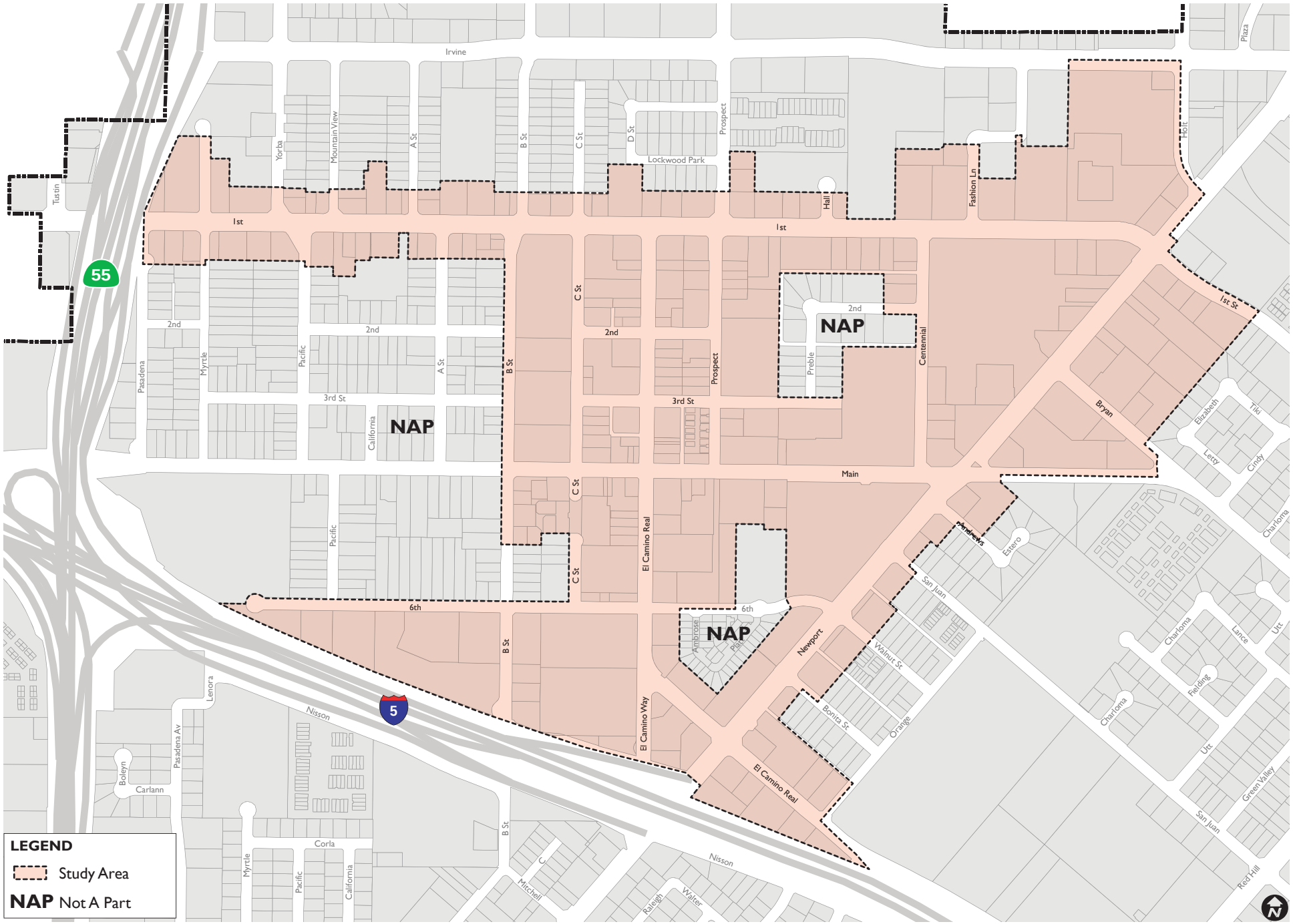

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Figure 1.1 - Tustin Downtown Commercial Core Study Area

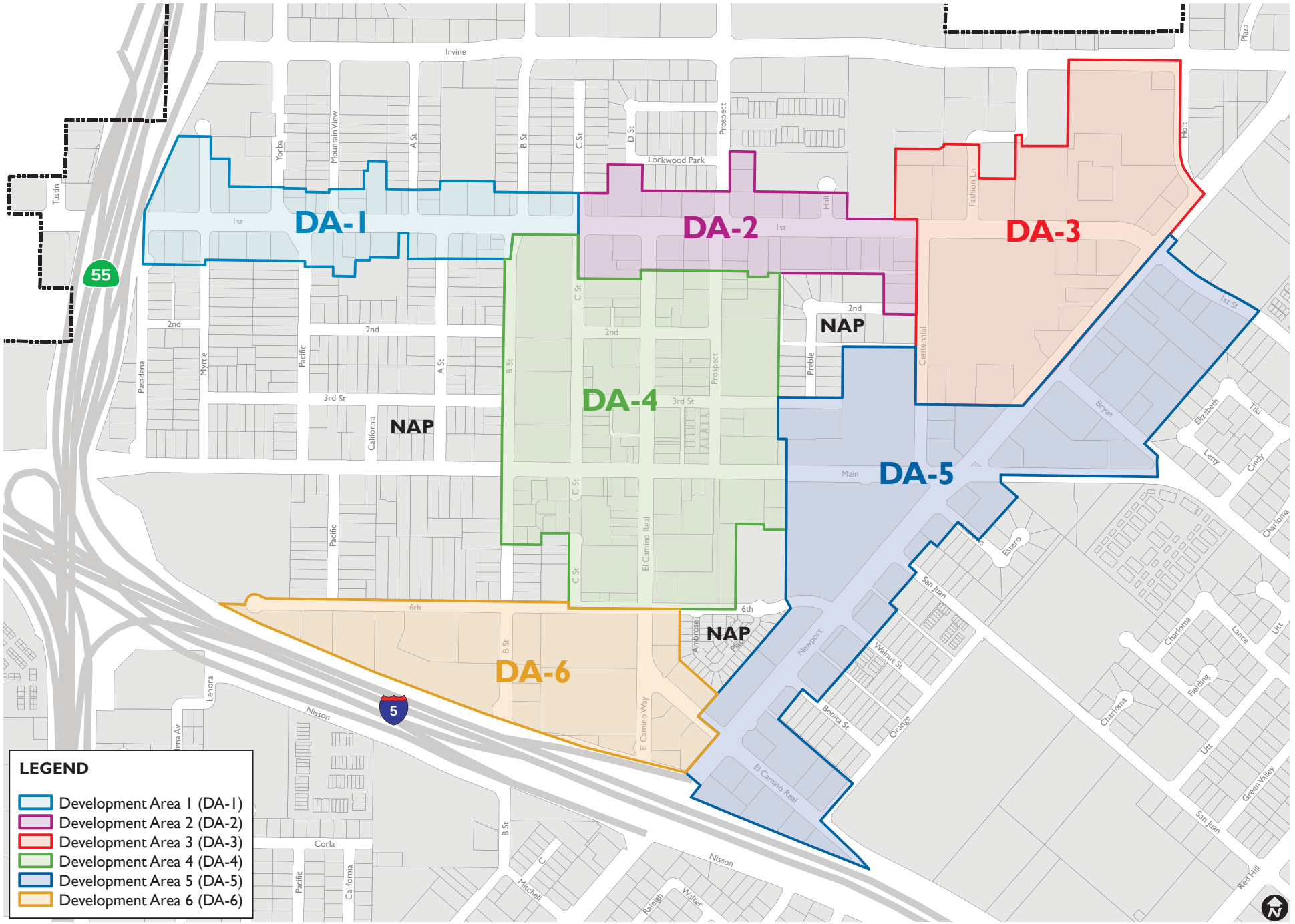

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Figure 1.2 - Tustin Downtown Commercial Core Development Areas

Table 1.2 – Existing City Parking Codes[1]

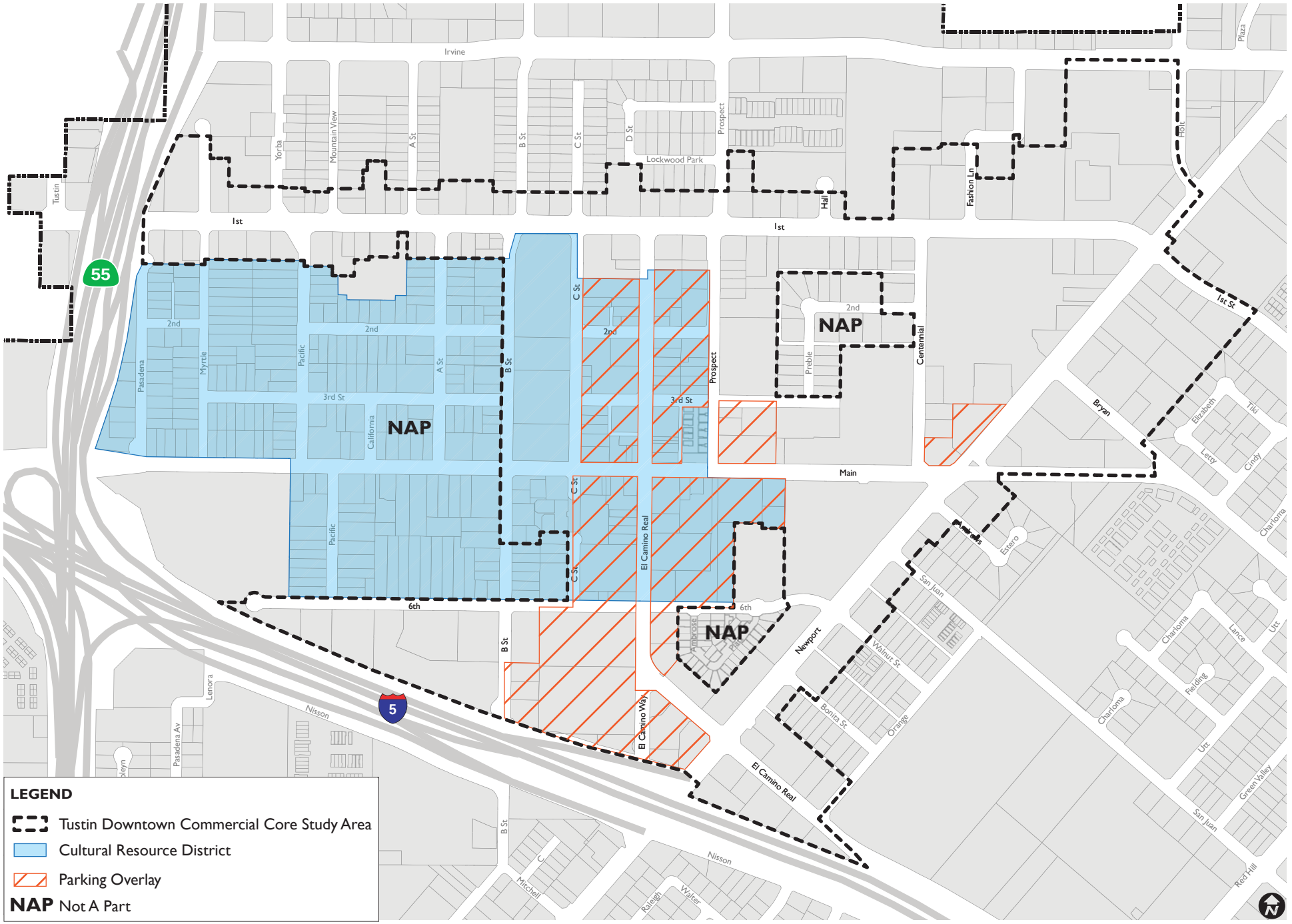
Land Use	Spaces/ Floor Area	Spaces per Employee	Spaces per Seat	Spaces per Room	Spaces per Unit	Guest Parking
Retail Stores	1 space/250 sf	-	-	-	-	-
Office Building	1 space/250 sf (first 25,000 sf) 1 space/300 sf (for each 300 sf thereafter)	-	-	-	-	-
Wholesale	1 space/1,000 sf	-	-	-	-	-
Industry	1 space/500 sf	-	-	-	-	-
Restaurant (dine in)	1 space/100 sf	-	-	-	-	-
Restaurant (take out)	1 space/250 sf	-	-	-	-	-
Public Assembly	-	-	1 space/3 seats	-	-	-
Theater	-	-	1 space/3 seats	-	-	-
Hotel	-	1 space/2 employees	-	1 space/room	-	-
Clinic/Medical/Dental	1 space/250 sf (up to 4,000 sf) 6 space/1,000 sf (> 4,000sf)	-	-	-	-	-
Mobile Homes	-	-	-	-	2 space/unit	1 space/10 units
Single-family Home	-	-	-	2 spaces/4 bedrooms or less 3 spaces/5 bedrooms or more	-	-
Multifamily Housing	-	-	-	-	2 space/unit	1 space/4 units

Note 1: Source City Municipal Code Section 9263 Off-Street Parking Required

The City provides for waiver of these parking code requirements for the Cultural Resource District under the following guidelines and criteria in order to provide for maximum flexibility in design and development for various lot sizes. (***Municipal Code Chapter 9, Section 9252j3 (d) (3) Cultural Resource District***)

- 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 Street or Prospect Avenue.
- 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.
    - Development proposed within both the Central Commercial District (C-2) and the Old Town Commercial General Plan land use designation (the commercial portion of Old Town Tustin), may satisfy all or a portion of the required number of on-site parking spaces through the payment of a fee, in an amount determined by Fee Resolution of the City Council, upon a determination of the Tustin Planning Commission that the proposed project meets the following findings:
        - The proposed project is an infill project located within the commercial district of Old Town.
        - That the proposed project is considered to be relatively small.
        - That the proposed project has incorporated building or site design enhancements that make it an outstanding addition to Old Town Tustin.
        - That the proposed project provides some on-site parking, but is aesthetically superior to one that provided all required parking on site.
        - That the project applicant shall agree to pay an annual fee for each public space not provided on site.
        - Other findings that may be adopted from time to time by the City Council.



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Tustin Downtown Commercial Core Parking Study

Figure 1.3 - Cultural Resource District and Parking Overlay Boundaries

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 a five hundred (500) feet radius 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 Restrictions

The following is a summary of parking restrictions currently in effect in the Tustin Downtown Commercial Core area. Figure 1.4 illustrates locations in Tustin Downtown Commercial Core where these regulations are in effect. The area currently has a number of parking restrictions in place.

No Stopping Any Time

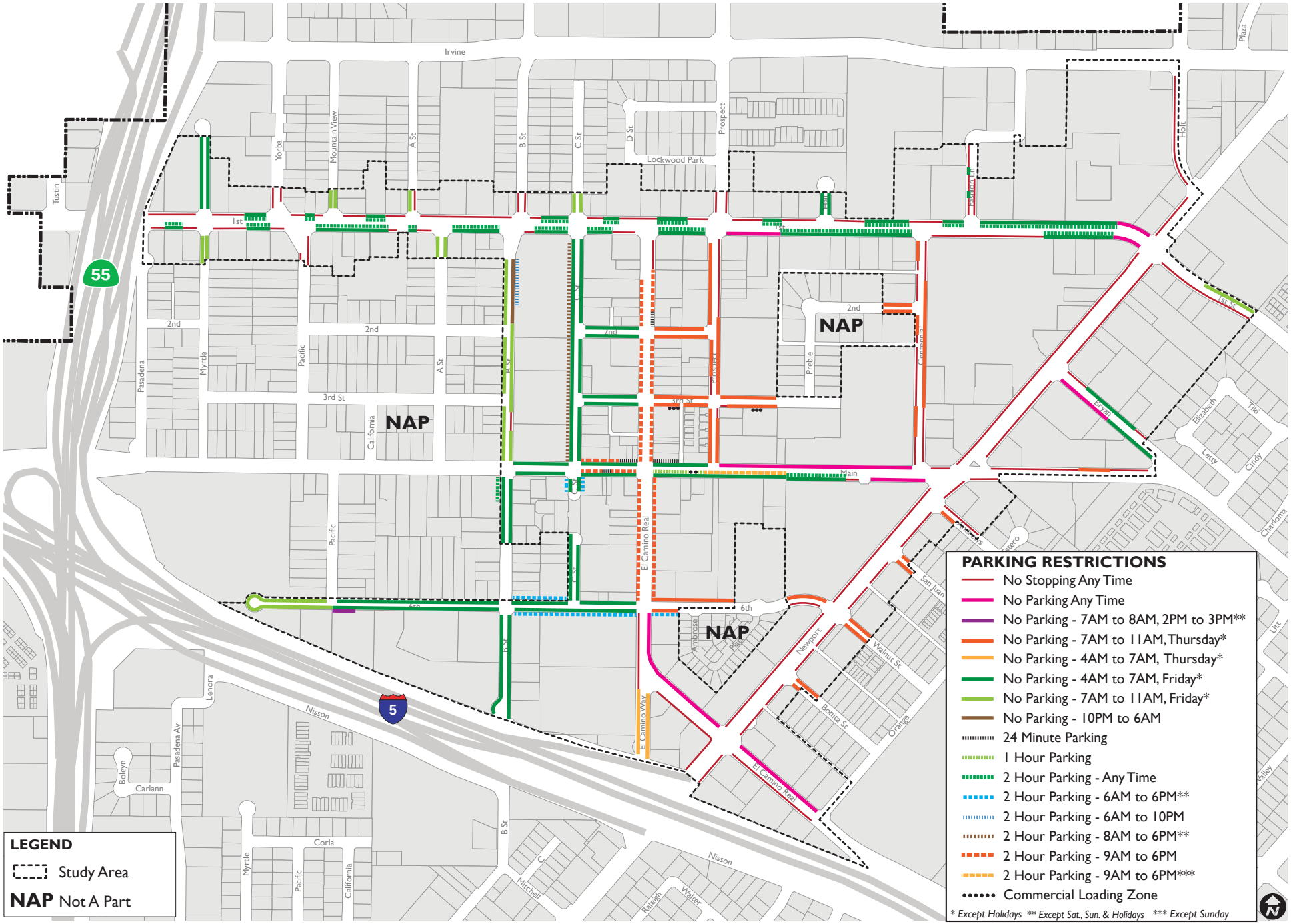
This is one of the most restrictive parking restrictions. This parking regulation is imposed along both sides of and portions of several streets; First Street, Newport Avenue, Yorba Street, Pacific Street, A Street, B Street, Prospect Avenue, Fashion Lane, El Camino Real, Main Street, Bryan Avenue, Andrews Street, and Holt Avenue within the Tustin Downtown Commercial Core study area.

No Parking Any Time

This too is one of the most restrictive parking restrictions. Small areas of no parking are located throughout the Tustin Downtown Commercial Core area, such as adjacent to driveways, fire hydrants, short curves, etc. There are three long continuous locations within the study area where this restriction is in effect; along El Camino Real east and west of Newport Avenue, along both sides of First Street west of Newport Avenue, and along the south side of First Street east of Prospect Avenue.

No Parking – 7AM to 8AM, 2PM to 3PM

This time limit regulation is currently imposed for approximately 75 feet along the south side of 6th Street east of Pacific Street. This parking restriction is enforced as indicated except on Saturdays, Sundays and holidays.



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Tustin Downtown Commercial Core Parking Study

Figure 1.4 - Existing Parking Restrictions

No Parking – 7AM to 11AM, Thursday, Street Sweeping

Currently this parking restriction is imposed along portions of several street segments within the study area including; Prospect Avenue, Centennial Way, 2nd Street, 3rd Street, 6th Street, Andrews Street, San Juan Street, Walnut Street, and Bonita Street. This designation allows for long-term parking on weekdays and weekends, except for Thursdays as indicated. This parking restriction is enforced as indicated except on holidays for street sweeping purposes.

No Parking – 4AM to 7AM, Thursday, Street Sweeping

This parking restriction is only imposed along both sides of El Camino Way south of El Camino Real. This designation allows for long-term parking on weekdays, weekends and holidays except for Thursdays as indicated for street sweeping purposes.

No Parking – 4AM to 7AM, Friday, Street Sweeping

This parking restriction is imposed on several street segments throughout the Tustin Downtown Commercial Core study area. These parking restrictions include portions or entire street segments of First Street, Myrtle Avenue, Hall Circle, Fashion Lane, B Street, C Street, 2nd Street, 3rd Street, Main Street, 6th Street and Bryan Avenue. This designation allows for long-term parking on weekdays, weekends and holidays except for Fridays as indicated for street sweeping purposes.

No Parking – 7AM to 11AM, Friday, Street Sweeping

This parking restriction is imposed on several street segments within the study area including; Myrtle Avenue, Mountain View Drive, A Street, B Street, C Street, and 6th Street. This designation allows for long-term parking on weekdays, weekends and holidays except for Fridays as indicated for street sweeping purposes.

No Parking – 10PM to 6AM

This parking restriction is only imposed along the angled parking spaces, adjacent to Peppertree Park, along the east side of B Street.

24 Minute Parking

This parking restriction is for short-term parking, usually located in front of businesses where customers pick-up or drop-off items and do not need to stay for a longer period of time. This parking restriction is imposed along the north side of Main Street, east and west of El Camino Real, along a short segment of El Camino Real, north of 2nd Street, on the east side and a short segment along the south side of Main Street between C Street and El Camino Real.

1 Hour Parking

This short-term parking restriction is only imposed along the south side of Main Street between El Camino Real and Prospect Avenue.

2 Hour Parking – Any Time

This short-term parking restriction is imposed along many segments along First Street between Pasadena Avenue to Newport Avenue and along the south side of Main Street, adjacent to the Tustin Plaza, for approximately 200 feet west of the plaza driveway. It is also imposed along a short segment of B Street along the west side, south of Main Street.

2-Hour Parking – 6AM to 6PM

This parking restriction is imposed along portions of a few street segments restricting on-street parking to two-hours between 6AM to 6PM, except on Saturdays, Sundays and holidays. The street segments with this parking restriction include; both sides of 6th Street between B Street and C Street on the north and between B Street to east of El Camino Real along the south side, and along the terminus of C Street south of Main Street.

2 Hour Parking – 6AM to 10PM

This parking restriction is only imposed along the angled parking adjacent to Peppertree Park along the east side of B Street, just south of First Street.

2 Hour Parking – 8AM to 6PM

This parking restriction is imposed along the west side of C Street between 1st Street and

Main Street, restricting on-street parking to two-hours between 8AM to 6PM, except Saturdays, Sundays and holidays.

2 Hour Parking – 9AM to 6PM

This parking restriction is imposed along both sides of El Camino Real between 1st Street and 6th Street, and along the north and south sides of Main Street between C Street and El Camino Real. Restrictions are in place except for Saturdays, Sundays and holidays.

2 Hour Parking – 9AM to 6PM

This parking restriction is imposed along a portion of the south side of Main Street, between Prospect Avenue and Newport Avenue.

1.4 Existing Parking Enforcement

An analysis of parking citations issued in the Tustin Downtown Commercial Core showed that there were 1,427 citations issued within the study area between January 1, 2015 and April 24, 2016. This suggests that the parking time limits are enforced regularly and not only upon specific complaint. Table 1.3 summarizes the number of citations issued by Municipal Code.

Of the 1,427 citations issued, 30 were in violation of parking in areas where no parking is allowed, indicated by signs or red curb, 5 were in violation of two-hour limits, and 1,278 were in violation of No Parking (with specific time restrictions) such as "No Parking, ALL STREETS, 4A.M. to 7A.M. FRIDAY, STREET SWEEPING, EXCEPT HOLIDAYS". Figure 1.5 illustrates the general locations where the 1,278 violations of No Parking restrictions were issued.

Table 1.3 – Parking Citations issued within the Tustin Downtown Commercial Core Study Area

Municipal Code /Vehicle Code	Description of Violation	Number of Citations
MC 5330D4	No Parking Area, Red Curb Area	30
MC 5330E	Leaving Vehicle parked on Street in Excess of 72 hours	2
MC 5331D	Two-Hour Parking	5
MC 5331N	Parking by Permit Only	39
MC 5334A	No Parking (with specific time restrictions)	1,278

Municipal Code /Vehicle Code	Description of Violation	Number of Citations
VC 22500(B)	Stopping on a crosswalk to load or unload passengers	1
VC 22500(C)	Parked between a safety zone and adjacent right-hand curb	1
VC22500(E)	Parked in front of a public or private driveway	8
VC 22500(F)	Parked on a portion of a sidewalk	1
VC 22500.1	Parked in a fire lane	1
VC 22502(A)	Parallel parked in excess of 18 inches from curb	6
VC 22507.8(A)	Parked in a handicapped space without special identification	27
VC 22507.8(C)	Parking on the lines marking the boundaries of a handicapped parking stall or the loading area adjacent to those stalls	1
VC 22514	Parked within 15 feet of a fire hydrant	27
Total		**1,427**

1.5 Existing Licenses for Public Parking

Stevens Square (C Street) Parking Structure

Public Parking in the C Street Structure is currently licensed to a variety of users in the Old Town Tustin Development Area in order to offset their on-site parking requirements. The Economic Department office has issued 95 parking licenses in the 81 space C Street parking structure, leading to an over allocation of 14 spaces. This issue may be resolved when the site located at 215 El Camino Real converts to a proposed restaurant. It is also expected that said restaurant use will be required to pay into the parking maintenance fund. Table 1.4 summarizes the number of parking space licenses that are currently issued within the Stevens Square (C Street) Parking Structure. Figure 1.6 shows the locations where these parking space licenses are currently issued.

Prospect / Main Parking Lot

Public Parking in the Prospect Avenue/Main Street parking lot north of Main Street is currently licensed to the two-story Prospect Village Commercial Building. Currently there are 59 non-exclusive parking space licenses issued.

Prospect / 3rd Street

Public Parking in the Prospect Avenue/3rd Street parking lot is currently licensed for Silverado Senior Living. Currently there are 8 non-exclusive parking space licenses issued.

Table 1.4 – Existing Public Parking Space for Stevens Square (C Street) Parking Structure

Public Parking Space Licenses Issued to:	Number of Parking Space Licenses
425 El Camino Real (Cox Building)	18
215 El Camino Real (Medical office uses)	9
335 S. C Street (McCharles House)	14
301-07 El Camino Real (Morey's)	4
339 El Camino Real (Rengel Architects)	7
100 West Main Street (Thompson Building)	5
290; 286; 282; 278; 274; & 270 Prospect Avenue	18
288; 284; 280; & 276 Prospect Avenue	20
Total	**95**

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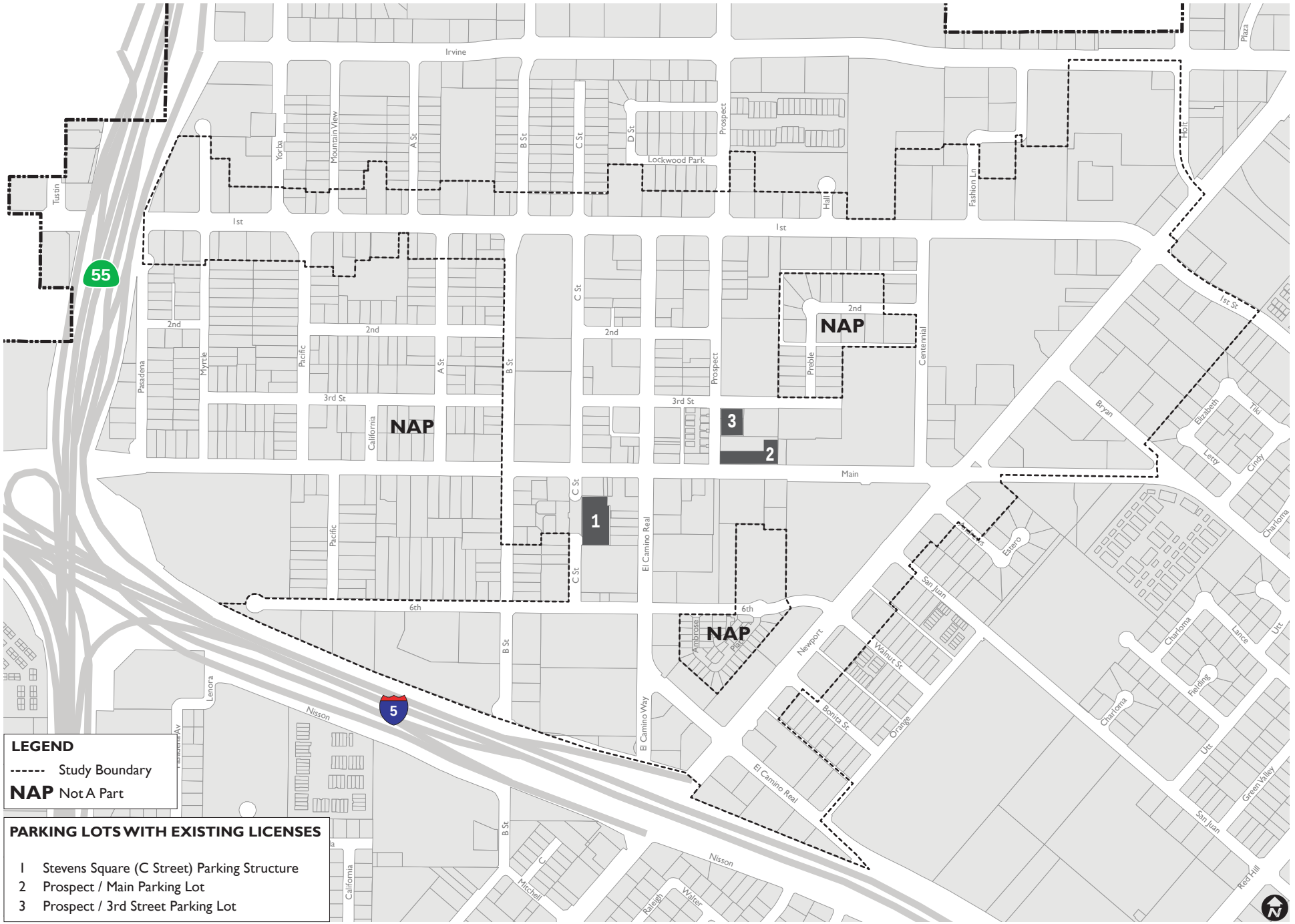
Figure 1.5 - General Locations of MC 5334A: "No Parking" Citations



LEGEND

------ Study Boundary

NAP Not A Part

PARKING LOTS WITH EXISTING LICENSES

1 Stevens Square (C Street) Parking Structure
2 Prospect / Main Parking Lot
3 Prospect / 3rd Street Parking Lot

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Figure 1.6 - Public Parking Locations With Existing Licenses

2. Parking Demand and Occupancy Analysis

2.1 Parking Supply

KOA conducted an inventory of the available parking spaces within the Tustin Downtown Commercial Core study area. 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 existing parking supply inventory by street and by lot for each Development Area within the Tustin Downtown Commercial Core study area. Table 2.1 summarizes available parking supply by Development Area for parking lots and street segments in the Tustin Downtown Commercial Core study area. The complete parking lot inventory and occupancy count data is provided in Appendix A of this report.

Table 2.1 – Existing Parking Inventory by Development Area

Development Area	Description	On-Street Parking Inventory	Public Parking Lot Inventory	Private Parking Lot Inventory	Total Parking Inventory
DA-1	First Street West	117	0	576	693
DA-2	First Street Old Town	72	0	612	684
DA-3	First Street East	68	0	1,962	2,030
DA-4	Old Town Tustin	524	307	1,140	1,971
DA-5	Newport Avenue	84	288	1,967	2,339
DA-6	South of Sixth	211	0	1,044	1,255
Total		**1,076**	**595**	**7,301**	**8,972**

The overall on-site parking supply for the Tustin Downtown Commercial Core is provided at an average rate of 4.0 spaces per 1,000 square feet of floor area (based on the square footages identified in Table 1.1). This parking rate is that of the amount of parking traditionally required on private property sites for retail or office uses in many communities.

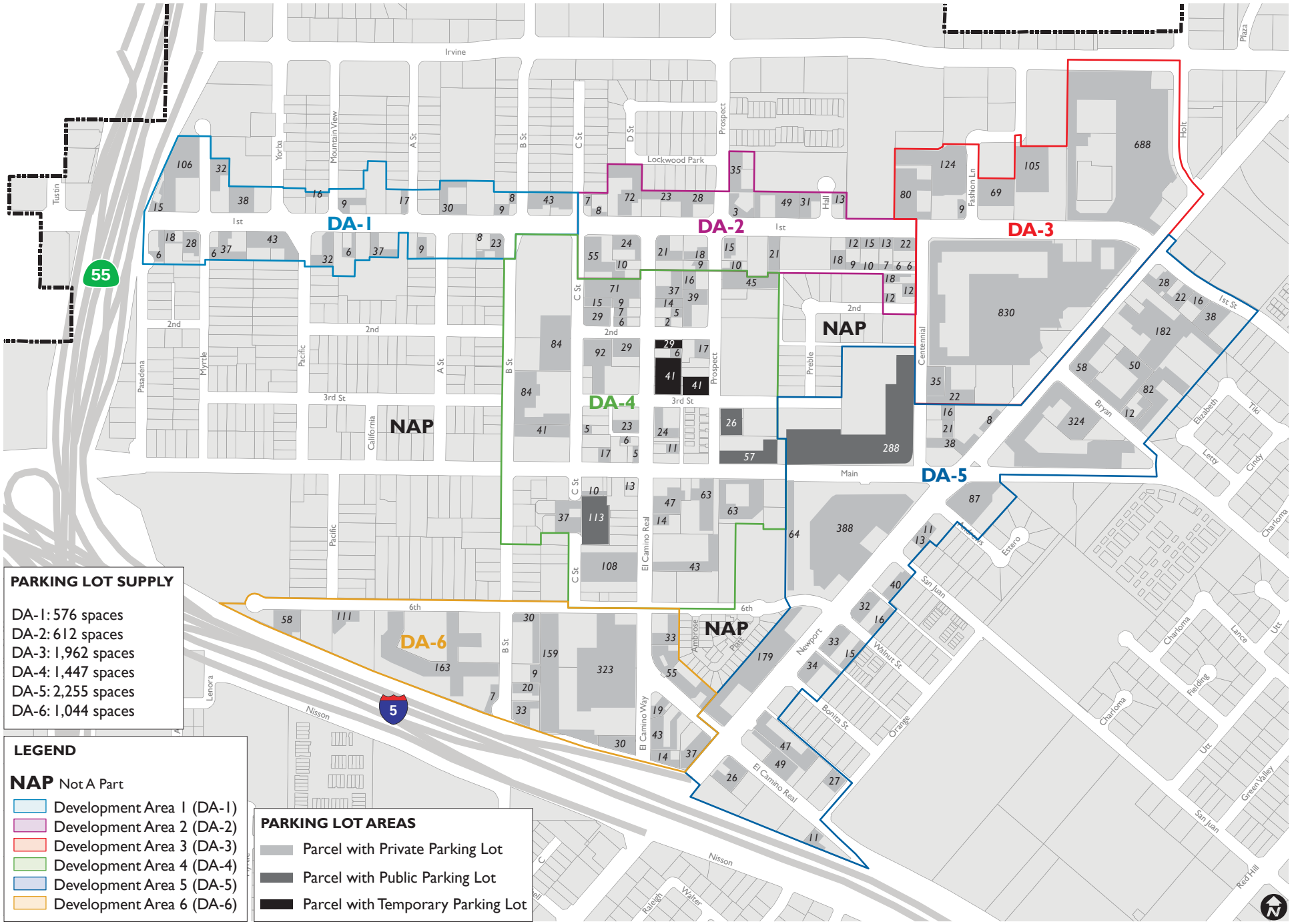

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Figure 2.1 - Existing Parking Lot Supply

2.2 Parking Demand

Each public parking lot, private parking lot, and on-street parking area in the Tustin Downtown Commercial Core 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 one-hour intervals from 9AM to 10PM for each lot and curb parking area for all DA's during April, 2016. Supplemental parking occupancy counts were conducted on a Wednesday from 9AM to 2PM for the Farmers' Market and on a Sunday from 6AM to 5PM 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 the Tustin Downtown Commercial Core during the days of the surveys.

2.2.1 "Hot Spot" Parking Locations

Parking demand peaks at 12PM during the weekdays and 1PM on the weekends, likely due to the lunchtime patrons of restaurants. Figure 2.2 shows the parking occupancy for the Tustin Downtown Commercial Core parking lots and streets during the weekday peak hour (12PM). Figure 2.3 shows the parking occupancy for the Tustin Downtown Commercial Core parking lots and streets during the weekend peak hour (1PM). For the purpose of this analysis, a street segment "hot spot" is a location where high peak parking occupancy (81% to 100%) and/or average duration of stay exceeds the parking restrictions, which indicates it is a desired location for parking. A parking lot "hot Spot" is a location where high peak parking occupancy (81% to 100%) occurs, indicating it is a desired location for parking.

As shown in the figures, there are several "hot spots" for parking demand which include locations along First Street, Hall Circle, 2nd Street, 3rd Street, Main Street, 6th Street, B Street, C Street, El Camino Real, Andrews Street and along with various parking lots throughout the study area. There are several street segment and parking lot locations that are identified as being a weekday "hot spot", weekend "hot spot", or both a weekday and weekend "hot spot". The overall parking lot "hot spot" locations are summarized and the street segments are described by segment below. Figure 2.4 illustrates the weekday and weekend "hot spot" locations for both parking lots and street segments.

Within the Tustin Downtown Commercial Core area, there are 7 parking lots with parking occupancy between 81% and 100% during the weekday peak hour. During the weekend peak hour, there are 6 parking lots with parking occupancy between 81% and 100%. There are 7 parking lots with parking occupancy between 81% and 100% during both weekday and weekend peak hour.

First Street

The street segments along the south side between Myrtle Avenue and Pacific Street and along the north side between Mountain View Drive and A Street have a parking occupancy between 81% and 100% and average parking durations that exceed the parking restrictions during the

weekday peak hour. The street segment along the south side between A Street and B Street has average parking durations exceeding the parking restrictions during the weekday. The street segment along the north side of First Street, east of Newport Avenue has peak parking occupancy between 81% and 100% during the weekend peak hour.

The street segments along the south side between Pacific Street and A Street, Prospect Avenue and Centennial Way, and segments along the north side between C Street and Prospect Avenue are "hot spot" locations during both the weekday and weekend peak hour with either high peak parking demand, average durations that exceed the parking restrictions, or both.

Hall Circle

The street segment along the east side of Hall Circle has a peak parking occupancy between 81% and 100% during the weekend peak hour.

2nd Street

The street segment along the south side of 2nd Street between C Street and El Camino Real has peak parking occupancy between 81% and 100% during the weekday peak hour. The street segment along the south side of the street west of Centennial Way has peak parking occupancy between 81% and 100% during the weekend peak hour.

3rd Street

The street segments west of Prospect Avenue and the segment along the north side of the street between Prospect Avenue and El Camino Real have a peak parking occupancy between 81% and 100% during the weekday peak hour.

Main Street

The street segment along the south side of the street between C Street and El Camino Real has peak parking occupancy between 81% and 100% during the weekday peak hour. The street segment along the north side of the street between C Street and El Camino Real has average duration of stay exceeding the parking restrictions during the weekend.

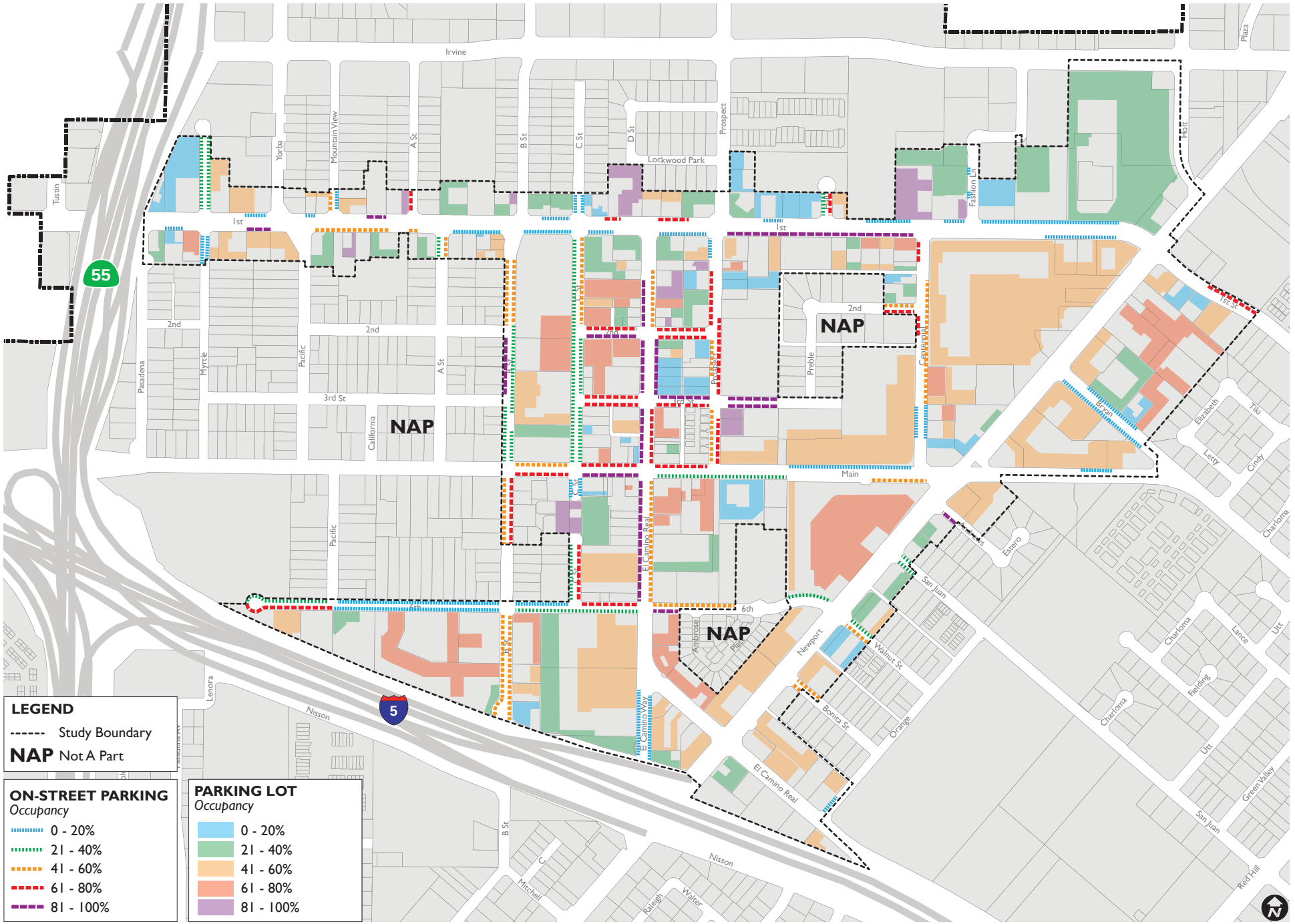

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Figure 2.2 - Weekday Peak Hour Parking Demand

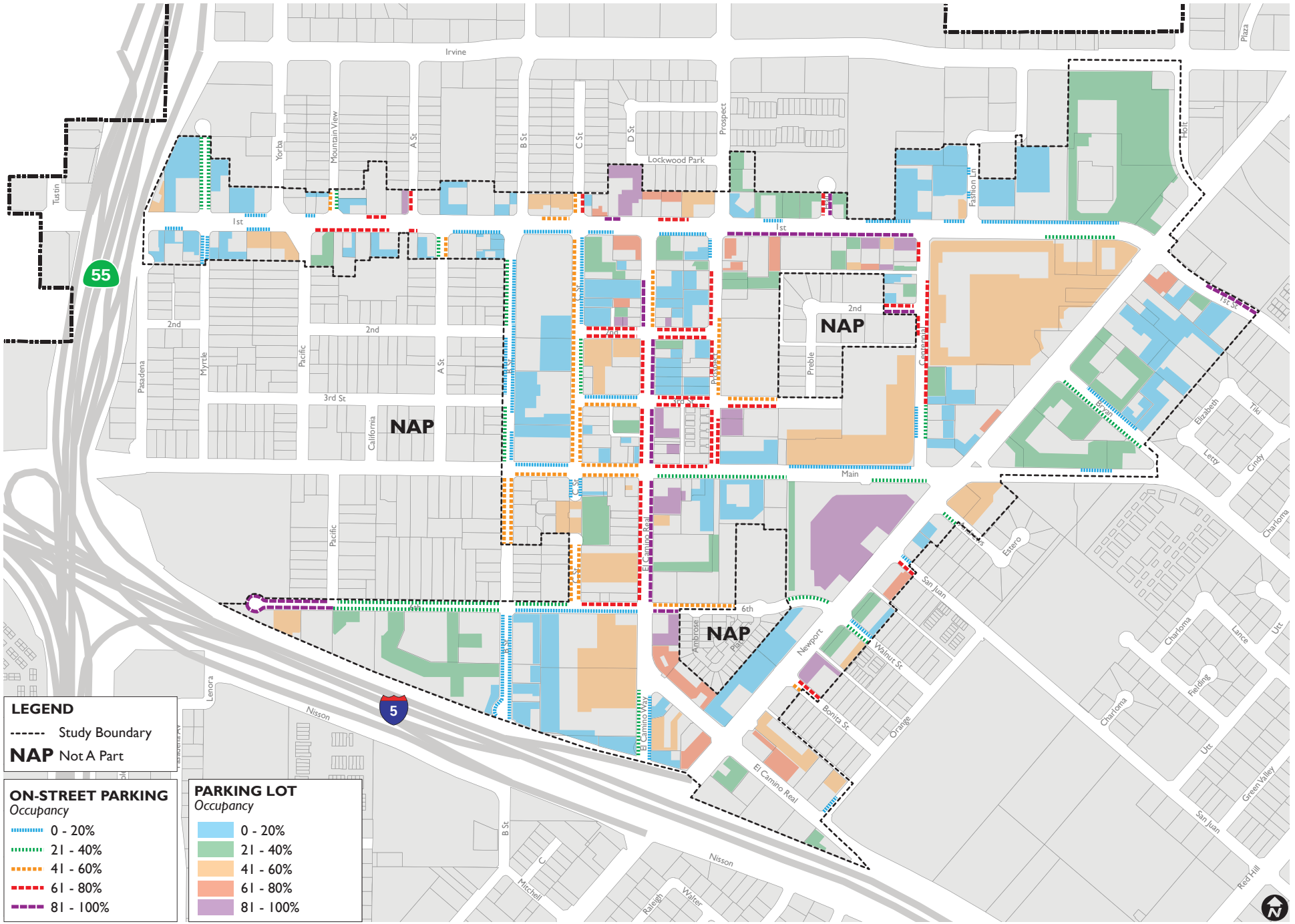

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Figure 2.3 - Weekend Peak Hour Parking Demand

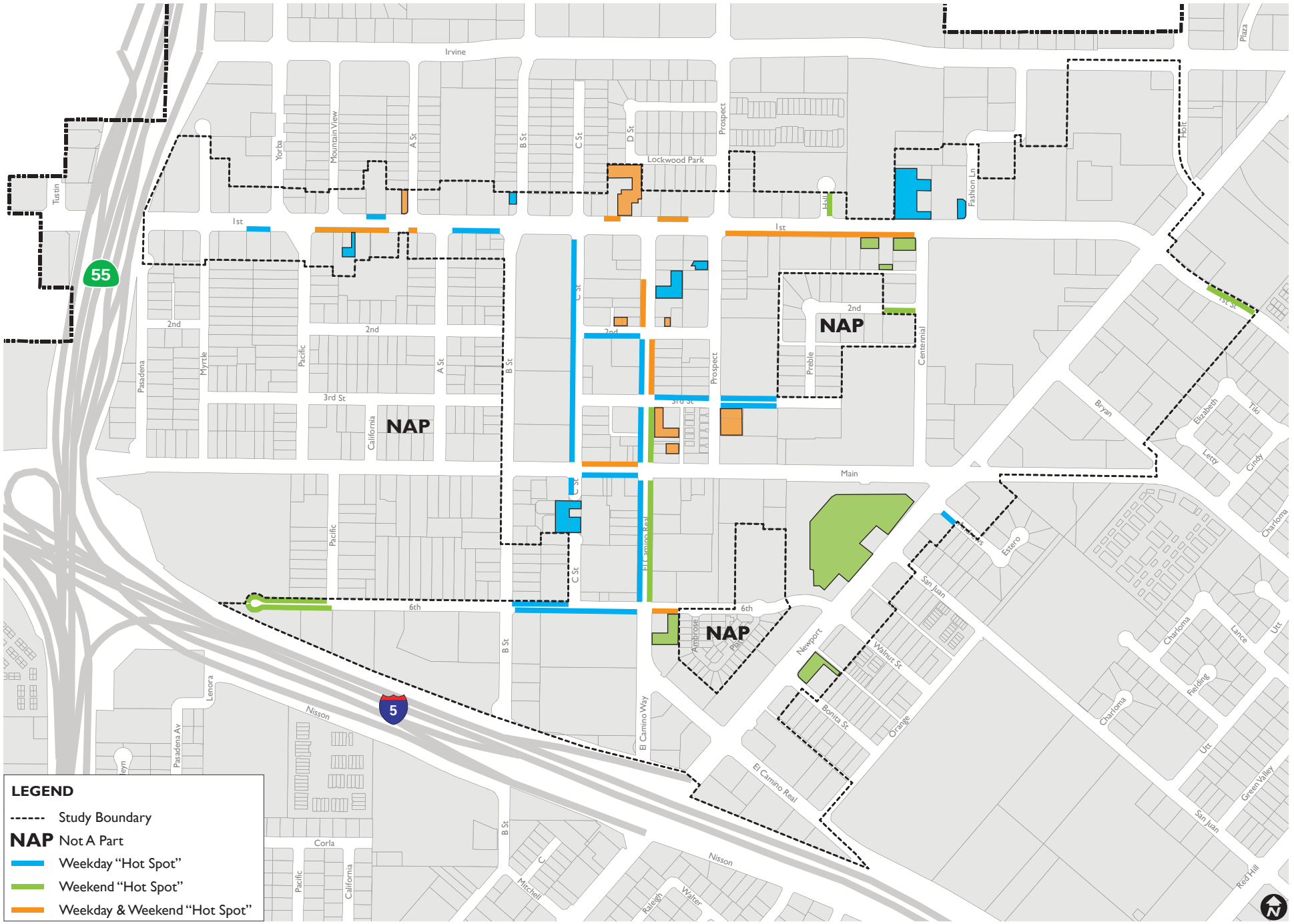

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Figure 2.4 - "Hot Spot" Parking Locations

6th Street

The street segment along the south side of the street between B Street and El Camino Real and the segment along the north side of the street between B Street and C Street have average duration of stay exceeding the parking restrictions during the weekday. The street segments west of Pacific Avenue have peak parking occupancy between 81% and 100% during the weekend peak hour.

The street segment along the south side of the street east of El Camino Real is a "hot spot" during both the weekday and weekend peak hour with either high peak parking demand, average durations that exceed the parking restrictions, or both.

B Street

The street segment along the west side of B Street between 2nd Street and 3rd Street has average parking occupancy between 81% and 100% during the weekday peak hour.

C Street

The street segments along the west side of the street, between Main Street and First Street, have average parking duration of stay exceeding the parking restrictions during the weekday.

El Camino Real

The street segments along the west side of the street between 2nd Street and Main Street have average parking duration of stay exceeding the parking restrictions during the weekday. The street segment between Main Street and 6th Street, along the west side of the street, has peak parking occupancy between 81% and 100% during the weekday peak hour and average parking duration of stay exceeding the parking restrictions. During the weekend peak hour, the street segments along the east side of the street between 3rd Street and 6th Street have peak parking occupancy between 81% and 100%.

The street segment along the west side of the street north of 2nd Street and the segment along the east side between 2nd Street and 3rd Street are "hot spot" locations for parking during both the weekday and weekend peak hour with either high peak parking demand, average durations that exceed the parking restrictions, or both.

Andrews Street

During the weekday peak hour, the street segment along the south side of the street has average parking occupancy between 81% and 100%.

Figures 2.5 through 2.11 illustrate the weekday parking demand on streets and parking lots for various time periods throughout a typical weekday. Figures 2.12 through 2.18 illustrate the weekend parking demand on streets and parking lots for various time periods throughout a typical weekend.

