

City of Turlock Downtown Parking Management Plan - Final Report



August 9, 2016



In Association with



This page intentionally left blank



TABLE OF CONTENTS

1.0 INTRODUCTION 1

 1.1 Project Study Area 2

2.0 EXISTING PARKING FACILITIES & POLICIES 3

 2.1 Parking Facilities 3

 2.2 Parking Policies & Guidelines 5

3.0 EXISTING CONDITIONS 8

 3.1 Parking Occupancy 9

 3.2 Parking Duration 18

 3.3 Conclusions 18

4.0 PUBLIC OUTREACH 20

 4.1 Project Website 20

 4.2 Online Survey 21

 4.3 Community Meetings 23

 4.4 Joint City Council and Planning Commission Meeting 23

 4.4 Public Outreach Conclusions 24

5.0 FUTURE PARKING DEMAND 25

 5.1 Assumptions and Methodology 25

 5.2 Analysis 26

6.0 RECOMMENDED STRATEGIES FOR IMPLEMENTATION 28

 6.1 Near-term Improvements 28

 6.1.1 Physical Improvements 28

 6.1.2 Parking Time Limits 29

 6.1.3 Compliance 29

 6.1.4 Employee Permit Parking 32

 6.1.5 Publicize Parking Lots 32

 6.2 Short-term Improvements 36

 6.2.1 Transportation Demand Management 36

 6.2.2 Smart Parking Meters 36

 6.2.3 Real-time Parking Availability Signage 39



6.2.4 Phone Apps and Pay-By-Phone Options..... 39

7.0 FUTURE PARKING FACILITIES EXPANSION..... 40

7.1 Opportunity Sites for Expansion..... 40

7.2 Surface Parking Lots..... 40

7.3 Parking Garages..... 41

7.4 Constraints and Opportunities in Downtown Core..... 42

7.5 Potential Sources of Fund..... 43

APPENDICES

- Appendix A – Parking Inventory Data
- Appendix B – Parking Occupancy Data
- Appendix C – Parking Duration Data



List of Tables

Table 1: Inventory by Zone.....3

Table 2: Inventory for Zone 3.....3

Table 3: Occupancy Summary.....9

Table 4: Summary of Long-duration Parking in Zone 1.....18

Table 5: Parking Demand Projections by Zone.....26

Table 6: Parking Demand Projections: Zone 1 and Zone 3 (On-street Parking and Lots).....27

Table 7: Parking Demand Projections by Zone 1 Sub Area (On-street Parking Only).....27

List of Figures

Figure 1: Project Area.....2

Figure 2: Public Parking Lot Locations.....4

Figure 3: Study Limits.....8

Figure 4: Parking Occupancy – Weekday 9:00 a.m.....10

Figure 5: Parking Occupancy – Weekday 10:00 a.m.....11

Figure 6: Parking Occupancy – Weekday 3:00 p.m.....12

Figure 7: Parking Occupancy – Weekday 4:00 p.m.....13

Figure 8: Parking Occupancy – Saturday 7:00 p.m.....14

Figure 9: Parking Occupancy – Saturday 8:00 p.m.....15

Figure 10: Parking Occupancy – Saturday 9:00 p.m.....16

Figure 11: Parking Occupancy – Saturday 10:00 p.m.....17

Figure 12: Parking Duration – Long-duration Parking in Zone 1.....19

Figure 13: Project Website.....20

Figure 14: Proposed Master Plan Areas.....25

Figure 15: Recommended Location for Enforcement.....31

Figure 16: Recommended Locations for Parking Signs.....34

Figure 17: (Preliminary) Recommended Locations for Smart Parking Meters Signs.....38

1.0 INTRODUCTION

The City of Turlock Downtown Parking Management Plan (PMP) is a technical report documenting an extensive parking study in the Downtown area to achieve the goals and visions of the City. The PMP serves as a blueprint for the City's Parking Program, summarizing various tools and strategic solutions available to the City to utilize over the next 15 to 20 years. The PMP will summarize the data collection, analysis, findings, stakeholder and community input, and recommendations.

A review of potential parking policies for on-street and off-street parking facilities, enforcement protocols, parking patterns, supply and demand are enclosed as part of the Plan. The information as well as feedback from the community are used to develop strategies and solutions that balance the parking needs of residents, businesses, employees and visitors to the Downtown. The following outlines the objectives and scope of the project:

- ▶ Evaluate existing conditions of on-street and off-street parking, including their supply and demand analysis;
- ▶ Assess potential parking policies for adoption in short- and long-term;
- ▶ Incorporate public input as part of the solution seeking progress;
- ▶ Develop a comprehensive Parking Management Plan (PMP) based on the findings and projected future growth of the downtown parking conditions.

The Plan is organized into the following sections:

- ▶ **Existing Parking Facilities and Policies** – summarizes existing parking facilities in the downtown area and parking policies adopted by City of Turlock;
- ▶ **Existing Conditions** – summarizes the parking data collected to fully assess the utilization of existing parking facilities
- ▶ **Public Outreach** – summarizes valuable feedback and suggestions gathered from the public from multiple outreach opportunities
- ▶ **Future Parking Demand** – summarizes the anticipated future growth of population, employment and parking demand
- ▶ **Recommended Strategies for Implementation** – includes comprehensive near-term and short-term parking management strategies for implementation
- ▶ **Future Parking Facilities Expansion** – includes long-term recommendations for increasing the parking capacity to serve the increased demand

The Plan includes long-term projections of future parking demand. The City should periodically evaluate if the actual demand meets the projected demand. TJKM has promised to provide re-evaluation of the Plan in three years at no additional cost as part of the approved agreement. The City should re-evaluate the Plan every five years thereafter to monitor parking demand, evaluate new parking issues, make adjustments to the Plan, and to explore available technology that could provide new parking solutions. The City should continue to be open to pilot projects and unique ideas which might not be covered in this Plan.

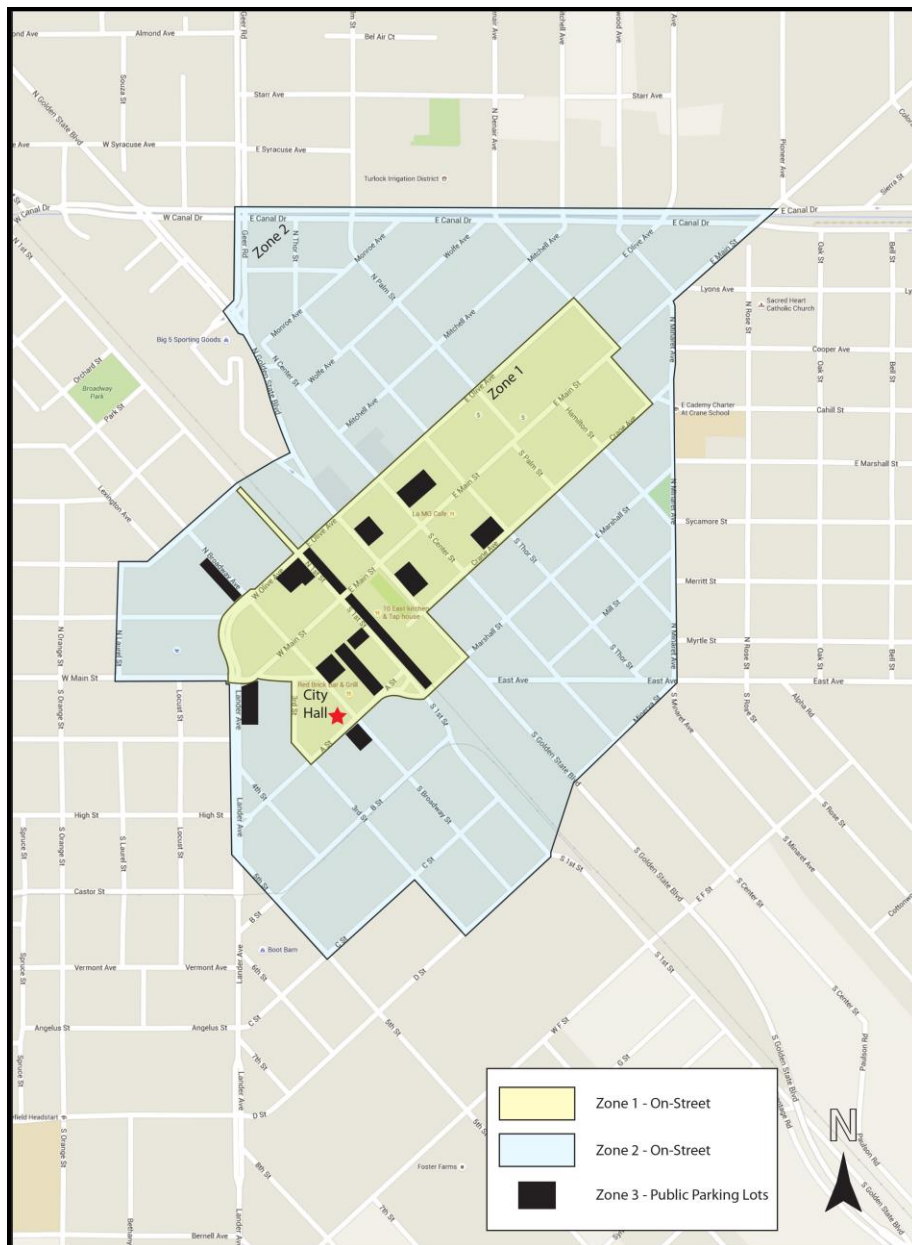
The City Council has developed and adopted a Parking Implementation Plan to identify the steps necessary to carry out the recommendations of this plan. The Implementation Plan should also be re-evaluated with the Management Plan to monitor the progress of implementing the recommendations, to identify barriers to implementation, and to add new action items and modify deadlines as needed.

1.1 PROJECT STUDY AREA

The Downtown area is a roughly 160-acre area with a core commercial area of approximately 90 acres with residential, civic and heavy commercial uses at the periphery. The project area is further categorized into three zones (illustrated in **Figure 1**):

- ▶ **Zone 1** – Core Downtown area where commercial activities are concentrated (Zone 1 is further divided into three Sub Areas for detailed analysis).
- ▶ **Zone 2** – Periphery of the downtown where residential neighborhoods are the majority of land use.
- ▶ **Zone 3** – Public parking lots operated and maintained by the City.

Figure 1: Project Area



2.0 EXISTING PARKING FACILITIES & POLICIES

In consultation with the City staff, TJKM and partnered data collection firm took inventory of the public parking spaces in the Downtown area, including any on-street and off-street spaces within the project area has been collected. A variety of parking types are found in the study area. This includes unmarked, 24-minute, one-hour, two-hour, four-hour, ADA-compliant, freight loading zone, passenger loading zone, and City-reserved spaces. The following details the parking inventory in the study area that the City currently accommodates.

2.1 PARKING FACILITIES

There are currently 3,872 public parking spaces in the study area and the breakdown is listed below:

- ▶ Zone 1 has 800 spaces
- ▶ Zone 2 has 2,549 spaces
- ▶ Zone 3 has 523 spaces

Table 1 breaks down types of parking and capacity for each zone. It shows that 85 percent of the total spaces are unmarked, 12 percent are signed two-hour, one percent four-hour, and one percent are ADA-compliant spaces. **Appendix A** provides inventory in details by zone and by block face. **Table 2** shows the inventory of the off-street (Zone 3) facilities. **Figure 2** illustrates locations of all public parking lots. Note that an official inventory of Zone 3 parking spaces provided by the City staff is used throughout the analysis.

Table 1: Inventory by Zone

| Zone | Total | UNMARKED | 24 MIN | 1 HR | 2 HR | 4 HR | ADA | FLZ | PLZ | City |
|--------------|--------------|--------------|-----------|-----------|------------|-----------|-----------|-----------|-----------|-----------|
| Zone 1 | 800 | 386 | 13 | 18 | 349 | 10 | 9 | 9 | 6 | 0 |
| Zone 2 | 2,549 | 2,411 | 3 | 0 | 120 | 12 | 2 | 0 | 1 | 0 |
| Zone 3 | 523 | 476 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 14 |
| Total | 3,872 | 3,273 | 16 | 18 | 469 | 22 | 44 | 9 | 7 | 14 |
| Share | | 85% | 0% | 0% | 12% | 1% | 1% | 0% | 0% | 0% |

Table 2: Inventory for Zone 3

| Lot | Total | GENERAL | ADA | Electric | CLZ | City Vehicles | Reference from City | | | |
|--------------|------------|------------|-----------|----------|----------|---------------|---------------------|------------|-----------|---------------|
| | | | | | | | Total | General | ADA | City Vehicles |
| A | 35 | 33 | 2 | 0 | 0 | 0 | 31 | 30 | 1 | 0 |
| B | 58 | 54 | 4 | 0 | 0 | 0 | 58 | 54 | 4 | 0 |
| C | 38 | 35 | 3 | 0 | 0 | 0 | 37 | 35 | 2 | 0 |
| D | 25 | 24 | 1 | 0 | 0 | 0 | 25 | 24 | 1 | 0 |
| E | 30 | 28 | 2 | 0 | 0 | 0 | 30 | 28 | 2 | 0 |
| F | 53 | 50 | 3 | 0 | 0 | 0 | 53 | 50 | 3 | 0 |
| G | 25 | 22 | 3 | 0 | 0 | 0 | 24 | 22 | 2 | 0 |
| H | 64 | 60 | 4 | 0 | 0 | 0 | 64 | 60 | 4 | 0 |
| I | 49 | 47 | 2 | 0 | 0 | 0 | 47 | 45 | 2 | 0 |
| J | 41 | 39 | 2 | 0 | 0 | 0 | 41 | 39 | 2 | 0 |
| K | 70 | 53 | 3 | 0 | 0 | 14 | 70 | 53 | 3 | 14 |
| L | 35 | 31 | 4 | 0 | 0 | 0 | 37 | 33 | 4 | 0 |
| Total | 523 | 476 | 33 | 0 | 0 | 14 | 517 | 473 | 30 | 14 |

Zone 1

As the core of the Downtown area, Zone 1 offers 800 on-street parking spaces with approximately 48 percent unmarked and 44 percent two-hour parking. Potential users include those who visit and work at the businesses, merchants, and restaurants in the Downtown area. Most of the off-street public parking lots (Zone 3) are located within the core Downtown area and are introduced below.

