

“NEXT STEPS” PARKING STUDY
DOWNTOWN NEWHALL SPECIFIC PLAN AREA
City of Santa Clarita, California
October 29, 2012

Prepared for:

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1.0 INTRODUCTION

This document presents a comprehensive study of existing parking characteristics as well as future parking needs and supply opportunities in a focused study footprint of the Downtown Newhall Specific Plan area. It further suggests an approach to “next steps” beyond the basic parking-related recommendations coming out of the Downtown Newhall Specific Plan (Specific Plan or DNSP) that was adopted in 2005. Those next steps incorporate techniques outlined and adapted from Shared Parking methodologies for establishing parking needs in transitioning mixed use settings.

The DNSP looked to a future blended parking ratio of 2.5 spaces/1,000 SF of floor area, but did not require those spaces to be located on individual project sites. This approach to parking provisions assumed a build-out scenario that consisted of a mature, developed, downtown area, complete with public parking facilities to handle parking demand. After the DNSP was adopted, the United States went into recession. The economic landscape has changed, requiring a fundamental reassessment of development expectations. Downtown Newhall is not immune to this changed reality, and the plan’s strategy for meeting future parking demand needs to be adjusted to accommodate these new economic realities.

The realistic parking needs for Downtown Newhall require an “unblending” of the 2.5 spaces/1,000 SF ratio to address the mix of existing plus future land use types in the study area. An unblended approach will be necessary until aggregate development totals in that area achieve “critical mass” and are able to successfully integrate other parking-based demand reduction strategies called out in the Specific Plan.

This study has taken a “ground up” approach to parking needs in Downtown Newhall. Existing parking demands throughout a defined study area (a subset of the overall Specific Plan footprint) have been documented at a fine-grained level. Existing demands are contrasted with supply, and initial parking “surpluses” are indicated. Actual demands have been further transformed to a “Design Level” demand calculation. Independent of actual supply, this calculation establishes the minimum supply needs in a Main Street Subarea of focus.

From there, direct use of the Urban Land Institute (ULI) Shared Parking procedures (Straight ULI) as well as an adapted Surveyed Plus Shared methodology are explored. The latter methodology is presented in a sample calculation and is concluded to have the most promise in assessing the accumulated parking needs of near term revitalization, re-occupancy, and redevelopment within the study area. Details on the specific application of this methodology are presented in Section 6.0 of this study.

In addition to the blended parking ratio of 2.5 spaces/1,000 SF of floor area, the Specific Plan included a strategy to eliminate minimum parking requirements on individual parcels within the Urban Center Zone (essentially a Main Street Subarea) of the DNSP. This strategy was intended to allow property owners to maximize development and minimize unproductive land in the Downtown core. Unfortunately, given the economic downturn, this strategy could be problematic and it can be reasonably expected that continued development activity in the study area will eventually increase parking supply needs. Those increased needs are likely to be met by a combination of remaining public on-street spaces, remaining public and private off-street spaces, and required additional private off-street parking. Further, aggregated supply locations like the Park Once structures of the Specific Plan, or similar Park Once surfaces lots, could add to the provided supply. Regardless of the emerging mix of parking supply types, the methodologies of this study would provide the mechanism to evaluate those accumulating needs as the study area moves forward from the existing condition.

2.0 STUDY AREA DESCRIPTION

2.1 Study Footprint

Figure 2-1 and *Figure 2-2* (located at the end of this Section), illustrate the focus area of this parking study. It is a 22-block subarea of the overall Downtown Newhall Specific Plan footprint. The DNSP encompassed a broader area of 50 development blocks and adjoining street segments.

This study area was defined in collaboration with City Staff. *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.

Figures 2-1 and *2-2* use an aerial photograph as their base. This photograph is dated November 2009 and is the latest available. As such, it did not show the recent Old Town Newhall Library project completion in Block B/C, but a site plan of that new library has been merged to the aerial base. The aerial photograph also did not include a recent building tear down and parking modification in Block F. Those Block F changes are relatively minor when viewed from an aerial perspective, and are still not reflected in the base of *Figures 2-1* and *2-2*. But the library and Block F changes are reflected in the parking inventories and actual field-studied parking demands reported in this study.

From these two figures, it can be seen that the study area roughly centers on Main Street from 11th Street on the north to Newhall Avenue on the south, and overlaps with prior subarea mapping/reporting as compiled in November 2010 by the Santa Clarita Redevelopment Agency (see *Figure A-1* in the Appendix A of this report). The current study footprint goes beyond the Agency focus of *Figure A-1*, and extends to Chestnut Street on the west, while including the Jan Heidt Metrolink Station parking (Blocks M and R), the Newhall Community Center parking (Block N), and Pine Street curb parking to the east.

In addition to reporting parking supply, existing parking demands, and projections of future parking need for the project study area as a whole, this study further stratifies that reporting to include a focus to: 1) only a Main Street Subarea defined in collaboration with City Staff, and 2) the Main Street Subarea with the further addition of the blocks (zones) serving the Metrolink Station and Community Center, but without the few remaining blocks of the overall study footprint.

2.2 Existing Development Inventory in the Study Area

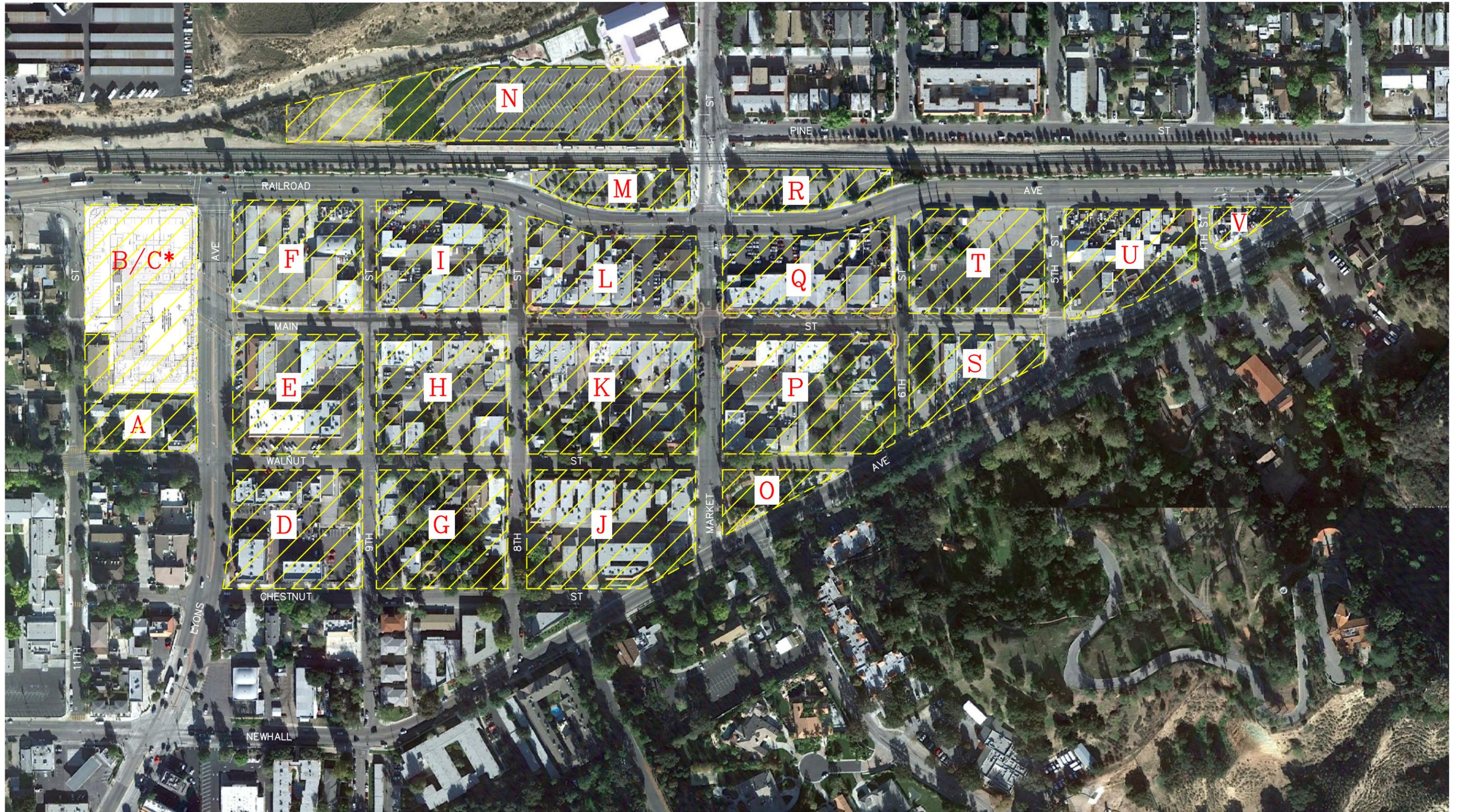
Table 2-1 presents an inventory of existing land use throughout the overall study area. This information is grouped to reflect only the blocks making up the Main Street Subarea, a second grouping identifying only the Metrolink Station and Community Center blocks, and a third grouping of the other remaining blocks in the overall study footprint. 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 *Table 2-1* information was compiled by LLG from prior City summaries, Geographic Information System (GIS) sources, and available Assessor's Parcel Mapping sources. It is emphasized that this summary is based on the best available data as interpreted by LLG. While our source data provided overall floor area information for each parcel in the study area, some parcels have multiple tenancy types without further floor area delineation. In those instances, the floor areas in each parcel were assigned to the dominant tenancy type (by field observation) on that parcel. As such, limited and small food service tenancies were sometimes included in the retail category, as were incidental beauty, auto service, office, and similar tenancies. This technique can have its limitations, but overall, the sorted floor areas and other values of *Table 2-1* are believed to be appropriate for use in parking calculations for the study area.

Key takeaways from *Table 2-1* are as follows:

- The overall study area includes 100 residential units and roughly 360,000 SF of non-residential building floor area (mostly commercial but including civic/library, community center, recreational/entertainment and/or institutional/church tenancy types).
- Approximately 30,000 SF of that floor area is now vacant, and per the inventory all of that vacancy is in the Main Street Subarea.
- The Main Street Subarea includes 26 residential units and slightly less than 300,000 SF of non-residential floor area.
- Actual occupied commercial floor area in the Main Street Sub area totals roughly 225,000 SF (calculated exactly as 226,761 SF).
- The relative mix of tenancy types within the broad category of commercial can be an important factor when considering blended, or composite, parking supply and demand ratios. In the case of the Main Street Subarea, that tenancy mix includes 72% retail and similar uses, 17% office, and 5% restaurant.