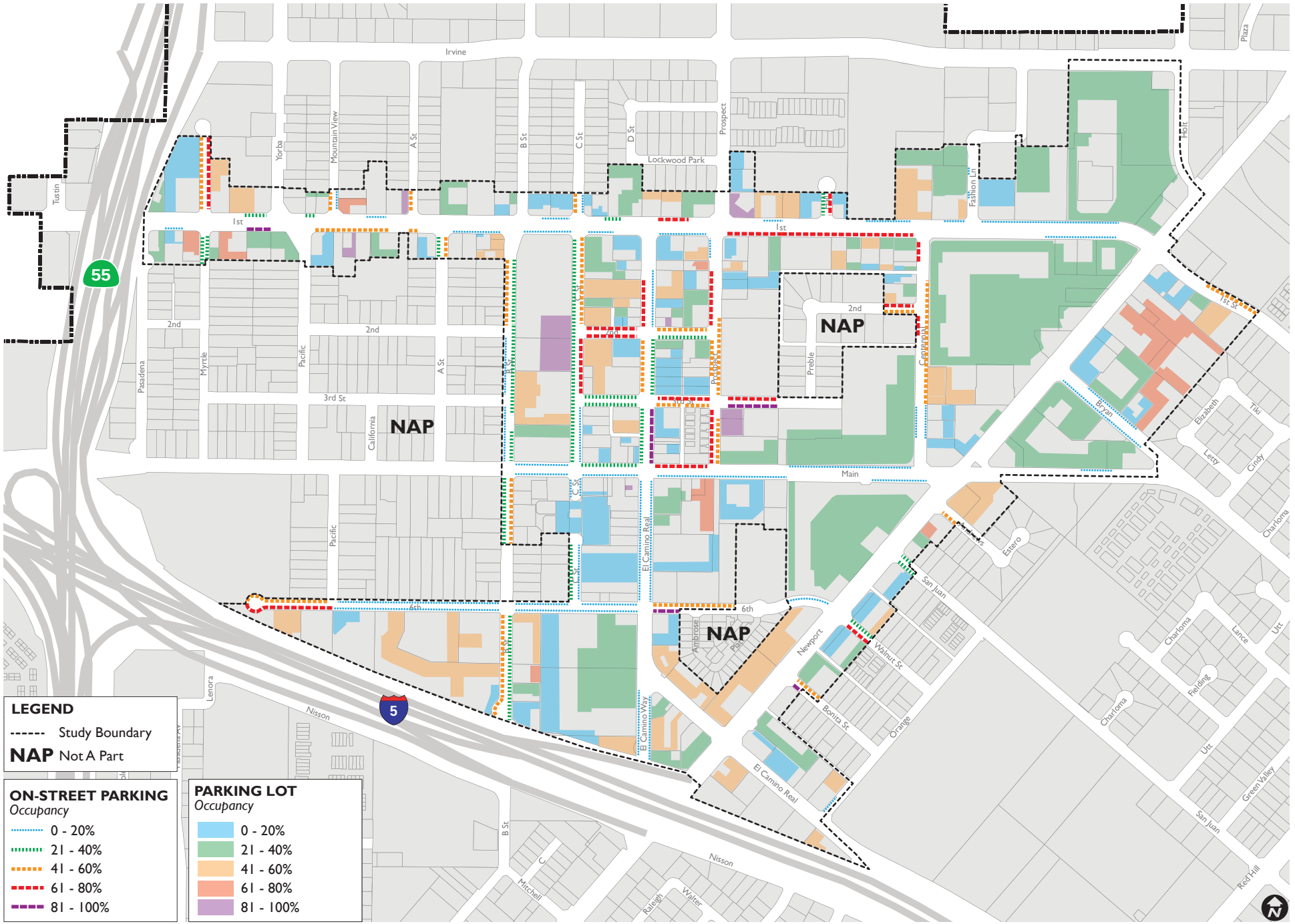

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Figure 2.5 - 9AM Weekday Parking Demand

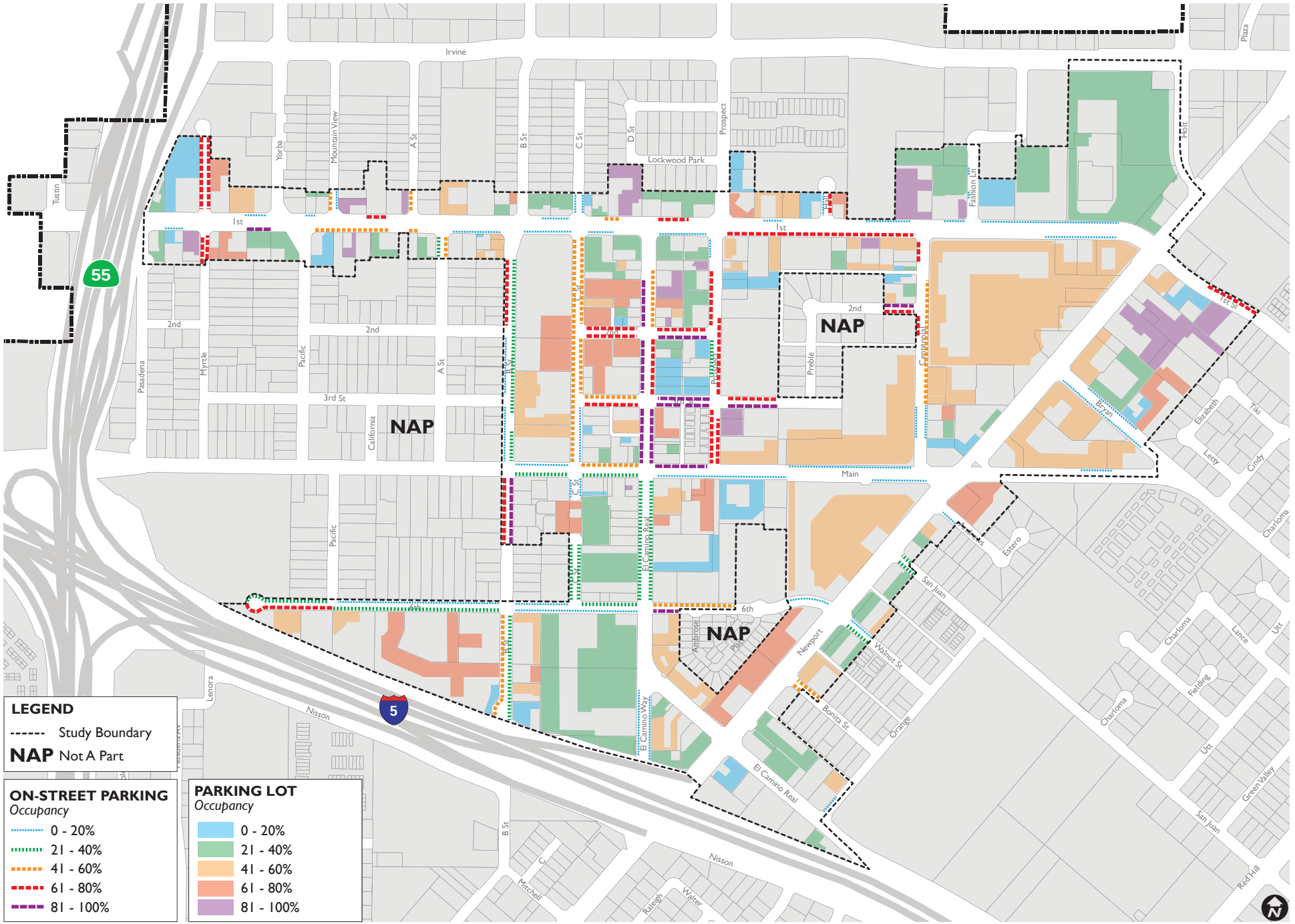

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Figure 2.6 - 11AM Weekday Parking Demand

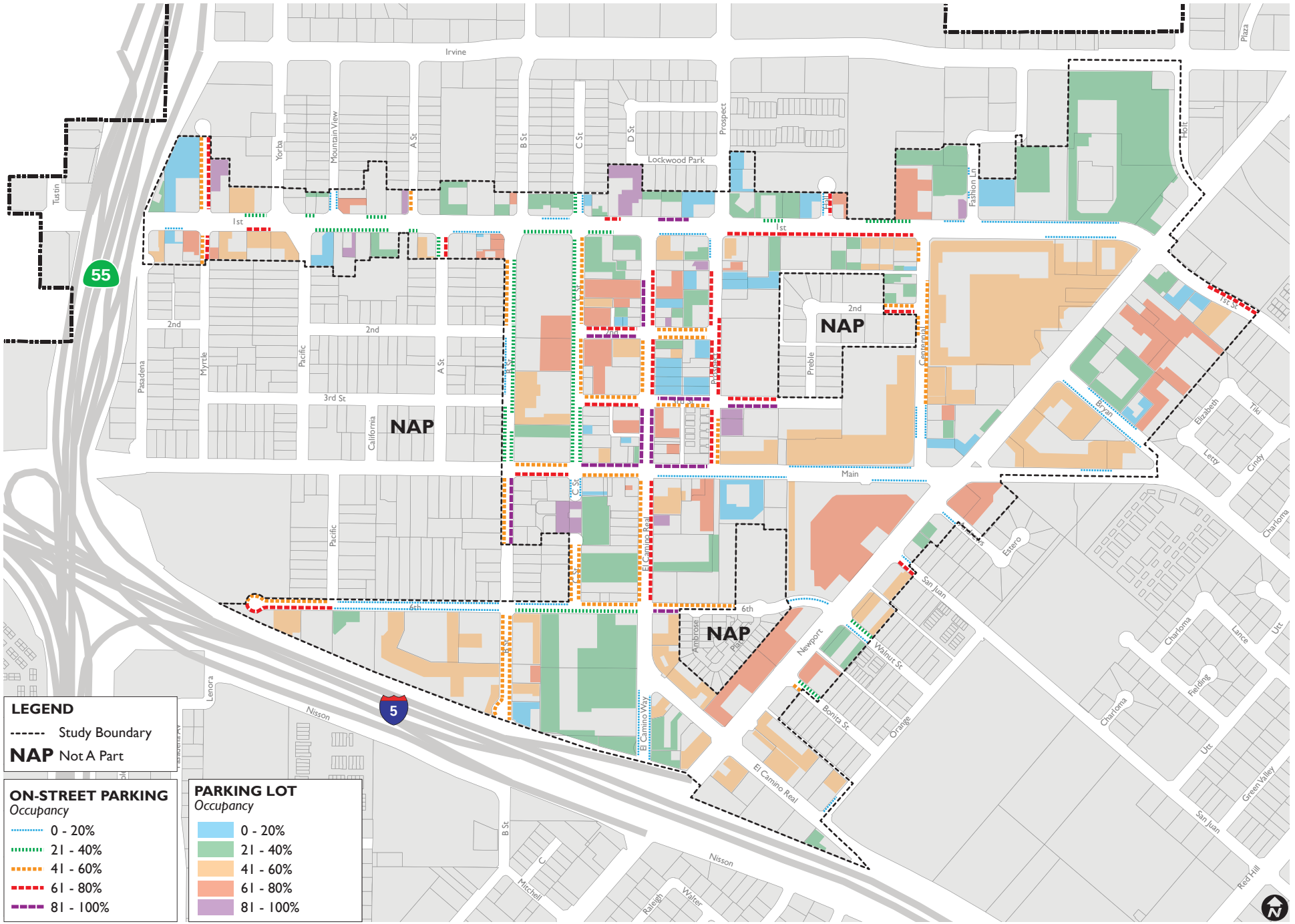

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Figure 2.7 - 1PM Weekday Parking Demand

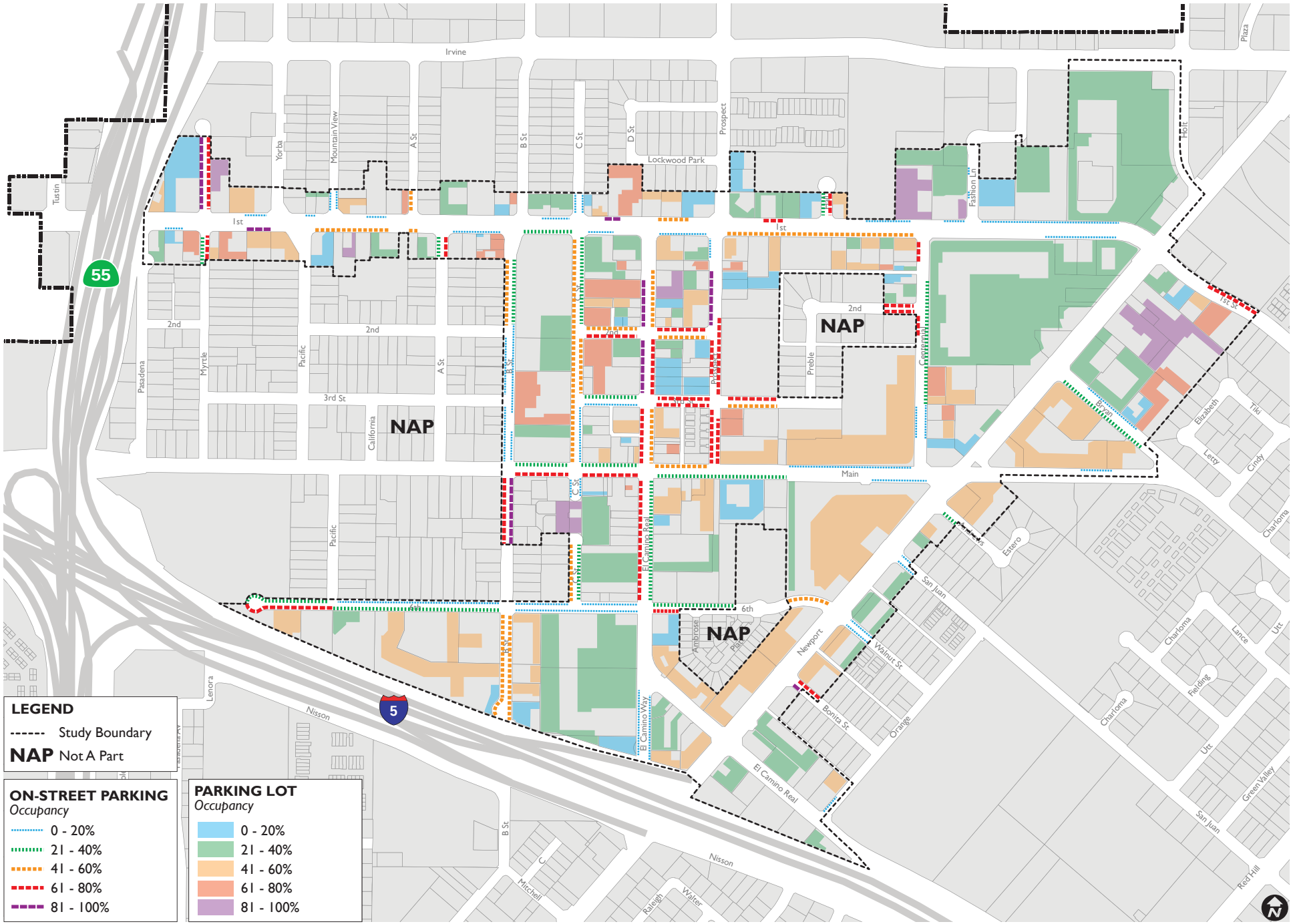

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Figure 2.8 - 3PM Weekday Parking Demand

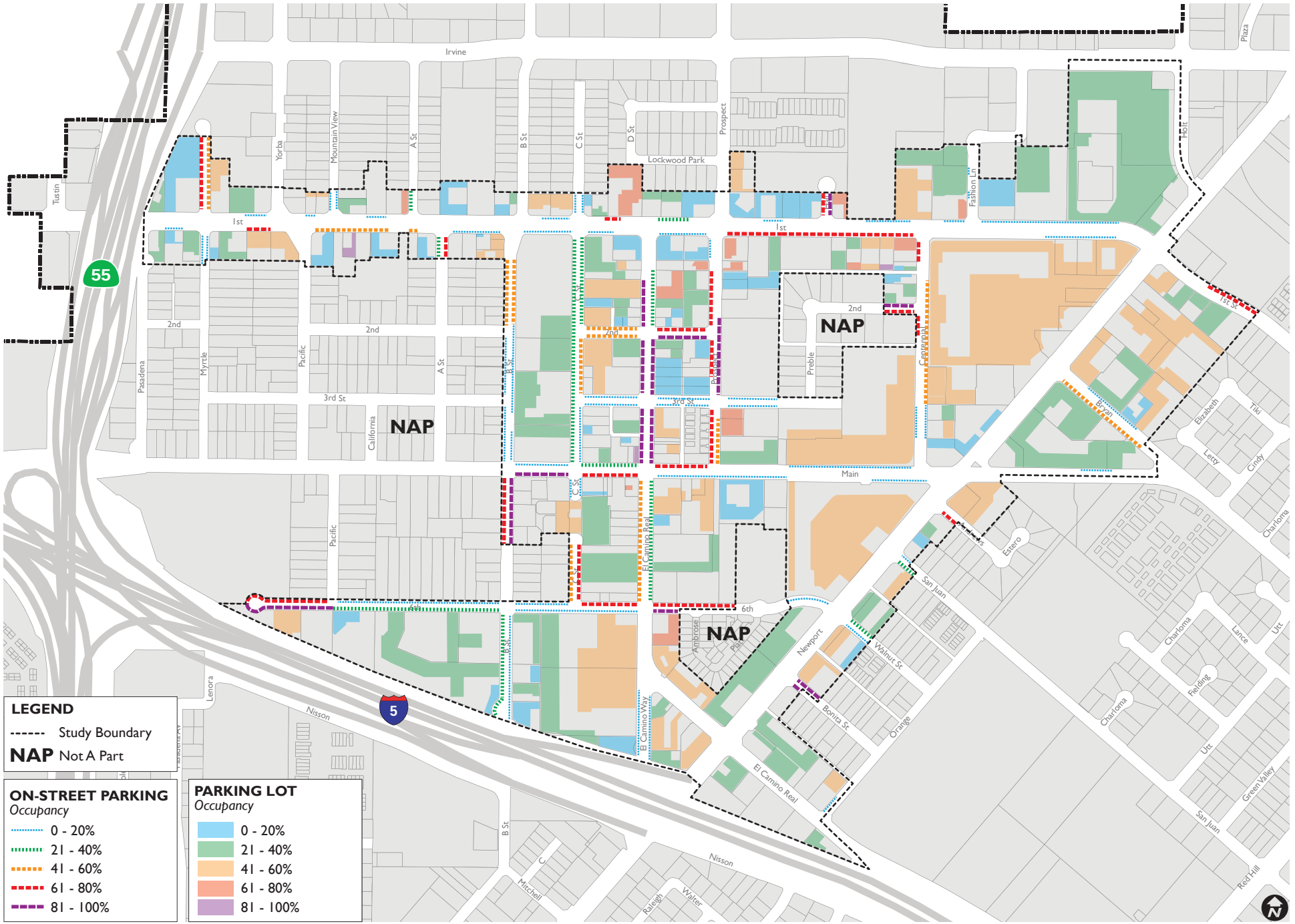

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Figure 2.9 - 5PM Weekday Parking Demand

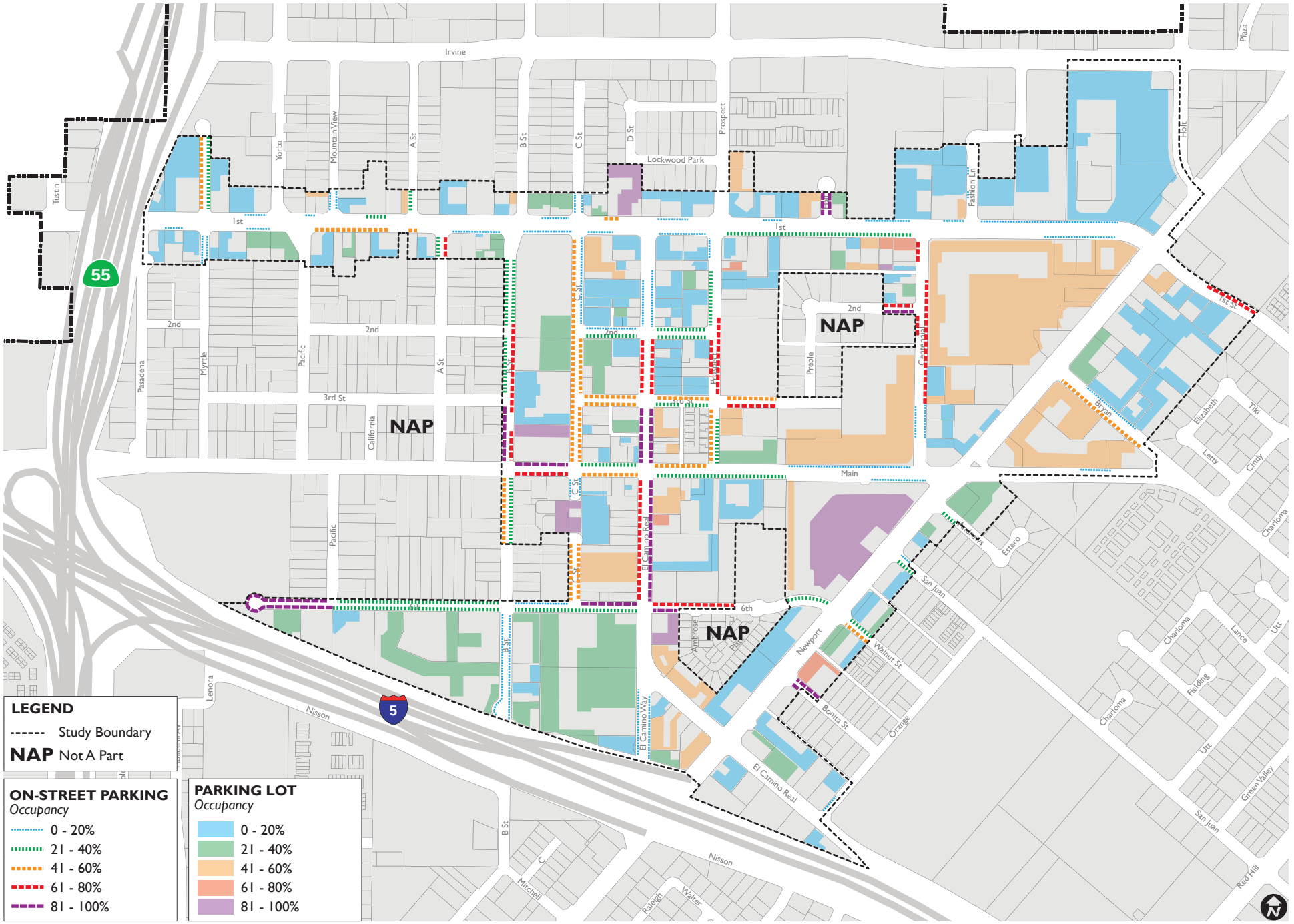

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Figure 2.10 - 7PM Weekday Parking Demand

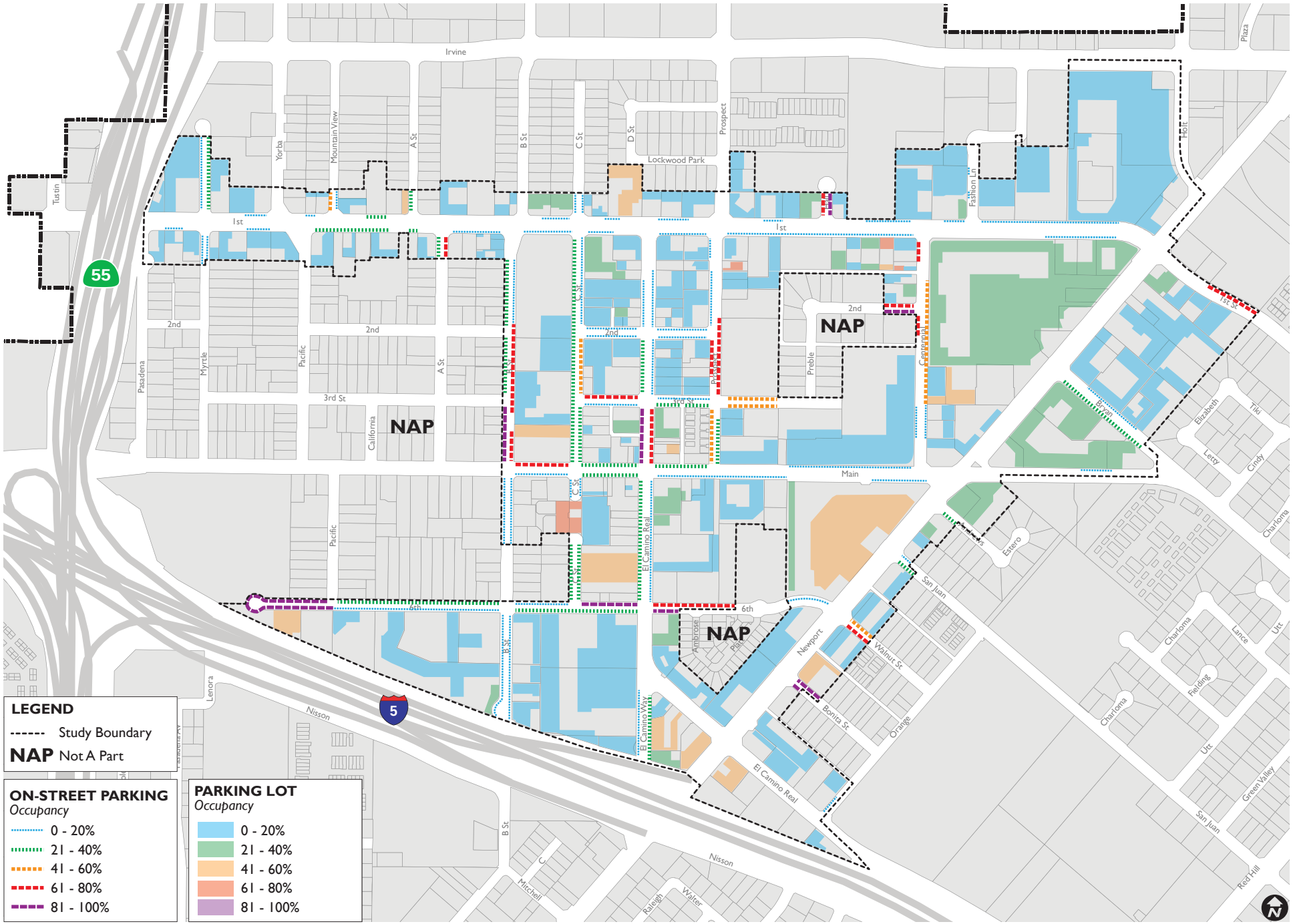

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Figure 2.11 - 9PM Weekday Parking Demand

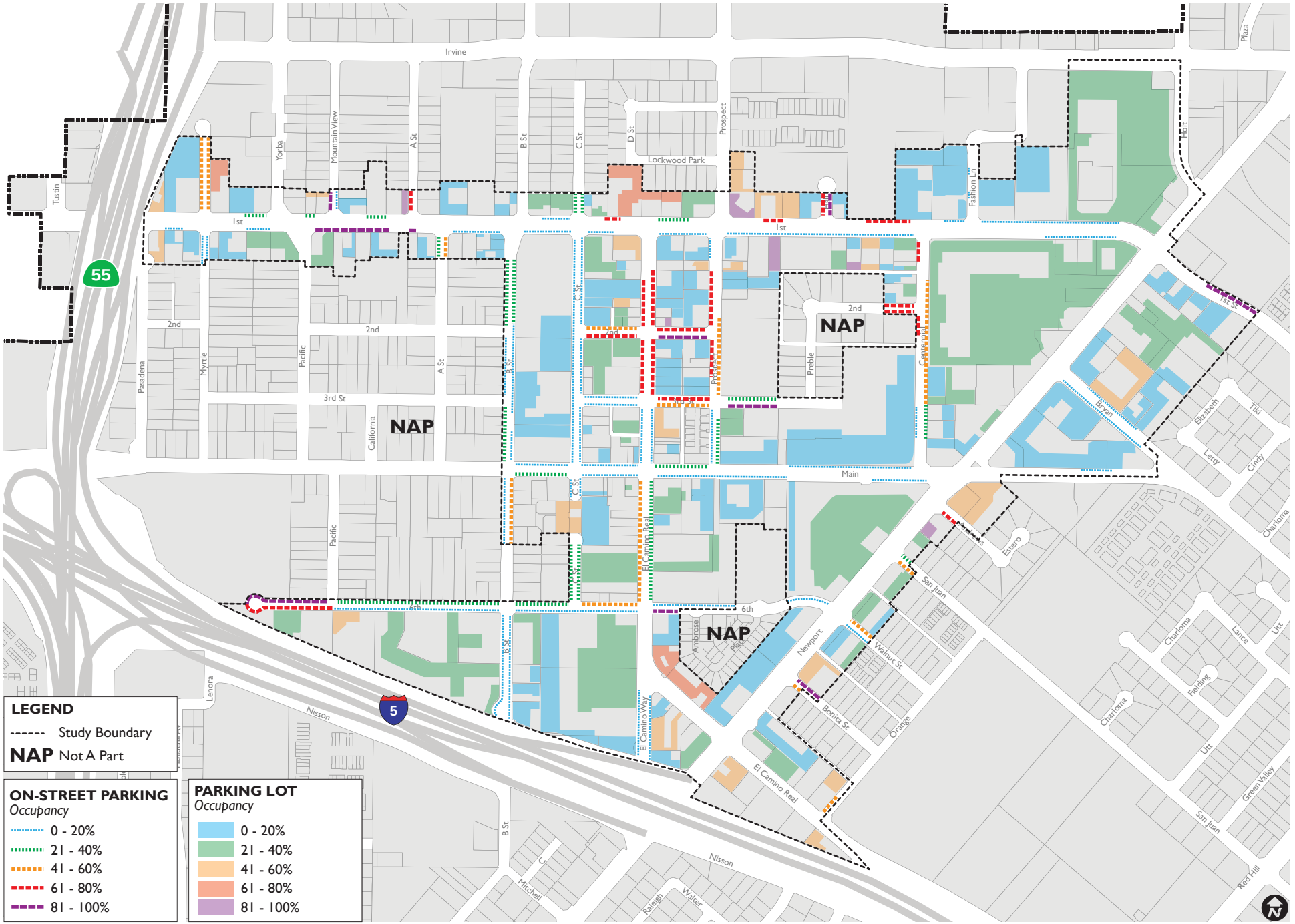

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Figure 2.12 - 9AM Weekend Parking Demand

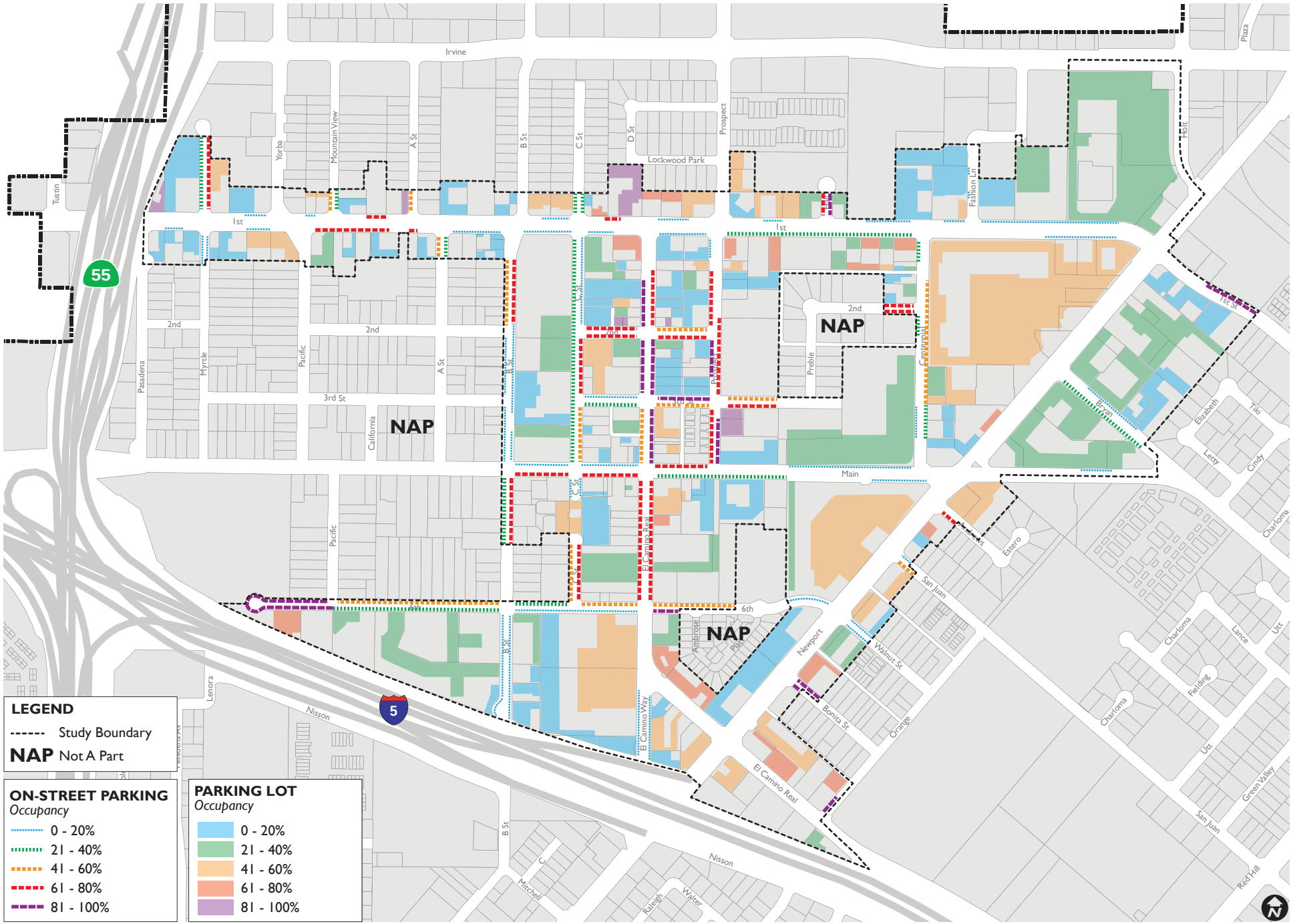

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Figure 2.13 - 11AM Weekend Parking Demand

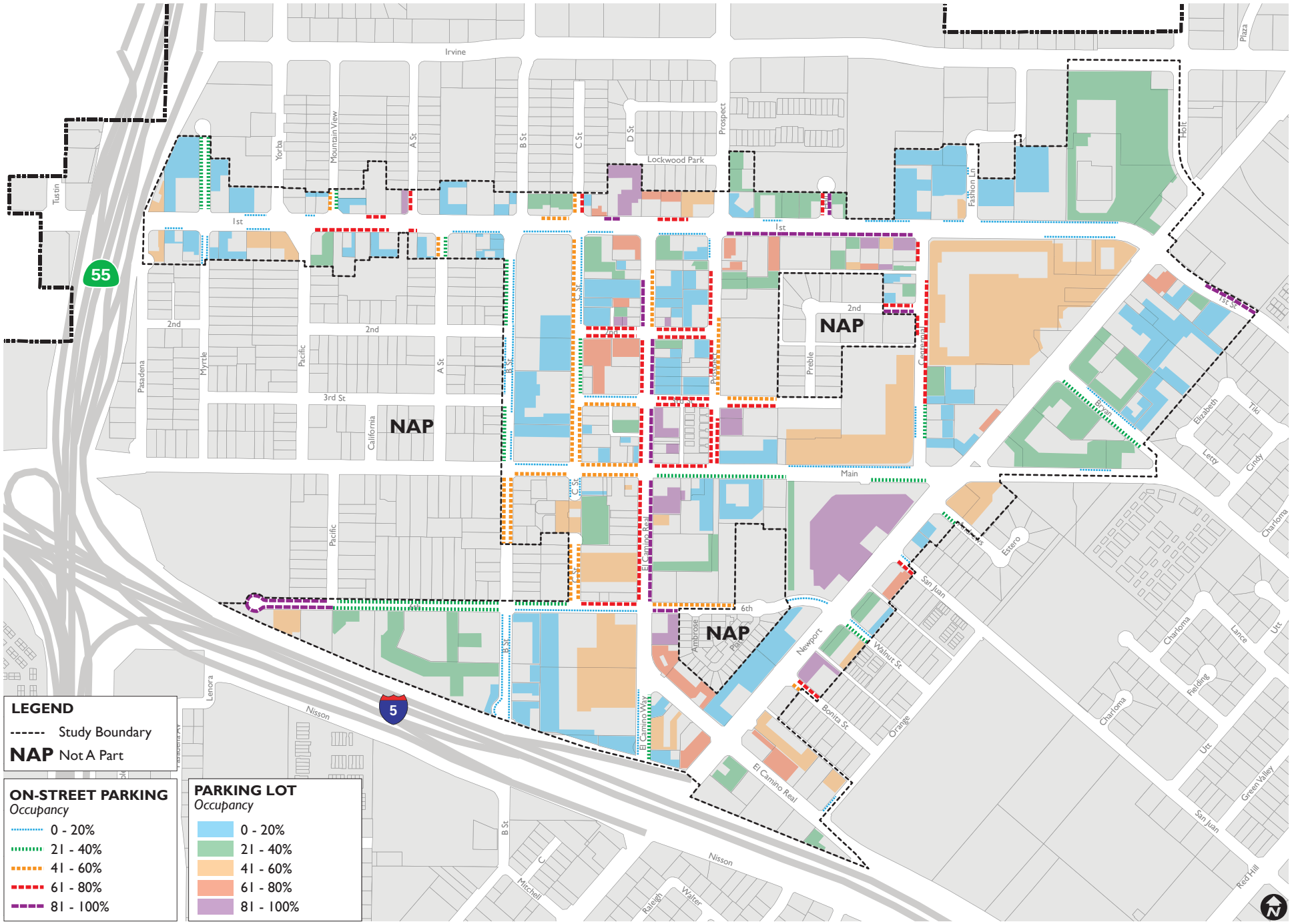

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Figure 2.14 - 1PM Weekend Parking Demand

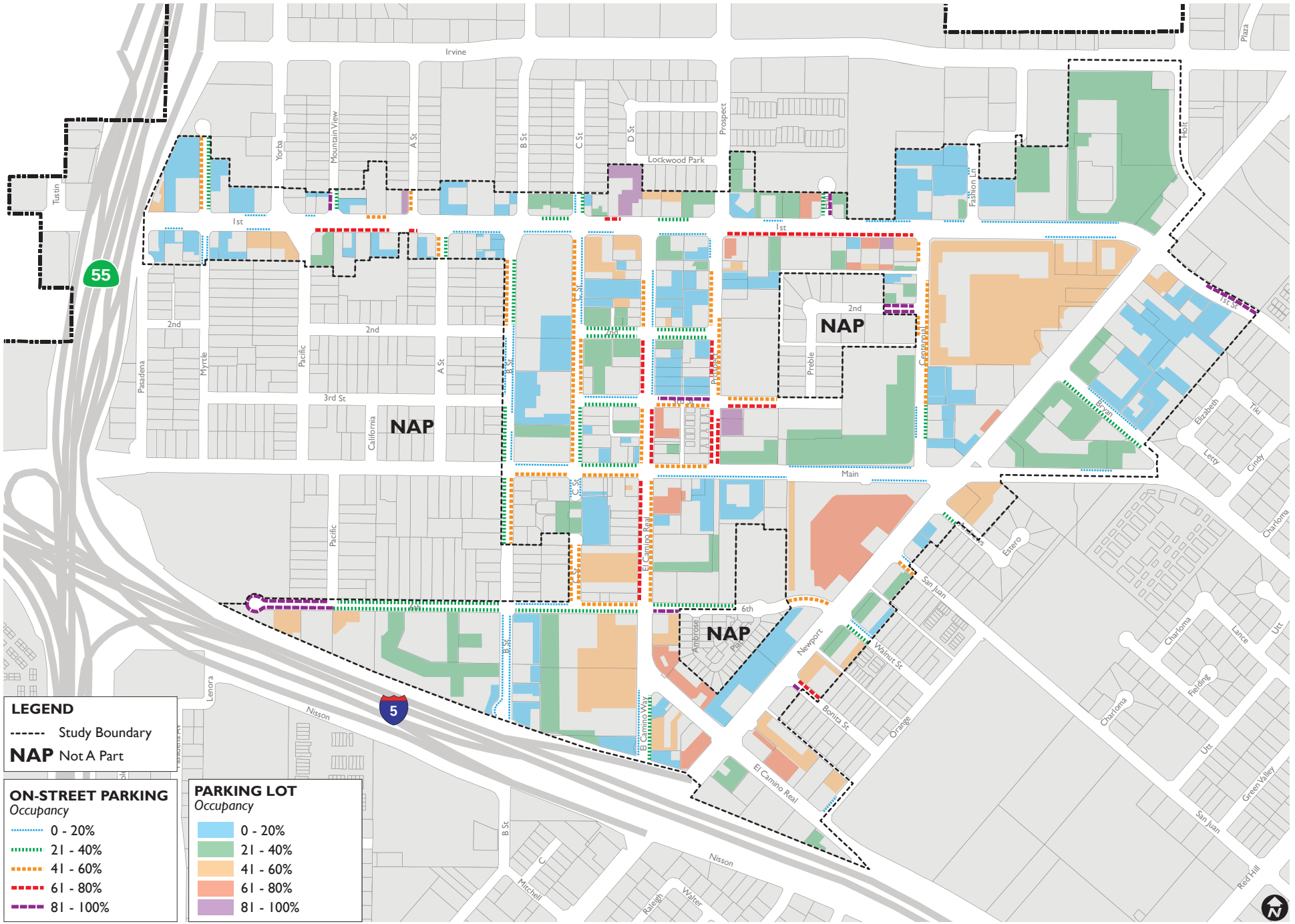

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Figure 2.15 - 3PM Weekend Parking Demand

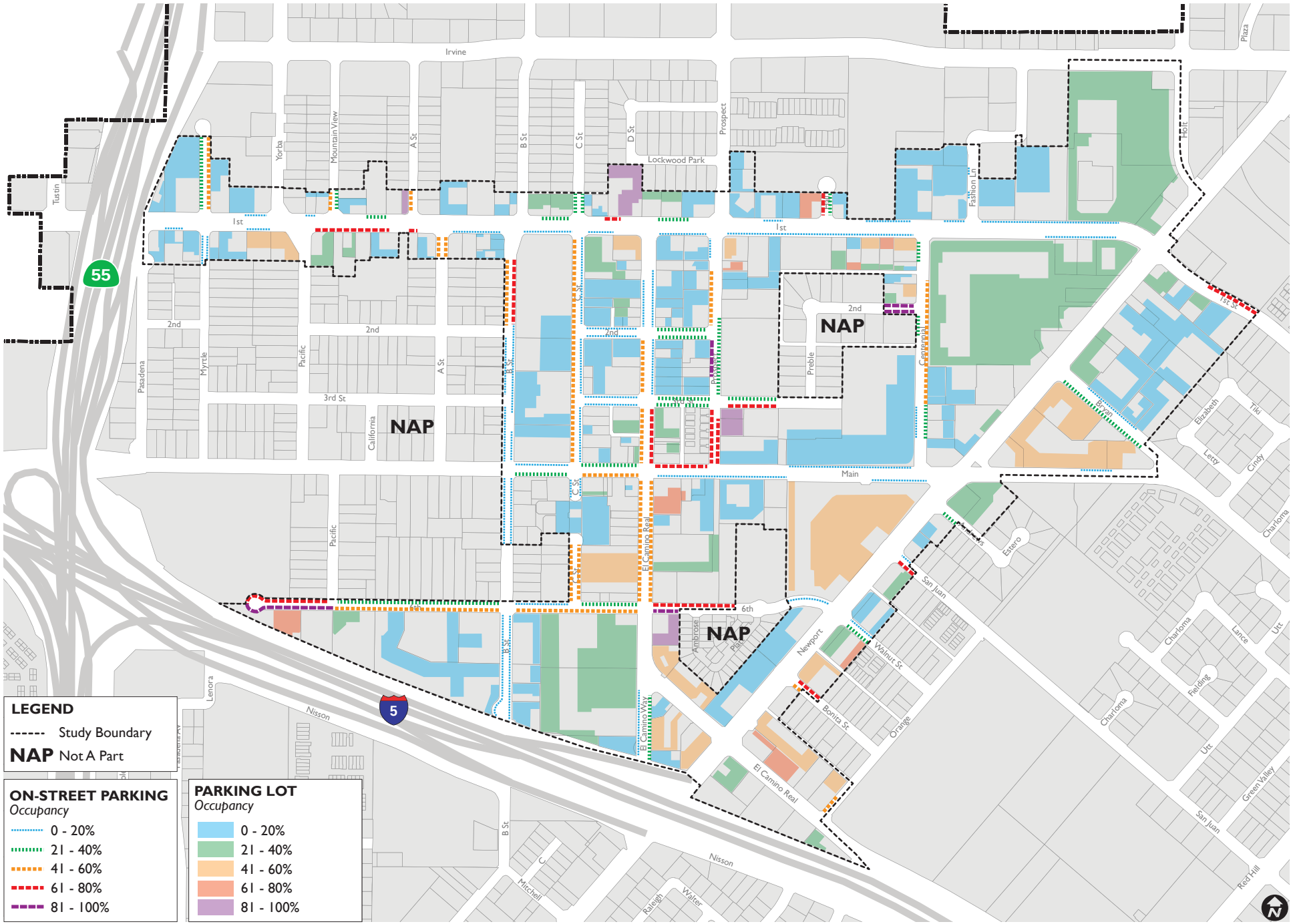

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Figure 2.16 - 5PM Weekend Parking Demand

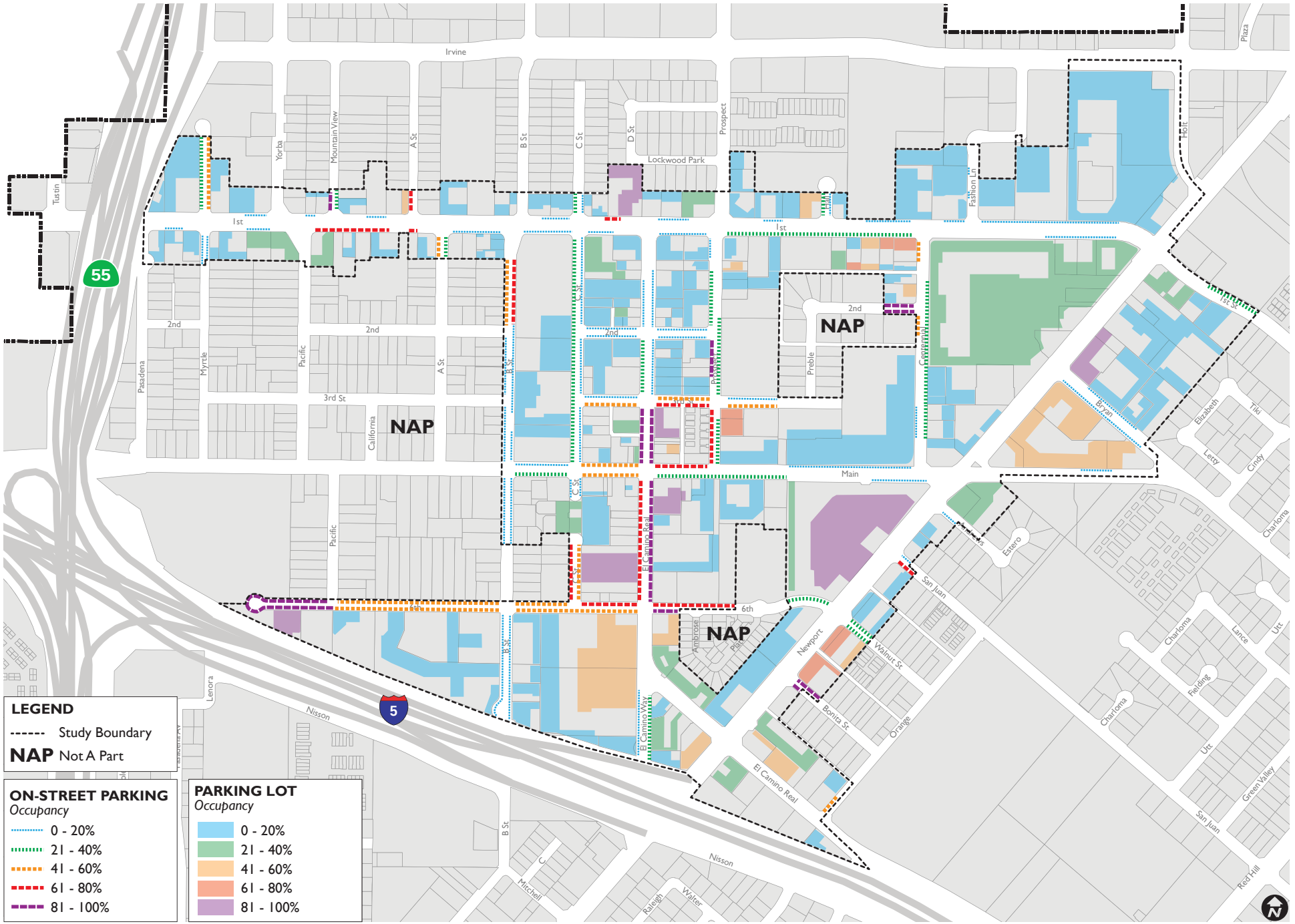

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Figure 2.17 - 7PM Weekend Parking Demand

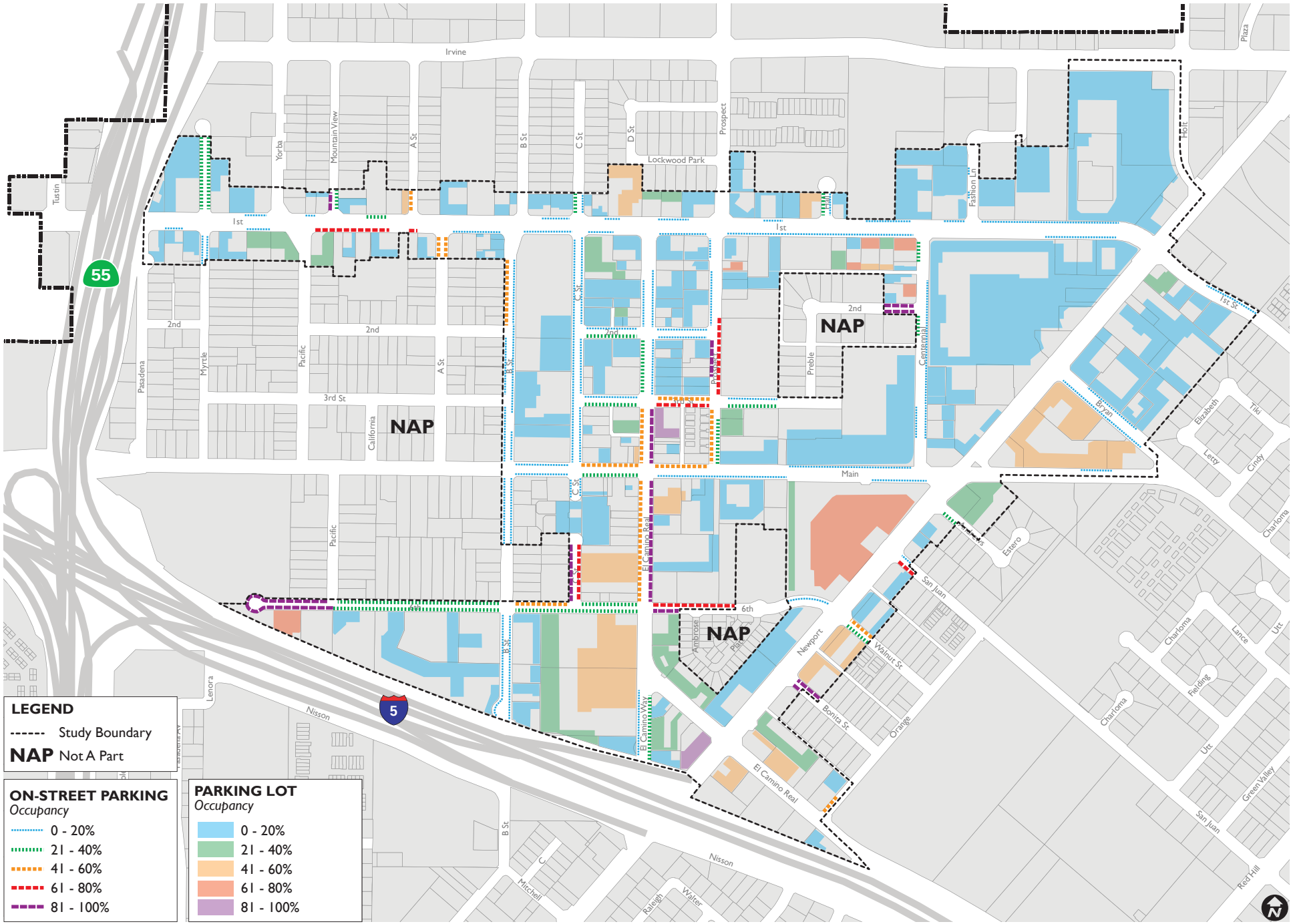

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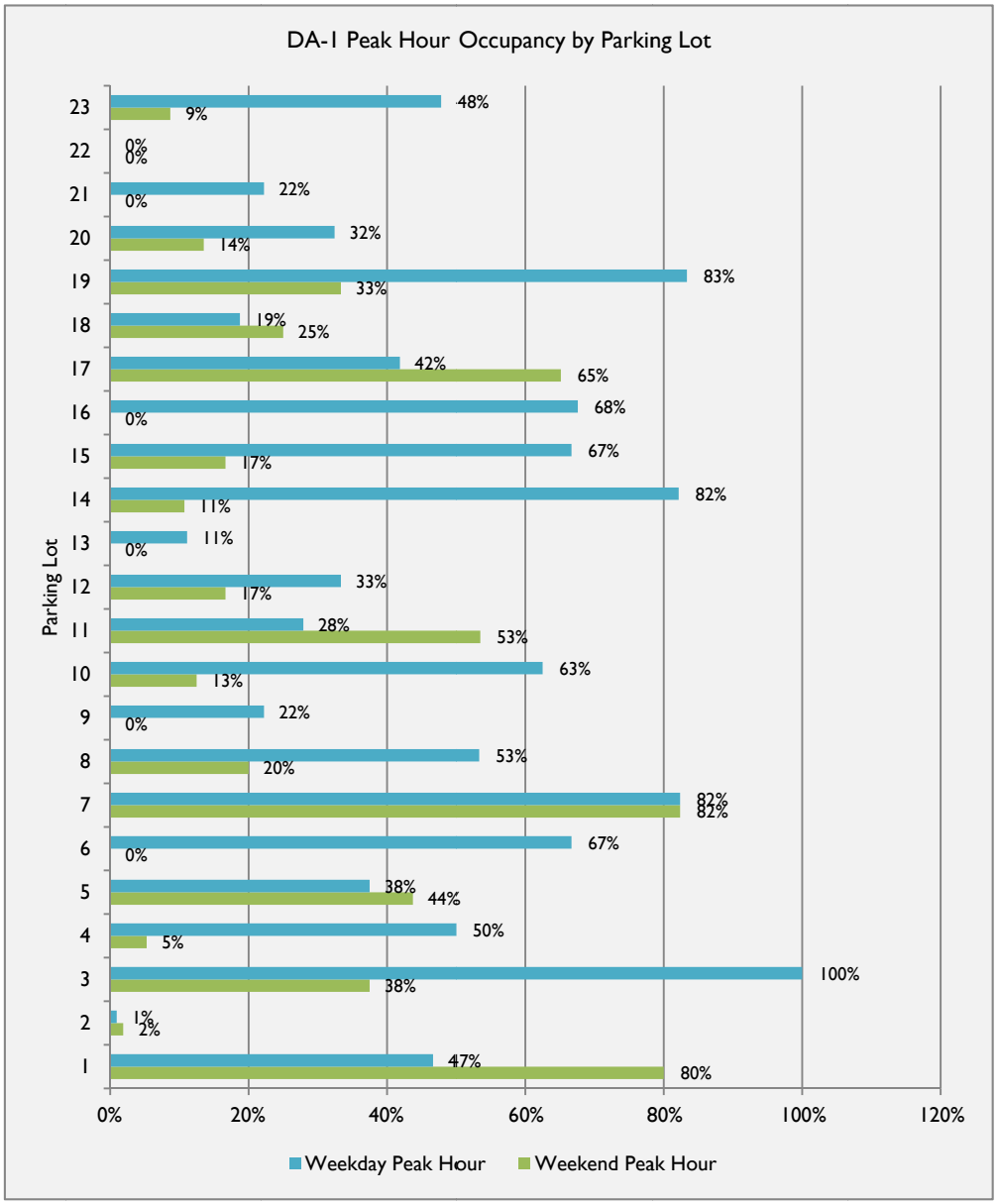
Figure 2.18 - 9PM Weekend Parking Demand

2.2.2 Development Area 1: First Street West

Figure 2.19 summarizes the existing parking lot demand for the First Street West Development Area (DA-1) for both the weekday and weekend. As shown in Graph 2.1 for DA-1, there is a surplus of parking spaces available during all hours of a typical weekday and weekend. As shown in the figure, weekday and weekend parking within DA-1 is lightly used throughout a typical weekday. Weekday peak parking lot demand occurs at 10 AM with a maximum occupancy rate of only 40%. Weekend peak parking lot demand occurs at 12 PM with a maximum occupancy rate of only 22%. Parking demand calculations for parking lots and streets within DA-1 are provided in Appendix E.