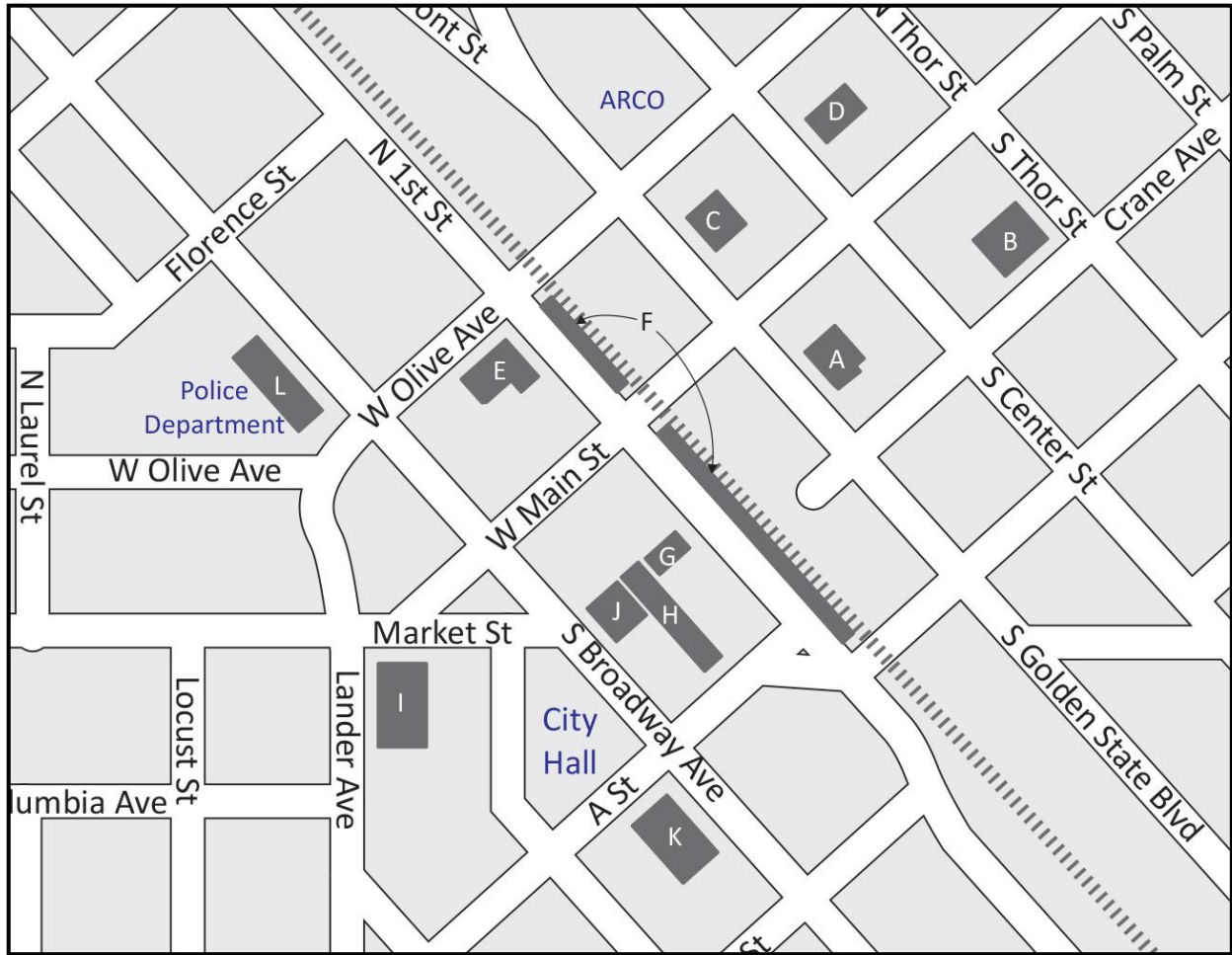
Zone 2

Zone 2 contains 2,549 spaces with nearly 95 percent of unmarked spaces. Zone 2 covers primarily residential units and several heavy commercial land uses.

Zone 3

Zone 3 consists of all public parking lots in the Downtown area. It provides 523 spaces in total, with 91 percent unmarked, six percent ADA-compliant, and three percent City-reserved spaces. Parking spaces in the newly constructed public safety facility are included as part of the inventory. Lot K, located across A Street from the City Hall, contains 14 spaces reserved for the City fleet.

Figure 2: Public Parking Lot Locations

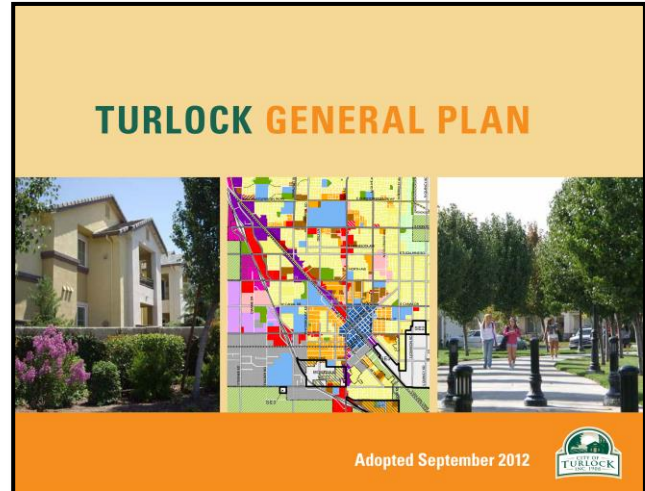


2.2 PARKING POLICIES & GUIDELINES

There are the various policies and guidelines regarding parking adopted by the City of Turlock. These policies were considered in developing this Parking Management Plan. They are briefly summarized below:

General Plan

Adopted in 2012, the General Plan described the goals and guidelines for Turlock's long-term parking management and maintenance. It states the needs for parking analyses and plans, parking design guidelines for pedestrian and bicycle safety, and potential funding sources for improvements. The following summarizes some key guidelines any newly developed parking strategy and implementation plan shall take into account:



- ▶ Ensure adequate public parking supply for the Downtown area;
- ▶ Make efficient utilization of all existing parking facilities prior to exploring opportunities for increasing supply;
- ▶ Consideration of future parking demand for development;
- ▶ Facilitate storm water runoffs in parking lots; and
- ▶ Minimize conflict points between parking access and pedestrians/bicyclists, e.g., rear-accessed parking, pedestrian-oriented store frontage, designated walkways in parking lots.

The following are policies and guidelines critical to any parking strategies and plans developed in the future:

- ▶ **[2.4-b] Update the Downtown Zoning Overlay District and Design Guidelines.** Undertake a comprehensive update to the 2003 Downtown Zoning and Design guidelines to update uses and standards to respond to current economic needs and trends. Evaluate potential locations for an intermodal hub, public parking needs, design standards, and maximum densities.
- ▶ **[2.5-i] Housing downtown.** Create incentives to increase residential development Downtown, on infill sites and in existing buildings. Examples include:
 - Providing public subsidies for the development of affordable housing
 - Utilizing Historic Building Code where applicable to encourage development of the second floors in Downtown Turlock
 - Reducing on-site parking requirements
 - Updating the Capital Facility Fee program to more closely reflect the reduced contribution of walkable neighborhoods to the need for additional roadway and operational infrastructure (see Policy 5.3-k).
- ▶ **[3.1-l] Capital Facilities Fee Program.** Update the Capital Facilities Fee (CFF) to cover improvements and infrastructure that are used by residents and business citywide. The CFF shall include:
 - Major new transportation infrastructure such as arterials, expressways, railroad and highway overcrossings, and interchanges....
 - Downtown parking lots and structures

- Park and ride facilities...
- ▶ [5.2-ay] Improve Downtown parking opportunities, as demand grows in the future, using the following strategies:
 - Examine rear or vacant lots and other under-utilized areas for off-street parking;
 - Consider utilization of the existing parking district mechanism to finance Downtown parking and related street landscaping improvements suggested in the Downtown Master Plan; and
 - Develop a projection of future parking need in Downtown and identify potential locations.
- ▶ [6.3-l] Create "Pedestrian Priority Areas." Improve....Clearly demarcated pedestrian walkways through surface parking lots when these are located in between the sidewalk and store entrance...
- ▶ [6.4-f] On-site storm water management. Facilitate groundwater recharge and natural hydrological processes by allowing storm water to infiltrate....These may include provisions for best practices including "Rain gardens" or bio retention areas in yards, parks, and parking lots...
- ▶ [6.7-i] Public orientation of development..."Dead" uses, such as storage, parking lots, garages, ...should be located away from public streets and off-site view.

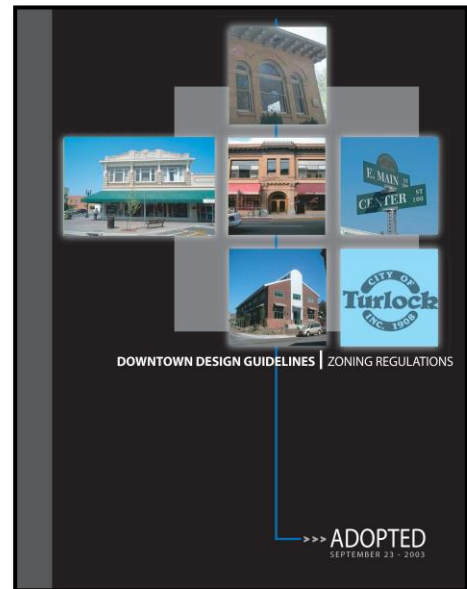
1992 Downtown Master Plan

"The 1992 Downtown Master Plan offered a comprehensive urban design, parking-landscape framework, and a funding mechanism for implementation. It helped to identify infrastructure and beautification improvements for Downtown Turlock, which were implemented successfully and are responsible for many positive aspects of Downtown's environment today."

2003 Downtown Design Guidelines and Zoning Regulations

The Downtown Design Guidelines and Zoning Regulations established guidelines and standards that "provide land use, physical design details and guidelines necessary to guide future Downtown investments."

- ▶ The following lists critical guidelines and regulations for the City to incorporate in any Downtown parking improvement or expansion plans.
- ▶ [1.5.1 e] "The City shall update the parking study completed as a part of the Turlock Downtown Master Plan and determine the appropriate mechanisms necessary to ensure adequate and accessible parking in and around the Downtown Core."
- ▶ [1.5.5 e] "Parking areas shall be concentrated toward the rear of the building. Signage shall be provided to direct autos toward the rear of the building." –
- ▶ Parking requirements and development standards are detailed in Chapter 2: Zoning.
- ▶ [9-4-101] "The design and look of the Core communicates the historic character of the City through the use of architecture and streetscape design."
- ▶ Chapter 3 detailed standards and guidelines in regard to lighting, signage, parking and circulation, parking lot area planting, etc. For example,
 - [3.1.10] Signs play an important role in the success of any business by providing identification and necessary advertising. When signs are integrated into the building design, they provide a personal quality that contributes to the ambiance of the Downtown



Core and streetscape, especially the more unique signs. Conversely, signs may intrude upon pleasant surroundings when they are applied as an afterthought. These guidelines are intended to balance the legitimate advertising needs of businesses with the need to prevent visual clutter...

- o [3.1.11] Lighting: Effective lighting provides safety and direction for vehicles and pedestrians, visibility and security for businesses, while enhancing architectural and landscape details. These guidelines apply to on-site lighting for buildings, parking areas, landscaping and area lighting. Light types could include pole lights, spotlighting, wall-mounted sconces, parking and landscape lighting.
- o [3.1A.18] details parking lot design and regulations for the Downtown Core district to ensure attractiveness and functionality.
- o [3.2.16 through 3.2.18] provides detailed requirements and design standards for parking lot design in the Transitional Commercial district.

Capital Facilities Fee Nexus Study Update

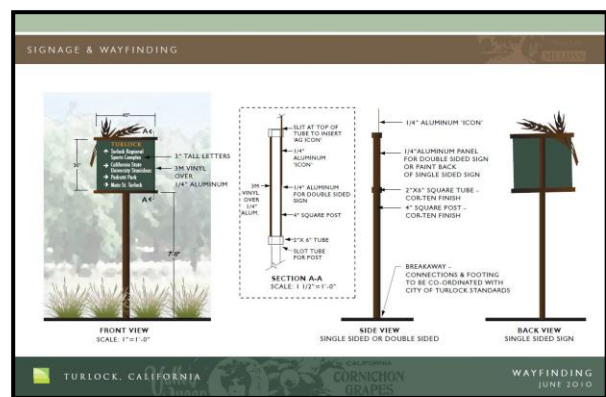
A comprehensive analysis has been completed that guides the City in allocating impact fees and other available funds to various facility and infrastructure development plans. This includes a three million dollar allocation for parking studies and facilities.

Turlock Municipal Code

The Turlock Municipal Code plays an important role in setting city ordinances and zoning regulations for development within the City. Parking relevant regulations are covered comprehensively in the Code, including parking space and lot design standards, parking zones and permits, parking enforcement, and other administrative matters. For example, Chapter 4-6 Article 1 details regulations and application procedures on the existing Residential Permit Parking Zones; and, Chapter 4-14 Article 3 summarizes ordinances related to private and public parking lot enforcement. These regulations come in handy for the City staff in reviewing and developing respective parking strategies and action plans.

2010 Landscaping and Signage Plan

The Turlock Beautification Master Plan (Landscaping and Signage Plan) was adopted in 2010. It is a tool to aid City's efforts to enhance its visual image and appearance and to establish a unified City identity. The Plan details categories of design standards, including street tree options, median landscaping, median signage design, and wayfinding sign design.