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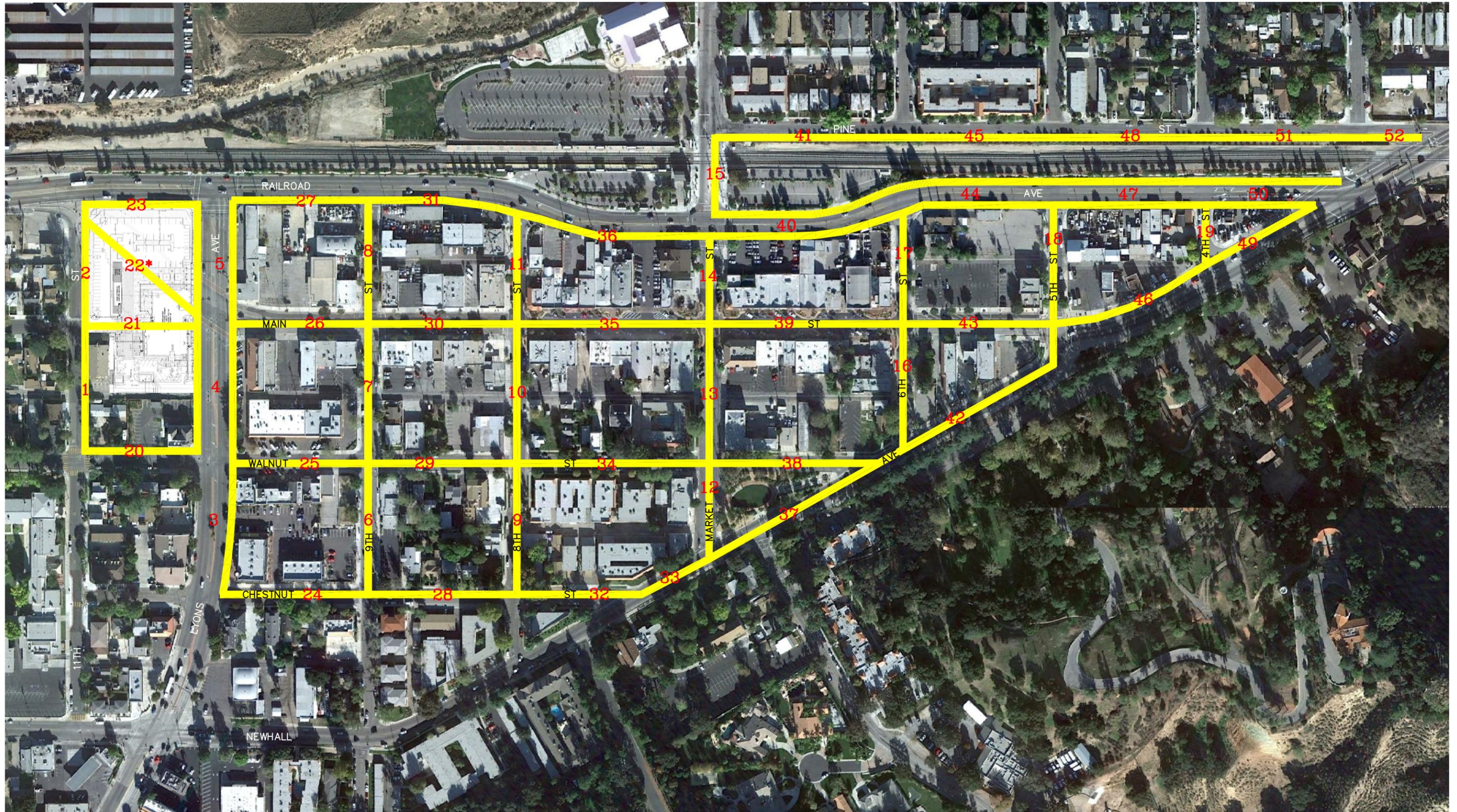


KEY

SOURCE: GOOGLE EARTH (IMAGE DATE 11/14/2009)
 A = BLOCK REFERENCE
 * = SITE PLAN REPRESENTS THE COMPLETED LIBRARY IN ZONE B/C

FIGURE 2-1

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



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KEY

SOURCE: GOOGLE EARTH (IMAGE DATE 11/14/2009)
1 = ON-STREET (AT CURB) PARKING REFERENCE
 (INCLUDES BOTH SIDES OF INDICATED STREET BLOCK)
 * = CONSTRUCTION OF THE LIBRARY IN ZONE B/C
 RESULTED IN THE REMOVAL OF SEGMENT 22

FIGURE 2-2

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

**Table 2-1
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)	--	--	32,021	2,300	8,299	25,354	23,703	30,852	14,633	9,259	5,439	6,485	5,702	176	164,223	--	--	--	13,886	5,287	--	--	19,173	183,396 SF
Fine/Casual Dining (SF)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 SF
Family Restaurant (SF)	--	--	3,100	--	7,150	--	--	--	--	--	--	--	--	--	10,250	--	--	--	--	--	--	--	--	10,250 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)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 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	--	--	--	12,476	--	6,270	--	18,746	57,934 SF
Medical/Dental (SF)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 SF
Bank (SF)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0 SF
Library (SF) [e]	--	30,752	--	--	--	--	--	--	--	--	--	--	--	--	30,752	--	--	--	--	5,800	--	--	5,800	36,552 SF
Community Recreation Center (SF)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	22,000	22,000	--	--	--	--	--	22,000 SF
Church (SF)	--	--	--	--	--	6,300	--	--	1,454	--	--	--	--	--	7,754	--	--	--	--	--	--	--	--	7,754 SF
Park (Acres)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.435	0.435	0.435 AC
Subtotal [f]:	8,982	30,752	35,121	2,300	15,449	31,654	33,500	30,852	34,465	17,981	6,723	8,550	8,762	176	265,267	0	22,000	22,000	26,362	11,087	6,270	0	43,719	330,986 SF
Vacant	--	1,078	--	--	7,688	--	--	--	8,902	12,310	--	800	--	--	30,778	--	--	--	--	--	--	--	--	30,778 SF
Total [f]:	8,982	31,830	35,121	2,300	23,137	31,654	33,500	30,852	43,367	30,291	6,723	9,350	8,762	176	296,045	0	22,000	22,000	26,362	11,087	6,270	0	43,719	361,764 SF

Notes:
Source: GIS parcel data provided May 2012, APN List provided May 2012, Kosmont business/occupant data, and field/aerial research.
[a] SF = square footage, DU = dwelling units.
[b] New library of 30,752 SF now open in this block. Vacant floor area within this block refers to "Existing Old Jail".
[c] Existing land use for Block F reflects the demolition of 3,400 SF of retail building and 12,350 SF of vacant building as determined by the supplemental field observations of October 2012.
[d] Location consists of a parking area only.
[e] The former library located within Block G is now closed, but parking demand studies in this area reflect it operating, so this floor area development is presumed to be occupied for reporting purposes.
[f] Subtotal and Total excludes residential and park land use types.

3.0 DOWNTOWN NEWHALL SPECIFIC PLAN (DNSP)

3.1 Overall Planning Area

The Downtown Newhall Specific Plan (DNSP) was adopted in December 2005 following an extensive public participation program. The plan area consisted of 50 main blocks and included an emphasis on mixed-use development (for residential, commercial, office and civic buildings), transit-oriented housing, and a pedestrian oriented community. *Figure 3-1*, located at the end of this Section, reproduces the illustrative plan as it appeared in the DNSP document.

Overall, the residential component of the Specific Plan anticipated the potential addition of roughly 1,100 new dwellings (resulting in a total of roughly 1,400 dwellings) throughout the DNSP footprint, while the commercial development potential totaled just over 1.25 million square feet of building area. This included approximately 960,000 square feet of existing development with roughly 240,000 square feet of that remaining, and new construction adding just over one million square feet. These development totals are for the entirety of the 50-block Specific Plan footprint. Explicit development subtotals based on the DNSP for the 22-block focus area of this study and its Main Street Subarea are not available from the Specific Plan documentation, but approximate values can be inferred for the Main Street subarea as discussed later in this Section

The overall Specific Plan further featured projects of community-wide significance as identified by the legend references of *Figure 3-1*. These included:

- A. the creation of a five-block Main Street,
- B. the addition of civic buildings to include a 65,000 SF library at the north end of Main Street (the 30,752 SF Old Town Newhall Library celebrated its Grand Opening in late September of 2012), and a future museum (20,000 to 25,000 SF of new space) to anchor the south end of Main Street,
- C. the future construction of two Park Once parking structures to support future Main Street development, each with 400 spaces for a total of 800 added spaces,
- D. a Mercado and Plaza of 35,000 SF in the Main Street area,
- E. Main Street retail totaling 65,000 SF plus a cinema of 3 to 6 screens,
- F. infill and Transit-Oriented Development (TOD) residential components typically flanking the Main Street area,
- G. a gateway/entrance to Hart Park
- H. a creative industry district located outside the Main Street area, and
- I. recognition of Lyons Avenue, Railroad Avenue, and San Fernando Road as commercial corridors to service the DNSP area.

Plan-area public policy initiatives addressed historic preservation, adoption of a form-based development code, creation of a Transportation Improvement District (TID), and expansion of the City's redevelopment authority as related to housing.

Among its revitalization strategies were a menu of circulation revisions that have since extended Railroad Avenue to Bouquet Canyon Road, created Main Street along a former portion of San Fernando Road complete with downtown streetscape, and established Newhall Avenue along another portion of the former San Fernando Road that extends all the way south to the Antelope Valley Freeway.

3.2 Parking Aspects of the DNSP

In the realm of parking, the DNSP proposed a six-step parking strategy that would:

1. Establish a Transportation Improvement District (TID),
2. eliminate minimum non-residential parking standards in the Urban Center Zone,
3. make better use of existing surface parking lots as well as other vacant lots, and use the TID to knit these facilities together to create a shared and managed supply in support of a Park Once District,
4. put customers first by using education and enforcement to allocate the most convenient spaces for their use,
5. to reduce both traffic congestion and parking demand (and thus the potential extent of added parking facilities), implement an array of transportation demand management actions within the plan area aimed at leaving employee vehicles at home, and
6. as opportunities for quicker and lower-cost measures become exhausted, build public parking garages in balance with accumulated need for added plan area parking.

The action to eliminate minimum parking standards (item 2, above) deserves clarification. *Section 4: The Code* of the DNSP document identified explicit required parking ratios applicable to residential development. Those parking ratios considered residential and live/work unit types and varied from 1.5 to 2.0 spaces per new unit depending on the Specific Plan Zone where located. Those zones included Urban General 1 and 2 (UG-1 and UG-2), Corridor (COR), Urban Center (UC), and Creative District (CD).

As envisioned by the DNSP, new commercial projects in the Urban Center (UC) Zone would not have a parking requirement. The footprint of the UC Zone essentially coincides with the Main Street Subarea of this study without the existing residential development along its west edge (this amounts to 26 units as tabulated in *Table 2-1*) but with the further addition of Blocks M and R at the Metrolink Station. Developers of projects in the UC Zone would be allowed to build as much or as little on-site parking as they chose, subject to design standards. If they chose to build little or no on-site parking it was the intent of the DNSP that those developers be able to purchase permits to use public parking lots and structures (thus making up the difference in some form), with those permits resold to tenants and employees of that development. In summary, the DNSP did not really eliminate the need for new commercial development to account for its parking needs. But it did relax the need to provide those spaces on a development site. It also relied on the future creation of a pool of public parking like the Park Once garages, developed and maintained by the City as an offset to spaces that would otherwise be provided on individual development sites.

In parallel with the above six-point program, and to potentially size the public parking facilities that would be developed and maintained by the City, the parking needs calculation of the Park Once strategy was based on a blended parking ratio of 2.5 spaces/1,000 square feet (SF) of non-residential floor area. This ratio is roughly one-half a very broad reference parking ratio of 4 to 5 spaces/1,000 SF typically applied to free-standing commercial development. This reduced ratio was deemed applicable to the compact and mixed-use as well as transit-oriented setting of the DNSP where significant added residential units would add a local population with less reliance on the private automobile, and where drivers would park once and be transformed into walkers. It also recognized the economies of scale where parking in the DNSP district would be shared among uses with differing peaks, and where the sizing of parking facilities to meet average parking needs (instead of worst-case ratios typical to suburban buildings) could be appropriate. In selecting this reduced ratio, the DNSP further recognized that a common supply allows commercial buildings with above-average parking demand to be balanced by other buildings with below-average demand.

