

## 2015 OLD TOWN NEWHALL PARKING STUDY (AN UPDATE OF THE NOVEMBER 2012 REPORT)

City of Santa Clarita, California  
December 22, 2015

Prepared for:  
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### APPENDIX

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# 2015 OLD TOWN NEWHALL PARKING STUDY

## (AN UPDATE OF THE NOVEMBER 2012 REPORT)

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### 1.0 INTRODUCTION AND KEY FINDINGS

#### 1.1 Summary

The field studies and analysis of the 2015 Newhall Parking Study are now complete and generally indicate the following:

- There is enough parking in Old Town Newhall to meet the demands of current businesses. Observed demands peaked near midday, and represented 74 % of overall supply.
- There is enough parking in the Main Street Subarea to meet current peak demands. Existing demands now peak at 73%, and due to parking additions greater than the needs of planned development in the City Block, parking surpluses are expected to increase in the near term.
- At peak times, parking demands in 2015 were greater than those reported in 2012, and suggest greater visitor, commercial and employment activity in the study area.
- There were slightly fewer spaces available in Newhall in 2015 than there were in 2012:
  - Off street parking inventory was reduced on the City Block for the purposes of this study in consideration of future development of the site.
  - The Newhall Avenue roundabout project eliminated some on-street parking spaces.
  - Other minor parking space adjustments have occurred.
- The proposed City Block development envisions the addition of 400 structured spaces on that block. A shared parking evaluation of expected development on that block indicates a need for less than 190 of those spaces at the midday parking peak of the Main Street Subarea, leaving more than 210 surplus spaces to support other existing and future parking needs in Old Town.
- The parking needs on the City Block alone are expected to peak in the evening hours. This characteristic is due to peak theatre demands in combination with the peak needs of the block's added commercial space. At 8 PM, parking demands in the structure are forecast to total 245 spaces, resulting in a surplus of 155 spaces within the structure's planned 400-space supply.

#### 1.2 Background

In November 2012, a parking study was prepared for Old Town Newhall to document its existing parking supply and demands. The study area included on-street and off-street parking for 22 blocks in the urban core (see **Figure 2-1**). Within those 22 blocks, a 15-block Main Street Subarea was also evaluated (see **Figure 2-3**). The 2012 study found there was enough parking to support the existing

businesses on Main Street, with an approximate 300-parking space functional surplus during peak periods. Not only could this parking surplus accommodate the current businesses and vacancies on Main Street, the surplus parking spaces could reasonably serve up to an additional 63,000 square-feet of new development. The 2012 parking study recommended that the City periodically revisit the parking needs in Old Town Newhall in a three-to-five year horizon, or more frequently if new development occurred.

### 1.3 Context for 2015 Study Update

Three years have passed, and the City has determined it is time to once again examine parking conditions in the Old Town Newhall area. There have been several changes since the 2012 study:

- The new Old Town Newhall Library is now an established part of the Old Town community.
- The City opened a new business incubator in the former library location.
- A new roundabout changed intersection characteristics of Newhall Avenue/Main Street/5<sup>th</sup> Street,
- New destination-oriented restaurants have opened.
- A 43-room hotel has been approved at the corner of Railroad Avenue and 5<sup>th</sup> Street with construction expected to begin in spring 2016.
- Plans are being evaluated for a new full-block development (known as the City Block project) on City-owned property across from the Old Town Newhall Library. The City Block project is proposed to include a 400-space parking structure, 500-seat movie theatre, 46 apartment units, and 20,000 square-feet of retail commercial space on “Block F” in the Main Street Subarea (*Figure 2-3* identifies that subarea).

Given these changes, as well as the potential for other new projects, it is time to update the 2012 parking data collection and analysis to see if the current parking supply meets demand, and also to analyze how the City Block development will impact the overall parking situation in Old Town.

The 2015 parking study surveyed parking spaces on a block-by-block basis in a 22-block area of Old Town Newhall area, as illustrated in *Figure 2-1*. The study area is comprised of the Old Town Newhall core, bounded roughly by Lyons Avenue, Newhall Avenue, and Railroad Avenue. Parking spaces at the Newhall Metrolink station were included in the overall parking counts because the train station provides a significant supply of free, open, public parking that is within walking distance of many locations in Old Town. The study also examined a smaller area that focused specifically on a Main Street Subarea (see *Figure 2-3*) to determine the amount of “convenient parking” available. While the term *convenient parking* is subjective, a City staff review of existing shopping centers in Santa Clarita suggests that convenient parking generally refers to spaces adjoining business frontages, or for larger centers, in parking lots with aisle lengths and/or overall walking distances of 400 feet or less. In some instances, such as major regional shopping centers like the Valencia Town Center, the Valencia Marketplace, or Golden Valley Plaza, customers and visitors may consider greater distances to be *convenient* based on the scale of the shopping center, and the opportunity to

park only once and explore the retail centers on foot. In these cases, customers may walk farther than they typically might in a neighborhood setting, visiting multiple on-foot destinations without moving their vehicle.

The parking structures envisioned in the Old Town Newhall Specific Plan are based on this “park once” concept: centralized parking would be provided to serve multiple businesses and attractions within typically a one-to-three block radius. With this in mind, the 2015 parking study has surveyed the areas within the Main Street Subarea, collected information on spaces within a reasonable walking distance from the businesses on Main Street, and concluded that there is sufficient supply to meet peak parking demand. The 2015 study also analyzed the impact of the City Block project to determine if its proposed parking structure and commercial development would negatively impact parking in Old Town Newhall, or if it would result in additional parking capacity that surrounding businesses could use. The study concludes that, at the midday parking peak of the subarea, the City Block structure would add 210 surplus spaces beyond the needs of the City Block development for use by other businesses in the Main Street Subarea.

The 2015 parking study used multiple steps in performing its analysis, as follows:

- The parking space supply was inventoried among all of the 22 study blocks.
- Actual parking demands in each of these blocks were counted on a recurring day-long schedule on two separate weekdays, and the data was recorded among various subareas in each block.
- The greatest individual block demands from each survey day were merged to create a working, conservative, demand baseline for all 22 study blocks, and also for the 15-block Main Street Subarea.
- These observed peak demands were further increased by 10% account for possible day-to-day variations in parking needs, and to assure enough available spaces to provide for relative convenience. This contingency factor created a target number of spaces required to ensure there would usually be an open spot nearby.
- Floor area vacancies in the Main Street Subarea now total 7%, so the actual-plus-10% peak demands described above were further expanded to a full occupancy condition for existing development.
- Finally, Urban Land Institute (ULI) Shared parking procedures were used to calculate the expected parking demands of new near-term development in the Main Street Subarea. The ULI procedures use specific code-like parking ratios and time-of-day profiles to forecast the added parking needs of this new development during key periods of the day. The ULI approach recognizes the potential for multiple businesses to share public parking spaces.

In combination, these steps have been used to create a forecast of total visitor, customer and employee parking space needs, by time of day, in the Main Street subarea.

The parking study's eleven major findings are listed below:

## 1.4 Findings

1. As illustrated in *Figure 2-1*, the study area is composed of 22 blocks within the Old Town Newhall Specific Plan (ONSP) area. The study area is the same as the previous study area in 2012. The ONSP covers a larger area extending generally from the Pine Street industrial area on the south to 14<sup>th</sup> Street on the north, bounded by Newhall Avenue on the west and Newhall Creek to the east. The 2015 parking study did not analyze the entire specific plan area, focusing instead on Newhall's historic urban core. The 22-block study area in Old Town has 359,464 SF of non-residential space including commercial, civic/library, community center, recreational, entertainment, and institutional/church uses. Approximately 338,700 SF are currently occupied, while 20,800 SF are vacant (these numbers are rounded to nearest 100 SF for ease of use). **Table 2-1** presents the land use inventory for the study area. All of the vacant space is located in the Main Street Subarea.
2. The Main Street Subarea (see *Figure 2-3*) is comprised of a 15-block subset of the overall 22-block study area. The subarea includes 293,745 SF of commercial and other non-residential space, roughly the same as listed in the 2012 report. Currently, 272,951 SF of that space are occupied, leaving approximately 20,800 square-feet vacant, for a floor area vacancy rate of 7%. There is less vacant space now than there was in 2012: a net addition of 7,684 SF have been occupied since 2012 (see *Table 2-1*).
3. There is a diverse mix of commercial and other non-residential uses in the Main Street Subarea. From *Table 2-1*, the percentage breakdown (in descending value) is as follows:
  - 56% retail,
  - 14% office,
  - 11% library,
  - 6% restaurant,
  - 5% church,
  - 3% health club,
  - 3% performing arts theater,
  - and 2% hotel.
4. Overall, there are 11 fewer parking spaces in the 22-block area today (1,758 spaces) than there were in 2012 (1,769 spaces; see the bottom row of columns 1, 2 and 3 in **Table 3-1**), with detailing as follows:
  - On-street parking in the 22-block study area is provided by marked or unmarked parallel or angled curb spaces adjoining the street edge of each block.

- The overall on-street supply totaled 11 fewer spaces in 2015 (461 spaces) as compared to 472 spaces in the 2012 study. These values come from the middle portion of columns 1, 2 and 3 in *Table 3-1*. The upper portion of Column 3 shows the block-by-block change from 2012 to 2015 in on-street parking. The Newhall Avenue roundabout project removed nearby on-street parking from Newhall Avenue, Main Street, and 5<sup>th</sup> Street, but created new off-street parking in a public lot on 5<sup>th</sup> Street. Other minor changes in the study area are also shown in column 3 of *Table 3-1*.
  - Off-street parking in the study area is provided by public and private lots. Public parking lots are defined as those that are available to anyone. Private lots are privately owned and are intended for use only by employees, customers, and visitors to businesses served by the lot. Private residential parking lots (apartments and private homes) were not included in the study.
  - Between 2012 and 2015, off-street parking lots experienced some supply change in 18 of the 22 blocks, but overall, totaled 1,297 spaces in both studies (see *Table 3-1*, columns 1, 2 and 3, second row up from the bottom). Those same columns indicate that the greatest loss was on Block F, where because of site demolition and the potential for the City Block development, 34 off-street spaces that were on that site in the 2012 parking study were removed prior to the 2015 study.
5. Parking counts in the larger 22-block study area were conducted on Thursday and Friday, October 22 and 23, 2015. The information collected was then combined to create an overall picture of the parking demand/supply in Old Town Newhall. The study found the following:
- The peak demand occurred near midday (in a 12:30 PM survey round) when 1,307 parking spaces were occupied (see *Table 3-1*, lower portion of columns 7, 8, and 9 for more detailing on the 2015 results).
  - A demand increase of 144 spaces over 2012, when 1,163 spaces were occupied during the midday peak parking period.
  - Based on a total supply of 1,758 parking spaces in the study area, the maximum occupancy rate in 2015 was 74% during the peak parking time (near midday), compared to 66% in 2012.
  - The demand increase suggests greater visitor, commercial and employment activity in Newhall as the area is being revitalized.

Section 3.0 provides greater detail on study methodology, presents *Table 3-2*, and discusses supply and demand characteristics in greater detail.

6. The 15 blocks of the Main Street Subarea now provide a total of 994 parking spaces (see *Table 3-2*, middle rows, and “*Total (Row B)*” for more detailing of the 2015 Subarea results). The detailing on these 994 inventoried spaces is as follows:

- They represent a decrease of 23 spaces compared to 2012, when the subarea had 1,017 spaces.
  - There are now 271 on-street spaces, which represent a decrease of 14 spaces when compared to the 285 on-street spaces available in 2012.
  - The Main Street Subarea now has a total of 199 public off-street spaces (ten more than in 2012), and 524 spaces in private off-street lots (27 fewer than in 2012).
  - Primary contributors to these overall supply reductions are the loss of on-street parking due to the Newhall Avenue roundabout project, and demolition on the City Block where 34 spaces were inventoried in the 2012 study but have since been removed.
7. The Main Street Subarea has greater floor area occupancy, fewer parking spaces, and smaller parking surpluses than in 2012. Peak parking demand occurred near midday in this subarea, totaling 727 spaces with a parking occupancy rate of 73% (see *Table 3-2, "Total (Row B)"*). In 2012, the peak midday demand was 654 spaces with a 64% parking occupancy rate. This equates to an increased demand of 73 spaces in the Main Street area in 2015 versus 2012.
  8. The target parking ratio in the ONSP is 1:400 (equivalent to 2.5 parking spaces for every 1,000 SF of commercial or otherwise non-residential space). Actual field-studied parking demands are greater than this target, suggesting that consideration should be given to updating the target. Based on existing land use patterns and parking occupancy, the study identified a current demand of 1:376 (2.66 parking spaces for every 1,000 SF of this type of floor area). When translating field demands to a design-like parking ratio, it is common practice to add a 10% contingency to ensure an adequate parking supply. Doing so drops the design ratio to 1:341, equivalent to 2.93 spaces for every 1,000 square feet, which for convenience of application could simply be rounded to 3.0 spaces for every 1,000 square feet. This ratio is recommended to ensure that the parking needs of existing development totals and patterns are met in the near term. In short, if the development mix in the future remains similar to existing patterns, this 3.0 ratio is expected to be a good fit for existing or slightly expanded development totals.
  9. Alternatively, the emerging City Block plan suggests that new development (as distinct from existing development patterns) will include an increasing mix of uses that tend to be greater parking generators. These include various restaurant, cinema and entertainment tenancies, that when added to the existing development mix could increase the 3.0 spaces per 1,000 SF ratio ever further. Therefore, a refined application of a technique sometimes known as "surveyed plus shared" is concluded to be the most applicable for guiding fully-occupied existing and expanded development in the ONSP area. With this refined application, the actual peak parking demands ("surveyed") in the Main Street Subarea are increased by a contingency factor to represent a working design-level parking need for existing tenancies. Using the current floor area vacancy rate, the working design-level need is further increased to forecast the peak parking needs of the Main Street Subarea at full floor area occupancy.

Taken together, these two adjustments translate the “surveyed” component of the calculation to a “baseline” for existing development. As a subsequent step, the “shared” component accounts for new development and its potential for a changing mix of future use types. It does so using published Urban Land Institute (ULI) *Shared Parking* forecasting.

10. The resulting “baseline plus shared” approach has been applied to an expected near term condition in the Main Street Subarea. It identified a need for 1,064 spaces at the midday peak (see *Table 4-2*, column 10). Parking additions in Blocks F and T are expected to increase the Subarea’s supply from 994 spaces now to a near-term total of 1,422 spaces. This would result in a near-term surplus of 358 spaces during the midday peak of the subarea. This number can be further refined as the tenant space is leased and the City has a better idea of the actual tenant mix in the City Block’s commercial component.

Details reflected in the calculations are as follows:

- An existing peak parking demand of 727 spaces, corresponding to an existing 93% floor area occupancy level.
  - Expansion of that peak demand by 10% to provide for day-to-day variation as well as add a convenience factor. This results in a design-level need of 802 spaces for the existing 93% floor area occupancy in the Subarea.
  - Expansion of the 802-space need to a full occupancy baseline need of 862 spaces. When contrast with the current 994-space supply, a fully occupied Main Street Subarea is expected to have a surplus of 132 spaces.
  - *Shared Parking* procedures were used to account for the added parking needs of potential development on Block F (the City Block) and Block T. New development on the City Block is expected to include 20,000 SF of general retail, a 500-seat theater, and 46 residential units. For the purposes of the calculation, the study assumes that half of the retail space will actually be restaurant. The City Block will also add a 400-space public parking structure that is expected to support the block’s new commercial development, visitor parking needs for the residential component (residents are expected to have a separate supply on the block but not in this structure), and augment the parking supply for other demand needs in the Main Street Subarea. A new 43-room hotel has been approved on Block T, and that project will provide 28 additional parking spaces on the block.
  - Taken together, the additive parking needs of new development on Blocks F and T will total 202 spaces during the midday peak (see column 9 of *Table 4-3*).
  - The future 1,422-space supply includes 994 existing spaces, the 400-space parking structure on Block F, and the 28-space supply that will be added by the hotel on Block T.
11. Using the baseline plus shared analysis technique, expected demands and future supply for only the City Block (Block F) were evaluated to review its potential for a supply-demand balance at the individual block level. The peak demands of this block alone are expected to

occur at 8 PM on a weekday and total 245 spaces, resulting in a minimum surplus of 155 spaces. While termed a weekday, these demands include “full house” Cineplex parking needs that are more likely to occur on a Friday and also account for the parking needs of retail, restaurant, and residential visitors on the block. For the midday peak of the Main Street Subarea, the demand is expected to total 190 spaces, resulting in a 210-space surplus. These surpluses could support other existing and future parking needs in the Main Street Subarea,

## 2.0 STUDY AREA DESCRIPTION

### 2.1 Study Footprint

*Figures 2-1* and *2-2* (located at the end of this Section), illustrate the overall study footprint of the prior 2012 report. This 2015 report studies the exact same footprint. The figures depict a 22-block subarea of the overall Old Town Newhall Specific Plan. The ONSP encompassed a broader area of 50 development blocks and adjoining street segments.

The study area in the 2015 study is the same as 2012. *Figure 2-1* identifies the off-street development blocks, or zones (and their reference numbers), making up the study area. This block numbering system provides a basis for tracking development subtotals as well as off-street parking supply and demand space subtotals in each illustrated block. *Figure 2-2* identifies the on-street segments (and their reference numbers) adjoining each of those block faces, and facilitates study tracking of on-street parking demand and supply at both outer curbs of each indicated roadway segment.

The 2012 study further addressed a 15-block subarea centered on Main Street. This subset of the overall study footprint was referred to as the Main Street Subarea, and is identified in *Figure 2-3*. This 2015 study also focuses on the Main Street Subarea.

### 2.2 Data Collection

Using the prior study's inventories as a starting point, parking supply characteristics were confirmed and/or updated through field study by LLG staff in October 2015. Next, updated parking demand counts were conducted on Thursday and Friday, October 22 and 23, 2015. For consistency with the prior 2012 Parking Study, the times of each demand counting round were repeated and centered on the 10:30 AM, 12:30 PM, 2:00 PM, 6:00 PM and 8:00 PM timeframes.

In collaboration with City staff, it was concluded in the scoping of the 2012 study that greater overall parking demands were occurring on a weekday, versus a weekend day. Saturdays typically have the greatest weekend parking demands, but are generally not as great as a weekday. This is often because commercial settings like the ONSP have offices and other businesses operating on weekdays but not on weekends. Looking to other calendar items and study area characteristics led to the Thursday-Friday field study focus. Therefore, the 2015 study has repeated that approach.

The parking demand counts were conducted by National Data and Surveying Services (NDS). They included a very fine-grained recording of actual parked vehicles among 97 discreet off-street subareas within the 22 blocks (zones) of *Figure 2-1*, and at the on-street curb for each of the 52 street segments in *Figure 2-2*.

The count days were scheduled to best capture recurring parking conditions of local business and related visitor activity, including local theatre as well as special event schedules. The latter can vary according to their own calendars, and the selected days were intended to produce representative data, that when taken with the analytical procedures of this study (including using the merged "worst

case” demands from each of the two field study days, and subjecting those to a 10 percent contingency addition) would be representative of recurring peak parking activity for existing businesses and occupancies. Please note that during the recent parking count days, the Canyon Theatre Guild (providing roughly 280 seats based on our research) had a workshop from 12:00 PM to 6:00 PM on Thursday, and also had an 8:00 PM to roughly 11:00 PM performance on the Friday survey day. The Repertory East Playhouse was dark (according to their on-line calendar) on both count days. With 81 seats, the parking needs of the Repertory East Playhouse (estimated at roughly 35 spaces using a typical auto occupancy of 2.5 persons/car) are expected to be accounted for within the design-level parking needs calculation as described above. In addition, the library hosted The ARTree 2015 Speaker Series during the Thursday counts, with that activity beginning at 6:30 PM and extending until 9:00 PM.