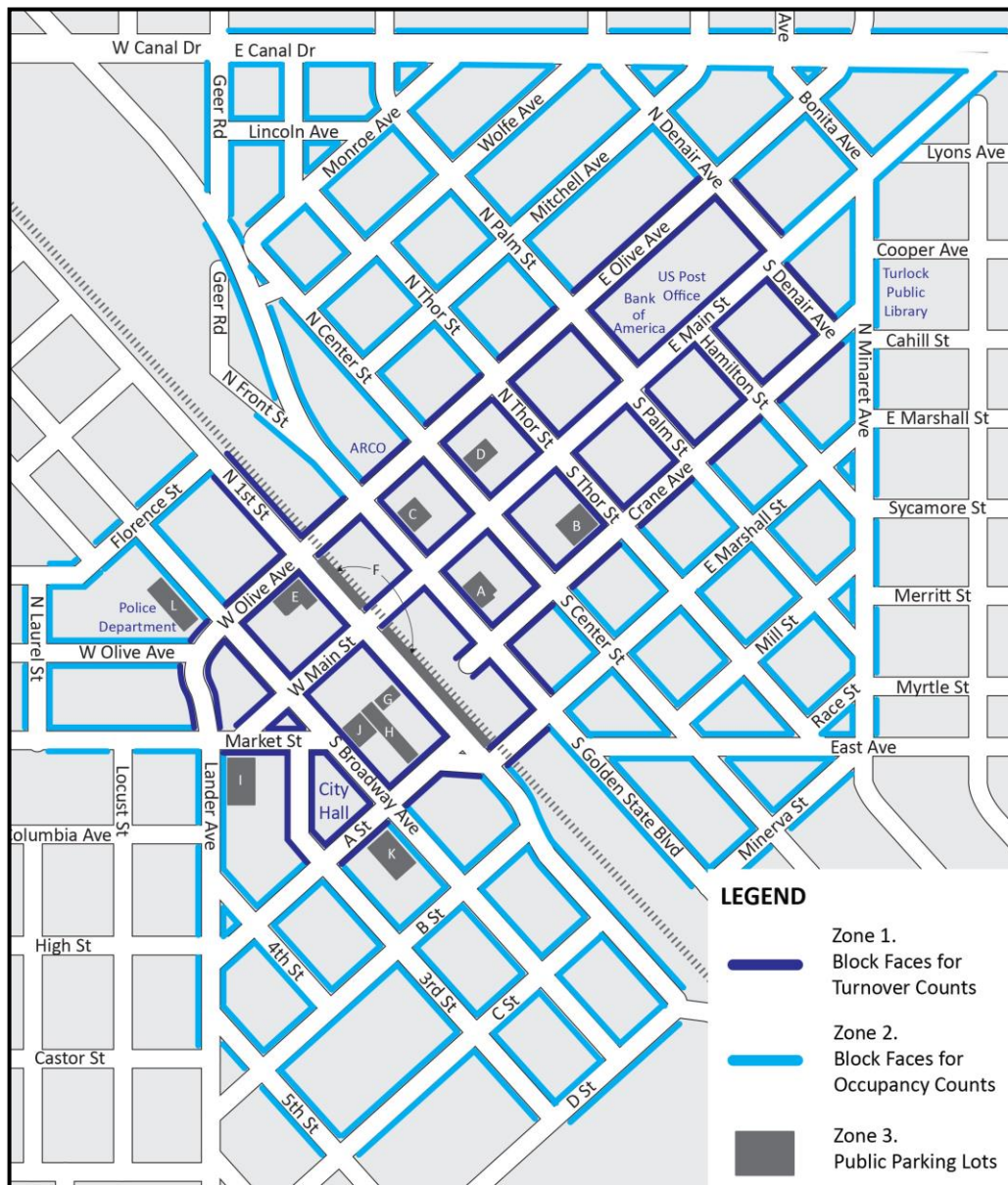
3.0 EXISTING CONDITIONS

In order to properly assess the existing parking demand, extensive occupancy and turnover data was collected on a weekday and a Saturday, under normal weather conditions and with schools in session. Occupancy measures which stalls were in use at the survey time, while turnover surveys how long vehicles were parked by recording the last four digits of their license plates. All counts were taken in multiple hours of the days as necessary to represent a full day parking condition:

- ▶ Weekday: 9:00 a.m., 10:00 a.m., 3:00 p.m., and 4:00 p.m.
- ▶ Saturday: 7:00 p.m., 8:00 p.m., 9:00 p.m., and 10:00 p.m.

Figure 3 illustrates the study area and the types of data collected.

Figure 3: Study Limits



3.1 PARKING OCCUPANCY

Table 3 summarizes parking counts and percent occupancy for each Zone at every hour of the data collection. The total average of the Downtown parking occupancy was 28 percent during daytime on the weekday, and 29 percent on the Saturday after 7:00 p.m. The result suggests that adequate parking supply is provided to accommodate parking demand. Detailed occupancy counts and percent occupancy by zone and by block face are provided in Appendix B.

Table 3: Occupancy Summary

| Weekday | Supply | Average Occupancy | 9:00 AM | | 10:00 AM | | 3:00 PM | | 4:00 PM | |
|-------------------------|--------------|-------------------|--------------|------------|--------------|------------|--------------|------------|--------------|------------|
| | | | Counts | % | Counts | % | Counts | % | Counts | % |
| Zone 1 | 800 | 43% | 301 | 38% | 375 | 47% | 358 | 45% | 343 | 43% |
| Zone 2 | 2,549 | 20% | 473 | 19% | 499 | 20% | 509 | 20% | 509 | 20% |
| Zone 3 | 523 | 46% | 259 | 50% | 256 | 49% | 239 | 46% | 214 | 41% |
| Total or Average | 3,872 | 28% | 1,033 | 27% | 1,130 | 29% | 1,106 | 29% | 1,066 | 28% |
| Saturday | Supply | Average Occupancy | 7:00 PM | | 8:00 PM | | 9:00 PM | | 10:00 PM | |
| | | | Counts | % | Counts | % | Counts | % | Counts | % |
| Zone 1 | 800 | 29% | 238 | 30% | 250 | 31% | 236 | 30% | 202 | 25% |
| Zone 2 | - | - | - | - | - | - | - | - | - | - |
| Zone 3 | 523 | 29% | 119 | 23% | 156 | 30% | 151 | 29% | 173 | 33% |
| Total or Average | 1,323 | 29% | 357 | 27% | 406 | 31% | 387 | 29% | 375 | 28% |

Zone 1

The average occupancy of Zone 1 was 43 percent during daytime on the weekday. The maximum percentage observed reached 47 percent at 10:00 a.m., declining in the afternoon. The average occupancy on a Saturday was 29 percent; nearly 560 spaces were available during this period of time.

Zone 2

A 20 percent average occupancy was observed during daytime on the weekday. The parking demand in Zone 2 did not vary much from the 20 percent average.

Zone 3

On average, 46 percent of the parking spaces were utilized during daytime on the weekday, peaking at 9:00 a.m. with 50 percent of occupancy. On the Saturday, occupancy resembled Zone 1, of which 29 percent average occupancy was observed.

Figure 4 to Figure 11 illustrates parking occupancy graphically for each day and hour of data collection.

Figure 4: Parking Occupancy – Weekday 9:00 a.m.

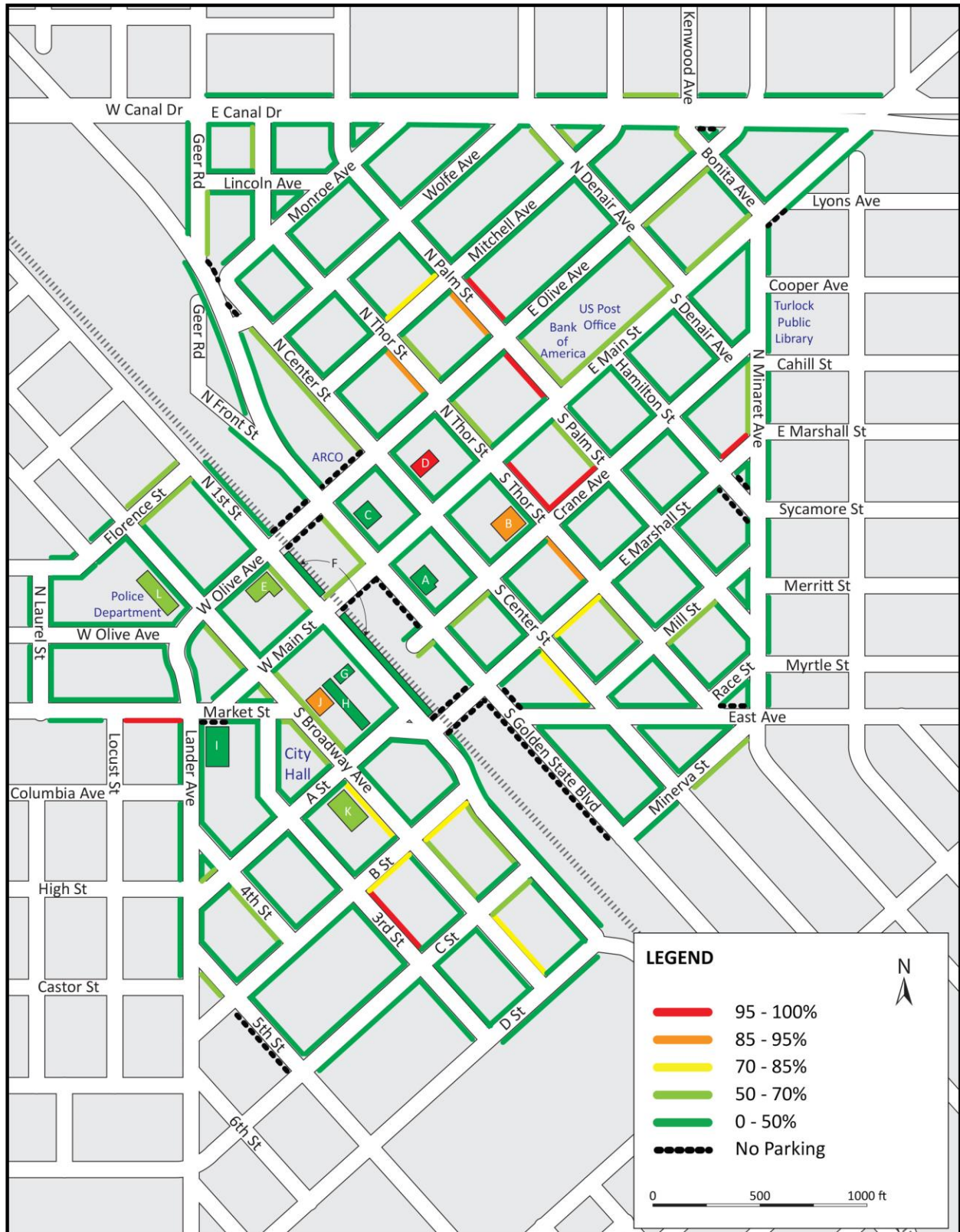


Figure 5: Parking Occupancy – Weekday 10:00 a.m.

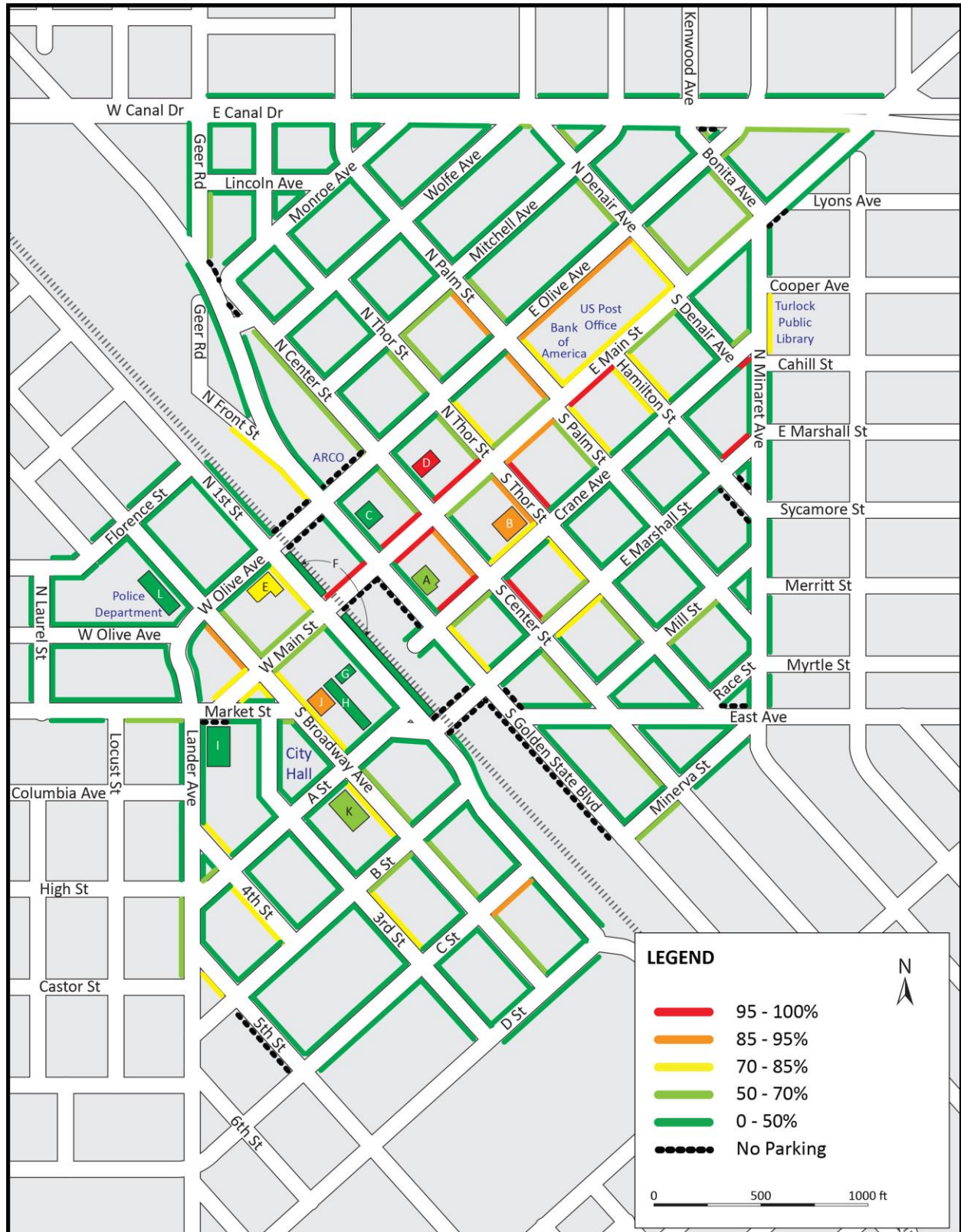


Figure 6: Parking Occupancy – Weekday 3:00 p.m.