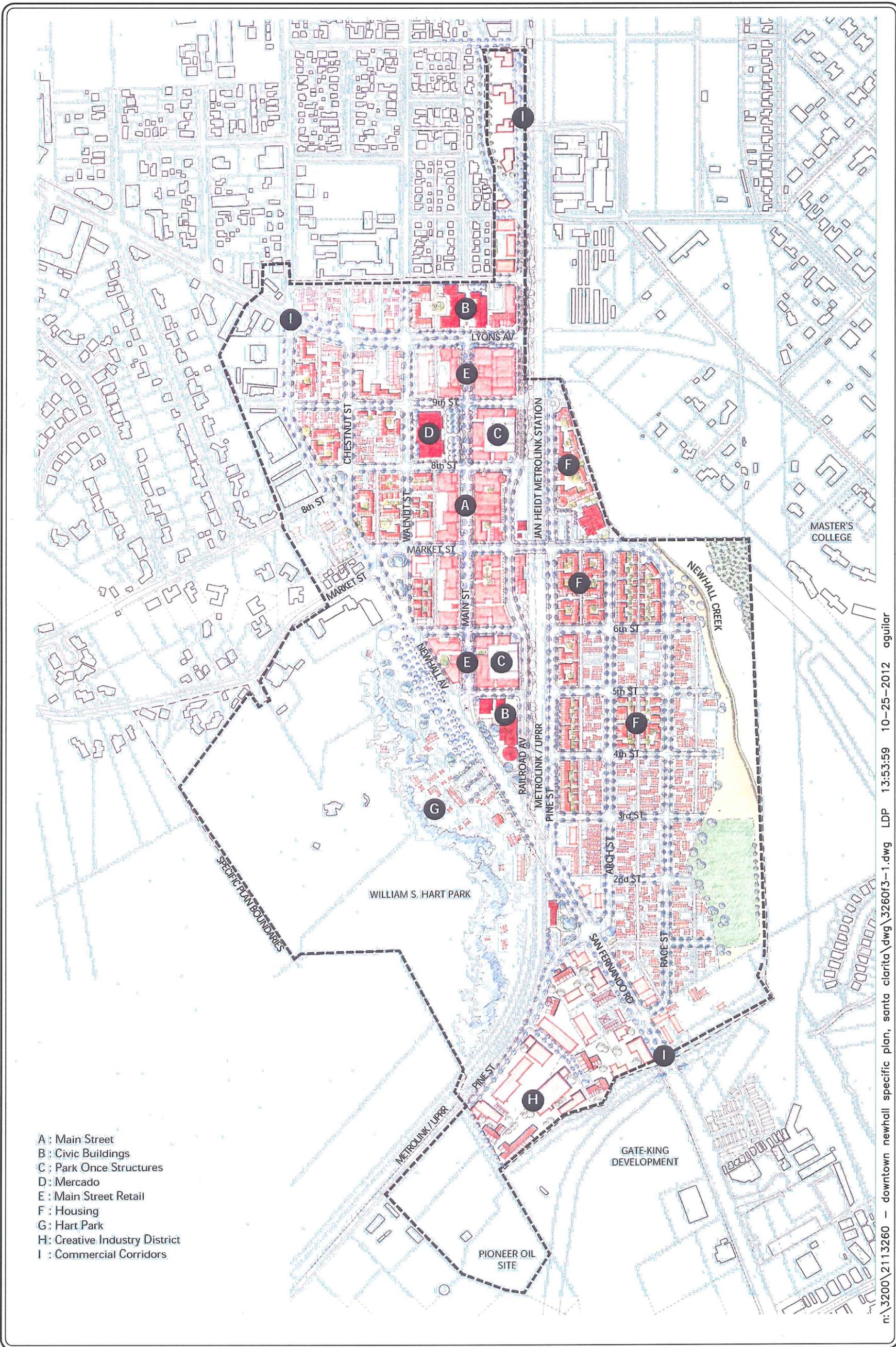
On the supply side, the Specific Plan called for two Park Once garages, each with 400 spaces (800 spaces total), and both to be located within the Main Street subarea focus of this study. Further adding 140 surface lot spaces at Hart Park plus 489 on-street spaces throughout the plan area resulted in a proposed plan total of 1,429 parking spaces (see page 2:31 of the Specific Plan document).

3.3 The Main Street Subarea

As noted above, the DNSP does not provide an explicit total of future non-residential development in the Main Street area of that plan as carried over to the Main Street Subarea focus of this study. However, approximate DNSP non-residential buildout square footages anticipated in the Main Street Subarea can be inferred to range from roughly 315,000 SF to 350,000 SF as follows:

- With full implementation of the DNSP, the overall plan indicated that 240,000 SF of existing development within the total DNSP would remain in place within that area, but 80% (720,000 SF) of the existing non-residential floor area (960,000 SF) would be replaced on a one-for-one basis under the plan. Additionally, the DNSP envisioned the addition of up to 290,000 SF to the overall plan area, resulting in a buildout total of 1.25 million SF. The relationship between a forecast of 1.25 million SF growing from an existing total of 960,000 SF infers a replacement factor of 130%. Simplistically, removing an existing 10,000 SF of non-residential floor area could make way (at this ratio) for a future 13,000 SF of added/redeveloped floor area. But the Urban Center expectation for the Main Street area, combined with economies of scale, parcel consolidation, and the Park Once parking supply strategy could realistically improve this ratio to 175% or more.
- From the description in *Section 3.1*, above, the key Main Street components of the Plan would have totaled on the order of 217,000 SF. This total is based on a 65,000 SF library, museum of up to 25,000 SF, a Mercado and Plaza of 35,000 SF, Main Street retail totaling 65,000 SF plus a cinema of 3 to 6 screens with cinema floor area equivalency (based on other data) of an estimated 4,500 SF per screen.

- Using the 130% factor, construction of this estimated 217,000 SF of replacement development may have resulted in the loss of approximately 167,000 SF of existing floor area in the Main Street Subarea, so the net effect of that revitalization would be to add 50,000 SF in that subarea.
- Alternatively, using the 175% factor, construction of this estimated 217,000 SF of replacement development may have resulted in the loss of approximately 124,000 SF of existing floor area in the Main Street Subarea, so the net effect of that revitalization would be to add roughly 90,000 SF in that subarea.
- From *Table 2-1*, the inventory of existing non-residential development in the Main Street Subarea totals roughly 296,000 SF. Of that amount, the new library represents slightly less than 31,000 SF, leaving up to approximately 265,000 SF (with 30,778 SF of that now vacant) that might have been subject to revitalization or replacement under the DNSP.
- Adjusting this 265,000 SF value by the 130% and 175% factors infers a Main Street Subarea development potential under the DNSP of 315,000 SF to 355,000 SF, respectively.
- The two Park Once structures were targeted for the provision of 800 spaces. At the DNSP non-residential parking ratio of 2.5 spaces/1,000 SF, that supply would support approximately 320,000 SF of development (new or revitalized) parked by the program. This value falls comfortably within the inferred range of DNSP development potential cited above. It is important to note that on-street spaces could have also supported these expanded development totals, as could off-street parking on private development sites not affected by redevelopment activity. Alternatively, some elements of possible residential development anticipated by the DNSP would require a parking calculation of their own. Those required residential spaces might also have been supported by the Park Once parking supply.



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FIGURE 3-1

ILLUSTRATIVE PLAN
 DOWNTOWN NEWHALL SPECIFIC PLAN, SANTA CLARITA

4.0 “NEXT STEPS” PARKING STUDY OBJECTIVES

4.1 Issues Summary

The prior Sections of this study frame potentially serious parking issues with the Downtown Newhall Specific Plan. The Main Street Subarea could be most affected by these issues. The issues are as follows:

- The DNSP does not require a developer of a non-residential project in the Urban Center Zone to provide any parking on that project site. It was the intent of the DNSP that the City would provide for the development of public off-street parking, and that the parking needs of those new developments (beyond any parking provided by the developer on their own site) be met by permits issued for the use of that public parking.
- The DNSP parking provisions for non-residential parking supply in the study area rely on a simplified/blended parking ratio of 2.5 spaces/1,000 SF of floor area. This ratio would be applied regardless of building use or tenancy type. Given the nature of the permit program described above, the City would have had the primary obligation to construct parking at this ratio in order to issue those parking permits in support of new development. The current economic realities have constrained the City’s ability to construct those added parking spaces.
- The 2.5 spaces/1,000 SF ratio is most appropriate in mature, developed, mixed-use downtown districts with significant residential and transit-oriented development components, walkability, a park-once character, and a sharing of parking by diverse uses with complimentary parking demand patterns (daytime retail and office versus evening dining, recreation and entertainment, for example).
- The development potentials anticipated by the plan are not expected to be achieved and the recent suspension of redevelopment activities as were once common in California can be expected to diminish the overall revitalization and redevelopment potential of the plan area.
- The economic landscape has changed, requiring a fundamental reassessment of those development expectations. The plan’s strategy for meeting future parking demands needs to be adjusted to accommodate the new economic realities.
- The Specific Plan did not define a calculation/evaluation methodology to assure a continuing “real world” parking balance for future interim or longer-term horizon years. The simplified ratio of 2.5 spaces/1,000 SF is not likely to fit the near term incremental parking needs of the study area.

4.2 Study Approach

Discussions with the City team as well as LLG’s review of the Specific Plan and related documentation have resulted in the identification of key “next step” elements to be considered in this

study so as to further facilitate the City's encouragement and processing of development projects in the study area. Those elements are as follows:

- A “snapshot” of existing parking supply inventories and demand characteristics within and throughout the primary commercial subarea area of the Specific Plan footprint. That subarea was defined in consultation with City Staff.
- Using that snapshot, determination of “excess” public (on-street as well as off-street) and private parking spaces that will support the initial reuse, revitalization, and/or redevelopment projects as they may be brought forward in the Downtown Newhall Specific Plan area.
- Reconsideration and/or reframing of the Plan element that eliminated minimum parking standards in the Urban Center Zone Land use changes and/or intensification can be expected to intensify parking needs in the that area, and this “no minimum” practice may not allow the City to gain traction on providing for the aggregated Main Street Subarea parking needs as individual projects are brought forward. This is especially true if the City is not able to provide for the construction of the added public spaces that were anticipated by the Park Once strategy.
- Identification of “real world” parking ratios, by land use type, for use in the Urban Center Zone of the Main Street Subarea.
- Extending from that parking ratio definition, a near-term Shared Parking Model consistent with existing parking characteristics (demand ratios and profiles) for repeated use in testing the parking implications of near-term projects brought forth in the Specific Plan area, and for determining added parking space needs in advance of those actual needs.
- A long-term/buildout Shared Parking Model, consistent with the synergistic parking characteristics envisioned by the adopted Specific Plan. This model could be re-used on an ongoing basis to assess the overall parking needs for an accumulation of long-term projects brought forth over the life of the Specific Plan. The model would permit a more thorough analysis of Downtown Newhall parking needs than is possible with the simplified blended ratio of the adopted Specific Plan document.
- Because there are no pending development projects in the DNSP area, this study performs illustrative calculations using both the near-term and long-term Shared Parking models. Those calculations demonstrate how the models are applied, and the resulting calculation of parking needs.

5.0 EXISTING PARKING CONDITIONS IN THE STUDY AREA

This Section presents an overview of existing parking supply and parking demand in the study area. That information is first summarized for the study area overall, then with a focus to only the Main Street Subarea as previously described, followed by summary information for the blocks that make up the Main Street Subarea in combination with the parking support in the Metrolink Station and Community Center blocks. **Table 5-7**, presented at the end of the section, provides a quick-reference summary of those parking supply and demand relationships.

5.1 Overall Parking Inventory

Table 5-1 presents a summary of inventoried existing parking supply throughout the study area. That area was depicted previously in *Figures 2-1* and *2-2*. The parking supply information was initially collected in April 2012 and has been supplemented with additional field review performed in October 2012 following the opening of the Old Town Newhall Library and its parking revisions as well as the building removal and parking adjustments on Block F.

Off-street space information in the table is presented as the subtotal in each block (aggregated among any and all included non-residential parking spaces within that block). These space totals reflect only parking intended for non-residential uses. From *Table 2-1*, Blocks A, H, and K in the Main Street Subarea have residential development parcels, as do Blocks D, G and J outside that Subarea. Off-street spaces are in place on those parcels to exclusively serve those residential units. Because of that exclusivity, these residential spaces are not reported as part of the study area parking space inventory.

On-street spaces are reported for both curbs of each named street throughout the study area footprint. Appendix **Tables B-1** through **B-35** provide greater detail of the inventoried actual existing spaces within each off-street block, and along each on-street segment.