## 2.3 Existing Development Inventory in the Study Area

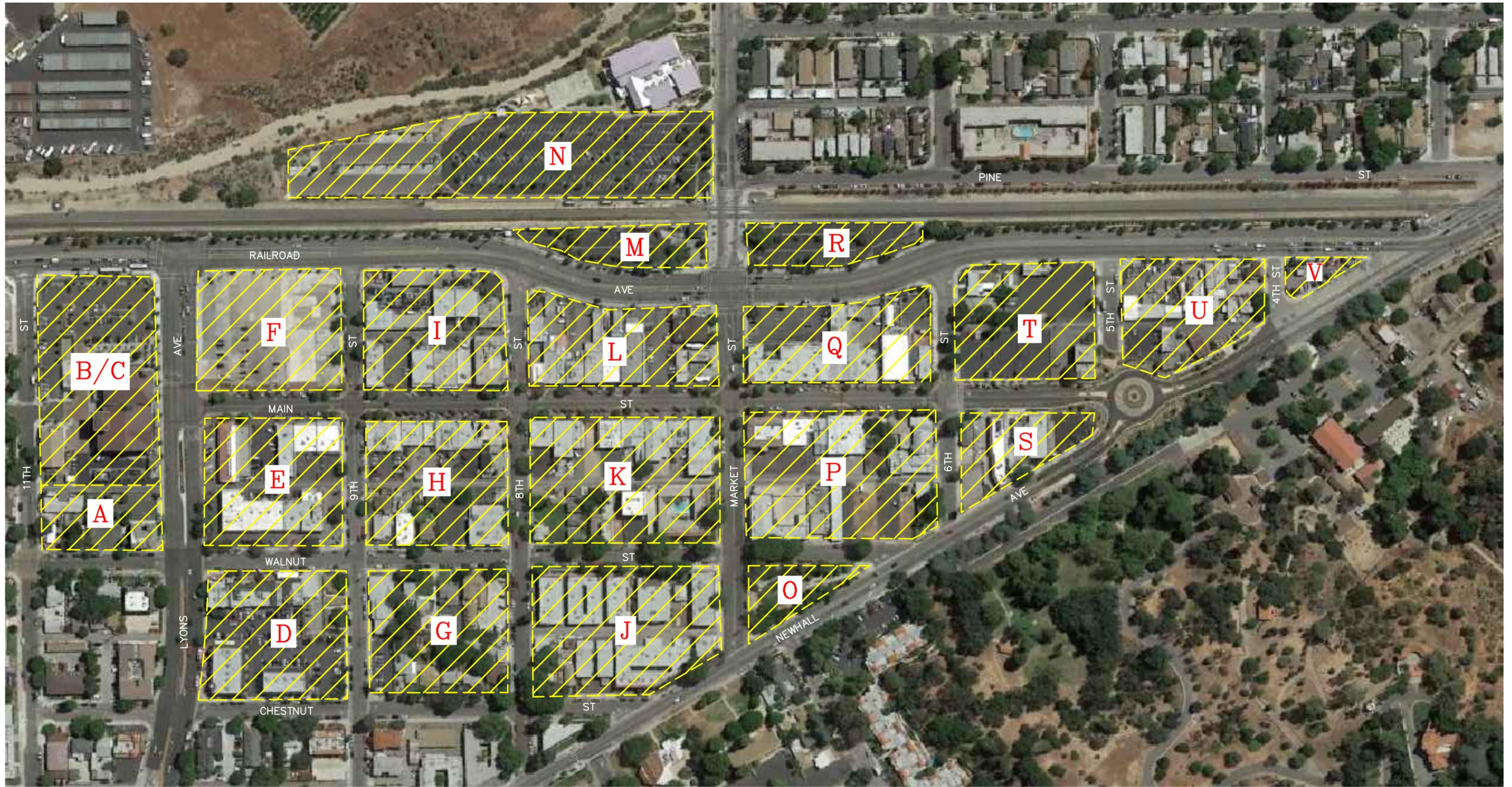
*Table 2-1* presents a detailed summary of the existing land use, by land use type and size, throughout the overall study area. The table permits a comparison of the prior inventories in the 2012 parking study (column grouping 1) with the current conditions as of October 2015 (column grouping 2). The column 3 grouping isolates the change in floor area totals between the prior 2012 study and this current update. This information is grouped to distinguish between the blocks making up the only the Main Street Subarea, a second grouping identifying only the Metrolink Station and Community Center blocks, and a third grouping of the other remaining blocks in the overall study footprint. *Appendix A* provides a more detailed land use breakdown, by block, using a format carried over from the 2012 Parking Study.

The most current land use information was provided by the City of Santa Clarita staff. Review of *Table 2-1* shows that typically only minor changes have occurred over the past few years. To support parking calculations later in this report, the land use categories shown in *Table 2-1* are also those used/represented in the ULI *Shared Parking* report (Second Edition, 2005). The current (October 2015) occupied floor area for non-residential use sums to a total of 338,670 SF, and includes the following mix:

- 174,787 SF of retail use
- 23,781 SF of family restaurant use
- 348 seat performing arts theater (8,722 SF)
- 7,100 SF of health club use
- 4,378 SF of hotel conference/banquet use
- 54,508 SF of office use
- 30,752 SF of library use
- 22,000 SF of community recreation center use
- 12,642 SF of church use

The 2015 study non-residential floor area totals 359,464 SF, and includes 20,794 SF of vacant floor area (see *Table 2-1*, at the bottom of the column 2 grouping). All of the vacant floor area is in the Main Street Subarea.

Focusing to the Main Street Subarea, its occupied floor area now totals 272,951 SF. Occupied retail space is dominant (56%), followed (in descending percentages) by office (14%), the library (11%), and restaurant (6%). Other use types make up the balance of the occupied floor area. With an overall floor area of 29,745 SF, and vacant space totaling 20,794 SF, floor area occupancy in the Main Street Subarea is 93%.



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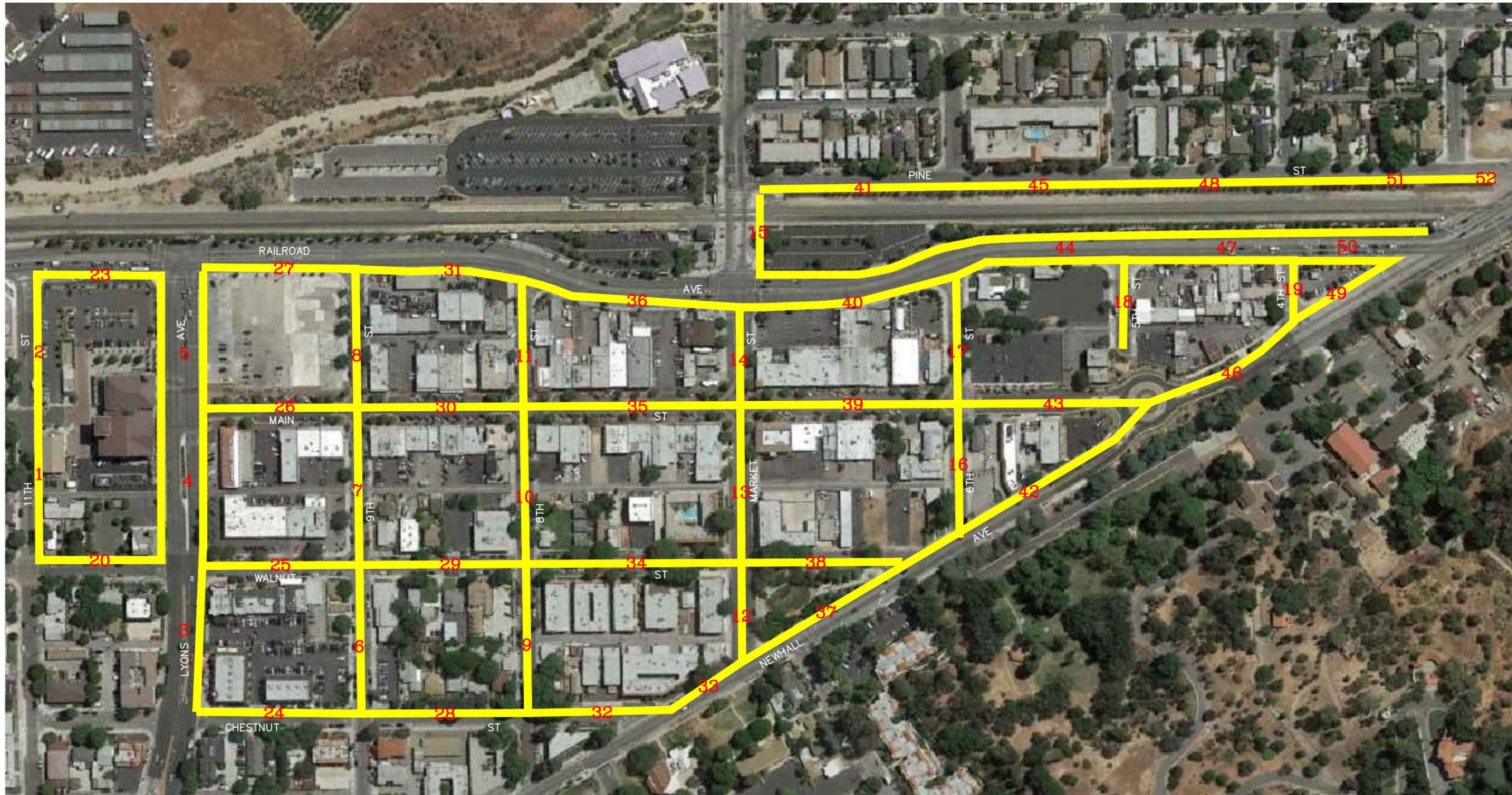


KEY

SOURCE: GOOGLE EARTH (IMAGE DATE 10/9/2015)  
 A = BLOCK REFERENCE

**FIGURE 2-1**

**OFF-STREET PARKING ZONES**  
 DOWNTOWN NEWHALL SPECIFIC PLAN, SANTA CLARITA

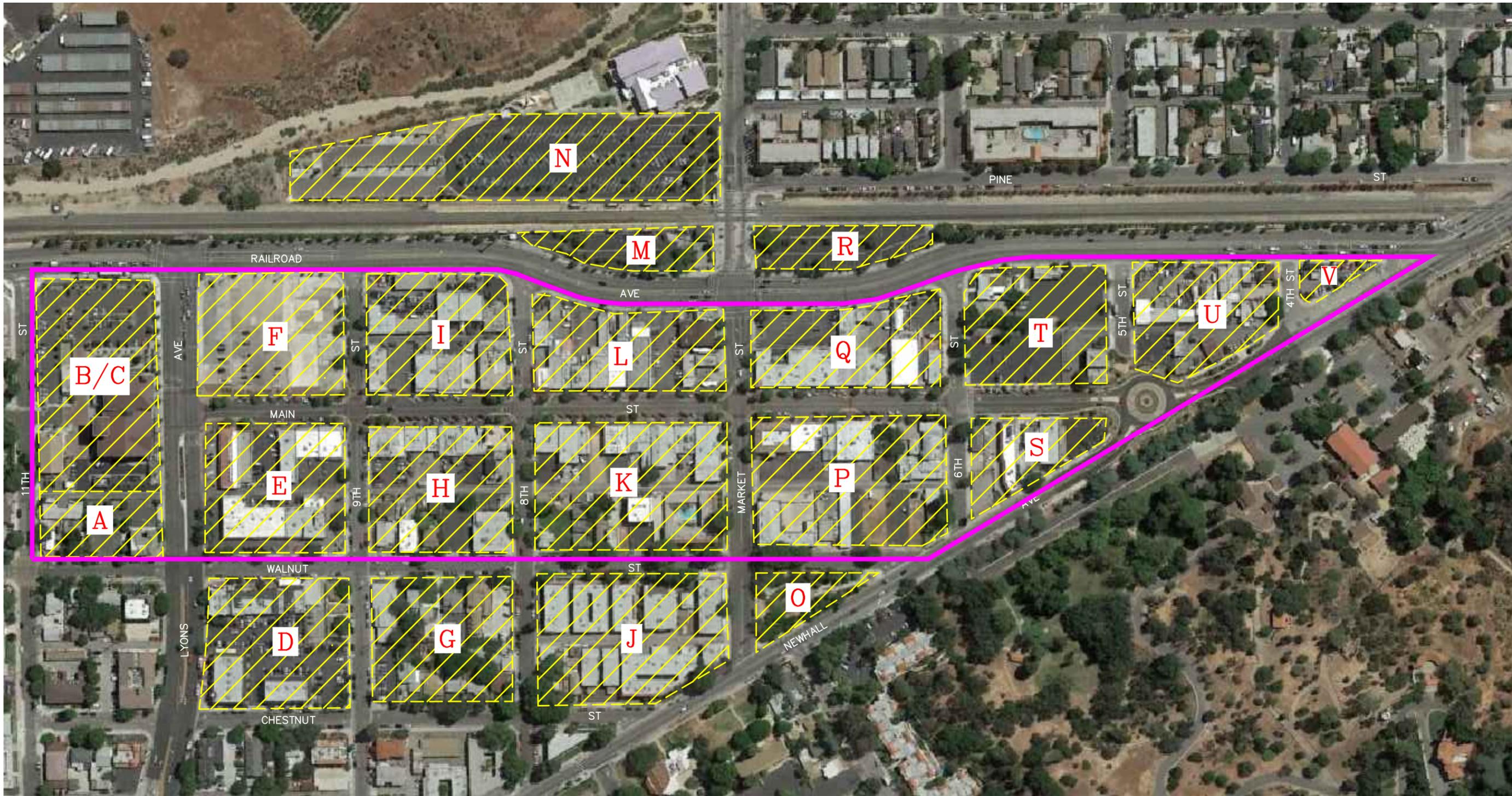


KEY

SOURCE: GOOGLE EARTH (IMAGE DATE 10/9/2015)  
**1** = ON-STREET (AT CURB) PARKING REFERENCE  
 (INCLUDES BOTH SIDES OF INDICATED STREET BLOCK)

FIGURE 2-2

ON-STREET PARKING ZONES  
 DOWNTOWN NEWHALL SPECIFIC PLAN, SANTA CLARITA



n:\3600\2153626 - old town newhall parking study update, santa clarita\dwg\3626f2-1a.dwg LDP 10:13:31 12-22-2015 mempin



KEY  
 SOURCE: GOOGLE EARTH (IMAGE DATE 10/9/2015)  
 A = BLOCK REFERENCE  
 [Pink line symbol] = MAIN STREET SUBAREA

FIGURE 2-3

MAIN STREET SUBAREA  
 DOWNTOWN NEWHALL SPECIFIC PLAN, SANTA CLARITA

**TABLE 2-1  
EXISTING LAND USE SUMMARY COMPARISON (SORTED TO ULI SHARED PARKING CATEGORIES)**

Land Use Type [a]	(1) Prior Study				(2) Current Study				(3) Net Change (2) - (1)			
	Main Street Subarea	Metrolink Station and Community Center	Other	Total	Main Street Subarea	Metrolink Station and Community Center	Other	Total	Main Street Subarea	Metrolink Station and Community Center	Other	Total
<b>Commercial Uses:</b>												
Retail (SF)	164,223 (62%)	--	19,173	<b>183,396 SF (55%)</b>	152,470 (56%)	--	22,317	<b>174,787 SF (52%)</b>	-11,753	--	3,144	<b>-8,609 SF</b>
Fine/Casual Dining (SF)	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>
Family Restaurant (SF)	10,250 (4%)	--	--	<b>10,250 SF (3%)</b>	17,699 (6%)	--	6,082	<b>23,781 SF (7%)</b>	7,449	--	6,082	<b>13,531 SF</b>
Fast Food (SF)	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>
Nightclub (SF)	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>
Cineplex (Seats)	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>
Performing Arts Theater (Seats)	348 = 8,722 SF (3%)	--	--	<b>348 Seats = 8,722 SF (3%)</b>	348 = 8,722 SF (3%)	--	--	<b>348 Seats = 8,722 SF (3%)</b>	0 = 0 SF	--	--	<b>0 Seats = 0 SF</b>
Health Club (SF)	--	--	--	<b>0 SF</b>	7,100 (3%)	--	--	<b>7,100 SF (2%)</b>	7,100	--	--	<b>7,100 SF</b>
Business Hotel (Rooms)	--	--	--	<b>0 Rooms</b>	--	--	--	<b>0 Rooms</b>	--	--	--	<b>0 Rooms</b>
Leisure Hotel (Rooms)	--	--	--	<b>0 Rooms</b>	--	--	--	<b>0 Rooms</b>	--	--	--	<b>0 Rooms</b>
Hotel Restaurant/Lounge (SF)	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>
Hotel Conference/Banquet (SF)	4,378 (1%)	--	--	<b>4,378 SF (1%)</b>	4,378 (2%)	--	--	<b>4,378 SF (1%)</b>	0	--	--	<b>0 SF</b>
Hotel Convention Space (SF)	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>
Office (SF)	39,188 (15%)	--	18,746	<b>57,934 SF (18%)</b>	39,188 (14%)	--	15,320	<b>54,508 SF (16%)</b>	0	--	-3,426	<b>-3,426 SF</b>
Medical/Dental (SF)	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>
Bank (SF)	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>	--	--	--	<b>0 SF</b>
<b>Commercial Subtotal:</b>	<b>226,761 (85%)</b>	<b>0</b>	<b>37,919</b>	<b>264,680 SF (80%)</b>	<b>229,557 (84%)</b>	<b>--</b>	<b>43,719</b>	<b>273,276 SF (81%)</b>	<b>2,796</b>	<b>--</b>	<b>5,800</b>	<b>8,596 SF</b>
<b>Other Uses:</b>												
Residential (DU)	26 (NA)	--	74	<b>100 DU (NA)</b>	26 (NA)	--	74	<b>100 DU (NA)</b>	0	--	0	<b>0 DU</b>
Library (SF)	30,752 (12%)	--	5,800	<b>36,552 SF (11%)</b>	30,752 (11%)	--	--	<b>30,752 SF (9%)</b>	0	--	-5,800	<b>-5,800 SF</b>
Community Recreation Center (SF)	--	22,000	--	<b>22,000 SF (7%)</b>	--	22,000	--	<b>22,000 SF (6%)</b>	--	0	--	<b>0 SF</b>
Church (SF)	7,754 (3%)	--	--	<b>7,754 SF (2%)</b>	12,642 (5%)	--	--	<b>12,642 SF (4%)</b>	4,888	--	--	<b>4,888 SF</b>
Park (Acres)	--	--	0.435	<b>0.435 AC (NA)</b>	--	--	0.435	<b>0.435 AC (NA)</b>	--	--	0	<b>0 AC</b>
<b>Other Uses Subtotal [b]:</b>	<b>38,506 (15%)</b>	<b>22,000</b>	<b>5,800</b>	<b>66,306 SF (20%)</b>	<b>43,394 (16%)</b>	<b>22,000</b>	<b>--</b>	<b>65,394 SF (19%)</b>	<b>4,888</b>	<b>0</b>	<b>-5,800</b>	<b>-912 SF</b>
<b>Total Commercial + Other Uses [b]:</b>	<b>265,267 (100%)</b>	<b>22,000</b>	<b>43,719</b>	<b>330,986 SF (100%)</b>	<b>272,951 (100%)</b>	<b>22,000</b>	<b>43,719</b>	<b>338,670 SF (100%)</b>	<b>7,684</b>	<b>0</b>	<b>0</b>	<b>7,684 SF</b>
Vacant	30,778	--	--	<b>30,778 SF</b>	20,794	--	--	<b>20,794 SF</b>	-9,984	--	--	<b>-9,984 SF</b>
<b>Total Commercial + Other Uses + Vacant [b]:</b>	<b>296,045</b>	<b>22,000</b>	<b>43,719</b>	<b>361,764 SF</b>	<b>293,745</b>	<b>22,000</b>	<b>43,719</b>	<b>359,464 SF</b>	<b>-2,300</b>	<b>0</b>	<b>0</b>	<b>-2,300 SF</b>

Notes:  
Source: City of Santa Clarita Planning Department provided November 2015.  
[a] SF = square footage, DU = dwelling units.  
[b] Subtotal and Total excludes residential and park land use types.

## 3.0 EXISTING PARKING CONDITIONS

### 3.1 Study Methodology

The demand counts were performed and compiled by field study personnel circulating throughout all inventoried on-street and non-residential off-street parking spaces of the study area. The data collection anticipated the possible integration of Urban Land Institute (ULI) shared parking techniques (which take a time-of-day approach to calculating parking needs) for establishing the future design-level parking needs of the study area. Consistent with the 2012 parking study, the field study targeted the likely timeframes of potential peak parking demands by centering these observation cycles on the following times:

- 10:30 AM, representative of peak morning activity
- 12:30 PM, representative of peak midday demand, including restaurant/foodservice influences (while standard ULI profiles consider only the noon and 1:00 PM timeframes, LLG has determined that the midday peak is often about the midpoint of this hour, thus the 12:30 PM count timeframe)
- 2:00 PM, representative of peak afternoon demand
- 6:00 PM, representative of early evening demand, trailing the typical workday for many, and also representative of the start of dining activities as well as other evening shopping, recreational, and social activities
- 8:00 PM, representative of peak dining, social, recreational and theatre activity, with the further likelihood of retail commercial activity progressively diminishing throughout the evening hours

### 3.2 Parking Supply and Demand Results

*Table 3-1* presents an array of inventoried current parking supply data as updated in this study (numbered as column 2 within the table) and permits a comparison with the 2012 parking study supply inventory (numbered as column 1). The table also isolates any supply changes between the 2012 study and this update's inventories (numbered as column 3).

To the right of its parking supply columns, *Table 3-1* presents actual field-studied parking demand results throughout the study area, arranged under time-of-day headings. For each timeframe, the table also compares the results of this update with the prior results as presented in the 2012 study. The parking demands presented in the table are not necessarily tied to only Thursday or Friday data. Instead, the demand values in the table reflect the merger of the greatest of Thursday versus Friday data for each block or street segment of the study area.