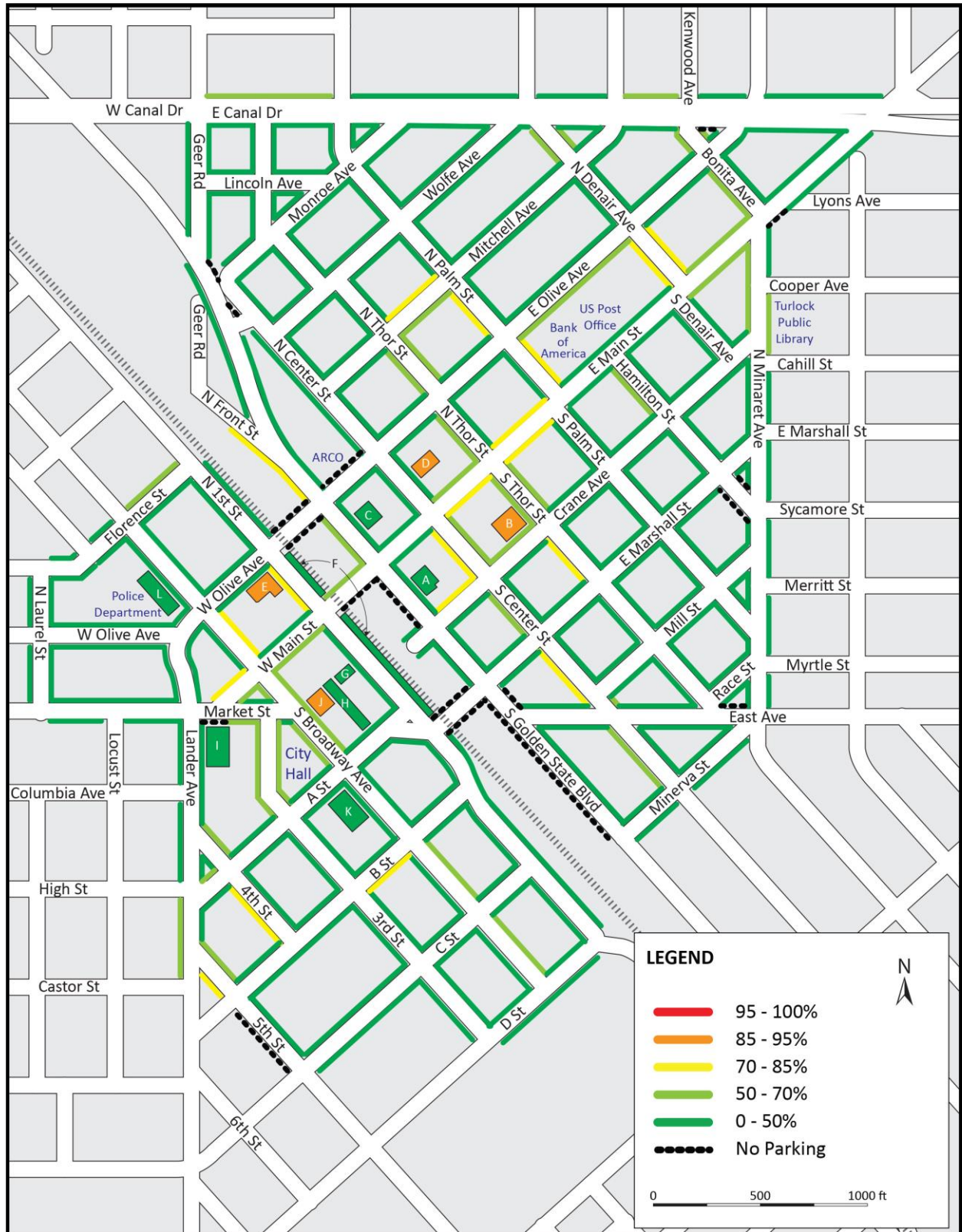


Figure 7: Parking Occupancy – Weekday 4:00 p.m.

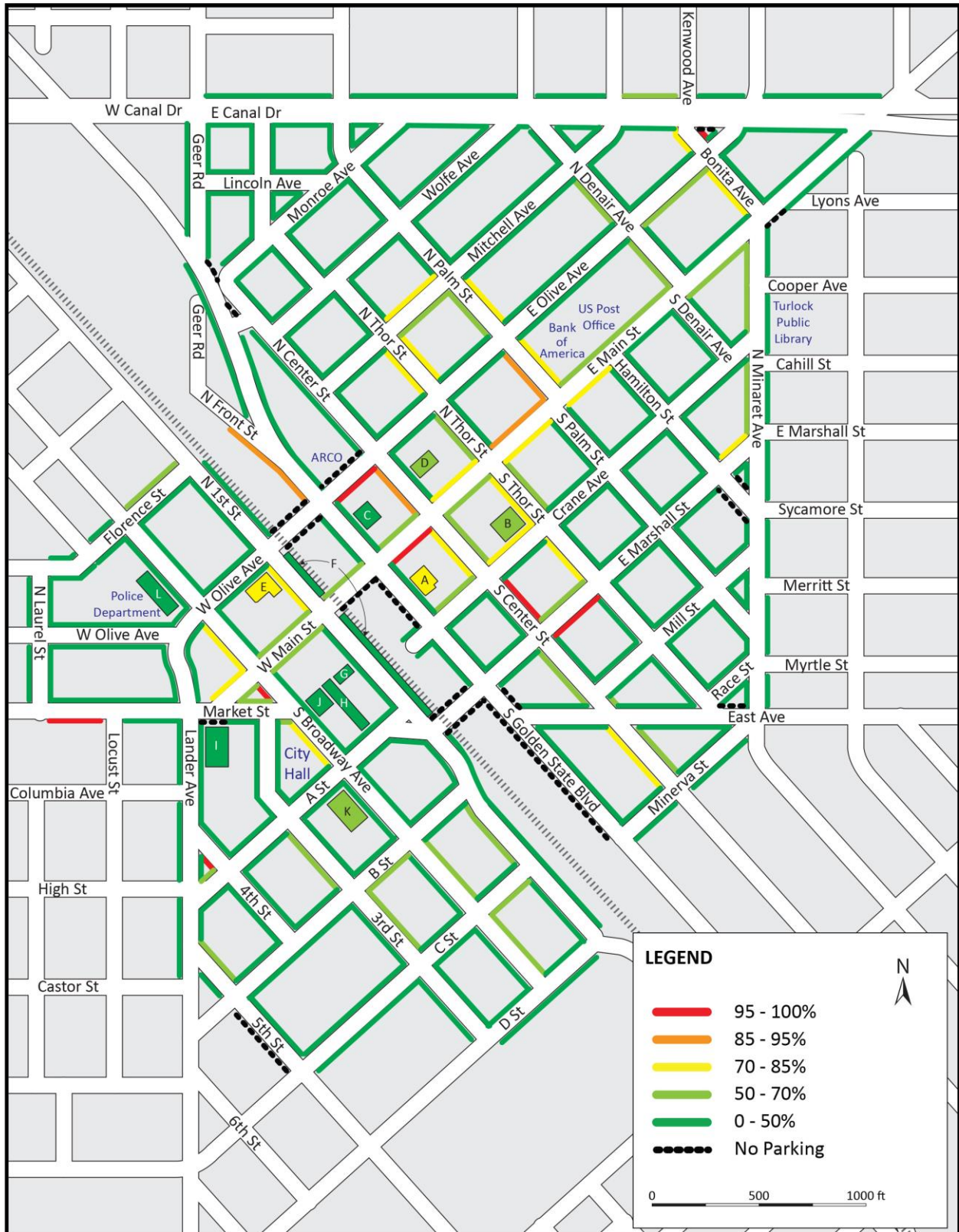


Figure 8: Parking Occupancy – Saturday 7:00 p.m.

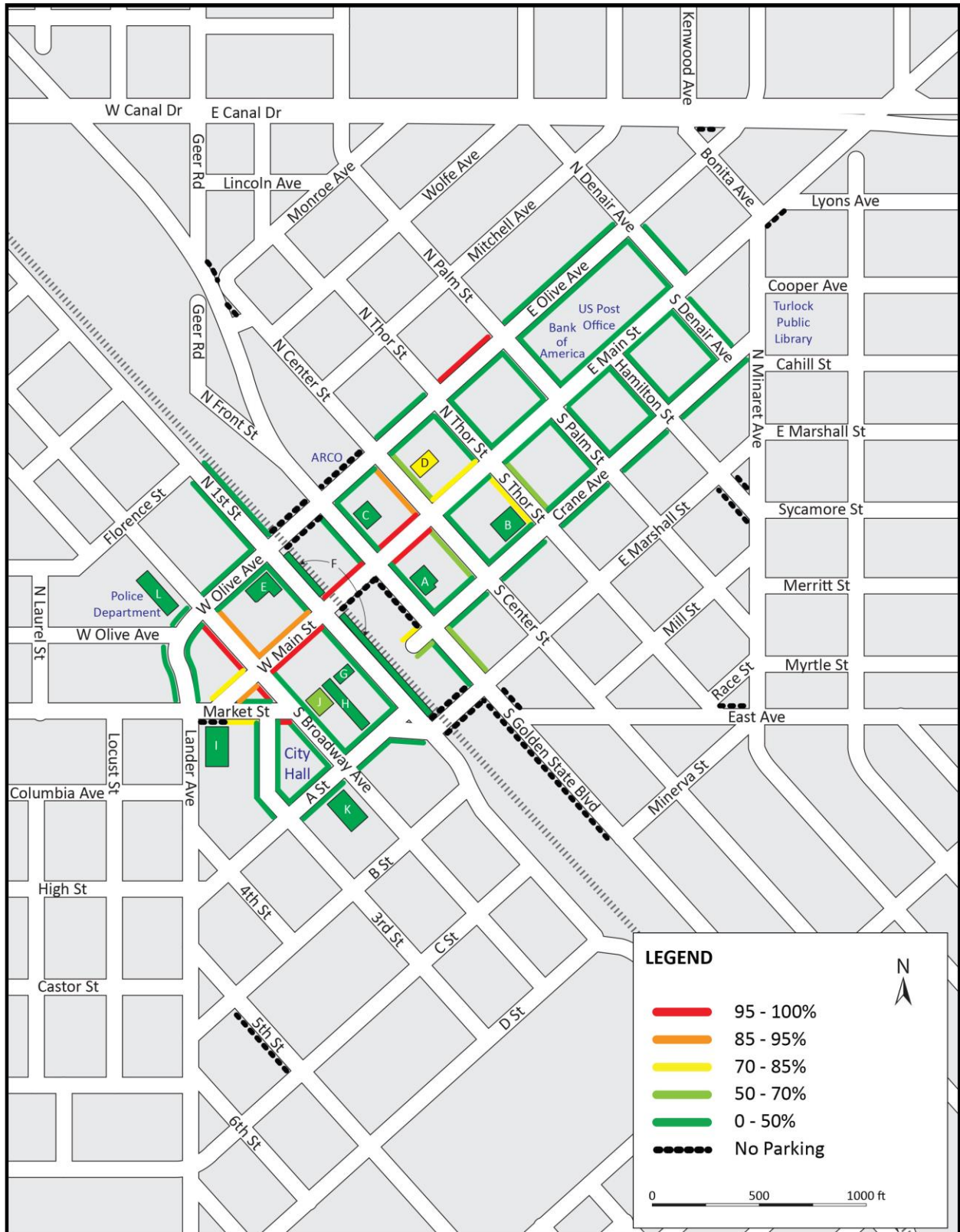


Figure 9: Parking Occupancy – Saturday 8:00 p.m.