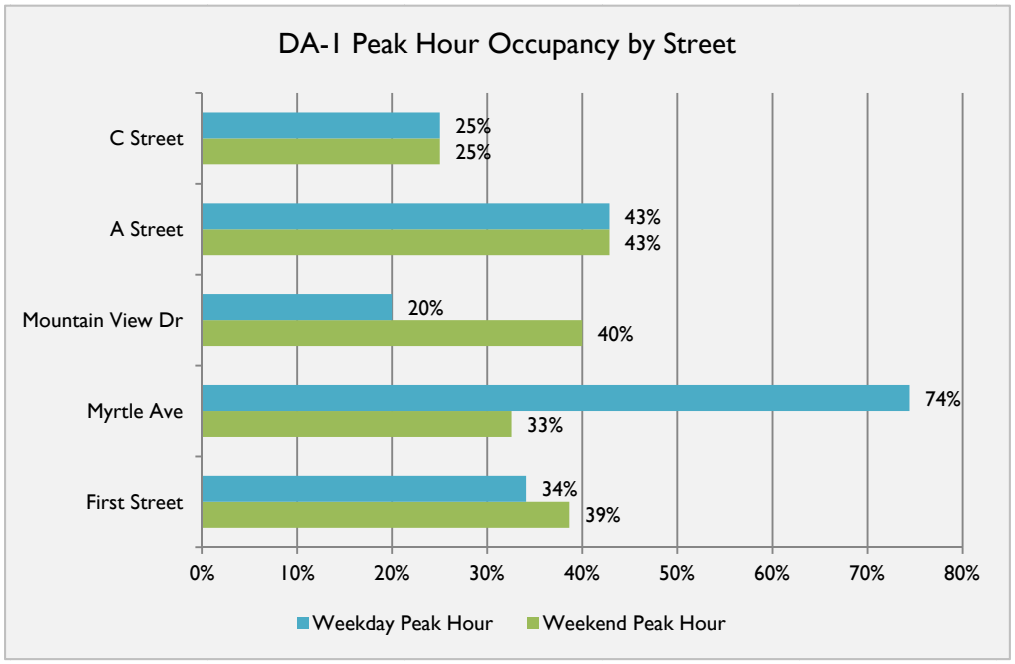
Figure 2.120 summarizes the existing on-street parking demand for DA-1 for both the weekday and weekend. As shown in the on-street parking demand graph, there is a surplus of on-street parking spaces available during all hours of a typical weekday and weekend. As shown in the figure, weekday on-street peak parking demand occurs at 10 AM with a maximum occupancy rate of 50%. Weekend on-street peak parking demand occurs at 9 AM with a maximum occupancy rate of 41%.

Figure 2.21 illustrates the parking demand for all parking lots and streets within DA-1 during the weekday peak hour. Figure 2.22 illustrates the weekend peak hour parking demand for parking lots and streets within DA-1.



Graph 2.1 - DA-1 Peak Hour Occupancy by Parking Lot

There are a total of 23 parking lots within DA-1. Parking lots within DA-1 have average occupancy rates between 1% and 69% with 8 out of 23 parking lots above 60% parking occupancy during the weekday peak hour. The weekday average daily parking lot occupancy rate is 27% occupancy with 37% occupancy between 9AM and 3PM and 17% occupancy between 4PM and 10PM within DA-1. During the weekend, parking lots have average occupancy rates between 0% and 70% with most parking lots below 40% during the peak hour. The weekend average daily parking lot occupancy rate is 15% occupancy with 19% occupancy between 9AM and 3PM and 10% occupancy between 4PM and 10PM.



Graph 2.2 - DA-1 Peak Hour Occupancy by Street

On-street parking occupancy within DA-1 had occupancy rates of 20% to 74% during the weekday, as shown in Graph 2.2. The weekday average daily on-street parking occupancy rate is 75% occupancy with 91% occupancy between 9AM and 3PM and 59% occupancy between 4PM and 10PM within DA-1. On-street parking occupancy during the weekend had occupancy rates of 42% to 60% occupancy. During the weekend, on-street parking has an average daily occupancy rate of 68% occupancy with 74% occupancy between 9AM and 3PM and 62% occupancy between 4PM and 10PM.

Within DA-1, parking along First Street is on average of 29% occupied during the weekday with occupancy of 33% occupancy between 9AM and 3PM and 24% occupancy between 4PM and 10PM. During the weekday peak hour (10AM), First Street experiences a 34% occupancy rate. During the weekend, parking along First Street is on average of 30% occupancy with 36% occupancy between 9AM and 3PM and 24% occupancy between 4PM and 10PM. During the weekend peak hour (9AM), First Street experiences a 36% occupancy rate.

Myrtle Avenue experiences on average 49% parking occupancy during the weekday with 65% occupancy between 9AM and 3PM and 32% occupancy between 4PM and 10PM. During the weekday peak hour, Myrtle Avenue experiences a 74% occupancy rate. During the weekend, Myrtle Avenue experiences on average 29% occupancy with 34% occupancy between 9AM and 3PM and 25% occupancy between 4PM and 10PM. Myrtle Avenue experiences a 42% occupancy rate during the weekend peak hour.

During the weekday peak hour, Mountain View Drive experiences a 20% occupancy rate. Mountain View Drive experiences on average 9% parking occupancy during the weekday with 9% occupancy between 9AM and 10PM. During the weekend peak hour, Mountain View Drive experiences a 40% occupancy rate. On average, Mountain View Drive experiences 50% occupancy during the weekend, with 46% occupancy between 9AM and 3PM and 54% occupancy between 4PM and 10PM.

A Street experiences approximately the same parking occupancy during the weekdays and weekends. On average, A Street experiences 47% parking occupancy during the weekday between 9AM and 10PM. A Street experiences a 43% occupancy rate during the weekday peak hour. During the weekend, A Street experiences 49% occupancy with 46% between 9AM and 3PM and 52% occupancy between 4PM and 10PM. A Street experiences a 52% occupancy rate during the weekend peak hour.

During the weekday peak hour, C Street experiences a 25% occupancy rate. C Street experiences on average 7% parking occupancy during the weekday with 14% occupancy between 9AM and 3PM and 0% occupancy between 4PM and 10PM. During the weekend peak hour, C Street experiences a 25% occupancy rate. On average, C Street experiences 27% occupancy during the weekend, with 29% occupancy between 9AM and 3PM and 25% occupancy between 4PM and 10PM.

In general, First Street West Development Area (DA-1) is underutilized during the day and evenings for both weekdays and weekends. Although some individual parking lots were fully occupied, other lots were lightly utilized, especially on the weekend.

FIGURE 2.19 – DA-1 EXISTING PARKING LOT DEMAND (WEEKDAY & WEEKEND)

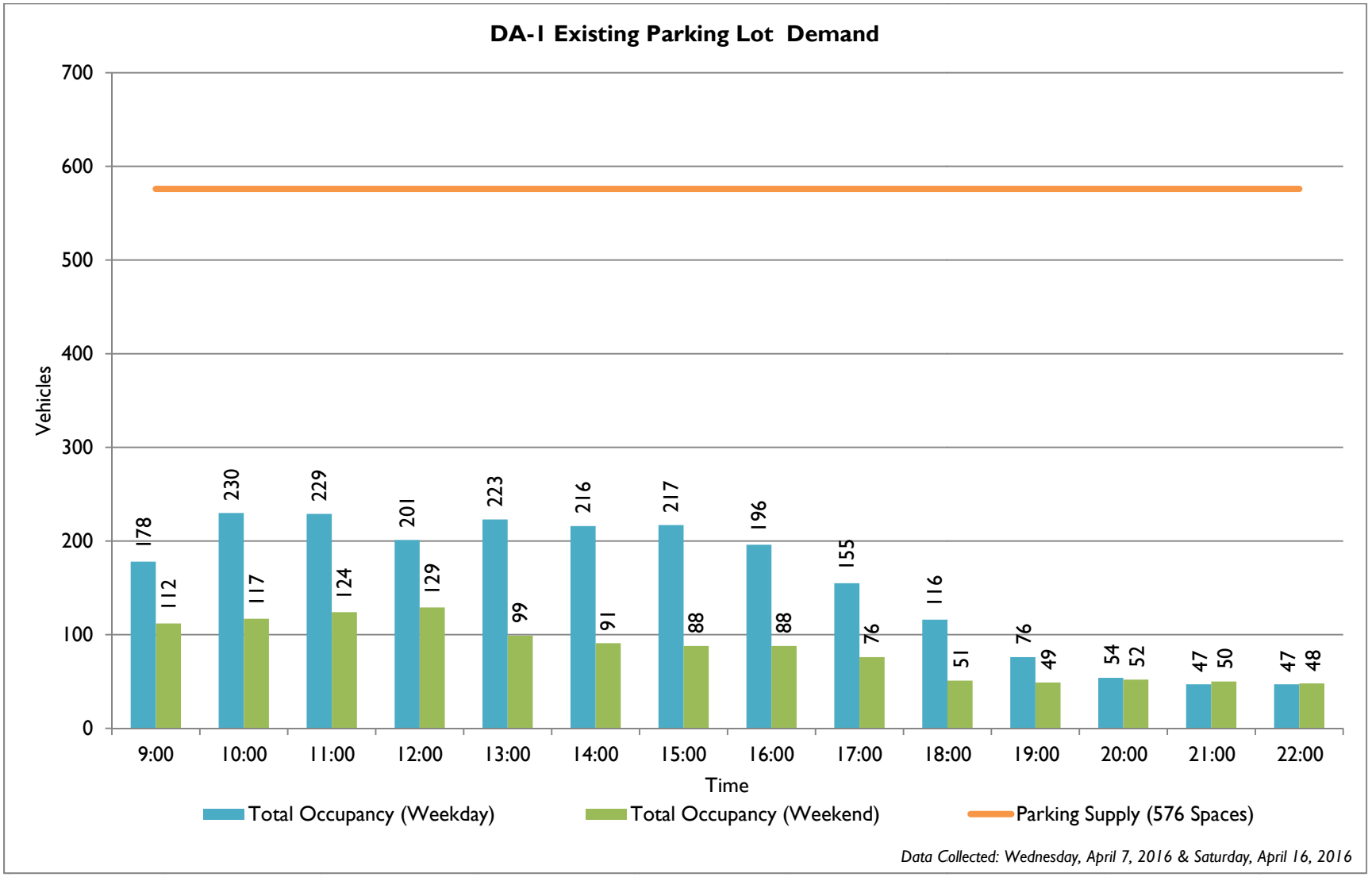


FIGURE 2.20 – DA-1 EXISTING ON-STREET PARKING DEMAND (WEEKDAY & WEEKEND)

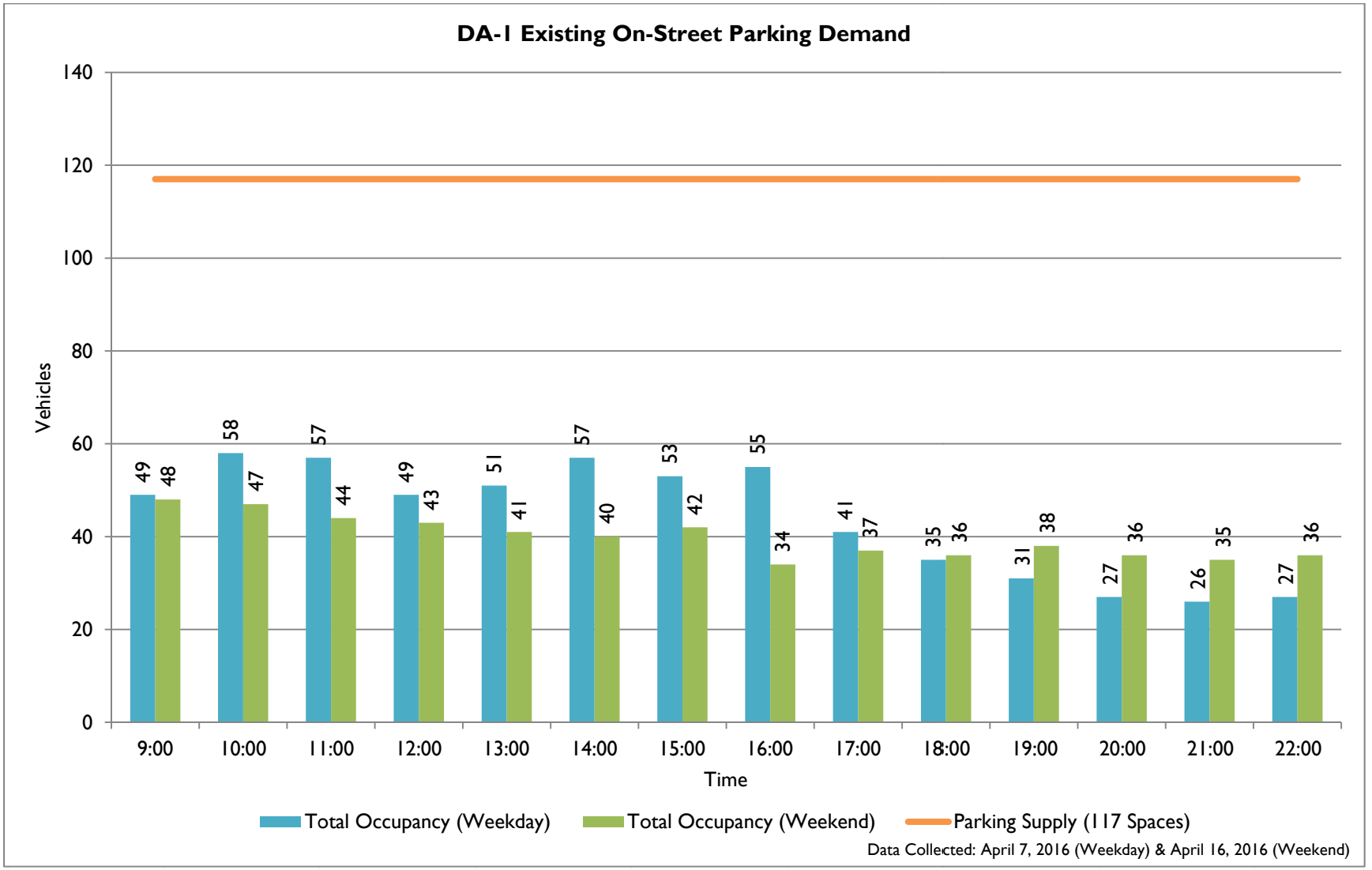


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Figure 2.21 - DA-1: First Street West - Weekday Peak Hour Parking Demand

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Figure 2.22 - DA-1: First Street West - Weekend Peak Hour Parking Demand

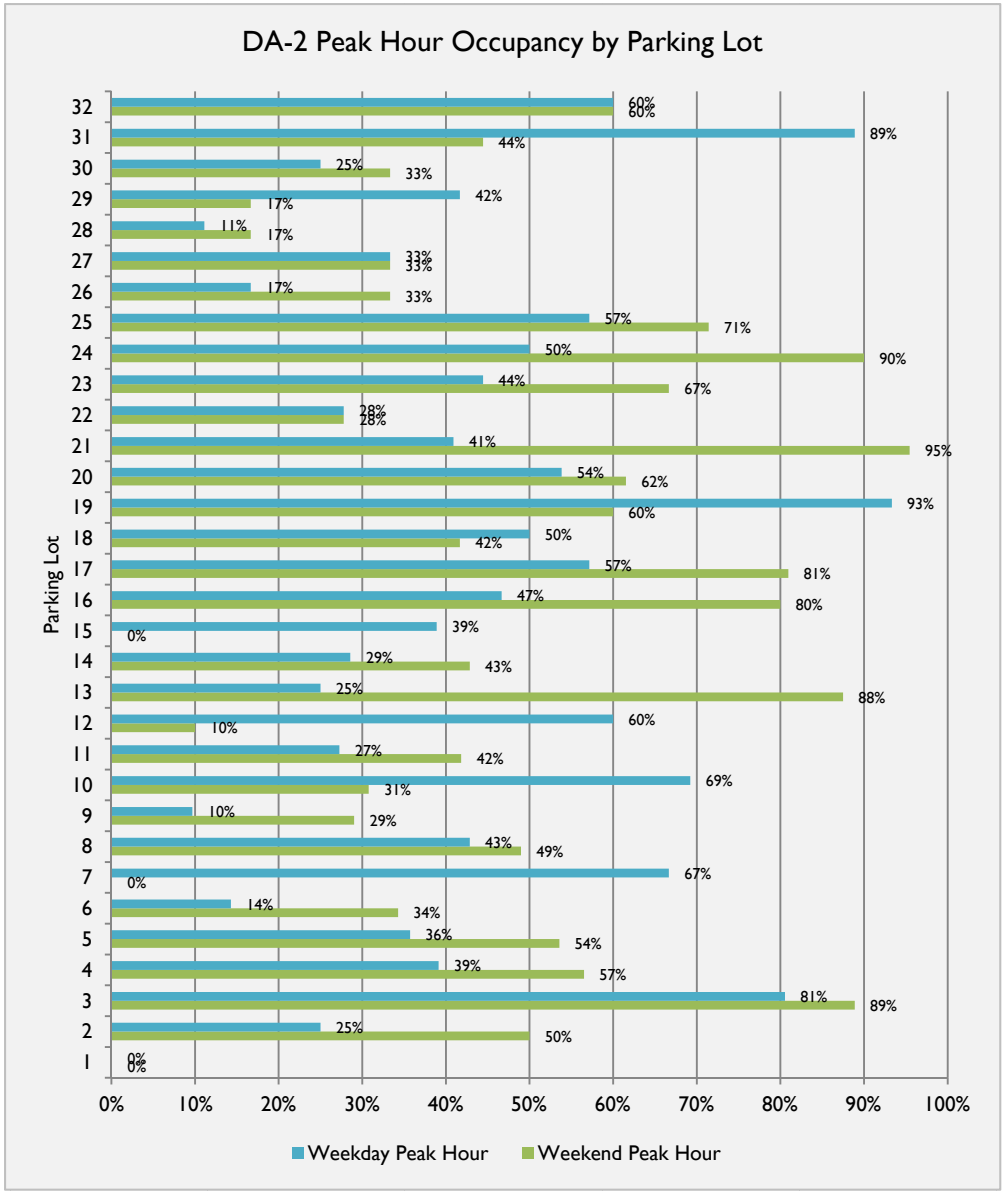
2.2.3 Development Area 2: First Street Old Town

Figure 2.23 summarizes the existing parking lot demand for the First Street Old Town Development Area 2 (DA-2) for both the weekday and weekend. As shown in Graph 2.3 for DA-2, there is a surplus of parking spaces available during all hours of a typical weekday and weekend. Weekday peak parking demand occurs at 11 AM with a maximum occupancy rate of 42%. Weekend peak parking demand occurs at 12 PM with a maximum occupancy rate of only 52%. Parking demand calculations for parking lots and street within DA-2 are provided in Appendix E.

Figure 2.24 summarizes the existing on-street parking demand for DA-2 for both the weekday and weekend. As shown in Graph 2.4, there is a surplus of on-street parking spaces available during all hours of a typical weekday and weekend. As shown in the figure, weekday on-street peak parking demand occurs at 12 PM with a maximum occupancy rate of 49%. Weekend on-street peak parking demand occurs at 1 PM with a maximum occupancy rate of 58%.

Figure 2.25 illustrates the parking demand for all parking lots and streets within DA-2 during the weekday peak hour. Figure 2.26 illustrates the weekend peak hour parking demand for parking lots and streets within DA-2.

There are a total of 32 parking lots within DA-2. Parking lots within DA-2 had average occupancy rates between 3% and 68% with 12 parking lots at or above 50% occupancy during the weekday peak hour. The weekday average daily parking lot occupancy rate is 34% with 38% occupancy between 9AM and 3PM and 29% occupancy between 4PM and 10PM. During the weekend; parking lots have average occupancy rates between 0% and 74% with 14 parking lots at or above 50% occupancy during the peak hour. The weekend average daily parking lot occupancy rate is 38% occupancy with 45% occupancy between 9AM and 3PM and 31% occupancy between 4PM and 10PM.



Graph 2.3 - DA-2 Peak Hour Occupancy by Parking Lot

On-street parking occupancy within DA-2 has average occupancy rates of 0% to 56% during the weekday. The weekday average daily on-street parking occupancy rate is 38% with 43% occupancy between 9AM and 3PM and 34% occupancy between 4PM and 10PM. The weekend on-street parking occupancy has average parking rates of 0% to 84% occupancy. The weekend average daily on-street parking occupancy rate is 37% occupancy with 44% occupancy between 9AM and 3PM and 30% occupancy between 4PM and 10PM.

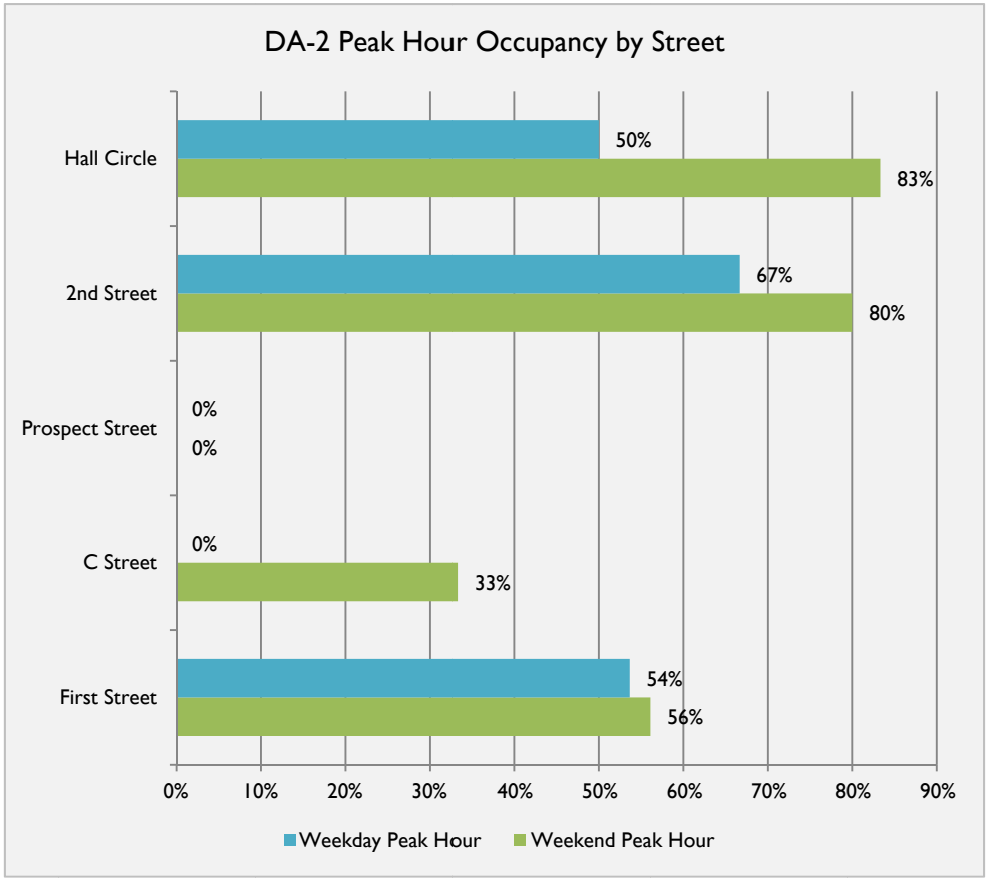
Within DA-2, parking along First Street is on average of 34% occupied during the weekday with 46% occupancy between 9AM and 3PM and 22% occupancy between 4PM and 10PM. During the weekday peak hour (12PM), First Street experiences 54% occupancy, as shown in Graph 2.4. During the weekend, parking along First Street is on average of 24% occupancy with 33% occupancy between 9AM and 3PM and 15% occupancy between 4PM and 10PM. During the weekend peak hour (1PM), First Street experiences 56% occupancy.

During the weekday, C Street experiences 0% on-street parking occupancy. C Street experiences on average of 13% parking occupancy during the weekend with 21% occupancy between 9AM and 3PM and 5% occupancy between 4PM and 10PM. During the weekend peak hour C Street experiences 33% occupancy. During the weekday, C Street has 0% occupancy.

On-street parking occupancy along Prospect Avenue is 0% for both weekday and weekend within DA-2.

Parking along 2nd Street, west of Centennial Way, is on average of 70% occupied during the weekday with 66% occupancy between 9AM and 3PM and 73% occupancy between 4PM and 10PM. 2nd Street experiences 67% occupancy during the weekday peak hour. During the weekend, parking occupancy along 2nd Street, west of Centennial Way is on average of 84% occupancy with 80% occupancy between 9AM and 3PM and 88% occupancy between 4PM and 10PM. 2nd Street experiences 80% occupancy during the weekend peak hour.

Hall Circle experiences different parking occupancy during the weekdays and weekends, respectively. On average, Hall Circle experiences 56% parking occupancy during the weekday with 43% occupancy between 9AM and 3PM and 69% occupancy between 4PM and 10PM. During the weekday peak hour, Hall Circle experiences 50% occupancy. During the weekend, Hall Circle experiences on average of 57% occupancy with 81% occupancy between 9AM and 3PM and 33% occupancy between 4PM and 10PM. Hall Circle experiences a parking occupancy of 83% during the weekend peak hour.



Graph 2.4 - DA-2 Peak Hour Occupancy by Street

FIGURE 2.23 – DA-2 EXISTING PARKING LOT DEMAND (WEEKDAY & WEEKEND)

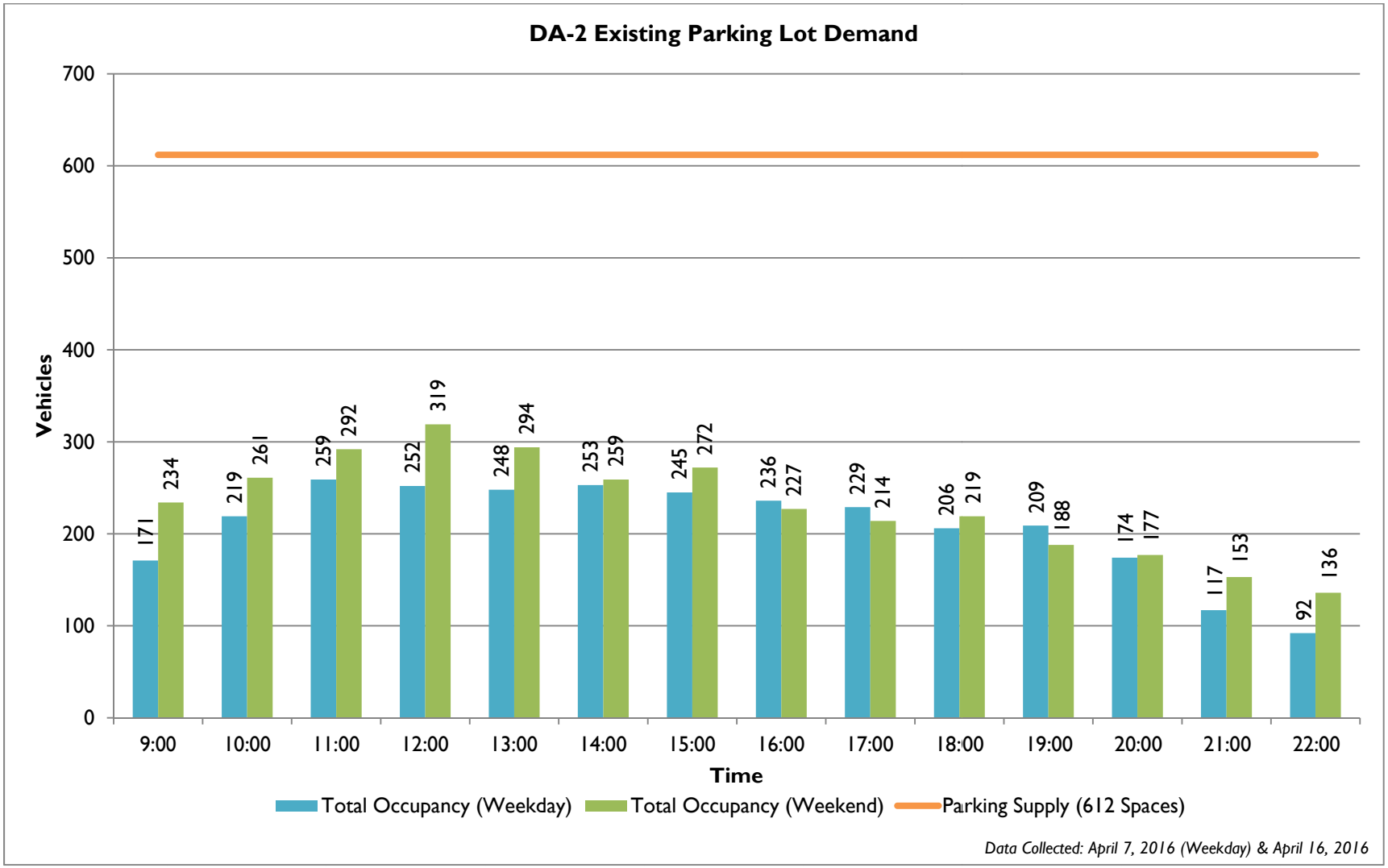
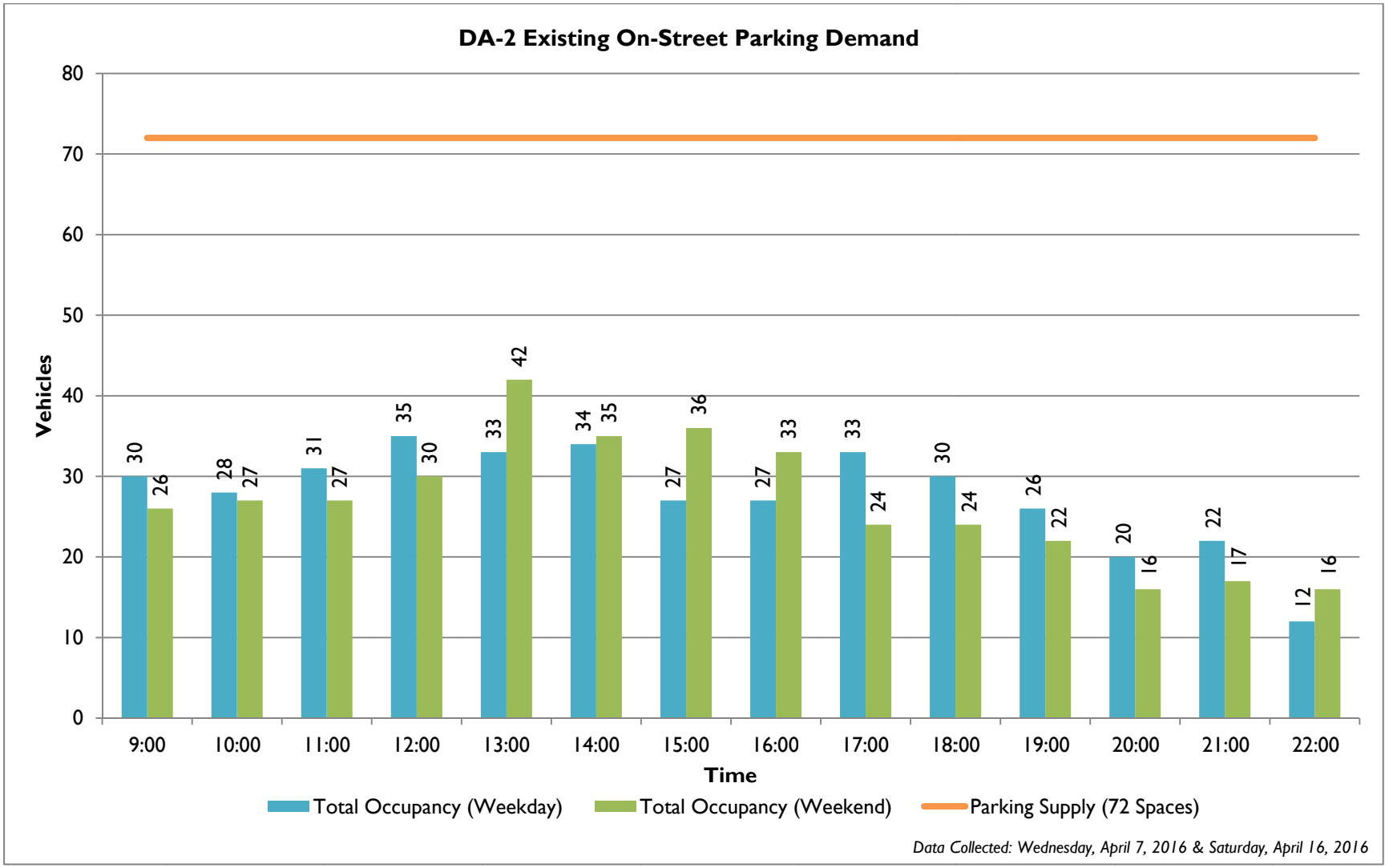


FIGURE 2.24 – DA-2 EXISTING ON-STREET PARKING DEMAND (WEEKDAY & WEEKEND)



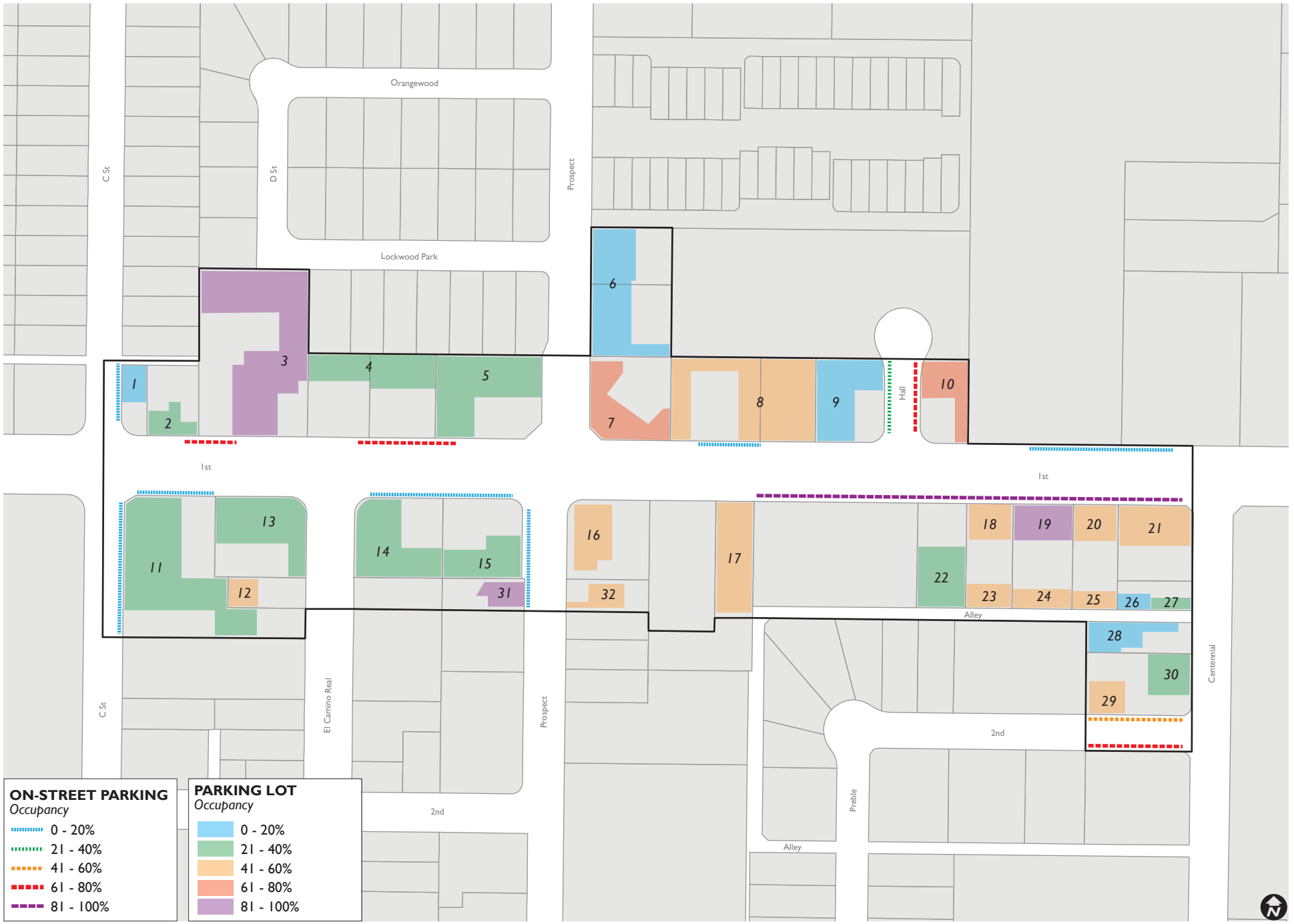


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Figure 2.25 - DA-2: First Street Old Town - Weekday Peak Hour Parking Demand

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Figure 2.26 - DA-2: First Street Old Town - Weekend Peak Hour Parking Demand

2.2.4 Development Area 3: First Street East

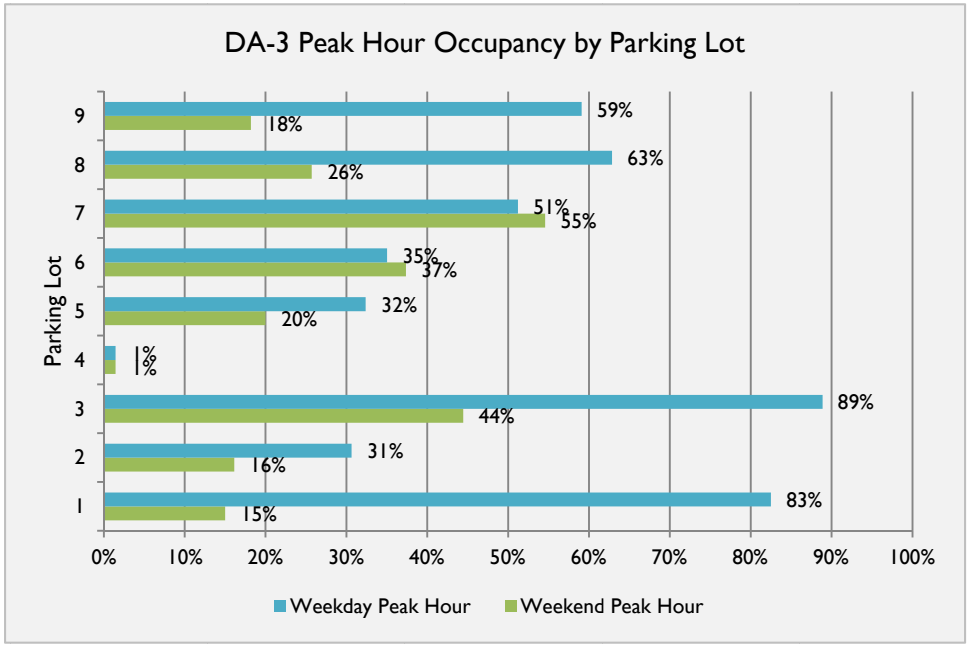
Figure 2.27 summarizes the existing parking lot demand for the First Street East Development Area (DA-3) for both the weekday and weekend. As shown in Graph 2.5 for DA-3, there is a surplus of parking spaces available during all hours of a typical weekday and weekend. Weekday peak parking demand occurs at 12 PM with a maximum occupancy rate of 43%. Weekend peak parking demand occurs at 1 PM with a maximum occupancy rate of only 40%. Parking demand calculations for parking lots and streets within DA-3 are provided in Appendix E.

Figure 2.28 summarizes the existing on-street parking demand for DA-3 for both the weekday and weekend. As shown in Graph 2.6, there is a surplus of on-street parking spaces available during all hours of a typical weekday and weekend. Weekday on-street peak parking demand occurs at 6 PM with a maximum occupancy rate of 34%. Weekend on-street peak parking demand occurs at 1 PM with a maximum occupancy rate of 27%.

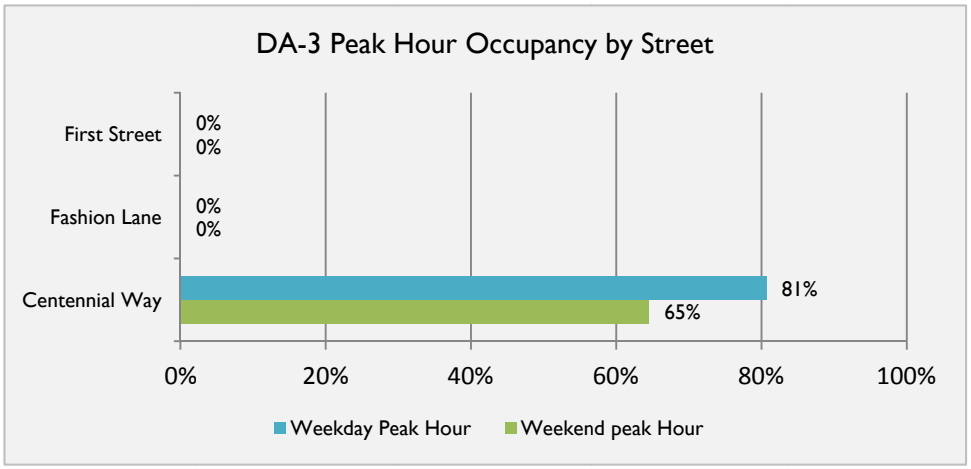
Figure 2.29 illustrates the parking demand for all parking lots and streets within DA-3 during the weekday peak hour. Figure 2.30 illustrates the weekend peak hour parking demand for parking lots and streets within DA-3.

There are a total of 9 parking lots within DA-3. Parking lots within DA-3 have average occupancy rates between 1% and 70% with 5 of the 9 parking lots above 50% occupancy during the weekday peak hour. The weekday average daily parking lot occupancy rate is 33% occupancy with 38% occupancy between 9AM and 3PM and 27% occupancy between 4PM and 10PM. During the weekend, parking lots have average occupancy rates between 0% and 37% with most parking lots below 40% occupancy during the peak hour. The weekend average daily parking lot occupancy rate is 27% occupancy with 35% occupancy between 9AM and 3PM and 18% occupancy between 4PM and 10PM.

Average on-street parking occupancy within DA-3 has occupancy rates of 0% to 55% during the weekday. The weekday average daily on-street parking occupancy rate is 24% occupancy throughout the entire day between 9AM and 10PM. The weekend on-street average parking occupancy has rates of 0% to 41% occupancy. The weekend average daily on-street parking occupancy rate is 18% occupancy with 22% occupancy between 9AM and 3PM and 14% occupancy between 4PM and 10PM.



Graph 2.5 - DA-3 Peak Hour Occupancy by Parking Lot



Graph 2.6 - DA-3 Peak Hour Occupancy by Street

Within DA-3, parking along Centennial Way is on average of 55% occupied during the weekday with 54% occupancy between 9AM and 3PM and 56% occupancy between 4PM and 10PM. Centennial Way experiences 81% occupancy during the weekday peak hour (6PM), as shown in Graph 2.6. During the weekend, Centennial Way is on average of 41% occupied with 49% occupancy between 9AM and 3PM and 34% occupancy between 4PM and 10PM. During the weekend peak hour (1PM), Centennial Way experiences 65% occupancy.

During both the weekday and weekend, Fashion Lane experiences 0% occupancy within the DA-3 study area.

First Street experiences on average 0% parking occupancy during the weekday and weekend. The low occupancy along First Street may be due to the available parking in the surrounding on-site parking lots and patrons may not want to park along this portion of First Street due to the heavily travelled street and high speeds.

There is no parking allowed along the south side of Irvine Boulevard, the west side of Holt Avenue, and along both sides of Newport Avenue.

FIGURE 2.27 – DA-3 EXISTING PARKING LOT DEMAND (WEEKDAY & WEEKEND)

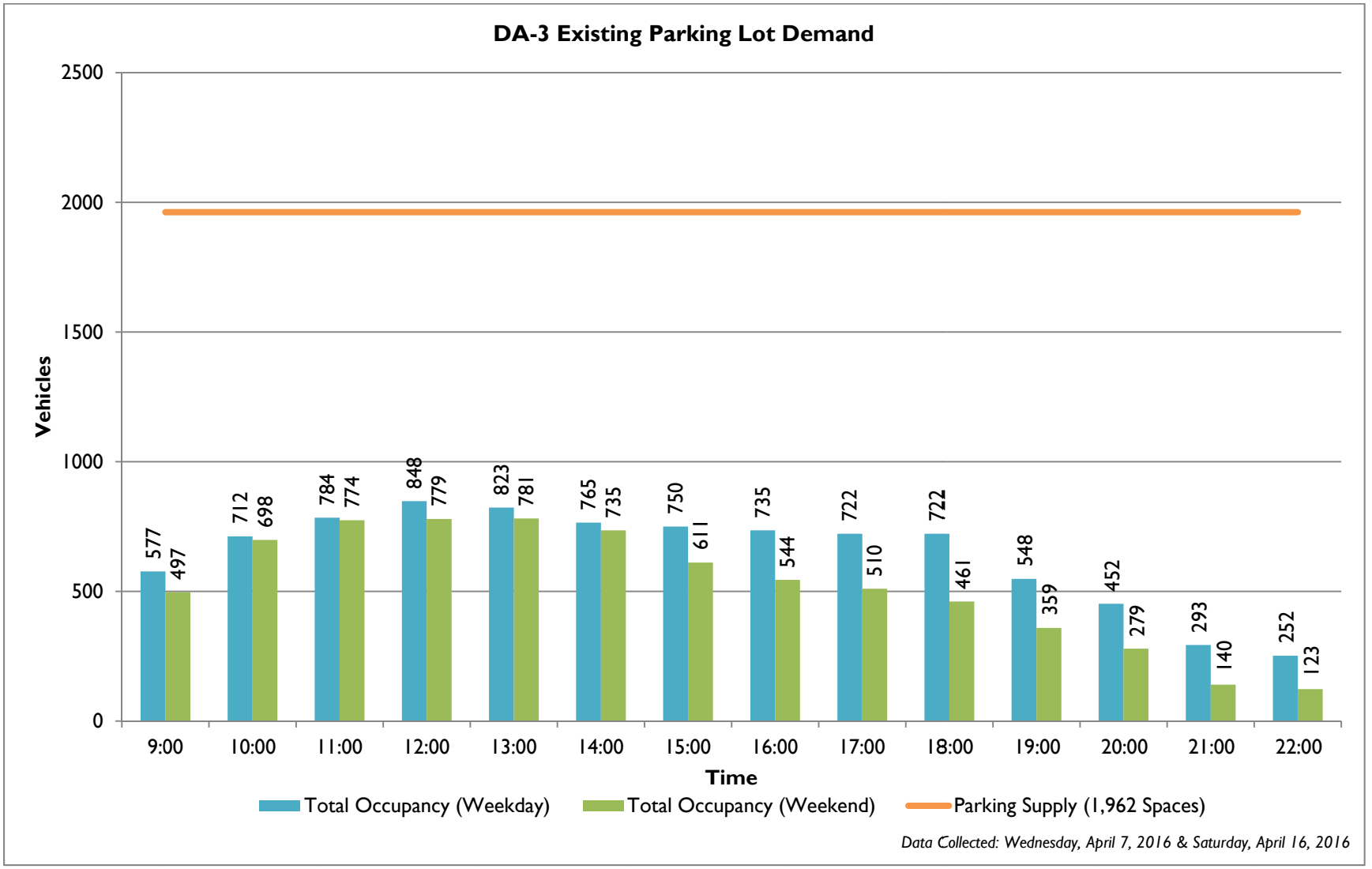
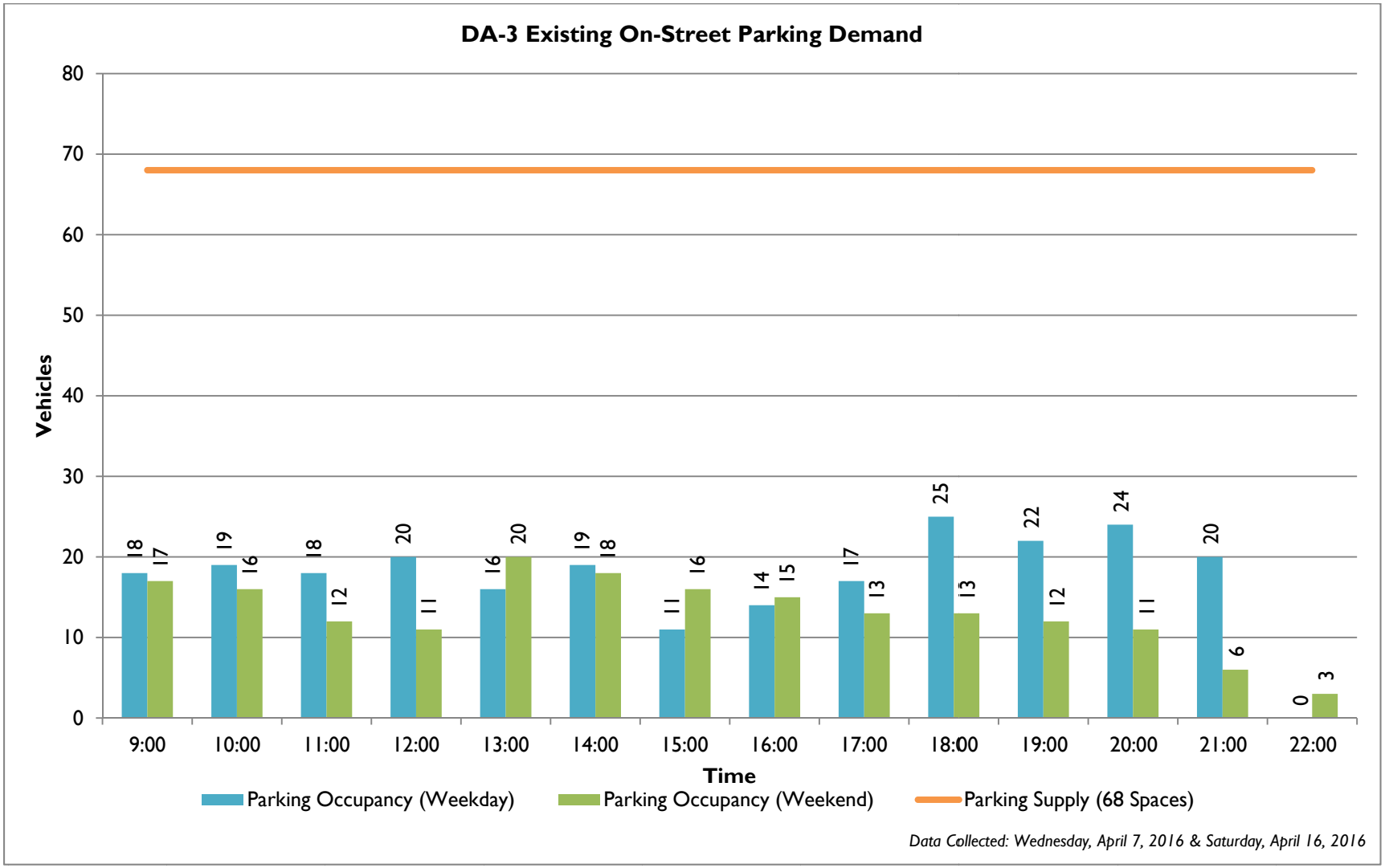


FIGURE 2.28 – DA-3 EXISTING ON-STREET PARKING DEMAND (WEEKDAY & WEEKEND)



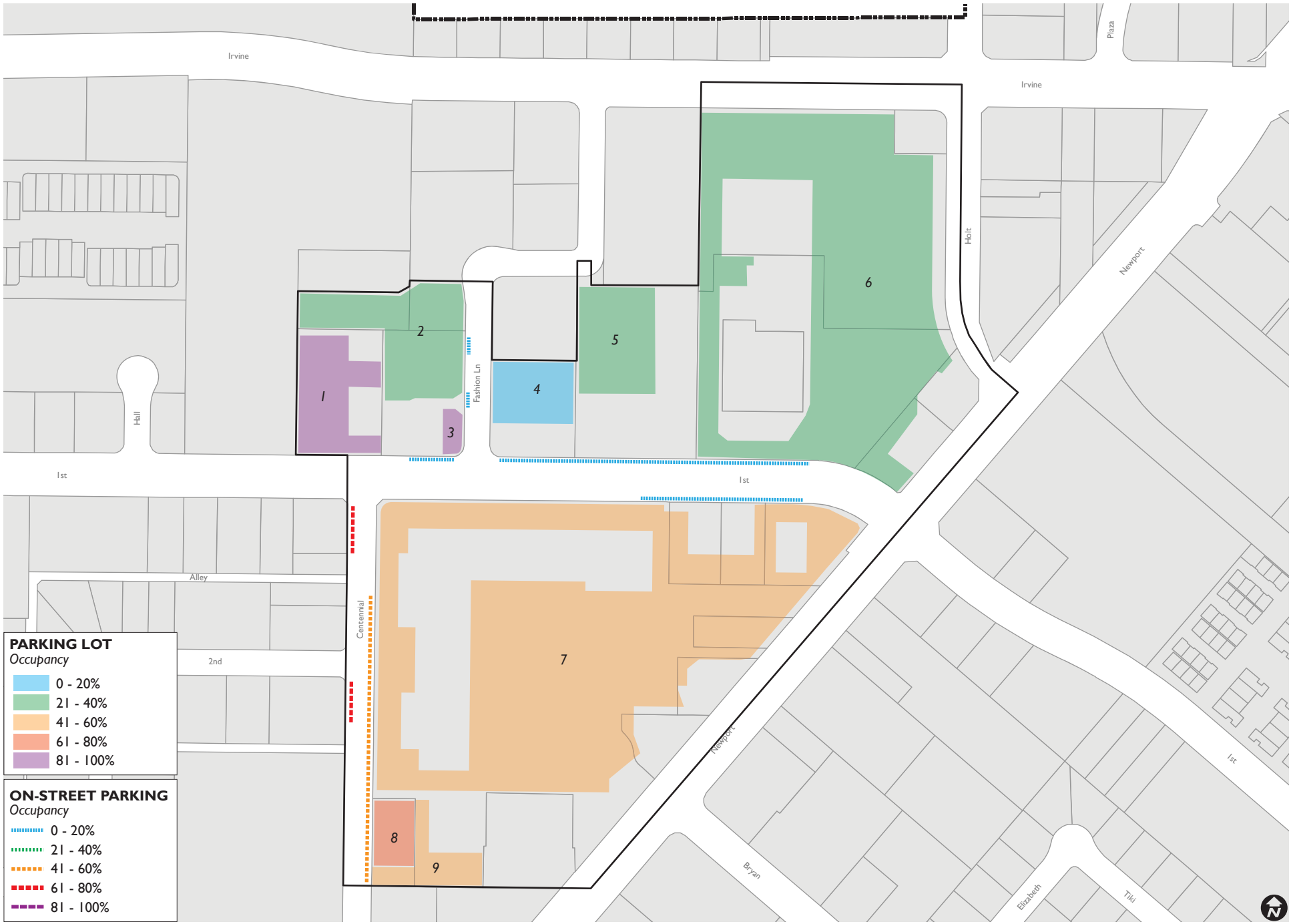


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Figure 2.29 - DA-3: First Street East - Weekday Peak Hour Parking Demand

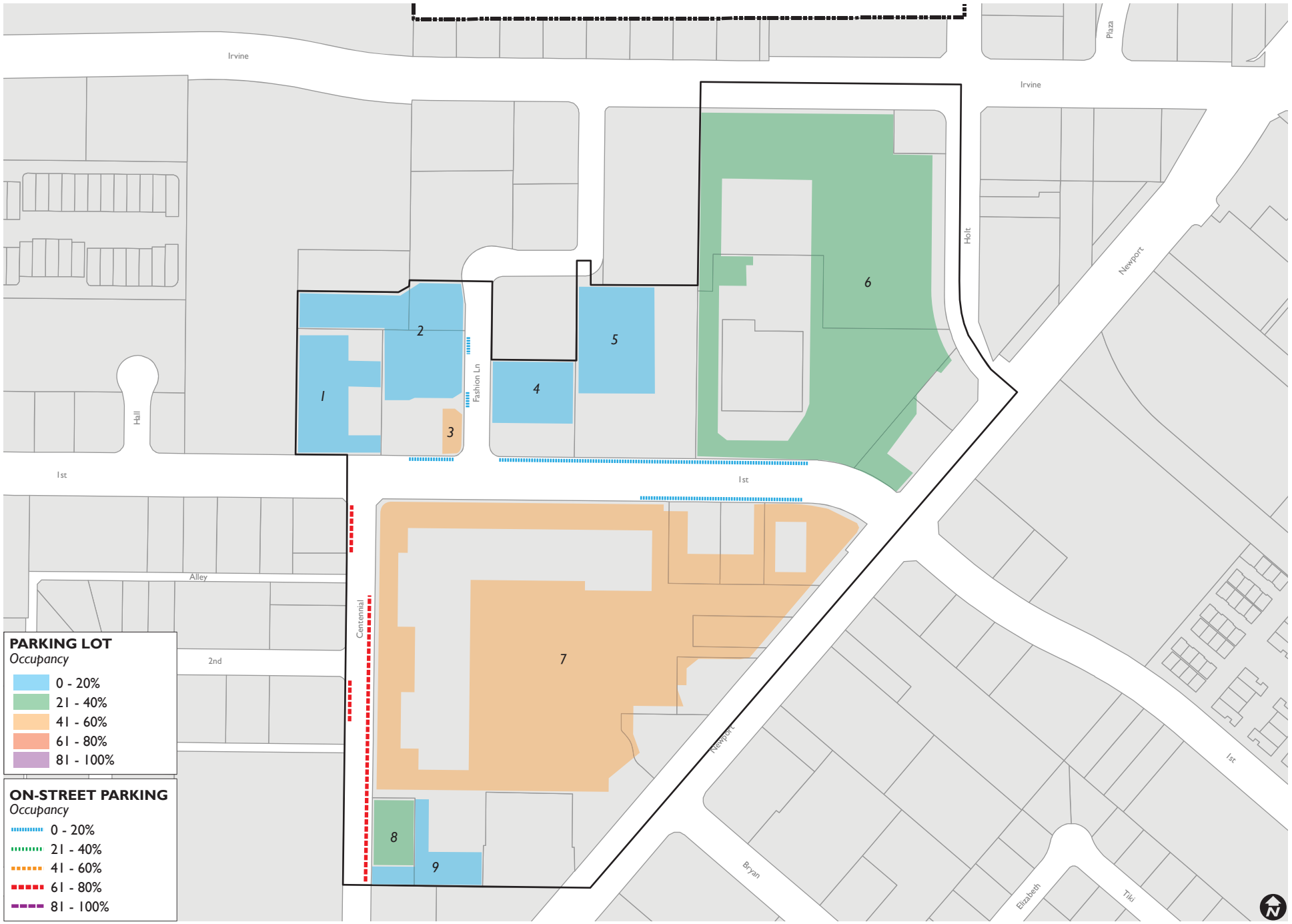

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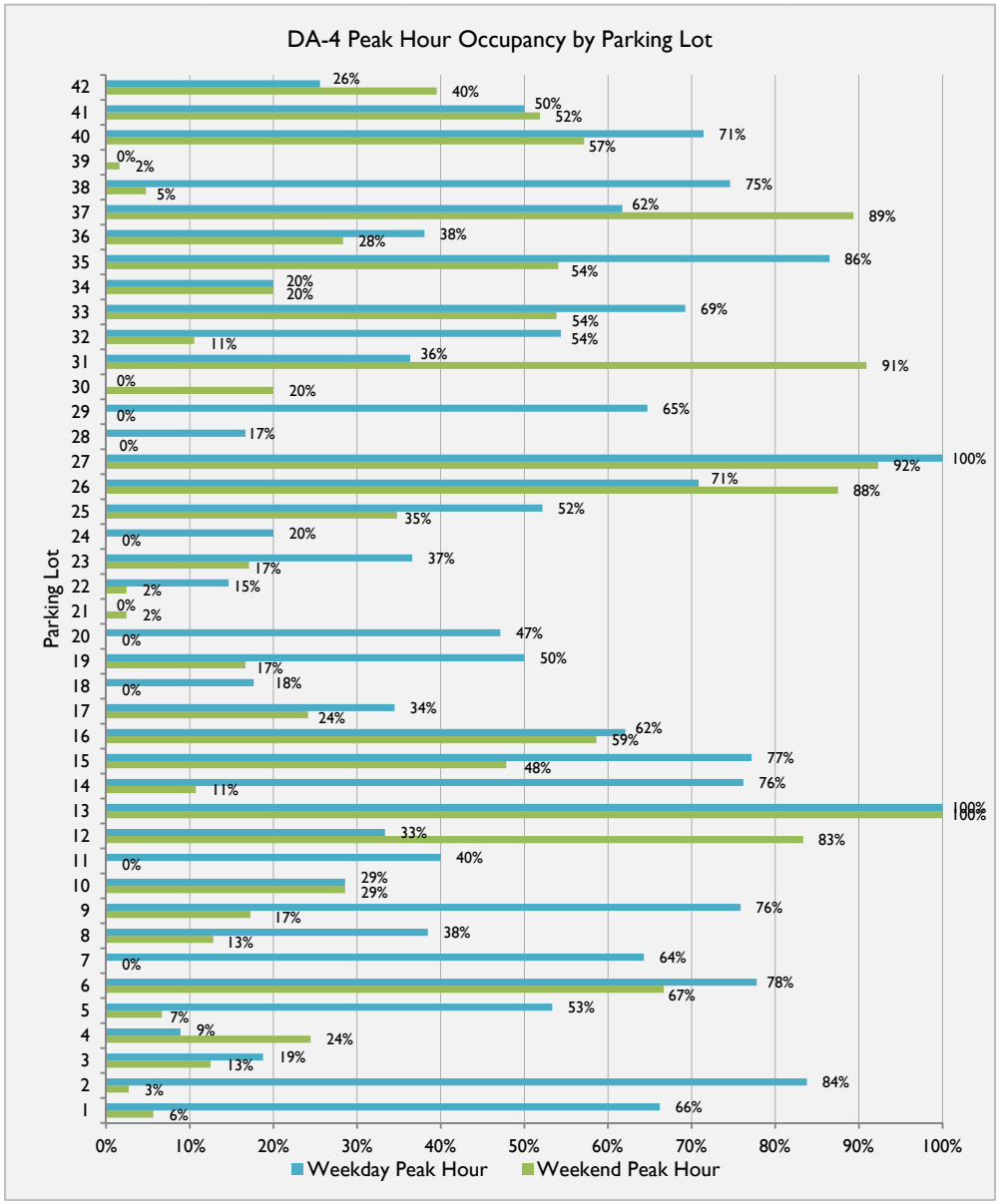
Figure 2.30 - DA-3: First Street East - Weekend Peak Hour Parking Demand



Graph 2.7 – DA-4 Peak Hour Occupancy by Parking Lot

2.2.5 Development Area 4: Old Town Tustin

Figure 2.31 summarizes the existing parking lot demand for the Old Town Tustin Development Area (DA-4) for both the weekday and weekend. As shown in Graph 2.7 for DA-4, collectively there is a surplus of parking spaces available during all hours of a typical weekday and weekend, but there are a number of lots that have 85% or more occupancy during the weekday or weekend peak hour. Weekday peak parking demand occurs at 12 PM with a maximum occupancy rate of 50%. Weekend peak parking demand occurs at 1 PM with a maximum occupancy rate of only 27%. Parking demand calculations for parking lots and street within DA-4 are provided in Appendix E.