The *Table 3-1* information represents an extensive data collection and evaluation effort, and is supported up by a series of appendix tables appearing at the back of this report, as follows:

- **Appendix B (Table B-1)** presents further detailing on public versus private parking spaces in each parking zone or on-street block face, by space type or restriction.
- **Appendix C** presents further parking demand data and analysis details for the overall study area on the Thursday alone (**Table C-1**), the Friday alone (**Table C-2**), and a merge of Thursday and Friday data to isolate the greater demand levels of the two field study days by time and zone (**Table C-3**). This information carries directly over to *Table 3-1*. Additionally, **Table C-4** derives design-level existing parking demands (for currently occupied floor areas) by increasing *Table C-3* values by 10 percent. This methodology was carried over from the prior 2012 study. The results of this design-level derivation will be discussed in a subsequent subsection.
- The Main Street Subarea had additional focus in the prior 2012 study, and that focus has been carried over to this update. Repeating the tabular format of *Appendix C*, **Appendix D** presents parking supply and demand results in four tables as a subset of the overall study area focused only to those off-street and on-street spaces that make up the Main Street Subarea.
- Also in a format carried over from the prior 2012 study, **Appendix E** presents four tables that expand the Main Street Subarea results of *Appendix D* to further include the Metrolink Station/Community Center as an enlarged focus area.
- **Appendix F** contains the summary sheets prepared by NDS for data collected in the two-day field study.

### 3.2.1 Overall Parking Supply

Review of *Table 3-1* indicates that the overall on-street and off-street parking supplies have experienced only minor changes since the 2012 parking study. The current overall on-street supply has decreased by 11 spaces, while the overall off-street supply remains unchanged even though various modifications on a block-by-block basis have occurred.

The current off-street and on-street parking supplies total 1,758 spaces throughout the overall study area footprint. This includes 461 spaces along curbs of public streets as well as 641 public spaces in off-street lots. Taken together, these represent 1,102 spaces for use by the general public without regard to their on-foot destination (which is presumably near that parking). Public spaces make up approximately 63% of the parking supply inventory.

When updating the inventory of off-street spaces, only those lots that appeared to be intended for use by the general public without regard to their local on-foot destination were included in the public parking category. Public off-street parking included parking lot spaces at the library, Metrolink station, Community Center and public lots within Blocks T and U.

The off-street parking supply makes up 1,297 spaces in the overall study area, and is about equally divided between spaces available to the general public (641 public spaces) versus those intended for use by employees and visitors at individual development parcels (656 private spaces). *Appendix Table B-1* provides greater visibility on the sorting of public versus private parking spaces.

### 3.2.2 Overall Merged Parking Demand

Review of *Table 3-1* indicates that the greatest merged parking demand (by combining the greater of Thursday or Friday data) in the overall study area coincides with the 12:30 PM survey round, and totaled 1,307 spaces. The midday period also represented the greatest demand level in the prior 2012 study (1,163 spaces). The updated midday results show a 144-space increase (about 11 percent) over the prior study.

When compared to the midday peak of 1,307 spaces in the updated field study, actual merged parking demand in other periods is less to much less in other timeframes, as follows:

- 10:30 AM: a demand reduction to 1,237 spaces, or roughly 95 percent of the midday peak
- 2:00 PM: a demand reduction to 1,139 spaces, or roughly 87 percent of the midday peak
- 6:00 PM: a demand reduction to 878 spaces, or roughly 67 percent of the midday peak
- 8:00 PM: a demand reduction to 655 spaces, or roughly 50 percent of the midday peak

Additionally, *Table 3-1* indicates that the growth in demand over 2012 study levels are greatest at midday (144 spaces) and 10:30 AM (151 spaces). Demand levels at 2:00 PM were 47 spaces greater than their 2012 study counterpart, and growth in demand in the 6:00 PM and 8:00 PM is essentially flat.

### 3.2.3 Parking Supply versus Merged Demand Comparison

*Table 3-2* simplifies the data summary of *Table 3-1* for the overall study area, and further adds a supply versus demand comparison for the Main Street Subarea alone, as well as for the Main Street Subarea + Metrolink Station/Community Center area. This summary is supported primarily by *Appendix Tables C-3, D-3, and E-3*.

From the top portion of *Table 3-2*, row A, the overall study area has a minimum parking surplus (based on the 12:30 PM midday peak) of 26 percent. This results from an observed peak demand for 1,307 spaces, versus a supply of 1,758 spaces, the difference representing a surplus of 451 spaces. Also from the top portion of the table, the surpluses by space type vary from 19 percent to 35 percent, depending on space grouping (on-street public, off-street public, off-street private).

At 27 percent, the Main Street Subarea has a similar percentage surplus (see row B of the table). This surplus is a function of its 994-space supply. Demand in this subarea also peaked near midday, totaling 727 spaces, and represented a surplus of 267 spaces. It is worth noting that the demand results coincide with a floor area occupancy of 93% in the Main Street Subarea. At full occupancy of the subarea, it is expected that the demand in the Main Street Subarea could be proportionately greater.

Broadening the focus to the Main Street Subarea + Metrolink Station/Community Center scenario, the overall field-studied demand totaled 1,051 spaces (see row C of *Table 3-2*). This resulted in a 385-space surplus (27 percent) when contrast with an inventoried supply of 1,436 spaces.

In general, actual parking demands within each of the defined ONSP area groupings appear balanced. It can be concluded that the Main Street Subarea and its grouping of 15 study area blocks, does not need to rely on parking spaces outside its subarea to provide a relative parking balance. Review of *Appendix Table D-3* indicates a 77 percent peak occupancy among the subarea's on-street supply, and 72 percent peak occupancy among its off-street supply. Further review of that appendix table suggests that parkers may not always have available parking in their "first choice" parking area (indicated by some blocks or street segments at or near 100 percent parking occupancy), but it can be concluded that available parking spaces in adjoining blocks are making up the localized (block-level) shortfall. It is noted that this is a fairly common condition in a downtown setting, and walking between blocks to access available parking was an underlying premise of the Park Once strategy advanced in the original ONSP documentation.

### 3.3 Design-Level Parking Needs for Existing Conditions

The updated field study results described above, in combination with a design-level parking calculation originally framed in the prior 2012 study, provide the opportunity to update that prior calculation to reflect existing study area conditions of parking supply and demonstrated demand. The methodology is considered conservative in two ways.

First, it reflects the merged "worst case" combination of Thursday and Friday field study data on a block-by-block and street segment-by-segment basis, rather than relying on a single data set from one day or the other. By example, using this approach, *Table 3-1* identifies a study-wide merged peak parking demand of 1,307 spaces. However, *Appendix Table C-1* identifies an actual Thursday peak demand of 1,118 spaces, and *Appendix Table C-2* identifies an actual Friday peak demand of 1,189 spaces. Merging the greater of the Thursday or Friday data sets, on a zone-by-zone basis, builds in a parking contingency of at least 118 spaces (calculated as 1,307 minus 1,189) beyond the actual peak demand on either field study day.

Second, this design-level calculation further expands this "worst case" demand combination by 10 percent. As such, the 1,307 "worst case" demand combination of 1,307 spaces increases to 1,439 spaces (see *Appendix Table D-4*) and derives a design-level peak parking need for the overall study area that is at least 250 spaces (roughly 21 percent) greater than the demonstrated peak demand on either field study day.

Contingencies of this type are an important element for targeting a minimum parking supply total that not only accounts for peak demands, but also provides parking convenience and reasonable parking access opportunities on a block-by-block basis. Using this approach, *Table 3-3* presents a summary of the merged "worst case" combination of actual parking demands in the overall study area, and further indicates the design-level demand in that context, as well as the residual parking

surplus that could potentially support re-occupancy, revitalization and/or redevelopment of projects brought forward in the overall study area without necessarily adding further to the subarea parking supply. It presents a similar calculation for the Main Street Study focus area, and an expansion of that focus area to include the Metrolink Station/Community Center setting.

As noted above, the design-level parking needs baseline for the overall study area total is 1,439 spaces, leaving a potential residual of 319 spaces (calculated as 1,758 minus 1,439) to support near term development projects. Focusing to the Main Street Subarea, *Table 3-3* identifies a design-level parking need of 802 spaces for the existing 93% floor area occupancy, leaving a potential residual of 192 spaces (calculated as 994 minus 802) to support near term development projects in only that area. Broadening the focus to include the Metrolink Station/Community Center, the design-level parking needs grow to 1,159 spaces, leaving a potential residual of 277 spaces (calculated as 1,436 minus 1,159) to support near term development projects in only that area.

TABLE 3-1

OLD TOWN NEWHALL PARKING STUDY COMPARISON: PRIOR VS CURRENT STUDY [a]

Parking Zone	(1) Prior Study Supply	(2) Current Study Supply	(3) Supply Difference (2)-(1)	Peak from Thursday and Friday [b], [c]														
				10:30 AM			12:30 PM			2:00 PM			6:00 PM			8:00 PM		
				(4) Prior Study Demand	(5) Current Study Demand	(6) Maximum Demand Difference (5) - (4)	(7) Prior Study Demand	(8) Current Study Demand	(9) Maximum Demand Difference (8) - (7)	(10) Prior Study Demand	(11) Current Study Demand	(12) Maximum Demand Difference (11) - (10)	(13) Prior Study Demand	(14) Current Study Demand	(15) Maximum Demand Difference (14) - (13)	(16) Prior Study Demand	(17) Current Study Demand	(18) Maximum Demand Difference (17) - (16)
				<b>On-Street Supply</b>														
11th Street	7	14	7	3	5	2	6	6	0	4	6	2	3	2	-1	3	2	-1
Lyons Avenue	4	4	0	2	4	2	2	3	1	2	4	2	2	3	1	2	1	-1
9th Street	41	41	0	35	47	12	35	40	5	26	25	-1	12	16	4	7	13	6
8th Street	36	37	1	20	31	11	22	36	14	21	27	6	28	24	-4	28	18	-10
Market Street	25	25	0	12	18	6	18	19	1	15	17	2	19	24	5	19	22	3
6th Street	21	21	0	7	2	-5	6	4	-2	7	3	-4	13	9	-4	12	18	6
5th Street	9	2	-7	1	1	0	1	2	1	1	2	1	0	0	0	0	0	0
4th Street	3	3	0	3	2	-1	3	3	0	4	2	-2	5	1	-4	3	0	-3
Chestnut Street	27	27	0	11	21	10	10	22	12	10	18	8	12	21	9	15	23	8
Walnut Street	102	103	1	77	89	12	80	92	12	74	63	-11	65	56	-9	39	49	10
Main Street	80	80	0	41	60	19	40	66	26	42	65	23	51	70	19	57	74	17
Railroad Avenue	31	27	-4	15	16	1	16	16	0	13	18	5	13	13	0	9	12	3
Newhall Avenue	16	5	-11	3	1	-2	4	2	-2	3	0	-3	4	1	-3	5	0	-5
Pine Street	70	72	2	19	45	26	20	49	29	23	46	23	27	41	14	26	49	23
<b>Total On-Street Supply:</b>	<b>472</b>	<b>461</b>	<b>-11</b>	<b>249</b>	<b>342</b>	<b>93</b>	<b>263</b>	<b>360</b>	<b>97</b>	<b>245</b>	<b>296</b>	<b>51</b>	<b>254</b>	<b>281</b>	<b>27</b>	<b>225</b>	<b>281</b>	<b>56</b>
<b>Off-Street Supply</b>																		
Block A	35	29	-6	12	4	-8	16	3	-13	18	6	-12	6	4	-2	4	0	-4
Block B/C	122	128	6	62	65	3	68	66	-2	74	70	-4	55	54	-1	22	19	-3
Block D	85	85	0	67	81	14	84	81	-3	53	57	4	31	42	11	33	23	-10
Block E	79	78	-1	48	54	6	47	61	14	42	41	-1	35	41	6	22	20	-2
Block F	34	0	-34	27	26	-1	28	21	-7	24	18	-6	7	12	5	8	6	-2
Block G	34	33	-1	10	20	10	11	20	9	16	16	0	9	5	-4	1	3	2
Block H	80	89	9	23	40	17	23	86	63	23	35	12	23	32	9	20	18	-2
Block I	50	51	1	45	62	17	57	67	10	53	64	11	53	49	-4	53	48	-5
Block J	15	14	-1	2	3	1	2	4	2	2	4	2	2	0	-2	2	0	-2
Block K	48	52	4	33	26	-7	35	28	-7	29	27	-2	26	16	-10	12	7	-5
Block L	58	55	-3	22	54	32	30	46	16	25	51	26	34	37	3	25	36	11
Block M	35	45	10	24	34	10	29	36	7	26	34	8	13	13	0	16	8	-8
Block N	326	327	1	221	230	9	223	218	-5	218	215	-3	154	160	6	50	65	15
Block O	0	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Block P	84	86	2	34	29	-5	36	32	-4	35	30	-5	33	22	-11	25	21	-4
Block Q	45	44	-1	21	24	3	28	30	2	24	30	6	27	36	9	35	38	3
Block R	70	70	0	70	70	0	70	70	0	70	70	0	21	19	-2	20	4	-16
Block S	27	26	-1	14	15	1	16	17	1	19	14	-5	10	9	-1	8	7	-1
Block T	69	69	0	51	34	-17	55	32	-23	53	30	-23	49	37	-12	34	46	12
Block U	1	16	15	48	22	-26	39	24	-15	40	28	-12	28	6	-22	22	5	-17
Block V	0	0	0	3	2	-1	3	5	2	3	3	0	1	3	2	1	0	-1
<b>Total Off-Street Supply:</b>	<b>1,297</b>	<b>1,297</b>	<b>0</b>	<b>837</b>	<b>895</b>	<b>58</b>	<b>900</b>	<b>947</b>	<b>47</b>	<b>847</b>	<b>843</b>	<b>-4</b>	<b>617</b>	<b>597</b>	<b>-20</b>	<b>413</b>	<b>374</b>	<b>-39</b>
<b>On-Street + Off-Street Supply:</b>	<b>1,769</b>	<b>1,758</b>	<b>-11</b>	<b>1,086</b>	<b>1,237</b>	<b>151</b>	<b>1,163</b>	<b>1,307</b>	<b>144</b>	<b>1,092</b>	<b>1,139</b>	<b>47</b>	<b>871</b>	<b>878</b>	<b>7</b>	<b>638</b>	<b>655</b>	<b>17</b>
				<b>61%</b>	<b>70%</b>		<b>66%</b>	<b>74%</b>		<b>62%</b>	<b>65%</b>		<b>49%</b>	<b>50%</b>		<b>36%</b>	<b>37%</b>	

Note:

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

[b] = Parking demand counts conducted on Thursday, October 11, 2012 and Friday, October 12, 2012 for the Prior Study.

[c] = Parking demand counts conducted on Thursday, October 22, 2015 and Friday, October 23, 2015 for the Current Study.

Prior Study = "Next Steps" Parking Study Downtown Newhall Specific Plan Area prepared by LLG, dated November 20, 2012.

**TABLE 3-2  
OLD TOWN NEWHALL PARKING DEMAND SUMMARY  
2015 RESULTS**

	(1) Inventoried Supply	2015 Actual Peak Demand (12:30 PM)			
		(2) Demand	(3) % Occupied	(4) Parking Surplus (Supply - Peak Demand)	(5) % Surplus
<b><u>Entire Study Area</u></b>					
On-Street Public	461	360	78%	101	22%
Off-Street Public	641	417	65%	224	35%
<i>Public Subtotal:</i>	<i>1,102</i>	<i>777</i>	<i>71%</i>	<i>325</i>	<i>29%</i>
Off-Street Private	656	530	81%	126	19%
Off-Street Total	1,297	947	73%	350	27%
<i>Total (Row A)</i>	<i>1,758</i>	<i>1,307</i>	<i>74%</i>	<i>451</i>	<i>26%</i>
<b><u>Main Street Subarea Focus</u></b>					
On-Street Public	271	209	77%	62	23%
Off-Street Public	199	93	47%	106	53%
<i>Public Subtotal:</i>	<i>470</i>	<i>302</i>	<i>64%</i>	<i>168</i>	<i>36%</i>
Off-Street Private	524	425	81%	99	19%
Off-Street Total	723	518	72%	205	28%
<i>Total (Row B)</i>	<i>994</i>	<i>727</i>	<i>73%</i>	<i>267</i>	<i>27%</i>
<b><u>Main Street Subarea + Metrolink Station/Community Center Focus</u></b>					
On-Street Public	271	209	77%	62	23%
Off-Street Public	641	417	65%	224	35%
<i>Public Subtotal:</i>	<i>912</i>	<i>626</i>	<i>69%</i>	<i>286</i>	<i>31%</i>
Off-Street Private	524	425	81%	99	19%
Off-Street Total	1,165	842	72%	323	28%
<i>Total (Row C)</i>	<i>1,436</i>	<i>1,051</i>	<i>73%</i>	<i>385</i>	<i>27%</i>

**TABLE 3-3**  
**ACTUAL PEAK DEMAND VS. DESIGN LEVEL DEMAND (EXISTING FLOOR AREA OCCUPANCY)**

	(1) Inventoried Supply	Actual Peak Demand (12:30 PM)		Design Level Demand [a] (12:30 PM)	
		(2) Demand	(3) % Occupied	(4) Demand	(5) % Occupied
<b><u>Entire Study Area</u></b>					
On-Street Public	461	360	78%	396	86%
Off-Street Public	641	417	65%	459	72%
<i>Public Subtotal:</i>	1,102	777	71%	855	78%
Off-Street Private	656	530	81%	584	89%
Off-Street Total	1,297	947	73%	1,043	80%
<b>Total (Row A)</b>	<b>1,758</b>	<b>1,307</b>	<b>74%</b>	<b>1,439</b>	<b>82%</b>
<b><u>Main Street Subarea Focus</u></b>					
On-Street Public	271	209	77%	231	85%
Off-Street Public	199	93	47%	102	51%
<i>Public Subtotal:</i>	470	302	64%	333	71%
Off-Street Private	524	425	81%	469	90%
Off-Street Total	723	518	72%	571	79%
<b>Total (Row B)</b>	<b>994</b>	<b>727</b>	<b>73%</b>	<b>802</b>	<b>81%</b>
<b><u>Main Street Subarea + Metrolink Station/Community Center Focus</u></b>					
On-Street Public	271	209	77%	231	85%
Off-Street Public	641	417	65%	459	72%
<i>Public Subtotal:</i>	912	626	69%	690	76%
Off-Street Private	524	425	81%	469	90%
Off-Street Total	1,165	842	72%	928	80%
<b>Total (Row C)</b>	<b>1,436</b>	<b>1,051</b>	<b>73%</b>	<b>1,159</b>	<b>81%</b>

Note:

[a] = Design level demand represents peak observed demand (for existing floor area occupancies) increased by 10%. Expanded values in each row may be affected by rounding.

## 4.0 FUTURE PARKING OPPORTUNITIES AND NEEDS CALCULATIONS

### 4.1 Baseline Parking Needs in the Main Street Subarea Stemming from Existing Conditions

The prior section concluded with the derivation of a design-level parking needs assessment using the updated and merged (Thursday versus Friday) peak parking demands in the study area, and further applied a 10 percent contingency factor for day-to-day variation as well as provide greater parking convenience. For the Main Street Subarea, that calculation revealed a design-level need for 802 spaces to support the existing peak demands, measured against a supply of 994 spaces, and suggesting a functional surplus of 192 spaces that might be used to support near term re-occupancy, revitalization and/or redevelopment of projects brought forward in that subarea.

These results vary significantly from a similar calculation presented in the prior 2012 study. That earlier study derived a design-level need for 724 spaces in the Main Street Subarea, measured against a supply of 1,017 spaces, and suggesting a functional surplus of 293 spaces. The 23-space reduction in updated supply, coupled with a 78-space increase in design-level demand, has reduced the updated design-level surplus by 101 spaces. So while an opportunity to support growth and increased activity in the subarea without necessarily adding spaces remains, its magnitude has diminished.

It was noted previously that the Main Street Subarea has a current floor occupancy of 93%. The 7% vacancy factor is composed 20,794 SF spread among Blocks B/C (1,078 SF), H (1,100 SF), P (8,902 SF), Q (8,914 SF) and T (800 SF). These values are presented in the “Vacant” row of *Appendix Table A-1*. To recognize the potential parking needs of re-occupancy of these floor areas, when added to the 802-space design-level needs described above, a “baseline” parking needs calculation has been prepared. Mathematically, the “baseline” is the 802-space design-level value divided by 0.93 to expand it from the current 93% floor area occupancy to a 100 % full occupancy. Doing so grows the design-level need from 802 to a baseline of 862 spaces.

Comparing the 862-space baseline to the inventoried supply of 994 spaces leads to a functional surplus of 132 spaces. It is important to note that the 132-space surplus is conservative because it accrues after isolating the greater of Thursday or Friday peak demand data on a block-by-block basis, and subjecting that blended demand to a 10% addition for contingencies and convenience.