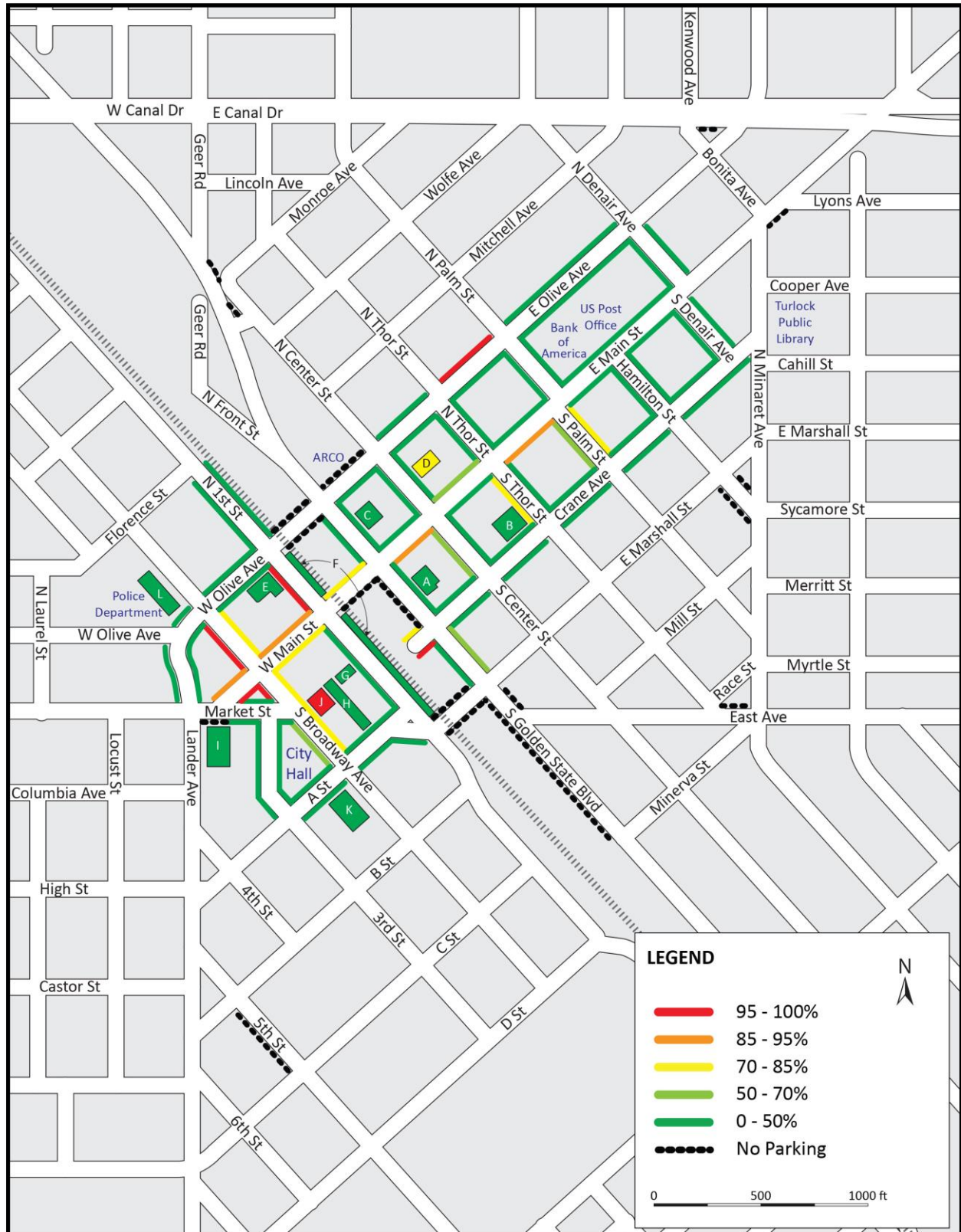


Figure 10: Parking Occupancy – Saturday 9:00 p.m.

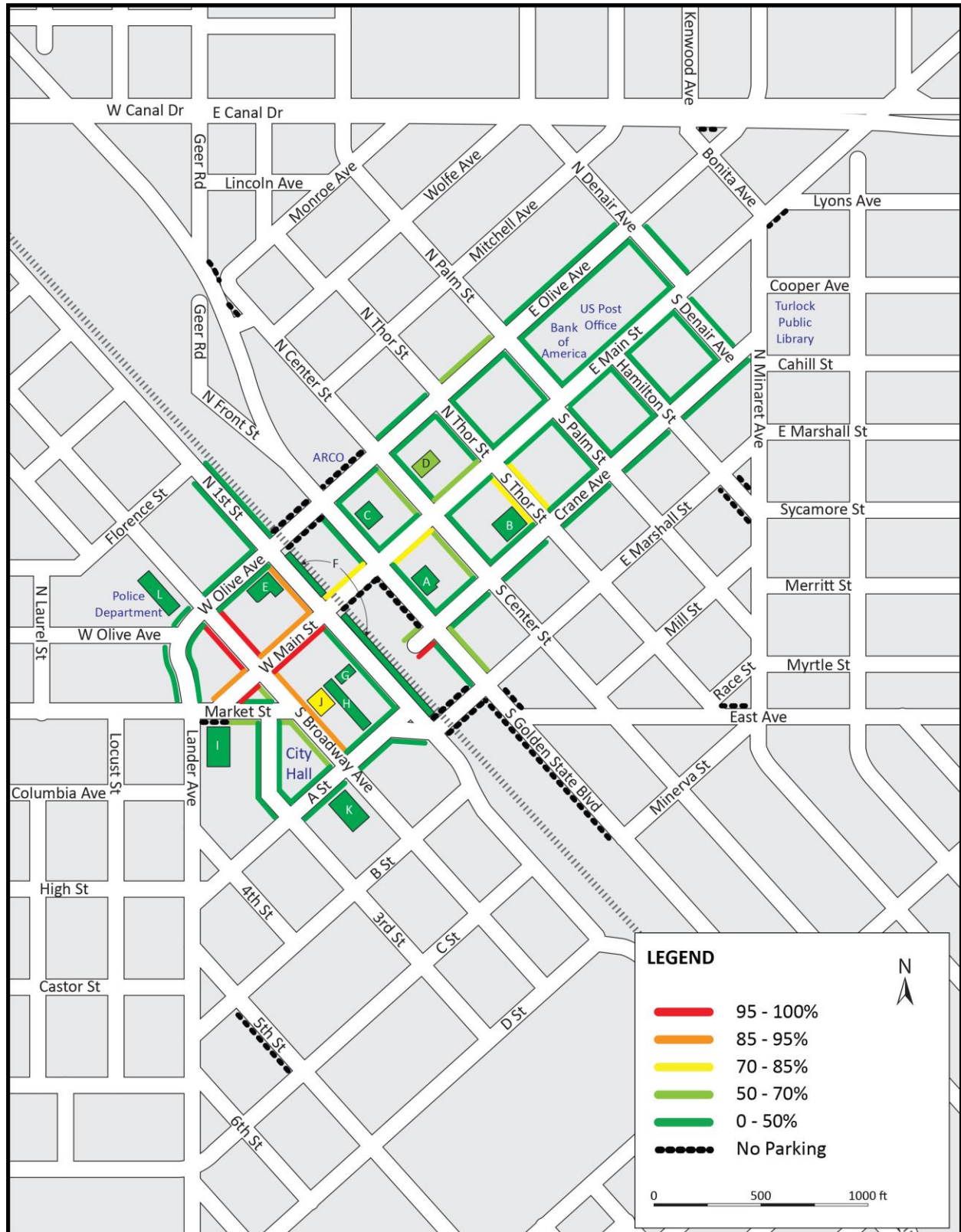
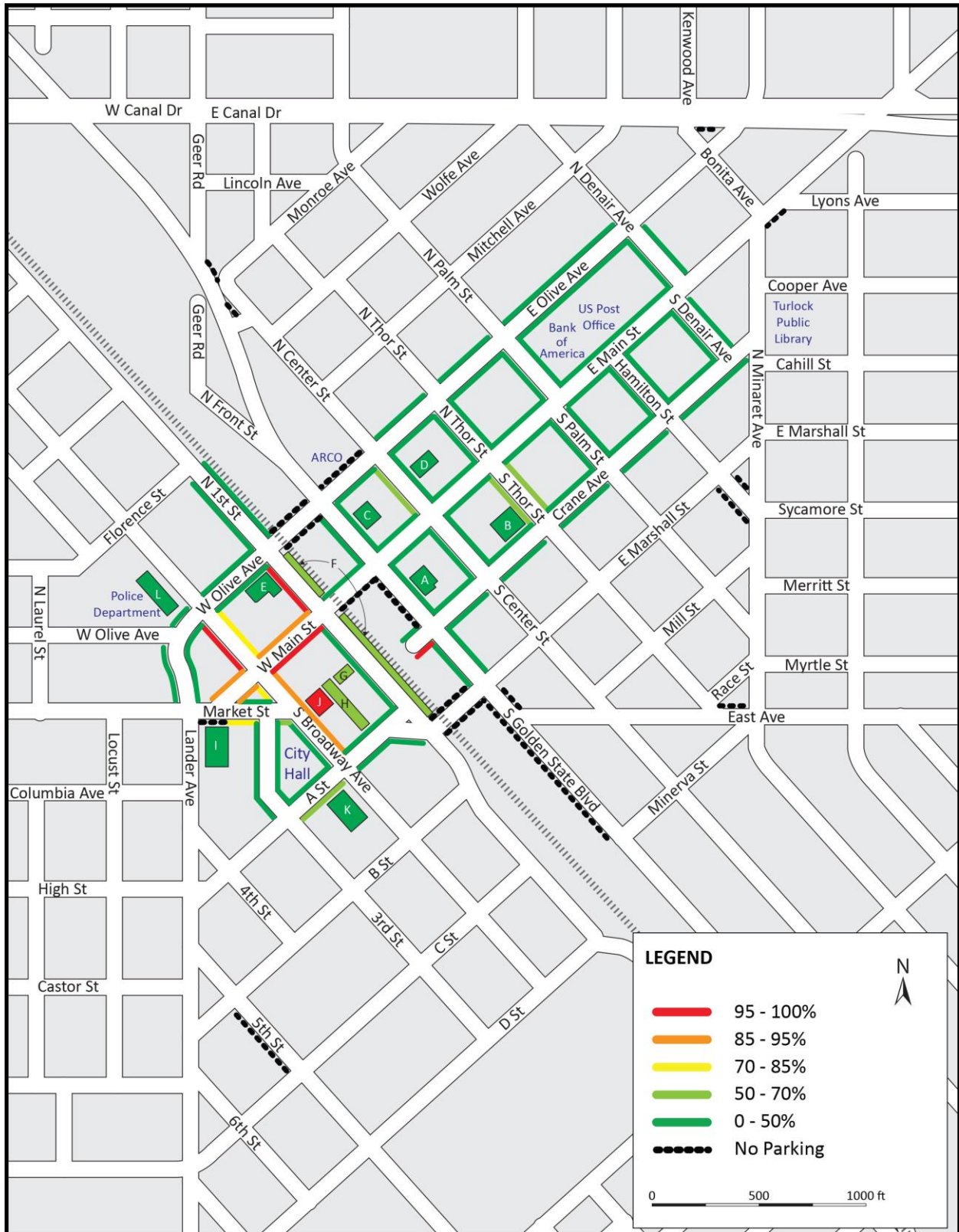


Figure 11: Parking Occupancy – Saturday 10:00 p.m.



3.2 PARKING DURATION

An evaluation of parking duration was focused on Zone 1, where the commercial land uses cluster. The purpose of a duration analysis was to capture parking turnover of each block to better understand at which specific locations did parking duration exceeded the posted parking time limits.

For the duration analysis, Zone 1 was further divided into Sub Area 1, 2, and 3 for breakdown calculations, shown in Figure 12.

Assumptions

The team considered six-hour and above as long-duration parking in the evaluation. Zone 1 accounts for 74 percent of two-hour and 45 percent of four-hour parking stalls of all Zones. Zone 2 and 3 were excluded from the analysis because most spaces are not time-restricted in the two Zones.

Key Findings

70 vehicles were found parked for at least six hours in Sub Area 1. Out of the 70 vehicles, 39 were parked for more than eight hours. In Sub Area 2 and 3, long-duration parking conditions are less severe than that of in Sub Area 1. Long-duration parking in Sub Area 2 and 3 accounted for 15 and 13 percent, respectively, of the parking spaces.

As a result, 138 of 800 (approximately 17 percent) parking spaces in Zone 1 were occupied for more than six hours on the day of data collection.

Table 4: Summary of Long-duration Parking in Zone 1

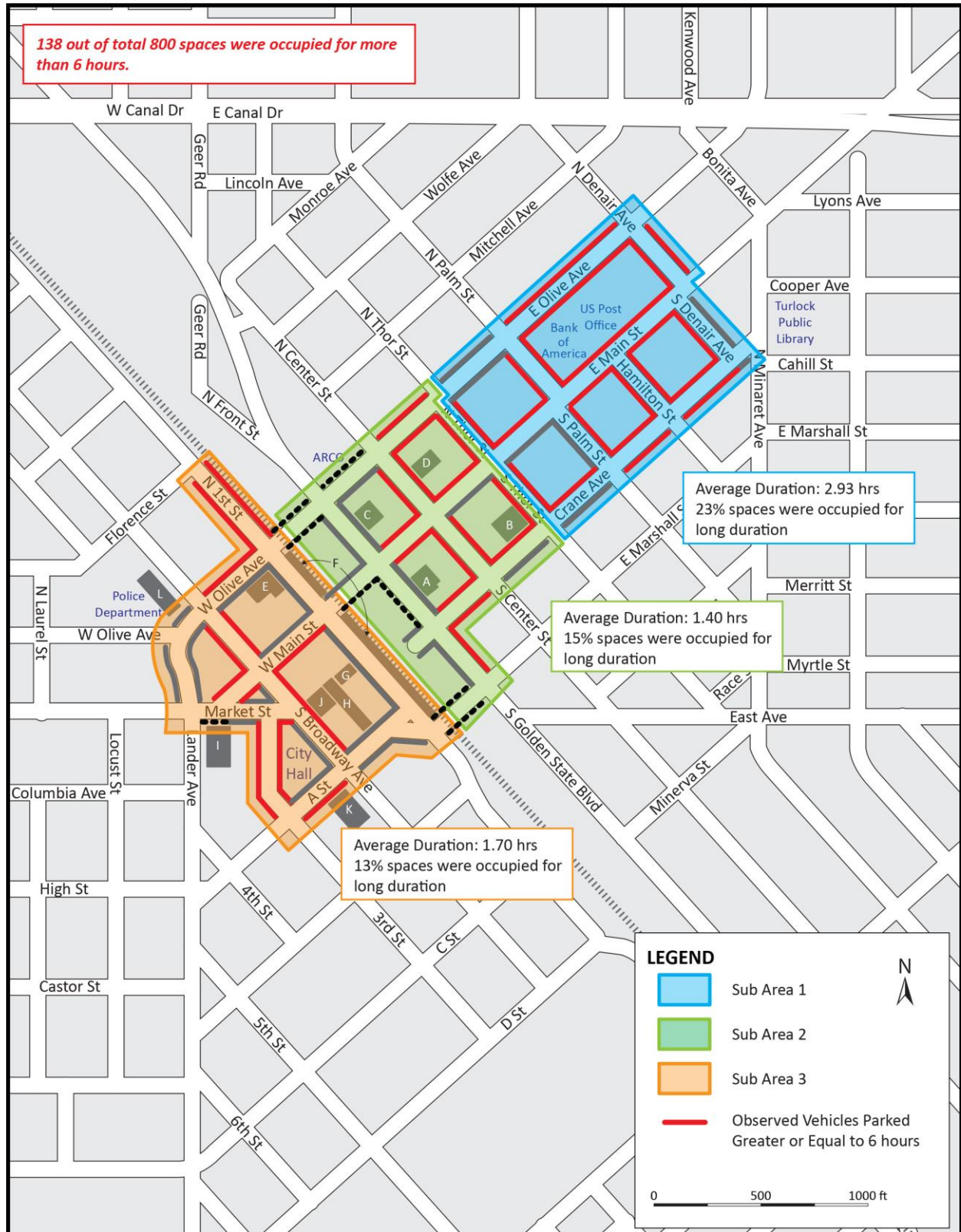
| Sub Area | % Long-term Parking | Inventory | # of Total Long-term Parking | 6 hours Duration | 7 hours Duration | 8 hours Duration | Average Duration |
|--------------|---------------------|------------|------------------------------|------------------|------------------|------------------|------------------|
| Sub Area 1 | 23% | 311 | 70 | 2 | 29 | 39 | 2.93 |
| Sub Area 2 | 15% | 209 | 32 | 6 | 13 | 13 | 1.40 |
| Sub Area 3 | 13% | 280 | 36 | 8 | 14 | 14 | 1.70 |
| Total | 17% | 800 | 138 | 16 | 56 | 66 | 2.01 |