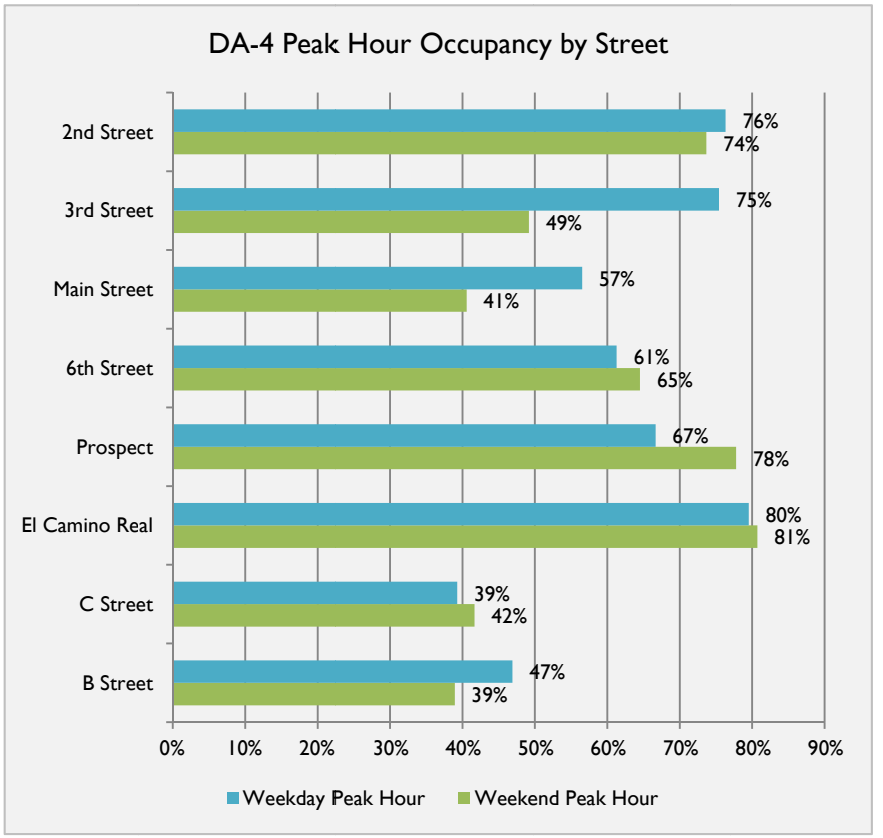
Figure 2.32 summarizes the existing on-street parking demand for DA-4 for both the weekday and weekend. As shown in Graph 2.8, there is a surplus of on-street parking spaces available during all hours of a typical weekday and weekend. Weekday on-street peak parking demand occurs at 12 PM with a maximum occupancy rate of 60%. Weekend on-street peak parking demand occurs at 11 AM with a maximum occupancy rate of 55%.

Figure 2.33 illustrates the parking demand for all parking lots and streets within DA-4 during the weekday peak hour. Figure 2.34 illustrates the weekend peak hour parking demand for parking lots and streets within DA-4.

There are a total of 42 parking lots within DA-4. Parking lots within DA-4 have average occupancy rates between

0% and 67% with 17 out of 42 parking lots above 60% during the weekday peak hour. The weekday average daily parking lot occupancy rate is 33% occupancy with 44% occupancy between 9AM and 3PM and 23% occupancy between 4PM and 10PM. During the weekend, parking lots had average occupancy rates between 0% and 69% with 13 out of 42 parking lots above 40% during the peak hour. The weekend average daily parking lot occupancy rate is 19% occupancy with 23% occupancy between 9AM and 3PM and 15% occupancy between 4PM and 10PM.

On-street parking occupancy within DA-4 had average occupancy rates of 36% to 62% during the weekday. The weekday average daily on-street parking occupancy rate is 47% occupancy between 9AM and 3PM and 51% occupancy between 4PM and 10PM. The weekend on-street average parking occupancy had rates of 22% to 68% occupancy. The weekend average daily on-street parking occupancy rate is 40% occupancy with 46% occupancy between 9AM and 3PM and 34% occupancy between 4PM and 10PM.



Graph 2.8 - DA-4 Peak Hour Occupancy by Street

Within DA-4, parking along B Street is on average of 39% occupied during the weekday with 43% occupancy between 9AM and 3PM and 35% occupancy between 4PM and 10PM. During the weekend, B Street is on average of 22% occupancy with 27% occupancy between 9Am and 3PM and 18% occupancy between 4PM and 10PM. During the weekday peak hour (12PM), B Street experiences 47% occupancy and 39% occupancy during the weekend peak hour (11AM) as shown in Graph 2.8.

C Street experiences on average 36% parking occupancy during the weekday with 36% occupancy between 9AM and 3PM as well as between 4PM and 10PM. During the weekend, C Street experiences on average 31% occupancy with 35% occupancy between 9AM and 3PM and 28% occupancy between 4PM and 10PM. During the weekday peak hour, C Street experiences 39% occupancy and 42% occupancy during the weekend peak hour.

Parking along El Camino Real is on average 55% parking occupancy during the weekday with 62% occupancy between 9AM and 3PM and 49% occupancy between 4PM and 10PM. During the weekend, El Camino Real is on average 57% occupancy with 68% occupancy between 9AM and 3PM and 46% occupancy between 4PM and 10PM. During the weekday peak hour, El Camino Real experiences 80% occupancy and 81% occupancy during the weekend peak hour.

On average, Prospect Avenue experiences 62% parking occupancy during the weekday with 67% occupancy between 9AM and 3PM and 57% occupancy between 4PM and 10PM. During the weekend, Prospect Avenue experiences on average 59% occupancy with 61% occupancy between 9AM and 3PM and 57% occupancy between 4PM and 10PM. The weekday peak hour has 67% occupancy along Prospect Avenue and 78% occupancy during the weekend peak hour.

6th Street experiences on average 54% occupancy during the weekday with 41% occupancy between 9AM and 3PM and 66% occupancy between 4PM and 10PM. During the weekend, 6th Street experiences on average 68% occupancy with 60% occupancy between 9AM and 3PM and 75% occupancy between 4PM and 10PM. During the weekday peak hour, 6th Street experiences 61% occupancy and 65% occupancy during the weekend peak hour.

Parking along Main Street is on average of 39% occupancy during the weekday with 41% occupancy between 9AM and 3PM and 37% occupancy between 4PM and 10PM. During the weekend, Main Street is on average 33% occupancy with 36% occupancy between 9AM and 3PM and 31% occupancy between 4PM and 10PM. During the weekday peak hour, Main Street experiences 57% occupancy and 41% occupancy during the weekend peak hour.

3rd Street experiences on average 56% occupancy during the weekday with 67% occupancy between 9AM and 3PM and 44% occupancy between 4PM and 10PM. During the weekend, 3rd Street experiences on average 43% occupancy with 50% occupancy between 9AM and 3PM and 35% occupancy between 4PM and 10PM. During the weekday peak hour, 3rd Street experiences 75% occupancy and 49% occupancy during the weekend peak hour.

On Average, 2nd Street experiences 52% occupancy during the weekday with 71% occupancy between 9AM and 3PM and 34% occupancy between 4PM and 10PM. During the weekend, 2nd Street experiences on average 37% occupancy with 61% occupancy between 9AM and 3PM and 14% occupancy between 4PM and 10PM. 2nd Street experiences 76% occupancy during the weekday peak hour and 74% occupancy during the weekend peak hour.

FIGURE 2.31 – DA-4 EXISTING PARKING LOT DEMAND (WEEKDAY AND WEEKEND)

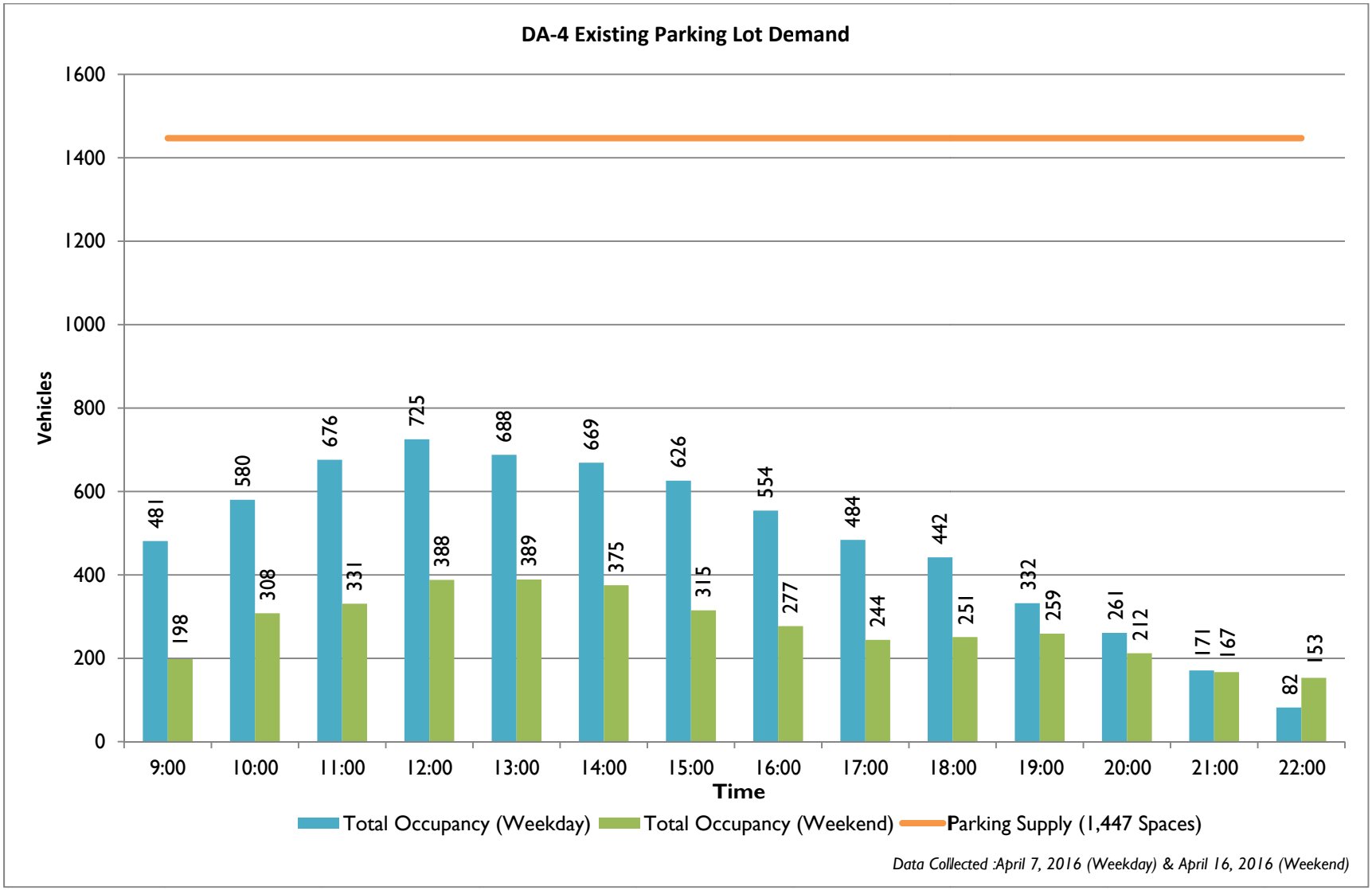
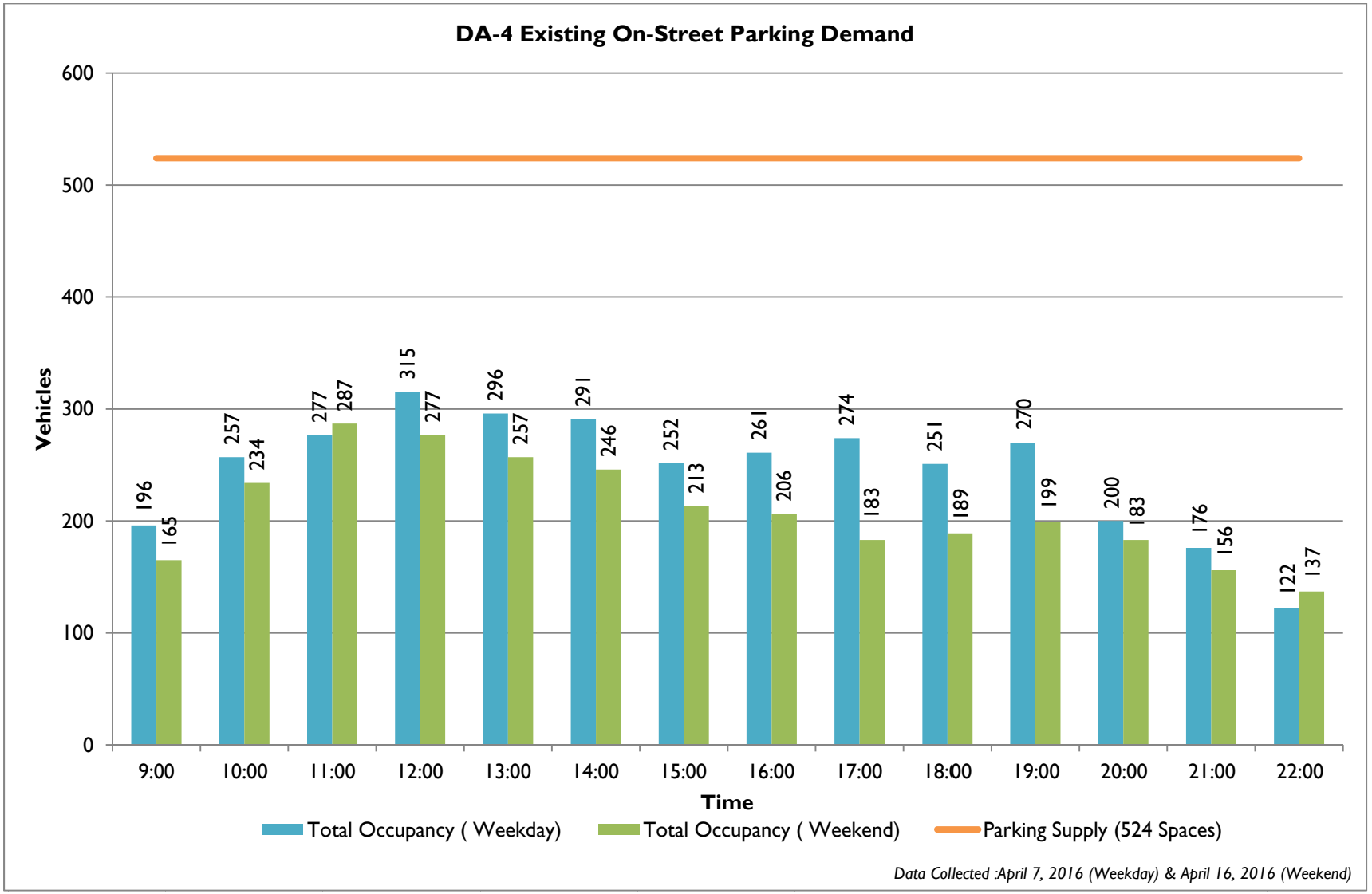


FIGURE 2.32 – DA-4 EXISTING ON-STREET PARKING DEMAND (WEEKDAY & WEEKEND)



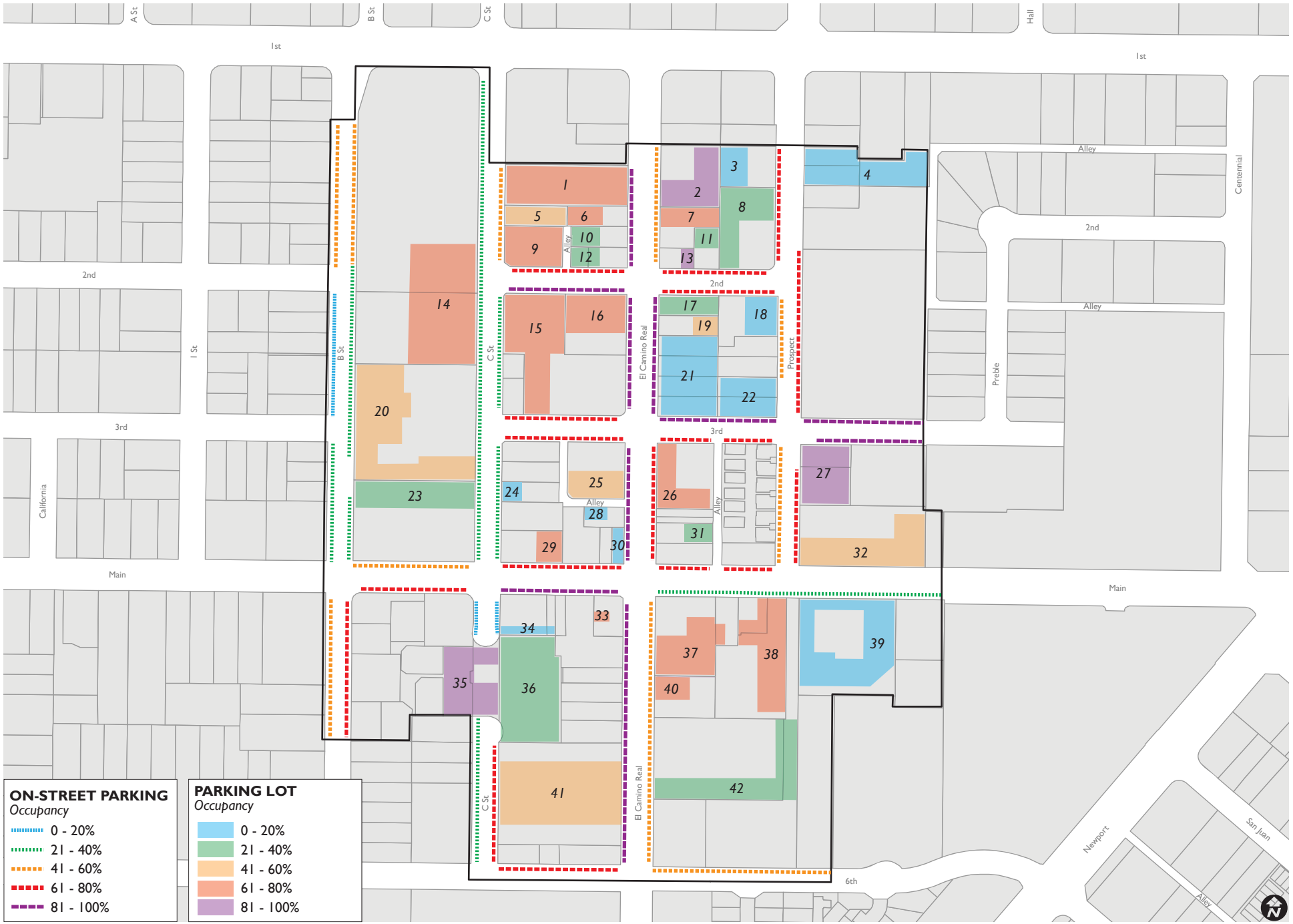


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Figure 2.33 - DA-4: Old Town Tustin - Weekday Peak Hour Parking Demand

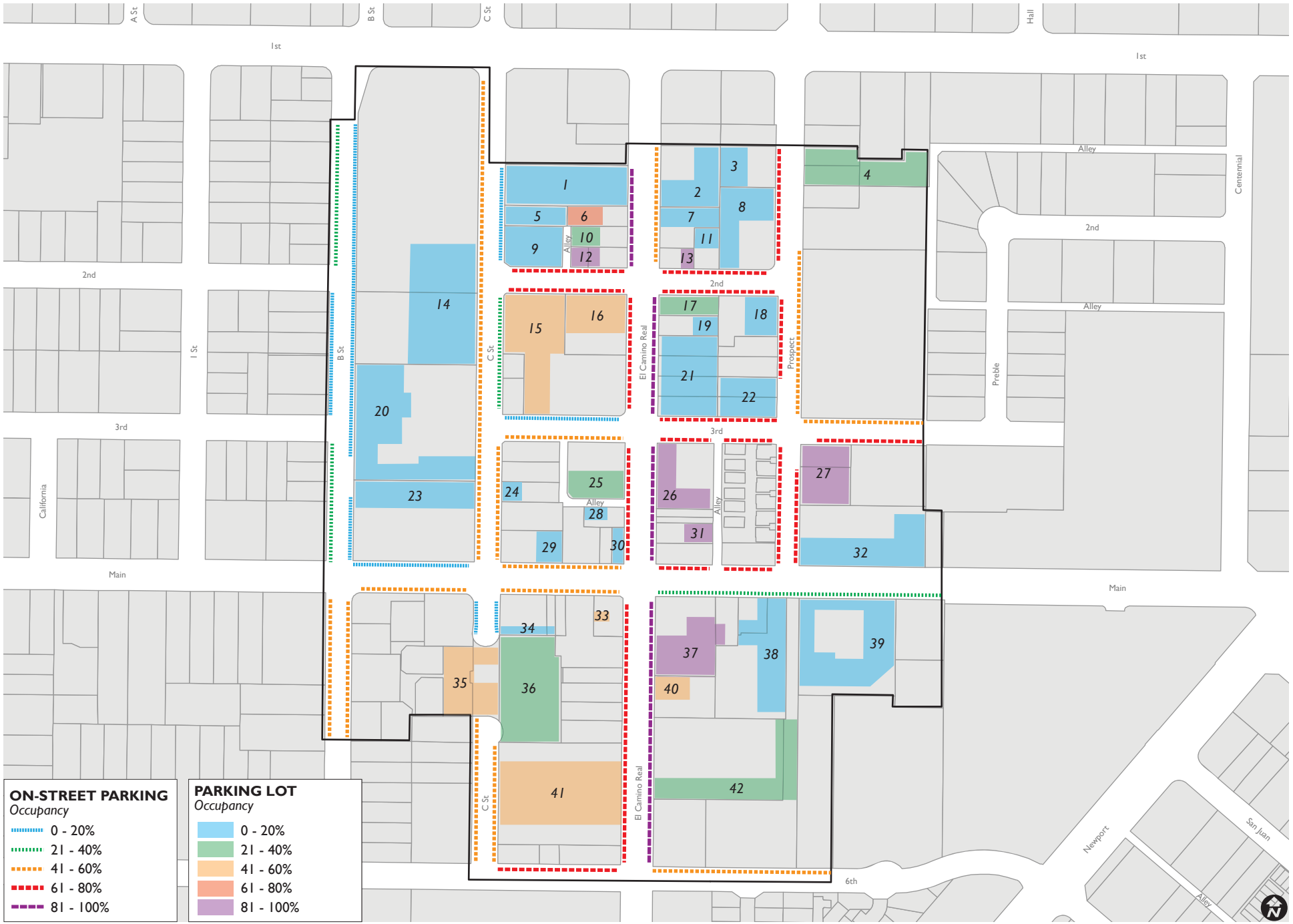

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Figure 2.34 - DA-4: Old Town Tustin - Weekend Peak Hour Parking Demand

2.2.6 Development Area 5: Newport Avenue

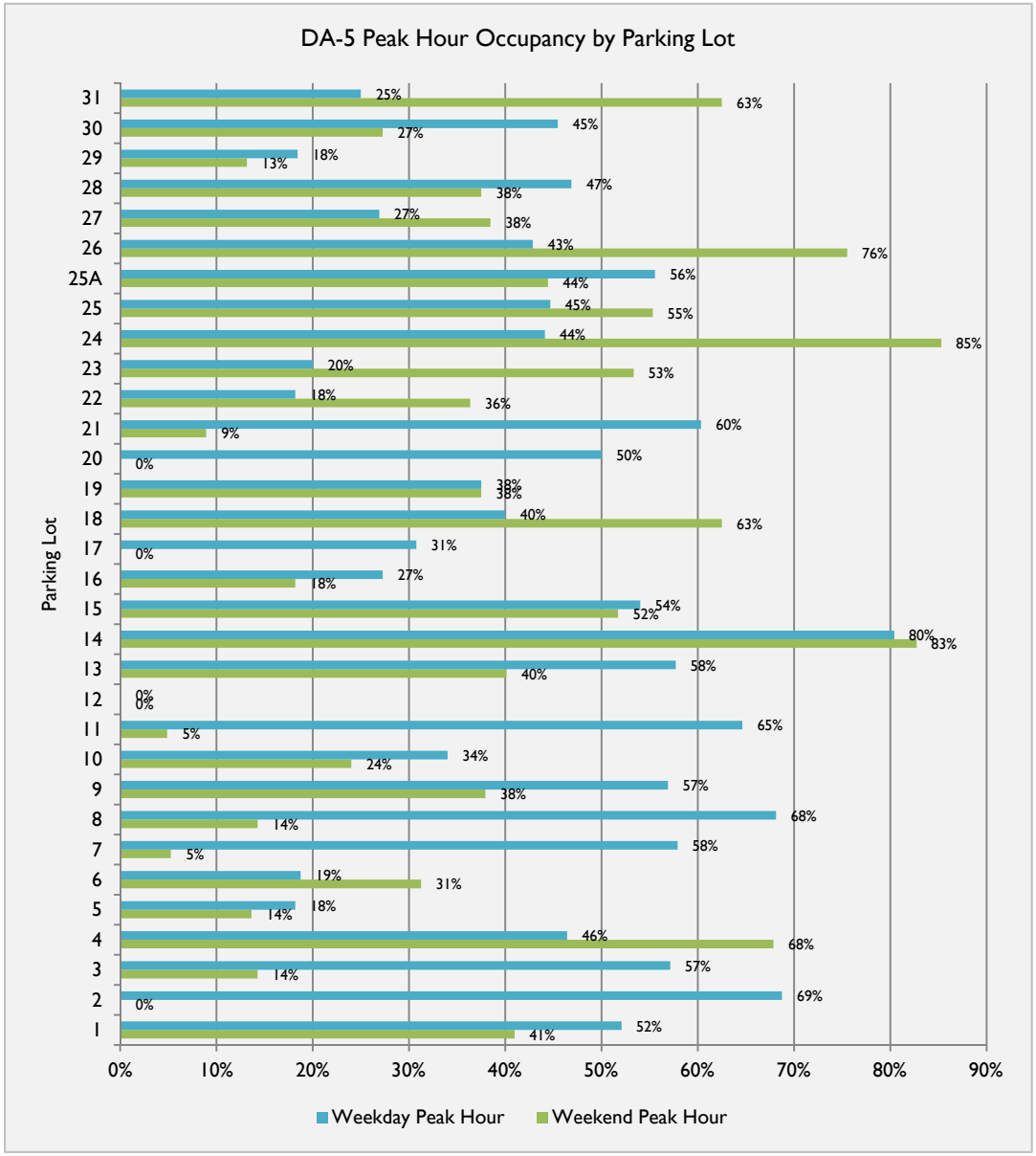
Figure 2.35 summarizes the existing parking lot demand for the Newport Avenue Development Area (DA-5) for both the weekday and weekend. As shown in Graph 2.9 for DA-5, there is a surplus of parking spaces available during all hours of a typical weekday and weekend. Weekday peak parking demand occurs at 12 PM with a maximum occupancy rate of 56%. Weekend peak parking demand occurs at 1 PM with a maximum occupancy rate of only 42%. Parking demand calculations for parking lots and streets within DA-5 are provided in Appendix E.

Figure 2.36 summarizes the existing on-street parking demand for DA-5 for both the weekday and weekend. As shown in Graph 2.10, there is a surplus of on-street parking spaces available during all hours of a typical weekday and weekend. Weekday on-street peak parking demand occurs at 12 PM with a maximum occupancy rate of 33%. Weekend on-street peak parking demand occurs at 12 PM with a maximum occupancy rate of 40%.

Figure 2.37 illustrates the parking demand for all parking lots and streets within DA-5 during the weekday peak hour. Figure 2.38 illustrates the weekend peak hour parking demand for parking lots and streets within DA-5.

There are a total of 32 parking lots within DA-5. Parking lots within DA-5 had average occupancy rates between 0% and 60% with 19 out of 32 parking lots above 40% occupancy during the weekday peak hour. The weekday average daily parking lot occupancy rate is 42% occupancy with 50% occupancy between 9AM and 3PM and 34% occupancy between 4PM and 10PM. During the weekend, parking lots had average occupancy rates between 0% and 65% with 11 out of 32 parking lots at or above 40% during the peak hour. The weekend average daily parking lot occupancy is 31% occupancy with 33% occupancy between 9AM and 3PM and 30% occupancy between 4PM and 10PM.

On-street parking occupancy within DA-5 had average occupancy rates of 0% to 77% during the weekday. The weekday average daily on-street parking occupancy is 27% with 25% occupancy between 9AM and 3PM and 29% occupancy between 4PM and 10PM. The weekend on-street parking occupancy had average rates of 5% to 90% occupancy. The weekend average daily on-street parking occupancy is 31% with 34% occupancy between 9AM and 3PM and 28% occupancy between 4PM and 10PM.



Graph 2.9 - DA-5 Peak Hour Occupancy by Parking Lot

Within DA-5, parking along 6th Street is on average of 25% occupied during the weekday with 21% occupancy between 9AM and 3PM and 38% occupancy between 4PM and 10PM. During the weekend, the average parking occupancy along 6th Street is 30% with 21% between 9AM and 3PM and 38% between 4PM and 10PM. During both the weekday and weekend peak hour, 6th Street experiences 33% occupancy.

Main Street experiences on average 5% parking occupancy during the weekday with 10% occupancy between 9AM and 3PM and 1% occupancy between 4PM and 10PM. During the weekend, Main Street experiences on average 5% parking occupancy with 8% occupancy between 9AM and 3PM and 1% occupancy between 4PM and 10PM. During the weekday peak hour Main Street has 25% occupancy and 33% occupancy during the weekend peak hour, as shown in Graph 2.10.

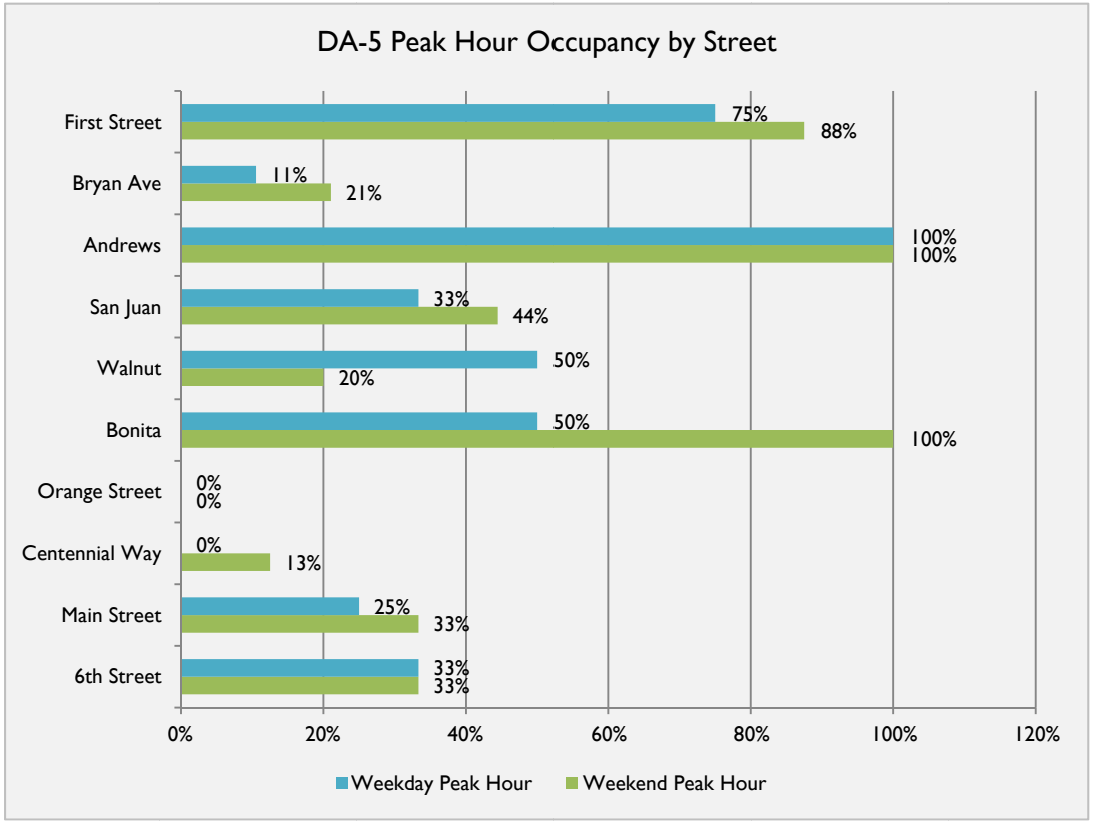
Centennial Way experiences 0% parking occupancy during the weekday. During the weekend, Centennial Way experiences on average 11% occupancy with 13% occupancy between 9AM and 3PM and 9% occupancy between 4PM and 10PM. During the weekend peak hour, Centennial Way experiences 13% occupancy.

Parking along Orange Street is 0% parking occupancy during the weekday and on average 43% occupancy during the weekend with 36% occupancy between 9AM and 3PM and 50% occupancy between 4PM and 10PM. During both the weekday and weekend peak hour, on-street parking occupancy is 0% along Orange Street.

On average, Bonita Street experiences 77% parking occupancy during the weekday with 57% occupancy between 9AM and 3PM and 98% occupancy between 4PM and 10PM. During the weekend, Bonita Street experiences on average 90% occupancy with 88% occupancy between 9AM and 3PM and 93% occupancy between 4PM and 10PM. During the weekday peak hour, Bonita Street experiences 50% occupancy and 100% occupancy during the weekend peak hour.

Walnut Street experiences on average 42% occupancy during the weekday with 34% occupancy between 9AM and 3PM and 50% occupancy between 4PM and 10PM. During the weekend, Walnut Street experiences 32% occupancy with 26% occupancy between 9AM and 3PM and 39% occupancy between 4PM and 10PM. Walnut Street experiences 50% occupancy during the weekday peak hour and 20% occupancy during the weekend peak hour.

Parking along San Juan Street is on average of 25% occupancy during the weekday with 30% occupancy between 9AM and 3PM and 21% occupancy between 4PM and 10PM. On-street parking along San Juan Street is on average 51% during the weekend with 48% occupancy between 9AM and 3PM and 54% occupancy between 4PM and 10PM. During the weekday peak hour, San Juan Street experiences 33% occupancy and 44% occupancy during the weekend peak hour.



Graph 2.10 - DA-5 Peak Hour Occupancy by Street

Andrews Street experiences on average 38% occupancy during the weekday with 43% occupancy between 9AM and 3PM and 32% occupancy between 4PM and 10PM. During the weekend Andrews Street experiences on average 34% occupancy with 57% occupancy between 9AM and 3PM and 11% occupancy between 4PM and 10PM. During both the weekday and weekend peak hour, Andrews Street experiences 100% on-street parking occupancy.

On Average, Bryan Avenue experiences 15% occupancy during the weekday with 11% occupancy between 9AM and 3PM and 20% occupancy between 4PM and 10PM. On-street parking along Bryan Avenue is on average 13% occupied during the weekend with 18% occupancy between 9AM and 3PM and 8% occupancy between 4PM and 10PM. During the weekday peak hour, Bryan Avenue experiences 11% parking occupancy and 21% occupancy during the weekend peak hour.

First Street experiences on average 63% occupancy during the weekday between 9AM and 10PM. During the weekend, First Street experiences on average 62% parking occupancy with 88% occupancy between 9AM and 3PM and 36% occupancy between 4PM and 10PM. During the weekday peak hour, First Street experiences 75% occupancy and 88% occupancy during the weekend peak hour.

There is no on-street parking allowed along both sides of Newport Avenue and along El Camino Real within DA-5.

FIGURE 2.35 – DA-5 EXISTING PARKING LOT DEMAND (WEEKDAY & WEEKEND)

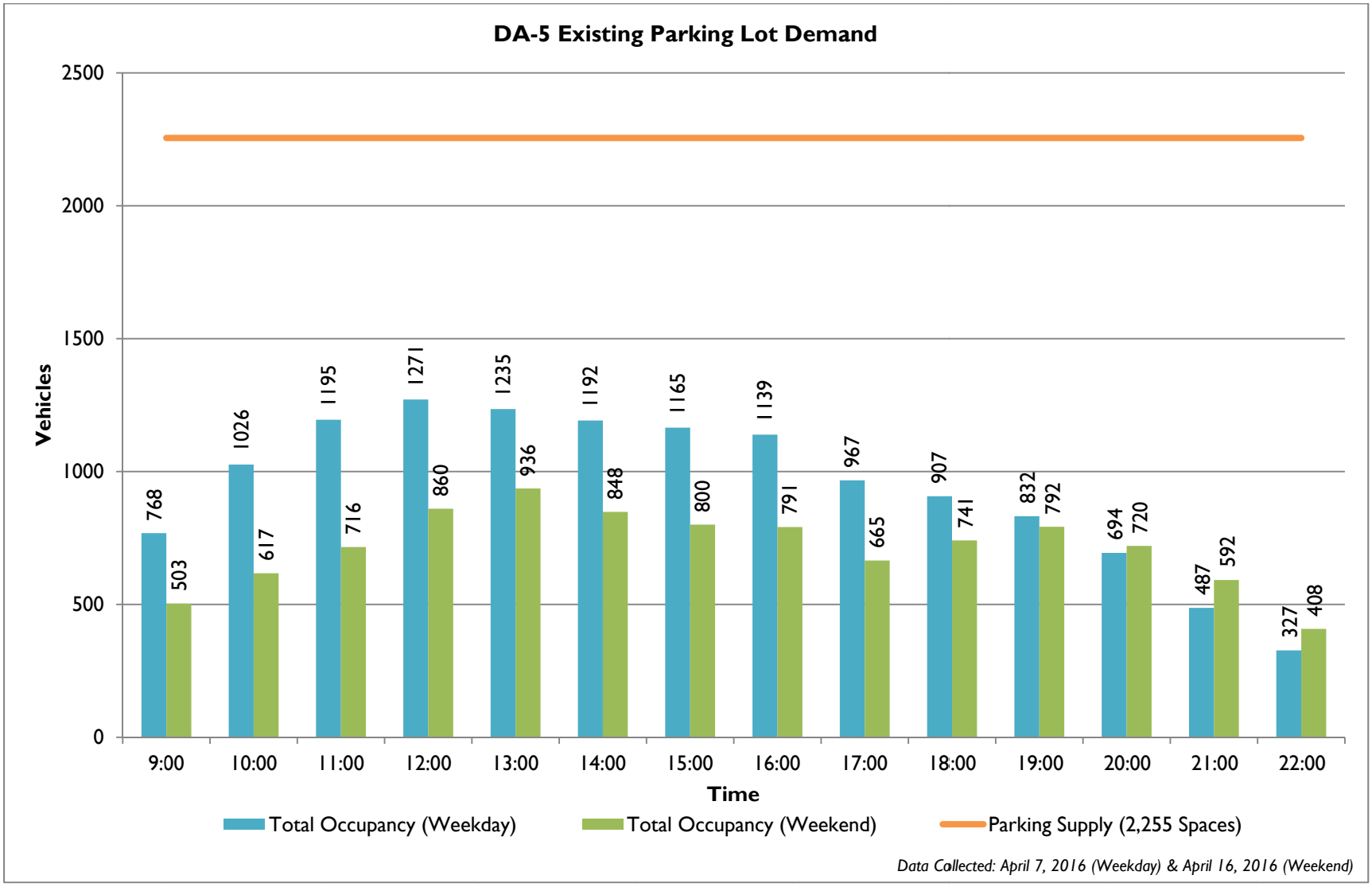
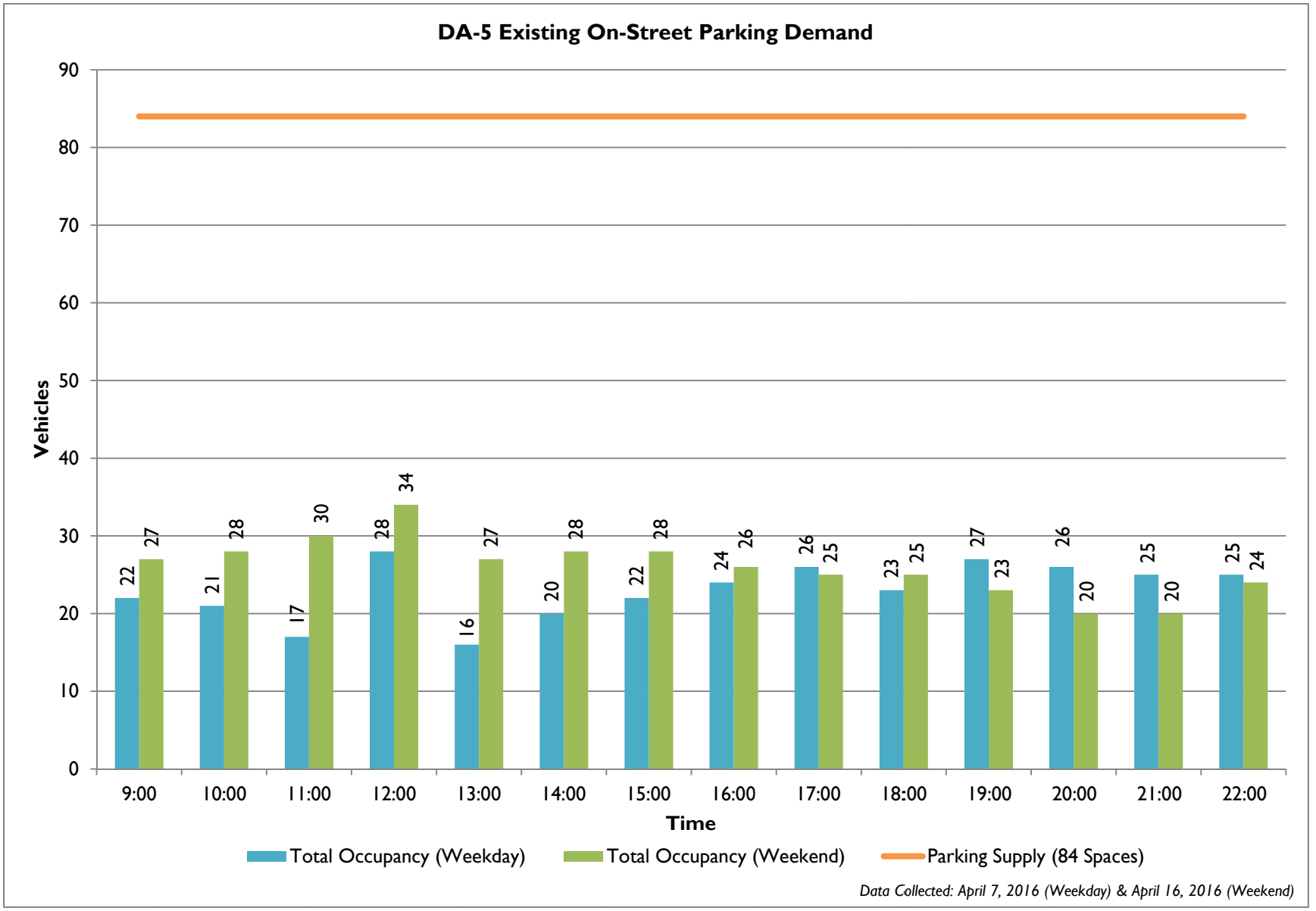


FIGURE 2.36 – DA-5 EXISTING ON-STREET PARKING DEMAND (WEEKDAY & WEEKEND)



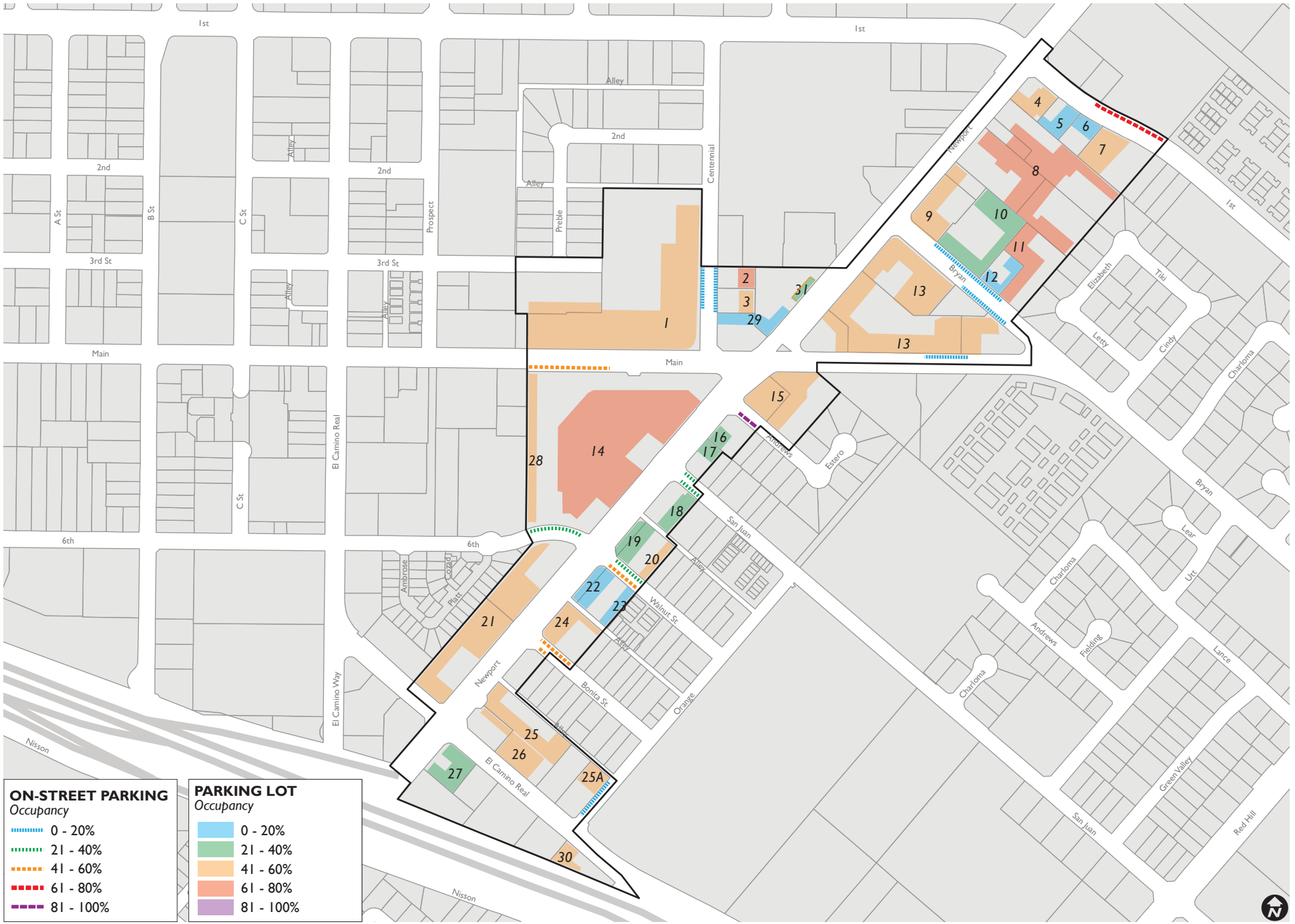


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Figure 2.37 - DA-5: Newport Avenue - Weekday Peak Hour Parking Demand

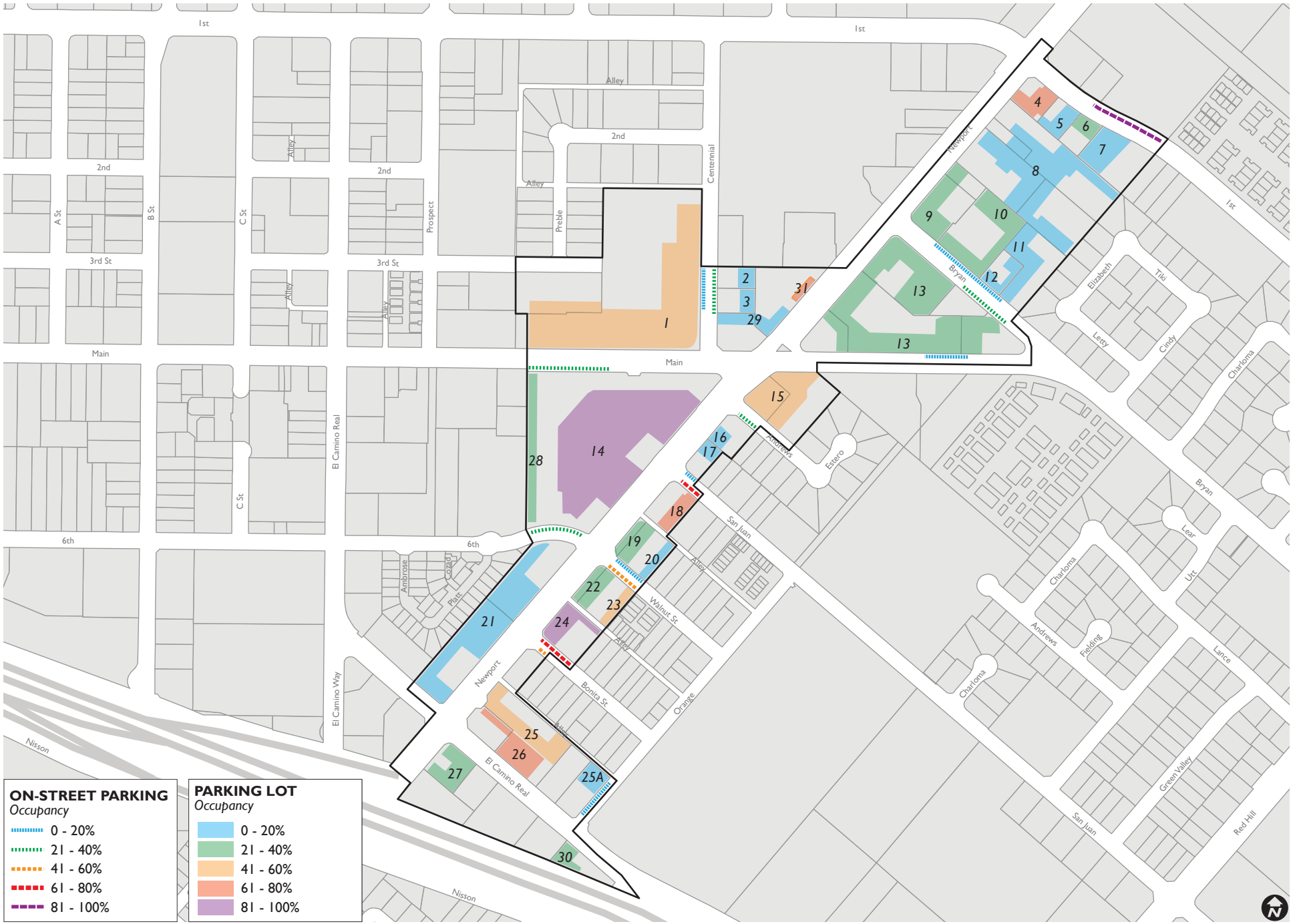

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Figure 2.38 - DA-5: Newport Avenue - Weekend Peak Hour Parking Demand

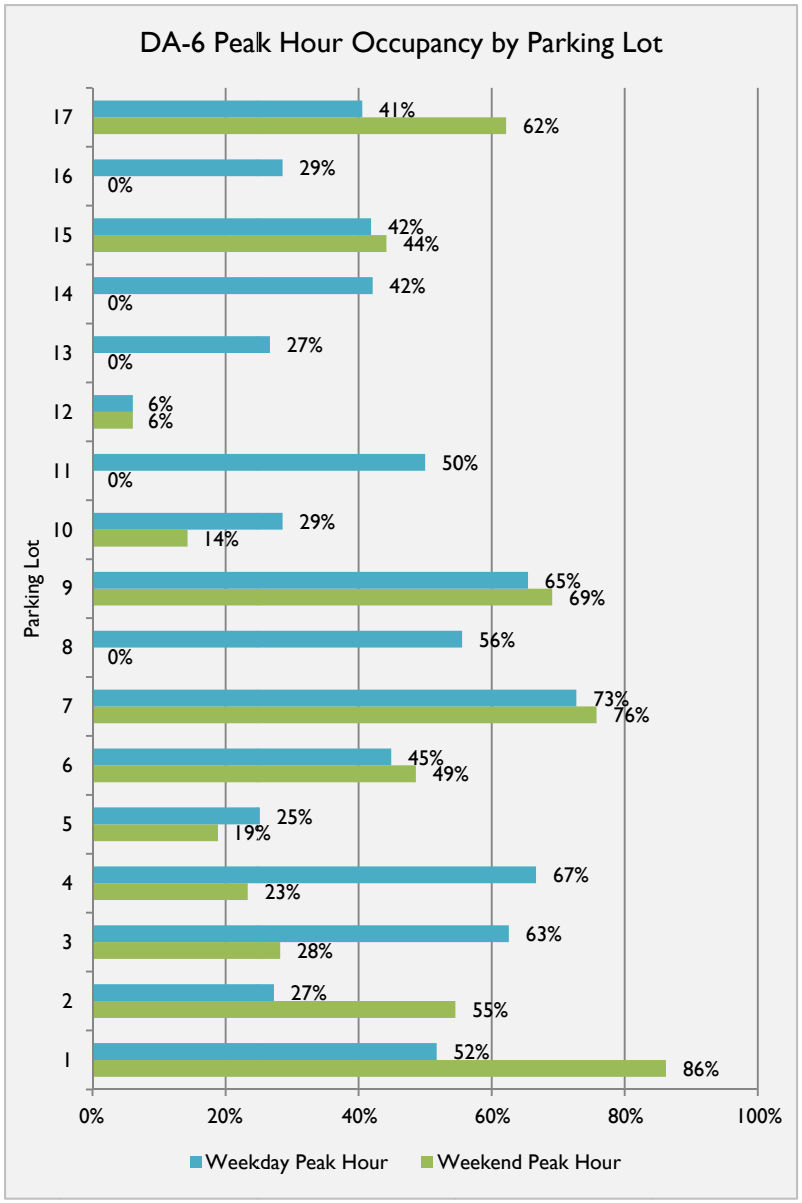
2.2.7 Development Area 6: South of Sixth

Figure 2.39 summarizes the existing parking lot demand for the South of Sixth Development Area (DA-6) for both the weekday and weekend. As shown in Graph 2.11 for DA-6, there is a surplus of parking spaces available during all hours of a typical weekday and weekend within the parking lots. Weekday peak parking demand occurs at 12PM with a maximum occupancy rate of 45%. Weekend peak parking demand occurs at 1 PM with a maximum occupancy rate of only 39%. Parking demand calculations for parking lots and streets within DA-6 are provided in Appendix E.