Additionally, the 862-space baseline provides the City a “going forward” approach to account for the needs of existing constructed but vacant commercial and other non-residential floor area in the Main Street Subarea. If proposed tenancies in vacant building floor areas are generally consistent with existing use types in the subarea, the City could approve those tenancies with the relative comfort that the existing 994-space supply could still provide a 132-space functional surplus beyond a very conservative peak demand forecast of those baseline needs.

## 4.2 Near-Term Additive Development and Parking Facility Projects

Possible development additions in the ONSP, related additive parking demands, and changes in parking supply appear focused to the Main Street Subarea. The City has identified anticipated changes to Blocks F and T. Due to demolition since our 2012 study, Block F is currently vacant but incidental parking still occurs within the block on abandoned (and unstriped) pad or former parking lot areas. Proposed improvements within Block T are expected to be constructed on the southeast corner of the block, which is also currently vacant.

The proposed improvements within Blocks F and T are described below. The summary discussion has been expanded to describe LLG's treatment of each component for the purpose of parking demand calculations.

### **Block F (City Block)**

- 20,000 SF retail. To be conservative, this study assumes that 10,000 SF of this floor area would be restaurant use.
- Six/seven screen movie theatre with 500 seats.
- 46 apartment units, providing their own dedicated parking for residents of the complex, but not necessarily for visitors.
- 400 space parking structure. City staff has advised that this structure will provide support for the added retail/restaurant use, theatre, and guest parking for the apartments. Functional parking surpluses in the structure are expected add to the Main Street Area parking supply and support other public parking needs in that subarea.

### **Block T**

- 43 room hotel.
- 28 parking spaces to be constructed in support of the hotel.

## 4.3 Parking Analysis Techniques for Future Near-Term Conditions

### 4.3.1 *Shared Parking Methodology*

As introduced in the prior 2012 study, the ULI Shared Parking methodology is a common technique for assessing the real world parking needs in a setting of mixed land use development types. After making a calculation of code-like parking needs for each land use grouping, the ULI technique further applies time-of-day percentage profiles for each use type. So instead of summing the peak code-like needs of each use, the methodology sums the day-long profile of each to arrive at the aggregate parking needs for that mix and quantity of land use types.

A shared parking application can happen in multiple ways, as described below:

- The first approach is to use only the ULI time-of-day profiles and apply them directly to applicable City code ratios. For land use types not represented in the code, alternative code-like parking ratios are used to better address those unique use types.
- A second approach is sometimes called Straight ULI, where both the parking ratios and time-of-day profiles come directly from the ULI publication. The Straight ULI method is further supported by an involved spreadsheet model reflecting many internal steps, but the results are printed to a single page output. In this application, ratios recommended by ULI often vary from the adopted code ratios in a given City. This is true in the City of Santa Clarita, as evidenced by the summary in *Table 4-1*. Retail is the dominant category in the study area, and *Table 4-1* presents a ULI weekday parking ratio for retail uses that is less than the City’s code. Food service uses are much less dominant in the study area, and ULI’s parking ratios for food service uses will likely exceed the per seat calculation of the City’s code. Other variations are evident from a review of the *Table 4-1*.
- A third approach is often called “surveyed plus shared”. In this application, the peak demands of existing development and occupancies are established through field study, much like the Old Town Newhall parking demand studies in 2012 and 2015. These peak demands establish the “surveyed” component of the calculation. The parking needs of new or additive development are addressed using Straight ULI shared parking procedures. They establish the “shared” component of the calculation. On balance, our 2012 study concluded that the Straight ULI approach could be an eventual good fit for the study area, but in the interim, Straight ULI for all development (existing and new) will likely overstate study area parking needs due to differences in the vitality and scale of development in Old Town Newhall versus the study areas that ULI used to create its methodologies. This was illustrated in shared parking calculations presented in the 2012 parking study, and has been confirmed in trial calculations prepared in parallel to this update.

After considering the above approaches, and extending from methodologies first described in the 2012 parking study, the 2015 study has refined the “surveyed plus shared” methodology to one described as “baseline plus shared”. It is described in the next subsection.

#### 4.3.2 *Baseline Plus Shared Methodology*

Section 4.1 described the derivation of baseline parking needs in the Main Street Subarea. It starts from actual field studied demand, combines the greater of Thursday or Friday data, adds a 10% contingency to that blended result, and further expands the design-level needs for existing occupied floor area to a 100% occupancy of existing developed floor area. This 2015 study concludes that the Main Street Subarea needs a baseline supply of 862 spaces.

For pending additive development, the ULI *Shared Parking* methodology is directly applied. It uses ULI-published peak demand ratios and time-of-day profiles, and accounts for the additive development elements identified in Section 4.2.

The “baseline” and “shared” components of this methodology can be viewed independently or in combination. Independently, the “baseline” can identify the ongoing peak parking needs of fully occupied existing development in the subarea. It would do so at an equivalent planning ratio of 3.0 spaces per 1,000 SF (rounded value) of floor area (which was derived using peak demands on a per 1,000 SF basis with added 10% contingency). This recommended ratio exceeds the 2.5 spaces per 1,000 SF planning ratio first put forward in the ONSP. But the 3.0 value is tied to actual parking needs, and this study concludes it to be more appropriate for considering the on-going parking needs in the Main Street Subarea.

Also independently, the “shared” component isolates the additive parking needs of new development, and permits a test of those demands against the additive parking supply (if any) that the new development will facilitate. In combination, the two elements can be used to track supply versus demand characteristic as development characteristics in the Main Street Subarea further evolve.

#### 4.4 Baseline Plus Shared Analysis for Near-Term Conditions

##### 4.4.1 *Main Street Subarea Analysis*

**Table 4-2** presents the application of the baseline plus shared methodology to the Main Street Subarea. It reaffirms that the baseline-only demand for full occupancy of existing floor areas in the Main Street Subarea totals 862 spaces at the midday peak (see column 2), and when measured against the existing subarea supply of 994 spaces, would result in a baseline surplus of 132 spaces (see column 3). These results describe a condition with full occupancy of existing development, before the addition of any Block F or T development.

The subarea’s shared parking needs of only new development (of various land use types) are calculated in columns 5 through 8, and summed in column 9. At the midday peak (12:00 noon), this added development would have a need for 202 spaces. Adding the baseline demand for existing floor area to the shared demand for added development indicates a total need for 1,064 spaces at midday. Within this total, column 8 indicates a need for 5 apartment guest spaces at midday to be provided by the proposed public parking structure on that block. Per the description provided by City staff, any resident parking needs of the apartments are expected to be accommodated in a separate parking facility on the block.

The Block F development is expected to add 400 public spaces to that block, and the Block T hotel would add 28 spaces. Taken together, these would increase the total supply in the Main Street Subarea of 1,422 spaces. Column 11 compares the total forecast demand (1,064 spaces) with the expected 1,422-space supply and indicates a resulting surplus of 358 spaces.

From **Table 4-2** and the above discussion, it can be concluded that the Block F and T developments, in combination, will add more spaces to the subarea than they are expected to use. The subarea surplus will grow from 132 spaces in the baseline-only condition, to 358 spaces in the baseline plus shared condition. The 226-space net increase in the surplus (358-132) would be brought about by the

Block F project's parking structure. The enlarged surplus would provide a greater capability for the subarea to support other future development projects as may be brought forward in the Main Street Subarea.

#### 4.4.2 *Block F (Only) Analysis*

Since the improvements within Block F are expected to be the most substantial development changes within the Main Street Subarea, this subsection takes a closer look at the parking implications within only that block. The analysis has been performed using the baseline plus shared methodology isolated to only Block F. This approach is intended to reveal any potential shortfall of parking within the 400-space parking structure expected to be provided on that block. In general, a parking shortfall on the block could displace future Block F demands to the surrounding areas. On the other hand, projected surpluses would indicate a balanced peak parking condition within the block. Beyond an exact balance, the surpluses could support a greater proportion of restaurant use on the block (within the 20,000 SF of retail space), other floor area and mix refinements, greater Block F development intensities, a "space banking" of those surplus spaces to support other emerging subarea development, or some combination of all of these possibilities. The space bank banking option could also advance the Park Once strategy previously called for in the ONSP.

**Table 4-3** presents the parking analysis results for Block F only. Review of the table indicates that forecast Block F parking demands could be entirely accommodated by the planned structure, including a carryover of relatively small existing block demands as shown in column 1 of the table. Block F (only) peak demands (column 7) are expected to shift to the 8 PM hour on a weekday. While termed a weekday, these demands include "full house" Cineplex parking needs that are more likely to occur on a Friday, and total 245 spaces. This demand results in a minimum surplus of 155 spaces (see column 8).

Also from the table, expected Block F (only) demands during the midday peak of the overall Main Street Subarea are forecast at 190 spaces, and would provide a surplus of 210 spaces. Looking to the day-long surpluses reported in column 8 indicates that the 400-space size of the structure would essentially "space bank" parking within the subarea for all of the reported time periods of the day.

**TABLE 4-1**  
**ULI VS. CITY PARKING CODE**

Land Use Type	ULI Parking Rate [a]		City Code: Off Street Parking Requirements (17.18.130)
	Weekday	Weekend	
<b>Retail</b>	3.6 /KSF	4.0 /KSF	1 space per 250 square feet.
<b>Fine/Casual Dining</b>	18.0 /KSF	20.0 /KSF	1 space per each 3 fixed seats; plus 1 space per 45 square feet of other customer service area.
<b>Family Restaurant</b>	10.5 /KSF	15.0 /KSF	1 space per each 3 fixed seats; plus 1 space per 45 square feet of other customer service area.
<b>Fast Food</b>	15.0 /KSF	14.0 /KSF	1 space per 60 square feet (with drive-through). 1 space per employee (with drive-through and no indoor seating)
<b>Nightclub</b>	16.5 /KSF	19.0 /KSF	1 space per each 3 occupants.
<b>Cineplex</b>	0.20 /Seat	0.27 /Seat	1 space per each 3 fixed seats; plus 1 space per each 45 square feet of seating areas with non-fixed seating; plus 1 space for each 3 occupants in other customer service areas.
<b>Performing Arts Theater</b>	0.37 /Seat	0.40 /Seat	1 space per each 3 fixed seats; plus 1 space per each 45 square feet of seating areas with non-fixed seating; plus 1 space for each 3 occupants in other customer service areas.
<b>Health Club</b>	7.0 /KSF	5.75 /KSF	1 space per 150 square feet of weight/equipment room and pool/spa area; plus 1 space per 60 square feet of aerobic/martial art instruction area; plus 1 space per 250 square feet of other floor area (courts, locker rooms, etc.); plus required parking for additional uses on site.
<b>Business Hotel</b>	1.25 /Rm	1.08 /Rm	1 space per each guest room or suite plus required parking for additional uses on site.
<b>Leisure Hotel</b>	1.15 /Rm	1.18 /Rm	1 space per each guest room or suite plus required parking for additional uses on site.
<b>Hotel Restaurant/Lounge</b>	10.0 /KSF	10.0 /KSF	1 space per each 3 fixed seats; plus 1 space per 45 square feet of other customer service area.
<b>Hotel Conference/Banquet</b>	30.0 /KSF[b]	30.0 /KSF[b]	1 space per each 3 fixed seats; plus 1 space per each 45 square feet of seating area with non-fixed seating.
<b>Hotel Convention Space</b>	20.0 /KSF	10.0 /KSF	No Information Given
<b>Residential</b>	1.75 /DU	1.75 /DU	2 spaces per unit. At least one accessible parking space shall be assigned to each dwelling unit. Other required parking may be unassigned but must be made available for the exclusive use of residents of the property and/or their guests.
<b>Office</b>	3.8 /KSF	0.38 /KSF	1 space per 250 square feet.
<b>Medical/Dental</b>	4.5 /KSF	4.5 /KSF	1 space per 200 square feet.
<b>Bank</b>	4.6 /KSF	4.6 /KSF	1 space per 200 square feet.
<b>Library</b>	0.89 /KSF	0.89 /KSF	No Information Given
<b>Community Recreation Center</b>	6.33 /KSF	10.67 /KSF	No Information Given
<b>Church</b>	6.41 /KSF	14.38 /KSF	1 space per 4 fixed seats (every 24 inches of bench shall be considered one seat); plus 1 space per 28 square feet of assembly area without fixed seats.
<b>Park</b>	2.8 /Acre	2.8 /Acre	For each park less than 50 acres; 1 space per each 45 square feet of gymnasium, plus 1 space per each 100 square feet of floor area in largest room in a gymnasium building, plus 1 space per 400 square feet of remaining floor area in gymnasium and other buildings, plus 1 space per each 1/2 acre up to 15 acres and 1 space per each acre in excess of 15 acres

Note:

[a] KSF = thousand square feet, DU = Dwelling Units, Rm = Room

[b] Subject to a sliding scale overlap factor based on room count versus conference/banquet SF.

**TABLE 4-2**  
**NEAR-TERM PARKING NEEDS: WEEKDAY**  
**(USING BASELINE PLUS SHARED PARKING DEMAND ANALYSIS [a])**  
**MAIN STREET SUBAREA FOCUS**

**EXISTING FLOOR AREA WITH THE ADDITION OF BLOCK F AND T PROJECTS**

Land Use	Existing Development			Accounting for Proposed Improvements within Blocks F and T						(9)	(10)	(11)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)				
Size [b] Pkg Rate[c]	"Design Level"	"Baseline" Demand	"Baseline" Surplus (Deficiency)	Retail	Family Restaurant	Cineplex	Business Hotel	Residential Guest		"Baseline" Plus "Shared" Parking Demand	Comparison w/ Proposed Parking Supply	
Gross Spaces	Demand (Existing 93% Floor Area Occupancy)	Demand (100% Floor Area Occupancy)	Based on Existing Supply of 994 Spaces	36 Spc.	105 Spc.	100 Spc.	54 Spc.	23 Spc.			1,422 Spaces	
Time of Day				Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Subtotal for New Development		Surplus (Deficiency)	
10:00 AM	722	776	218	25	92	0	37	5	159	935	487	
12:00 PM	802	862	132	35	105	22	35	5	202	1,064	358	
2:00 PM	691	743	251	35	60	55	37	5	192	935	487	
6:00 PM	580	624	370	35	86	62	36	14	233	857	565	
8:00 PM	491	528	466	29	86	100	36	23	274	802	620	

Notes:

[a] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[b] "Size" values represent future mix of uses identified by the City.

[c] Parking ratios for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

Indicates peak demand or minimum surplus timeframe.

**TABLE 4-3**  
**NEAR-TERM PARKING NEEDS: WEEKDAY**  
**(USING BASELINE SHARED PARKING DEMAND ANALYSIS [a])**  
**BLOCK F SUBAREA FOCUS**

Land Use	(1)	Accounting for Proposed Improvements within Block F					(7)	(8)
		(2)	(3)	(4)	(5)	(6)		
Size [b]	Block F "Design Level" Existing Demand	Retail	Family Restaurant	Cineplex	Residential Guest	Subtotal for New Development	"Baseline" Plus "Shared" Parking Demand	Comparison w/ Proposed Parking Supply 400 Spaces Surplus (Deficiency)
Pkg Rate[c]		10.000 KSF	10.000 KSF	500 Seats	46 DU			
Gross Spaces		3.6 /KSF	10.5 /KSF	0.20 /Seat	0.50 /DU			
Time of Day		36 Spc.	105 Spc.	100 Spc.	23 Spc.			
		Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces			
10:00 AM	29	25	92	0	5	122	151	249
12:00 PM	23	35	105	22	5	167	190	210
2:00 PM	20	35	60	55	5	155	175	225
6:00 PM	13	35	86	62	14	197	210	190
8:00 PM	7	29	86	100	23	238	245	155

Notes:

[a] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[b] "Size" values represent future mix of uses identified by the City.

[c] Parking ratios for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

     Indicates peak demand or minimum surplus timeframe.

**APPENDIX A**  
**EXISTING LAND USE SUMMARY**

**Table A-1**  
**Existing Land Use Summary (Sorted to ULI Shared Parking Categories)**

Land Use Type [a]	Main Street Subarea															Metrolink Station and Community Center			Other					Total
	Block A	Block B/C [b]	Block E	Block F [c]	Block H	Block I	Block K	Block L	Block P	Block Q	Block S	Block T	Block U	Block V	Subtotal	Block M/R [d]	Block N	Subtotal	Block D	Block G	Block J	Block O	Subtotal	
Retail (SF)	--	--	27,721	--	7,199	25,354	23,703	30,852	13,180	6,659	5,439	6,485	5,702	176	152,470	--	--	--	17,030	5,287	--	--	22,317	174,787 SF
Fine/Casual Dining (SF)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 SF
Family Restaurant (SF)	--	--	3,100	--	7,150	--	--	--	1,453	5,996	--	--	--	--	17,699	--	--	--	6,082	--	--	--	6,082	23,781 SF
Fast Food (SF)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 SF
Nightclub (SF)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 SF
Cineplex (Seats)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 SF
Performing Arts Theater (Seats)	--	--	--	--	--	--	--	--	--	348 (8,722 SF)	--	--	--	--	348 (8,722 SF)	--	--	--	--	--	--	--	--	348 Seats (8,722 SF)
Health Club (SF)	--	--	4,300	--	2,800	--	--	--	--	--	--	--	--	--	7,100	--	--	--	--	--	--	--	--	7,100 SF
Business Hotel (Rooms)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 Rooms
Leisure Hotel (Rooms)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 Rooms
Hotel Restaurant/Lounge (SF)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 SF
Hotel Conference/Banquet (SF)	4,378	--	--	--	--	--	--	--	--	--	--	--	--	--	4,378	--	--	--	--	--	--	--	--	4,378 SF
Hotel Convention Space (SF)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 SF
Residential (DU)	4	--	--	--	3	--	19	--	--	--	--	--	--	--	26	--	--	--	3	13	58	--	74	100 DU
Office (SF)	4,604	--	--	--	--	--	9,797	--	18,378	--	1,284	2,065	3,060	--	39,188	--	--	--	3,250	5,800	6,270	--	15,320	54,508 SF
Medical/Dental (SF)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 SF
Bank (SF)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 SF
Library (SF)	--	30,752	--	--	--	--	--	--	--	--	--	--	--	--	30,752	--	--	--	--	--	--	--	--	30,752 SF
Community Recreation Center (SF)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	22,000	22,000	--	--	--	--	--	22,000 SF
Church (SF)	--	--	--	--	4,888	6,300	--	--	1,454	--	--	--	--	--	12,642	--	--	--	--	--	--	--	--	12,642 SF
Park (Acres)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.435	0.435	0.435 AC
<b>Subtotal [e]:</b>	<b>8,982</b>	<b>30,752</b>	<b>35,121</b>	<b>0</b>	<b>22,037</b>	<b>31,654</b>	<b>33,500</b>	<b>30,852</b>	<b>34,465</b>	<b>21,377</b>	<b>6,723</b>	<b>8,550</b>	<b>8,762</b>	<b>176</b>	<b>272,951</b>	<b>0</b>	<b>22,000</b>	<b>22,000</b>	<b>26,362</b>	<b>11,087</b>	<b>6,270</b>	<b>0</b>	<b>43,719</b>	<b>338,670 SF</b>
Vacant	--	1,078	--	--	1,100	--	--	--	8,902	8,914	--	800	--	--	20,794	--	--	--	--	--	--	--	--	20,794 SF
<b>Total [e]:</b>	<b>8,982</b>	<b>31,830</b>	<b>35,121</b>	<b>0</b>	<b>23,137</b>	<b>31,654</b>	<b>33,500</b>	<b>30,852</b>	<b>43,367</b>	<b>30,291</b>	<b>6,723</b>	<b>9,350</b>	<b>8,762</b>	<b>176</b>	<b>293,745</b>	<b>0</b>	<b>22,000</b>	<b>22,000</b>	<b>26,362</b>	<b>11,087</b>	<b>6,270</b>	<b>0</b>	<b>43,719</b>	<b>359,464 SF</b>

Notes:  
Source: City of Santa Clarita Planning Department provided November 2015.  
[a] SF = square footage, DU = dwelling units.  
[b] Vacant floor area within this block refers to "Existing Old Jail".  
[c] All buildings on this lot have been demolished.  
[d] Location consists of a parking area only.  
[e] Subtotal and Total excludes residential and park land use types.