3.3 CONCLUSIONS

Based on the key findings from the data collection, and occupancy and duration analysis, it concludes that the Downtown area provides adequate parking supply in comparison to the existing demand. However, observed long-duration parking suggests that a better utilization and management of the parking spaces are critical for the City to consider as part of its long-term parking strategies. Several key points are listed as follows.

- ▶ Data reflects the vibrant activities of Downtown;
- ▶ Low turnover/high duration parking conditions were observed on Main Street, Olive Avenue, Center Street and Broadway Avenue (in which parking time limits are signed two-hour parking); and
- ▶ Public parking lots (Zone 3) are generally underutilized.

Figure 12: Parking Duration – Long-duration Parking in Zone 1



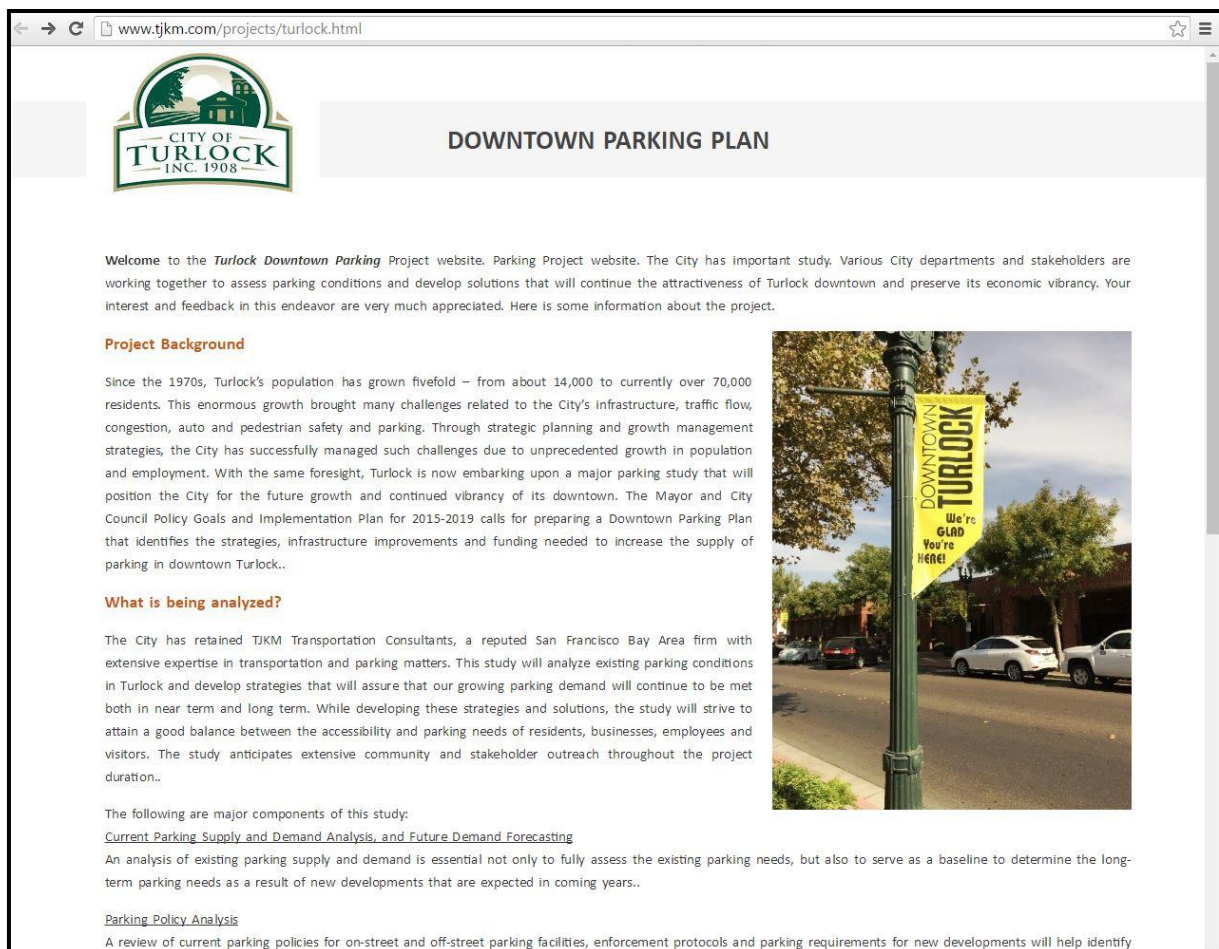
4.0 PUBLIC OUTREACH

This section summarizes public outreach efforts accomplished by the City in collaboration with TJKM. It was intended to gain valuable feedback and suggestions from the community. Contents of public outreach include a pre-data collection community meeting, a dedicated online survey for the project, a project website, and a post-data analysis community meeting to convey parking analysis results to the public, as well as to receive more concerns and feedback from the participants. A Parking Advisory Group (PAG) was formed with stakeholder groups including City staff from the Planning, Engineering, Police, Park and Public Facilities Divisions, as well as a member of the Downtown Property Owner's Association, the Chamber of Commerce, and the Planning Commission. The PAG held several technical meetings during the project to ensure consensus among the stakeholders and that the community interests were taken into account at the meetings.

4.1 PROJECT WEBSITE

In consultation with the City staff, the TJKM team created a project website to keep the public informed with the latest updates to the project. The website, shown in **Figure 13**, provides information on the project background, the elements of analysis, project progress, community engagement, community meeting schedule and agenda, City staff contact information, and the link to the online survey.

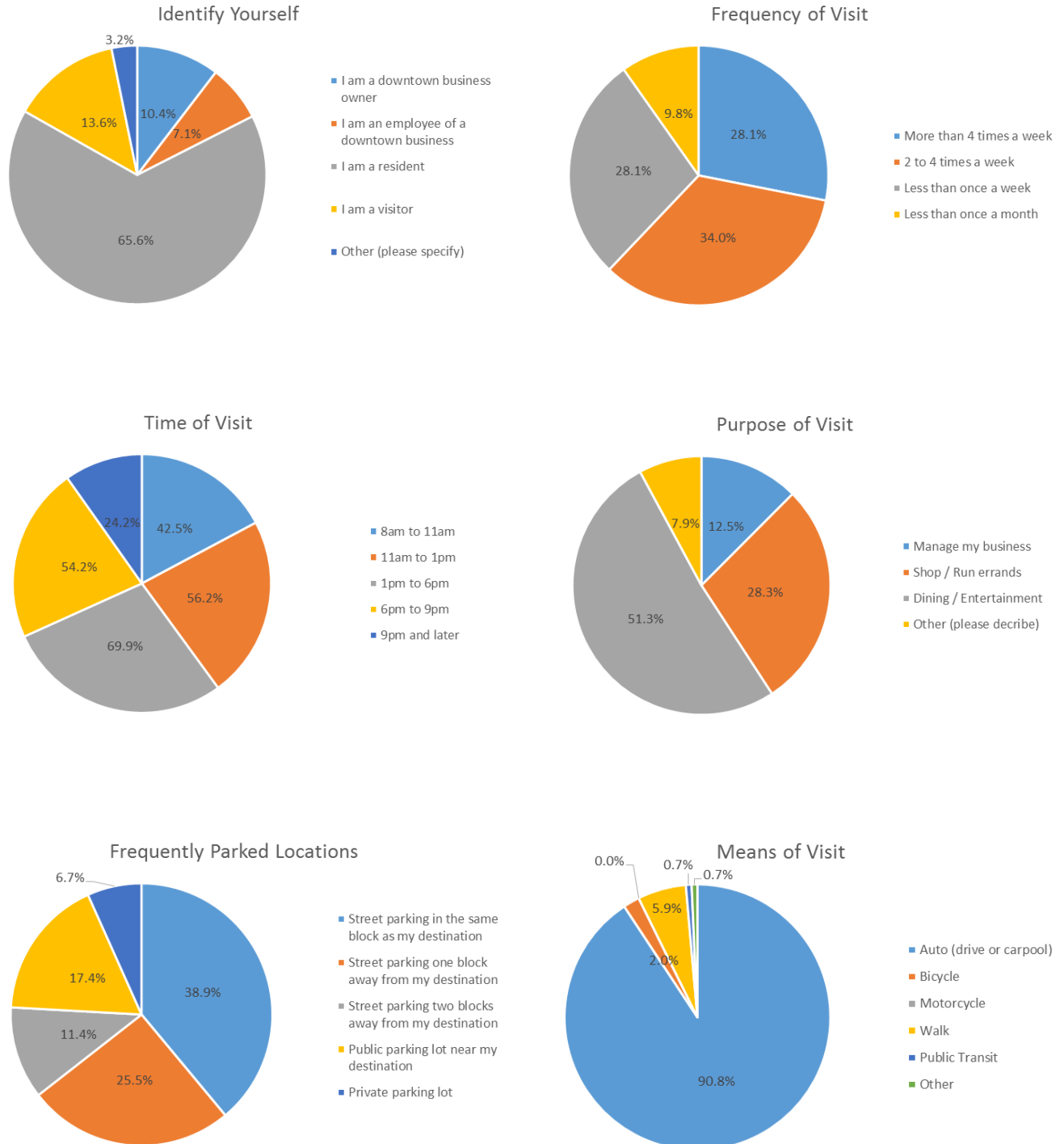
Figure 13: Project Website



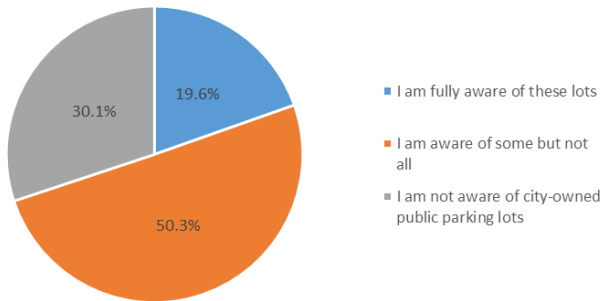
4.2 ONLINE SURVEY

An online survey was conducted to capture any perspective from the public towards parking conditions in the Downtown. Questions included self-identification, frequency of visiting the Downtown, etc.

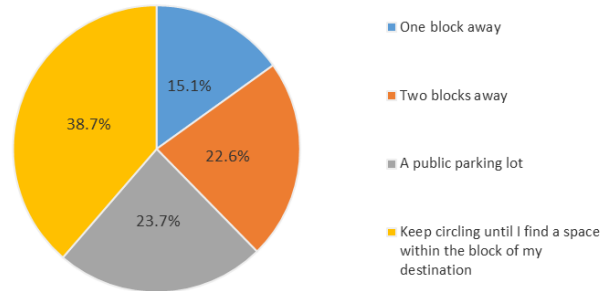
By the end of May 2016, 157 responses were collected. The following charts summarize key results from the online survey that are relevant in determining parking solutions and developing the PMP.