Figure 2.40 summarizes the existing on-street parking demand for DA-6 for both the weekday and weekend. As shown in Graph 2.12, there is a surplus of on-street parking spaces available during all hours of a typical weekday and weekend. Weekday on-street peak hour parking demand occurs at 4 PM with a maximum occupancy rate of 29%. Weekend on-street peak parking demand occurs at 7 PM with a maximum occupancy rate of 37%.

Figure 2.41 illustrates the parking demand for all parking lots and streets within DA-6 during the weekday peak hour. Figure 2.42 illustrates the weekend peak hour parking demand for parking lots and streets within DA-6.

There are a total of 17 parking lots within DA-6. Parking lots within DA-6 had average occupancy rates between 8% and 50% with 11 out of 17 parking lots above 40% during the weekday peak hour. The weekday average daily parking lot occupancy rate is 34% with 38% occupancy between 9AM and 3PM and 30% occupancy between 4PM and 10PM. During the weekend; parking lots had average occupancy rates between 0% and 62% with 7 out of 17 parking lots above 40% during the peak hour. The weekend average daily parking lot occupancy is 34% with 35% occupancy between 9AM and 3PM



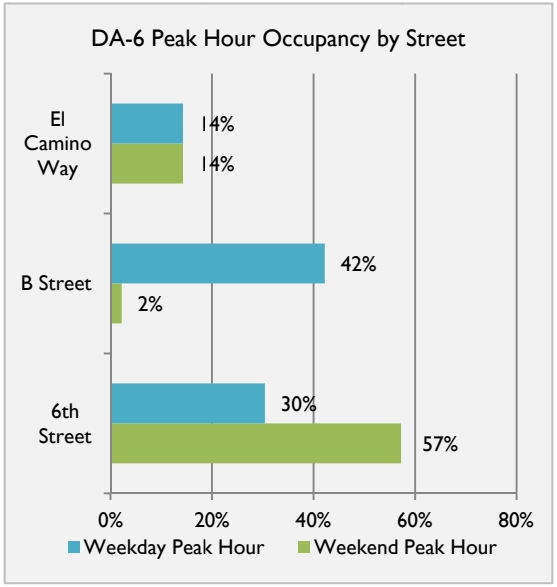
Graph 2.11 - DA-6 Peak Hour Occupancy by Parking Lot

and 33% occupancy between 4PM and 10PM.

On-street parking occupancy within DA-6 had average occupancy rates of 8% to 31% during the weekday. The weekday average daily on-street parking occupancy rate is 27% with 27% occupancy between 9AM and 3PM and 28% occupancy between 4PM and 10PM. The weekend on-street parking occupancy had average rates of 3% to 46% occupancy. The weekend average daily on-street parking occupancy rate is 33% with 29% occupancy between 9AM and 3PM and 36% occupancy between 4PM and 10PM.

Within DA-6, parking along 6th Street is on average of 31% occupied during the weekday with 26% occupancy between 9AM and 3PM and 36% occupancy between 4PM and 10PM. During the weekend, 6th Street experiences on average 46% occupancy with 42% occupancy between 9AM and 3PM and 51% occupancy between 4PM and 10PM. 6th Street experiences 30% occupancy during the weekday peak hour and 57% occupancy during the weekend peak hour as shown in Graph 2.12.

B Street experiences on average 28% parking occupancy during the weekday with 43% occupancy between 9AM and 3PM and 14% occupancy between 4PM and 10PM. During the weekend, B Street experiences on average 3% occupancy with 4% occupancy between 9AM and 3PM and 3% occupancy between 4PM and 10PM. B Street experiences 42% parking occupancy during the weekday peak hour and 2% occupancy during the weekend peak hour.



Graph 2.12 - DA-6 Peak Hour Occupancy by Street

Parking along El Camino Way is on average 8% parking occupancy during the weekday with 4% occupancy between 9AM and 3PM and 12% occupancy between 4PM and 10PM. During the weekend, El Camino Way experiences on average 14% occupancy with 10% occupancy between 9AM and 3PM and 17% occupancy between 4PM and 10PM. El Camino Way experiences 14% occupancy during both the weekday and weekend peak hour.

Although there are no parking restriction signs located along El Camino Real, between Newport Avenue and El Camino Way, and there are portions along the curb that are not painted in red, no parking is allowed. On-street parking requires approximately 8 feet from the curb in addition to the through travel lane width, to allow through traffic to continue to flow. Since the outside lane (lane closest to the curb) is only 13 feet in width, it does not provide enough width for on-street parking, and there are no signs indicating parking is allowed at any time. Therefore, there is no parking allowed along both sides of El Camino Real within DA-6.

FIGURE 2.39 – DA-6 EXISTING PARKING LOT DEMAND (WEEKDAY & WEEKEND)

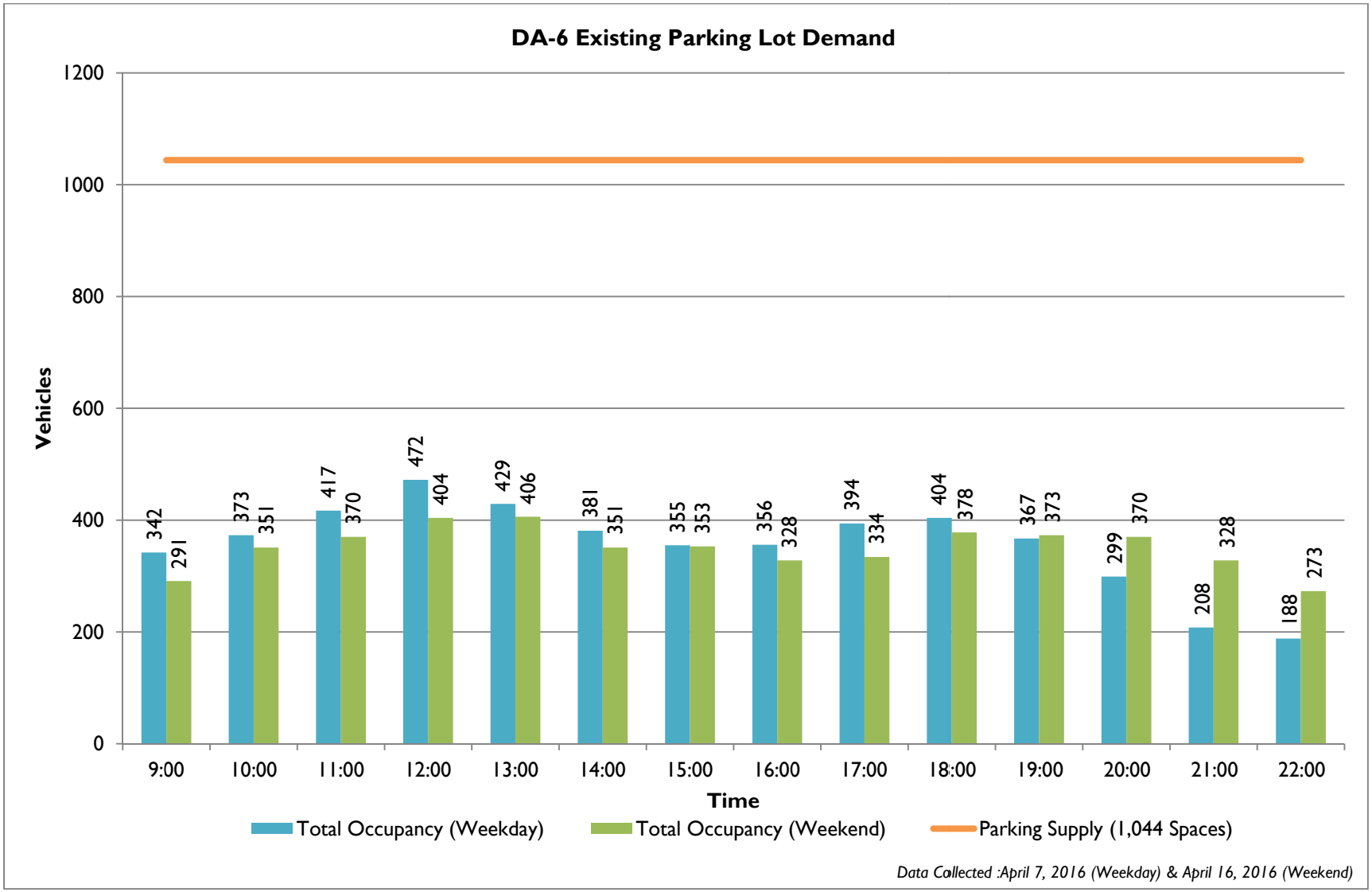
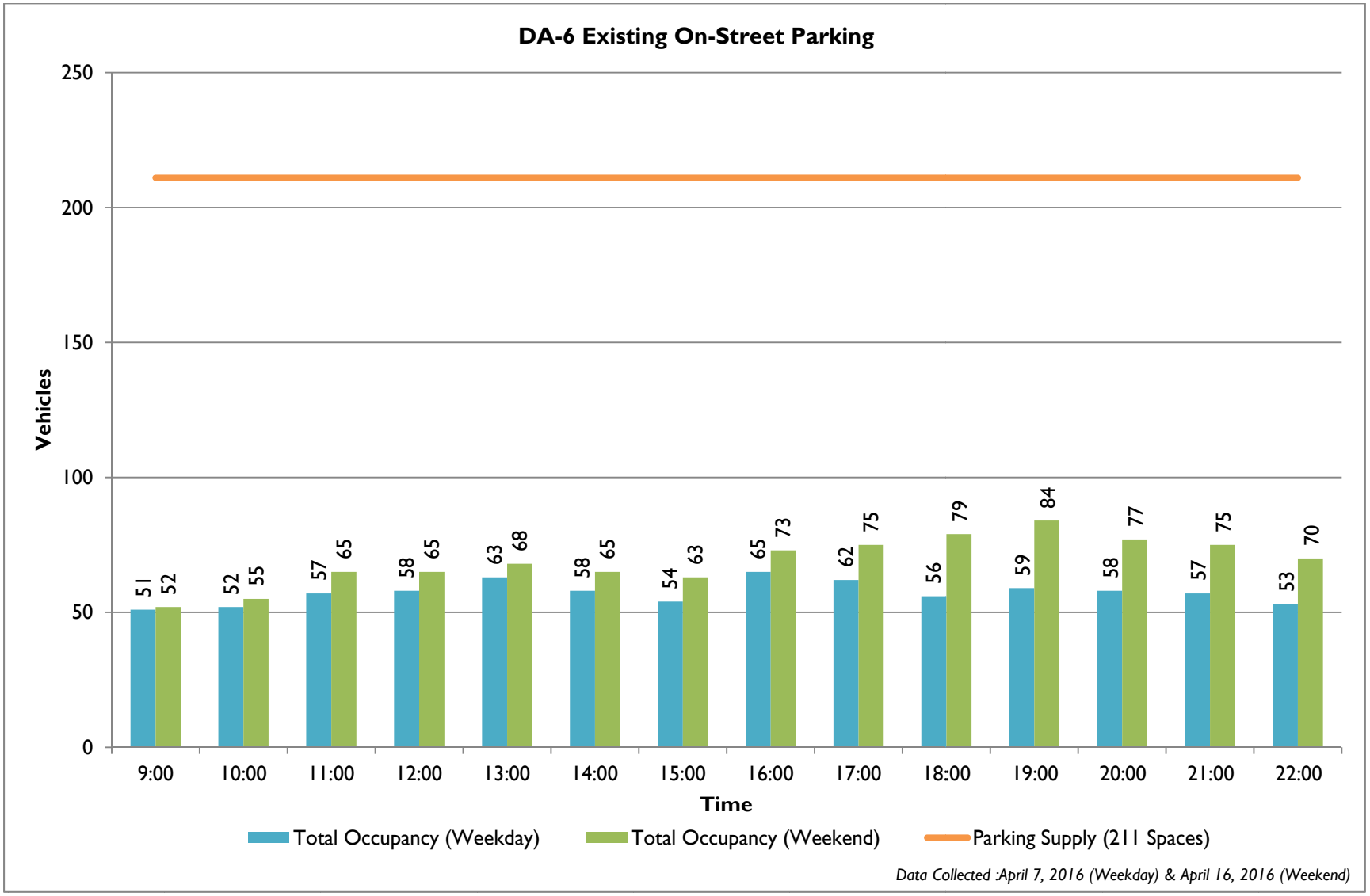


FIGURE 2.40 – DA-6 EXISTING ON-STREET PARKING DEMAND (WEEKDAY & WEEKEND)



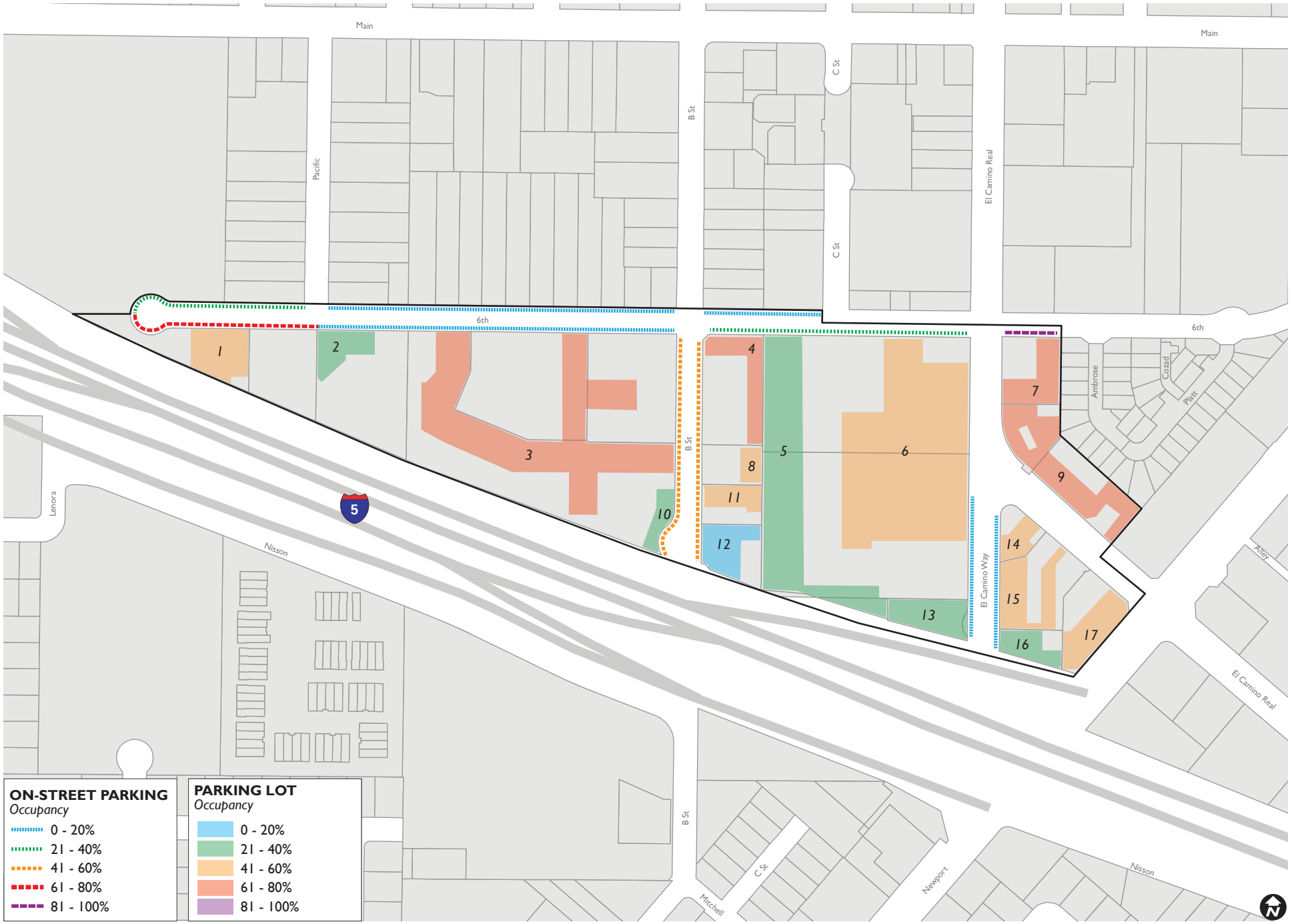


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Figure 2.41 - DA-6: South of Sixth - Weekday Peak Hour Parking Demand

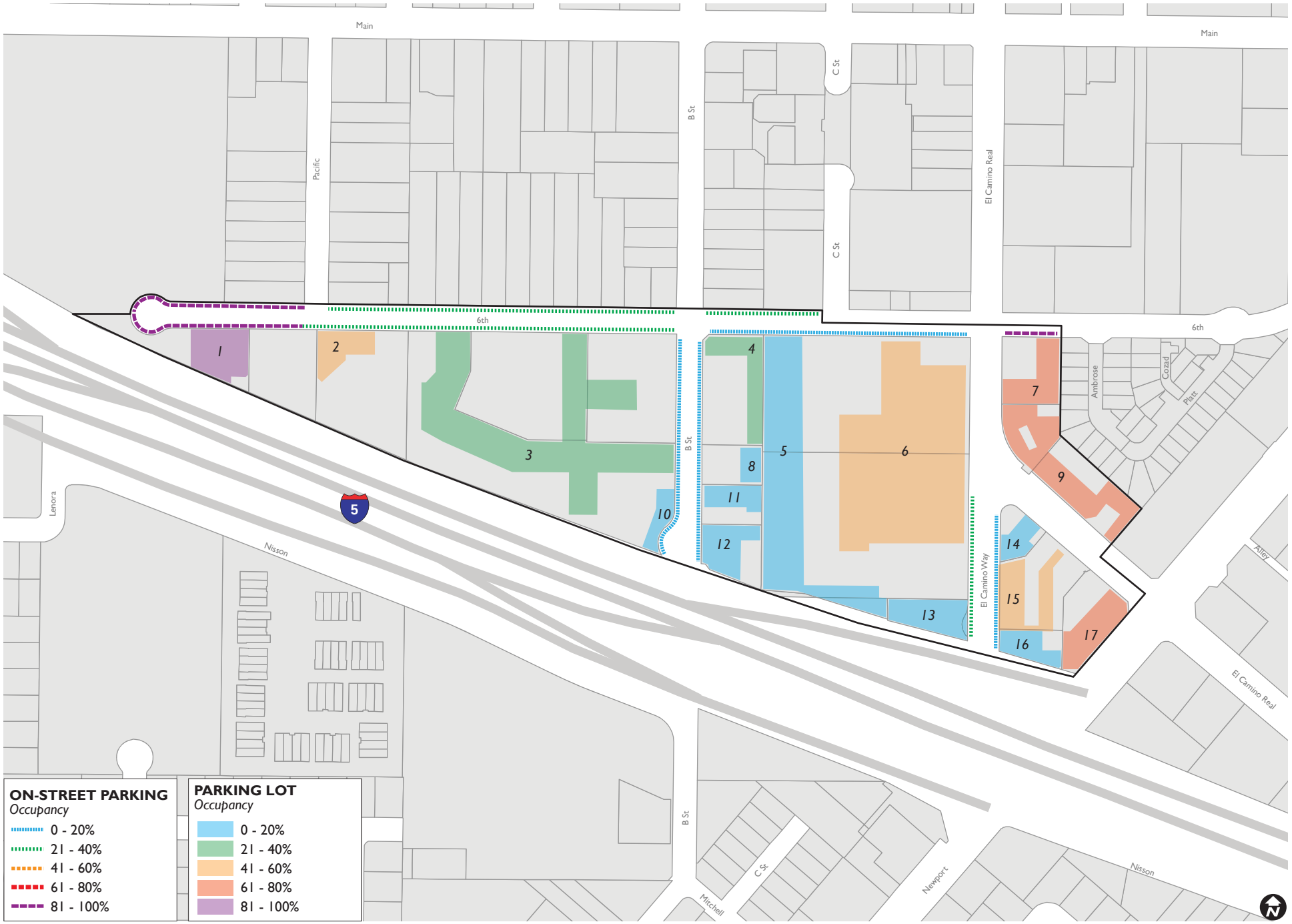

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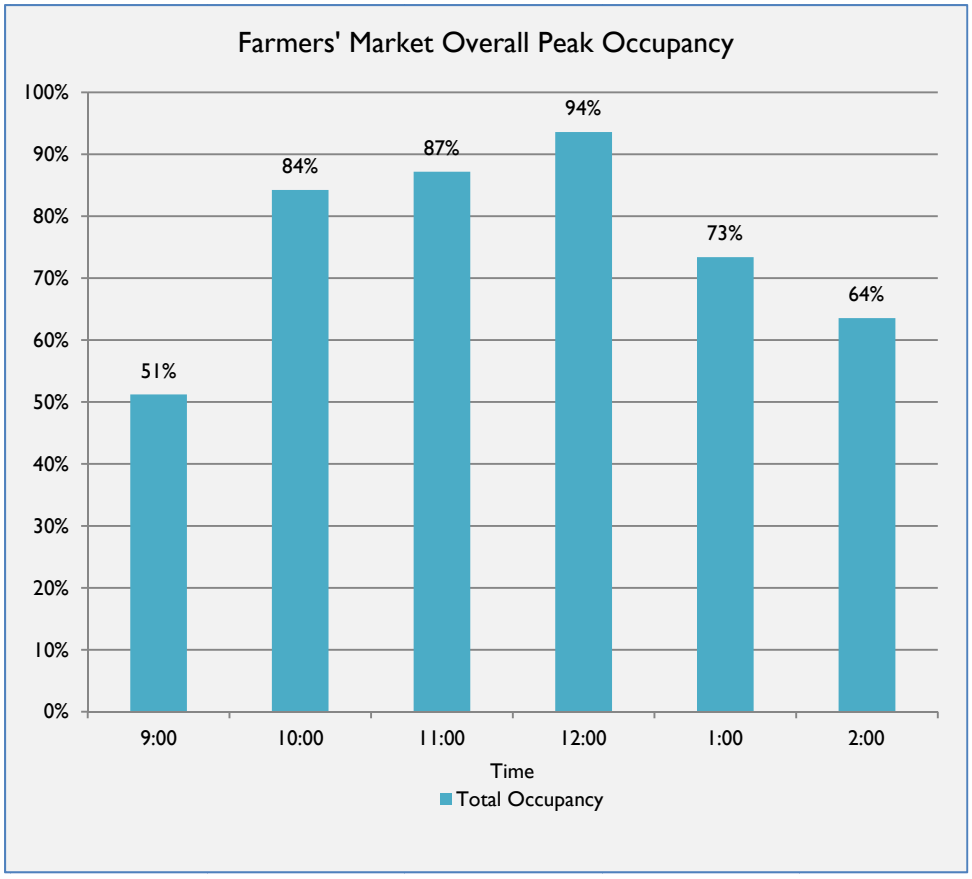
Figure 2.42 - DA-6: South of Sixth - Weekend Peak Hour Parking Demand

2.2.8 Farmers' Market Area

The Old Town Tustin Orange County Farm-Bureau (OCFB) Certified Farmers' Market is located at the northeast corner of El Camino Real and 3rd Street. The Farmers' Market takes place every Wednesday from 9AM to 1PM. Parking demand calculations are provided in Appendix E.

The parking occupancy, duration and turnover surveys for the Farmers' Market were conducted on a Wednesday morning and afternoon to include all parking activity attributable to the Farmers' Market and other businesses in the area that are open between 9AM and 2PM. Off-street parking for the Farmers' market is available adjacent to the market site. For the purpose of the study the Farmers' Market study area was analyzed separately for the three lots closest to the market (the unpaved lot on the southeast corner of El Camino Real and 2nd Street, the unpaved lot on the northwest corner of Prospect & 3rd, and the Municipal lot on the southeast corner of Prospect & 3rd), as well as for several streets in the immediate vicinity of the Farmers' Market. As with the Tustin Downtown Commercial Core study area survey, each street segment is analyzed separately for each side of the street.



Graph 2.13 - Farmers' Market Overall Peak Occupancy

Figure 2.43 illustrates the peak hour parking occupancy for each parking lot and street segment studied during the Farmers' Market event peak hour, which occurs at 12PM. Graph 2.13 illustrates the overall peak parking occupancy for the Farmers' Market study area.

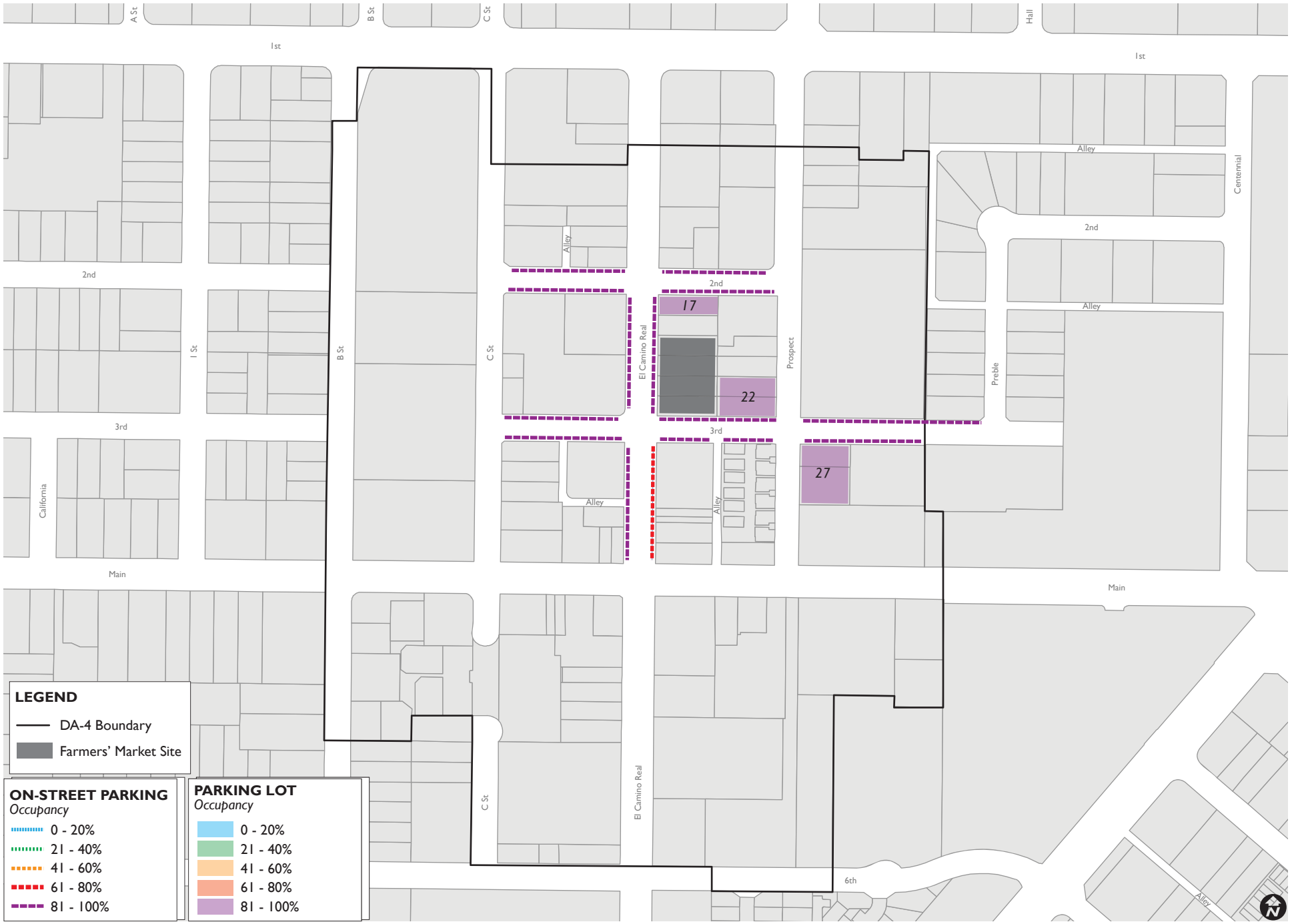


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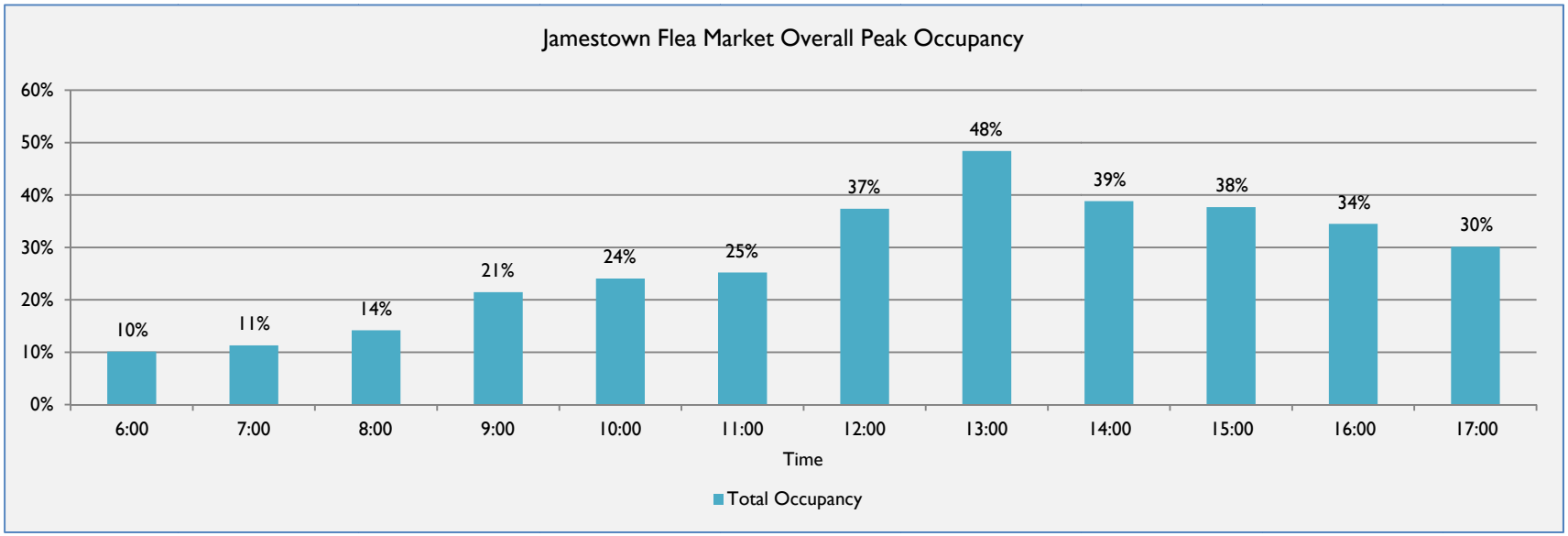
Figure 2.43 - Farmers' Market Peak Hour Parking Demand

2.2.9 Jamestown Flea Market Area

The Jamestown Flea Market is located at the Jamestown Village shopping center parking lot at 520 El Camino Real. The flea market takes place on the 4th Sunday of each month from 8AM to 3PM.

The parking demand, duration, and turnover surveys for the Jamestown Flea Market was conducted on a Sunday morning and afternoon to include all parking activity attributable to the Jamestown Flea Market and surrounding businesses that are open between 6AM and 5PM. Off-Street parking for the Jamestown Flea market is available adjacent to the market site. The Jamestown Flea market study area was analyzed to include the three lots closest to the market (the C Street lot, the C Street Upper Level lot and the Armstrong lot across the street), as well as for several streets in the immediate vicinity of the Jamestown Flea Market. As with the Farmers' Market area survey, each street segment is analyzed separately for each side of the street.

Figure 2.44 illustrates the peak hour parking occupancy for each parking lot and street segment studied during the Jamestown Flea Market event. Graph 2.14 illustrates the parking occupancy by hour within the Jamestown Flea Market study area. As shown in the graph, peak parking occupancy occurs at 1:00PM with 48% occupancy during the Jamestown Flea Market event.



Graph 2.14 - Jamestown Flea Market Overall Peak Occupancy

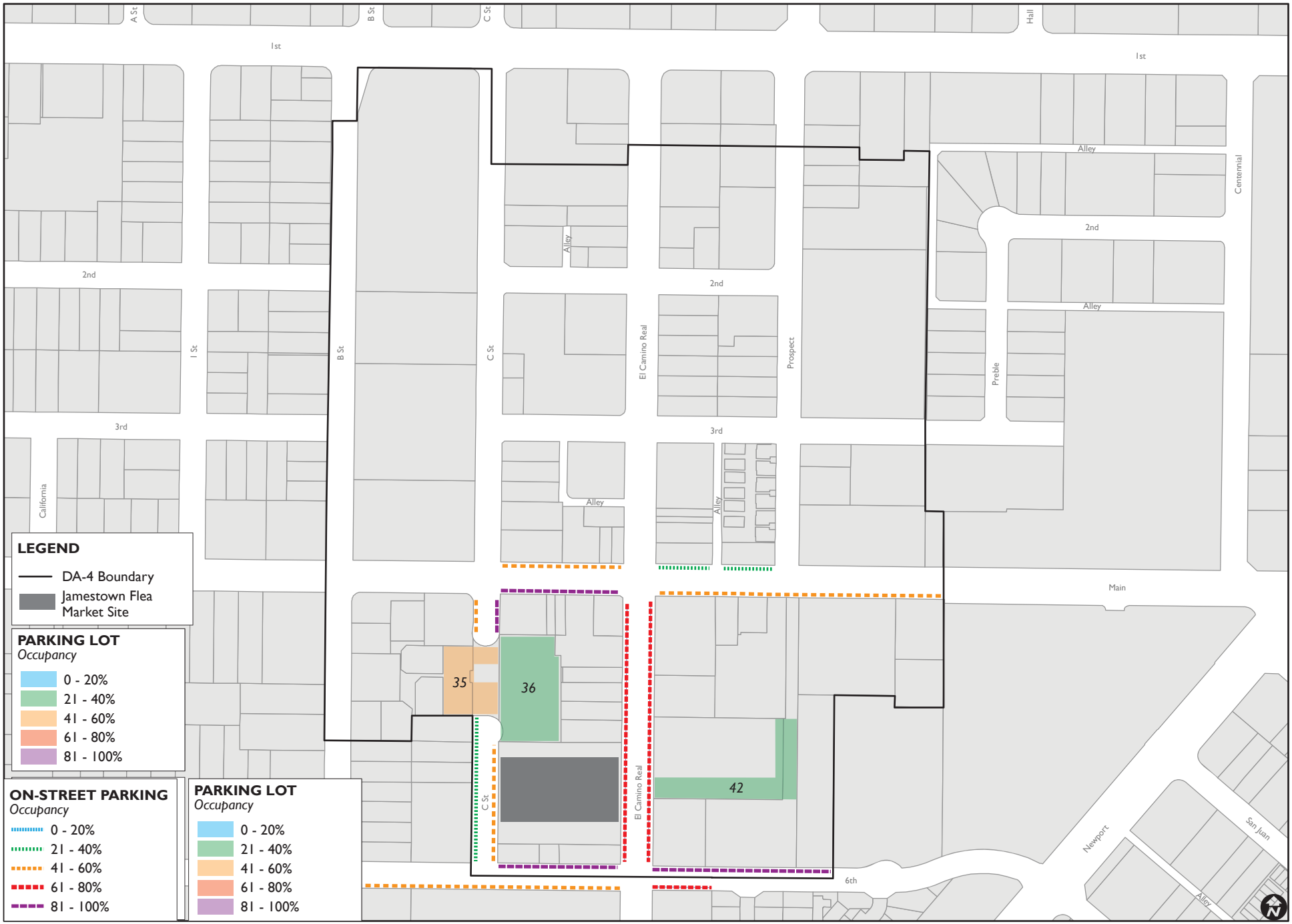


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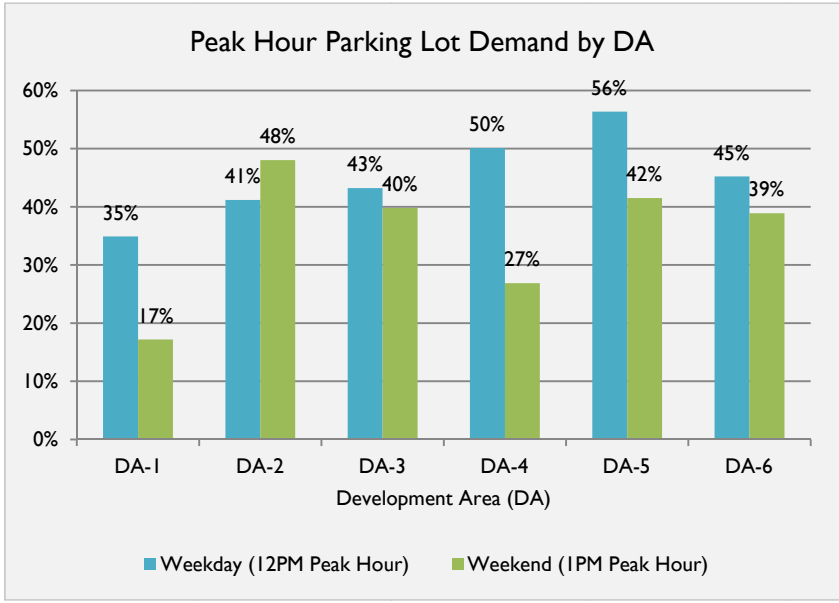
Figure 2.44 - Jamestown Flea Market Peak Hour Parking Demand

2.2.10 Tustin Downtown Commercial Core Parking Demand

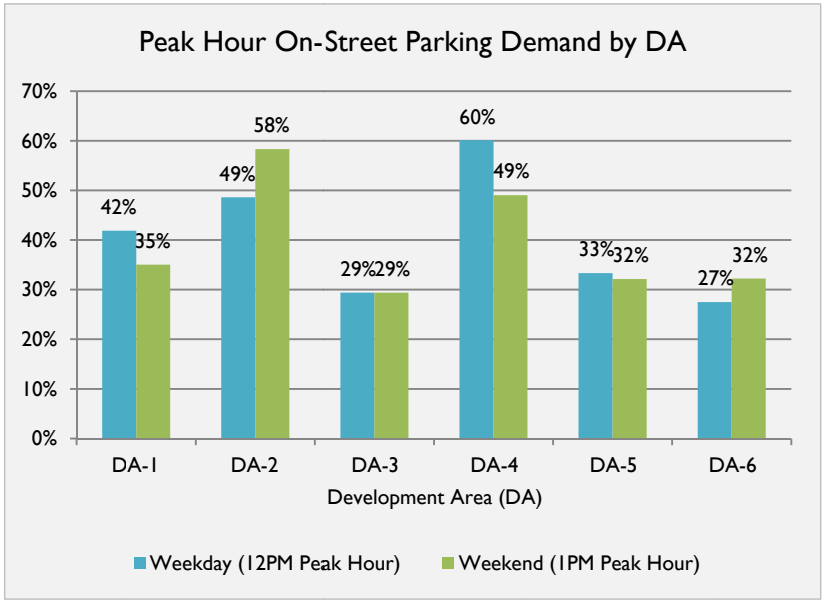
The overall peak hour parking demand for the Tustin Downtown Commercial Core area occurs at 12PM during the weekday and at 1PM during the weekend. Parking lot demand is at the highest during the weekday peak hour within DA-5 with 56% parking demand. During the weekend peak hour, DA-2 has the highest parking lot demand with 48% parking demand. The lowest parking lot demand during both the weekday and weekend peak hour occurs within DA-1 with 35% parking demand during the weekday and 17% demand during the weekend. Graph 2.13 shows the peak hour parking lot demand by Development Area.

Parking lot peak hour demand is generally higher during the weekday within DA-1 with 35%, DA-3 with 43%, DA-4 with 50%, DA-5 with 56%, and DA-6 with 45% parking demand. During the weekend, DA-2 has the highest parking lot demand with 48% parking demand.

On-Street peak hour parking demand is higher during the weekday peak hour than weekend peak hour within DA-1 with 42%, DA-4 with 60%, and DA-5 with 33%. Parking demand for DA-3 is about the same during the weekday and weekend peak hour for on-street parking with 29% parking demand. On-street parking demand is higher during the weekend peak hour within DA-2 with 58% and DA-6 with 32% parking demand.



Graph 2.15 - Peak Hour Parking Lot Demand by DA



Graph 2.16 - Peak Hour On-Street Parking Demand by DA

Graph 2.14 shows the peak hour on-street parking demand by Development Area. Table 2.2 summarizes the parking demand of parking lots and streets for each DA during the weekday and weekend.

Table 2.2 – Weekday and Weekend Peak Hour Parking Demand by DA

Development Area	Parking Lots		On-Street Parking	
	Weekday	Weekend	Weekday	Weekend
DA-1	201 (35%)	99 (17%)	49 (42%)	41 (35%)
DA-2	252 (41%)	294 (48%)	35 (49%)	42 (58%)
DA-3	848 (43%)	781 (40%)	20 (29%)	20 (29%)
DA-4	725 (50%)	389 (27%)	315 (60%)	257 (49%)
DA-5	1,271 (56%)	936 (42%)	28 (33%)	27 (32%)
DA-6	472 (45%)	406 (39%)	58 (27%)	68 (32%)

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 2.3.

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 and through field review, vacancy rates established through field review, and existing peak parking demand determined by the parking occupancy survey.

Table 2.3 – Existing Parking Demand Rates by Development Area [1] (per 1,000 Sq. Ft)

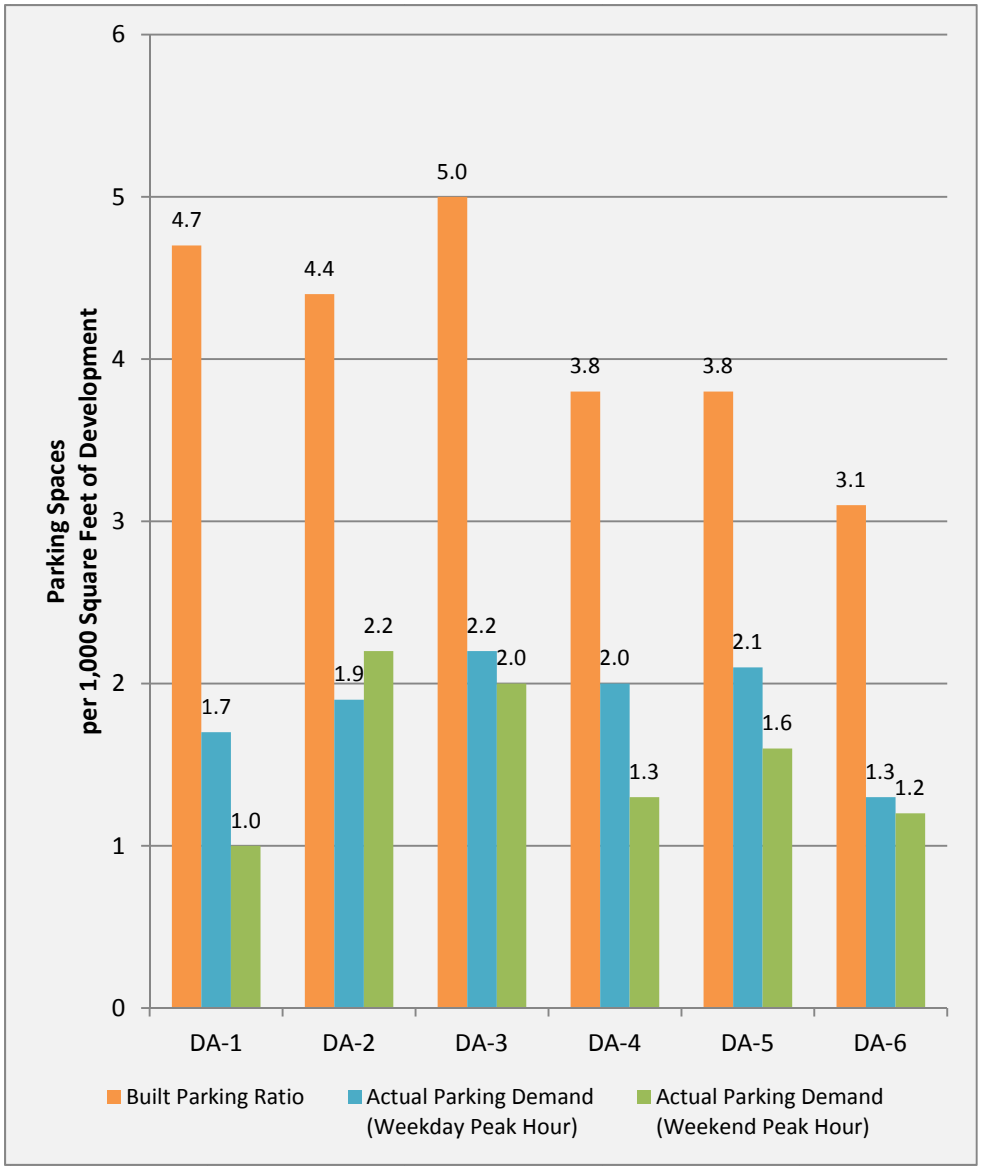
Development Area	Description	Built Parking Ratio [1]	Actual Parking Demand [2] (Weekday Peak Hour)	Actual Parking Demand [2] (Weekend Peak Hour)
DA-1	**First Street West**	4.7	1.7	1.0
DA-2	**First Street Old Town**	4.4	1.9	2.2
DA-3	**First Street East**	5.0	2.2	2.0
DA-4	**Old Town Tustin**	3.8	2.0	1.3
DA-5	**Newport Avenue**	3.8	2.1	1.6
DA-6	**South of Sixth**	3.1	1.3	1.2
Overall		**4.0**	**1.9**	**1.5**

Note 1: All parking supply (on and off-street) to all built land use square footage
Note 2: Existing parking demand at peak hour (stalls per 1,000 square feet)

As shown in Table 2.3, the overall actual parking demand for the Tustin Downtown Commercial Core area is 1.9 parking spaces per 1,000 square feet of development area during the weekday peak hour. During the weekend peak hour, the overall actual parking demand for the study area is 1.5 parking spaces per 1,000 square feet of development area. The overall built parking ratio for the development area within the Tustin Downtown Commercial Core area is 4.0 spaces per 1,000 square feet. Graph 2.15 illustrates the existing parking demand rates by DA.

DA-1 has a built parking ratio of 4.7 spaces per 1,000 square feet of development area. During the weekday peak hour, DA-1 has a parking demand of 1.7 spaces per 1,000 square feet of development area. During the weekend peak hour, DA-1 has a parking demand of 1.0 space per 1,000 square feet of development area.

The built parking ratio for DA-2 is 4.4 spaces per 1,000 square feet of development area. DA-2 has a parking demand of 1.9 spaces per 1,000 square feet of development area during the weekday peak hour. During the weekend peak hour, DA-2 has a parking demand of 2.2 spaces per 1,000 square feet of development area.



Graph 2.17 - Existing Parking Demand Rates by DA

DA-3 has a built parking ratio of 5.0 spaces per 1,000 square feet of development area. DA-3 has a parking demand of 2.2 spaces per 1,000 square feet of development area during the weekday peak hour. During the weekend peak hour, DA-3 has a parking demand of 2.0 spaces per 1,000 square feet of development area.

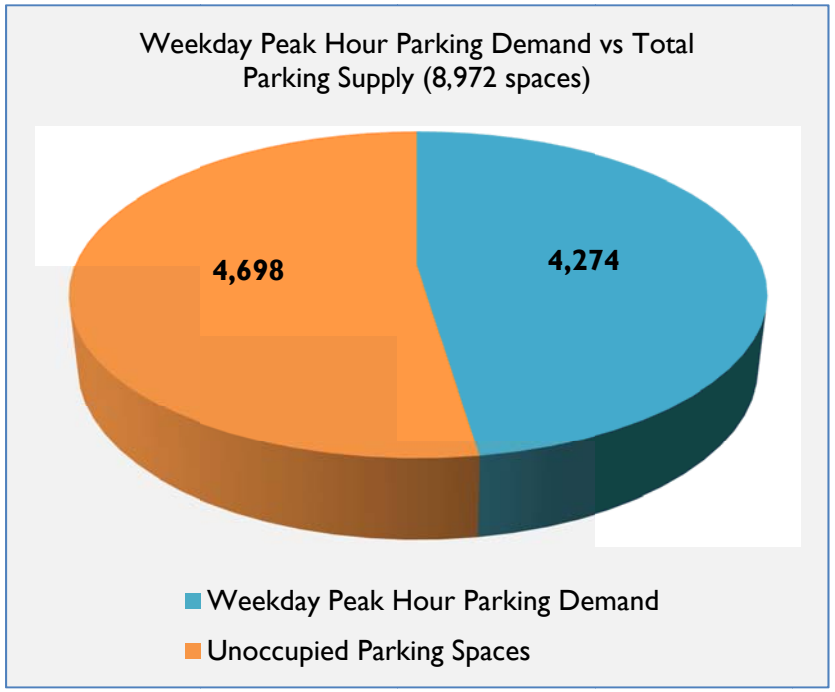
The built parking ratio for DA-4 is 3.8 spaces per 1,000 square feet of development area. During the weekday peak hour, DA-4 has a parking demand of 2.0 spaces per 1,000 square feet of development area. DA-4 has a parking demand of 1.3 spaces per 1,000 square feet of development area during the weekend peak hour.

DA-5 has a built parking ratio of 3.8 spaces per 1,000 square feet of development area. DA-5 has a parking demand of 2.1 spaces per 1,000 square feet of development area during the weekday peak hour. During the weekend peak hour, DA-5 has a parking demand of 1.6 spaces per 1,000 square feet of development area.