**APPENDIX B**  
**OLD TOWN NEWHALL PARKING SUPPLY**

**Table B-1**  
**Old Town Newhall Parking Supply [a]: Entire Study Area**

Parking Zone	Public Parking				Private Parking				Total
	Unrestricted	Time Restricted (1 or 2hr)	Other Restrictions [b]	Subtotal	Unrestricted	Time Restricted (1 or 2hr)	Other Restrictions [b]	Subtotal	
<b>On-Street Supply [c]</b>									
11th Street	14	--	--	14	--	--	--	0	14
Lyons Avenue	4	--	--	4	--	--	--	0	4
9th Street	28	8	5	41	--	--	--	0	41
8th Street	15	18	4	37	--	--	--	0	37
Market Street	12	13	--	25	--	--	--	0	25
6th Street	5	13	3	21	--	--	--	0	21
5th Street	2	--	--	2	--	--	--	0	2
4th Street	3	--	--	3	--	--	--	0	3
Chestnut Street	27	--	--	27	--	--	--	0	27
Walnut Street	97	4	2	103	--	--	--	0	103
Main Street	7	65	8	80	--	--	--	0	80
Railroad Avenue	11	16	--	27	--	--	--	0	27
Newhall Avenue	5	--	--	5	--	--	--	0	5
Pine Street	72	--	--	72	--	--	--	0	72
<b>Total On-Street Supply:</b>	<b>302</b>	<b>137</b>	<b>22</b>	<b>461</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>0</b>	<b>461</b>
<b>Off-Street Supply</b>									
Block A	--	--	--	0	--	--	29	29	29
Block B/C	108	--	20	128	--	--	--	0	128
Block D	--	--	--	0	81	--	4	85	85
Block E	--	--	--	0	44	--	34	78	78
Block F [d]	--	--	--	0	--	--	--	0	0
Block G	--	--	--	0	32	--	1	33	33
Block H	--	--	--	0	87	--	2	89	89
Block I	--	--	--	0	43	--	8	51	51
Block J	--	--	--	0	--	--	14	14	14
Block K	--	--	--	0	49	--	3	52	52
Block L	--	--	--	0	36	--	19	55	55
Block M	22	--	23	45	--	--	--	0	45
Block N	281	--	46	327	--	--	--	0	327
Block O [e]	--	--	--	0	--	--	--	0	0
Block P	--	--	--	0	67	--	19	86	86
Block Q	--	--	--	0	41	--	3	44	44
Block R	70	--	--	70	--	--	--	0	70
Block S	--	--	--	0	24	--	2	26	26
Block T	49	--	6	55	13	--	1	14	69
Block U	--	16	--	16	--	--	--	0	16
Block V [f]	--	--	--	0	--	--	--	0	0
<b>Total Off-Street Supply:</b>	<b>530</b>	<b>16</b>	<b>95</b>	<b>641</b>	<b>517</b>	<b>0</b>	<b>139</b>	<b>656</b>	<b>1,297</b>
<b>On-Street + Off-Street Supply:</b>	<b>832</b>	<b>153</b>	<b>117</b>	<b>1,102</b>	<b>517</b>	<b>0</b>	<b>139</b>	<b>656</b>	<b>1,758</b>

Notes:

[a] = Parking supply represents marked spaces, off-street residential spaces are not reflected in these totals.

[b] = Includes Handicap Parking and various other restricted parking.

[c] = Unmarked on-street spaces were estimated at 22 feet per space.

[d] = No striped off-street parking exists due to the removal of all buildings.

[e] = No off-street parking was available at Block O.

[f] = Block V is a car dealership. No striped off-street parking exists.

## APPENDIX C

### DATA AND ANALYSIS SUMMARIES FOR ENTIRE STUDY AREA

- TABLE C-1 OLD TOWN NEWHALL PARKING DEMAND - THURSDAY (OCTOBER 22, 2015)
- TABLE C-2 OLD TOWN NEWHALL PARKING DEMAND - FRIDAY (OCTOBER 23, 2015)
- TABLE C-3 OLD TOWN NEWHALL PEAK PARKING DEMAND
- TABLE C-4 OLD TOWN NEWHALL BASELINE PARKING DEMAND (EXISTING PEAK PLUS 10%)

**Table C-1**  
**Old Town Newhall Parking Demand - Thursday (October 22, 2015 [a]): Entire Study Area**

Parking Zone	Supply	Thursday, October 22, 2015									
		10:30 AM		12:30 PM		2:00 PM		6:00 PM		8:00 PM	
		Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied
<b>On-Street Supply</b>											
11th Street	14	5	36%	6	43%	6	43%	1	7%	1	7%
Lyons Avenue	4	4	100%	2	50%	3	75%	3	75%	0	0%
9th Street	41	31	76%	26	63%	24	59%	16	39%	13	32%
8th Street	37	31	84%	28	76%	26	70%	21	57%	17	46%
Market Street	25	18	72%	18	72%	17	68%	24	96%	18	72%
6th Street	21	1	5%	3	14%	3	14%	9	43%	10	48%
5th Street	2	1	50%	1	50%	1	50%	0	0%	0	0%
4th Street	3	2	67%	2	67%	2	67%	0	0%	0	0%
Chestnut Street	27	14	52%	14	52%	15	56%	17	63%	23	85%
Walnut Street	103	82	80%	73	71%	62	60%	56	54%	49	48%
Main Street	80	53	66%	63	79%	65	81%	54	68%	45	56%
Railroad Avenue	27	10	37%	15	56%	18	67%	7	26%	9	33%
Newhall Avenue	5	1	20%	2	40%	0	0%	1	20%	0	0%
Pine Street	72	45	63%	49	68%	46	64%	34	47%	49	68%
<b>Total On-Street Supply:</b>	<b>461</b>	<b>298</b>	<b>65%</b>	<b>302</b>	<b>66%</b>	<b>288</b>	<b>62%</b>	<b>243</b>	<b>53%</b>	<b>234</b>	<b>51%</b>
<b>Off-Street Supply</b>											
Block A	29	4	14%	3	10%	6	21%	4	14%	0	0%
Block B/C	128	45	35%	58	45%	63	49%	54	42%	19	15%
Block D	85	32	38%	40	47%	35	41%	42	49%	23	27%
Block E	78	40	51%	51	65%	41	53%	29	37%	8	10%
Block F	0	26	--	21	--	18	--	10	--	0	--
Block G	33	18	55%	18	55%	16	48%	5	15%	2	6%
Block H	89	31	35%	36	40%	29	33%	32	36%	11	12%
Block I	51	62	100%	67	100%	64	100%	49	96%	36	71%
Block J	14	3	21%	2	14%	2	14%	0	0%	0	0%
Block K	52	20	38%	25	48%	22	42%	8	15%	5	10%
Block L	55	49	89%	44	80%	46	84%	30	55%	22	40%
Block M	45	34	76%	36	80%	34	76%	12	27%	5	11%
Block N	327	230	70%	218	67%	215	66%	160	49%	65	20%
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	86	24	28%	29	34%	27	31%	22	26%	21	24%
Block Q	44	24	55%	24	55%	30	68%	36	82%	37	84%
Block R	70	70	100%	70	100%	70	100%	19	27%	0	0%
Block S	26	12	46%	17	65%	11	42%	9	35%	4	15%
Block T	69	34	49%	32	46%	30	43%	37	54%	46	67%
Block U	16	22	100%	22	100%	28	100%	6	38%	3	19%
Block V	0	2	--	3	--	3	--	1	--	0	--
<b>Total Off-Street Supply:</b>	<b>1,297</b>	<b>782</b>	<b>60%</b>	<b>816</b>	<b>63%</b>	<b>790</b>	<b>61%</b>	<b>565</b>	<b>44%</b>	<b>307</b>	<b>24%</b>
<b>On-Street + Off-Street Supply:</b>	<b>1,758</b>	<b>1,080</b>	<b>61%</b>	<b>1,118</b>	<b>64%</b>	<b>1,078</b>	<b>61%</b>	<b>808</b>	<b>46%</b>	<b>541</b>	<b>31%</b>

Note:

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

**Table C-2**  
**Old Town Newhall Parking Demand - Friday (October 23, 2015 [a]): Entire Study Area**

Parking Zone	Supply	Friday, October 23, 2015									
		10:30 AM		12:30 PM		2:00 PM		6:00 PM		8:00 PM	
		Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied
<b>On-Street Supply</b>											
11th Street	14	4	29%	4	29%	4	29%	2	14%	2	14%
Lyons Avenue	4	4	100%	3	75%	4	100%	2	50%	1	25%
9th Street	41	47	100%	40	98%	25	61%	14	34%	12	29%
8th Street	37	31	84%	36	97%	27	73%	24	65%	18	49%
Market Street	25	18	72%	19	76%	17	68%	20	80%	22	88%
6th Street	21	2	10%	4	19%	2	10%	8	38%	18	86%
5th Street	2	1	50%	2	100%	2	100%	0	0%	0	0%
4th Street	3	2	67%	3	100%	2	67%	1	33%	0	0%
Chestnut Street	27	21	78%	22	81%	18	67%	21	78%	16	59%
Walnut Street	103	89	86%	92	89%	63	61%	41	40%	38	37%
Main Street	80	60	75%	66	83%	59	74%	70	88%	74	93%
Railroad Avenue	27	16	59%	16	59%	18	67%	13	48%	12	44%
Newhall Avenue	5	1	20%	0	0%	0	0%	0	0%	0	0%
Pine Street	72	23	32%	23	32%	22	31%	41	57%	42	58%
<b>Total On-Street Supply:</b>	<b>461</b>	<b>319</b>	<b>69%</b>	<b>330</b>	<b>72%</b>	<b>263</b>	<b>57%</b>	<b>257</b>	<b>56%</b>	<b>255</b>	<b>55%</b>
<b>Off-Street Supply</b>											
Block A	29	4	14%	1	3%	3	10%	1	3%	0	0%
Block B/C	128	65	51%	66	52%	70	55%	28	22%	10	8%
Block D	85	81	95%	81	95%	57	67%	29	34%	13	15%
Block E	78	54	69%	61	78%	39	50%	41	53%	20	26%
Block F	0	16	--	19	--	18	--	12	--	6	--
Block G	33	20	61%	20	61%	13	39%	3	9%	3	9%
Block H	89	40	45%	86	97%	35	39%	28	31%	18	20%
Block I	51	55	100%	65	100%	63	100%	49	96%	48	94%
Block J	14	3	21%	4	29%	4	29%	0	0%	0	0%
Block K	52	26	50%	28	54%	27	52%	16	31%	7	13%
Block L	55	54	98%	46	84%	51	93%	37	67%	36	65%
Block M	45	31	69%	31	69%	30	67%	13	29%	8	18%
Block N	327	157	48%	157	48%	152	46%	97	30%	29	9%
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	86	29	34%	32	37%	30	35%	18	21%	11	13%
Block Q	44	16	36%	30	68%	29	66%	29	66%	38	86%
Block R	70	64	91%	62	89%	62	89%	16	23%	4	6%
Block S	26	15	58%	14	54%	14	54%	8	31%	7	27%
Block T	69	24	35%	27	39%	28	41%	29	42%	45	65%
Block U	16	22	100%	24	100%	25	100%	6	38%	5	31%
Block V	0	2	--	5	--	3	--	3	--	0	--
<b>Total Off-Street Supply:</b>	<b>1,297</b>	<b>778</b>	<b>60%</b>	<b>859</b>	<b>66%</b>	<b>753</b>	<b>58%</b>	<b>463</b>	<b>36%</b>	<b>308</b>	<b>24%</b>
<b>On-Street + Off-Street Supply:</b>	<b>1,758</b>	<b>1,097</b>	<b>62%</b>	<b>1,189</b>	<b>68%</b>	<b>1,016</b>	<b>58%</b>	<b>720</b>	<b>41%</b>	<b>563</b>	<b>32%</b>

Note:

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

**Table C-3**  
**Old Town Newhall Peak Parking Demand [a]: Entire Study Area**

Parking Zone	Supply	Peak from Thursday and Friday (10/22/15 and 10/23/15)									
		10:30 AM		12:30 PM		2:00 PM		6:00 PM		8:00 PM	
		Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied
<b>On-Street Supply</b>											
11th Street	14	5	36%	6	43%	6	43%	2	14%	2	14%
Lyons Avenue	4	4	100%	3	75%	4	100%	3	75%	1	25%
9th Street	41	47	100%	40	98%	25	61%	16	39%	13	32%
8th Street	37	31	84%	36	97%	27	73%	24	65%	18	49%
Market Street	25	18	72%	19	76%	17	68%	24	96%	22	88%
6th Street	21	2	10%	4	19%	3	14%	9	43%	18	86%
5th Street	2	1	50%	2	100%	2	100%	0	0%	0	0%
4th Street	3	2	67%	3	100%	2	67%	1	33%	0	0%
Chestnut Street	27	21	78%	22	81%	18	67%	21	78%	23	85%
Walnut Street	103	89	86%	92	89%	63	61%	56	54%	49	48%
Main Street	80	60	75%	66	83%	65	81%	70	88%	74	93%
Railroad Avenue	27	16	59%	16	59%	18	67%	13	48%	12	44%
Newhall Avenue	5	1	20%	2	40%	0	0%	1	20%	0	0%
Pine Street	72	45	63%	49	68%	46	64%	41	57%	49	68%
<b>Total On-Street Supply:</b>	<b>461</b>	<b>342</b>	<b>74%</b>	<b>360</b>	<b>78%</b>	<b>296</b>	<b>64%</b>	<b>281</b>	<b>61%</b>	<b>281</b>	<b>61%</b>
<b>Off-Street Supply</b>											
Block A	29	4	14%	3	10%	6	21%	4	14%	0	0%
Block B/C	128	65	51%	66	52%	70	55%	54	42%	19	15%
Block D	85	81	95%	81	95%	57	67%	42	49%	23	27%
Block E	78	54	69%	61	78%	41	53%	41	53%	20	26%
Block F	0	26	--	21	--	18	--	12	--	6	--
Block G	33	20	61%	20	61%	16	48%	5	15%	3	9%
Block H	89	40	45%	86	97%	35	39%	32	36%	18	20%
Block I	51	62	100%	67	100%	64	100%	49	96%	48	94%
Block J	14	3	21%	4	29%	4	29%	0	0%	0	0%
Block K	52	26	50%	28	54%	27	52%	16	31%	7	13%
Block L	55	54	98%	46	84%	51	93%	37	67%	36	65%
Block M	45	34	76%	36	80%	34	76%	13	29%	8	18%
Block N	327	230	70%	218	67%	215	66%	160	49%	65	20%
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	86	29	34%	32	37%	30	35%	22	26%	21	24%
Block Q	44	24	55%	30	68%	30	68%	36	82%	38	86%
Block R	70	70	100%	70	100%	70	100%	19	27%	4	6%
Block S	26	15	58%	17	65%	14	54%	9	35%	7	27%
Block T	69	34	49%	32	46%	30	43%	37	54%	46	67%
Block U	16	2	100%	24	100%	28	100%	6	38%	5	31%
Block V	0	2	--	5	--	3	--	3	--	0	--
<b>Total Off-Street Supply:</b>	<b>1,297</b>	<b>895</b>	<b>69%</b>	<b>947</b>	<b>73%</b>	<b>843</b>	<b>65%</b>	<b>597</b>	<b>46%</b>	<b>374</b>	<b>29%</b>
<b>On-Street + Off-Street Supply:</b>	<b>1,758</b>	<b>1,237</b>	<b>70%</b>	<b>1,307</b>	<b>74%</b>	<b>1,139</b>	<b>65%</b>	<b>878</b>	<b>50%</b>	<b>655</b>	<b>37%</b>

**Note:**

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

Maximum Demand Occurred on Thursday, October 22, 2015.

Maximum Demand Occurred on Friday, October 23, 2015.

**Table C-4**  
**Old Town Newhall Baseline Parking Demand (Existing Peak Plus 10%) [a]: Entire Study Area**

Parking Zone	Supply	Peak from Thursday and Friday (10/22/15 and 10/23/15) Plus 10%									
		10:30 AM		12:30 PM		2:00 PM		6:00 PM		8:00 PM	
		Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied
<b>On-Street Supply</b>											
11th Street	14	6	43%	7	50%	7	50%	2	14%	2	14%
Lyons Avenue	4	4	100%	3	75%	4	100%	3	75%	1	25%
9th Street	41	52	100%	44	100%	28	68%	18	44%	14	34%
8th Street	37	34	92%	40	100%	30	81%	26	70%	20	54%
Market Street	25	20	80%	21	84%	19	76%	26	100%	24	96%
6th Street	21	2	10%	4	19%	3	14%	10	48%	20	95%
5th Street	2	1	50%	2	100%	2	100%	0	0%	0	0%
4th Street	3	2	67%	3	100%	2	67%	1	33%	0	0%
Chestnut Street	27	23	85%	24	89%	20	74%	23	85%	25	93%
Walnut Street	103	98	95%	101	98%	69	67%	62	60%	54	52%
Main Street	80	66	83%	73	91%	72	90%	77	96%	81	100%
Railroad Avenue	27	18	67%	18	67%	20	74%	14	52%	13	48%
Newhall Avenue	5	1	20%	2	40%	0	0%	1	20%	0	0%
Pine Street	72	50	69%	54	75%	51	71%	45	63%	54	75%
<b>Total On-Street Supply:</b>	<b>461</b>	<b>377</b>	<b>82%</b>	<b>396</b>	<b>86%</b>	<b>327</b>	<b>71%</b>	<b>308</b>	<b>67%</b>	<b>308</b>	<b>67%</b>
<b>Off-Street Supply</b>											
Block A	29	4	14%	3	10%	7	24%	4	14%	0	0%
Block B/C	128	72	56%	73	57%	77	60%	59	46%	21	16%
Block D	85	89	100%	89	100%	63	74%	46	54%	25	29%
Block E	78	59	76%	67	86%	45	58%	45	58%	22	28%
Block F	0	29	--	23	--	20	--	13	--	7	--
Block G	33	22	67%	22	67%	18	55%	6	18%	3	9%
Block H	89	44	49%	95	100%	39	44%	35	39%	20	22%
Block I	51	68	100%	74	100%	70	100%	54	100%	53	100%
Block J	14	3	21%	4	29%	4	29%	0	0%	0	0%
Block K	52	29	56%	31	60%	30	58%	18	35%	8	15%
Block L	55	59	100%	51	93%	56	100%	41	75%	40	73%
Block M	45	37	82%	40	89%	37	82%	14	31%	9	20%
Block N	327	253	77%	240	73%	237	72%	176	54%	72	22%
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	86	32	37%	35	41%	33	38%	24	28%	23	27%
Block Q	44	26	59%	33	75%	33	75%	40	91%	42	95%
Block R	70	77	100%	77	100%	77	100%	21	30%	4	6%
Block S	26	17	65%	19	73%	15	58%	10	38%	8	31%
Block T	69	37	54%	35	51%	33	48%	41	59%	51	74%
Block U	16	24	100%	26	100%	31	100%	7	44%	6	38%
Block V	--	2	--	6	--	3	--	3	--	0	--
<b>Total Off-Street Supply:</b>	<b>1,297</b>	<b>983</b>	<b>76%</b>	<b>1043</b>	<b>80%</b>	<b>928</b>	<b>72%</b>	<b>657</b>	<b>51%</b>	<b>414</b>	<b>32%</b>
<b>On-Street + Off-Street Supply:</b>	<b>1,758</b>	<b>1,360</b>	<b>77%</b>	<b>1,439</b>	<b>82%</b>	<b>1,255</b>	<b>71%</b>	<b>965</b>	<b>55%</b>	<b>722</b>	<b>41%</b>

**Note:**

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

Maximum Demand Occurred on Thursday, April 26th, 2012 or based on October 11th, 2012 parking count supplement.

Maximum Demand Occurred on Friday, April 27th, 2012 or based on October 12th, 2012 parking count supplement.