Looking to *Table 5-1* indicates an inventory of 1,769 spaces throughout the study area footprint. This includes 472 spaces along curbs of public streets as well as 625 public spaces in off-street lots. Taken together these represent 1,097 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 62% of the parking supply inventory.

When making 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 new library and former library sites, Metrolink station, Community Center and by agreement in Block T (as described below).

To supplement the local area supply of public spaces, the City entered into a Municipal Parking Lot Agreement (Contract No. 08-00394-A, and executed by all parties in July 2011) with the owners of the property at 24222 Main Street (located in Zone T of *Figure 2-1*) to secure 59 private spaces on that property for public parking use. The Agreement provides for the operation of a municipal

parking lot as follows: 1) parking is to be free of charge and available for public parking from Monday through Sunday except that there will be no overnight parking, and 2) that the City will have exclusive use of the lot from Friday, starting at 5:00 PM, thru midnight on Sunday. These 59 spaces are included in the public off-street inventory of *Table 5-1* (see footnote [f] of that table.)

Also from *Table 5-1*, private off-street parking makes up the balance of the inventoried supply and totals 672 spaces, or roughly 38% of the overall space inventory. Private parking supply components generally include spaces on what was concluded to be private property. The spaces are intended for use by the general public but only when visiting adjoining privately-owned commercial and related buildings.

It is noted that the on-street parking supply values carried in *Table 5-1* for Main Street reflect the angled parking and related improvements called out in the Specific Plan and implemented since its adoption. The two Park Once parking structures recommended in that plan have not been implemented. Each of these was to have 400 spaces. One of those structures was to be located within Block I and the other was to be located within Block T.

5.2 Parking Demand Field Study

5.2.1 Field Study Dates

Existing parking demands throughout the study area were studied during cyclical observations conducted on Thursday and Friday, April 26 and 27, 2012. Because of changes due to the recent completion of the Old Town Newhall Library project, the parking demands in and adjoining Block B/C as well as Block F were recounted on Thursday and Friday, October 11 and 12, 2012. The October data were substituted for the prior April results reported for Blocks B/C and F.

5.2.2 Study Methodology

The demand counts were compiled by field study personnel circulating throughout all inventoried on-street and non-residential off-street 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. The field study targeted the likely timeframes of potential peak parking demands by centering these observation cycles within the following periods:

- 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

The survey days and timeframes were determined in coordination with City Staff, and were selected after consideration of the following:

- Review of available seasonal adjustment factors for parking demand (sourced from ULI reference materials) concluded that parking demand counts in January and February were likely to understate the on-going parking demand characteristics of the study area. This caused the field study days to be deferred until at least the March timeframe, which would be expected to be more representative. However, Canyon Theatre Guild was dark in March, and thus April dates were used, since they were expected to yield more representative data.
- The selected April dates avoided irregularities associated with special events like the Cowboy Festival which was held the previous weekend. Based on local area calendar review, the supplemental October field study days also appeared not to include special events that might make the data less representative.
- The survey provides data for two weekdays in keeping with the input from area businesses that point to more activity during weekdays than weekend days.
- The April 26th date was a 4th Thursday and did not coincide with a Senses (3rd Thursday) event; the latter was concluded to be a limited (albeit repeating) special event that could make the data non-representative. The supplemental focused demand count on October 11 also avoided this issue.
- The presence of the Thursday Farmer's Market (3-7 PM on Main, north of Market) was acknowledged, but it was concluded that the scale of this event would not invalidate the Thursday data. Data collected in the vicinity of the Farmer's Market on the two April survey days confirmed this assumption.
- Canyon Theatre Guild (roughly 280 seats based on our research) is dark on Thursdays, but had a performance on the Friday evening of the April field study.
- Repertory East Playhouse was dark (according to their on-line calendar) on both April survey days and did not resume their schedule until Friday, May 11. With 81 seats, the Repertory East Playhouse was expected to minimally influence local parking demands and development of the shared parking model.

5.2.3 Parking Demand Results for the Overall Study Area

Tables 5-2 and *5-3* present the parking demand results for the Thursday and Friday field study dates. The greatest portion of this data comes from the April field study; only the Block B/C and Block F area results were from the October supplement.

The demand data shown in both tables are combined to indicate the line item total for each on-street zone or off-street parking block, and the actual number of observed parked vehicles in each block during each survey round are indicated. Those demand values are further compared to the inventoried parking supply in that block, and a % occupied value is included for each. Appendix *Tables B-1* through *B-35*, presented previously, also include demand data detailing each of the survey rounds.

The Thursday (*Table 5-2*) peak demand throughout the study footprint occurred during the midday (12:30 PM), and totaled 1,089 parked vehicles for a 62% occupancy factor. The mid-morning and afternoon survey observations were almost equal and virtually tied (1,028 versus 1,036 parked vehicles, respectively) for the second greatest demand period of the day (58/59% occupancy). Early evening demand was considerably less (47%) and mid-evening demand was lesser still (29%).

The Friday (*Table 5-3*) overall peak demand throughout the study footprint was generally less than Thursday, but still occurred during the midday (12:30 PM) and totaled 963 parked vehicles for a 54% occupancy factor. The mid-afternoon survey observations were the second greatest demand period of the day (52% occupancy). Mid-morning ranked third with an occupancy of 50%. Early evening demand was considerably less (38%), and mid-evening demand was lesser still, but with an occupancy of 32%, the Friday 8:00 PM demand exceeded the 29% occupancy rate that was observed at 8:00 PM on Thursday night (29%).

5.2.4 Merged Thursday-Friday Parking Demand for the Overall Study Area

Review of *Tables 5-2* and *5-3* indicates that while Thursday data typically dominate, some zones and/or timeframes are greater on Friday. *Table 5-4* merges the greater value of the cells in the Thursday and Friday summary tables, leading to a blended presentation of the greater of both data sets in each cell. Thursday data are indicated by the blue portions of the table, and Friday data are presented in the green portions. This approach increases the blended peak to 1,163 spaces at midday, for a 66% occupancy factor. The effect during other periods is apparent from a review of the table.

A key takeaway from *Table 5-4* is that, overall, parking demands in the study area top out at only about two-thirds of existing available supply. Even so, this does not mean that one-third of the supply is available to support new or intensified development in the study area. Before that assessment can be made, the raw data of *Table 5-4* require an adjustment that considers seasonal variation as well as a parking contingency to incorporate a modest excess supply that accounts for parking circulation and convenience. The parking contingency is intended to avoid the situation where a potential parker seeking a space needs to search multiple zones to find the last remaining space. Additionally, there are building vacancies in the study area. Parking demands associated with

these vacancies need to be accounted for before defining surplus parking spaces within the existing supply.

5.2.5 Merged Thursday-Friday Parking Demand for only the Main Street Subarea

A focus to the parking demand-supply relationships in only the Main Street Subarea is presented in **Table 5-5**. This table repeats the format of **Table 5-4**, but includes merged Thursday-Friday parking demand data as well as parking supply data for only the zones making up the Main Street Subarea.

As shown in the table, the overall supply in this subarea includes 285 on-street and 732 off-street spaces for a total supply of 1,017 spaces, or about 57% of the 1,769 spaces inventoried throughout the overall study area (see **Table 5-1**). The total merged demand in this subarea peaks at midday with 654 spaces (64% occupancy). Peak on-street demand (173 spaces) is 61% of supply. The off-street demand totals 481 spaces, or about 66% of that supply component.

The existing occupied floor area totals and relative development mix in the Main Street Subarea provide the opportunity for an empirical non-residential peak parking ratio that can be benchmarked to the blended ratio of 2.5 spaces/1,000 SF in the DNSP. Those occupied floor areas total 265,267 SF (from **Table 2-1**). Actual demand peaked at 654 spaces and translates to an empirical ratio of 2.47 spaces/1,000 SF. Increasing by 10% results in a design level ratio of 2.73 spaces/1,000 SF slightly exceeding the DNSP value.

5.2.6 Merged Thursday-Friday Parking Demand for only the Main Street Subarea Plus Metrolink Station/Community Center Zones

Table 5-6 repeats the merged format of the two prior tables and focuses to the Main Street Subarea with the further addition of the Metrolink Station and Community Center blocks. As shown in **Table 5-6**, the overall parking supply in this area is 1,448 spaces. This compares to 1,017 spaces for the Main Street Subarea alone, and 1,769 spaces inventoried for the entire study area.

Parking demands in the Main Street Subarea Plus Metrolink Station/Community Center Zones had an actual field study peak at midday with a demand of 976 spaces (67 %). On-street peak parking demand totaled 173 spaces (61 % of the 285-space supply). Off-street parking demand peaked at 803 spaces (69% of the 1,163-space supply).

5.3 Summary of Existing Parking Supply and Peak Demand

The merged Thursday-Friday data of **Tables 5-4**, **5-5**, and **5-6** provide extensive parking supply and demand information at a very refined level of detail that may not be of interest to all readers. **Table 5-7** extracts key information from those three prior tables and summarizes them to a snapshot of key data coming out of the more detailed summaries. The table presents information for the entire study area as well as only the Main Street Subarea, and the Main Street Subarea Plus Metrolink/Community Center Blocks. Takeaways from **Table 5-7** include the following:

- The existing parking supply includes a large body of spaces that functionally support existing non-residential uses in the study area. That ranges from 1,017 spaces for the Main Street Subarea alone to 1,769 spaces for the entirety of the study area.
- On-street parking supply is the least dominate type, and ranges from 285 spaces in the Main Street Subarea alone to 472 spaces for the entirety of the study area. Peak occupancy levels in those spaces ranged from 56% for the overall study area to 61% in the two focus areas.
- Off-street supply is the dominate parking type. Off-street parking makes up 1,297 spaces in the overall study area, and is about equally divided between spaces available to the general public (635 public spaces) versus those intended for use by employees and visitors to individual development parcels (662 private spaces).
- Off-street parking in the Main Street Subarea is more heavily weighted towards private parking (191 public spaces versus 541 spaces in private lots). Adding in the Metrolink Station/Community Center blocks tips the blended off-street supply more to the public side (622 public spaces versus 541 spaces in private lots), but the added public spaces carry with them a demand component related to that station and the community center.
- Parking surpluses (the difference between inventoried supply and observed peak demand) throughout the study area total 34% (606 spaces). The surplus percentages in both of the focus areas are very similar. The Main Street Subarea has a 36% surplus at the peak. Expanding that subarea to include Metrolink Station/Community Center results in a 33% surplus.
- Consideration of parking surpluses by space type (on-street versus off-street public versus off-street private) also indicate that roughly one-third of the inventoried supply in each focus area are vacant at the peak. The on-street percentages range from 39% to 44%. The off-street public surpluses range from 28% to 36%. Off-street private surpluses are similar at 32% to 34%.
- These existing surpluses would be impacted (reduced) by the re-occupancy of vacant non-residential floor area in the study area. Surpluses remaining following that re-occupancy could however support the initial stages of DNSP revitalization/redevelopment as discussed in the next Section of this report.