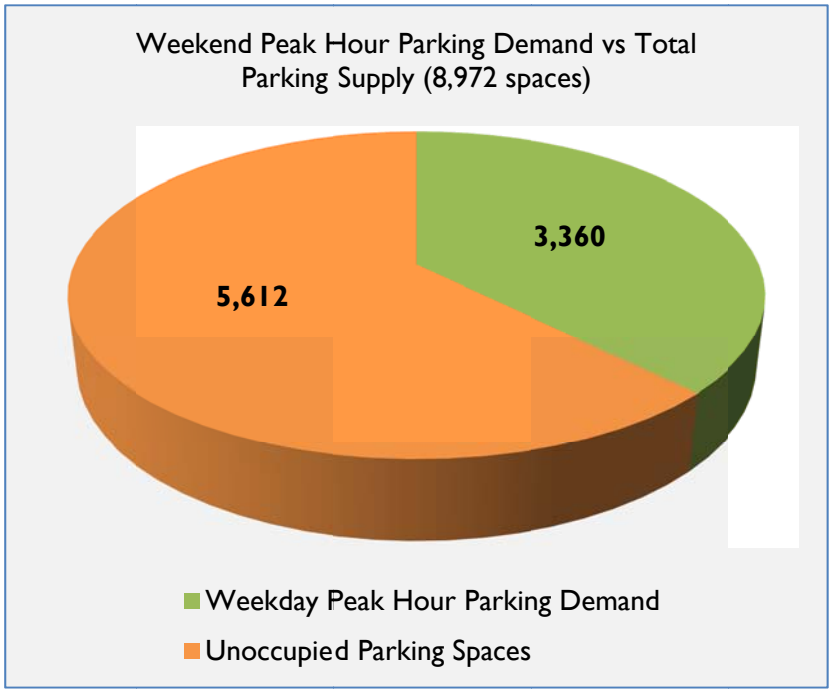
The built parking ratio for DA-6 is 3.1 spaces per 1,000 square feet of development area. During the weekday peak hour, DA-6 has a parking demand of 1.3 spaces per 1,000 square feet of development area. DA-6 has a parking demand of 1.2 spaces per 1,000 square feet of development area during the weekend peak hour.

2.5 Parking Demand Summary

The evaluation of existing parking conditions for the Tustin Downtown Commercial Core showed that there is sufficient parking available in the entire study area to satisfy existing demand on a typical weekday or weekend. Although there are several "hot spots" throughout each development area during the peak hour (12PM on weekdays and 1PM on weekends), parking within parking lots and on-street parking can be found in the surrounding areas to meet the needs of the existing land uses. Graph 2.19 and 2.20 illustrate the weekday and weekend peak hour parking demand versus the total parking supply for the Tustin Downtown Commercial Core. Graph 2.21 illustrates the weekday and weekend parking demand by DA. Table E.1, shown on page 2, shows the overall existing parking demand and parking supply during the weekday and weekend peak hours.

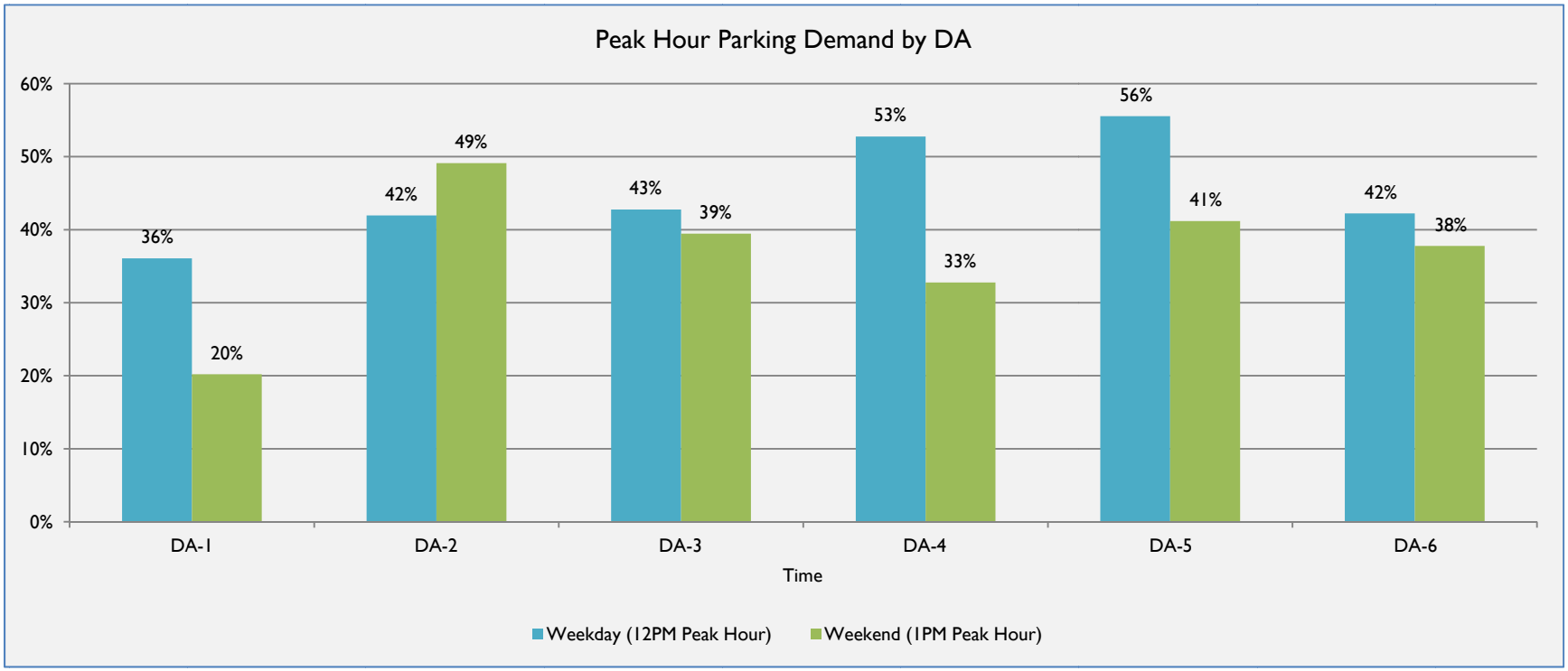


Graph 2.18 - Weekday Peak Hour Parking Demand vs Total Parking Supply



Graph 2.19 - Weekend Peak Hour Parking Demand vs Total Parking Supply

Demand for parking lot and on-street parking is more than half capacity during the Farmers' Market and less than half capacity during the Jamestown Flea Market near these event areas. On average the parking demand is between 55% and 90% for parking lots and between 74% and 80% for on-street parking during the Farmers' Market event. During the Jamestown Flea Market event, parking demand is on average between 10% and 22% for parking lots and between 28% and 65% for on-street parking.



Graph 2.20 - Peak Hour Parking Demand by DA

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

- There is currently a surplus of parking in the Tustin Downtown Commercial Core 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 developments outside of the Tustin Downtown Commercial Core area. This may vary by project and as development increases within the Tustin Downtown Commercial Core area, which would require to reevaluate the parking demands and needs within the study area.

- Parking in most desirable time-limit areas is a "hot-spot" problem, especially within Old Town Tustin (DA-4). 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. The addition of public parking lot wayfinding signs may help distribute the parking demand to the underutilized public parking lots such as C Street Upper Level lot.

3. Parking Duration and Turnover Analysis

A license plate survey was conducted to determine length of stay for relevant parking lots and curb parking areas. The public and private on-street and off-street parking areas within the Tustin Downtown Commercial Core were surveyed. The surveys were conducted at one-hour intervals from 9AM to 10PM for all DA's, 9AM to 2PM for the Farmers' Market area, and 6AM to 5PM for the Jamestown Flea Market area. The duration of stay and space turnover for individual parking lots and on-street parking areas were documented where demand may show justification for time-limit parking. The turnover analysis also included the streets in the vicinity of the Farmers' Market while the Farmers' 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 and as shown previously in Figure 1.4. The street segments and lots included in the duration of stay/turnover survey are as follows:

Tustin Downtown Commercial Core Area:

- Study parking lots within the study area
- Study street segments within the study area (parking restrictions vary)
  - ***East/West Streets***
    - First Street
      - Portions of First Street between Pasadena Avenue and Newport Avenue: 2-hour parking any time & No Parking - 4AM to 7AM, Friday
      - Portion of north side of First Street east of Newport Avenue: No Parking: 7AM to 11AM, Friday
    - 2nd Street
      - Between C Street and El Camino Real: No Parking – 4AM to 7AM, Friday
      - Between El Camino Real and Prospect Avenue: No Parking – 7AM to 11AM, Thursday
    - 3rd Street
      - Between C Street and El Camino Real: No Parking – 4AM to 7AM, Friday
      - East of El Camino Real: No Parking – 7AM to 11AM, Thursday
      - Portions along the south side of 3rd Street, east of El Camino Real: Commercial Loading Zone
    - Bryan Avenue
      - Middle portion of north side of street: No Parking – 4AM to 7AM, Friday
      - Eastern portion of south side of the street: No Parking – 4AM to 7AM, Friday

- Main Street
  - Between B Street and C Street: No Parking – 4AM to 7AM, Friday
  - Between C Street and El Camino Real: 2-hour parking – 9AM to 6PM (portions) & No Parking – 4AM to 7AM, Friday & 24-minute parking (portions)
  - Between El Camino Real and Prospect Avenue: No Parking – 4AM to 7AM, Friday & 24-minute parking (west end of north side of street) & 1-hour parking (south side of street) & small portion of Commercial Loading Zone (south side of street)
  - Between Prospect Avenue and Newport Avenue: No Parking Any Time (north side of the street and east portion along the south side) & No Parking – 4AM to 7AM, Friday (majority of south side) 1-hour parking (along west portion of the south side) & 2-Hour Parking – 9AM to 6PM (mid portion of the south side) & 2-Hour Parking Any Time (Mid portion of south side)
  - Between Newport Avenue and Bryan Avenue: No Parking – 7AM to 11AM, Thursday (portion along mid-block on the north side of the street)
- Andrews Street
  - East of Newport Avenue: No Parking – 7AM to 11AM, Thursday (portions of north and south sides of the street)
- San Juan Street
  - East of Newport Avenue: No Parking – 7AM to 11AM, Thursday
- 6th Street
  - West of Pacific Street: No Parking – 7AM to 11AM, Friday
  - Between Pacific Street and B Street: No Parking – 4AM to 7AM, Friday
  - Between B Street and El Camino Real: No Parking – 7AM to 11AM, Thursday & 2-Hour Parking – 6AM to 6PM (along the south side and along the north side between B Street and C Street)
  - East of El Camino Real: No Parking – 7AM to 11AM, Thursday & 2-Hour Parking – 6AM to 6PM (along the west end of the south side of the street)
- Walnut Street
  - East of Newport Avenue: No Parking – 7AM to 11AM, Thursday
- Bonita Street
  - East of Newport Avenue: No Parking – 7AM to 11AM, Thursday

o ***North/South Streets***

- Myrtle Avenue
  - North of First Street: No Parking – 4AM to 7AM, Friday
  - South of First Street: No Parking – 7AM to 11AM, Friday
- Yorba/Pacific Street
  - North and South of First Street: No Stopping Any Time
- Mountain View Drive
  - North of First Street: No Parking – 7AM to 11AM, Friday
- A Street
  - North of First Street (west side): No Parking – 7AM to 11AM, Friday
  - North of First Street (east side): No Stopping Any Time
  - South of First Street: No Parking – 7AM to 11AM, Friday
- B Street
  - North of First Street: No Stopping Any Time
  - Between First Street and Main Street: No Parking – 7AM to 11AM, Friday & No Parking – 10PM to 6AM (along east side of the street between First Street and 2nd Street) & 2-Hour Parking – 6AM to 10PM (along east side of street between First Street and 2nd Street)
  - South of Main Street: No Parking – 4AM to 7AM, Friday & 2-Hour Parking Any Time (along the north end of the west side of the street)
  - South of 6th Street: No Parking – 4AM to 7 AM, Friday
- C Street
  - North of First Street: No Parking – 7AM to 11AM, Friday
  - Between First Street and south of Main Street: No Parking – 4AM to 7AM, Friday & 2-Hour Parking – 8AM to 6PM (along the west side of the street between First Street and Main Street)
  - South of Main Street: No Parking – 4AM to 7AM, Friday & 2-Hour Parking – 6AM to 6PM
  - North of 6th Street: No Parking – 4AM to 7AM, Friday
- El Camino Real
  - Between First Street and 6th Street: 2-Hour Parking – 9AM to 6PM & No Stopping Any Time (north end of east side of the street) & 24-Minute Parking (portion north of 2nd Street)
  - Between 6th Street and Orange Street: No Stopping Any Time & No Parking Any Time

- El Camino Way
  - South of El Camino Real: No Parking – 4AM to 7AM, Thursday
- Prospect Avenue
  - North of First Street: No Stopping Any Time
  - Between First Street and Main Street: No Stopping Any Time (along the east side of the street between First Street and 2nd Street) & No Parking – 7AM to 11AM, Thursday
- Hall Circle
  - North of First Street: No Parking – 4AM to 7AM, Friday
- Centennial Way
  - Between First Street and Main Street: portions of No Stopping Any Time & No Parking – 7AM to11AM, Thursday
- Fashion Way
  - North of First Street: Portions of No Parking – 4AM to 7AM, Friday
- Holt Avenue
  - Between Irvine Boulevard and Newport Avenue: No Stopping Any Time

Farmers' Market Area:

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

Jamestown Flea Market Area:

- El Camino Real (2 hour parking between 6th Street and Main Street)
- Main Street (2 hour parking)
- 6th Street (2 hour parking – eastbound & no time limits – westbound)
- C Street (2 hour parking south of Main Street & no parking limits north of 6th Street)

- C Street Lot (no time limits)
- C Street Parking Structure (upper Level – no time limits)
- Armstrong Garden Center 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 A of this report.

3.1 Tustin Downtown Commercial Core Area, Weekday Survey

The parking duration/turnover survey for the entire Tustin Downtown Commercial Core area was conducted on a typical weekday (Wednesday) to include all parking activity attributable to the Tustin Downtown Commercial Core uses by Development Area. Figure 3.1 shows the average weekday parking durations by street and parking lots. Parking duration and turnover calculations are provided in Appendix E.

Development Area 1 (DA-1)

As shown in Table 3.1, the duration of stay is generally on average of 3.0 hours for all street segments within DA-1, with an average daily turnover of 1.3 vehicles per space. Parking duration along A Street skews the duration of stay average for DA-1 with an average duration of stay greater than 5 hours.

Most street segments of Myrtle Avenue have average duration of stay of about 3 hours, except for the segment south of First Street, in the northbound direction. This street segment has a parking space inventory of 6 spaces but has average duration of stay of 4.6 hours with an average turnover rate of 1.2 vehicles per space. The average duration of stay for all street segments along Myrtle Avenue is 2.9 hours with an average daily turnover of 2.3 vehicles per space.

The street segments along Mountain View Drive, within DA-1, have average duration of stay of about 1.5 hours with an average turnover rate of 0.8 vehicles per space.

Average duration of stay on A Street, north of First Street in the southbound direction is about 8.5 hours with an average daily turnover of only 0.8 vehicles per space. Similarly, A Street, south of First Street in the northbound direction has an average duration of stay of about 8.7 hours with an average daily turnover rate of 1.2 vehicles per space. However, the west side of A Street and south of First Street has an average

duration of stay of about 1.3 hours and an average turnover rate of 1 vehicle per space. The average duration of stay for all street segments along A Street is 6.9 hours with an average daily turnover of 1.0 vehicle per space.

The on-street parking segments along C Street, north of First Street have average duration of stay of about 1.0 hours with an average turnover rate of 1.0 vehicle per space.

Although the average duration of stay along all segments of First Street is about 2.9 hours, average duration between Myrtle Avenue and B Street in the eastbound direction is about 4.6 to 6.3 hours with an average daily turnover rate of 1.3 to 1.4 vehicles per space. These street segments currently have parking restrictions of 2 hour parking, yet vehicles were observed to be parked for longer periods of time. Within DA-1, First Street is the only street with time-restricted parking; all other streets have no time restrictions for on-street parking.

Table 3.1 – DA-1 Average Weekday On-Street Parking Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Myrtle Avenue	2.9	2.3
Mountain View Drive	1.5	0.8
A Street	6.9	1.0
C Street	1.0	1.0
First Street	2.9	1.4
Overall Average	3.0	1.3

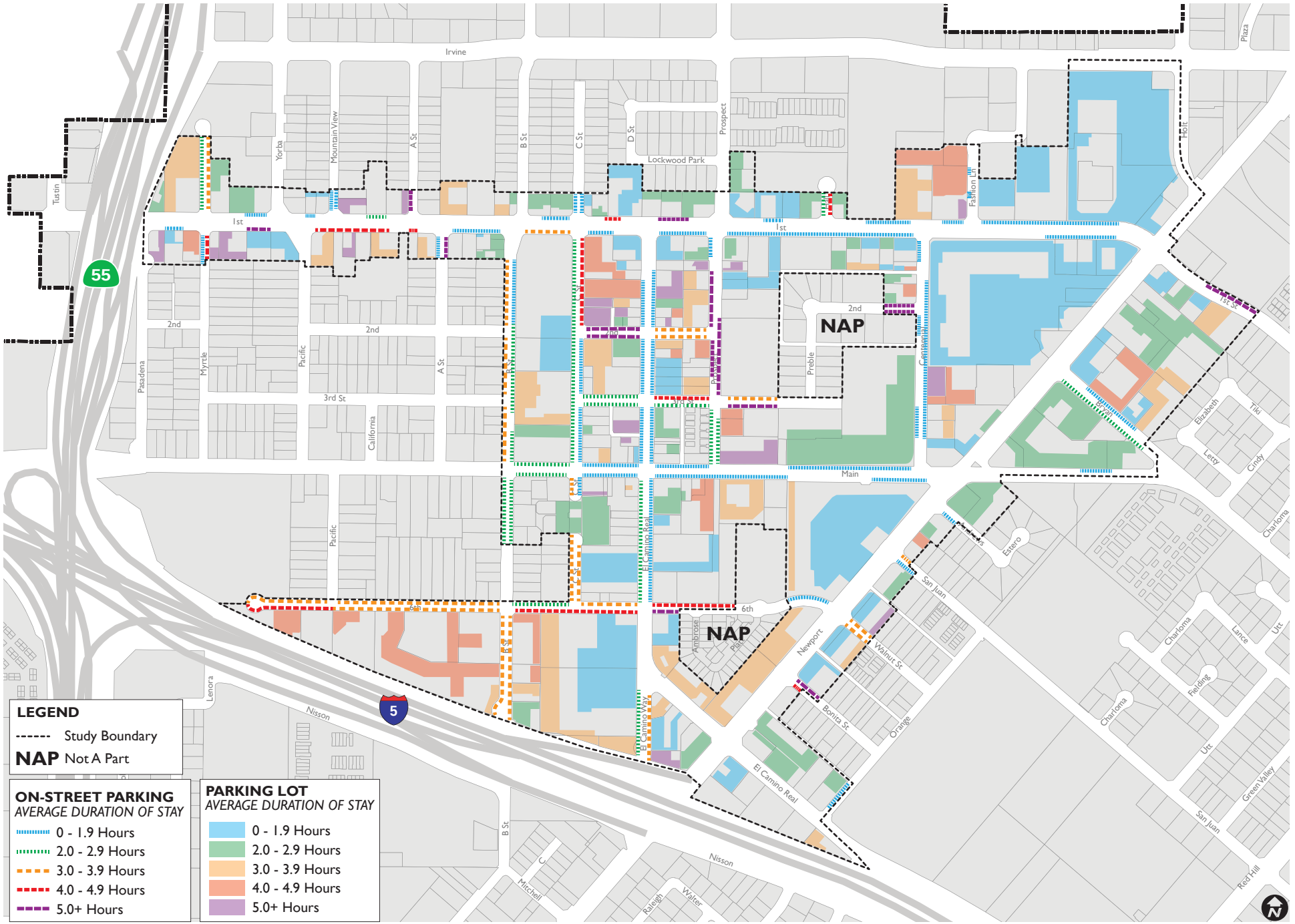


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Figure 3.1 - Average Weekday Parking Durations

As shown in Table 3.2, the weekday duration of stay is generally on average of 3.9 hours for parking lots within DA-1, with an average daily turnover of 1.3 vehicles per space. As shown in Figure 3.1, there are 6 parking lots with an average parking duration of stay greater than 5 hours, 1 parking lot with average duration of 4 to 5 hours, 6 parking lots with average duration of 3 to 4 hours, 6 parking lots with duration of 2 to 3 hours, and 4 parking lots with less than 2 hours of duration of stay during the weekday. The parking lot identification and locations within DA-1 are shown in Figure 2.20.

Table 3.2 – DA-1 Average Weekday Parking Lot Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 1	2.9	1.3
Lot 2	3.0	0.1
Lot 3	2.3	3.1
Lot 4	2.9	1.5
Lot 5	1.7	2.8
Lot 6	5.1	1.2
Lot 7	10.3	0.9
Lot 8	3.6	1.0
Lot 9	3.5	0.4
Lot 10	2.9	2.4
Lot 11	2.7	1.7
Lot 12	8.0	0.5
Lot 13	1.8	0.2
Lot 14	4.6	1.4
Lot 15	5.6	0.8

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 16	5.2	1.0
Lot 17	1.7	3.0
Lot 18	3.5	0.6
Lot 19	5.8	1.5
Lot 20	3.9	0.7
Lot 21	3.8	0.6
Lot 22	1.5	0.5
Lot 23	2.6	2.3
Overall Average	3.9	1.3

Development Area 2 (DA-2)

As shown in Table 3.3, the duration of stay is generally on average of 2.2 hours for the street segments within DA-2, with a daily turnover of 1.3 vehicles per space.

First Street currently has parking restrictions of 2 hour parking. The average duration observed is below the 2 hour parking restrictions. However, there are two "hot spot" segments along First Street which have a higher duration of stay; Prospect Avenue to El Camino Real (westbound) and El Camino Real to C Street (westbound). For the purpose of this analysis, a "hot spot" is a location where high peak parking occupancy (81% to 100% occupancy) and/or average duration of stay exceeds the parking restrictions, which indicates it is a desired location for parking. These two segments along First Street have average duration of stay of 4.2 to 6.0 hours but an average daily turnover of only 1.0 to 1.5 vehicles per space. The duration of stay for all street segments along First Street is 1.8 hours with an average daily turnover of 2.6 vehicles per space. The on-street parking segment along First Street between Prospect Avenue and El Camino Real is adjacent to an automotive tire shop. The segment between El Camino Real and C Street is adjacent to a commercial shopping center with multiple uses including restaurants and other services. Due to the nearby commercial uses, these two on-street parking segments along First Street have become a "hot spot" within DA-2.

There was no parking demand observed along all segments of C Street and Prospect Avenue, within DA-2, therefore the average duration and turnover for C Street and Prospect Avenue is 0.0 hours and 0.0 vehicles per space.

Currently there are no time limit restrictions along 2nd Street. Both the north and south side of 2nd Street have similar parking occupancy (65% to 72%), parking duration (5 to 6 hours), and average turnover rates (1.7 to 1.8 vehicles per space). Along all street segments on 2nd Street, the average duration of stay is about 5.6 hours with an average daily turnover of 1.7 vehicles per space.

Parking along Hall Circle is generally the same for both sides of the street segment. The west side of Hall Circle has average duration of stay of 2.6 hours with a daily turnover of 2.3 vehicles per space. The east side of the street has the same turnover rate as the west side but with average duration of stay of 4.1 hours. No parking demand was observed within the DA-2 street segments of C Street and Prospect Street. The overall average duration of stay along Hall Circle is 3.4 hours with a daily turnover of 2.3 vehicles per space.

Table 3.3 – DA-2 Average Weekday On-Street Parking Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
First Street	1.8	2.6
C Street	0.0	0.0
Prospect Avenue	0.0	0.0
2nd Street	5.6	1.7
Hall Circle	3.4	2.3
Overall Average	2.2	1.3

As shown in Table 3.4, the weekday average duration of stay is on average of 2.6 hours for parking lots within DA-2, with an average daily turnover of 2.3 vehicles per space. As shown in Figure 3.1, there are 2 parking lots with an average parking duration of stay greater than 5 hours, 3 parking lots with average duration of 4 to 5 hours, 2 parking lots with average duration of 3 to 4 hours, 13 parking lots with duration of 2 to 3 hours, and 12 parking lots with less than 2 hours of duration of stay during the weekday. The parking lot identification and locations within DA-2 are shown in Figure 2.24.

Table 3.4 – DA-2 Average Weekday Parking Lot Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 1	1.0	0.4
Lot 2	1.3	2.7
Lot 3	1.9	4.7
Lot 4	2.4	1.9
Lot 5	2.0	1.3
Lot 6	2.1	1.5
Lot 7	1.7	2.3
Lot 8	1.5	2.3
Lot 9	2.8	0.9
Lot 10	2.7	2.3
Lot 11	4.5	0.9
Lot 12	1.5	3.9
Lot 13	1.9	1.0
Lot 14	1.4	2.0
Lot 15	2.7	1.1
Lot 16	2.9	1.7
Lot 17	1.0	4.2
Lot 18	2.4	1.6
Lot 19	1.1	6.9

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 20	2.0	3.6
Lot 21	1.0	5.9
Lot 22	2.2	2.4
Lot 23	3.4	1.6
Lot 24	3.4	2.0
Lot 25	1.9	4.1
Lot 26	1.3	2.7
Lot 27	4.2	0.8
Lot 28	2.0	0.6
Lot 29	2.6	1.5
Lot 30	4.7	0.9
Lot 31	5.7	1.3
Lot 32	9.5	1.0
Overall Average	2.6	2.3

Development Area 3 (DA-3)

As shown in Table 3.5, the duration of stay is generally on average of 1.7 hours for the street segments within DA-3, with a daily turnover ranging of 0.7 vehicles per space. Centennial Way is the primary street used for on-street parking within DA-3. Parking occupancy is very low within Fashion Lane and First Street. The average on-street parking duration is mainly from Centennial Way parking demands.

The west side of Centennial Way has average duration of stay of 4.8 hours with an average daily turnover of 2.0 vehicles per space. The east side of the street segment has average duration of stay of 3.8 hours and an average daily turnover of 1.8 vehicles per space. The average parking

duration along Centennial Way is 4.1 hours with an average turnover of 1.9 vehicles per space. Currently there are no time restrictions for parking along Centennial Way, making it the primary street for on-street parking used in DA-3.

Although there are 13 on-street parking spaces available, there was no parking demand observed along all segments of Fashion Lane, within DA-3, therefore the average duration and turnover for Fashion Lane is 0.0 hours and 0.0 vehicles per space.

First Street currently has parking along portions of both sides of the street within DA-3. The average parking duration along First Street is 1.0 hour with an average turnover of 0.1 vehicles per space.

There is no parking allowed along Holt Avenue, Irvine Boulevard, and Newport Boulevard within DA-3.

Table 3.5 – DA-3 Average Weekday On-Street Parking Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Centennial Way	4.1	1.9
Fashion Lane	0.0	0.0
First Street	1.0	0.1
Overall Average	1.7	0.7

As shown in Table 3.6, the weekday duration of stay is generally on average of 3.3 hours for parking lots within DA-3, with an average daily turnover of 1.5 vehicles per space. As shown in Figure 3.1, there are 2 parking lots with an average parking duration of stay greater than 5 hours, 2 parking lots with average duration of 4 to 5 hours, 1 parking lot with average duration of 3 to 4 hours, and 4 parking lots with less than 2 hours of duration of stay during the weekday. The parking lot identification and locations within DA-3 are shown in Figure 2.28.

Table 3.6 – DA-3 Average Weekday Parking Lot Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 1	3.7	1.9
Lot 2	4.3	0.8
Lot 3	5.9	1.7
Lot 4	1.3	0.1
Lot 5	1.6	1.7
Lot 6	1.6	2.3
Lot 7	1.8	3.2
Lot 8	5.3	1.1
Lot 9	4.0	0.8
Overall Average	3.3	1.5

Development Area 4 (DA-4)

As shown in Table 3.7, the duration of stay is generally on average of 2.9 hours for the street segments within DA-4, with an average daily turnover of about 2.7 vehicles per space.

The street segments of B Street, south of Main Street have average duration of stay of 2.2 to 2.7 hours and an average daily turnover of 2.8 to 3.4 hours. Along the west side of B Street, between Main Street and First Street average duration of stay is 3 to 3.4 hours with an average turnover of 0.6 to 2 vehicles per space. The east side of B Street has average duration of stay of 2.4 hours with an average turnover of 2.1 vehicles per space between Main Street and the time restricted parking adjacent to Peppertree Park. The time restricted parking adjacent to Peppertree Park has average duration of stay of 1.9 hours and an average daily turnover of 2.5 vehicles per space. Duration of stay for all street segments along B Street is on average of 2.5 hours with an average daily turnover of 2.2 vehicles per space.

The average duration of stay for all street segments along C Street is generally about 2.5 hours with an average daily turnover of 1.9 vehicles per space. The street segment of C Street, north of 6th Street has average duration of stay of 3.1 to 3.3 hours with an average daily turnover of 1.8 vehicles per space. The east side street segments between Main Street and 2nd Street have average duration of stay of 1.4 to 1.7 hours with an average daily turnover of 2.7 to 3.9 vehicles per space. However, the street segment between 3rd Street and First Street has average duration of stay of 4.3 hours with an average daily turnover of only 1 vehicle per space along the east side of C Street, making this segment a "hot spot" for on-street parking. The west side segment of C Street between First Street and Main Street has a parking restriction of 2 hour parking. Along this street segment the average duration of stay is 2.4 hours with an average daily turnover of 2.3 vehicles per space, making this segment a "hot spot" for on-street parking.

El Camino Real currently has parking restrictions of 2 hour parking. Parking along street segments on the east side of El Camino Real generally have average duration of stay of 1.6 to 1.8 hours with an average daily turnover of 2.1 to 5.9 vehicles per space. The segments between Main Street and 2nd Street have average duration of stay of 1.6 to 1.8 hours and the highest average daily turnover of 4.5 to 5.9 vehicles per space. The street segments along the west side of El Camino Real have average duration of stay of 1.5 to 1.9 hours and an average daily turnover of 5 to 6.4 vehicles per space. The street segment between Main Street and 6th Street has average duration of stay of 2.2 hours with an average daily turnover of 3.3 vehicles per space. Of the street segments currently having time restrictions (El Camino Real and Main Street), El Camino Real has an average duration of stay of 1.3 hours with the highest average turnover of 6.5 vehicles per space.

Table 3.7 – DA-4 Average Weekday On-Street Parking Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
B Street	2.5	2.2
C Street	2.5	1.9
El Camino Real	1.3	6.5
Prospect Avenue	3.9	2.2
2nd Street	4.3	1.7
3rd Street	3.0	2.6
Main Street	1.9	2.6

Parking Area	Average Duration (hours)	Average Turnover (use per day)
6th Street	3.7	2.0
Overall Average	2.9	2.7

Currently there are no time restrictions along Prospect Avenue. On-street parking along Prospect Avenue, south of 3rd Street has average duration of stay of 2.1 to 2.4 hours with an average daily turnover of 3.5 vehicles per space. However, parking duration north of 3rd Street is on average of 5.3 to 6.4 hours with an average daily turnover of 1.3 to 1.8 vehicles per space, making this segment a "hot spot" for on-street parking. Duration of stay for all street segments along Prospect Avenue is on average of 3.9 hours with an average daily turnover of 2.2 vehicles per space.

Along 2nd Street, west of El Camino Real the average duration of stay is 5.5 to 5.7 hours with an average daily turnover of 1.1 to 1.4 vehicles per space. East of El Camino Real, 2nd Street has average duration of stay of 3.3 to 3.8 hours and an average daily turnover of 1.9 to 2.3 vehicles per space. Of the street segments with no time restrictions (B Street, C Street, Prospect Avenue, 2nd Street, 3rd Street, and 6th Street), 2nd Street has the highest duration of stay of 4.3 hours and a daily turnover of 1.7 vehicles per space.

Street segments along 3rd Street, west of El Camino Real have average duration of stay of 2 to 3 hours with an average daily turnover of 2.6 to 3.4 vehicles per space. Between El Camino Real and Prospect Avenue, the south side of 3rd Street has average duration of stay of 2.6 hours with an average daily turnover of 2.8 vehicles per space. On the north side of 3rd street, average duration of stay is 4.4 hours with an average daily turnover of 1.7 vehicles per space. East of Prospect Avenue, 3rd Street has average duration of stay of 5.5 hours with an average daily turnover of 1.8 vehicles per space along the south side. Along the north side of 3rd Street the average duration of stay is 3.5 hours with an average daily turnover of 2.5 vehicles per space. Duration of stay for all street segments along 3rd Street is on average of 3 hours with an average daily turnover of 2.6 vehicles per space.

Parking duration along Main Street between B Street and C Street is on average of 2.1 to 2.4 hours with an average daily turnover of 2.4 to 3.0 vehicles per space. The parking duration along Main Street between C Street and east of Prospect Avenue is on average of 1.5 to 1.8 hours with an average daily turnover of 3.5 to 3.6 vehicles per space. Between El Camino Real and east of Prospect Avenue, parking duration is on average of 1.4 to 1.9 hours with an average daily turnover of 1.7 to 4.6 vehicles per space. Duration of stay for all street segments along Main Street is on average of 1.9 hours with an average daily turnover of 2.6 vehicles per space.

Parking duration along the north side of 6th Street, west of El Camino Real is on average of 4.3 hours with an average daily turnover of 1.8 vehicles per space. East of El Camino Real, parking duration is on average of 3 hours with an average daily turnover of 2.5 vehicles per space. Duration of stay for all street segments along 6th Street is on average of 3.7 hours with an average daily turnover of 2 vehicles per space.

As shown in Table 3.8, the weekday duration of stay is generally on average of 3.7 hours for parking lots within DA-4, with an average daily turnover of 1.5 vehicles per space. As shown in Figure 3.1, there are 9 parking lots with an average parking duration of stay greater than 5 hours, 6 parking lot with average duration of 4 to 5 hours, 10 parking lots with average duration of 3 to 4 hours, 10 parking lots with duration of 2 to 3 hours, and 7 parking lots with less than 2 hours of duration of stay. The parking lot identification and locations within DA-4 are shown in Figure 2.32.

Table 3.8 – DA-4 Average Weekday Parking Lot Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 1	4.1	1.5
Lot 2	6.6	1.1
Lot 3	3.6	0.7
Lot 4	1.2	0.8
Lot 5	5.3	0.8
Lot 6	3.9	1.6
Lot 7	2.8	1.2
Lot 8	3.1	1.2
Lot 9	5.9	1.2
Lot 10	14.0	0.3
Lot 11	4.5	0.8

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 12	2.3	0.5
Lot 13	6.5	1.0
Lot 14	1.9	3.4
Lot 15	3.6	1.9
Lot 16	2.1	2.0
Lot 17	3.7	0.8
Lot 18	4.0	0.3
Lot 19	4.0	0.8
Lot 20	3.4	1.5
Lot 21	0.0	0.0
Lot 22	3.2	0.4
Lot 23	2.1	3.0
Lot 24	2.5	0.8
Lot 25	5.4	1.0
Lot 26	2.1	3.5
Lot 27	4.2	2.2
Lot 28	6.5	0.3
Lot 29	3.0	1.1
Lot 30	1.8	2.2
Lot 31	2.3	3.4
Lot 32	5.0	1.0

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 33	3.4	2.2
Lot 34	6.0	0.2
Lot 35	2.5	3.7
Lot 36	2.5	1.2
Lot 37	2.1	2.7
Lot 38	4.8	1.3
Lot 39	3.5	0.3
Lot 40	1.4	4.6
Lot 41	1.8	2.9
Lot 42	1.6	1.2
Overall Average	3.7	1.5

Development Area 5 (DA-5)

As shown in Table 3.9, the duration of stay is on average of 2.4 hours for all street segments, within DA-5, with an average daily turnover of 1.5 vehicles per space. Currently there are no time restrictions on the on-street parking along the study street segments within DA-5.

There was no parking demand observed along Centennial Way and Orange Street, within DA-5, therefore the average duration of stay and average turnover is 0.0 hours and 0.0 vehicles per space for both streets.

The parking along this segment is located near residential and medical office. The long duration of parking along this street segment may be used by either employees or residents in the nearby areas. This segment of on-street parking on First Street is a "hot spot" within DA-5. Average parking duration for the street segment along the north side of First Street is about 7 hours with an average daily turnover of 1.3 vehicles per space.

Average parking duration along the south side of Bryan Avenue is about 2.7 hours with an average daily turnover of 1.3 vehicles per space. Average parking duration along the north side of Bryan Avenue is about 1 hour with an average daily turnover of 0.1 vehicles per space. There are no time restrictions for on-street parking along Bryan Avenue within DA-5. The average duration of stay for all street segments of Bryan Avenue is 2.6 hours with an average turnover of 0.8 vehicles per space.

Average parking duration along the south side of Main Street west of Newport Avenue is about 1.1 hours with an average daily turnover of 1.3 vehicles per space. Parking along the north side of Main Street between Newport Avenue and Bryan Avenue was not utilized; therefore there is no parking duration or turnover associated with this segment. The average duration of stay for all segments of Main Street, within DA-5, is 1.1 hours with an average turnover of 0.7 vehicles per space.

Average parking duration along Andrews Street is about 1.2 hours with an average daily turnover of 4.5 vehicles per space. There are no time restrictions for the on-street parking along this segment.

Parking along the south side of San Juan Street has average duration of stay of 1.8 hours with an average daily turnover of 2 vehicles per space; however along the north side average duration of stay is 3.6 hours with an average daily turnover of 1 vehicle per space. Duration of stay for all street segments along San Juan Street is on average of 2.5 hours with an average daily turnover of 1.4 vehicles per space.

Average parking duration along 6th Street, within DA-5, is 1.7 hours with an average daily turnover of 2.5 vehicles per space. There are no time restrictions for on-street parking along this segment.

Along the north side of Walnut Street, parking duration is on average of about 3.9 hours with a daily average turnover of 1.4 vehicles per space. Along the south side of the street, average duration is about 3.2 hours with a daily average turnover of 2 vehicles per space. Parking along Walnut Street has average duration of stay of about 3.5 hours with a daily average turnover of 1.7 vehicles per space. There are no time restrictions for on-street parking along this segment.

Parking duration along the south side of Bonita Street is on average of about 4 hours with an average daily turnover of 3 vehicles per space. Along the north side of Bonita Street average duration of stay is 5.1 hours with an average daily turnover of 2 vehicles per space. Duration of stay for all street segments along Bonita Street is on average of 4.6 hours with an average daily turnover of 2.3 vehicles per space. Bonita Street appears to be a "hot spot" for on-street parking with the high parking durations and high average daily turnover of vehicles per space.

There is no parking allowed along both sides of Newport Avenue and El Camino Real within DA-5.

Table 3.9 – DA-5 Average Weekday On-Street Parking Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Centennial Way	0.0	0.0
Orange Street	0.0	0.0
First Street	7.0	1.3
Bryan Avenue	2.6	0.8
Main Street	1.1	0.7
Andrews Street	1.2	4.5
San Juan Street	2.5	1.4
6th Street	1.7	2.5
Walnut Street	3.5	1.7
Bonita Street	4.6	2.3
Overall Average	2.4	1.5

As shown in Table 3.10, the weekday duration of stay is generally on average of 2.6 hours for parking lots within DA-5, with an average daily turnover of 1.9 vehicles per space. As shown in Figure 3.1, there is 1 parking lot with an average parking duration of stay 5 hours, 2 parking lots with average duration of 4 to 5 hours, 8 parking lots with average duration of 3 to 4 hours, 11 parking lots with duration of 2 to 3 hours, and 10 parking lots with less than 2 hours of duration of stay during the weekday. The parking lot identification and locations within DA-5 are shown in Figure 2.36.

Table 3.10 – DA-5 Average Weekday Parking Lot Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 1	2.3	2.5
Lot 2	3.8	1.2
Lot 3	3.4	1.5
Lot 4	1.3	3.5
Lot 5	2.0	1.0
Lot 6	1.7	1.4
Lot 7	3.0	2.0
Lot 8	2.6	2.8
Lot 9	1.3	3.7
Lot 10	4.1	0.8
Lot 11	3.1	2.2
Lot 12	0.0	0.0
Lot 13	2.6	2.2
Lot 14	1.6	5.1
Lot 15	2.1	3.1
Lot 16	2.9	1.9
Lot 17	4.6	0.6
Lot 18	2.9	1.4
Lot 19	1.9	1.9

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 20	5.0	0.9
Lot 21	3.9	1.4
Lot 22	1.3	3.1
Lot 23	3.7	1.3
Lot 24	1.9	2.5
Lot 25	2.8	1.3
Lot 25A	2.6	1.9
Lot 26	2.7	1.7
Lot 27	1.9	2.0
Lot 28	3.9	1.4
Lot 29	1.8	1.5
Lot 30	3.2	1.1
Lot 31	2.6	1.0
Overall Average	2.6	1.9

Development Area 6 (DA-6)

As shown in Table 3.11, the duration of stay is generally on average of about 2.6 hours for all street segments, with an average daily turnover of about 0.7 vehicles per space. Figure 3.1 illustrates the average weekday duration of stay for each parking lot and street segment that were included in the license plate surveys for the Tustin Downtown Commercial Core study area.

Along the west side of B Street, parking duration of stay is on average of about 3.5 hours with an average daily turnover of 1.3 vehicles per space. The east side of B Street has average duration of stay of 3.7 hours with an average daily turnover of 0.9 vehicles per space. Duration of stay for all street segments along B Street is on average of 3.6 hours with an average daily turnover of 1.1 vehicles per space.

Parking duration along the west side of El Camino Way is on average of 2.3 hours with an average daily turnover of 0.5 vehicles per space. Parking duration along the east side of El Camino Way is on average of 3.8 hours with an average daily turnover of 0.3 vehicles per space. Currently, the on-street parking along B Street and El Camino Way is not time restricted. Duration of stay for all street segments along El Camino Way is on average of 2.8 hours with an average daily turnover of 0.4 vehicles per space.

Certain street segments of 6th Street have no time restrictions on parking while others have a 2 hour parking restriction. 6th Street west of B Street has no time restrictions on parking. Parking along the south side of 6th Street between B Street and east of El Camino Real has a 2 hour parking restriction along with the north side of 6th Street between B Street and C Street.

6th Street west of Pacific Street has average duration of stay of 3.8 to 4.8 hours with an average daily turnover of 2.3 vehicles per space. Parking duration between Pacific Street and B Street is on average of 3.1 to 3.3 hours with an average daily turnover of 0.7 to 0.8 vehicles per space. Parking along the south side of 6th Street between B Street and El Camino Real has average duration of stay of 4.4 hours with an average daily turnover of 0.6 vehicles per space, while the north side of the street has average duration of 2.7 hours and an average daily turnover of 0.3 vehicles per space. These two street segments have longer duration of stay than the current 2 hour parking restrictions, making them "hot spots" for on-street parking on 6th Street. Similarly, parking along the south side of 6th Street, east of El Camino Real has average duration of stay of 6.3 hours with an average daily turnover of 2 vehicles per space, exceeding the 2 hour parking restrictions and making this segment a "hot spot" for on-street parking. This may be caused by employees of nearby business or nearby residents parking along these street segments for longer than 2 hours or customers attending multiple businesses in the area. 6th Street and B Street are the two primary streets used within DA-6, making them the "hot spot" areas for on-street parking. Duration of stay for all street segments along 6th Street is on average of 4.0 hours with an average daily average turnover of 1.1 vehicles per space.

Although there are no parking restriction signs located along El Camino Real, between Newport Avenue and El Camino Way, and there are portions along the curb that are not painted in red, no parking is allowed. On-street parking requires approximately 8 feet from the curb in addition to the through travel lane width, to allow through traffic to continue to flow. Since the outside lane (lane closest to the curb) is only 13 feet in width, it does not provide enough width for on-street parking, and there are no signs indicating parking is allowed at any time. Therefore, there is no parking allowed along both sides of El Camino Real within DA-6.

There is no parking allowed along both sides of Newport Avenue within DA-6.

Table 3.11 – DA-6 Average Weekday On-Street Parking Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
B Street	3.6	1.1
El Camino Way	2.8	0.4
6th Street	4.0	1.1
Overall Average	2.6	0.7

As shown in Table 3.12, the weekday duration of stay is generally on average of 3.8 hours for parking lots within DA-6, with an average daily turnover of 1.4 vehicles per space. As shown in Figure 3.1, there is 1 parking lot with an average parking duration of stay greater than 5 hours, 5 parking lots with average duration of 4 to 5 hours, 6 parking lots with average duration of 3 to 4 hours, 2 parking lots with duration of 2 to 3 hours, and 3 parking lots with less than 2 hours of duration of stay. The parking lot identification and locations within DA-6 are shown in Figure 2.40.

Table 3.12 – DA-6 Average Weekday Parking Lot Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 1	4.4	1.6
Lot 2	4.0	0.8
Lot 3	4.2	1.5
Lot 4	4.4	1.4
Lot 5	3.8	0.8
Lot 6	1.8	2.4
Lot 7	1.8	3.1
Lot 8	4.0	1.2

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 9	3.1	2.1
Lot 10	3.7	0.9
Lot 11	3.9	1.2
Lot 12	2.5	0.5
Lot 13	3.3	0.8
Lot 14	3.0	1.1
Lot 15	4.8	1.3
Lot 16	9.5	0.4
Lot 17	2.5	2.4
Overall Average	3.8	1.4

3.2 Tustin Downtown Commercial Core Area, Weekend Survey

The parking duration/turnover survey for the entire Tustin Downtown Commercial Core area was conducted on a typical Weekend (Saturday) to include all parking activity attributable to the Tustin Downtown Commercial Core uses by Development Area. Figure 3.2 illustrates the average weekend duration of stay for each parking lot and street segment that were included in the license plate surveys for the Tustin Downtown Commercial Core study area. Parking duration and turnover calculations are provided in Appendix E.

Development Area 1 (DA-1)

As shown in Table 3.13, the duration of stay is generally on average of about 4.5 hours for all street segments, with an average daily turnover of about 1.2 vehicles per space.

Parking duration along Myrtle Avenue, north of First Street has average duration of stay of 2.8 hours with an average daily turnover of 2.1 vehicles per space along the east side of the street. Along the west side of Myrtle Avenue average duration of stay is 5.9 hours with an average daily turnover of 0.8 vehicles per space. Parking duration along the east side of Myrtle Avenue, south of First Street has average duration of stay

of 1.0 hour with an average daily turnover of 0.2 vehicles per space. However, along the west side of the street, average duration of stay is 7.0 hours with an average daily turnover of 0.2 vehicles per space. Duration of stay for all street segments along Myrtle Avenue is on average of 3.6 hours with an average daily turnover of 1.1 vehicles per space. There are no time restrictions for on-street parking along Myrtle Avenue. On-street parking along Myrtle Avenue is adjacent to commercial uses making it a "hot spot" area for on-street parking.

Mountain View Drive has average duration of stay of 7.0 hours with an average daily turnover of 1.0 vehicle per space and an average parking occupancy of 50%. On-street parking along Mountain View Drive is located near office uses at the northeast corner of First Street and Mountain View Drive. The on-street parking demand on Mountain View Drive may be a result of employee parking for the nearby office uses as well as some residential uses located just north of the study area boundary.

Parking along the west side of A Street, north of First Street has average duration of stay of 5.3 hours with an average daily turnover of 1.5 vehicles per space. The west side of A Street, south of First Street has average duration of stay of 3 hour with an average daily turnover of 1.8 vehicles per space. However, the east side of A Street has average duration of stay of 9.8 hours with an average daily turnover of 0.7 vehicles per space. Duration of stay for all street segments along A Street is on average of 5.2 hours with an average daily turnover of 1.3 vehicles per space.

Parking along C Street, within DA-1, has duration of stay of 3.0 hours with an average daily turnover of 1.3 vehicles per spaces.

Parking duration along First Street between Pacific Street and A Street is on average of 6.4 hours with an average daily turnover of 1.6 vehicles per space. Other street segments have less than 2 hour durations with average daily turnover of 1.0 to 3.0 vehicles per space. Duration of stay for all street segments along First Street is on average of 3.5 hours with an average daily turnover of 1.2 vehicles per space.

The average parking occupancy along First Street within DA-1 is about 31% during the weekend peak periods. This is slightly higher than the weekday parking demand along First Street of about 29% occupancy.

Table 3.13 – DA-1 Average Weekend On-Street Parking Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Myrtle Avenue	3.6	1.1
Mountain View Drive	7.0	1.0
A Street	5.2	1.3
C Street	3.0	1.3
First Street	3.5	1.2
Overall Average	4.5	1.2

As shown in Table 3.14, the weekend duration of stay is generally on average of 4.2 hours for parking lots within DA-1, with an average daily turnover of 0.7 vehicles per space. As shown in Figure 3.2, there are 8 parking lots with an average parking duration of stay greater than 5 hours, 3 parking lots with average duration of 4 to 5 hours, 3 parking lots with average duration of 3 to 4 hours, 5 parking lots with duration of 2 to 3 hours, and 4 parking lots with less than 2 hours of duration of stay during the weekend. The parking lot identification and locations within DA-1 are shown in Figure 2.21.

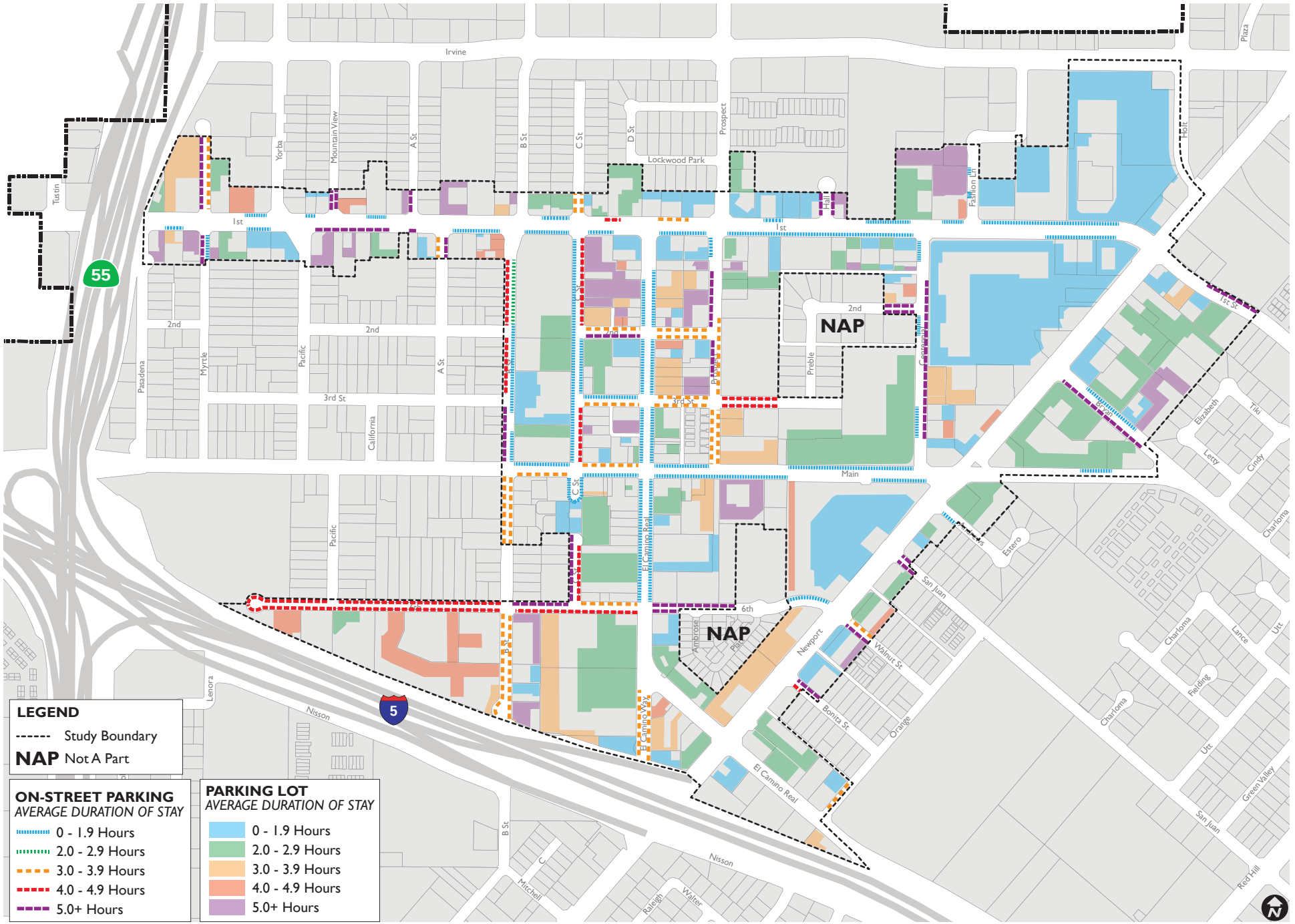

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Figure 3.2 - Average Weekend Parking Durations

Table 3.14 – DA-1 Average Weekend Parking Lot Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 1	2.1	2.5
Lot 2	3.2	0.1
Lot 3	2.2	1.4
Lot 4	4.6	0.1
Lot 5	1.5	1.6
Lot 6	4.0	0.1
Lot 7	8.0	1.2
Lot 8	8.0	0.2
Lot 9	3.0	0.2
Lot 10	7.0	0.3
Lot 11	2.6	1.7
Lot 12	5.7	0.5
Lot 13	3.0	0.2
Lot 14	5.3	0.1
Lot 15	14.0	0.2
Lot 16	2.0	0.0
Lot 17	1.8	3.1
Lot 18	5.8	0.6
Lot 19	5.3	0.5

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 20	2.5	0.4
Lot 21	1.0	0.1
Lot 22	0.0	0.0
Lot 23	4.8	0.2
Overall Average	4.2	0.7

Development Area 2 (DA-2)

As shown in Table 3.15, the average duration of stay within DA-2 is generally about 4.3 hours for all street segments, with an average daily turnover of about 1.1 vehicles per space.

Parking duration along the south side of First Street between Prospect Avenue and Centennial Way is on average of about 1.5 hours with an average daily turnover of 3 vehicles per space. Along the north side of First Street east of Hall Circle parking average duration of stay is 1.5 hours with an average daily turnover of 0.7 vehicles per space. The street segment between Hall Circle and prospect Avenue has average duration of stay of 2.3 hours with an average daily turnover of 1.3 vehicles per space. However, the street segment between Prospect Avenue and C Street along the north side of First Street has average duration of stay of 4 hours with an average daily turnover of 2.3 vehicles per space. Duration of stay for all street segments along First Street is on average of 1.8 hours with an average daily turnover of 1.9 vehicles per space. First Street has a 2-hour parking any time restriction for all on-street parking within DA-2.

C Street has average duration of stay of 3.7 hours with an average daily turnover of 1.0 vehicle per space. There are no time restrictions for on-street parking along C Street.

Parking duration along the street segment of Prospect Street within DA-2 had 0% occupancy during the weekend.

Parking duration along the north side of 2nd Street, west of Centennial Way had average duration of stay of 9.3 hours with an average daily turnover of 1.2 vehicles per space. Along the south side of 2nd Street parking average duration is 7.4 hours with an average daily turnover of 1.7

vehicles per space. Duration of stay for all street segments along 2nd Street is on average of 8.0 hours with an average daily turnover of 1.5 vehicles per space. There are no time restrictions for on-street parking along the street segments of 2nd Street within DA-2.