## APPENDIX D

### DATA AND ANALYSIS SUMMARIES FOR MAIN STREET SUBAREA FOCUS

- TABLE D-1 OLD TOWN NEWHALL PARKING DEMAND - THURSDAY (OCTOBER 22, 2015)
- TABLE D-2 OLD TOWN NEWHALL PARKING DEMAND - FRIDAY (OCTOBER 23, 2015)
- TABLE D-3 OLD TOWN NEWHALL PEAK PARKING DEMAND
- TABLE D-4 OLD TOWN NEWHALL BASELINE PARKING DEMAND (EXISTING PEAK PLUS 10%)

**Table D-1**  
**Old Town Newhall Parking Demand - Thursday (October 22, 2015 [a]): Main Street Subarea Focus**

Parking Zone	Supply	Thursday, October 22, 2015									
		10:30 AM		12:30 PM		2:00 PM		6:00 PM		8:00 PM	
		Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied
<b>On-Street Supply</b>											
11th Street	14	5	36%	6	43%	6	43%	1	7%	1	7%
Lyons Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
9th Street	26	21	81%	15	58%	15	58%	9	35%	7	27%
8th Street	23	20	87%	18	78%	18	78%	11	48%	8	35%
Market Street	22	15	68%	15	68%	14	64%	22	100%	16	73%
6th Street	21	1	5%	3	14%	3	14%	9	43%	10	48%
5th Street	2	1	50%	1	50%	1	50%	0	0%	0	0%
4th Street	3	2	67%	2	67%	2	67%	0	0%	0	0%
Chestnut Street	--	--	--	--	--	--	--	--	--	--	--
Walnut Street	53	40	75%	36	68%	31	58%	26	49%	29	55%
Main Street	80	53	66%	63	79%	65	81%	54	68%	45	56%
Railroad Avenue	27	10	37%	15	56%	18	67%	7	26%	9	33%
Newhall Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
Pine Street	--	--	--	--	--	--	--	--	--	--	--
<b>Total On-Street Supply:</b>	<b>271</b>	<b>168</b>	<b>62%</b>	<b>174</b>	<b>64%</b>	<b>173</b>	<b>64%</b>	<b>139</b>	<b>51%</b>	<b>125</b>	<b>46%</b>
<b>Off-Street Supply</b>											
Block A	29	4	14%	3	10%	6	21%	4	14%	0	0%
Block B/C	128	45	35%	58	45%	63	49%	54	42%	19	15%
Block D	--	--	--	--	--	--	--	--	--	--	--
Block E	78	40	51%	51	65%	41	53%	29	37%	8	10%
Block F	0	26	--	21	--	18	--	10	--	0	--
Block G	--	--	--	--	--	--	--	--	--	--	--
Block H	89	31	35%	36	40%	29	33%	32	36%	11	12%
Block I	51	62	100%	67	100%	64	100%	49	96%	36	71%
Block J	--	--	--	--	--	--	--	--	--	--	--
Block K	52	20	38%	25	48%	22	42%	8	15%	5	10%
Block L	55	49	89%	44	80%	46	84%	30	55%	22	40%
Block M	--	--	--	--	--	--	--	--	--	--	--
Block N	--	--	--	--	--	--	--	--	--	--	--
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	86	24	28%	29	34%	27	31%	22	26%	21	24%
Block Q	44	24	55%	24	55%	30	68%	36	82%	37	84%
Block R	--	--	--	--	--	--	--	--	--	0	--
Block S	26	12	46%	17	65%	11	42%	9	35%	4	15%
Block T	69	34	49%	32	46%	30	43%	37	54%	46	67%
Block U	16	22	100%	22	100%	28	100%	6	38%	3	19%
Block V	0	2	--	3	--	3	--	1	--	0	--
<b>Total Off-Street Supply:</b>	<b>723</b>	<b>395</b>	<b>55%</b>	<b>432</b>	<b>60%</b>	<b>418</b>	<b>58%</b>	<b>327</b>	<b>45%</b>	<b>212</b>	<b>29%</b>
<b>On-Street + Off-Street Supply:</b>	<b>994</b>	<b>563</b>	<b>57%</b>	<b>606</b>	<b>61%</b>	<b>591</b>	<b>59%</b>	<b>466</b>	<b>47%</b>	<b>337</b>	<b>34%</b>

Note:

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

**Table D-2**  
**Old Town Newhall Parking Demand - Friday (October 23, 2015 [a]): Main Street Subarea Focus**

Parking Zone	Supply	Friday, October 23, 2015									
		10:30 AM		12:30 PM		2:00 PM		6:00 PM		8:00 PM	
		Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied
<b>On-Street Supply</b>											
11th Street	14	4	29%	4	29%	4	29%	2	14%	2	14%
Lyons Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
9th Street	26	33	100%	27	100%	22	85%	10	38%	6	23%
8th Street	23	18	78%	21	91%	17	74%	16	70%	11	48%
Market Street	22	15	68%	16	73%	14	64%	18	82%	20	91%
6th Street	21	2	10%	4	19%	2	10%	8	38%	18	86%
5th Street	2	1	50%	2	100%	2	100%	0	0%	0	0%
4th Street	3	2	67%	3	100%	2	67%	1	33%	0	0%
Chestnut Street	--	--	--	--	--	--	--	--	--	--	--
Walnut Street	53	45	85%	48	91%	29	55%	19	36%	23	43%
Main Street	80	60	75%	66	83%	59	74%	70	88%	74	93%
Railroad Avenue	27	16	59%	16	59%	18	67%	13	48%	12	44%
Newhall Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
Pine Street	--	--	--	--	--	--	--	--	--	--	--
<b>Total On-Street Supply:</b>	<b>271</b>	<b>196</b>	<b>72%</b>	<b>207</b>	<b>76%</b>	<b>169</b>	<b>62%</b>	<b>157</b>	<b>58%</b>	<b>166</b>	<b>61%</b>
<b>Off-Street Supply</b>											
Block A	29	4	14%	1	3%	3	10%	1	3%	0	0%
Block B/C	128	65	51%	66	52%	70	55%	28	22%	10	8%
Block D	--	--	--	--	--	--	--	--	--	--	--
Block E	78	54	69%	61	78%	39	50%	41	53%	20	26%
Block F	0	16	--	19	--	18	--	12	--	6	--
Block G	--	--	--	--	--	--	--	--	--	--	--
Block H	89	40	45%	86	97%	35	39%	28	31%	18	20%
Block I	51	55	100%	65	100%	63	100%	49	96%	48	94%
Block J	--	--	--	--	--	--	--	--	--	--	--
Block K	52	26	50%	28	54%	27	52%	16	31%	7	13%
Block L	55	54	98%	46	84%	51	93%	37	67%	36	65%
Block M	--	--	--	--	--	--	--	--	--	--	--
Block N	--	--	--	--	--	--	--	--	--	--	--
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	86	29	34%	32	37%	30	35%	18	21%	11	13%
Block Q	44	16	36%	30	68%	29	66%	29	66%	38	86%
Block R	--	--	--	--	--	--	--	--	--	--	--
Block S	26	15	58%	14	54%	14	54%	8	31%	7	27%
Block T	69	24	35%	27	39%	28	41%	29	42%	45	65%
Block U	16	22	100%	24	100%	25	100%	6	38%	5	31%
Block V	0	2	--	5	--	3	--	3	--	0	--
<b>Total Off-Street Supply:</b>	<b>723</b>	<b>422</b>	<b>58%</b>	<b>504</b>	<b>70%</b>	<b>435</b>	<b>60%</b>	<b>305</b>	<b>42%</b>	<b>251</b>	<b>35%</b>
<b>On-Street + Off-Street Supply:</b>	<b>994</b>	<b>618</b>	<b>62%</b>	<b>711</b>	<b>72%</b>	<b>604</b>	<b>61%</b>	<b>462</b>	<b>46%</b>	<b>417</b>	<b>42%</b>

Note:

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

**Table D-3**  
**Old Town Newhall Peak Parking Demand [a]: Main Street Subarea Focus**

Parking Zone	Supply	Peak from Thursday and Friday (10/22/15 and 10/23/15)									
		10:30 AM		12:30 PM		2:00 PM		6:00 PM		8:00 PM	
		Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied
<b>On-Street Supply</b>											
11th Street	14	5	36%	6	43%	6	43%	2	14%	2	14%
Lyons Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
9th Street	26	33	100%	27	100%	22	85%	10	38%	7	27%
8th Street	23	20	87%	21	91%	18	78%	16	70%	11	48%
Market Street	22	15	68%	16	73%	14	64%	22	100%	20	91%
6th Street	21	2	10%	4	19%	3	14%	9	43%	18	86%
5th Street	2	1	50%	2	100%	2	100%	0	0%	0	0%
4th Street	3	2	67%	3	100%	2	67%	1	33%	0	0%
Chestnut Street	--	--	--	--	--	--	--	--	--	--	--
Walnut Street	53	45	85%	48	91%	31	58%	26	49%	29	55%
Main Street	80	60	75%	66	83%	65	81%	70	88%	74	93%
Railroad Avenue	27	16	59%	16	59%	18	67%	13	48%	12	44%
Newhall Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
Pine Street	--	--	--	--	--	--	--	--	--	--	--
<b>Total On-Street Supply:</b>	<b>271</b>	<b>199</b>	<b>73%</b>	<b>209</b>	<b>77%</b>	<b>181</b>	<b>67%</b>	<b>169</b>	<b>62%</b>	<b>173</b>	<b>64%</b>
<b>Off-Street Supply</b>											
Block A	29	4	14%	3	10%	6	21%	4	14%	0	0%
Block B/C	128	65	51%	66	52%	70	55%	54	42%	19	15%
Block D	--	--	--	--	--	--	--	--	--	--	--
Block E	78	54	69%	61	78%	41	53%	41	53%	20	26%
Block F	0	26	--	21	--	18	--	12	--	6	--
Block G	--	--	--	--	--	--	--	--	--	--	--
Block H	89	40	45%	86	97%	35	39%	32	36%	18	20%
Block I	51	62	100%	67	100%	64	100%	49	96%	48	94%
Block J	--	--	--	--	--	--	--	--	--	--	--
Block K	52	26	50%	28	54%	27	52%	16	31%	7	13%
Block L	55	54	98%	46	84%	51	93%	37	67%	36	65%
Block M	--	--	--	--	--	--	--	--	--	--	--
Block N	--	--	--	--	--	--	--	--	--	--	--
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	86	29	34%	32	37%	30	35%	22	26%	21	24%
Block Q	44	24	55%	30	68%	30	68%	36	82%	38	86%
Block R	--	--	--	--	--	--	--	--	--	--	--
Block S	26	15	58%	17	65%	14	54%	9	35%	7	27%
Block T	69	34	49%	32	46%	30	43%	37	54%	46	67%
Block U	16	22	100%	24	100%	28	100%	6	38%	5	31%
Block V	0	2	--	5	--	3	--	3	--	0	--
<b>Total Off-Street Supply:</b>	<b>723</b>	<b>457</b>	<b>63%</b>	<b>518</b>	<b>72%</b>	<b>447</b>	<b>62%</b>	<b>358</b>	<b>50%</b>	<b>271</b>	<b>37%</b>
<b>On-Street + Off-Street Supply:</b>	<b>994</b>	<b>656</b>	<b>66%</b>	<b>727</b>	<b>73%</b>	<b>628</b>	<b>63%</b>	<b>527</b>	<b>53%</b>	<b>444</b>	<b>45%</b>

Note:

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

Maximum Demand Occurred on Thursday, October 22, 2015.

Maximum Demand Occurred on Friday, October 23, 2015.

**Table D-4**  
**Old Town Newhall Baseline Parking Demand (Existing Peak Plus 10%) [a]: Main Street Subarea Focus**

Parking Zone	Supply	Peak from Thursday and Friday (10/22/15 and 10/23/15) Plus 10%									
		10:30 AM		12:30 PM		2:00 PM		6:00 PM		8:00 PM	
		Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied
<b>On-Street Supply</b>											
11th Street	14	6	43%	7	50%	7	50%	2	14%	2	14%
Lyons Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
9th Street	26	36	100%	30	100%	24	92%	11	42%	8	31%
8th Street	23	22	96%	23	100%	20	87%	18	78%	12	52%
Market Street	22	17	77%	18	82%	15	68%	24	100%	22	100%
6th Street	21	2	10%	4	19%	3	14%	10	48%	20	95%
5th Street	2	1	50%	2	100%	2	100%	0	0%	0	0%
4th Street	3	2	67%	3	100%	2	67%	1	33%	0	0%
Chestnut Street	--	--	--	--	--	--	--	--	--	--	--
Walnut Street	53	50	94%	53	100%	34	64%	29	55%	32	60%
Main Street	80	66	83%	73	91%	72	90%	77	96%	81	100%
Railroad Avenue	27	18	67%	18	67%	20	74%	14	52%	13	48%
Newhall Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
Pine Street	--	--	--	--	--	--	--	--	--	--	--
<b>Total On-Street Supply:</b>	<b>271</b>	<b>220</b>	<b>81%</b>	<b>231</b>	<b>85%</b>	<b>199</b>	<b>73%</b>	<b>186</b>	<b>69%</b>	<b>190</b>	<b>70%</b>
<b>Off-Street Supply</b>											
Block A	29	4	14%	3	10%	7	24%	4	14%	0	0%
Block B/C	128	72	56%	73	57%	77	60%	59	46%	21	16%
Block D	--	--	--	--	--	--	--	--	--	--	--
Block E	78	59	76%	67	86%	45	58%	45	58%	22	28%
Block F	0	29	--	23	--	20	--	13	--	7	--
Block G	--	--	--	--	--	--	--	--	--	--	--
Block H	89	44	49%	95	100%	39	44%	35	39%	20	22%
Block I	51	68	100%	74	100%	70	100%	54	100%	53	100%
Block J	--	--	--	--	--	--	--	--	--	--	--
Block K	52	29	56%	31	60%	30	58%	18	35%	8	15%
Block L	55	59	100%	51	93%	56	100%	41	75%	40	73%
Block M	--	--	--	--	--	--	--	--	--	--	--
Block N	--	--	--	--	--	--	--	--	--	--	--
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	86	32	37%	35	41%	33	38%	24	28%	23	27%
Block Q	44	26	59%	33	75%	33	75%	40	91%	42	95%
Block R	--	--	--	--	--	--	--	--	--	--	--
Block S	26	17	65%	19	73%	15	58%	10	38%	8	31%
Block T	69	37	54%	35	51%	33	48%	41	59%	51	74%
Block U	16	24	100%	26	100%	31	100%	7	44%	6	38%
Block V	0	2	--	6	--	3	--	3	--	0	--
<b>Total Off-Street Supply:</b>	<b>723</b>	<b>502</b>	<b>69%</b>	<b>571</b>	<b>79%</b>	<b>492</b>	<b>68%</b>	<b>394</b>	<b>54%</b>	<b>301</b>	<b>42%</b>
<b>On-Street + Off-Street Supply:</b>	<b>994</b>	<b>722</b>	<b>73%</b>	<b>802</b>	<b>81%</b>	<b>691</b>	<b>70%</b>	<b>580</b>	<b>58%</b>	<b>491</b>	<b>49%</b>

**Note:**

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

Maximum Demand Occurred on Thursday, October 22, 2015.

Maximum Demand Occurred on Friday, October 23, 2015.

## APPENDIX E

### DATA AND ANALYSIS SUMMARIES FOR MAIN STREET SUBAREA + METROLINK STATION/COMMUNITY CENTER SUBAREA FOCUS

- TABLE E-1 OLD TOWN NEWHALL PARKING DEMAND - THURSDAY (OCTOBER 22, 2015)
- TABLE E-2 OLD TOWN NEWHALL PARKING DEMAND - FRIDAY (OCTOBER 23, 2015)
- TABLE E-3 OLD TOWN NEWHALL PEAK PARKING DEMAND
- TABLE E-4 OLD TOWN NEWHALL BASELINE PARKING DEMAND (EXISTING PEAK PLUS 10%)

**Table E-1**  
**Old Town Newhall Parking Demand**  
**Thursday (October 22, 2015 [a]): Main Street Subarea + Metrolink Station/Community Center Focus**

Parking Zone	Supply	Thursday, October 22, 2015									
		10:30 AM		12:30 PM		2:00 PM		6:00 PM		8:00 PM	
		Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied
<b>On-Street Supply</b>											
11th Street	14	5	36%	6	43%	6	43%	1	7%	1	7%
Lyons Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
9th Street	26	21	81%	15	58%	15	58%	9	35%	7	27%
8th Street	23	20	87%	18	78%	18	78%	11	48%	8	35%
Market Street	22	15	68%	15	68%	14	64%	22	100%	16	73%
6th Street	21	1	5%	3	14%	3	14%	9	43%	10	48%
5th Street	2	1	50%	1	50%	1	50%	0	0%	0	0%
4th Street	3	2	67%	2	67%	2	67%	0	0%	0	0%
Chestnut Street	--	--	--	--	--	--	--	--	--	--	--
Walnut Street	53	40	75%	36	68%	31	58%	26	49%	29	55%
Main Street	80	53	66%	63	79%	65	81%	54	68%	45	56%
Railroad Avenue	27	10	37%	15	56%	18	67%	7	26%	9	33%
Newhall Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
Pine Street	--	--	--	--	--	--	--	--	--	--	--
<b>Total On-Street Supply:</b>	<b>271</b>	<b>168</b>	<b>62%</b>	<b>174</b>	<b>64%</b>	<b>173</b>	<b>64%</b>	<b>139</b>	<b>51%</b>	<b>125</b>	<b>46%</b>
<b>Off-Street Supply</b>											
Block A	29	4	14%	3	10%	6	21%	4	14%	0	0%
Block B/C	128	45	35%	58	45%	63	49%	54	42%	19	15%
Block D	--	--	--	--	--	--	--	--	--	--	--
Block E	78	40	51%	51	65%	41	53%	29	37%	8	10%
Block F	0	26	--	21	--	18	--	10	--	0	--
Block G	--	--	--	--	--	--	--	--	--	--	--
Block H	89	31	35%	36	40%	29	33%	32	36%	11	12%
Block I	51	62	100%	67	100%	64	100%	49	96%	36	71%
Block J	--	--	--	--	--	--	--	--	--	--	--
Block K	52	20	38%	25	48%	22	42%	8	15%	5	10%
Block L	55	49	89%	44	80%	46	84%	30	55%	22	40%
Block M	45	34	76%	36	80%	34	76%	12	27%	5	11%
Block N	327	230	70%	218	67%	215	66%	160	49%	65	20%
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	86	24	28%	29	34%	27	31%	22	26%	21	24%
Block Q	44	24	55%	24	55%	30	68%	36	82%	37	84%
Block R	70	70	100%	70	100%	70	100%	19	27%	0	0%
Block S	26	12	46%	17	65%	11	42%	9	35%	4	15%
Block T	69	34	49%	32	46%	30	43%	37	54%	46	67%
Block U	16	22	100%	22	100%	28	100%	6	38%	3	19%
Block V	0	2	--	3	--	3	--	1	--	0	--
<b>Total Off-Street Supply:</b>	<b>1,165</b>	<b>729</b>	<b>63%</b>	<b>756</b>	<b>65%</b>	<b>737</b>	<b>63%</b>	<b>518</b>	<b>44%</b>	<b>282</b>	<b>24%</b>
<b>On-Street + Off-Street Supply:</b>	<b>1,436</b>	<b>897</b>	<b>62%</b>	<b>930</b>	<b>65%</b>	<b>910</b>	<b>63%</b>	<b>657</b>	<b>46%</b>	<b>407</b>	<b>28%</b>

Note:

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

**Table E-2**  
**Old Town Newhall Parking Demand**  
**Friday (October 23, 2015 [a]): Main Street Subarea + Metrolink Station/Community Center Focus**

Parking Zone	Supply	Friday, October 23, 2015									
		10:30 AM		12:30 PM		2:00 PM		6:00 PM		8:00 PM	
		Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied
<b>On-Street Supply</b>											
11th Street	14	4	29%	4	29%	4	29%	2	14%	2	14%
Lyons Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
9th Street	26	33	100%	27	100%	22	85%	10	38%	6	23%
8th Street	23	18	78%	21	91%	17	74%	16	70%	11	48%
Market Street	22	15	68%	16	73%	14	64%	18	82%	20	91%
6th Street	21	2	10%	4	19%	2	10%	8	38%	18	86%
5th Street	2	1	50%	2	100%	2	100%	0	0%	0	0%
4th Street	3	2	67%	3	100%	2	67%	1	33%	0	0%
Chestnut Street	--	--	--	--	--	--	--	--	--	--	--
Walnut Street	53	45	85%	48	91%	29	55%	19	36%	23	43%
Main Street	80	60	75%	66	83%	59	74%	70	88%	74	93%
Railroad Avenue	27	16	59%	16	59%	18	67%	13	48%	12	44%
Newhall Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
Pine Street	--	--	--	--	--	--	--	--	--	--	--
<b>Total On-Street Supply:</b>	<b>271</b>	<b>196</b>	<b>72%</b>	<b>207</b>	<b>76%</b>	<b>169</b>	<b>62%</b>	<b>157</b>	<b>58%</b>	<b>166</b>	<b>61%</b>
<b>Off-Street Supply</b>											
Block A	29	4	14%	1	3%	3	10%	1	3%	0	0%
Block B/C	128	65	51%	66	52%	70	55%	28	22%	10	8%
Block D	--	--	--	--	--	--	--	--	--	--	--
Block E	78	54	69%	61	78%	39	50%	41	53%	20	26%
Block F	0	16	--	19	--	18	--	12	--	6	--
Block G	--	--	--	--	--	--	--	--	--	--	--
Block H	89	40	45%	86	97%	35	39%	28	31%	18	20%
Block I	51	55	100%	65	100%	63	100%	49	96%	48	94%
Block J	--	--	--	--	--	--	--	--	--	--	--
Block K	52	26	50%	28	54%	27	52%	16	31%	7	13%
Block L	55	54	98%	46	84%	51	93%	37	67%	36	65%
Block M	45	31	69%	31	69%	30	67%	13	29%	8	18%
Block N	327	157	48%	157	48%	152	46%	97	30%	29	9%
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	86	29	34%	32	37%	30	35%	18	21%	11	13%
Block Q	44	16	36%	30	68%	29	66%	29	66%	38	86%
Block R	70	64	91%	62	89%	62	89%	16	23%	4	6%
Block S	26	15	58%	14	54%	14	54%	8	31%	7	27%
Block T	69	24	35%	27	39%	28	41%	29	42%	45	65%
Block U	16	22	100%	24	100%	25	100%	6	38%	5	31%
Block V	0	2	--	5	--	3	--	3	--	0	--
<b>Total Off-Street Supply:</b>	<b>1,165</b>	<b>674</b>	<b>58%</b>	<b>754</b>	<b>65%</b>	<b>679</b>	<b>58%</b>	<b>431</b>	<b>37%</b>	<b>292</b>	<b>25%</b>
<b>On-Street + Off-Street Supply:</b>	<b>1,436</b>	<b>870</b>	<b>61%</b>	<b>961</b>	<b>67%</b>	<b>848</b>	<b>59%</b>	<b>588</b>	<b>41%</b>	<b>458</b>	<b>32%</b>