**Table 5-1
Downtown 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	
On-Street Supply [c]									
11th Street	7	--	--	7	--	--	--	0	7
Lyons Avenue	4	--	--	4	--	--	--	0	4
9th Street	28	8	5	41	--	--	--	0	41
8th Street	15	18	3	36	--	--	--	0	36
Market Street	12	13	--	25	--	--	--	0	25
6th Street	5	13	3	21	--	--	--	0	21
5th Street	3	6	--	9	--	--	--	0	9
4th Street	3	--	--	3	--	--	--	0	3
Chestnut Street	27	--	--	27	--	--	--	0	27
Walnut Street	97	4	1	102	--	--	--	0	102
Main Street	2	70	8	80	--	--	--	0	80
Railroad Avenue	15	16	--	31	--	--	--	0	31
Newhall Avenue	16	--	--	16	--	--	--	0	16
Pine Street	70	--	--	70	--	--	--	0	70
Total On-Street Supply:	304	148	20	472	--	--	--	0	472
Off-Street Supply									
Block A	--	--	--	0	--	--	35	35	35
Block B/C [d]	113	--	9	122	--	--	--	0	122
Block D	--	--	--	0	81	--	4	85	85
Block E	--	--	--	0	49	--	30	79	79
Block F	--	--	--	0	33	--	1	34	34
Block G	12	--	1	13	21	--	--	21	34
Block H	--	--	--	0	79	--	1	80	80
Block I	--	--	--	0	42	--	8	50	50
Block J	--	--	--	0	--	--	15	15	15
Block K	--	--	--	0	46	--	2	48	48
Block L	--	--	--	0	36	4	18	58	58
Block M	22	--	13	35	--	--	--	0	35
Block N	294	--	32	326	--	--	--	0	326
Block O [e]	--	--	--	0	--	--	--	0	0
Block P	--	--	--	0	57	--	27	84	84
Block Q	--	--	--	0	42	--	3	45	45
Block R	70	--	--	70	--	--	--	0	70
Block S	--	--	--	0	25	--	2	27	27
Block T [f]	59	--	--	59	8	--	2	10	69
Block U	--	--	--	0	1	--	--	1	1
Block V [g]	--	--	--	0	--	--	--	0	0
Total Off-Street Supply:	570	--	55	625	520	4	148	672	1,297
On-Street + Off-Street Supply:	874	148	75	1,097	520	4	148	672	1,769

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] = The parking supply includes the recently-constructed Library Project as of October 2012.

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

[f] = A 2011 agreement between the City and landowners makes 59 private spaces available for public use. This lot is also subject to use by production companies for filming.

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

Table 5-2
Downtown Newhall Parking Demand - Thursday (April 26, 2012 [a]): Entire Study Area

Parking Zone	Supply	Thursday, April 26, 2012									
		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
On-Street Supply											
11th Street [b]	7	3	43%	6	86%	4	57%	1	14%	3	43%
Lyons Avenue	4	1	25%	2	50%	2	50%	1	25%	1	25%
9th Street	41	29	71%	35	85%	26	63%	11	27%	4	10%
8th Street	36	20	56%	17	47%	18	50%	25	69%	18	50%
Market Street	25	12	48%	18	72%	15	60%	19	76%	19	76%
6th Street	21	7	33%	6	29%	7	33%	13	62%	12	57%
5th Street	9	1	11%	0	0%	0	0%	0	0%	0	0%
4th Street	3	3	100%	3	100%	3	100%	5	100%	3	100%
Chestnut Street	27	11	41%	10	37%	9	33%	12	44%	15	56%
Walnut Street [b]	102	71	70%	72	71%	63	62%	65	64%	39	38%
Main Street [b][c]	80	41	51%	25	31%	22	28%	44	55%	38	48%
Railroad Avenue	31	15	48%	16	52%	13	42%	9	29%	7	23%
Newhall Avenue	16	3	19%	1	6%	1	6%	4	25%	5	31%
Pine Street	70	19	27%	20	29%	23	33%	26	37%	23	33%
Total On-Street Supply:	472	236	50%	231	49%	206	44%	235	50%	187	40%
Off-Street Supply											
Block A [b]	35	12	34%	16	46%	18	51%	6	17%	1	3%
Block B/C [b]	122	62	51%	68	56%	74	61%	55	45%	22	18%
Block D	85	46	54%	61	72%	53	62%	31	36%	19	22%
Block E	79	33	42%	47	59%	42	53%	35	44%	15	19%
Block F [b]	34	27	79%	28	82%	24	71%	6	18%	8	24%
Block G	34	10	29%	11	32%	11	32%	9	26%	1	3%
Block H	80	23	29%	23	29%	23	29%	20	25%	10	13%
Block I	50	45	90%	57	100%	53	100%	53	100%	45	90%
Block J	15	2	13%	2	13%	2	13%	2	13%	2	13%
Block K	48	27	56%	35	73%	29	60%	26	54%	7	15%
Block L	58	22	38%	23	40%	25	43%	33	57%	22	38%
Block M	35	24	69%	29	83%	26	74%	13	37%	7	20%
Block N	326	221	68%	223	68%	218	67%	154	47%	50	15%
Block O	0	--	--	--	--	--	--	--	--	--	--
Block P	84	34	40%	35	42%	34	40%	32	38%	25	30%
Block Q	45	21	47%	23	51%	24	53%	27	60%	35	78%
Block R	70	70	100%	70	100%	70	100%	21	30%	5	7%
Block S	27	11	41%	10	37%	8	30%	4	15%	2	7%
Block T [d]	69	51	74%	55	80%	53	77%	49	71%	27	39%
Block U	1	48	100%	39	100%	40	100%	27	100%	22	100%
Block V	0	3	--	3	--	3	--	0	--	0	--
Total Off-Street Supply:	1,297	792	61%	858	66%	830	64%	603	46%	325	25%
On-Street + Off-Street Supply:	1,769	1,028	58%	1,089	62%	1,036	59%	838	47%	512	29%

Note:

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

[b] = Supplemental parking supply and demand counts were conducted on Thursday, October 11th, 2012 to account for the Library Project in Block B/C and recent changes in Block F.

[c] = Due to Farmer's Market, 21 spaces were "out of service" during the 2:00 PM, 6:00 PM and 8:00 PM survey rounds.

[d] = Block T spaces were observed to be in use for filming by a production company on April 26, 2012.

Table 5-3
Downtown Newhall Parking Demand - Friday (April 27, 2012 [a]): Entire Study Area

Parking Zone	Supply	Friday, April 27, 2012									
		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
On-Street Supply											
11th Street [b]	7	2	29%	3	43%	3	43%	3	43%	1	14%
Lyons Avenue	4	2	50%	0	0%	2	50%	2	50%	2	50%
9th Street	41	35	85%	29	71%	26	63%	12	29%	7	17%
8th Street	36	20	56%	22	61%	21	58%	28	78%	28	78%
Market Street	25	10	40%	18	72%	15	60%	16	64%	12	48%
6th Street	21	0	0%	2	10%	2	10%	0	0%	7	33%
5th Street	9	0	0%	1	11%	1	11%	0	0%	0	0%
4th Street	3	3	100%	2	67%	4	100%	4	100%	3	100%
Chestnut Street	27	10	37%	7	26%	10	37%	10	37%	12	44%
Walnut Street [b]	102	77	75%	80	78%	74	73%	52	51%	32	31%
Main Street [b]	80	23	29%	40	50%	42	53%	51	64%	57	71%
Railroad Avenue	31	14	45%	14	45%	12	39%	13	42%	9	29%
Newhall Avenue	16	2	13%	4	25%	3	19%	4	25%	3	19%
Pine Street	70	16	23%	15	21%	20	29%	27	39%	26	37%
Total On-Street Supply:	472	214	45%	237	50%	235	50%	222	47%	199	42%
Off-Street Supply											
Block A [b]	35	7	20%	7	20%	7	20%	6	17%	4	11%
Block B/C [b]	122	49	40%	60	49%	60	49%	27	22%	8	7%
Block D	85	67	79%	84	99%	50	59%	29	34%	33	39%
Block E	79	48	61%	42	53%	41	52%	35	44%	22	28%
Block F [b]	34	20	59%	21	62%	20	59%	7	21%	6	18%
Block G	34	10	29%	9	26%	16	47%	3	9%	1	3%
Block H	80	19	24%	23	29%	19	24%	23	29%	20	25%
Block I	50	38	76%	50	100%	43	86%	37	74%	53	100%
Block J	15	2	13%	2	13%	2	13%	2	13%	2	13%
Block K	48	33	69%	29	60%	26	54%	23	48%	12	25%
Block L	58	19	33%	30	52%	19	33%	34	59%	25	43%
Block M	35	23	66%	21	60%	21	60%	11	31%	16	46%
Block N	326	171	52%	157	48%	156	48%	113	35%	27	8%
Block O	0	0	--	--	--	--	--	--	--	--	--
Block P	84	34	40%	36	43%	35	42%	33	39%	23	27%
Block Q	45	17	38%	28	62%	24	53%	11	24%	29	64%
Block R	70	65	93%	66	94%	65	93%	18	26%	20	29%
Block S	27	14	52%	16	59%	19	70%	10	37%	8	30%
Block T [c]	69	10	14%	8	12%	15	22%	8	12%	34	49%
Block U	1	33	100%	37	100%	39	100%	28	100%	19	100%
Block V	0	0	--	0	--	1	--	1	--	1	--
Total Off-Street Supply:	1,297	679	52%	726	56%	678	52%	459	35%	363	28%
On-Street + Off-Street Supply:	1,769	893	50%	963	54%	913	52%	681	38%	562	32%

Note:

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

[b] = Supplemental parking supply and demand counts were conducted on Friday, October 12th, 2012 to account for the Library Project in Block B/C and recent changes in Block F.

[c] = Block T spaces were observed not to be in use by filming production companies on April 27th, 2012.

Table 5-4
Downtown Newhall Peak Parking Demand [a]: Entire Study Area

Parking Zone	Supply	Peak from Thursday and Friday (4/26/12 and 4/27/12 or as supplemented with 10/11/12 and 10/12/12 data)									
		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
On-Street Supply											
11th Street	7	3	43%	6	86%	4	57%	3	43%	3	43%
Lyons Avenue	4	2	50%	2	50%	2	50%	2	50%	2	50%
9th Street	41	35	85%	35	85%	26	63%	12	29%	7	17%
8th Street	36	20	56%	22	61%	21	58%	28	78%	28	78%
Market Street	25	12	48%	18	72%	15	60%	19	76%	19	76%
6th Street	21	7	33%	6	29%	7	33%	13	62%	12	57%
5th Street	9	1	11%	1	11%	1	11%	0	0%	0	0%
4th Street	3	3	100%	3	100%	4	100%	5	100%	3	100%
Chestnut Street	27	11	41%	10	37%	10	37%	12	44%	15	56%
Walnut Street	102	77	75%	80	78%	74	73%	65	64%	39	38%
Main Street	80	41	51%	40	50%	42	53%	51	64%	57	71%
Railroad Avenue	31	15	48%	16	52%	13	42%	13	42%	9	29%
Newhall Avenue	16	3	19%	4	25%	3	19%	4	25%	5	31%
Pine Street	70	19	27%	20	29%	23	33%	27	39%	26	37%
Total On-Street Supply:	472	249	53%	263	56%	245	52%	254	54%	225	48%
Off-Street Supply											
Block A	35	12	34%	16	46%	18	51%	6	17%	4	11%
Block B/C	122	62	51%	68	56%	74	61%	55	45%	22	18%
Block D	85	67	79%	84	99%	53	62%	31	36%	33	39%
Block E	79	48	61%	47	59%	42	53%	35	44%	22	28%
Block F	34	27	79%	28	82%	24	71%	7	21%	8	24%
Block G	34	10	29%	11	32%	16	47%	9	26%	1	3%
Block H	80	23	29%	23	29%	23	29%	23	29%	20	25%
Block I	50	45	90%	57	100%	53	100%	53	100%	53	100%
Block J	15	2	13%	2	13%	2	13%	2	13%	2	13%
Block K	48	33	69%	35	73%	29	60%	26	54%	12	25%
Block L	58	22	38%	30	52%	25	43%	34	59%	25	43%
Block M	35	24	69%	29	83%	26	74%	13	37%	16	46%
Block N	326	221	68%	223	68%	218	67%	154	47%	50	15%
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	84	34	40%	36	43%	35	42%	33	39%	25	30%
Block Q	45	21	47%	28	62%	24	53%	27	60%	35	78%
Block R	70	70	100%	70	100%	70	100%	21	30%	20	29%
Block S	27	14	52%	16	59%	19	70%	10	37%	8	30%
Block T	69	51	74%	55	80%	53	77%	49	71%	34	49%
Block U	1	48	100%	39	100%	40	100%	28	100%	22	100%
Block V	--	3	--	3	--	3	--	1	--	1	--
Total Off-Street Supply:	1,297	837	65%	900	69%	847	65%	617	48%	413	32%
On-Street + Off-Street Supply:	1,769	1,086	61%	1,163	66%	1,092	62%	871	49%	638	36%

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.