Duration of stay along the east side of Hall Circle is on average of 8.7 hours with an average turnover of 1.0 vehicle per space. Duration of stay along the west side of Hall Circle is on average of 7.3 hours with an average turnover of 1.0 vehicle per space. Hall Circle has average duration of stay of 8.0 hours with an average daily turnover of 1.0 vehicle per space. There are no time restrictions for on-street parking along Hall Circle.

Table 3.15 – DA-2 Average Weekend On-Street Parking Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
First Street	1.8	1.9
C Street	3.7	1.0
Prospect Avenue	0.0	0.0
2nd Street	8.0	1.5
Hall Circle	8.0	1.0
Overall Average	4.3	1.1

As shown in Table 3.16, the weekday duration of stay is generally on average of 2.9 hours for parking lots within DA-2, with an average daily turnover of 2.2 vehicles per space. As shown in Figure 3.2, there are 6 parking lots with an average parking duration of stay greater than 5 hours, 2 parking lots with average duration of 4 to 5 hours, 1 parking lot with average duration of 3 to 4 hours, 9 parking lots with duration of 2 to 3 hours, and 14 parking lots with less than 2 hours of duration of stay during the weekend. The parking lot identification and locations within DA-2 are shown in Figure 2.25.

Table 3.16 – DA-2 Average Weekend Parking Lot Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 1	0.0	0.0
Lot 2	2.6	1.1
Lot 3	2.4	4.3
Lot 4	1.9	3.0
Lot 5	1.5	2.8
Lot 6	2.3	1.5
Lot 7	1.3	1.0
Lot 8	1.4	2.7
Lot 9	1.8	3.4
Lot 10	5.4	0.4
Lot 11	5.1	1.1
Lot 12	4.0	0.1
Lot 13	1.9	3.1
Lot 14	1.2	1.9
Lot 15	1.0	0.1
Lot 16	2.4	2.3
Lot 17	1.0	5.2
Lot 18	2.9	0.9
Lot 19	1.3	7.1

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 20	2.2	3.2
Lot 21	1.1	8.0
Lot 22	2.3	1.8
Lot 23	6.2	1.7
Lot 24	2.8	3.0
Lot 25	1.8	3.6
Lot 26	2.0	1.7
Lot 27	9.0	0.3
Lot 28	1.4	0.7
Lot 29	3.0	0.7
Lot 30	4.3	1.3
Lot 31	5.4	0.6
Lot 32	9.8	0.9
Overall Average	2.9	2.2

Development Area 3 (DA-3)

As shown in Table 3.17, the average duration of stay for on-street parking within DA-3 is generally about 1.5 hours for all street segments, with an average daily turnover of about 0.6 vehicles per space.

Parking duration along the east side of Centennial Way is on average of 3.9 hours with an average daily turnover of 1.5 vehicles per space. Along the west side of Centennial Way, duration of stay is on average of 2.7 hours with an average daily average of 2 vehicles per space. As shown in Table 3.17, the average duration of stay along Centennial Way within DA-3 is 3.5 hours with an average daily average turnover of 1.7 vehicles per space.

Although Fashion Lane provides 13 on-street parking spaces, no on-street parking was occupied during the weekend. The low occupancy along Fashion Lane may be due to the sufficient parking availability within the adjacent parking lots.

Parking along the south side of First Street, within DA-3,has an average duration of stay of 1.0 hour with an average turnover of 0.4 vehicles per space. Duration of stay along the north side of First Street, east of Fashion Lane was on average of 1.0 hour with an average turnover of 0.1 vehicles per space. Duration of stay for all street segments along First Street is 1.0 hour with an average turnover of 0.1 vehicles per space.

Table 3.17 – DA-3 Average Weekend On-Street Parking Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Centennial Way	3.5	1.7
Fashion Lane	0.0	0.0
First Street	1.0	0.1
Overall Overage	1.5	0.6

As shown in Table 3.18, the weekend duration of stay is generally on average of 3.3 hours for parking lots within DA-2, with an average daily turnover of 1.5 vehicles per space. As shown in Figure 3.2, there is 1 parking lot with an average parking duration of stay greater than 5 hours, 1 parking lot with average duration of 4 to 5 hours, 2 parking lots with average duration of 3 to 4 hours, 1 parking lot with duration of 2 to 3 hours, and 4 parking lots with less than 2 hours of duration of stay during the weekend. The parking lot identification and locations within DA-3 are shown in Figure 2.29.

Table 3.18 – DA-3 Average Weekend Parking Lot Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 1	3.7	1.9
Lot 2	4.3	0.8
Lot 3	5.9	1.7
Lot 4	1.3	0.1
Lot 5	1.6	1.7
Lot 6	1.6	2.3
Lot 7	1.8	3.2
Lot 8	5.3	1.1
Lot 9	4.0	0.8
Overall Average	3.3	1.5

Development Area 4 (DA-4)

As shown in Table 3.19, the duration of stay within DA-4 is generally on average of about 2.9 hours for all street segments, with an average daily turnover of about 2.4 vehicles per space.

Parking duration along the west side of B Street, south of Main Street is on average of 2.8 hours with an average daily turnover of 0.8 vehicles per space. This duration is longer than the current 2 hour parking restriction along this segment. Parking duration along the east side of B Street is on average of 2 hours with an average daily turnover of 2.4 vehicles per space. Parking duration along the 2 hour time restricted angled parking adjacent to Peppertree Park is on average of 2.4 hours with an average daily turnover of 2.4 vehicles per space. Parking along the street segments on the west side of B Street between First Street and Main Street has average duration of stay of 4 to 5.2 hours with an average daily turnover of 0.4 to 1.5 vehicles per space. Duration of stay for all street segments along B Street is on average of 2.6 hours with an average daily turnover of 1.2 vehicles per space.

Parking duration along C Street north of 6th Street is on average of 4.2 to 5.6 hours with an average daily turnover of 1.5 to 1.6 vehicles per space. Average duration of stay along C Street, south of Main Street is 1 hour with an average daily turnover of 1 to 1.3 vehicles per space. Parking along the west side of C Street between First Street and Main Street has parking restrictions of 2 hour parking. The duration of stay along this segment is on average of 1.8 hours and an average daily turnover of 2.2 vehicles per space. The street segments along the east side of C Street between First Street and 2nd Street and between 3rd Street and Main Street have similar parking average duration of 4 to 4.5 hours with an average daily turnover of 1.5 to 1.6 vehicles per space. Parking duration between 2nd Street and 3rd Street is on average of 1.6 hours with an average daily turnover of 2.1 vehicles per space. Duration of stay for all street segments along C Street is on average of 2.8 hours with an average daily turnover of 1.6 vehicles per space.

Parking along El Camino Real south of Main Street has average duration of stay of 1.8 to 1.9 hours with an average daily turnover of 4.5 to 5.2 vehicles per space. Parking duration along the east side of El Camino Real north of Main Street is on average of 1.4 to 1.7 hours with an average daily turnover of 2.7 to 7.5 vehicles per space. Parking along the west side of El Camino Real has average duration of stay of 1.2 to 1.9 hours with an average turnover of 4 to 4.8 vehicles per space. Duration of stay for all street segments along El Camino Real is on average of 1.7 hours with an average turnover of 4.7 vehicles per space.

Parking duration along Prospect Avenue south of 3rd Street is on average of 2.8 to 3 hours with an average daily turnover of 2.8 vehicles per space. Parking along the east side of Prospect Avenue north of 3rd Street has average duration of stay of 3.8 hours with an average daily turnover of 2 vehicles per space. However, parking duration along the west side of Prospect Avenue between First Street and Main Street has average duration of stay of 6.3 to 6.8 hours with an average daily turnover of 1 to 1.6 vehicles per space. Duration of stay for all street segments along Prospect Avenue is on average of 4.0 hours with an average daily turnover of 2.1 vehicles per space.

Parking along the north side of 2nd Street from C Street to Prospect Avenue has average duration of stay of 2.5 to 3 hours with an average daily turnover of 1.7 vehicles per space. However, parking along the south side of 2nd Street, west of El Camino Real has average duration of stay of 5.4 hours with an average daily turnover of 1.0 vehicle per space, while the segment east of El Camino Real has average duration of 2.8 hours with an average daily turnover of 2.2 vehicles per space. Duration of stay for all street segments along 2nd Street is on average of 3.2 hours with an average daily turnover of 1.7 vehicles per space.

Table 3.19 – DA-4 Average Weekend On-Street Parking Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
B Street	2.6	1.2
C Street	2.8	1.6
El Camino Real	1.7	4.7
Prospect Avenue	4.0	2.1
2nd Street	3.2	1.7
3rd Street	3.8	1.6
Main Street	2.1	2.2
6th Street	3.8	2.5
Overall Average	2.9	2.4

Parking duration along the south side of 3rd Street from C Street to Prospect Avenue is on average of 3.1 to 3.2 hours with an average daily turnover of 1.5 to 2.5 vehicles per space. Along the street segment east of Prospect Avenue the average parking duration of stay is 4.5 hours with an average daily turnover of 2 vehicles per space. Along the north side of 3rd Street, parking duration west of Prospect Avenue is on average of 4.2 hours with an average daily turnover of 1.2 vehicles per space. Parking duration between Prospect Avenue and El Camino Real is on average of 3.5 hours with an average daily turnover of 2.5 vehicles per space. The street segment along the north side of 3rd Street, west of El Camino Real has average duration of 1.6 hours with an average daily turnover of 1.1 vehicles per space. Duration of stay for all street segments along 3rd Street is on average of 3.8 hours with an average daily turnover of 1.6 vehicles per space.

Parking along the south side of Main Street has average duration of 1.8 to 2 hours with an average daily turnover of 2.2 to 3.8 vehicles per space. Parking along the north side of Main Street from Prospect to C Street has average duration of stay of 2.5 hours with an average daily turnover of 1.9 to 3.3 vehicles per space. However, the street segment from C Street to B Street has average parking duration of 1 hour with an average daily turnover of 0.3 vehicles per space. Duration of stay for all street segments along Main Street is on average of 2.1 hours with an average daily turnover of 2.2 vehicles per space.

Parking along the north side of 6th Street west of El Camino Real has average duration of 9.8 hours with an average daily turnover of 0.9 vehicles per space, while the parking duration east of El Camino Real is on average of 3.7 hours with an average daily turnover of 1.9 vehicles per space. Duration of stay for all street segments along 6th Street is on average of 3.8 hours with an average daily turnover of 2.5 vehicles per space.

As shown in Table 3.20, the weekend duration of stay is generally on average of 3.6 hours for parking lots within DA-4, with an average daily turnover of 1.0 vehicle per space. As shown in Figure 3.2, there are 9 parking lots with an average parking duration of stay greater than 5 hours, 2 parking lots with average duration of 4 to 5 hours, 10 parking lots with average duration of 3 to 4 hours, 11 parking lots with duration of 2 to 3 hours, and 10 parking lots with less than 2 hours of duration of stay during the weekend. The parking lot identification and locations within DA-4 are shown in Figure 2.33.

Table 3.20 – DA-4 Average Weekend Parking Lot Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 1	6.0	0.1
Lot 2	3.2	0.1
Lot 3	3.0	0.4
Lot 4	2.1	0.8
Lot 5	7.0	0.1
Lot 6	3.2	1.4
Lot 7	3.0	0.1
Lot 8	6.2	0.1
Lot 9	3.5	0.6
Lot 10	14.0	0.3
Lot 11	0.0	0.0

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 12	4.4	1.2
Lot 13	6.5	1.0
Lot 14	2.1	0.9
Lot 15	2.8	1.4
Lot 16	1.7	1.9
Lot 17	4.0	0.5
Lot 18	0.0	0.0
Lot 19	1.0	0.2
Lot 20	0.0	0.0
Lot 21	3.5	0.0
Lot 22	9.0	0.0
Lot 23	2.8	0.8
Lot 24	6.0	1.2
Lot 25	10.2	0.5
Lot 26	2.6	3.3
Lot 27	3.1	3.2
Lot 28	1.0	0.0
Lot 29	1.0	0.2
Lot 30	2.9	1.8
Lot 31	2.0	3.0
Lot 32	3.1	0.7

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 33	2.7	1.4
Lot 34	3.7	0.6
Lot 35	1.9	2.2
Lot 36	2.6	0.7
Lot 37	2.5	3.6
Lot 38	3.4	0.2
Lot 39	6.0	0.0
Lot 40	1.2	2.8
Lot 41	2.5	3.0
Lot 42	2.2	1.5
Overall Average	3.6	1.0

Development Area 5 (DA-5)

As shown in Table 3.21, the duration of stay within DA-5 is generally about 5.7 hours for all street segments, with a daily turnover of about 1.3 vehicles per space.

The duration of stay along Centennial Way is on average of 12.0 hours with an average turnover of 0.1 vehicles per space.

Duration of stay along Orange Street is on average of 3.0 hours with an average turnover of 2.0 vehicles per space.

Parking duration along the north side of First Street west of Newport Street was on average of 9.9 with an average daily turnover of 0.9 vehicles per space. This on-street parking segment is located near medical, retail, and residential uses.

Parking duration along Bryan Avenue is on average of about 8.8 hours with an average daily turnover of 0.2 vehicles per space.

Duration of stay along Main Street is on average of 1.3 hours with an average turnover of 0.5 vehicles per space.

Parking duration along Andrews Street is on average of 1.9 hours with an average turnover of 2.5 vehicles per space.

Parking along the north side of San Juan Street has average duration of stay of 7.5 hours with an average daily turnover of 0.4 vehicles per space. Along the south side of San Juan Street parking duration is on average of 6.0 hours with an average daily turnover of 1.5 vehicles per space. Duration of stay for all street segments along San Juan Street is on average of 8.0 hours with an average daily turnover of 0.9 vehicles per space.

Parking duration along 6th Street is on average of 1.7 hours with an average turnover of 2.5 vehicles per space.

Similarly, parking duration along the south side of Walnut Street is on average of 8.0 hours with an average daily turnover of 0.6 vehicles per space. However, along the north side of the street, parking duration is on average of 2.3 hours with an average daily turnover of 1.8 vehicles per space. Duration of stay for all street segments along Walnut Street is on average of 3.8 hours with an average daily turnover of 1.2 vehicles per space.

Table 3.21 – DA-5 Average Weekend On-Street Parking Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Centennial Way	12.0	0.1
Orange Street	3.0	2.0
First Street	9.9	0.9
Bryan Avenue	8.8	0.2
Main Street	1.3	0.5
Andrews Street	1.9	2.5
San Juan Street	8.0	0.9

Parking Area	Average Duration (hours)	Average Turnover (use per day)
6th Street	1.7	2.5
Walnut Street	3.8	1.2
Bonita Street	6.3	2.0
Overall Average	5.7	1.3

Bonita Street parking duration along the north side of the street is on average of 8.5 hours with an average daily turnover of 1.5 vehicles per space. Along the south side of Bonita Street, parking duration is on average of 4.2 hours with an average daily turnover of 3 vehicles per space. Duration of stay along all segments of Bonita Street is on average of 6.3 hours with an average daily turnover of 2.0 vehicles per space.

As shown in Table 3.22, the weekend duration of stay is generally on average of 2.5 hours for parking lots within DA-5, with an average daily turnover of 1.6 vehicles per space. As shown in Figure 3.2, there are 2 parking lots with an average parking duration of stay greater than 5 hours, 4 parking lots with average duration of 4 to 5 hours, 3 parking lots with average duration of 3 to 4 hours, 11 parking lots with duration of 2 to 3 hours, and 12 parking lots with less than 2 hours of duration of stay during the weekend. The parking lot identification and locations within DA-5 are shown in Figure 2.37.

Table 3.22 – DA-5 Average Weekend Parking Lot Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 1	2.1	1.4
Lot 2	0.0	0.0
Lot 3	4.0	0.3
Lot 4	1.3	2.8
Lot 5	3.1	0.8
Lot 6	1.7	1.5
Lot 7	2.5	0.3
Lot 8	2.8	0.6
Lot 9	1.2	4.0
Lot 10	2.8	0.9
Lot 11	8.1	0.1
Lot 12	0.0	0.0
Lot 13	2.3	2.2
Lot 14	1.7	5.2
Lot 15	2.1	3.0
Lot 16	2.0	2.4
Lot 17	1.4	0.6
Lot 18	2.4	1.7
Lot 19	2.1	1.7

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 20	4.0	0.3
Lot 21	3.5	0.2
Lot 22	1.3	4.3
Lot 23	5.3	1.0
Lot 24	1.5	5.8
Lot 25	2.6	2.1
Lot 25A	0.0	0.0
Lot 26	2.1	3.3
Lot 27	1.9	1.8
Lot 28	4.1	1.1
Lot 29	1.6	1.2
Lot 30	3.2	1.1
Lot 31	5.0	1.0
Overall Average	2.5	1.6

Development Area 6 (DA-6)

As shown in Table 3.23, the duration of stay within DA-6 is generally on average of about 3.8 hours for all street segments, with an average daily turnover of about 0.7 vehicles per space.

Along the east side of B Street, south of 6th Street, parking duration is on average of 1.7 hours with an average daily turnover of 0.1 vehicles per space. Parking duration along the west side of B Street is on average of 3.8 hours with an average daily turnover of 0.2 vehicles per space. Duration of stay along all segments of B Street, within DA-6, is on average of 2.9 hours with an average turnover of 0.2 vehicles per space.

Parking duration along the east side of El Camino Way is on average of 4.3 hours with an average daily turnover of 0.3 vehicles per space. Duration of stay along the west side of El Camino Way is on average of 3.7 hours with an average turnover of 0.7 vehicles per space. Duration of stay for all street segments along B Street is on average of 3.9 hours with an average daily turnover of 0.5 vehicles per space.

Parking along 6th Street, west of Pacific Street has average duration of stay of 2.8 to 2.9 hours with an average daily turnover of 4.2 vehicles per space. Along the north side of 6th Street, between Pacific Street and B Street, 6th Street parking duration is on average of 4.7 hours with an average daily turnover of 1.1 vehicles per space. Along the south side of 6th Street between B Street and El Camino Real parking duration is on average of 4.4 hours with an average 0.9 vehicles per space. Similarly, along the north side of the street, between B Street and C Street, parking duration is on average of 5.4 hours with an average daily turnover of 0.8 vehicles per space. Parking duration along the south side of 6th Street, east of El Camino Real is the highest along this street with an average of 6.7 hours and an average daily turnover of 2.0 vehicles per space. Duration of stay for all street segments along 6th Street is on average of 4.6 hours with an average daily turnover of 1.4 vehicles per space.

Table 3.23 – DA-6 Average Weekend On-Street Parking Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
B Street	2.9	0.2
El Camino Way	3.9	0.5
6th Street	4.6	1.4
Overall Average	3.8	0.7

As shown in Table 3.24, the weekend duration of stay is generally on average of 2.8 hours for parking lots within DA-6, with an average daily turnover of 1.3 vehicles per space. As shown in Figure 3.2, there are 2 parking lots with an average parking duration of stay greater than 5 hours, 3 parking lots with average duration of 4 to 5 hours, 3 parking lots with average duration of 3 to 4 hours, 4 parking lots with duration of 2 to 3 hours, and 5 parking lots with less than 2 hours of duration of stay during the weekend. The parking lot identification and locations within DA-6 are shown in Figure 2.41.

Table 3.24 – DA-6 Average Weekend Parking Lot Duration and Turnover

Parking Area	Average Duration (hours)	Average Turnover (use per day)
Lot 1	4.1	2.1
Lot 2	2.8	1.6
Lot 3	4.7	0.7
Lot 4	6.4	0.4
Lot 5	3.2	0.8
Lot 6	2.0	3.2
Lot 7	1.5	4.9
Lot 8	0.0	0.0
Lot 9	2.6	2.8
Lot 10	3.2	0.7
Lot 11	0.0	0.0
Lot 12	6.3	0.1
Lot 13	0.0	0.0
Lot 14	4.0	0.1
Lot 15	3.8	1.5
Lot 16	0.0	0.0
Lot 17	2.3	3.6
Overall Average	2.8	1.3

3.3 Farmers' Market Area

As shown in Table 3.25, the average duration of stay for the Farmers' Market area is on average of 2.4 hours with an average turnover of 2.1 vehicles per space. Duration of stay along El Camino Real is on average of 1.3 hours with an average daily turnover of 3.4 vehicles per space. Duration of stay along 2nd Street is on average of 3.1 hours with an average daily turnover of 1.6 vehicles per space. Duration of stay along 3rd Street is on average of 3.0 hours with an average turnover of 1.6 vehicles per space.

Duration of stay for the 2nd Street/El Camino Real unpaved lot is on average of 2.1 hours with an average turnover of 1.6 vehicles per space. The 3rd Street/Prospect Avenue unpaved lot has average duration of stay of 1.3 hours with an average turnover of 3.0 vehicles per space. Duration of stay for the 3rd Street/Prospect Avenue Municipal lot is on average of 3.4 hours with an average turnover of 1.6 vehicles per space.

Table 3.25 – Average Weekday Parking Duration and Turnover, Farmers' Market

Parking Area	Average Duration (hours)	Average Turnover (use per day)
El Camino Real – On-Street Parking	1.3	3.4
2nd Street – On-Street Parking	3.1	1.5
3rd Street – On-Street Parking	3.0	1.6
2nd Street / El Camino Real Unpaved Lot	2.1	1.6
3rd Street / Prospect Avenue Unpaved Lot	1.3	3.0
3rd Street / Prospect Avenue Municipal Lot	3.4	1.6
Overall Average	2.4	2.1

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 Farmers' Market area.

The high occupancy rate on some street segments surrounding the Farmers' Market, together with average duration just above 3 hours indicates that a shorter time limit may be appropriate here while the Market is open. Parking along 2nd Street and along 3rd Street, east of Prospect Avenue are the two major "hot spots" for parking during the Farmers' Market with average parking durations of 3 to 4 hours. The public parking lot at the southeast corner of Prospect Avenue and 3rd Street is also a "hot spot" during this time, having average parking durations

between 3 and 4 hours. Other parking lots and street segments along 3rd Street and El Camino Real have high parking occupancy but with average parking durations less than 3 hours. A time limit of 2 hours is recommended to increase the availability of these spaces to short-term users during the Farmers' Market operations. Parking demand, duration, and turnover calculations are provided in Appendix E.

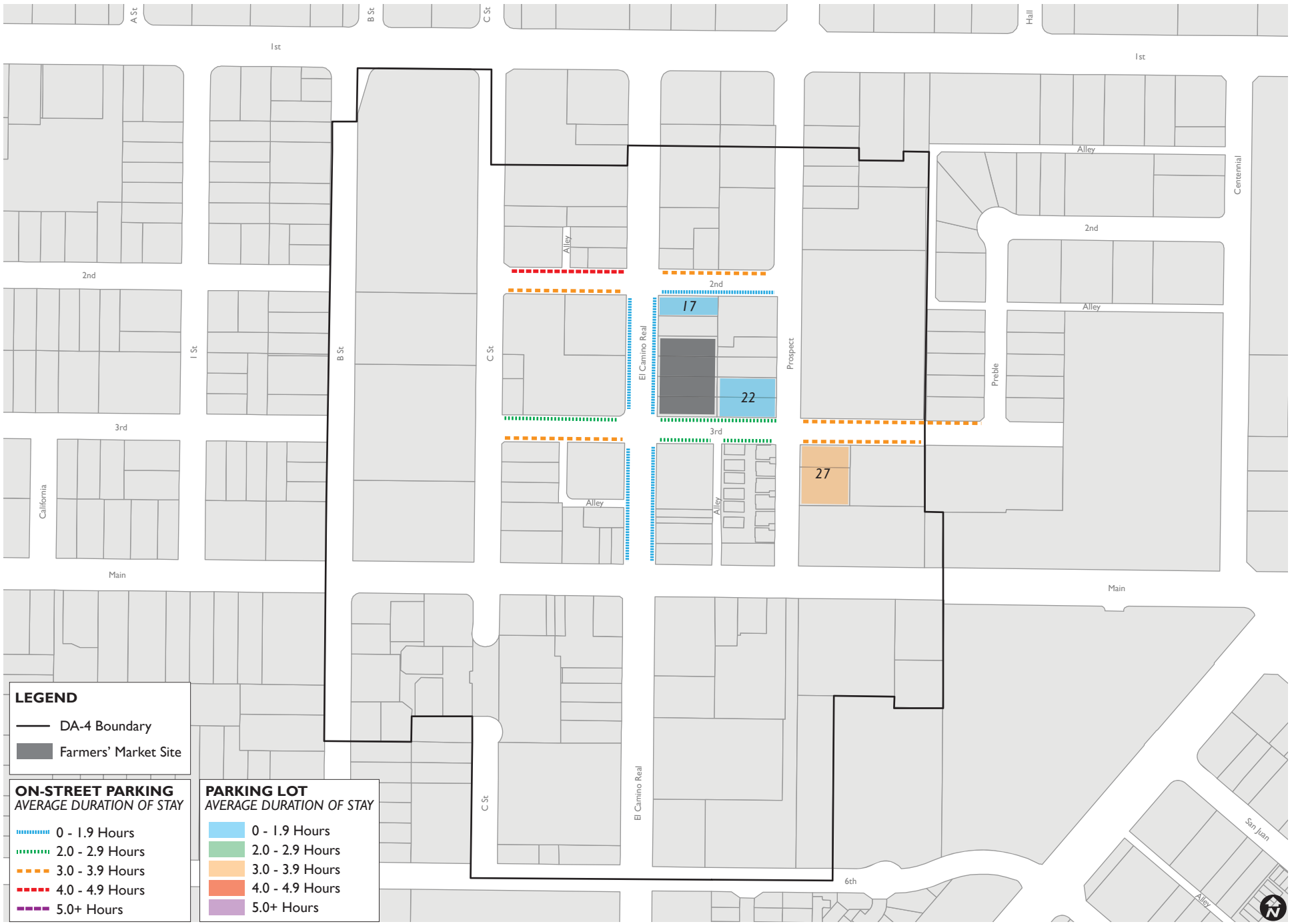

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Figure 3.3 - Farmers' Market Average Parking Duration

3.4 Jamestown Flea Market Area

As shown in Table 3.26, the average duration of stay for on-street parking along C Street is 2.7 hours with an average turnover of 1.8 vehicles per space and an average parking occupancy of 41%. Duration of stay along El Camino Real is on average of 1.6 hours with an average turnover of 2.8 vehicles per space and an average parking occupancy of 38%. Along 6th Street, duration of stay is on average of 4.6 hours with an average turnover of 1.7 vehicles per space and an average parking occupancy of 65%. The on-street parking along 6th Street is highly desirable for the flea market patrons, resulting in high parking occupancy levels on this street during the flea market. This is due to having no time restrictions along some segments of 6th Street. Duration of stay along Main Street is on average of 1.5 hours with an average turnover of 2.2 vehicles per space and an average parking occupancy of 26%. Parking demand, duration, and turnover calculations are provided in Appendix E.

Duration of stay for parking at the C Street parking lot is on average of 2.0 hours with an average turnover of 1.1 vehicles per space and an average parking occupancy of 19%. Parking at the C Street Upper Level lot has average duration of stay of 2.0 hours with an average turnover of 0.6 vehicles per space and an average parking occupancy of 10%. Duration of stay for the Armstrong lot is on average of 1.5 hours with an average turnover of 1.7 vehicles per space and an average parking occupancy of 22%. Parking demand, duration, and turnover calculations are provided in Appendix E.

The high parking duration of nearly 5 hours along 6th Street east of El Camino Real, during the flea market indicates that time limit parking restrictions are appropriate while the flea market is underway. The nearby residential uses along 6th Street may also contribute to the high duration of on-street parking along the street segments east of El Camino Real. Since the flea market only operates on the 4th Sunday of each month, time restrictions in this area along 6th Street may be appropriate during the flea market operation days and times. A time limit of 2 hours on the street segments of 6th Street which currently have no time restrictions is recommended for Sunday between 9 AM and 3 PM. This should also improve utilization of the nearby C Street Upper Level parking lot during 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.

Table 3.26 – Average Weekend Parking Duration and Turnover, Jamestown Flea Market

Parking Area	Average Duration (hours)	Average Turnover (use per day)
C Street – On-Street Parking	2.7	1.8
El Camino Real – On-Street Parking	1.6	2.8
6th Street – On-Street Parking	4.6	1.7
Main Street – On-Street Parking	1.5	2.2
C Street Lot	2.0	1.1
C Street Upper Level Lot	2.0	0.6
Armstrong Lot	1.5	1.7
Overall Average	2.3	1.7

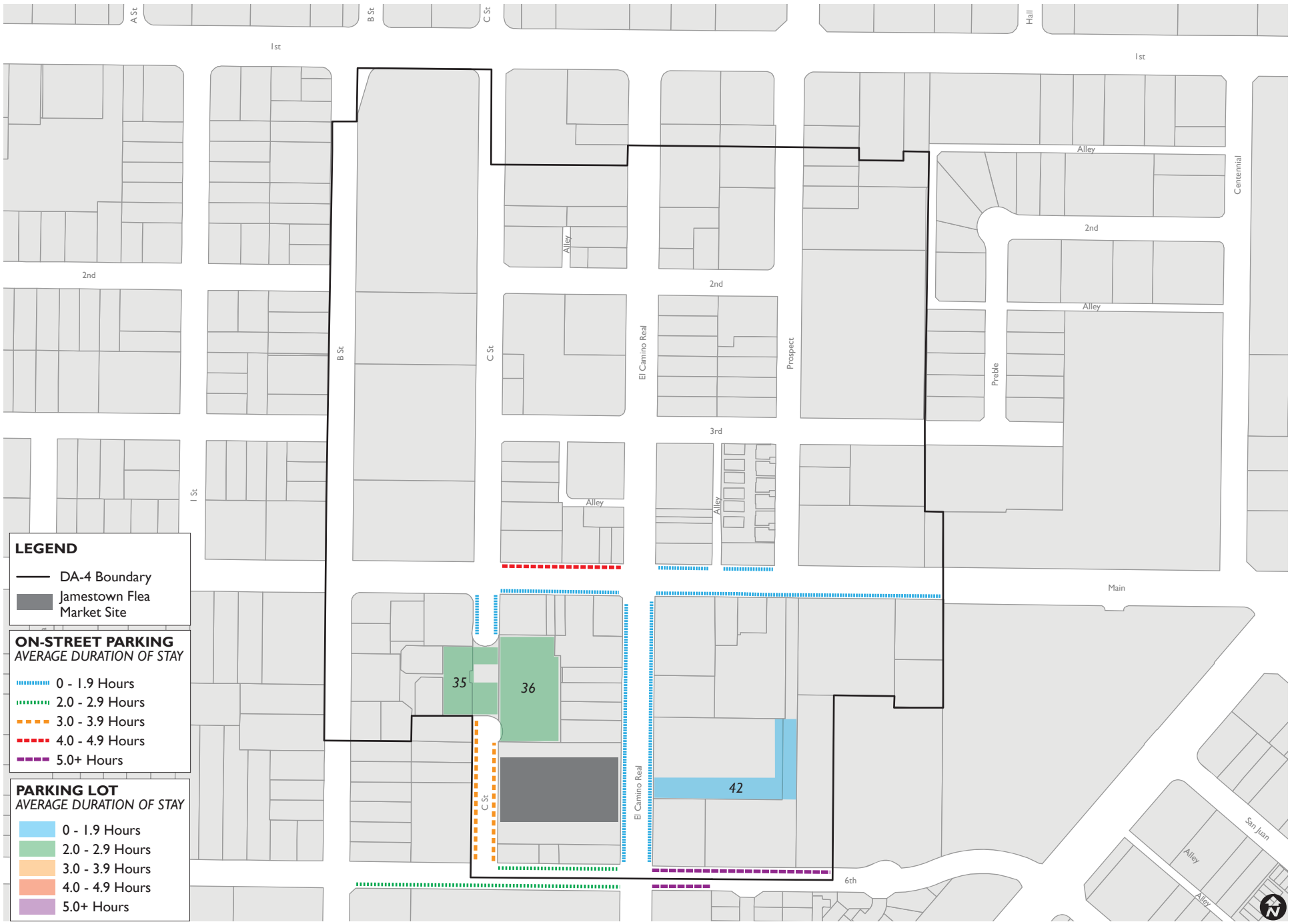

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Figure 3.4 - Jamestown Flea Market Average Parking Duration

3.5 Parking Duration and Turnover By Development Area

The average duration of stay and turnover for the Tustin Downtown Commercial Core on-street parking varies from street to street and DA to DA. Table 3.27 summarizes the weekday average duration of stay and average turnover for on-street parking and parking lots within each DA. Table 3.28 summarizes the weekend average duration of stay and average turnover for on-street parking and parking lots within each DA. Parking demand, duration, and turnover calculations are provided in Appendix E.

The overall on-street average parking duration of stay for the Tustin Downtown Commercial Core is about 2.5 hours with an average turnover of 1.4 vehicles per space during the weekday. The overall average duration of stay for parking lots within the Tustin Downtown Commercial Core is about 3.3 hours with a turnover of 1.7 vehicles per space during the weekday. During the weekend, the overall average on-street parking duration of stay for the Tustin Downtown Commercial Core is about 3.8 hours with an average turnover of 1.2 vehicles per space. The overall average duration of stay for parking lots within the Tustin Downtown Commercial Core is about 3.2 hours with an average turnover of 1.4 vehicles per space during the weekend.

Within DA-1, parking duration during the weekday is generally on average of 3.0 hours with a daily turnover of 1.3 vehicles per space for on-street parking and average duration of 3.9 hours with an average turnover of 1.3 vehicles per space for parking lots. Parking duration during the weekday within DA-2 is generally on average of 2.2 hours with a daily turnover of 1.3 vehicles per space for on-street parking and average duration of 3.9 hours with an average turnover of 1.3 vehicles per space for parking lots. Within DA-3, parking duration during the weekday is generally on average of 1.7 hours with a daily turnover of 0.7 vehicles per space for on-street parking and average duration of 3.3 hours with an average turnover of 1.5 vehicles per space for parking lots. During the weekday, DA-4 has a parking duration on average of 2.9 hours with a daily turnover of 2.7 vehicles per space for on-street parking and average duration of 3.7 hours with an average turnover of 1.5 vehicles per space for parking lots. Parking duration during the weekday within DA-5 is generally on average of 2.4 hours with a daily turnover of 1.5 vehicles per space for on-street parking and average duration of 2.6 hours with an average turnover of 1.9 vehicles per space for parking lots. Within DA-6, parking duration during the weekday is generally on average of 2.6 hours with a daily turnover of 0.7 vehicles per space for on-street parking and average duration of 3.8 hours with an average turnover of 1.4 vehicles per space for parking lots.

During the weekend, within DA-1parking duration is generally on average of 4.5 hours with a daily turnover of 1.2 vehicles per space for on-street parking and average duration of 4.2 hours with an average turnover of 0.7 vehicles per space for parking lots. Parking duration during the weekend within DA-2 is generally on average of 4.3 hours with a daily turnover of 1.1 vehicles per space for on-street parking and average duration of 2.9 hours with an average turnover of 2.2 vehicles per space for parking lots. Within DA-3, parking duration during the weekend is

generally on average of 1.5 hours with a daily turnover of 0.6 vehicles per space for on-street parking and average duration of 3.2 hours with an average turnover of 1.5 vehicles per space for parking lots. During the weekend, DA-4 has a parking duration on average of 2.9 hours with a daily turnover of 2.4 vehicles per space for on-street parking and average duration of 3.6 hours with an average turnover of 1.0 vehicle per space for parking lots. Parking duration during the weekend within DA-5 is generally on average of 5.7 hours with a daily turnover of 1.3 vehicles per space for on-street parking and average duration of 2.5 hours with an average turnover of 1.6 vehicles per space for parking lots. Within DA-6, parking duration during the weekend is generally on average of 3.8 hours with a daily turnover of 0.7 vehicles per space for on-street parking and average duration of 2.8 hours with an average turnover of 1.3 vehicles per space for parking lots.

Table 3.27 – Parking Duration and Turnover by Development Area - Weekday

DA	Description	On-Street Parking[1]		Parking Lots[1]	
		Average Duration (hours)	Average Turnover (vehicles per space)	Average Duration (hours)	Average Turnover (vehicles per space)
1	First Street West	3.0	1.3	3.9	1.3
2	First Street Old Town	2.2	1.3	2.6	2.3
3	First Street East	1.7	0.7	3.3	1.5
4	Old Town Tustin	2.9	2.7	3.7	1.5
5	Newport Avenue	2.4	1.5	2.6	1.9
6	South of Sixth	2.6	0.7	3.8	1.4
Overall Average		**2.5**	**1.4**	**3.3**	**1.7**

Note 1: As identified in Section 3.1

Table 3.28 – Parking Duration and Turnover by Development Area - Weekend

DA	Description	On-Street Parking[1]		Parking Lots[1]	
		Average Duration (hours)	Average Turnover (use per day)	Average Duration (hours)	Average Turnover (use per day)
1	First Street West	4.5	1.2	4.2	0.7
2	First Street Old Town	4.3	1.1	2.9	2.2
3	First Street East	1.5	0.6	3.2	1.5
4	Old Town Tustin	2.9	2.4	3.6	1.0
5	Newport Avenue	5.7	1.3	2.5	1.6
6	South of Sixth	3.8	0.7	2.8	1.3
Overall Average		**3.8**	**1.2**	**3.2**	**1.4**

Note 1: As identified in Section 3.2

Figure 3.5 illustrates the average weekday parking turnover for the on-street parking areas and parking lots within each Development Area and Figure 3.6 Illustrates the average weekend parking turnover.

3.5.1 Short/Long-Duration Parking Demand

Table 3.29 summarizes the existing Tustin Downtown Commercial Core peak on-street parking usage and surplus parking available by subarea for short-duration (less than 4 hours) for the weekday.

As shown in the table, short-duration parking in Tustin Downtown Commercial Core is underutilized, generally with occupancy rates of about 13% to 54%, during the weekday peak times. However, some street segments within the study area nearly reach 100% occupancy at this time, such as portions of 6th Street, 2nd Street, and Centennial Way. As shown in Table 3.29, existing short-term parking demand is approximately 45% of the parking supply, during the weekday peak hours. Figure 3.7 shows the locations where on-street parking durations exceed the 2-hour parking restrictions during the weekday. As shown in the figure, the on-street parking "hot spots" are located along segments of First Street, 6th Street, C Street, and El Camino Real.

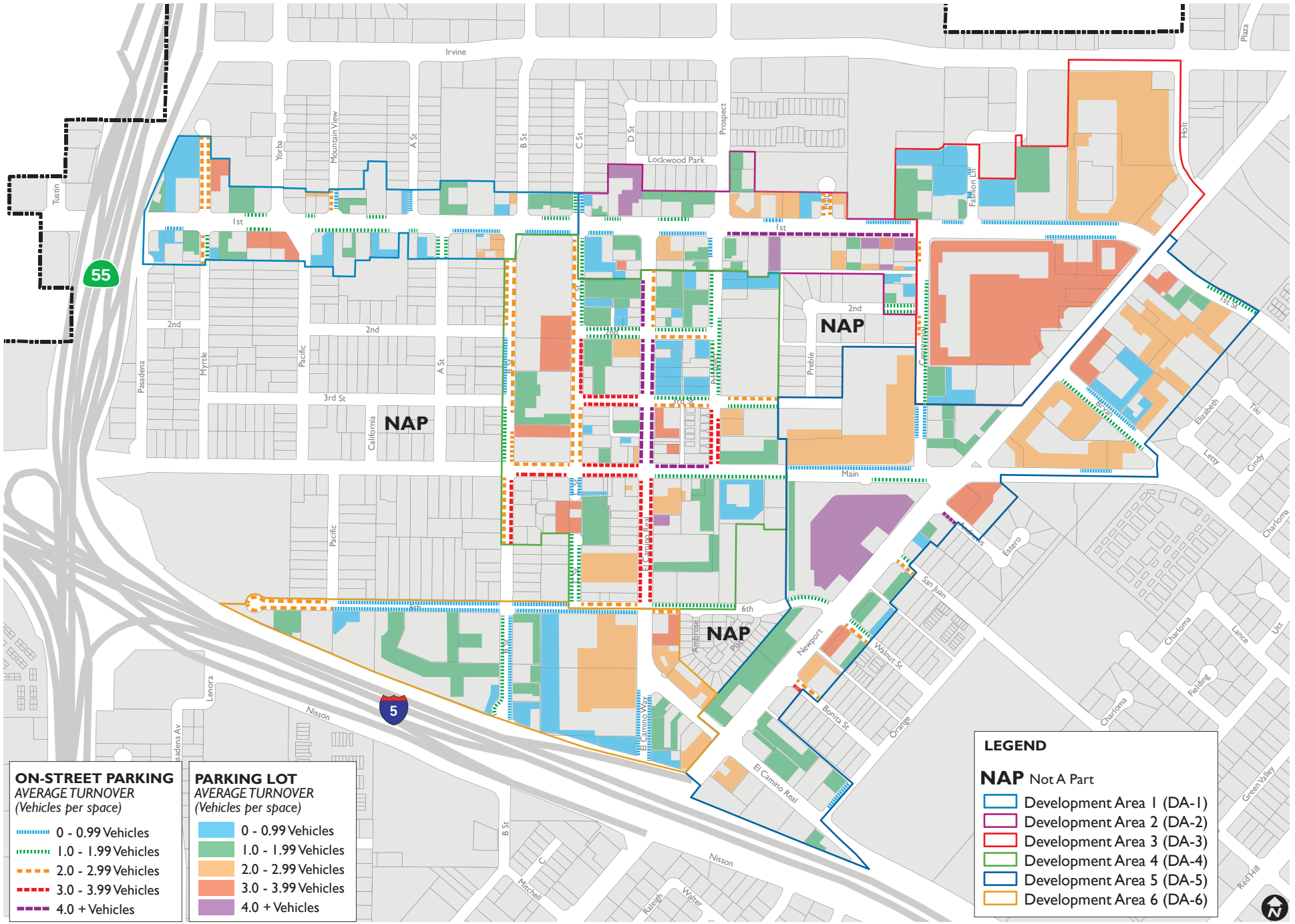

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Figure 3.5 - Average Weekday Parking Turnover

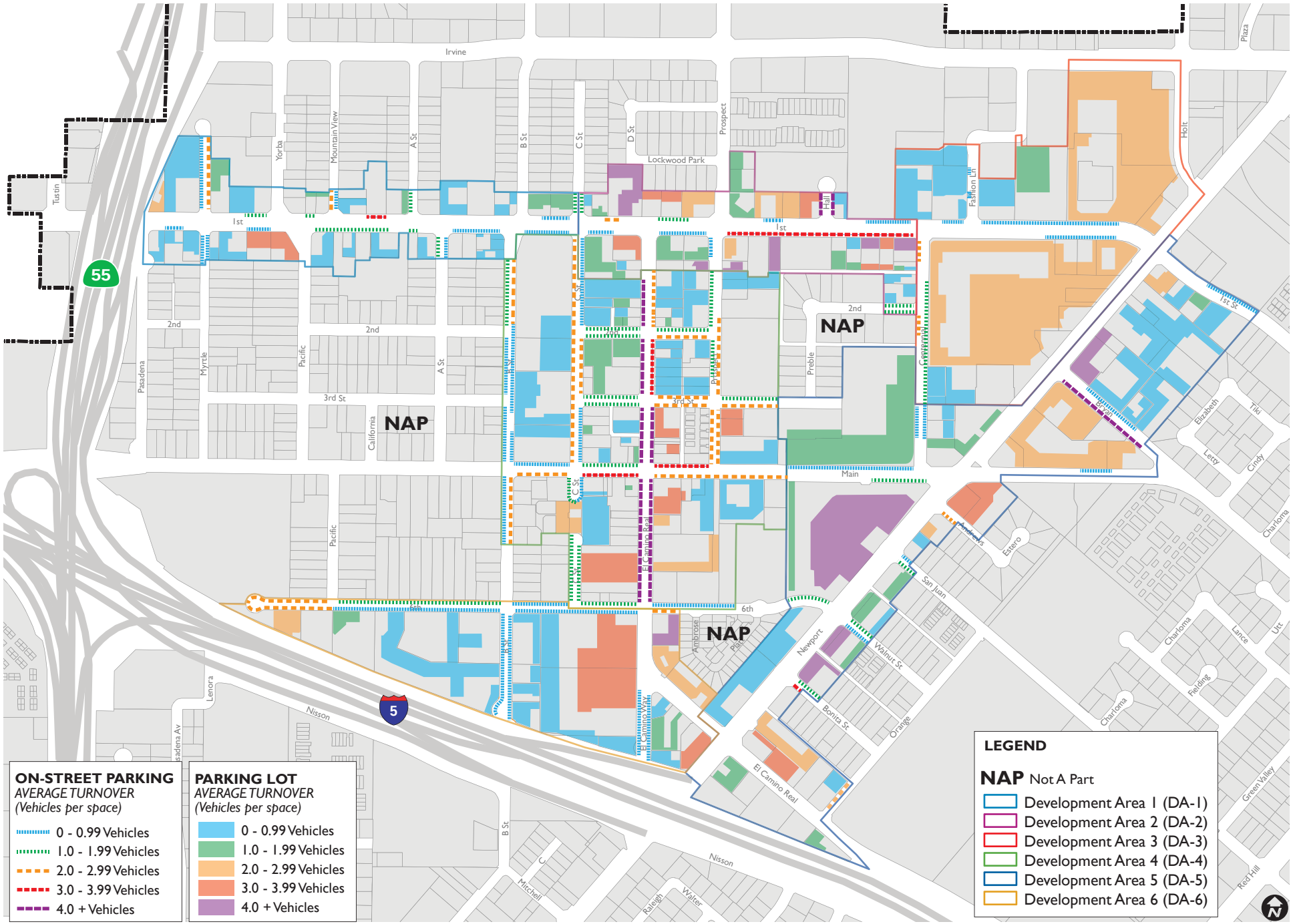

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Figure 3.6 - Average Weekend Parking Turnover

Table 3.29 – Existing Short-Duration[1] Parking Use by Development Area, Weekday

DA	Description	Total Short-Duration Parking Inventory	Existing Short-Duration Peak Parking Demand	Short-Duration Parking Space Surplus
1	First Street West	44	16 (36%)	28 (64%)
2	First Street Old Town	41	22 (54%)	19 (46%)
3	First Street East	24	3 (13%)	21 (87%)
4	Old Town Tustin	208	110 (53%)	99 (47%)
5	Newport Avenue	6	3 (50%)	3 (50%)
6	South of Sixth	42	12 (29%)	30 (71%)
Total		365	166 (45%)	200 (55%)

Note 1: Time limit parking less than 4 hours duration

First Street

The on-street parking segment between Myrtle Avenue and Pacific Street, in the eastbound direction, has average duration of stay of more than 5 hours, while the adjacent parking lot for the office uses also observes average parking duration of more than 5 hours during the weekday. The segment between Pacific Street and A Street, in the eastbound direction, has average on-street parking duration of 4 to 5 hours, while the adjacent office use parking lot has an average parking duration of more than 5 hours. The segment between Prospect Avenue and El Camino Real, in the westbound direction, has an average parking duration of more than 5 hours while the parking lots for the adjacent commercial uses have an average parking duration of 2 to 3 hours. The segment between El Camino Real and C Street, in the westbound direction, has an average parking duration of 4 to 5 hours while the adjacent commercial parking lot has an average parking duration of less than 2 hours. The segment between A Street and Mountain View Drive, in the westbound direction, has an average parking duration of 2 to 3 hours while the adjacent parking lots for the commercial and office uses have an average parking duration greater than 5 hours.

6th Street

The on-street parking segment between B Street and El Camino Real, in the eastbound direction, has average duration of stay between 4 and 5 hours and the segment between C Street and B Street, in the westbound direction, has an average parking duration of 2 to 3 hours. The adjacent parking lots for the commercial and retail uses range between less than 2 hours, 3 to 4 hours, and 4 to 5 hours. The segment east of El Camino Real, in the eastbound direction, has an average parking duration of greater than 5 hours while the adjacent parking lots for the commercial and retail uses have an average parking duration of less than 2 hours.

C Street

The short street segment south of Main Street, in the southbound direction, has an average parking duration of 3 to 4 hours while adjacent parking lots have an average parking duration of 2 to 3 hours. The street segment between First Street and Main Street, in the southbound direction, has an average parking duration of 2 to 3 hours while the commercial and office uses at the northeast corner of C Street and 2nd Street have an average parking duration ranging between 4 to 5 hours and greater than 5 hours.

El Camino Real

The segment between Main Street and 6th Street, in the southbound direction, has an average parking duration of 2 to 3 hours while the adjacent parking lots for the retail uses have an average parking duration ranging between less than 2 hours and 2 to 3 hours.

Table 3.30 summarizes the existing Tustin Downtown Commercial Core peak on-street parking usage and surplus parking available by Development Area for short-duration (less than 4 hours) during the weekend.

As shown in the table, short-duration parking in Tustin Downtown Commercial Core is underutilized, generally with occupancy rates of about 13% to 67%, during the weekend peak times. As shown in Table 3.30, existing short-term parking demand is approximately 50% of the parking supply, during the weekend peak hours.

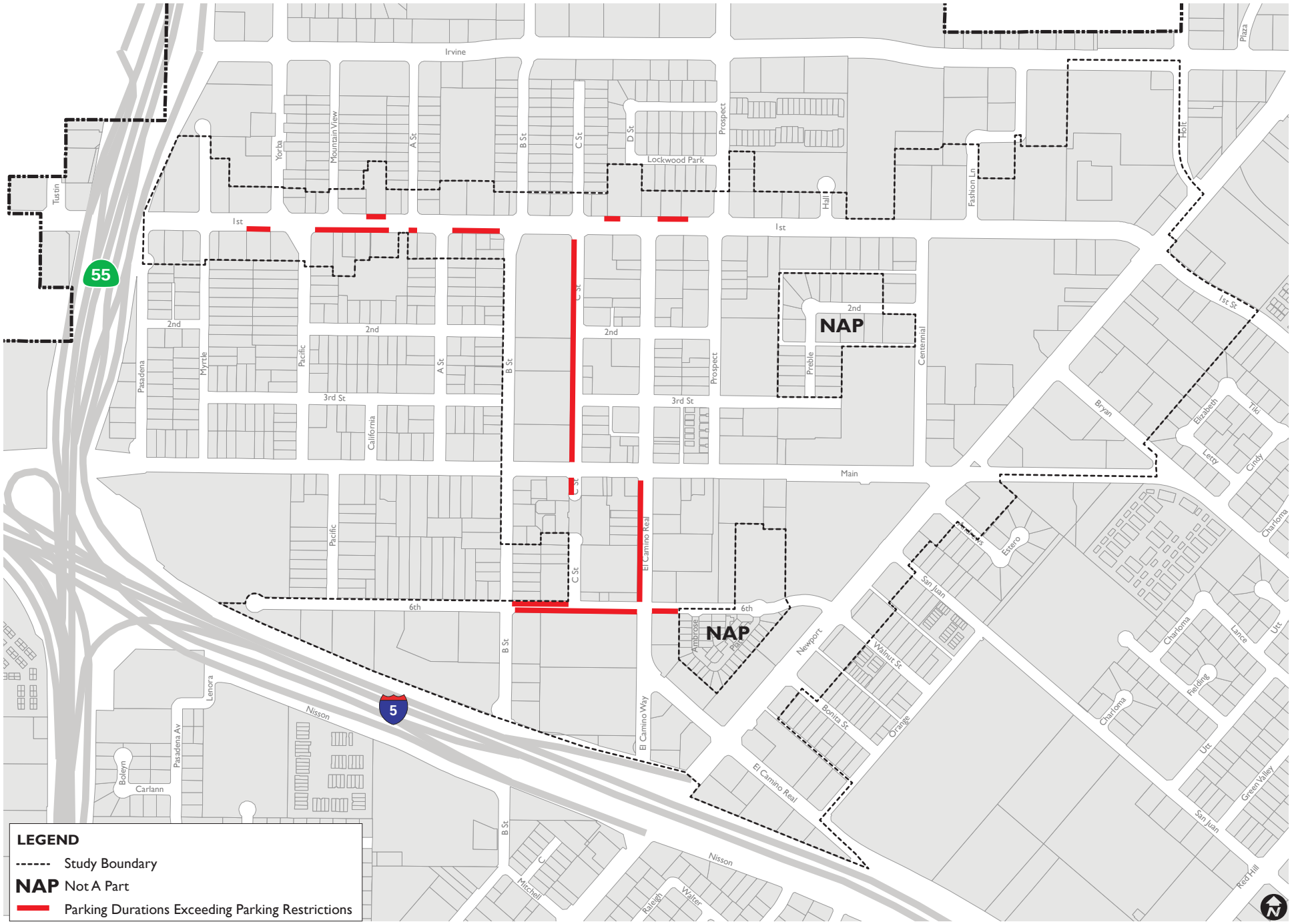

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Figure 3.7 - Weekday Parking Locations Exceeding Parking Restrictions

Table 3.30– Existing Short-Duration[1] Parking Use by Subarea, Weekend

DA	Description	Total Short-Duration Parking Inventory	Existing Short-Duration Peak Parking Demand	Short-Duration Parking Space Surplus
1	First Street West	44	18 (41%)	26 (59%)
2	First Street Old Town	41	23 (56%)	18 (44%)
3	First Street East	24	3 (13%)	21 (87%)
4	Old Town Tustin	208	110 (53%)	98 (47%)
5	Newport Avenue	6	4 (67%)	2 (33%)
6	South of Sixth	42	23 (55%)	19 (45%)
Total		365	181 (50%)	184 (50%)

Note 1: Time limit parking less than 4 hours duration

Figure 3.8 shows the locations where on-street parking durations exceed the 2-hour parking restrictions during the weekend. As shown in the figure, the on-street parking "hot spots" are located along segments of Main Street and First Street.

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Figure 3.8 - Weekend Parking Locations Exceeding Parking Restrictions

Main Street

The on-street parking segment between El Camino Real and C Street, in the westbound direction, has average parking duration of 3 to 4 hours, while the surrounding parking lots for commercial and retail uses have average parking duration ranging from less than 2 hours to 2 to 3 hours.

First Street

The on-street parking segment between Pacific Street and A Street, in the eastbound direction, has average duration of stay of more than 5 hours, while the adjacent parking lot for the office uses also have an average parking duration of more than 5 hours during the weekend. The segment between Prospect Avenue and El Camino Real, in the westbound direction, has average parking duration of 3 to 4 hours, while adjacent parking lots for the commercial uses have average parking duration of less than 2 hours. The segment between El Camino Real and C Street, in the westbound direction, has average parking duration of 4 to 5 hours while the adjacent parking lots for the commercial uses have average parking duration of 2 to 3 hours.

Table 3.31 summarizes the existing Tustin Downtown Commercial Core peak on-street parking usage and surplus parking available by Development Area for long-duration (greater than 4 hours) during the weekday.

As shown in the table, long-duration parking in Tustin Downtown Commercial Core is underutilized, generally with occupancy rates of about 34% to 59%, during the weekday peak times. As shown in Table 3.31, existing long-term parking demand is approximately half of the parking supply, during the weekday peak hours.

Along streets which do not have time restricted parking, the on-street parking "hot spots" with average duration of stay greater than 5 hours during the weekday include segments along A Street, Prospect Avenue, First Street, 2nd Street, 3rd Street, and Bonita Street.

A Street

The west side of A Street, north of First Street, has an average parking duration of greater than 5 hours while the adjacent parking lot for the commercial uses also have parking duration of greater than 5 hours during the weekday. The east side of A Street, south of First Street has an average parking duration greater than 5 hours. There are residential uses south of the study area boundary, along A Street, which may also contribute to the high duration of stay along this segment.