Note:

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

**Table E-3**  
**Old Town Newhall Peak Parking Demand [a]**  
**Main Street Subarea + Metrolink Station/Community Center Focus**

Parking Zone	Supply	Peak from Thursday and Friday (10/22/15 and 10/23/15)									
		10:30 AM		12:30 PM		2:00 PM		6:00 PM		8:00 PM	
		Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied
<b>On-Street Supply</b>											
11th Street	14	5	36%	6	43%	6	43%	2	14%	2	14%
Lyons Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
9th Street	26	33	100%	27	100%	22	85%	10	38%	7	27%
8th Street	23	20	87%	21	91%	18	78%	16	70%	11	48%
Market Street	22	15	68%	16	73%	14	64%	22	100%	20	91%
6th Street	21	2	10%	4	19%	3	14%	9	43%	18	86%
5th Street	2	1	50%	2	100%	2	100%	0	0%	0	0%
4th Street	3	2	67%	3	100%	2	67%	1	33%	0	0%
Chestnut Street	--	--	--	--	--	--	--	--	--	--	--
Walnut Street	53	45	85%	48	91%	31	58%	26	49%	29	55%
Main Street	80	60	75%	66	83%	65	81%	70	88%	74	93%
Railroad Avenue	27	16	59%	16	59%	18	67%	13	48%	12	44%
Newhall Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
Pine Street	--	--	--	--	--	--	--	--	--	--	--
<b>Total On-Street Supply:</b>	<b>271</b>	<b>199</b>	<b>73%</b>	<b>209</b>	<b>77%</b>	<b>181</b>	<b>67%</b>	<b>169</b>	<b>62%</b>	<b>173</b>	<b>64%</b>
<b>Off-Street Supply</b>											
Block A	29	4	14%	3	10%	6	21%	4	14%	0	0%
Block B/C	128	65	51%	66	52%	70	55%	54	42%	19	15%
Block D	--	--	--	--	--	--	--	--	--	--	--
Block E	78	54	69%	61	78%	41	53%	41	53%	20	26%
Block F	0	26	--	21	--	18	--	12	--	6	--
Block G	--	--	--	--	--	--	--	--	--	--	--
Block H	89	40	45%	86	97%	35	39%	32	36%	18	20%
Block I	51	62	100%	67	100%	64	100%	49	96%	48	94%
Block J	--	--	--	--	--	--	--	--	--	--	--
Block K	52	26	50%	28	54%	27	52%	16	31%	7	13%
Block L	55	54	98%	46	84%	51	93%	37	67%	36	65%
Block M	45	34	76%	36	80%	34	76%	13	29%	8	18%
Block N	327	230	70%	218	67%	215	66%	160	49%	65	20%
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	86	29	34%	32	37%	30	35%	22	26%	21	24%
Block Q	44	24	55%	30	68%	30	68%	36	82%	38	86%
Block R	70	70	100%	70	100%	70	100%	19	27%	4	6%
Block S	26	15	58%	17	65%	14	54%	9	35%	7	27%
Block T	69	34	49%	32	46%	30	43%	37	54%	46	67%
Block U	16	22	100%	24	100%	28	100%	6	38%	5	31%
Block V	0	2	--	5	--	3	--	3	--	0	--
<b>Total Off-Street Supply:</b>	<b>1,165</b>	<b>791</b>	<b>68%</b>	<b>842</b>	<b>72%</b>	<b>766</b>	<b>66%</b>	<b>550</b>	<b>47%</b>	<b>348</b>	<b>30%</b>
<b>On-Street + Off-Street Supply:</b>	<b>1,436</b>	<b>990</b>	<b>69%</b>	<b>1,051</b>	<b>73%</b>	<b>947</b>	<b>66%</b>	<b>719</b>	<b>50%</b>	<b>521</b>	<b>36%</b>

Note:

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

Maximum Demand Occurred on Thursday, October 22, 2015.

Maximum Demand Occurred on Friday, October 23, 2015.

**Table E-4**  
**Old Town Newhall Baseline Parking Demand (Existing Peak Plus 10%) [a]**  
**Main Street Subarea + Metrolink Station/Community Center Focus**

Parking Zone	Supply	Peak from Thursday and Friday (10/22/15 and 10/23/15) Plus 10%									
		10:30 AM		12:30 PM		2:00 PM		6:00 PM		8:00 PM	
		Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied	Demand	% Occupied
<b>On-Street Supply</b>											
11th Street	14	6	43%	7	50%	7	50%	2	14%	2	14%
Lyons Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
9th Street	26	36	100%	30	100%	24	92%	11	42%	8	31%
8th Street	23	22	96%	23	100%	20	87%	18	78%	12	52%
Market Street	22	17	77%	18	82%	15	68%	24	100%	22	100%
6th Street	21	2	10%	4	19%	3	14%	10	48%	20	95%
5th Street	2	1	50%	2	100%	2	100%	0	0%	0	0%
4th Street	3	2	67%	3	100%	2	67%	1	33%	0	0%
Chestnut Street	--	--	--	--	--	--	--	--	--	--	--
Walnut Street	53	50	94%	53	100%	34	64%	29	55%	32	60%
Main Street	80	66	83%	73	91%	72	90%	77	96%	81	100%
Railroad Avenue	27	18	67%	18	67%	20	74%	14	52%	13	48%
Newhall Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
Pine Street	--	--	--	--	--	--	--	--	--	--	--
<b>Total On-Street Supply:</b>	<b>271</b>	<b>220</b>	<b>81%</b>	<b>231</b>	<b>85%</b>	<b>199</b>	<b>73%</b>	<b>186</b>	<b>69%</b>	<b>190</b>	<b>70%</b>
<b>Off-Street Supply</b>											
Block A	29	4	14%	3	10%	7	24%	4	14%	0	0%
Block B/C	128	72	56%	73	57%	77	60%	59	46%	21	16%
Block D	--	--	--	--	--	--	--	--	--	--	--
Block E	78	59	76%	67	86%	45	58%	45	58%	22	28%
Block F	0	29	--	23	--	20	--	13	--	7	--
Block G	--	--	--	--	--	--	--	--	--	--	--
Block H	89	44	49%	95	100%	39	44%	35	39%	20	22%
Block I	51	68	100%	74	100%	70	100%	54	100%	53	100%
Block J	--	--	--	--	--	--	--	--	--	--	--
Block K	52	29	56%	31	60%	30	58%	18	35%	8	15%
Block L	55	59	100%	51	93%	56	100%	41	75%	40	73%
Block M	45	37	82%	40	89%	37	82%	14	31%	9	20%
Block N	327	253	77%	240	73%	237	72%	176	54%	72	22%
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	86	32	37%	35	41%	33	38%	24	28%	23	27%
Block Q	44	26	59%	33	75%	33	75%	40	91%	42	95%
Block R	70	77	100%	77	100%	77	100%	21	30%	4	6%
Block S	26	17	65%	19	73%	15	58%	10	38%	8	31%
Block T	69	37	54%	35	51%	33	48%	41	59%	51	74%
Block U	16	24	100%	26	100%	31	100%	7	44%	6	38%
Block V	0	2	--	6	--	3	--	3	--	0	--
<b>Total Off-Street Supply:</b>	<b>1165</b>	<b>869</b>	<b>75%</b>	<b>928</b>	<b>80%</b>	<b>843</b>	<b>72%</b>	<b>605</b>	<b>52%</b>	<b>386</b>	<b>33%</b>
<b>On-Street + Off-Street Supply:</b>	<b>1,436</b>	<b>1,089</b>	<b>76%</b>	<b>1,159</b>	<b>81%</b>	<b>1,042</b>	<b>73%</b>	<b>791</b>	<b>55%</b>	<b>576</b>	<b>40%</b>

Note:

[a] = Parking demand counts include parked vehicles in marked and unmarked spaces.

Maximum Demand Occurred on Thursday, October 22, 2015.

Maximum Demand Occurred on Friday, October 23, 2015.

**APPENDIX F**  
**EXISTING COUNT DATA**

*APPENDIX F-1*

**ON-STREET PARKING COUNTS**

# 11th Street Parking

	Block	1	2		
		South	South		
	Parking Type	Reg.	Reg.	Misc.	TOTAL
	Capacity	7	7	--	14
Thursday	10:30 AM	5	0		5
	12:30 PM	6	0		6
	2:00 PM	6	0		6
	6:00 PM	1	0		1
	8:00 PM	0	1		1
Friday	10:30 AM	4	0		4
	12:30 PM	4	0		4
	2:00 PM	3	1		4
	6:00 PM	2	0		2
	8:00 PM	2	0		2

**Notes:**

Reg. = Regular (Unrestricted) parking

NP = No parking

Misc. = Miscellaneous

On-street parking capacity was calculated utilizing 22 feet per vehicle

# Lyons Avenue Parking

	Block	3	4		5			
		South	North	South	North	South		
	Parking Type	Reg.	NP	NP	NP	NP	Misc.	TOTAL
	Capacity	4	--	--	--	--	--	4
Thursday	10:30 AM	4						4
	12:30 PM	2						2
	2:00 PM	3						3
	6:00 PM	3						3
	8:00 PM	0						0
Friday	10:30 AM	4						4
	12:30 PM	3						3
	2:00 PM	4						4
	6:00 PM	2						2
	8:00 PM	1						1

**Notes:**

- Reg. = Regular (Unrestricted) parking
- NP = No parking
- Misc. = Miscellaneous
- On-street parking capacity was calculated utilizing 22 feet per vehicle

# 9th Street Parking

Block	6						7		8				
	North		South			North	South	North		South		Misc.	TOTAL
	Reg.	Reg.	Reg.	Green Curb	White Curb	Reg.	Reg.	2 Hr.	Reg.	2 Hr.	Green Curb		
Capacity	8	3	2	2	2	7	7	7	3	1	1	--	41
10:30 AM	6	4	0	0	0	3	5	7	3	1	2		31
12:30 PM	6	3	1	1	1	1	3	6	2	1	2		26
2:00 PM	5	3	0	1	1	0	2	8	2	1	2		24
6:00 PM	3	4	0	0	0	1	4	3	0	1	0		16
8:00 PM	3	3	0	0	0	0	3	2	0	1	1		13
10:30 AM	7	3	2	2	2	9	7	10	3	2	2		47
12:30 PM	7	4	0	2	2	6	6	9	2	2	2		40
2:00 PM	0	2	1	0	0	2	3	11	2	2	2		25
6:00 PM	2	0	1	1	1	2	4	1	2	1	0		14
8:00 PM	2	1	1	2	2	1	3	1	0	1	0		12

**Notes:**

Reg. = Regular (Unrestricted) parking

2 Hr. = 2 Hour parking only (7 AM - 7 PM)

Misc. = Miscellaneous

On-street parking capacity was calculated utilizing 22 feet per vehicle

# 8th Street Parking

Block	9		10				11		TOTAL
	North		North		South	North	South		
	Reg.	Reg.	Reg.	White Curb	Green Curb	2 Hr.	2 Hr.	Misc.	
Parking Type	Reg.	Reg.	Reg.	White Curb	Green Curb	2 Hr.	2 Hr.	Misc.	TOTAL
Capacity	7	7	1	1	3	9	7	--	37
10:30 AM	5	6	3	0	1	6	7		31
12:30 PM	6	4	2	0	1	6	6		28
2:00 PM	5	3	2	0	1	6	6		26
6:00 PM	5	5	0	0	0	2	6		21
8:00 PM	4	5	0	0	0	1	4		17
10:30 AM	7	6	1	0	2	5	6		31
12:30 PM	6	9	1	1	2	7	6		36
2:00 PM	6	4	2	0	1	4	7		27
6:00 PM	2	6	2	0	0	3	7		24
8:00 PM	2	5	0	0	0	2	7		18

**Notes:**

- Reg. = Regular (Unrestricted) parking
- 2 Hr. = 2 Hour parking only (7 AM - 6 PM)
- Misc. = Miscellaneous
- On-street parking capacity was calculated utilizing 22 feet per vehicle

# Market Street Parking

Block	12		13		14		15	TOTAL
	North	South	North	South	North	South	South	
Parking Type	NP	Reg.	2 Hr. (Angled)	Reg.	NP	Reg. (Angled)	NP	Misc.
Capacity	--	3	13	4	--	5	--	25
10:30 AM	0	3	10	2	0	3	0	18
12:30 PM	0	3	8	2	0	5	0	18
2:00 PM	0	3	7	2	0	5	0	17
6:00 PM	0	2	13	4	0	5	0	24
8:00 PM	0	2	7	4	0	5	0	18
10:30 AM	0	3	11	2	0	2	0	18
12:30 PM	0	3	9	2	0	5	0	19
2:00 PM	0	3	7	2	0	5	0	17
6:00 PM	0	2	11	2	0	5	0	20
8:00 PM	0	2	13	2	0	5	0	22
Thursday								
Friday								

**Notes:**

- Reg. = Regular (Unrestricted) parking
- 2 Hr. = 2 Hour parking only (7 AM - 7 PM)
- NP = No parking
- Misc. = Miscellaneous
- On-street parking capacity was calculated utilizing 22 feet per vehicle

## 6th Street Parking

	Block	16				17			
		North		South		North	South		
	Parking Type	Reg.	Yellow Curb	Reg.	2 Hr. (1)	2 Hr. (2)	2 Hr. (2)	Misc.	TOTAL
	Capacity	4	3	1	4	4	5	--	21
Thursday	10:30 AM	0	0	0	1	0	0	0	1
	12:30 PM	0	0	0	0	1	2	0	3
	2:00 PM	0	0	0	0	1	2	0	3
	6:00 PM	2	0	1	2	0	4	0	9
	8:00 PM	2	0	1	4	1	2	0	10
Friday	10:30 AM	0	0	0	1	0	1	0	2
	12:30 PM	0	0	0	1	1	2	0	4
	2:00 PM	0	0	0	2	0	0	0	2
	6:00 PM	0	0	0	1	2	3	2	8
	8:00 PM	4	0	1	4	2	5	2	18

**Notes:**

Reg. = Regular (Unrestricted) parking

2 Hr. (1) = 2 Hour parking only (7 AM - 6 PM)

2 Hr. (2) = 2 Hour parking only (7 AM - 7 PM)

NP = No parking

Misc. = Miscellaneous

On-street parking capacity was calculated utilizing 22 feet per vehicle

## 5th Street Parking

	Block	18			
		North	South		
	Parking Type	Reg.	Reg.	Misc.	TOTAL
	Capacity	1	1	--	2
Thursday	10:30 AM	0	1		1
	12:30 PM	0	1		1
	2:00 PM	0	1		1
	6:00 PM	0	0		0
	8:00 PM	0	0		0
Friday	10:30 AM	0	1		1
	12:30 PM	1	1		2
	2:00 PM	1	1		2
	6:00 PM	0	0		0
	8:00 PM	0	0		0

**Notes:**

Reg. = Regular (Unrestricted) parking

NP = No parking

Misc. = Miscellaneous

On-street parking capacity was calculated utilizing 22 feet per vehicle

## 4th Street Parking

	Block	19			
		North	South		
	Parking Type	Reg.	NP	Misc.	TOTAL
	Capacity	3	--	--	3
Thursday	10:30 AM	2	0		2
	12:30 PM	2	0		2
	2:00 PM	2	0		2
	6:00 PM	0	0		0
	8:00 PM	0	0		0
Friday	10:30 AM	2	0		2
	12:30 PM	3	0		3
	2:00 PM	2	0		2
	6:00 PM	1	0		1
	8:00 PM	0	0		0

**Notes:**

Reg. = Regular (Unrestricted) parking

NP = No parking

Misc. = Miscellaneous

On-street parking capacity was calculated utilizing 22 feet per vehicle

## Chestnut Street Parking

	Block	24	28	32		
		East	East	East		
	Parking Type	Reg.	Reg.	Reg.	Misc.	TOTAL
	Capacity	11	7	9	--	27
Thursday	10:30 AM	8	2	4		14
	12:30 PM	8	4	2		14
	2:00 PM	8	5	2		15
	6:00 PM	5	8	4		17
	8:00 PM	6	8	9		23
Friday	10:30 AM	11	5	5		21
	12:30 PM	11	6	5		22
	2:00 PM	9	6	3		18
	6:00 PM	7	9	5		21
	8:00 PM	5	7	4		16

**Notes:**

Reg. = Regular (Unrestricted) parking

Misc. = Miscellaneous

On-street parking capacity was calculated utilizing 22 feet per vehicle

# Walnut Street Parking

Block	20		25						29		34		38		TOTAL	
	East	Reg.	Reg.	Reg. (Angled)	HC (Angled)	Loading	Reg.	East	Reg.	1 Hr.	Reg.	West	East	Reg.		Misc.
Parking Type	8	7	6	6	1	1	8	Reg.	Reg.	Reg.	Reg.	Reg.	Reg.	Reg.	Reg.	Reg.
Capacity	8	7	6	6	1	1	8	3	4	10	17	16	11	11	--	103
10:30 AM	6	7	6	6	0	0	7	4	2	8	15	11	8	8		82
12:30 PM	6	7	6	6	1	0	6	2	0	6	13	8	8	10		73
2:00 PM	5	4	5	5	0	0	4	2	0	7	13	9	7	6		62
6:00 PM	8	7	3	3	0	0	4	0	0	4	15	5	5	5		56
8:00 PM	9	0	0	0	0	0	1	0	0	4	15	10	5	5		49
10:30 AM	6	8	6	6	1	0	7	4	2	8	15	15	8	9		89
12:30 PM	7	7	5	5	0	0	8	5	4	11	15	13	8	9		92
2:00 PM	6	5	4	4	0	1	2	2	1	3	13	9	8	9		63
6:00 PM	5	2	4	4	0	0	3	0	1	2	11	8	4	1		41
8:00 PM	8	0	1	1	0	0	0	0	0	3	11	11	3	1		38

**Notes:**

Reg. = Regular (Unrestricted) parking

HC = Handicap

Misc. = Miscellaneous

On-street parking capacity was calculated utilizing 22 feet per vehicle



# Railroad Street Parking

Block	23		27		31		36		40		44		47			50		TOTAL		
	West	NP	West	NP	West	Reg.	West	2 Hr.	West	NP	West	NP	Reg.	West	2 Hr.	East	NP		Misc.	
Capacity	--	--	6	5	8	--	--	--	5	3	0	0	0	0	0	0	0	0	0	27
10:30 AM			5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
12:30 PM			6	4	2	0	0	0	2	1	0	0	2	1	0	0	0	0	0	15
2:00 PM			5	2	6	0	0	0	3	2	0	0	3	2	0	0	0	0	0	18
6:00 PM			3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:00 PM			2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:30 AM			3	4	4	0	0	0	4	1	0	0	4	1	0	0	0	0	0	16
12:30 PM			6	1	4	0	0	0	4	1	0	0	4	1	0	0	0	0	0	16
2:00 PM			6	2	5	0	0	0	4	1	0	0	4	1	0	0	0	0	0	18
6:00 PM			3	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
8:00 PM			3	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12

**Notes:**

- Reg. = Regular (Unrestricted) parking
- 2 Hr. = 2 Hour parking (7 AM - 7 PM)
- NP = No parking
- Misc. = Miscellaneous

On-street parking capacity was calculated utilizing 22 feet per vehicle

# Newhall Ave Parking

Block	33	37	42	46	49	
	North	North	North	North	North	
Parking Type	Reg.	NP	NP	NP	NP	TOTAL
Capacity	5	--	--	--	--	5
10:30 AM	1	0	0	0	0	1
12:30 PM	2	0	0	0	0	2
2:00 PM	0	0	0	0	0	0
6:00 PM	1	0	0	0	0	1
8:00 PM	0	0	0	0	0	0
10:30 AM	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0

**Notes:**  
 Reg. = Regular (Unrestricted) parking  
 NP = No parking  
 Misc. = Miscellaneous  
 On-street parking capacity was calculated utilizing 22 feet per vehicle

# Pine St Parking

Block	41	45	48	51	52	
	West	West	West	West	West	
Parking Type	Reg.	Reg.	Reg.	Reg.	Reg.	TOTAL
Capacity	19	16	16	16	5	72
10:30 AM	17	6	10	10	2	45
12:30 PM	17	6	12	11	3	49
2:00 PM	15	6	12	11	2	46
6:00 PM	12	6	8	7	1	34
8:00 PM	17	7	12	11	2	49
10:30 AM	4	5	5	6	3	23
12:30 PM	7	6	4	4	2	23
2:00 PM	7	4	5	5	1	22
6:00 PM	14	10	7	8	2	41
8:00 PM	12	12	7	9	2	42
Thursday						
Friday						