**Table 5-5
Downtown Newhall Peak Parking Demand [a]: Main Street Subarea Focus**

Parking Zone	Supply	Peak from Thursday and Friday (4/26/12 and 4/27/12 or as supplemented with 10/11/12 and 10/12/12 data)									
		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
On-Street Supply											
11th Street	7	3	43%	6	86%	4	57%	3	43%	3	43%
Lyons Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
9th Street	26	26	100%	26	100%	21	81%	12	46%	7	27%
8th Street	22	14	64%	17	77%	16	73%	19	86%	19	86%
Market Street	22	9	41%	16	73%	14	64%	17	77%	18	82%
6th Street	21	7	33%	6	29%	7	33%	13	62%	12	57%
5th Street	9	1	11%	1	11%	1	11%	0	0%	0	0%
4th Street	3	3	100%	3	100%	4	100%	5	100%	3	100%
Chestnut Street	--	--	--	--	--	--	--	--	--	--	--
Walnut Street	53	40	75%	42	79%	38	72%	33	62%	20	38%
Main Street	80	41	51%	40	50%	42	53%	51	64%	57	71%
Railroad Avenue	31	15	48%	16	52%	13	42%	13	42%	9	29%
Newhall Avenue	11	0	0%	0	0%	0	0%	0	0%	0	0%
Pine Street	--	--	--	--	--	--	--	--	--	--	--
Total On-Street Supply:	285	159	56%	173	61%	160	56%	166	58%	148	52%
Off-Street Supply											
Block A	35	12	34%	16	46%	18	51%	6	17%	4	11%
Block B/C	122	62	51%	68	56%	74	61%	55	45%	22	18%
Block D	--	--	--	--	--	--	--	--	--	--	--
Block E	79	48	61%	47	59%	42	53%	35	44%	22	28%
Block F	34	27	79%	28	82%	24	71%	7	21%	8	24%
Block G	--	--	--	--	--	--	--	--	--	--	--
Block H	80	23	29%	23	29%	23	29%	23	29%	20	25%
Block I	50	45	90%	57	100%	53	100%	53	100%	53	100%
Block J	--	--	--	--	--	--	--	--	--	--	--
Block K	48	33	69%	35	73%	29	60%	26	54%	12	25%
Block L	58	22	38%	30	52%	25	43%	34	59%	25	43%
Block M	--	--	--	--	--	--	--	--	--	--	--
Block N	--	--	--	--	--	--	--	--	--	--	--
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	84	34	40%	36	43%	35	42%	33	39%	25	30%
Block Q	45	21	47%	28	62%	24	53%	27	60%	35	78%
Block R	--	--	--	--	--	--	--	--	--	--	--
Block S	27	14	52%	16	59%	19	70%	10	37%	8	30%
Block T	69	51	74%	55	80%	53	77%	49	71%	34	49%
Block U	1	48	100%	39	100%	40	100%	28	100%	22	100%
Block V	0	3	--	3	--	3	--	1	--	1	--
Total Off-Street Supply:	732	443	61%	481	66%	462	63%	387	53%	291	40%
On-Street + Off-Street Supply:	1,017	602	59%	654	64%	622	61%	553	54%	439	43%

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.

Table 5-6
Downtown Newhall Peak Parking Demand [a]
Main Street Subarea + Metrolink Station/Community Center Focus

Parking Zone	Supply	Peak from Thursday and Friday (4/26/12 and 4/27/12 or as supplemented with 10/11/12 and 10/12/12 data)									
		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
On-Street Supply											
11th Street	7	3	43%	6	86%	4	57%	3	43%	3	43%
Lyons Avenue	0	0	0%	0	0%	0	0%	0	0%	0	0%
9th Street	26	26	100%	26	100%	21	81%	12	46%	7	27%
8th Street	22	14	64%	17	77%	16	73%	19	86%	19	86%
Market Street	22	9	41%	16	73%	14	64%	17	77%	18	82%
6th Street	21	7	33%	6	29%	7	33%	13	62%	12	57%
5th Street	9	1	11%	1	11%	1	11%	0	0%	0	0%
4th Street	3	3	100%	3	100%	4	100%	5	100%	3	100%
Chestnut Street	--	--	--	--	--	--	--	--	--	--	--
Walnut Street	53	40	75%	42	79%	38	72%	33	62%	20	38%
Main Street	80	41	51%	40	50%	42	53%	51	64%	57	71%
Railroad Avenue	31	15	48%	16	52%	13	42%	13	42%	9	29%
Newhall Avenue	11	0	0%	0	0%	0	0%	0	0%	0	0%
Pine Street	--	--	--	--	--	--	--	--	--	--	--
Total On-Street Supply:	285	159	56%	173	61%	160	56%	166	58%	148	52%
Off-Street Supply											
Block A	35	12	34%	16	46%	18	51%	6	17%	4	11%
Block B/C	122	62	51%	68	56%	74	61%	55	45%	22	18%
Block D	--	--	--	--	--	--	--	--	--	--	--
Block E	79	48	61%	47	59%	42	53%	35	44%	22	28%
Block F	34	27	79%	28	82%	24	71%	7	21%	8	24%
Block G	--	--	--	--	--	--	--	--	--	--	--
Block H	80	23	29%	23	29%	23	29%	23	29%	20	25%
Block I	50	45	90%	57	100%	53	100%	53	100%	53	100%
Block J	--	--	--	--	--	--	--	--	--	--	--
Block K	48	33	69%	35	73%	29	60%	26	54%	12	25%
Block L	58	22	38%	30	52%	25	43%	34	59%	25	43%
Block M	35	24	69%	29	83%	26	74%	13	37%	16	46%
Block N	326	221	68%	223	68%	218	67%	154	47%	50	15%
Block O	--	--	--	--	--	--	--	--	--	--	--
Block P	84	34	40%	36	43%	35	42%	33	39%	25	30%
Block Q	45	21	47%	28	62%	24	53%	27	60%	35	78%
Block R	70	70	100%	70	100%	70	100%	21	30%	20	29%
Block S	27	14	52%	16	59%	19	70%	10	37%	8	30%
Block T	69	51	74%	55	80%	53	77%	49	71%	34	49%
Block U	1	48	100%	39	100%	40	100%	28	100%	22	100%
Block V	0	3	--	3	--	3	--	1	--	1	--
Total Off-Street Supply:	1,163	758	65%	803	69%	776	67%	575	49%	377	32%
On-Street + Off-Street Supply:	1,448	917	63%	976	67%	936	65%	741	51%	525	36%

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.

**Table 5-7
Downtown Newhall Parking Demand Summary**

	Inventoried Supply	Actual Peak Demand (12:30 PM)			
		Demand	% Occupied	Parking Surplus (Supply - Peak Demand)	% Surplus
Entire Study Area					
On-Street Public	472	263	56%	209	44%
Off-Street Public	635	449	71%	186	29%
<i>Public Subtotal:</i>	<i>1,107</i>	<i>712</i>	<i>64%</i>	<i>395</i>	<i>36%</i>
Off-Street Private	662	451	68%	211	32%
<i>Total</i>	<i>1,769</i>	<i>1,163</i>	<i>66%</i>	<i>606</i>	<i>34%</i>
Main Street Subarea Focus					
On-Street Public	285	173	61%	112	39%
Off-Street Public	191	123	64%	68	36%
<i>Public Subtotal:</i>	<i>476</i>	<i>296</i>	<i>62%</i>	<i>180</i>	<i>38%</i>
Off-Street Private	541	358	66%	183	34%
<i>Total</i>	<i>1,017</i>	<i>654</i>	<i>64%</i>	<i>363</i>	<i>36%</i>
Main Street Subarea + Metrolink Station/Community Center Focus					
On-Street Public	285	173	61%	112	39%
Off-Street Public	622	445	72%	177	28%
<i>Public Subtotal:</i>	<i>907</i>	<i>618</i>	<i>68%</i>	<i>289</i>	<i>32%</i>
Off-Street Private	541	358	66%	183	34%
<i>Total</i>	<i>1,448</i>	<i>976</i>	<i>67%</i>	<i>472</i>	<i>33%</i>

6.0 FUTURE PARKING CALCULATION OPPORTUNITIES IN THE STUDY AREA

6.1 Baseline “Design Level” Parking Needs Stemming From Existing Conditions

The inventories and data discussed in *Section 5.0* were extensively reviewed in the context of the local setting, and with an eye to pursuing a methodology that would allow the City to evaluate the incremental parking needs, if any, of revitalization and/or redevelopment proposals brought forth in the Downtown Newhall study area. From the field study results of *Table 5-7*, peak actual demands throughout the study area now total 1,163 spaces. When measured against an inventory of 1,769 spaces, an actual surplus of 606 spaces (34%) is indicated.

When using actual parking data to evaluate design-level parking needs, it is common practice to add a contingency to the raw data results to account for seasonal variation (to other than the Christmas season peak) as well as provide a contingency for circulation and parker convenience (i.e. not having to search a large portion of the parking footprint to find the last available space). A 10% increase over actual observed peak demand is common, and that expansion factor has been used in this study to account for the parking needs of existing occupied non-residential floor areas in the study area. Stated another way, if one were to size a parking facility to reasonably accommodate the peak demand values observed in this study, that facility would be sized at 110% of that actual peak demand.

Table 6-1 expands the raw parking data summary of *Table 5-7* to include those actual counts, expanded by 10% to a baseline design value. Appendix *Tables C-5, C-6* and *C-7* provide the details of this design-level conversion on an individual parking zone basis. The tables correspond to the overall study area, the Main Street Subarea only, and the Main Street Subarea Plus Metrolink Station/Community Center zones focus area, respectively.

With that expansion baseline demand in the overall study area grows to 1,282 spaces and the baseline surplus becomes 487 spaces (supply of 1,769 spaces minus baseline demand of 1,282). For the Main Street Subarea the design level demand becomes 724 spaces and the baseline surplus 293 spaces. For the Main Street Subarea Plus Metrolink Station/Community Center zones focus area the design level demand becomes 1,078 spaces, and the baseline surplus 370 spaces.

6.2 Opportunities for Reuse of Baseline Surplus Spaces

Some of those roughly 300 to 500 baseline surplus spaces identified in the prior subsection could be allocated to new development after recognizing that approximately 30,000 SF of commercial floor area in the study area is now vacant and adding no parking demand to the observed actual or design-level demand characteristics. Additionally, allocation of surplus parking should recognize that Blocks M, R and N largely support the Metrolink Station and/or Community Center, where increased train schedules/ridership and Community Center programming may increase parking demand in the absence of local area development projects.

At the DNSP non-residential parking ratio of 2.5 spaces/1,000 SF, the vacant 30,778 SF of non-residential floor area translates to a need for 77 parking spaces. At the City retail code ratio of 4.0

spaces/1,000 SF, that vacant area translates to a theoretical demand for roughly 123 spaces. In either case these added needs are currently in abeyance due to those floor area vacancies, but those parking needs could fully reappear with the re-leasing of that space to successful new tenants. It is noted further that restaurant uses require significantly more code parking than would the same floor area of retail use, thus having a greater proportional impact on these surpluses.

6.3 Alternative Parking Calculation Methodologies

This design level parking needs in the study area have been used in two ways; one was to test the ability/precision of the direct application of the ULI Shared Parking methodology (referred to as Straight ULI) to predict this actual demand level, and the other was used to test/illustrate a concept generally referred to as the Surveyed Plus Shared method where the baseline needs of the study area “rest” (are not subject to recalculation as long as the floor areas and use types remain relatively constant), and where only redevelopment and/or net new development areas are subject to a code or shared parking calculation update. The latter approach has been found to be a reasonably good method for areas with multiple ownerships that are in some form of transition. Even if current parking provisions on individual properties are not in conformance with code, they would be allowed to continue/reoccupy/revitalize their current floor area, with their current parking supply, and without the burden of securing new or additional parking spaces. Only when a site redevelops would the property or business owner be required to comply with the latest code requirement and could result in creating new parking supply or in utilizing existing spaces through a shared parking agreement, which can be sometimes softened with the use of Shared Parking techniques.