Table 3.31 – Existing Long-Duration[1] Parking Use by Subarea, Weekday

DA	Description	Total Long-Duration Parking Inventory	Existing Long-Duration Peak Parking Demand	Long-Duration Parking Space Surplus
1	First Street West	73	43 (59%)	30 (41%)
2	First Street Old Town	31	18 (58%)	13 (42%)
3	First Street East	44	25 (57%)	19 (43%)
4	Old Town Tustin	315	184 (58%)	131 (42%)
5	Newport Avenue	78	27 (35%)	51 (65%)
6	South of Sixth	169	57 (34%)	112 (66%)
Total		710	354 (50%)	356 (50%)

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

Prospect Avenue

The street segments along the west side of Prospect, north and south of 2nd Street, and the east side of Prospect Avenue, north of 3rd Street, have an average parking duration greater than 5 hours. The surrounding parking lots for the commercial and office uses have average parking durations between 3 to 4 hours and 4 to 5 hours.

First Street

The on-street parking segment along the north side of First Street, east of Newport Avenue has an average parking duration greater than 5 hours while the parking lots along the south side of First Street have an average parking duration between less than 2 hours, 2 to 3 hours, and 3 to 4 hours. There are some residential uses east of the on-street parking segment, outside of the Tustin Downtown Commercial Core study boundary which may also use this segment for parking.

2nd Street

There are two major "hot spots" for parking along 2nd Street; between C Street and El Camino Real, and west of Centennial Way. The segment between C Street and El Camino Real has an average parking duration greater than 5 hour along both sides of the street. The surrounding parking lots for the commercial and office uses have average parking durations between 2 to 3 hours, 3 to 4 hours, and greater than 5 hours.

The segment west of Centennial Way has an average parking duration greater than 5 hours along both sides of the street. The adjacent parking lots on the north side of 2nd Street for the commercial uses have average parking durations between 2 to 3 hours and 3 to 4 hours. There are multi-family residential uses along the south side of 2nd Street which may contribute to the parking demand and duration of stay along both sides of 2nd Street at this location.

3rd Street

The on-street parking segment along 3rd Street, east of Prospect Avenue has an average parking duration greater than 5 hours while the adjacent parking lot (Old Town Public Parking lot) has an average parking duration of 4 to 5 hours.

Bonita Street

Along Bonita Street, the on-street parking along the north side of the street has an average parking duration greater than 5 hours while the adjacent parking lot for the commercial uses has an average parking duration of less than 2 hours. There are residential uses along Bonita Street which may also contribute to the high duration of stay along this segment.

Table 3.32 summarizes the existing Tustin Downtown Commercial Core peak on-street parking usage and surplus parking available by Development Area for long-duration (greater than 4 hours) during the weekend.

As shown in the table, long-duration parking in Tustin Downtown Commercial Core is underutilized, generally with occupancy rates of about 36% to 65%, during the weekend peak times. As shown in Table 3.32, existing long-term parking demand is approximately half of the parking supply, during the weekend peak hours.

Along streets which do not have time restricted parking, the on-street parking "hot spots" with average duration of stay greater than 5 hours during the weekend include segments along Myrtle Avenue, Mountain View Drive, A Street, B Street, C Street, Hall Circle, Centennial Way, First Street, 2nd Street, Bryan Avenue, 6th Street, San Juan Street, Walnut Avenue, and Bonita Street.

Table 3.32 – Existing Long-Duration[1] Parking Use by Subarea, Weekend

DA	Description	Total Long-Duration Parking Inventory	Existing Long-Duration Peak Parking Demand	Long-Duration Parking Space Surplus
1	First Street West	73	30 (41%)	43 (59%)
2	First Street Old Town	31	20 (65%)	11 (35%)
3	First Street East	44	20 (45%)	24 (55%)
4	Old Town Tustin	316	170 (54%)	146 (46%)
5	Newport Avenue	78	29 (37%)	49 (63%)
6	South of Sixth	169	61 (36%)	108 (64%)
Total		710	330 (46%)	380 (54%)

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

Myrtle Avenue

The on-street parking segments along the west side of the street, both north and south of First Street, have an average parking duration greater than 5 hours. The adjacent parking lot for the commercial use along the west side of Myrtle Avenue, north of First Street has an average parking duration of 3 to 4 hours. The adjacent parking lot for the office uses, south of First Street, has an average parking duration greater than 5 hours.

Mountain View Drive

Both the west and east sides of Mountain View Drive have an average parking duration greater than 5 hours while the adjacent parking lots for the office uses have average parking durations ranging between less than 2 hours and between 3 to 4 hours. There are residential uses north of the study boundary along Mountain View Drive which may also contribute to the high duration of stay along these street segments.

A Street

The west side of A Street, north of First Street, has an average parking duration greater than 5 hours while the adjacent parking lot for the commercial uses also have an average parking duration of greater than 5 hours during the weekend. The east side of A Street, south of First

Street has an average parking duration greater than 5 hours. There are residential uses south of the study area boundary, along A Street, which may also contribute to the high duration of stay along this segment.

B Street

The on-street parking segment along the west side of B Street, between 3rd Street and Main Street, has an average parking duration greater than 5 hours. The parking lots along the east side of the street have average parking durations ranging between less than 2 hours and 2 to 3 hours. There are residential uses along the west side of B Street which may also contribute to the high duration of stay along this segment.

C Street

The segment north of 6th Street, along the west side of C Street, has an average on-street parking duration greater than 5 hours. The east side has an average parking duration of 4 to 5 hours while the adjacent parking lot for the retail uses has an average parking duration of 2 to 3 hours. There are residential uses along the west side of C Street which may also contribute to the high duration of stay during the weekend.

Hall Circle

Both sides of Hall Circle have an average on-street parking duration greater than 5 hours while the adjacent parking lot for the commercial uses, on the east side, also has an average parking duration greater than 5 hours.

Centennial Way

On-street parking along the east side of Centennial Way has an average parking duration greater than 5 hours while the adjacent parking lots have average parking durations ranging between less than 2 hours and between 3 to 4 hours.

First Street

The on-street parking segment along the north side of First Street, east of Newport Avenue has an average parking duration greater than 5 hours during the weekend while the parking lots along the south side of First Street have average parking durations between less than 2 hours, 2 to 3 hours, and 3 to 4 hours. There are some residential uses east of the on-street parking segment, outside of the Tustin Downtown Commercial Core study boundary which may also use this segment for parking.

2nd Street

Similar to the weekday, there are two major "hot spots" for parking along 2nd Street; between C Street and El Camino Real, and west of Centennial Way. The segment along the south side of 2nd Street between C Street and El Camino Real has an average parking duration greater than 5 hour. The adjacent parking lots for the commercial uses have average parking durations ranging between less than 2 hours and between 2 to 3 hours. The parking lots for the office uses along the north side of the street have average parking durations between 3 to 4 hours, and greater than 5 hours.

The segment west of Centennial Way has an average parking duration greater than 5 hours along both sides of the street during the weekend. The adjacent parking lots on the north side of 2nd Street for the commercial uses have an average parking duration of 3 to 4 hours. There are multi-family residential uses along the south side of 2nd Street which may contribute to the parking demand and duration of stay along both sides of 2nd Street at this location.

Bryan Avenue

The south side of Bryan Avenue, east of Newport Avenue has an average parking duration greater than 5 hours while the adjacent parking lot for the retail uses have an average parking duration of 2 to 3 hours.

6th Street

There are two areas along 6th Street which have an average on-street parking duration greater than 5 hours; both sides of the street east of El Camino Real and along the north side between B Street and C Street. While the street segment between B Street and C Street has an average parking duration greater than 5 hours, the on-street parking along 6th Street west of B Street and the south side of 6th Street between B Street and El Camino Real have average parking durations between 4 and 5 hours, making this area a "hot spot" for on-street parking.

Although the parking lots adjacent to the intersection of El Camino Real and 6th Street have average parking durations of less than 2 hours or between 2 and 3 hours, the on-street parking along 6th Street, east of El Camino Real, have an average parking duration greater than 5 hours. There are some residential uses along 6th Street, outside the Tustin Downtown Commercial Core study boundary which may also contribute to the high on-street parking durations along this area of 6th Street.

San Juan Street

Both sides of San Juan Street, east of Newport Avenue have average parking durations greater than 5 hours. The parking lots adjacent to these on-street parking segments have average parking durations of less than 2 hours and between 2 and 3 hours. There are residential uses along San Juan Street, outside the study boundary area, which may also contribute to the high on-street parking durations.

Walnut Avenue

The south side of Walnut Avenue, east of Newport Avenue has an average parking duration greater than 5 hours. The adjacent parking lot for the commercial uses, located behind the commercial building, also has an average parking duration greater than 5 hours. This parking lot may be where employees park their vehicles and may also be using the on-street parking for long-duration parking.

Bonita Street

Along Bonita Street, the on-street parking along the north side of the street has an average parking duration greater than 5 hours while the adjacent parking lot for the commercial uses has an average parking duration of less than 2 hours. There are residential uses along Bonita Street which may also contribute to the high duration of stay along this segment.

Relative to the weekly Farmers' Market, parking duration was generally shorter in the immediate vicinity of the Farmers' Market. Average length of stay is only about 1.3 hours on El Camino Real and in the 3rd Street/Prospect unpaved lot. Duration was longer on 2nd and 3rd Streets, at about 3 hours each. Duration of stay at the parking lots varied from 1.3 hours at the 3rd Street/Prospect Avenue unpaved lot, 2.1 hours at the 2nd Street/El Camino Real unpaved lot, and 3.4 hours at the 3rd Street/Prospect Avenue Municipal lot. Overall average for the parking lots and street segments surveyed was 2.4 hours.

Jamestown Flea Market parking duration was somewhat longer than for the Farmers' Market. On-street parking duration was about 1.5 to 2.7 hours, along C Street, El Camino Real, and Main Street, while 6th Street had duration of stay of about 4.6 hours. Duration of stay at the parking lots were generally the same where the Armstrong lot had a duration of stay of about 1.5 hours while the C Street lot and C Street Upper Level structure lot had a duration of stay of about 2 hours. Overall average duration for the parking lots and street segments surveyed was 2.3 hours.

The C Street Upper Level structure parking lot open to the general public is generally lightly used during most business hours during both weekday and weekend. The Tustin Library public parking lot is lightly used during the weekend but heavily used during the weekday. However, the Prospect Avenue/3rd Street Municipal parking lot is heavily occupied during both weekday and weekend.

The occupancy and turnover surveys determined that there is generally sufficient available parking in the Tustin Downtown Commercial Core to satisfy the existing demand during times of normal demand (a typical weekday or weekend day). On-street parking demand during some regularly scheduled special event times, such as the Farmers' Market and Jamestown Flea Market, is at near capacity during peak hours (85% to 97% occupancy) with an average occupancy of 74% to 80%.

The existing 2-hour parking restrictions along El Camino Real are respected during both the Farmers' Market and Jamestown Flea Market special events. The short duration of the on-street parking along most streets during the special events provide a higher turnover of parking spaces, allowing for sufficient parking spaces to meet the current demand, except along 6th Street, east of El Camino Real. Although there are no time restrictions along 6th Street, both sides of 6th Street, east of El Camino Real have an average on-street parking duration greater than 5 hours during the Jamestown Flea Market. There are residential uses along the south side of 6th Street, east of El Camino Real, which may also contribute to the high parking durations along these street segments during the Jamestown Flea Market. It is also possible that the parking demand and parking durations along these segments of 6th Street may be occupied by patrons of the Jamestown Flea Market, reducing the available on-street parking for the adjacent residential uses.

4. Parking Needs Analysis

4.1 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.

Development Trends

The trend continues in central and north Orange County in developing 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. The development trend is well documented and captured in the DCCSP.

Prospect Village, a mixed-use project constructed in 2008 on the northwest corner of Prospect Avenue & Main Street, 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 is provided adjacent to the site in off-street public parking lots. An innovative parking agreement was 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 3rd Street/Prospect Avenue 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 approved and constructed in the area. While the Prospect Village project was successfully steered through the process, many developers could face difficulty in meeting the City's standard parking requirements, the relatively high cost of on-site parking spaces, and other requirements, unless the City changes its approach in reviewing parking requirement needs by project type and location within the Tustin Downtown Commercial Core. Although there is a public parking lot located adjacent to the Prospect Village project to meet the parking needs, there is also a limited supply of sharable public parking spaces available for future projects of this type.

The proposed Vintage Lofts residential project providing 140 residential units would be located at the southwest corner of B Street and 6th Street, within DA-6. The residential project would provide on-site parking for to meet the needs of the residential project. On-street parking adjacent to the proposed project should be preserved.

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 Tustin Development Area, 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 and DCCSP call for the integration of residential uses into the land-use mix in Tustin Downtown Commercial Core to provide market support for retail and commercial uses while improving the vitality of local businesses and the commercial core as a whole. 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 Tustin Downtown Commercial Core. 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 development. 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 on-street 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 C Street parking structure's use and application to meet parking demands for development in Tustin Downtown Commercial Core is currently limited by the City's practice of licensing parking stalls to specific users on a one on one basis. 95 parking 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 95 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.

Parking 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.

As an example, the City of Fullerton developed and continues to process a number of mixed-use developments in its downtown. Overall parking demand is generally higher there than in Tustin Downtown Commercial Core at this time. Private projects built multi-story parking structures in areas formerly used as City-owned public parking lots. The parking supply in the new structures were 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

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 in duration, suggesting consideration of very short time limits of appropriate supply near the businesses. 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 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.

Future Growth Areas

The traditional parking requirements for stand-alone uses are not well suited for all areas of the Tustin Downtown Commercial Core, as there is substantial opportunity for shared use within the study area. It is appropriate therefore to determine the appropriate parking requirements for each future proposed project to provide sufficient parking within each DA. There are several other trends in land use and parking that may be applicable to the Tustin Downtown Commercial Core, as discussed below.

Established old town and downtown areas of various cities in Southern California are continuing 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, Huntington Beach, and other cities in Orange County and Southern California. Brea's Birch Street Promenade and South Brea Lofts include live-work lofts as well as upscale shops and restaurants. Huntington Beach has built and is continuing to build several mixed-use projects, such as the Beach and Ellis mixed-use project with 105 residential units, (some being live-work units), 7,000 square feet of retail-shops, 30,000 square feet of retail-market with 483 parking spaces; the Huntington Beach Lofts mixed-use project consisting of 365 residential units above 10,000 square feet of street level retail and commercial uses, and other locations throughout the city. Fullerton has built several mixed-use projects near its downtown area which have utilized innovative shared parking arrangements with available public parking nearby.

Many older downtown areas in Southern California are continuing to develop 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 3rd level, office on the 2nd level, and restaurant or other commercial/retail uses on the 1st 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.

There are several locations in the Commercial Core Development Area that are well suited for new developments that maintain the character of Old Town Tustin and with the trends in land use development in established downtown areas. The vacant lots near El Camino Real at 2nd Street and near El Camino Real at 3rd Street are well-suited for similar type of mixed-use 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 Avenue & 3rd Street and Prospect Avenue at Main Street.

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.

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, and 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. 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). Since the Tustin Downtown Commercial Core Specific Plan establishes special codes and regulations to allow for adjustments to parking, administrative action and parking analysis may be required for a particular project within the Downtown Commercial Core area based on the location, size, land use type, and as parking demand needs change.

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 Tustin Downtown Commercial Core. There are existing areas where new retail, office, or restaurant uses can potentially be established within existing building shells. However, these uses may not provide sufficient on-site parking to comply with the restaurant parking demands which can 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 the Tustin Downtown Commercial Core. Restaurant parking at noon is typically about 5 stalls per 1,000 square feet for customers and 1-2 stalls per 1,000 square feet for employees. The customer demand is not substantially greater than the demand of any traditional retail or office tenant (4 stalls per 1,000 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 1,000 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 existing multi-tenant building areas 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.

4.2 Future Land Use Projections

Table 2.3 of The Downtown Commercial Core Specific Plan has identified a potential increase in demand of approximately 22,631 square feet of retail, 62,786 square feet of restaurant, 76,661 square feet of commercial and office, and 54,415 square feet of manufacturing/industrial uses for a total of approximately 216,493 square feet of new non-residential uses based on a year 2015 to year 2020 forecast for the market area of influence, which includes majority of the Tustin Downtown Commercial Core area. The retail uses would include food and beverage type of services and entertainment related uses. For this analysis, the expected future new developments, which include vacant, underutilized, catalytic development opportunity, and future non-conforming land uses will be used to forecast the future parking demand.

The Downtown Commercial Core Specific Plan also identifies a residential housing bank of 887 residential units. The residential housing bank assumes the maximum average density of 25 dwelling units per acre, which is compatible with the residential areas surrounding the Tustin Downtown

Commercial Core area. The Specific Plan has identified the maximum number of dwelling units for each development area. The Specific Plan identifies stand-alone residential developments to be allowed within DA-6, while all other residential developments within all other DA's is to be mixed-use and of high-quality design and meet at a minimum the Development Regulations, Design Guidelines, and additional criteria identified in The Specific Plan. No residential development would be allowed in DA-5. Table 4.1 summarizes the Residential intensity housing bank by DA as identified in the Specific Plan.

Table 4.1 – Residential Intensity Bank Summary

Development Area (DA)	Maximum Number of Dwelling Units
DA-1: First Street West	45
DA-2: First Street Old Town	92
DA-3: First Street East	200
DA-4: Old Town Tustin	150
DA-5: Newport Avenue	0
DA-6: South of Sixth Street	400
Total Residential Intensity available ONLY for Mixed Use Projects	887

Expected Future New Developments

Specific known future projects which provide additional parking capacity or demand in the Tustin Downtown Commercial Core area are identified in the ten-year plan and include the following:

- Vintage Lofts Residential Project – A residential development located in DA-6 at 420-436 West 6th Street and 330-694 South B Street providing 140 condominiums.

The Downtown Commercial Core Specific Plan also defines changes to the roadways of First Street, 2nd Street, 3rd Street, and Main Street to enhance the Downtown Commercial Core area which will affect the existing parking supply.

First Street currently has two travel lanes in each direction with a center turn lane and/or landscaped median with on-street parallel parking along segments of both sides of the street. Future improvements will include a road diet and lane diet which will reconfigure the roadway to provide one travel lane in each direction with a bike lane and angled parking along both sides of the street. With the removal of the parallel parking and implementation of angled parking, the on-street parking supply will increase to meet the parking demands in the future.

Main Street currently has one travel lane in each direction with a center turn lane and parallel parking along both sides of the street. Future improvements to Main Street will eliminate the center turn lane and convert the area into a landscaped median and provide a bike lane on both sides of the street. The parking supply may increase along this street due to reconfiguration of the roadway and parking allocations.

Both Second Street and Third Street currently have one travel lane in each direction with parallel parking along both sides of the street. Future improvements will convert both streets to one-way streets by converting one side of the street into parallel parking. These future improvements will also provide additional on-street parking and increase the overall parking supply for the Tustin Downtown Commercial Core area.

The Specific Plan also identifies the programed parklets along El Camino Real. The implementation of these parklets will eliminate on-street parking in those locations of the parklet installations. With the future improvements along First Street, 2nd Street and 3rd Street providing additional on-street parking, the removal of a small amount of on-street parking will not have a large effect on the overall parking supply. During the consideration and implementation process of the parklets, parking demand patterns and "hot spot" areas should be considered so that the parklets can also be used to distribute parking demand to areas with less demand. This will help to distribute the overall parking demand throughout the area and continue to provide sufficient parking for patrons.

4.3 Expected Parking Demand

Expected parking demand is based on the 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

The calculation for future parking demand is comprised of a number of components. The future parking demand was estimated by adjusting the existing parking demand, then adding the estimated future demand for the vacant, underutilized, catalytic development opportunity, and future non-conforming land areas. The future parking demand was estimated by holding existing parking demand as it is currently and then adding the estimated future demand for the vacant, underutilized, catalytic development opportunity, and future non-conforming land areas. The maximum increase for

future parking demand will be approximately 5,039 parking spaces based on the City of Tustin General Plan maximum floor area ratio for commercial uses within the Tustin Downtown Commercial Core area and a conservative rate of 3 spaces per1,000 square feet. Table 4.1 summarizes the potential development growth on the vacant, underutilized, catalytic development opportunity, and future non-conforming land sites and the DCCSP land use designations, and current General Plan maximum Floor Area Ratio (F.A.R.) assumptions. Table 4.2 summarizes the parking demand calculations for the existing plus future scenario. As shown in Table 4.2, there is a total of 37.08 acres in lot size with 1,615,204 square feet of existing vacant, underutilized, catalytic development opportunity, and future non-conforming land.

There would be an increase of 1,382 parking spaces needed to service existing land uses. This is due to the assumed increase in general business activity in the Tustin Downtown Commercial Core area as new projects are built, resulting in more intense use of existing properties and associated parking facilities.

Then the parking demands from existing land uses that will be replaced by new development were subtracted. The existing underutilized non-residential and some residential uses currently located at the vacant, underutilized, catalytic development opportunity, and future non-conforming land uses are located have a total of 349,366 square feet of building with a total of 729 spaces of existing parking demand. These uses are all allocated within DA-1, DA-3, DA-4, DA-5, and DA-6.

The current peak parking demand is 4,274 parking spaces on a weekday. The estimate of total future peak parking demand is therefore 9,966 spaces (4,274 spaces + 1,382 spaces + 5,039 spaces – 729 spaces). Table 4.3 summarizes the future parking demand. 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.

Currently there are 8,972 parking spaces in the Tustin Downtown Commercial Core area. Based on the future peak parking demand forecast, there would be a shortfall of 994 non-residential parking spaces to support the future growth projections if all stalls area suitable and available for use. However, new developments may provide an increase in parking supply to meet the parking demands of the new developments. Innovative shared-use parking arrangements will likely be helpful in reducing the required number of new parking spaces required by approximately 10%.

Table 4.2 – Potential Development Growth and Parking Demand

Map Key #	Vacant / Underutilized	Address	Existing Use / Description	Lot Size (acres)	Square Feet	Maximum Floor Area Ratio (F.A.R.)[1]	Maximum Development Intensity (Commercial)	Conservative Parking Rate (Planning Purposes)	Maximum Parking Demand
1	Vacant	225 El Camino Real	Farmers' Market site	1.02	44,431	1.0	44,431	3	**133**
2	Vacant	El Camino Real	Adjacent to Armstrong	2.61	113,692	1.0	113,692	3	**341**
3	Vacant	205 El Camino Real	Lot on Southeast Corner	0.17	7,405	1.0	7,405	3	**22**
4	Vacant	14052 Newport Avenue	Vacant	2.4	104,544	1.0	104,544	3	**314**
5	Underutilized	433-435 W. First Street	Trailer Park	0.83	36,155	1.0	36,155	3	**109**
6	Underutilized	220 El Camino Real	Ability Plus School	0.34	14,810	1.0	14,810	3	**44**
7	Underutilized	245 C Street	Sheet Metal Shop	0.07	3,049	1.0	3,049	3	**9**
8	Underutilized	155 Third Street	Russian Ballet	0.1	4,356	1.0	4,356	3	**13**
9	Underutilized	300 El Camino Real	Former Bank Building	0.45	19,602	1.0	19,602	3	**59**
10	Underutilized	115-125 W. Main Street	Former Auto Parts Store	0.24	10,454	1.0	10,454	3	**31**
11	Underutilized	185-255 Prospect Avenue	Trailer Park	2.9	126,324	1.0	126,324	3	**379**
12	Underutilized	230 Prospect Avenue	Single Family Home	0.15	6,534	1.0	6,534	3	**26**

Map Key #	Vacant / Underutilized	Address	Existing Use / Description	Lot Size (acres)	Square Feet	Maximum Floor Area Ratio (F.A.R.)[1]	Maximum Development Intensity (Commercial)	Conservative Parking Rate (Planning Purposes)	Maximum Parking Demand
13	Underutilized	240 Prospect Avenue	Single Family Home	0.17	7,405	1.0	7,405	3	**22**
14	Catalytic Development Opportunity	652 E. First Street	Larwin Square	16.5	718,740	1.0	718,740	3	**2,156**
15	Catalytic Development Opportunity	610 El Camino Real	El Camino Plaza	7.77	338,461	1.0	338,461	3	**1,015**
16	Catalytic Development Opportunity	445 S. C Street	Parking Structure	0.91	39,640	1.0	39,640	3	**119**
17	Catalytic Development Opportunity	434 El Camino Real / 132 W. Main Street	Vacant Lot	0.45	19,602	1.0	19,602	3	**59**
18	Future Non-conforming Land Use	550 W. 6th Street	Self-Storage	1.44	62,726	1.0	62,726	3	**118**
	TOTAL			**37.08**	**1,615,204**	-	**1,677,930**	-	**5,039**

Note 1: Maximum Floor Area Ratio for Old Town Commercial uses based on the City of Tustin General Plan Land Use Element

Table 4.3 – Existing Plus Future Parking Demand

Existing Parking Demand[1] [A]	Existing Uses Parking Demand Increase [B]	Parking Demand from Future Developments[2] [C]	Existing Parking Demand for Future Development Sites [D]	Projected Parking Demand[3] [E]	Current Parking Supply [F]	Projected Parking Demand Surplus (Shortfall)[4] [G]
4,274	1,382	5,039	729	9,966	8,972	(994)

Note 1: Based on existing parking demand survey. Weekday peak parking demand

Note 2: Based on vacant, underutilized, catalytic development opportunity, and future non-conforming land suitable for future development & General Plan maximum development intensity assumptions

Note 3: Projected parking demand is calculated based on the following formula: (E=A+B+C-D)

Note 4: Parking surplus (shortfall) is calculated based on the following formula: (G=F-E)

5. Parking Alternatives and Opportunities

5.1 Mixed-Use Developments

Mixed-Use Developments

Mixed-use developments in Tustin Downtown Commercial Core may include such combinations of land uses as artist studios, professional offices, cafes, retail businesses, and others. Some of these may be mixed-use loft apartment developments which have become increasingly popular in downtown areas. Others may be a combination of retail and commercial space on the ground floor and office space above, similar to the Prospect Village project at Prospect Avenue & Main Street.

Mixed-use developments should consider shared-use opportunities in estimating parking demand for all non-residential uses. Some land use types, such as upscale restaurants/nightclubs are ideally suited to share parking with office space. Office 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. 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 for the remainder. This data is derived from mixed-use studies in the area and Urban Land Institute (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 the Tustin Downtown Commercial Core 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 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 a restaurant or general retail use the demand for available curbside parking spaces can exceed the supply in the evening hours. For this reason, conditional use permits are to 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.

Shared Parking, Second Edition, published by the Urban Land Institute (ULI), reports on hourly parking accumulation by percentage of peak hour parking demand. The *Shared Parking, Second Edition* handbook includes restaurant, retail, residential, and office uses that generally apply to the Tustin Downtown Commercial Core area. Other uses which may be specific to Tustin Downtown Commercial Core 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.

Table 5.1 shows the percentage accumulation, based on the Urban Land Institute (ULI), *Shared Parking, Second Edition* handbook, for off-street and curbside parking demand of each general type of land use component likely to be proposed for projects with shared parking and for mixed-use developments within Tustin Downtown Commercial Core (retail/commercial, restaurant, and office), excluding residential uses since they would provide dedicated on-site parking for residents. This table provides a portion of the information used when conducting a shared use parking analysis for mixed-use projects. The ULI Shared Parking analysis methodology can be used to calculate the required parking for mixed-use projects within the Tustin Downtown Commercial Core area. As shown in Table 5.1, demand peaks at 2:00 PM to 3:00 PM for retail/commercial uses, at 8:00 PM for restaurant uses and at 11:00 AM for office uses such as general office, medical office, and government office. Restaurant employee parking demand peaks at 5:00 PM to 10:00 PM which is during the dinner hours for most restaurants.

Table 5.1 – Representative Weekday Hourly Parking Accumulation for Shared Parking Projects

Hour of Day	Commercial[1]	Restaurant Customer	Restaurant Employee	Office[2]
6:00 am	1%	0%	0%	0%
7:00 am	5%	0%	20%	20%
8:00 am	10%	0%	30%	60%
9:00 am	30%	0%	60%	80%
10:00 am	50%	0%	75%	90%
11:00 am	65%	15%	75%	100%
12:00 noon	80%	50%	75%	90%
1:00 pm	90%	55%	75%	80%
2:00 pm	100%	45%	75%	60%
3:00 pm	100%	45%	75%	40%
4:00 pm	95%	45%	75%	20%
5:00 pm	90%	60%	100%	10%
6:00 pm	80%	90%	100%	5%
7:00 pm	75%	95%	100%	0%
8:00 pm	65%	100%	100%	0%
9:00 pm	50%	90%	100%	0%
10:00 pm	35%	90%	100%	0%
11:00 pm	15%	90%	85%	0%
12:00 Midnight	0%	50%	50%	0%

Source: *Shared Parking, Second Edition* Handbook, published by Urban Land Institute (ULI)

Note 1: Includes Retail, Service Commercial, Commercial

Note 2: Includes General Office, Medical Office, Government Office

The peak parking demand rate for each use applies to the hour when parking accumulation for that use is at 100%. Parking demand during other times is less for that use. Although there are other factors involved, such as size of each land use, time of year (month), and the overall peak hour parking demands, to determine the overall parking demand for a mixed-use project, the three major land use categories have parking demand peaks that occur at different times. Therefore, it is possible for these uses to share parking supply that is less than the sum of the individual parking code requirements.

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 the Tustin Downtown Commercial Core. Within DA-4, there is limited off-street parking opportunity at this time, including Main Street/Prospect Avenue, Prospect Avenue/3rd Street, and C Street. The parking demand at the Main Street/Prospect Avenue lot is 54% during the weekday peak hour and 11% during the weekend peak hour, and the parking demand at the C Street structure lot is 38% during the weekday peak hour and 28% during the weekend peak hour. However, the parking demand at the Prospect Avenue/3rd Street lot is 100% during the weekday peak hour and 92% during the weekend peak hour. The parking utilization at the Main Street/Prospect Avenue lot and the C Street structure lot is currently not as high as the Prospect Avenue/3rd Street lot; this may be due to the inconvenient location and/or excessive parking demand in other areas that may provide sufficient parking.

There are no public parking lots within DA-1, DA-2, DA-3, and DA-6, to provide off-street parking to surrounding land uses. The available parking lots for existing shopping centers within DA-3 and DA-5 and the civic center/library parking lot currently provide a surplus of parking to meet the needs of parking demand from surrounding land uses in the area. Within DA-1 and DA-2, the parking demand is overall less than other DA's and a public parking lot is not necessary as there is sufficient parking supply provided for the existing land uses.

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 their downtowns. 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.

Parking is provided on-street and in surrounding parking lots during special events such as the Farmers' Market and the Jamestown Flea Market. During these and other special events, adjacent and surrounding parking lots can be utilized to provide sufficient parking during the event. The appropriate parking lots to be used would be those with businesses that are either closed during the event times or have very minimal demand during the event times. On-street parking with appropriate time restrictions can also provide the parking required for the event and can also be located in a wider area surrounding the special event. The use of available public parking lots in the vicinity of the special event would help to provide the required parking supply. These public parking lots would need to be properly identified and wayfinding signs in the surrounding area would help guide patrons to the parking lots.

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 square feet 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. This may include constructing a parking garage that can provide parking for the surrounding area and for commercial uses on the first floor of the development.

5.4 Parking Codes in other Cities

Research to determine the accepted range of parking codes for land uses similar to the Tustin Downtown Commercial Core development types described in the City General Plan was conducted and is presented in this section. The range of codes shown in Table 5.2 below is a summary of information gathered from other cities in Orange County and surrounding areas. The cities researched include Irvine, Newport Beach, Laguna Beach, Costa Mesa, Santa Ana, Orange, Anaheim, Fullerton, and Pasadena. As shown in Table 5.2 the median residential rate is 3 spaces for 2-bedroom residential, for restaurant it is 13.3 spaces/1,000 square feet, for retail 4.5 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 5.2 – Parking Rates in Other Cities[1]

Land Uses	Low Rate	Median Rate	High Rate	Tustin Existing Rate[2]
Townhome/Condo, 2 BR	2 Spaces	3 Spaces	4 Spaces	2 Spaces (+ 1 guest space/4 units)
Apartment, 2BR	2 Spaces	3 Spaces	4 Spaces	2 Spaces (+ 1 guest space/4 units)
Banks, Financial Institutions	3/1,000 sf	4/1,000 sf	5.5/1,000 sf	4/1,000 sf
Restaurant	10/1,000 sf	13.3/1,000 sf	20/1,000 sf	10/1,000 sf
Retail Shopping Center (large)	4/1,000 sf	4.5/1,000 sf	5/1,000 sf	4.5/1,000 sf
Retail Stores	4/1,000 sf	5/1,000 sf	5.5/1,000 sf	4/1,000 sf
Office, General	3/1,000 sf	4/1,000 sf	4/1,000 sf	4/1,000 sf
Office, Medical	4/1,000 sf	5.5/1,000 sf	6.7/1,000 sf	4/1,000 sf
Office, Professional	3/1,000 sf	4/1,000 sf	4/1,000 sf	4/1,000 sf

Note 1: Cities researched include Irvine, Newport Beach, Laguna Beach, Costa Mesa, Santa Ana, Orange, Anaheim, Fullerton, and Pasadena.
Note 2: Based on Tustin City Code, Section 9263g, Table 1 Parking Requirements by Land Use.

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, 3, and 4 of this report. A parking shortage in only a few key areas can create an image and perception 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 eliminated hence the parking enforcement is highly recommended.

Within DA-1, DA-2, and DA-3, First Street parking restrictions vary by segment. There are street segments along First Street within which prohibit stopping or parking at any time, and allows on-street parking in other segments. The City of Tustin should review and reconsider the existing on-street parking regulations within the Tustin Downtown Commercial Core streets to provide additional on-street parking where possible and feasible. Parking regulations should also provide a more uniform application, such as 2-hour parking restrictions within all or most of the streets within the Tustin Downtown Commercial Core. This would also help in identifying the time limit parking areas without having additional signs with different time restrictions in between segments, providing less confusion for patrons of the area.

Within DA-4, the overall strategy is to dedicate 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 (10-15 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 permitted parking. These types of measures are appropriate to consider along 2nd Street and 3rd Street between Prospect Avenue and C Street.

When parking shortages are found in both the short-term and long-term parking areas after parking has been optimized, expansion of parking supply is the next logical consideration. Parking supply expansions can include the construction of parking structures on lots, road diets, and/ or restricting side streets to one-way travel and installing angles parking, as proposed in the Downtown Commercial Core Specific Plan for 2nd Street and 3rd Street.

In the Tustin Downtown Commercial Core, 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 and the Prospect Avenue/Main Street lot. Providing and enforcing time limits for on-street parking in and adjacent to residential areas encourage residents to park in their own designated spaces on-site. Providing time limit parking in the Tustin Downtown Commercial Core area would help to maximize the availability of on-street parking 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.

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 the Tustin Downtown Commercial Core. 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 10-15 minutes, loading, or valet stands. A 2-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 the Tustin Downtown Commercial Core. A 2-hour limit would still be short enough to discourage residents from using curb parking at these times. Restaurant owners and merchants generally consider 2-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 at this time, such as the municipal lots at Prospect Avenue & 3rd Street and Prospect Avenue & Main Street, or the upper level parking structure on C Street. The parking survey indicated that there is currently an adequate supply of available parking in these lots at mostly all times. Long-term and all-day parking without any time restrictions can therefore continue to be concentrated in the parking structure and lots, which can include some employee parking. This condition may change with the completion of new mixed-use developments that share parking in existing lots, similar to Prospect Village. A signage program, as described in Section 6.4, can direct long-term users to available parking in these lots.

In conclusion, the need for time limits for majority of the streets within the Tustin Downtown Commercial Core is recommended to provide a uniform parking regulation and provide additional on-street parking from street segments when possible and feasible. As proposed developments are implemented and on-street parking demand and duration of stay increases, a time limit of 2 hours is recommended for consideration as it may be appropriate for side-street curb parking near restaurants, studios, shops, and professional offices.

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. These street segments with overtime parking of on-street parking with time limits are summarized below:

- First Street
    - Between Myrtle Avenue and Pacific Street (eastbound direction)
    - Between Prospect Avenue and Centennial Way (eastbound direction)
    - North side of First Street, east of Newport Avenue

  - North side of First Street, between El Camino Real and C Street
- Hall Circle
  - West side of Hall Circle
- 2nd Street
  - North and south sides of 2nd Street between C Street and Prospect Avenue
- 3rd Street
  - East of Prospect Avenue
  - North side of 3rd Street between Prospect Avenue and El Camino Real
  - Between El Camino Real and Prospect Avenue
  - South side of 3rd Street, east of Prospect Avenue
- Main Street
  - South side of Main Street between C Street and El Camino Real
- 6th Street
  - South side of 6th Street, east of El Camino Real
  - West of Pacific Street
- B Street
  - West side of B Street between 2nd Street and 3rd Street
- El Camino Real
  - Between 2nd Street and 6th Street
  - West side of El Camino Real, between First Street and 2nd Street
- Andrews Street
  - South side of Andrews Street

An analysis of parking and vehicle code citations issued in the Tustin Downtown Commercial Core area showed that there were only 5 citations issued within the study area within the past 2 years for 2-hour parking violations. This may be due to City policy or to the relative lack of parking congestion in the area.

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 the downtown area, 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. Parking permits in existing neighborhoods is a measure that may be necessary to consider if new commercial developments in the Downtown Commercial Core area substantially increase parking demand.

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 the Downtown Commercial Core area 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 re-designated 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. When considering the implementation of time limit exemption permits, the appropriate signage must also be implemented in a way to properly notify the patrons and not to create sign blight in the areas where this may be considered.

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 private and public off-street parking lots are underutilized during most days and times, particularly during special event times such as the Farmers' Market and Jamestown Flea Market. A wayfinding sign system which includes parking signage should be established as part of the DCCSP. It is recommended that the trailblazer signs' effectiveness in assisting motorists to locate parking facilities should be monitored.

Based on the existing parking survey, the C Street Structure parking demand is between 21% and 40% during both the weekday and weekend peak hours. On-street parking demand in the surrounding areas is 61% to 80% and 80% to 100% during the weekday and weekend peak hours, while the C Street Structure demand is below 40%. The low parking demand at the C Street Structure could be due to the overall low parking demand in the area, the convenient on-street parking adjacent to their destinations along El Camino Real and Main Street, and/or the directional signs are not affective in the current locations or not clearly visible/readable to drivers. The City should continue to monitor whether the 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/3rd Street site and Main/Prospect site to the temporary Farmers' Market event between El Camino Real and Prospect Street make it a resource that shoppers to the Farmers' Market should be aware of. While each of these lots has prominent public signage, the property owner of the site and the Farmers' 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. Improved signage directing flea market patrons to the structure along with time limits on segments of El Camino Real, C Street, Main Street, and 6th 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 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 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. The implementation of metered parking should be considered for the DA-4 Old Town Core area.

Standard Public Parking facility signs could be prominently displayed at the Prospect/3rd 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 still 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. The C Street parking structure is owned partially by the City and partially by the current owner of the mall, which have formed a non-profit corporation known as "Stevens Square Parking Structure Condominium Association". The City owns one "unit" of airspace within a number of assigned parking spaces contained in the parking structure. The Association should coordinate the maintenance of these facilities. 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.

6.6 Recommended Parking Code Requirements

Recommended parking codes for the Downtown Commercial Core area 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. Table 6.1

lists parking codes for many cities in Orange County along with the City of Tustin parking codes. Actual parking demand rates for land uses similar to the Old Town Commercial uses have also been considered in establishing the recommended rates for Tustin Downtown Commercial Core. 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.

Table 6.1 – Parking Codes from Other Cities Compared to City of Tustin Parking Codes

Land Uses	Tustin	Irvine	Newport Beach	Laguna Beach	Costa Mesa	Santa Ana	Orange	Anaheim	Fullerton	Pasadena
Townhome/Condo, 2 Bedroom	2 Spaces	2 Spaces/unit	2 Spaces/ unit in a garage	2 Spaces/ unit	4 Spaces (w/ garage)/ 3 Spaces (w/o garage)	4 Spaces	2 Garage Spaces/ Unit	2.25 Spaces	2 Garage Space	2 Spaces/ Unit
Apartment, 2 Bedroom	2 Spaces	2 Spaces/unit	2 Spaces/ unit in a garage	2 Spaces/ unit	4 Spaces (w/ garage)/ 3 Spaces (w/o garage)	4 Spaces	2 Garage Spaces/ Unit	2.25 Spaces	2 Garage Space	2 Spaces/ Unit
Banks, Financial Institutions	4/1000 sf	4/1000 sf	4/1000 sf	4/1000 sf	5/1000 sf	4/1000 sf	5/1000 sf	5.5/1000 sf	4/1000 sf	3/1000 sf
Service/ Commercial	4/1000 sf	5/1000 sf	4/1000 sf	4/1000 sf	4/1000 sf	5/1000 sf	5/1000 sf	5.5/1000 sf	2/1000 sf	3/1000 sf
Nursery/Home Improvement	4/1000 sf	4/1000 sf	3.3/1000 sf	4/1000 sf	4/1000 sf	4/1000 sf	1/1000 sf	5.5/1000 sf	4/1000 sf	2.5/1000 sf
	1/1000 sf	1/1000sf	1/1000 sf	1/1000 sf	2/1000 sf	2/1000 sf	1/1000 sf	0.4/1000 sf	4/1000 sf	
Nightclub/ Bar	29/1000 sf	-	1 space/ 4 persons	10/1000 sf	1 Space/ Person for the first 100 persons	36/1000 sf	-	17/1000 sf	10/1000 sf	28/1000 sf
Restaurant	10/1000 sf	13.3/1000 sf	20/1000 sf	10/1000 sf	4/1000 sf	10/1000 sf	10/1000 sf	10/1000 sf	10/1000 sf	10/1000 sf
Retail, Neighborhood Shop Center	4.5/1000 sf	4/1000 sf	5/1000 sf	4/1000 sf	5/1000 sf	4/1000 sf	5/1000 sf	5.5/1000 sf	4/1000 sf	4/1000 sf
Retail Stores	4/1000 sf	4/1000 sf	4/1000 sf	4/1000 sf	4/1000 sf	5/1000 sf	5/1000 sf	5.5/1000 sf	4/1000 sf	4/1000 sf
Office, General	4/1000 sf	4/1000 sf	4/1000 sf	4/1000 sf	4/1000 sf	3/1000 sf	4/1000 sf	4/1000 sf	4/1000 sf	3/1000 sf
Office, Medical	4/1000 sf	5.6/1000 sf	5/1000 sf	6.7/1000 sf	6/1000 sf	6/1000 sf	5/1000 sf	6/1000 sf	5.5/1000 sf	4/1000 sf
Office, Professional	4/1000 sf	4/1000 sf	4/1000 sf	4/1000 sf	4/1000 sf	3/1000 sf	4/1000 sf	4/1000 sf	4/1000 sf	3/1000 sf

6.6.1 Retail

The City's existing parking code specifies 1 parking space for every 250 square feet of general retail floor space. It is proposed that for the Downtown Commercial Core area continue with this requirement. This is in line with the parking requirements of other cities in Orange County that have similar urban environments, such as Irvine, Newport Beach, Laguna Beach, Costa Mesa, Santa Ana, and Fullerton. Based on the existing parking demand survey 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. This approach can be implemented to help new development projects be implemented in the Tustin Downtown Commercial Core area and increase the vitality of the area. Once new developments have been implemented and parking demand increases due to the increase in the vitality of the area, it is recommended that the City discontinue the 10% reduction in parking requirements and continue to implement the standard parking requirements identified in the City's parking code (1 space/250 square feet.)

6.6.2 Restaurant

The existing parking code specifies spaces per seat for restaurants (1 space/100 square feet) plus a minimum of 7-car stacking space for drive-through. It is proposed that for the Downtown Commercial Core area the City retain this requirement of 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 (based on the existing parking demand survey).

Night clubs/dance establishments have a parking requirement of 1 space for each 7 square feet of dance floor area plus 1 space for every 35 square feet of additional gross floor area, plus as required for ancillary uses (restaurant, etc.) based on the existing parking code. It is recommended that the City retain this requirement for the Downtown Commercial Core area.

Loading spaces of 1 space for retail uses between 5,000 to 14,999 square feet and 2 spaces for retail uses between 15,000 and 44,999 square feet are also required under the existing parking code. It is also proposed that the City retain the required loading space requirement of 1 space for retail uses between 5,000 to 14,999 square feet and 2 spaces for retail uses between 15,000 to 44,999 square feet.

6.6.3 Office

The City's existing parking code specifies 1 parking space per 250 square feet for general office space up to 25,000 square feet. 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 proposed that for the Downtown Commercial Core area, the City uses the current parking requirement for office space of 4 spaces per 1,000 square feet of floor space. This base rate can be relaxed by 10% (3.6 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 based on the existing parking demand survey.

Loading spaces of 1 space for office uses between 5,000 to 49,999 square feet and 2 spaces for office uses between 50,000 and 99,999 square feet are also required under the existing parking code. It is also proposed that the City retain the required loading space requirement of 1 space for office uses between 5,000 to 49,999 square feet and 2 spaces for retail uses between 50,000 to 99,999 square feet.

Surveys of medical-related offices have consistently shown that medical offices experience parking demands higher than general offices. The existing parking requirement for medical-related offices is 1 space per 250 square feet for the first 4,000 square feet and 6 spaces per 1,000 square feet in excess of 4,000 square feet. The parking requirement for a medical-related office building should be higher than for a general office building. A value of 5 spaces per 1,000 square feet is suggested for proposed new medical-related office buildings. Medical-related office uses can be allowed within existing general 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-related office suite can increase the parking demand by 1-2 stalls; however this amount is normally negligible when located within non-medical uses.

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. The existing parking requirement for banks is 1 space per 250 square feet. Special parking rates are not recommended. It is recommended that the City retain the existing rate of 1 space per 250 square feet for bank uses.

6.6.4 Residential

The City's existing parking codes specify 2 parking spaces within a fully enclosed garage for each unit with 4 or fewer bedrooms and 3 spaces, within a fully enclosed garage, for each unit with 5 or more bedrooms plus guest spaces. This is in line with many other cities in Orange County.

As recommended in the Tustin Downtown Commercial Core Specific Plan, parking requirements for residential uses shall require 2 spaces per dwelling unit plus 0.25 spaces per dwelling unit for guest parking for single family residential units with 4 or fewer bedrooms. For single family residential units with 5 or more bedrooms, 3 spaces per dwelling unit are required. For multifamily and/or mixed use residential, 2 spaces per dwelling unit plus 0.25 spaces per unit area required for all units regardless of size.

6.6.5 Mixed Use (Residential/Retail/Restaurant/Office)

The number of parking spaces required for each land use within mixed-use developments is to be determined separately at the rates established in the existing parking code for non-residential uses. For residential uses within mixed-use developments, parking requirements are determined based on the rates established in the Downtown Commercial Core Specific Plan, and as discussed in section 6.6.4. Table 6.2 illustrates the recommended parking code requirements for the Tustin Downtown Commercial Core based on the Specific Plan and the existing parking code. Parking requirements for each individual land use are reduced by approximately 10% when part of a mixed-use project due to the shared parking opportunities that mixed-use projects create.

Table 6.2 – Recommended Mixed-Use Downtown Commercial Core Parking Codes

Land Use	Stand Alone		Mixed Use[6]	
	Principal Use Spaces	Visitor Spaces	Principal Use Spaces	Visitor Spaces[1]
Single Family Residential (4 or fewer Bedrooms)	2/unit within an enclosed garage	0.25[1]/unit	2/unit	0.25/unit
Single Family Residential (5 or more Bedrooms)	3/unit within an enclosed garage	0.25[1] Requirement may be satisfied with a minimum 20 foot driveways	2/unit	0.25/unit

Land Use	Stand Alone		Mixed Use[6]	
	Principal Use Spaces	Visitor Spaces	Principal Use Spaces	Visitor Spaces[1]
Multi-family Residential	2/unit within assigned unit garage or a parking structure	0.25 space per unit	2/unit	0.25/unit
General Retail	1/250[2] sf	N/A	1/275 sf	N/A
Restaurant	1/100[24] sf	N/A	9/1000 sf	N/A
Nightclub/Bar	1/7 sf of dance floor[3]	N/A	9/1000 sf	N/A
Commercial	1/250[2] sf	N/A	1/300 sf	N/A
Service/Commercial	1/250[2] sf	N/A	1/275 sf	N/A
Office, General	1/250[5] sf minimum	N/A	2.75/1000	N/A
Office, Medical	1/250[5] sf minimum	N/A	1/275 sf	N/A
Office, Professional	1/250[5] sf minimum	N/A	1/275 sf	N/A

Note 1: Guest spaces shall be located not more than 300 feet from a unit to be served where considered off-site for mixed-use projects. This space cannot be tandem.
Note 2: 1 loading space for retail/commercial uses between 5,000 to 14,999 sf and 2 spaces for retail/commercial uses between 15,000 and 44,999 sf.
Note 3: Plus 1 space for every 35 square feet of additional gross floor area, plus required for ancillary uses (restaurant, etc.)
Note 4: Plus a minimum 7-car stacking space for restaurants with drive-through.
Note 5: 1 loading space for office uses between 5,000 to 49,999 sf, 2 spaces for office uses between 50,000 to 99,999 sf, and 3 spaces for office uses over 100,000 sf.
Note 6: The parking requirements for principal uses are reduced by approximately 10% when part of a mixed-used project.

6.7 Impacts of Parking Management Plan

An effective parking management plan can probably allow for a significant amount of revitalization of the Downtown Commercial Core 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

With the recommendations of providing additional public parking spaces and/or facilities, the general information regarding financing and implementation of public parking facilities is provided for information and guidance as a resource to the City to prepare for future needs.

6.8.1 In-Lieu Fees

Within the entire Specific Plan area, new nonresidential and mixed use, (non-residential portion) may satisfy all or a portion of the required number of on-site parking spaces through the payment of an In-Lieu Fee Program, in an amount determined by Fee Resolution of the City Council. In the absence of a Fee Resolution, the amount shall be equal to four (4) times the assessed value as determined from the latest assessment roll of the County Assessor, of 200 square feet of land within the area, for each required parking space not otherwise provided. Use of the In-Lieu Fee shall be based upon a determination of the approving body that the proposed project meets the following findings:

a. The proposed project will not introduce unmanageable parking impacts to the neighborhood.
b. That the project will be an outstanding addition to the Downtown Commercial Core Specific Plan area.
c. That the property owner shall agree that in the event that the City implements programs and regulations to create parking or other assessment district(s), the property owner and all successors in interest shall not contest and must participate in the implementation of such program.
d. Other findings that may be adopted from time to time by the City Council.

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 the Tustin Downtown Commercial Core area will not likely result in specific environmental actions if they conform to the Specific Plan and are deemed covered through the Program EIR. 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. As an example, 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.

6.8.5 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.

If the City considers the implementation of metered on-street parking and/or paid parking at the public lots, the revenue received from the meters can be partially used to install, upgrade, or replace street furniture, signs, street lighting, and other improvements to improve and maintain the ambiance of the Tustin Downtown Commercial Core area. The revenue can also be used towards overall parking provisions within the Tustin Downtown Commercial Core area.

Pasadena 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.

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, for example, has several small parking districts behind older buildings in its downtown area that were formed in the 1950s. The District's finances were formally absorbed into the City's General fund when the bonds were paid off, 20 years after formation.

7. Recommendations

During the course of the analysis, this report has made numerous general and specific suggestions for planning and management of parking in the Downtown Commercial Core area. 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 the Downtown Commercial Core area 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, or elements of both.

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

- City of Tustin has made certain code modifications based on the 2007 Old Town Parking Study. Continue to encourage code changes to promote mixed-use developments in order to distribute and utilize the available parking for present and future uses.

- Review and revise any currently permitted in-lieu fees for parking to reflect the current costs of acquiring and constructing parking facilities. 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. The Draft DCCSP discusses in detail for the in-lieu fees for new nonresidential and mixed-use development.

- 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

As indicated in the 2007, it is still true that the parking management is a greater problem than parking supply due to lack of time enforcement. The proposed strategies include:

- Implement and enforce parking management strategies to regulate and optimize the use of public and private parking facilities in the Tustin Downtown Commercial Core area.
- Provide roadway, sidewalk, public space and lighting improvements in the Downtown Commercial Core area to encourage and provide a more walkable, bikeable and transit oriented community to reduce parking demand.
- Review, revise and add, where necessary, time limits for on-street parking and public parking lots in the Old Town Development Area, as well as other Development Areas, to achieve the optimum utilization of parking for business and non-residential uses. The shortest time limits may be applied to the most valuable "hot spot" parking areas. Longer time limits should also be considered in secondary areas where such restrictions may encourage the long-term parkers to relocate into off-street parking facilities. Consideration of adjacent residential uses should be taken before implementing any time limit parking adjacent to or nearby residential uses.

- Adjust parking enforcement to achieve compliance with posted time limits and to insure parking opportunities for additional customers.
- Work with property owners to advise them to consider time limits in 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.
- Establish employee parking areas to encourage the use of short-term and some long-term parking by customers only.
- Continue to monitor whether Old Town Tustin public parking wayfinding signage is effective in directing motorists, particularly to the C Street structure public parking area. If determined necessary in the future, consider incremental installation of additional public parking wayfinding signage in the Downtown Commercial Core area.
- Provide additional wayfinding signage throughout the Downtown Commercial Core area to guide motorists to public parking lots and additional off-street parking areas to shift parking demand from the hot spot areas to other nearby parking areas for better parking demand distribution and utilization. This will also avoid the perception of parking shortage.
- 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 all streets in the Downtown Commercial Core area for the consideration and implementation of parking meters for on-street parking.
- Establish and maintain parking status review at a minimum of every 5 years or earlier if major parking demands occur.
- Maintain a parking space database for the Downtown Commercial Core area, parking status of the Stevens Square/C Street Structure, and evaluate the conditions of these locations for future enhancements.
- Evaluate the Downtown Commercial Core area for potential shuttle system for the area when future parking demand increases dramatically. The shuttle system would pick-up and drop-off patrons from surrounding parking lots and several spots within the Downtown Commercial Core area.
- Establish a 2 hour time limit for on-street parking along the streets during the Farmers' Market operations to increase the availability of these spaces to short-term users.
- Establish a 2 hour time limit on the street segments of 6th Street which currently have no time restrictions for Sunday between 9AM and 3PM. This will allow improved utilization of the nearby C Street Structure during the Jamestown Flea Market operations.

7.2 Action Plan

The following action plan for parking improvements is recommended for the DCCSP area. 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 wayfinding signs to direct motorists to available off-street parking. Other solutions such as improving the C Street structure are more costly but still timely. 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:

- Encourage mixed-use developments
- Review and revise time limits
- Introduce conventional parking guide signing
- Modify Municipal Code to enact or relax parking requirements
- Improve infrastructure for walkability and bikeability
- Review potential opportunities for parking reductions in parking requirements for new developments
- Review "hot spot" parking areas to implement time-limit restrictions and spread out the parking demand to other underutilized areas

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 (City to work with businesses and stakeholders to restructure the necessary employee parking needs and not interfere with customer based parking provisions)
- 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
- Consider shuttle system for Downtown Commercial Core area
- Establishment of Parking District

A variety of solutions is therefore available to address the parking needs of the Downtown Commercial Core area. Short-term solutions such as improved signage, time restrictions, permit parking 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 the Downtown Commercial Core area.

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.