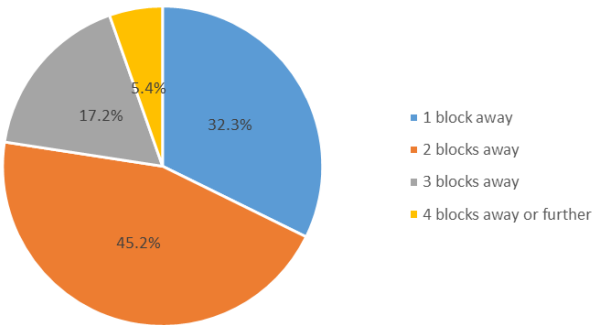
Knowledge about the 12 Downtown Public Parking Lots



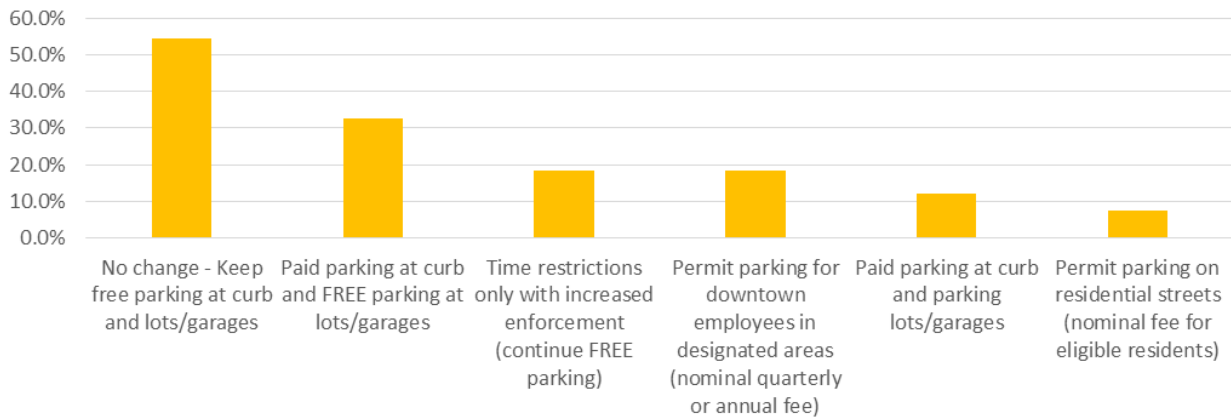
Where do you park when you don't find a space within one block of your destination?



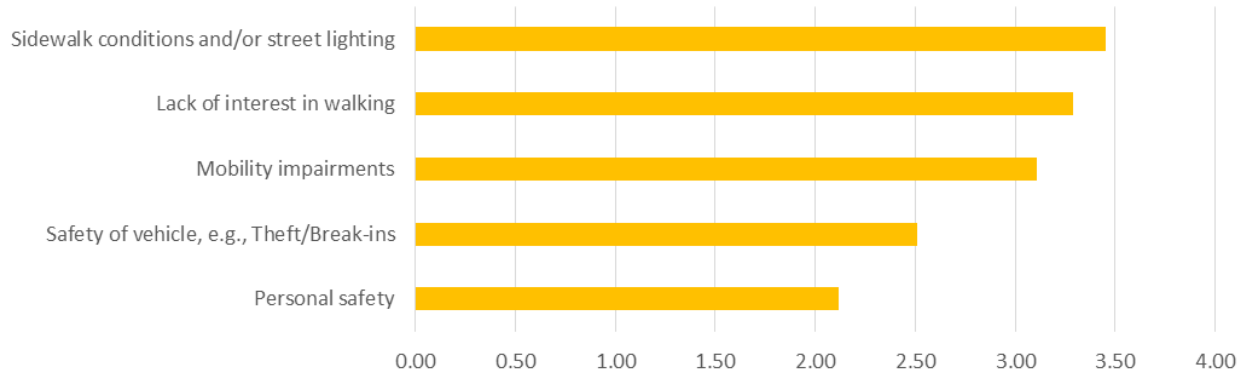
Willingness to Walk to Destinations



Which of the following strategies would you support in the downtown area?
(Select all that apply)



In your opinion, what affects a driver's decision not to park more than one block away from their destination in downtown Turlock? Please rank from 1 (most important) to 4 (least important).



4.3 COMMUNITY MEETINGS

Two public meetings have been held for the project. The first community meeting (pre-data collection) was held in February 2016 at the City Hall Council Chambers to receive insights from the residents, businesses and employees. At the meeting, the attendees learned more about the project and shared their parking experiences, concerns and suggestions. The feedback received at this meeting was used to decide when data collection should be done and provided valuable input for the development of the plan.



The second meeting was held in May 2016 (post-data analysis) at the same venue. At this meeting, the TJKM team presented results, findings, and preliminary recommendations to the community, as well as received insights and suggestions based on the presentation, prior to beginning the draft plan.

4.4 JOINT CITY COUNCIL AND PLANNING COMMISSION MEETING

The project was also presented at a Joint City Council and Planning Commission Meeting in June 2016 to gather feedback from these two bodies, as well as the community on preliminary findings and recommendations. The Council members and commissioners were concerned with the reasons for long-term vehicle occupancies in the Downtown core area and plausible ways to address the lack of enforcement. Staff was directed at this meeting to create an implementation plan that would identify timelines for carrying out the recommendations contained in this plan.

4.4 PUBLIC OUTREACH CONCLUSIONS

The results of the online survey provided critical knowledge on how the community and local businesses view parking conditions in the Downtown area.

Out of the 157 responses, 66 percent are Turlock residents, 14 percent are visitors, and 10 percent are local business owner. More than 50 percent of the responses claim that dining and entertainment are their main purpose of visiting the Downtown area. Approximately 40 percent of the responses claim that they are able to find an on-street parking space within the block of their destinations; yet 35 percent of the responses usually found parking spaces one block away from their destinations. Interestingly, 39 percent of the people answer that, if no space is available, they would circle around the block of their destinations until a space becomes available. This justifies the need for improving people’s willingness to walk.

In the survey it also asks about people’s awareness of the public parking lots. Only 20 percent of the respondents were familiar with all 12 public parking lots, 30 percent of the people were not aware of any City-owned parking lots; the remaining 50 percent of the respondents knew about some but not all of the City-owned parking lots. Incorporating this with the occupancy analysis shows that a lack of branding and advertising public parking lots could be the reason for the low occupancy of Zone 3 parking because people do not know these lots are available.

The survey also asked what affects a driver’s decision not to park more than one block away from their destination. This question was designed to try to understand what the City could do to improve people’s willingness to walk. Sidewalk conditions and inadequate street lighting were the number one reason cited for people not wanting to walk, followed by “lack of interest in walking.”

There were several concerns voiced repeatedly by the residents, business owners and other stakeholder groups at the community meeting. These concerns included the feasibility, funding and timeline of building a parking garage in the Downtown area, the cause of long-duration parking, and the consideration of other modes of transportation.

The feedback and suggestions from the online survey and the two community meetings are fully incorporated in developing parking strategies and recommendations.



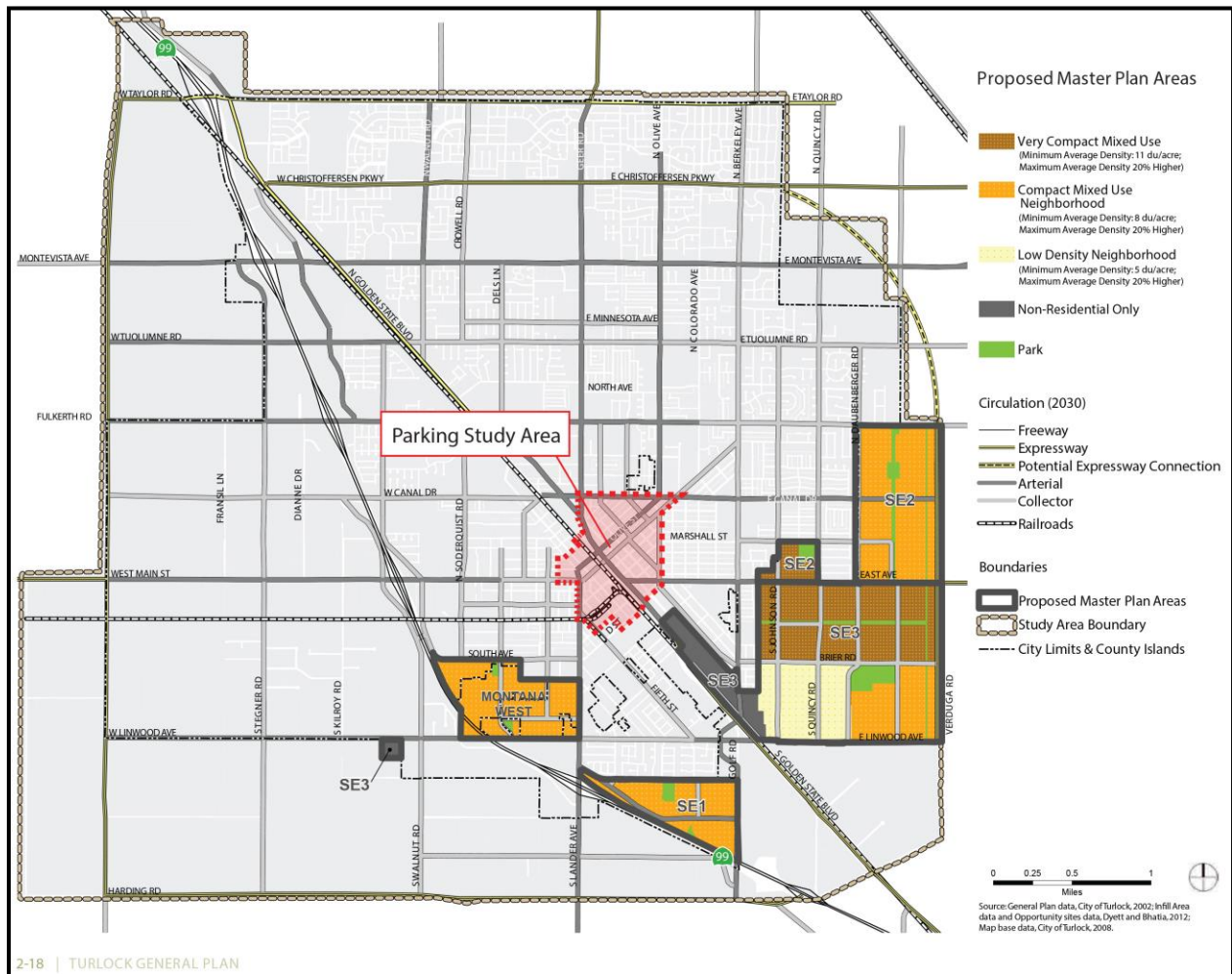
5.0 FUTURE PARKING DEMAND

Understanding how future growth will impact parking demand is essential for the City's long-term parking plan and strategy development. There are several factors driving parking demand – population growth, improving employment base, growth in vehicle ownership, urbanization, City's facility development, etc. This chapter discusses potential parking needs through year 2032 by Zone and the study area as a whole.

5.1 ASSUMPTIONS AND METHODOLOGY

The future parking demand is calculated based on the 2030 growth projections used in the adopted 2012 General Plan. The General Plan also details existing growth management and master planning strategies from which the projected growth rate was built upon. Figure 14 illustrates proposed master plan areas and land uses of which the projection was based upon. There are several factors that can impact parking demand. Population growth and employment growth are two of the major factors and are the factors used in this study to predict the future parking demand growth.

Figure 14: Proposed Master Plan Areas



Source: Turlock General Plan

The existing peak hour occupancy became the baseline of the analysis. The analysis used 85 percent peak occupancy, a standard industry benchmark, as a desirable upper limit for a healthy and balanced parking

utilization. When peak occupancies reach 80 percent, the City could consider implementing recommendations to increase parking supply.

Population Growth

According to the General Plan, Turlock is estimated to gain at least 36,000 new residents, 51 percent growth, by 2030. This means a total of approximately 106,500 residents in 2030 is expected. The General Plan also suggested that the buildout condition in 2030 will be able to support 104,500 residents, which yielded a 1.9 percent average annual growth from 2008 to 2030.

Employment Growth

Turlock is estimated to gain between 17,200 and 35,000 new jobs by 2030. This gives, at midpoint, an approximate 4.3 percent annual growth, totaling up to about 54,000 jobs. This rate is higher than the County average. The buildout condition can support 51,000 jobs in 2030.

In order to obtain a conservative forecast, 4.3 percent was used in calculating future parking demand in the Downtown area.

5.2 ANALYSIS

A linear growth of parking demand using the rate of 4.3 percent gives a total of 47 percent occupancy for the entire study area, Zones 1, 2, and 3, on regular weekdays in 2032. On weekends, average occupancy is projected to be 49 percent in Zone 1 and 3 combined. This is a 20 percent growth from the current level. Considering all three Zones as a whole, the Downtown area will not meet 65 percent until 2046, and will not meet the desired demand of 85 percent until 2062. However, by 2036, Zone 1 and 3 are projected to reach 80 and 86 percent, respectively, though Zone 2 remains low at 37 percent. As the General Plan stated, that the viability of the Downtown area depends on its ability to compete with nearby shopping complexes and other regional big-box stores. Maintaining the historic vibe and specialty stores are the key to bringing parking demand up to the projected level. The expansion of Downtown core area parking will then be needed to accommodate residents, employees, and visitors.

Table 5, 6 and 7 summarize demand forecast in 2030 and 2032, by Zone and Zone 1 Sub Area.

Table 5: Parking Demand Projections by Zone

| Study Area | | Supply | Parking Demand | | | | | |
|------------|--------------|--------------|----------------|------------|--------------|------------|--------------|------------|
| | | | 2016 | | 2030 | | 2032 | |
| | | | # | % | # | % | # | % |
| Weekday | Zone 1 | 800 | 376 | 47% | 603 | 75% | 635 | 79% |
| | Zone 2 | 2,549 | 510 | 20% | 817 | 32% | 861 | 34% |
| | Zone 3 | 523 | 262 | 50% | 419 | 80% | 442 | 84% |
| | Total | 3,872 | 1,084 | 28% | 1,738 | 45% | 1,832 | 47% |
| Weekend | Zone 1 | 800 | 232 | 29% | 372 | 47% | 392 | 49% |
| | Zone 2 | - | - | - | - | - | - | - |
| | Zone 3 | 523 | 152 | 29% | 243 | 47% | 256 | 49% |
| | Total | 1,323 | 384 | 29% | 615 | 47% | 648 | 49% |

By 2030, demand in Zone 3 is expected to grow by 30 percent, reaching the 80 percent threshold – a suggested time to consider increase supply such that 85 percent occupancy can be accommodated in the following five years. Expansion alternatives, including surface lots and multi-story parking garage, are discussed in 7.0 FUTURE PARKING FACILITIES EXPANSION of this report. Other highlights are as follows.