6.4 Trial Parking Calculations Using Straight ULI

The ULI Shared Parking methodology is a common technique for assessing the real world parking needs in a setting of mixed development land use types. Using a baseline 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 needs of each use, it sums the day-long profile of each to arrive at the aggregate parking needs for that mix and quantity of land use types.

The ULI application typically can happen in one of two ways. The first 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. This was the technique developed for and validated by LLG at Valencia Town Center.

The 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 printed to a single page, easy to read output. In this instance, ratios recommended by ULI may vary from the adopted code ratios in a given City. This is true in the City of Santa Clarita application, as evidenced by the summary in **Table 6-2**. Retail is the dominant category in the study area. **Table 6-2** 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 ratios for food service will likely exceed the per seat calculation of the City’s code. Other variations are evident from a review of the table.

On balance, Straight ULI is believed to be an eventual good fit for the study area, particularly given the long term goals and programs to promote a reduced reliance on the single-occupant automobile. In the interim, Straight ULI could likely overstate study area parking needs due to differences in the vitality and scale of development in Downtown Newhall versus the study areas that ULI used to create its methodologies. Regardless, the Straight ULI method may remain valid for Downtown Newhall.

The ULI methodology produces a parking calculation for the typical weekday (often taken as a Friday in mixed-use settings) and a weekend day (normally a Saturday). *Tables 6-3* and *6-4* make a direct application of Straight ULI to the specific land use inventory of *Table 2-1* as presented explicitly for the Main Street Subarea. These tables represent, respectively, the weekday condition (for which we have field data for direct comparison as to the predictive ability of Straight ULI), and the weekend conditions (for which we do not have actual field study data).

From prior discussion the exact peak parking demand in the Main Street subarea totaled 654 spaces. When translated to a design level this represents a realistic real world need of 724 spaces. Looking to *Table 6-3*, the ULI methodology predicts the need for up to 897 spaces resulting in a theoretical subarea excess of design level versus Straight ULI of at least 150 spaces at a 1:00 PM peak. Straight ULI thus appears overstated when compared to the design-level need coming out of the recent field study. Because Straight ULI overestimates the parking demands in Newhall under existing conditions, this method does not appear to be a good predictor of existing need in the Main Street Subarea. However, Straight ULI could be a reasonable predictor of long term parking needs as the Main Street Subarea is revitalized over time.

With retail being the dominant existing land use category, iterative testing and sensitivity analysis suggest that actual retail parking demands in the study area are peaking at about 60% to 70% of the City's code ratio for retail tenancies. That code ratio is 4.0 spaces/1,000 SF versus empirical values in the Main Street Subarea on the order 2.5 to 2.75 spaces/1,000 SF (see Subsection 5.2.5 of this study for the derivation of an empirical and design-level parking ratio in the Main Street Subarea). We conclude that the variation with respect to code is most likely related to the relative vitality of the retail uses in the Main Street Subarea rather than the ability of code or Straight ULI to predict parking needs in a reasonably vital commercial district.

Looking to *Table 6-4*, the weekend Straight ULI calculation is significantly greater than the weekday actual condition and weekday Straight ULI calculation. It is clear that Straight ULI would lead to a significant overestimate of near-term Main Street Subarea parking needs.

6.5 Trial Parking Calculations Using Surveyed Plus Shared

A technique sometimes known as Surveyed Plus Shared has been determined in other applications to be a reasonable parking calculation technique for areas in transition, much like could be expected in the study area. This technique was described briefly above. It supports a strategy where the parking requirements for existing developed parcels and tenancy types are frozen at a design level (even if less than code) as long as those use types and individual building floor areas stay essentially the

same. The incremental parking needs of added or changed development types are evaluated using ULI Shared parking techniques applied to only the use and square footage increments. The specifics of this freezing can be established by the City in order to facilitate progress toward revitalization and Specific Plan implementation, even though the opportunity to pursue significant projects appears limited in the near term.

The technique as applied to the Downtown Newhall study area is a simplified version of Straight ULI both in terms of development quantities (floor area, etc.) subject to the calculation as well as the simplified timeframes considered in the calculation. **Table 6-5** illustrates the application as a sample calculation in the Main Street Subarea. In this case the calculation has been iterated to exactly balance the existing excess parking spaces in the Subarea with an exact square footage of re-occupied and expanded retail floor area. That excess is the difference between overall parking supply in the Subarea and the design-level needs of that Subarea as determined by the field studies of this report. Other permutations are possible, including for a mix of floor area types proposed by the City and/or individual development applicants.

Looking to the left portion of *Table 6-5* the five key parking demand timeframes are indicated as is the peak design-level demand (from actual field study plus 10%). The surplus, or excess, spaces beyond design-level needs now expressed in the study are also shown. The observed peak demand in the Main Street Subarea was 654 spaces (12:30 PM) which translates to a design-level need of 724 spaces. When contrasted against an inventoried supply in the same subarea of 1,017 spaces, a 293 space surplus is indicated. Isolating from *Table 5-7*, that surplus is composed of 93 on-street spaces (supply of 285 spaces less a 12:30 PM design level demand of 192 spaces), 56 public off-street spaces (supply of 191 less design-level demand of 135 spaces), and 144 private off-street spaces (supply of 541 less design-level demand of 397 spaces). Continuing to the right across the table, all of the likely land use categories/types as considered by ULI are shown, as is the peak parking ratio to be applied for each. If a category has a floor area or other parameter to be integrated to the calculation, the size of that parameter is input, as is the peak requirement for that use (before the time-of-day profiles are applied with results in the column below that heading).

The *Table 6-5* sample calculation indicates that the incremental parking needs for an estimated 94,000 SF of re-occupied/added retail floor will exactly balance with the existing design-level parking excesses (surpluses) in the Main Street Subarea. This floor area threshold would permit re-occupancy (as retail) of the now-vacant 30,778 SF in the Subarea, and provide for up to 63,222 SF of added retail space in that subarea. Other permutations are possible based on the land use mix of a specific re-occupancy or new development proposal. It is noted further that this example assumes even private off-street surplus spaces supporting the calculation. To the extent those private spaces are not available, the balance would be constrained to a different balanced condition.

6.6 Key Findings

The *Table 6-5* summary is illustrative but rooted in actual field study conditions and it could be carried over to other applications within the Downtown Newhall Specific Plan area as follows:

- While tied to the Main Street Subarea, the table (design-level parking need for existing occupancies, corresponding space surpluses, and accounting for added floor areas) could be reset to consider other footprints in the overall study area (with further accounting for the Metrolink Station and Community Center activity), and/or further divided to other subareas such as a “Main Street North” versus a “Main Street South” footprint, etc.
- It does provide a support strategy and parking calculation basis to consider/encourage near term revitalization/redevelopment projects that may be brought forward in the DNSP.
- That calculation is much more sensitive to the specific parking needs of specific development projects than the blended ratio of 2.5 spaces per 1,000 SF inherent to the DNSP. That blended ratio could fall short, particularly if the actual mix of near term development includes more intensive parking users like restaurant, entertainment, recreation and cinema tenancies.
- It does support a mechanism for near-term demolition and a rebuilding of individual ownership sites or aggregations of sites without the automatic need for immediate construction of added public parking facilities. In that instance, the portion of the design level demand on the affected sites could be zeroed out using the field study data, and the needs/requirements of the new project calculated within the overall setting using a surveyed plus shared parking strategy.
- It does make use of an established ULI model with its inherent ratios and time-of-day profiles. Those ULI ratios vary from current City code and may lead to reduced overall requirements when compared to the code. The overall summation within the ULI approach is concluded to be applicable to the district nature of Downtown Newhall.
- The Straight ULI approach can be used in conjunction with the Surveyed Plus Shared technique. The former could track the potential long term/buildout needs in the Downtown, and the latter would allow Staff to evaluate the accumulating needs within that same area as revitalization/re-occupancy/redevelopment projects are brought forward. These two techniques, individually or in combination, are concluded to be a more reliable basis of establishing sufficient parking supply in the study area than application of the blended parking ratio of 2.5 spaces/1,000 sf as called out for the Urban Center Zone in the DNSP.

Table 6-1
Actual Peak Demand vs. Design Level Demand

	Inventoried Supply	Actual Peak Demand (12:30 PM)		Design Level Demand [a] (12:30 PM)	
		Demand	% Occupied	Demand	% Occupied
Entire Study Area					
On-Street Public	472	263	56%	290	61%
Off-Street Public	635	449	71%	494	78%
<i>Public Subtotal:</i>	<i>1,107</i>	<i>712</i>	<i>64%</i>	<i>784</i>	<i>71%</i>
Off-Street Private	662	451	68%	498	75%
Total	1,769	1,163	66%	1,282	72%
Main Street Subarea Focus					
On-Street Public	285	173	61%	192	67%
Off-Street Public	191	123	64%	135	71%
<i>Public Subtotal:</i>	<i>476</i>	<i>296</i>	<i>62%</i>	<i>327</i>	<i>69%</i>
Off-Street Private	541	358	66%	397	73%
Total	1,017	654	64%	724	71%
Main Street Subarea + Metrolink Station/Community Center Focus					
On-Street Public	285	173	61%	192	67%
Off-Street Public	622	445	72%	490	79%
<i>Public Subtotal:</i>	<i>907</i>	<i>618</i>	<i>68%</i>	<i>682</i>	<i>75%</i>
Off-Street Private	541	358	66%	396	73%
Total	1,448	976	67%	1,078	74%

Note:

[a] = Design level demand represents peak actual demand increased by 10%.

**Table 6-2
ULI vs. City Parking Code**

Land Use Type	ULI Parking Rate [a]		City Code: Off Street Parking Requirements (17.18.130)
	Weekday	Weekend	
Retail	3.6 /KSF	4.0 /KSF	1 space per 250 square feet.
Fine/Casual Dining	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.
Family Restaurant	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.
Fast Food	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)
Nightclub	16.5 /KSF	19.0 /KSF	1 space per each 3 occupants.
Cineplex	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
Performing Arts Theater	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
Health Club	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.
Business Hotel	1.25 /Rm	1.08 /Rm	1 space per each guest room or suite plus required parking for additional uses on site.
Leisure Hotel	1.15 /Rm	1.18 /Rm	1 space per each guest room or suite plus required parking for additional uses on site.
Hotel Restaurant/Lounge	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.
Hotel Conference/Banquet	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.
Hotel Convention Space	20.0 /KSF	10.0 /KSF	No Information Given
Residential	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.
Office	3.8 /KSF	0.38 /KSF	1 space per 250 square feet.
Medical/Dental	4.5 /KSF	4.5 /KSF	1 space per 250 square feet.
Bank	4.6 /KSF	4.6 /KSF	1 space per 200 square feet.
Library	0.89 /KSF	0.89 /KSF	No Information Given
Community Recreation Center	6.33 /KSF	10.67 /KSF	No Information Given
Church	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.
Park	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 6-3
Weekday Shared Parking Demand Analysis - Main Street Subarea Focus [a]
Existing Occupancies Only