**Notes:**

Reg. = Regular (Unrestricted) parking

Misc. = Miscellaneous

On-street parking capacity was calculated utilizing 22 feet per vehicle

*APPENDIX F-II*

**OFF-STREET PARKING COUNTS**

## Lot A Parking

	Sub-Lot	A-1				
	Parking Type	R	L	HC	Misc.	TOTAL
	Capacity	26	1	2		29
Thursday	10:30 AM	3	1	0		4
	12:30 PM	2	1	0		3
	2:00 PM	5	1	0		6
	6:00 PM	4	0	0		4
	8:00 PM	0	0	0		0
Friday	10:30 AM	4	0	0		4
	12:30 PM	1	0	0		1
	2:00 PM	3	0	0		3
	6:00 PM	1	0	0		1
	8:00 PM	0	0	0		0

**Notes:**

R = Reserved patient and tenant parking only

L = Loading Zone

HC = Handicap

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

## Lot B and C Parking

	Sub-Lot	B-1	C-1	C-2	C-3			C-4	C-5		Total	
	Parking Type	Reg.	Reg.	HC	Reg.	CP	D	HC	Reg.	R		Misc.
	Capacity	6	4	4	5	6	1	4	93	5		--
Thursday	10:30 AM	0	4	0	4	5	0	0	31	1		45
	12:30 PM	0	4	1	5	4	0	1	41	2		58
	2:00 PM	1	4	2	4	6	0	1	42	3		63
	6:00 PM	1	2	1	3	3	0	2	39	3		54
	8:00 PM	1	0	0	1	3	0	0	11	3		19
Friday	10:30 AM	2	4	0	5	6	0	1	47	0		65
	12:30 PM	2	4	1	3	6	0	2	47	1		66
	2:00 PM	3	4	1	5	6	0	2	47	2		70
	6:00 PM	3	0	2	1	1	0	0	21	0		28
	8:00 PM	2	0	0	0	2	0	0	6	0		10

**Notes:**

Reg. = Regular (unrestricted) parking

HC = Handicapped parking

R = Reserved

D = Delivery only

CP = Carpool

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

## Lot D Parking

	Sub-Lot	D-1			D-2		D-3		TOTAL
	Parking Type	Reg.	20-Min.	HC	Reg.	HC	Reg.	Misc.	
	Capacity	28	7	2	46	2	--	--	
Thursday	10:30 AM	16	7	0	8	0	1		32
	12:30 PM	21	4	1	10	1	3		40
	2:00 PM	18	1	0	13	0	3		35
	6:00 PM	21	3	0	18	0	0		42
	8:00 PM	5	1	0	17	0	0		23
Friday	10:30 AM	27	5	2	42	2	3		81
	12:30 PM	24	7	1	43	1	5		81
	2:00 PM	18	4	0	30	0	5		57
	6:00 PM	11	2	0	15	0	1		29
	8:00 PM	2	2	0	9	0	0		13

**Notes:**

Reg. = Regular (unrestricted) parking

HC = Handicap

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

# Lot E Parking

Sub-Lot	E-1		E-2	E-3					E-4	E-5		E-6	E-7	E-8		E-9	TOTAL	
	MDRF	HC		Reg.	EP	Bru	NV	Bis		JB	Reg.			HC	Reg.			Reg.
Capacity	18	1	9	6	3	2	2	2	2	3	9	1	6	2	6	1	7	78
10:30 AM	8	0	7	1	1	1	1	1	1	2	6	0	4	2	3	0	3	40
12:30 PM	12	0	8	3	1	2	2	2	2	1	7	0	4	1	4	0	4	51
2:00 PM	8	0	8	0	1	2	2	2	2	2	6	0	6	0	2	0	2	41
6:00 PM	6	0	4	4	0	0	2	2	2	1	4	0	4	0	1	0	1	29
8:00 PM	0	0	0	1	0	0	0	0	0	2	0	0	4	0	0	0	1	8
10:30 AM	14	1	9	1	3	2	1	1	1	2	2	0	6	2	6	0	4	54
12:30 PM	18	1	9	4	2	2	0	1	1	2	1	0	6	6	6	0	3	61
2:00 PM	8	0	7	2	2	1	0	1	1	2	0	0	6	5	2	0	3	39
6:00 PM	12	1	6	1	0	0	0	1	1	1	8	1	5	2	2	0	1	41
8:00 PM	3	0	3	4	0	1	0	0	0	0	2	0	3	0	3	0	1	20

**Notes:**

- Reg. = Regular (unrestricted) parking
- MDRF = Maria's Deli & Results Fitness parking only
- HC = Handicap
- EP = El Pueblo parking only
- Bru = Bru, Inc. parking only
- NV = NV Landscaping parking only
- Bis = Bismillah Market parking only
- JB = Juanita's Beauty Salon
- XF = Crossfit Parking Only
- Paint = Paint Store parking only
- Misc. = Miscellaneous
- Red = Illegally parked vehicles were counted as part of occupancy

## Lot F Parking

	Sub-Lot	F-1*		
	Parking Type	--	Misc.	TOTAL
	Capacity	--	--	0
Thursday	10:30 AM	26		26
	12:30 PM	21		21
	2:00 PM	18		18
	6:00 PM	10		10
	8:00 PM	0		0
Friday	10:30 AM	16		16
	12:30 PM	19		19
	2:00 PM	18		18
	6:00 PM	12		12
	8:00 PM	6		6

**Notes:**

\* = No clear striping within Block F;

vehicles counted were occupying open space

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

## Lot G Parking

	Sub-Lot	G-1		G-2	G-3		
	Parking Type	R/PP	HC	Reg.	Reg.	Misc.	TOTAL
	Capacity	11	1	6	15	--	33
Thursday	10:30 AM	6	0	2	10		18
	12:30 PM	6	0	4	8		18
	2:00 PM	6	0	3	7		16
	6:00 PM	2	0	1	2		5
	8:00 PM	1	0	0	1		2
Friday	10:30 AM	9	0	2	9		20
	12:30 PM	7	0	1	12		20
	2:00 PM	5	0	1	7		13
	6:00 PM	1	0	0	2		3
	8:00 PM	0	0	0	3		3

**Notes:**

Reg. = Regular (unrestricted) parking

R/PP = Reseverd/Parking Permit Required

HC = Handicap

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

# Lot H Parking

Sub-Lot	H-1		H-2		H-3		H-4	H-5	H-6	H-7	H-8	H-9	H-10	TOTAL
	Reg.	R	HC	Reg.	HC	Reg.	HC	Reg.	--	Reg.	Reg.	Reg.	Reg.	
Capacity	10	14	1	5	1	12	11	--	8	11	8	8	89	
10:30 AM	5	0	0	1	0	6	6	1	6	2	4	0	31	
12:30 PM	5	0	0	0	0	8	6	1	7	2	7	0	36	
2:00 PM	5	0	0	0	0	2	4	1	8	2	6	1	29	
6:00 PM	1	10	0	0	0	3	7	0	5	2	1	3	32	
8:00 PM	1	0	0	0	0	2	4	0	2	1	1	0	11	
10:30 AM	5	0	0	0	0	12	10	0	6	3	3	1	40	
12:30 PM	7	28	1	5	0	6	6	2	8	10	5	8	86	
2:00 PM	6	0	0	0	0	4	6	4	1	7	5	2	35	
6:00 PM	4	0	0	0	0	4	6	0	8	1	1	4	28	
8:00 PM	4	0	0	0	0	2	5	0	5	0	1	1	18	

**Notes:**

Reg. = Regular (unrestricted) parking

R = Reserved parking

HC = Handicap

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

# Lot I Parking

Sub-Lot	I-1		I-2	I-3	I-4	I-5	I-6	I-7	I-8	I-9	I-10	Misc.	TOTAL
	Reg.	HC											
Capacity	15	3	5	5	8	5	5	--	--	5	--	--	51
10:30 AM	4	0	3	3	6	5	5	8	6	2	20		62
12:30 PM	7	1	2	3	6	5	5	8	6	4	20		67
2:00 PM	5	0	2	2	7	5	5	7	5	6	20		64
6:00 PM	10	0	2	2	3	3	4	1	3	1	20		49
8:00 PM	1	0	1	1	1	3	4	2	2	1	20		36
10:30 AM	6	1	3	1	1	4	5	4	6	4	20		55
12:30 PM	13	1	2	4	1	5	4	6	5	4	20		65
2:00 PM	9	0	4	4	1	5	3	6	6	5	20		63
6:00 PM	6	0	1	2	2	4	5	3	2	4	20		49
8:00 PM	6	0	1	0	4	3	5	3	3	3	20		48

**Notes:**

Reg. = Regular (unrestricted) parking

HC = Handicap

Res. = Reserved

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

## Lot J Parking

	Sub-Lot	J		
	Parking Type	--	Misc.	TOTAL
	Capacity	14	--	14
Thursday	10:30 AM	3		3
	12:30 PM	2		2
	2:00 PM	2		2
	6:00 PM	0		0
	8:00 PM	0		0
Friday	10:30 AM	3		3
	12:30 PM	4		4
	2:00 PM	4		4
	6:00 PM	0		0
	8:00 PM	0		0

**Notes:**

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

# Lot K Parking

Sub-Lot	K-1	K-2		K-3	K-4		K-5	K-6	K-7		K-8	K-9	K-10	Misc.	TOTAL
		Reg.	HC		Reg.	HC			Reg.	HC					
Parking Type	--														
Capacity	--	7	1	4	9	1	4	4	9	1	6	6	--	--	52
10:30 AM	1	0	0	0	3	0	4	0	5	0	2	1	4		20
12:30 PM	1	0	0	0	3	0	4	2	4	0	4	3	4		25
2:00 PM	1	0	0	0	1	0	4	2	3	0	4	3	4		22
6:00 PM	0	0	0	0	1	0	2	1	0	0	2	1	1		8
8:00 PM	0	0	0	0	1	0	0	2	0	0	2	0	0		5
10:30 AM	3	3	1	4	2	0	4	1	3	0	2	1	2		26
12:30 PM	3	0	0	3	2	0	5	1	4	0	4	3	3		28
2:00 PM	4	0	0	2	3	0	5	2	3	0	3	3	2		27
6:00 PM	0	0	0	1	2	0	0	1	1	0	4	3	4		16
8:00 PM	0	0	0	0	2	0	1	0	1	0	2	0	1		7

**Notes:**

- Reg. = Regular (unrestricted) parking
- CP = Carpool spaces
- HC = Handicap
- Misc. = Miscellaneous
- Red = Illegally parked vehicles were counted as part of occupancy

# Lot L Parking

Sub-Lot	L-1		L-2		L-3		L-4		L-5		L-6		L-7		L-8			TOTAL
	Reg.	HC	Reg.	HC	Reg.	HC	Res.	HC	Reg.	HC	Reg.	HC	Reg.	HC	Reg.	HC	Misc.	
Capacity	--		3		8	2	14	1	10	1	8		4	--	3	1	--	55
10:30 AM	0		1		5	1	12	0	7	1	7		5		5	2	3	49
12:30 PM	0		1		5	1	11	0	8	1	7		5		2	0	3	44
2:00 PM	0		2		3	1	14	0	7	0	8		5		3	0	3	46
6:00 PM	0		1		2	0	8	0	5	0	5		5		1	0	3	30
8:00 PM	0		1		2	0	6	0	2	0	0		6		2	0	3	22
10:30 AM	0		4		3	2	9	0	12	1	8		6		6	0	3	54
12:30 PM	0		3		4	2	9	0	8	1	6		4		5	1	3	46
2:00 PM	0		4		4	1	9	0	12	1	8		4		4	1	3	51
6:00 PM	0		2		3	0	11	0	7	0	3		6		2	1	2	37
8:00 PM	0		1		3	0	12	0	3	1	6		6		2	0	2	36

**Notes:**

Reg. = Regular (unrestricted) parking

HC = Handicap

Res. = Reserved

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

## Lot M Parking

	Sub-Lot	M-1			
	Parking Type	Reg.	HC	MC	TOTAL
	Capacity	27	8	10	45
Thursday	10:30 AM	23	8	3	34
	12:30 PM	26	7	3	36
	2:00 PM	25	6	3	34
	6:00 PM	11	1	0	12
	8:00 PM	5	0	0	5
Friday	10:30 AM	25	4	2	31
	12:30 PM	25	4	2	31
	2:00 PM	25	3	2	30
	6:00 PM	10	2	1	13
	8:00 PM	8	0	0	8

**Notes:**

Reg. = Regular (unrestricted) parking

HC = Handicap

Misc. = Miscellaneous

MC = Motorcycle

Red = Illegally parked vehicles were counted as part of occupancy

## Lot N Parking

	Sub-Lot	N-1	N-2							
	Parking Type	Reg.	Reg.	HC	CV	PP	10-min.	CC	Misc.	TOTAL
	Capacity	105	176	7	3	6	4	26	--	327
Thursday	10:30 AM	25	175	2	1	6	1	20		230
	12:30 PM	30	172	1	1	3	1	10		218
	2:00 PM	30	173	0	1	3	0	8		215
	6:00 PM	22	109	0	1	5	1	22		160
	8:00 PM	6	39	0	1	2	0	17		65
Friday	10:30 AM	13	136	0	1	1	0	6		157
	12:30 PM	13	135	0	1	2	0	6		157
	2:00 PM	13	135	0	1	1	0	2		152
	6:00 PM	7	73	0	1	3	0	13		97
	8:00 PM	4	19	0	1	1	0	4		29

**Notes:**

Reg. = Regular (unrestricted) parking

HC = Handicap

CV = City Vehicles parking only

PP = Permit parking only

10-min. = drop off and pickup parking only

CC = Community Center parking only (2 Hr. parking; 7 AM - 7 PM)

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

# Lot O Parking

	Sub-Lot	O		
	Parking Type	--	Misc.	TOTAL
	Capacity	--	--	0
Thursday	10:30 AM	<del>X</del>		0
	12:30 PM	<del>X</del>		0
	2:00 PM	<del>X</del>		0
	6:00 PM	<del>X</del>		0
	8:00 PM	<del>X</del>		0
Friday	10:30 AM	<del>X</del>		0
	12:30 PM	<del>X</del>		0
	2:00 PM	<del>X</del>		0
	6:00 PM	<del>X</del>		0
	8:00 PM	<del>X</del>		0

**Notes:**

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

# Lot P Parking

Sub-Lot	P-1		P-2		P-3	P-4	P-5	P-6		P-7		P-8		P-9	P-10	Misc.	TOTAL
	Reg.	E	Reg.	HC	Reg.	Reg.	Reg.	Reg.	HC	Res.	HC	Reg.	HC	Reg.	Reg.		
Capacity	8	3	4	1	4	--	7	14	1	15	1	11	1	4	8	--	86
10:30 AM	6	2	4	0	1	0	1	1	0	5	0	3	0	1	0		24
12:30 PM	6	2	5	0	1		1	1	0	7	0	4	0	2	0		29
2:00 PM	6	2	3	0	2	0	2	1	0	5	0	4	0	2	0		27
6:00 PM	0	0	0	0	3	0	1	5	0	4	0	2	0	3	4		22
8:00 PM	0	0	0	0	0	0	1	11	0	1	0	1	0	3	4		21
10:30 AM	6	2	5	0	1	0	2	1	0	5	0	4	0	3	0		29
12:30 PM	5	2	4	0	1	0	3	3	0	7	0	4	0	3	0		32
2:00 PM	5	2	4	0	1	0	3	2	0	6	0	4	0	3	0		30
6:00 PM	0	0	0	0	0	0	1	0	0	2	0	6	0	9	0		18
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0		11

**Notes:**

- Reg. = Regular (unrestricted) parking
- E = Employee parking only
- Res. = Reserved
- HC = Handicap
- Misc. = Miscellaneous
- Red = Illegally parked vehicles were counted as part of occupancy

## Lot Q Parking

	Sub-Lot	Q-1		Q-2		Q-3			
	Parking Type	Reg.	HC	Reg.	Unstriped	Reg.	HC	Misc.	TOTAL
	Capacity	33	2	--	--	8	1	--	44
Thursday	10:30 AM	14	0	0	9	1	0		24
	12:30 PM	15	0	0	7	2	0		24
	2:00 PM	18	1	0	7	4	0		30
	6:00 PM	33	1	0	0	2	0		36
	8:00 PM	33	1	0	0	3	0		37
Friday	10:30 AM	9	0	0	4	2	1		16
	12:30 PM	17	0	0	8	4	1		30
	2:00 PM	18	0	0	7	3	1		29
	6:00 PM	26	1	0	0	2	0		29
	8:00 PM	29	1	0	0	7	1		38

**Notes:**

Reg. = Regular (unrestricted) parking

HC = Handicap

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

## Lot R Parking

	Sub-Lot	R-1		
	Parking Type	Reg.	Misc.	TOTAL
	Capacity	70	--	70
Thursday	10:30 AM	70		70
	12:30 PM	70		70
	2:00 PM	70		70
	6:00 PM	19		19
	8:00 PM	0		0
Friday	10:30 AM	64		64
	12:30 PM	62		62
	2:00 PM	62		62
	6:00 PM	16		16
	8:00 PM	4		4

**Notes:**

Reg. = Regular (unrestricted) parking

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

## Lot S Parking

	Sub-Lot	S-1		S-2		S-3	S-4			
	Parking Type	Reg.	Unstriped	Reg.	HC	--	Reg.	HC	Misc.	TOTAL
	Capacity	5	--	10	1	--	9	1	--	26
Thursday	10:30 AM	0	0	4	0	3	5	0	0	12
	12:30 PM	1	0	5	0	5	6	0	0	17
	2:00 PM	2	0	3	0	3	3	0	0	11
	6:00 PM	4	1	1	0	3	0	0	0	9
	8:00 PM	1	1	0	0	2	0	0	0	4
Friday	10:30 AM	0	0	6	0	3	6	0	0	15
	12:30 PM	0	0	4	0	3	7	0	0	14
	2:00 PM	0	0	5	0	4	5	0	0	14
	6:00 PM	0	0	3	0	3	2	0	0	8
	8:00 PM	2	0	0	0	3	2	0	0	7

**Notes:**

Reg. = Regular (unrestricted) parking

HC = Handicap

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy

# Lot T Parking

Sub-Lot	T-1			T-2		T-3	T-4	T-5	T-6	Misc.	TOTAL
	Reg.	Res.	HC	Reg.	HC						
Parking Type											
Capacity	49	5	1	13	1	--	--	--	--	--	69
10:30 AM	21	1	0	1	0	9	0	2	0		34
12:30 PM	17	0	0	4	0	9	0	2	0		32
2:00 PM	17	1	0	1	0	9	0	2	0		30
6:00 PM	33	1	0	0	0	1	0	2	0		37
8:00 PM	42	2	1	0	0	0	0	1	0		46
10:30 AM	17	1	0	3	0	0	0	3	0		24
12:30 PM	18	2	0	4	0	0	0	3	0		27
2:00 PM	22	2	0	1	0	0	0	3	0		28
6:00 PM	26	2	0	0	0	0	0	1	0		29
8:00 PM	40	3	0	1	0	0	0	1	0		45

**Notes:**

- Reg. = Regular (unrestricted) parking
- Res. = Reserved parking
- HC = Handicap
- Misc. = Miscellaneous
- Red = Illegally parked vehicles were counted as part of occupancy

# Lot U Parking

Sub-Lot	U-1	U-2	U-3	U-4	U-5	U-6	U-7	Misc.	TOTAL
Parking Type	2-Hr.	--	--	--	--	--	--	--	
Capacity	16	--	--	--	--	--	--	--	16
Thursday									
10:30 AM	10	5	0	1	2	3	1		22
12:30 PM	7	7	0	2	2	3	1		22
2:00 PM	12	8	0	2	2	4	0		28
6:00 PM	2	0	0	0	2	2	0		6
8:00 PM	0	0	0	0	0	3	0		3
Friday									
10:30 AM	6	6	0	1	2	4	3		22
12:30 PM	5	8	0	2	2	4	3		24
2:00 PM	5	10	0	2	2	3	3		25
6:00 PM	2	0	0	0	1	3	0		6
8:00 PM	1	0	0	0	1	3	0		5

**Notes:**

- Misc. = Miscellaneous
- 2-Hr. = 2 Hour parking only from 7am - 7pm
- W = Cars being worked on
- J = Junk Car
- E = Employee
- B = Car in Bay
- Red = Illegally parked vehicles were counted as part of occupancy

## Lot V Parking

	Sub-Lot	V-1		
	Parking Type	--	Misc.	TOTAL
	Capacity	--	--	0
Thursday	10:30 AM	2		2
	12:30 PM	3		3
	2:00 PM	3		3
	6:00 PM	1		1
	8:00 PM	0		0
Friday	10:30 AM	2		2
	12:30 PM	5		5
	2:00 PM	3		3
	6:00 PM	3		3
	8:00 PM	0		0

**Notes:**

Misc. = Miscellaneous

Red = Illegally parked vehicles were counted as part of occupancy