Land Use	Retail	Fine/Casual Dining	Family Restaurant	Fast-Food Restaurant	Nightclub	Cineplex	Performing Arts Center	Health Club	Business Hotel	Leisure Hotel	Hotel Restaurant /Lounge	Hotel Conference Ctr /Banquet	Hotel Convention Space	Office	Medical/Dental Office	Bank		Library[d]	Community Recreation Center [e]	Church [f]			
Size [b]	164.223 KSF	0.000 KSF	10.250 KSF	0.000 KSF	0.000 KSF	0 Seats	348 Seats	0.000 KSF	0 Rms	0 Rms	0.000 KSF	4.378 KSF	0.000 KSF	39.188 KSF	0.000 KSF	0.000 KSF	Subtotal	30.752 KSF	0.000 KSF	7.754 KSF	Total	Design	Shared Parking
Pkg Rate[c]	3.6 /KSF	18.0 /KSF	10.5 /KSF	15.0 /KSF	16.5 /KSF	0.20 /Seat	0.37 /Seat	7.0 /KSF	1.25 /Rm	1.15 /Rm	10.0 /KSF	30.0 /KSF	20.0 /KSF	3.8 /KSF	4.5 /KSF	4.6 /KSF	Spaces =	2.5 /KSF	6.33 /KSF	6.41 /KSF	Spaces =	Level	Minus
Gross Spaces	591 Spc.	0 Spc.	108 Spc.	0 Spc.	0 Spc.	0 Spc.	129 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	131 Spc.	0 Spc.	149 Spc.	0 Spc.	0 Spc.	1,108	77 Spc.	0 Spc.	50 Spc.	1,235	Actual	Design Level
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Shared Parking Demand	Number of Spaces	Number of Spaces	Number of Spaces	Shared Parking Demand	Design Level Plus 10%	Surplus (Deficiency)
6:00 AM	15	0	22	0	0	0	0	0	0	0	0	0	0	4	0	0	41	0	0	0	41	--	--
7:00 AM	40	0	41	0	0	0	2	0	0	0	0	0	0	41	0	0	124	0	0	0	124	--	--
8:00 AM	108	0	48	0	0	0	2	0	0	0	0	39	0	105	0	0	302	4	0	0	306	--	--
9:00 AM	230	0	58	0	0	0	6	0	0	0	0	79	0	137	0	0	510	34	0	0	544	--	--
10:00 AM	370	0	67	0	0	0	6	0	0	0	0	79	0	149	0	0	671	65	0	0	736	661	75
11:00 AM	466	0	70	0	0	0	6	0	0	0	0	79	0	142	0	0	763	68	0	0	831	--	--
12:00 PM	513	0	76	0	0	0	8	0	0	0	0	85	0	125	0	0	807	71	0	0	878	724	154
1:00 PM	532	0	70	0	0	0	8	0	0	0	0	85	0	128	0	0	823	74	0	0	897	--	--
2:00 PM	513	0	44	0	0	0	8	0	0	0	0	85	0	149	0	0	799	77	0	0	876	682	194
3:00 PM	490	0	38	0	0	0	8	0	0	0	0	85	0	142	0	0	763	73	0	0	836	--	--
4:00 PM	490	0	38	0	0	0	8	0	0	0	0	85	0	125	0	0	746	68	0	30	844	--	--
5:00 PM	508	0	59	0	0	0	8	0	0	0	0	131	0	70	0	0	776	62	0	50	888	--	--
6:00 PM	508	0	62	0	0	0	23	0	0	0	0	131	0	35	0	0	759	57	0	50	866	609	257
7:00 PM	508	0	62	0	0	0	46	0	0	0	0	131	0	14	0	0	761	41	0	50	852	--	--
8:00 PM	436	0	62	0	0	0	120	0	0	0	0	131	0	10	0	0	759	23	0	50	832	483	349
9:00 PM	292	0	47	0	0	0	120	0	0	0	0	131	0	4	0	0	594	2	0	30	626	--	--
10:00 PM	170	0	43	0	0	0	7	0	0	0	0	66	0	1	0	0	287	0	0	0	287	--	--
11:00 PM	59	0	40	0	0	0	2	0	0	0	0	0	0	0	0	0	101	0	0	0	101	--	--
12:00 AM	0	0	21	0	0	0	1	0	0	0	0	0	0	0	0	0	22	0	0	0	22	--	--

Notes:
[a] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
[b] "Size" values extracted and summed from Table 2-1 summary for applicable on-street and off-street zones.
[c] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.
[d] Parking rates of 2.5 spaces/1,000 SF for library use is based on review of actual demand data of the new library.
[e] Parking rates for community recreation center use is based on ITE land use 435: multipurpose recreation facility. Profiles were estimated based on hours of operation.
[f] Profiles based on review of existing New Life in His Presence Church calendar because church use is not included in the ULI baseline information.
Indicates peak demand timeframe.

Table 6-4
Weekend (Saturday) Shared Parking Demand Analysis - Main Street Subarea Focus [a]
Existing Occupancies Only

Land Use	Retail	Fine/Casual Dining	Family Restaurant	Fast-Food Restaurant	Nightclub	Cineplex	Performing Arts Center	Health Club	Business Hotel	Leisure Hotel	Hotel Restaurant /Lounge	Hotel Conference Ctr /Banquet	Hotel Convention Space	Office	Medical/Dental Office	Bank		Library[d]	Community Recreation Center [e]	Church [f]	Total Spaces =
Size [b]	164.223 KSF	0.000 KSF	10.250 KSF	0.000 KSF	0.000 KSF	0 Seats	348 Seats	0.000 KSF	0 Rms	0 Rms	0.000 KSF	4.378 KSF	0.000 KSF	39.188 KSF	0.000 KSF	0.000 KSF	Subtotal	30.752 KSF	0.000 KSF	7.754 KSF	Total Spaces = 1,285
Pkg Rate[c]	4.0 /KSF	20.0 /KSF	15.0 /KSF	14.0 /KSF	19.0 /KSF	0.27 /Seat	0.40 /Seat	5.75 /KSF	1.08 /Rm	1.18 /Rm	10.0 /KSF	30.0 /KSF	10.0 /KSF	0.38 /KSF	4.5 /KSF	4.6 /KSF	Spaces =	2.5 /KSF	10.67 /KSF	14.38 /KSF	
Gross Spaces	657 Spc.	0 Spc.	154 Spc.	0 Spc.	0 Spc.	0 Spc.	139 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	131 Spc.	0 Spc.	15 Spc.	0 Spc.	0 Spc.	1,096	77 Spc.	0 Spc.	112 Spc.	
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Shared Parking Demand	Number of Spaces	Number of Spaces	Number of Spaces	Shared Parking Demand
6:00 AM	18	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	43
7:00 AM	46	0	50	0	0	0	2	0	0	0	0	0	0	0	0	0	98	0	0	0	98
8:00 AM	105	0	80	0	0	0	2	0	0	0	0	39	0	1	0	0	227	0	0	0	227
9:00 AM	256	0	113	0	0	0	6	0	0	0	0	79	0	1	0	0	455	5	0	0	460
10:00 AM	374	0	141	0	0	0	6	0	0	0	0	79	0	1	0	0	601	63	0	0	664
11:00 AM	466	0	141	0	0	0	6	0	0	0	0	79	0	1	0	0	693	71	0	0	764
12:00 PM	552	0	154	0	0	0	8	0	0	0	0	85	0	1	0	0	800	77	0	0	877
1:00 PM	604	0	134	0	0	0	44	0	0	0	0	85	0	1	0	0	868	77	0	0	945
2:00 PM	657	0	108	0	0	0	101	0	0	0	0	85	0	1	0	0	952	77	0	0	1,029
3:00 PM	657	0	69	0	0	0	101	0	0	0	0	85	0	1	0	0	913	67	0	0	980
4:00 PM	631	0	76	0	0	0	8	0	0	0	0	85	0	0	0	0	800	56	0	0	856
5:00 PM	597	0	101	0	0	0	8	0	0	0	0	131	0	0	0	0	837	46	0	0	883
6:00 PM	532	0	114	0	0	0	25	0	0	0	0	131	0	0	0	0	802	35	0	0	837
7:00 PM	500	0	114	0	0	0	53	0	0	0	0	131	0	0	0	0	798	23	0	0	821
8:00 PM	440	0	107	0	0	0	139	0	0	0	0	131	0	0	0	0	817	10	0	0	827
9:00 PM	348	0	57	0	0	0	139	0	0	0	0	131	0	0	0	0	675	0	0	0	675
10:00 PM	243	0	48	0	0	0	7	0	0	0	0	66	0	0	0	0	364	0	0	0	364
11:00 PM	99	0	35	0	0	0	2	0	0	0	0	0	0	0	0	0	136	0	0	0	136
12:00 AM	0	0	21	0	0	0	1	0	0	0	0	0	0	0	0	0	22	0	0	0	22

Notes:
[a] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
[b] "Size" values extracted and summed from Table 2-1 summary for applicable on-street and off-street zones.
[c] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.
[d] Parking rates of 2.5 spaces/1,000 SF for library use is based on review of actual demand data of the new library.
[e] Parking rates for community recreation center use is based on ITE land use 435: multipurpose recreation facility. Profiles were estimated based on hours of operation.
[f] Profiles based on review of existing New Life in His Presence Church calendar because church use is not included in the ULI baseline information.
 Indicates peak demand.

Table 6-5
Weekday Design Basis
Existing Design Level Plus Project Shared Parking Demand Analysis - Main Street Subarea Focus [a]

Land Use	"Design Level"	"Design Level" Surplus (Deficiency)	Accounting for Reoccupied, Vacant or Net Added Development Area																	Subtotal Spaces =	Library[d]	Community Recreation Center [e]	Church [f]	Total Spaces =	Comparison w/ Parking Supply					
			Retail	Fine/Casual Dining	Family Restaurant	Fast-Food Restaurant	Nightclub	Cineplex	Performing Arts Center	Health Club	Business Hotel	Leisure Hotel	Hotel Restaurant /Lounge	Hotel Conference Ctr /Banquet	Hotel Convention Space	Residential	Office	Medical/Dental Office	Bank							Shared Spaces =	Shared Parking Demand	Shared Parking Demand	Shared Parking Demand	Surplus (Deficiency)
Size [b]			94.000 KSF	0.000 KSF	0.000 KSF	0.000 KSF	0.000 KSF	0 Seats	0 Seats	0.000 KSF	0 Rms	0 Rms	0.000 KSF	0.000 KSF	0.000 KSF	0 DU	0.000 KSF	0.000 KSF	0.000 KSF	872	0.000 KSF	0.000 KSF	0.000 KSF	338	0.000 KSF	0.000 KSF	0.000 KSF	338	145	
Pkg Rate[c]			3.6 /KSF	18.0 /KSF	10.5 /KSF	15.0 /KSF	16.5 /KSF	0.20 /Seat	0.37 /Seat	7.0 /KSF	1.25 /Rm	1.15 /Rm	10.0 /KSF	30.0 /KSF	20.0 /KSF	1.75 /DU	3.8 /KSF	4.5 /KSF	4.6 /KSF	1,017	2.5 /KSF	6.33 /KSF	6.41 /KSF	338	0 Spc.	0 Spc.	0 Spc.	338	0	
Gross Spaces			338 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	0 Spc.	872	0 Spc.	0 Spc.	0 Spc.	338	0 Spc.	0 Spc.	0 Spc.	338	145
Time of Day	Existing Demand	Supply	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces
10:00 AM	661	356	211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	872	0	0	0	338	0	0	0	338	145	
12:00 PM	724	293	293	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,017	0	0	0	338	0	0	0	1,017	0	
2:00 PM	682	335	293	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	975	0	0	0	338	0	0	0	975	42	
6:00 PM	609	408	291	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	900	0	0	0	338	0	0	0	900	117	
8:00 PM	483	534	249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	732	0	0	0	338	0	0	0	732	285	

Notes:
[a] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
[b] "Size" values represent the potential mix of use to bring the surplus to a zero condition.
[c] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.
[d] Parking rates of 2.5 spaces/1,000 SF for library use is based on review of actual demand data of the new library.
[e] Parking rates for community recreation center use is based on ITE land use 435: multipurpose recreation facility. Profiles were estimated based on hours of operation.
[f] Profiles based on review of existing New Life in His Presence Church calendar because church use is not included in the ULI baseline information.
Indicates peak demand or minimum surplus timeframe.