- ▶ Zone 1 is projected to reach 75 percent in 2030 and 80 percent in 2032;
- ▶ Zone 2 is projected to reach 32 percent in 2030 and 34 percent in 2032;
- ▶ Zone 3 is projected to reach 80 percent in 2030 and 84 percent in 2032;
- ▶ Sub Area 2, with Lot A, B, C, and D altogether, will grow to 82 percent in 2030 and 86 percent in 2032;
- ▶ Sub Area 2 in Zone 1 shows the highest occupancy (it will reach 80 percent by 2024).

Table 6: Parking Demand Projections: Zone 1 and Zone 3 (On-street Parking and Lots)

| Zone 1 | | Supply | Parking Demand | | | | | |
|---------|----------------------------|--------|----------------|-----|------|-----|------------------|-----|
| | | | 2016 | | 2030 | | 2032 (Projected) | |
| | | | # | % | # | % | # | % |
| Weekday | Sub Area 1 | 311 | 152 | 49% | 244 | 78% | 257 | 83% |
| | Sub Area 2 + Lot A B C D | 422 | 216 | 51% | 346 | 82% | 365 | 86% |
| | Sub Area 3 + Lot E F G H J | 436 | 207 | 47% | 332 | 76% | 350 | 80% |
| Weekend | Sub Area 1 | 311 | 61 | 20% | 98 | 31% | 103 | 33% |
| | Sub Area 2 + Lot A B C D | 422 | 177 | 42% | 284 | 67% | 299 | 71% |
| | Sub Area 3 + Lot E F G H J | 436 | 141 | 32% | 226 | 52% | 238 | 55% |

Table 7: Parking Demand Projections by Zone 1 Sub Area (On-street Parking Only)

| Zone 1 | | Supply | Parking Demand | | | | | |
|---------|------------|--------|----------------|-----|------|-----|------------------|-----|
| | | | 2016 | | 2030 | | 2032 (Projected) | |
| | | | # | % | # | % | # | % |
| Weekday | Sub Area 1 | 311 | 152 | 49% | 244 | 78% | 257 | 83% |
| | Sub Area 2 | 209 | 123 | 59% | 197 | 94% | 208 | 99% |
| | Sub Area 3 | 280 | 100 | 36% | 160 | 57% | 169 | 60% |
| Weekend | Sub Area 1 | 311 | 61 | 20% | 98 | 31% | 103 | 33% |
| | Sub Area 2 | 209 | 86 | 41% | 138 | 66% | 145 | 70% |
| | Sub Area 3 | 280 | 103 | 37% | 165 | 59% | 174 | 62% |

Note:
Percent occupancy greater than or equal to 80 percent is highlighted in red; # - Occupancy counts; % - Percent occupancy.

6.0 RECOMMENDED STRATEGIES FOR IMPLEMENTATION

Based on the data analysis, field observations, public input, staff feedback and suggestions, and stakeholders interviews, the following recommendations and implementation plan has been developed.

6.1 NEAR-TERM IMPROVEMENTS

The following are the improvement measures recommended for implementing in the immediate near-term (0-3 years) to improve the availability and efficiency of parking operations:

6.1.1 Physical Improvements

Walkability is often assessed to determine whether off-site parking facilities can be efficiently utilized in an urban area. The public feedback also suggested that pedestrian accessibility and safety was perceived to be one critical factor affecting people's willingness to park their vehicles out of sight and walk to their destinations. Survey respondents cited sidewalk conditions and street lighting as the number one factor effecting a driver's decision to not park and walk more than one block to their destination.

Source: Google Maps

There are various physical improvements that can be installed to address these concerns. They include the following:

- ▶ Sidewalk improvements
- ▶ Street lighting
- ▶ Street trees
- ▶ Wheelchair ramps
- ▶ High visibility crosswalks
- ▶ Parking lot lighting
- ▶ Parking lot landscaping
- ▶ Pedestrian-oriented store frontages



Recommended location for streetscaping improvements

These measures will continue the implementation of the Turlock General Plan and the City's 2003 Downtown Design Guidelines and Zoning Regulations to make Downtown aesthetically appealing, safe and accessible, with improved streetscapes and parking lots.

Pros

- ▶ In alignment with City's vision of Downtown
- ▶ Supported by existing design guidelines
- ▶ Increases people's willingness to park and walk

Cons

- ▶ Significant capital expenditures
- ▶ No immediate effects due to long construction timeline compared to other measures

Recommendations

- ▶ Improve east-west crosswalks on Golden State Boulevard.
- ▶ Improve store frontage and lighting on side streets, e.g., First Street, Thor Street just out of the core Downtown (Zone 1).
- ▶ Explore planned beautification projects and funding source.
- ▶ Refer to streetscaping and overall Downtown design standards and regulations.

6.1.2 Parking Time Limits

The City's parking time restrictions are intended to make efficient utilization of the existing parking supply to better manage parking demand for diverse parking needs. Based on the inventory analysis, 94 percent of Zone 2 spaces are not time-restricted. In Zone 1, there are 48 percent (386 spaces) unrestricted parking spaces. Change in time limits will encourage short-term parking and discourage employees and visitors who tend to parking longer than the posted time limits.

In addition, parking time limits are less likely to be effective without certain degree of enforcement in place. Thus, the previous measure should be integrated simultaneously.

Pros

- ▶ Increase parking supply for short-term parking
- ▶ Discourages commuters and employees from long-term parking

Cons

- ▶ Employees must find off-street parking

Recommendations

- ▶ Change time limits for all four-hour on-street parking spaces to 3 or 2-hour parking.
- ▶ Convert more stalls into 24 minute parking in addition to the existing inventory to increase turnover for the post office, banks, and City Hall patrons. Note that the City should avoid converting curbs adjacent to local businesses and residential land uses.
- ▶ Install signs to include more time-limited parking spaces.
- ▶ Enforce time limits.



6.1.3 Compliance

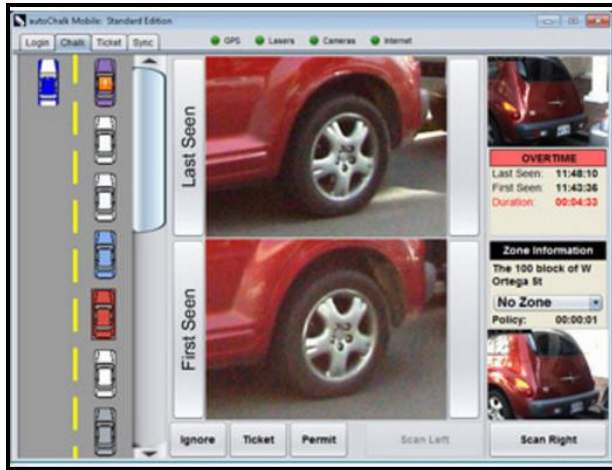
The City of Turlock strives to maintain a visitor friendly environment that supports local businesses and employers. Based on the key findings, ample supply of public parking spaces ensure that parking needs of a variety of users are met, for both weekdays and weekends. However, long-duration parking was found within the core area where spaces are occupied for periods of time longer than the posted time limits. In order to effectively manage public parking and to meet the parking needs of a diverse user base, an increased level of enforcement is needed.



Means of enforcement ranges from manual chalking of tires to automated detecting and reporting systems. The following images are examples of the employment of cameras, sensors, and database systems.

Pros

- ▶ Increase turnover and parking supply for short-term parking
- ▶ Encourages compliance of parking and other regulations
- ▶ Increases supply at minimal costs



Cons

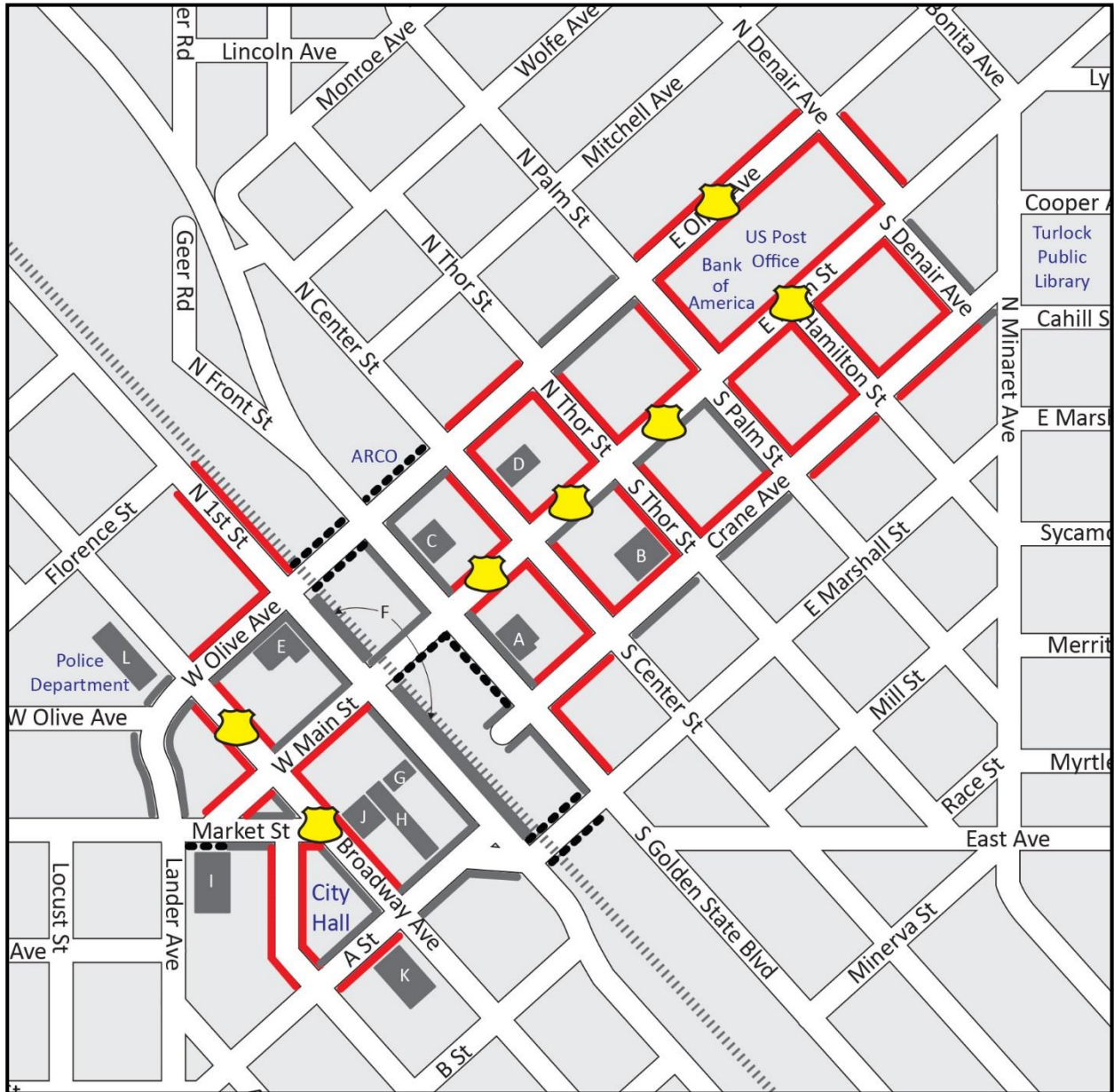
- ▶ Initial program implementation and coordination
- ▶ Requires on-going staffing resources and equipment
- ▶ Requires parking ticket contestation process
- ▶ Creates negative perception by business owners and the community
- ▶ Could impact the economic growth and development of downtown

Recommendations

- ▶ Allocate dedicated staff for parking enforcement.
- ▶ Implement on weekdays from 9:00 a.m. to 5:00 p.m.
- ▶ Set aside citation revenues to fund enforcement.
- ▶ Phase 1 enforcement to be launched with issuance of warning prior to issuance of citations.

Figure 13 indicates locations recommended where enforcement should be progressively engaged.

Figure 15: Recommended Location for Enforcement



6.1.4 Employee Permit Parking

In order to balance the parking needs for a diverse group of users, including employees, merchants, visitors and residents, various jurisdictions have applied the Employee Permit Parking Program to achieve the goal. The Program is aimed to ensure easy parking for the employees who work in the Downtown, as well as well-utilized currently underutilized parking spaces within Downtown. Another effect of the Program is to make time-limited parking spaces available for the visitors in the Downtown area. This will encourage healthy turnover of parking spaces, supporting merchants and businesses who need short-term parking for their customers during the day.

Pros

- ▶ Accommodates all-day parking needs for employees
- ▶ Save time and energy to move the vehicle multiple times a day
- ▶ Effectively utilize areas with low parking demand

Cons

- ▶ Permit issuance and program management costs
- ▶ Permit fees

Source: Town of Danville



Example: Employee Permit

Recommendations

- ▶ Issue Employee Parking Permits in Zone 3.
- ▶ Enforce time restrictions and permit display.
- ▶ Consider outreach and education to employees making them aware of all available options and negative impacts of not utilizing permit parking zones for all-day parking.
- ▶ Encourage merchants and employers to monitor parking habits of their employees. Employers may consider purchasing permits for their employees and thereby helping to keep short-term parking for the Downtown visitors.
- ▶ Amend the Turlock Municipal Code to include an employee permit process.

6.1.5 Publicize Parking Lots

Publicizing parking lots can be accomplished by the following:

- ▶ Wayfinding Signs
- ▶ City Website
- ▶ Downtown Associations and Events
- ▶ Window Stickers for Businesses

Wayfinding Signs

Currently, there are parking signs installed at the entrance of every public parking lot. However, the effect of directing parkers to the parking lots was found limited.

The signs are recommended to be placed at locations where parking demand is usually high.



Existing Downtown Turlock wayfinding signs

The recommended parking signs can also be integrated with the City’s existing wayfinding signs at the corners of the Downtown area. The design of the signage should comply with guidelines stated in the 2003 Downtown Design Guidelines and Zoning Regulations and the 2010 Landscape and Signage Plan.



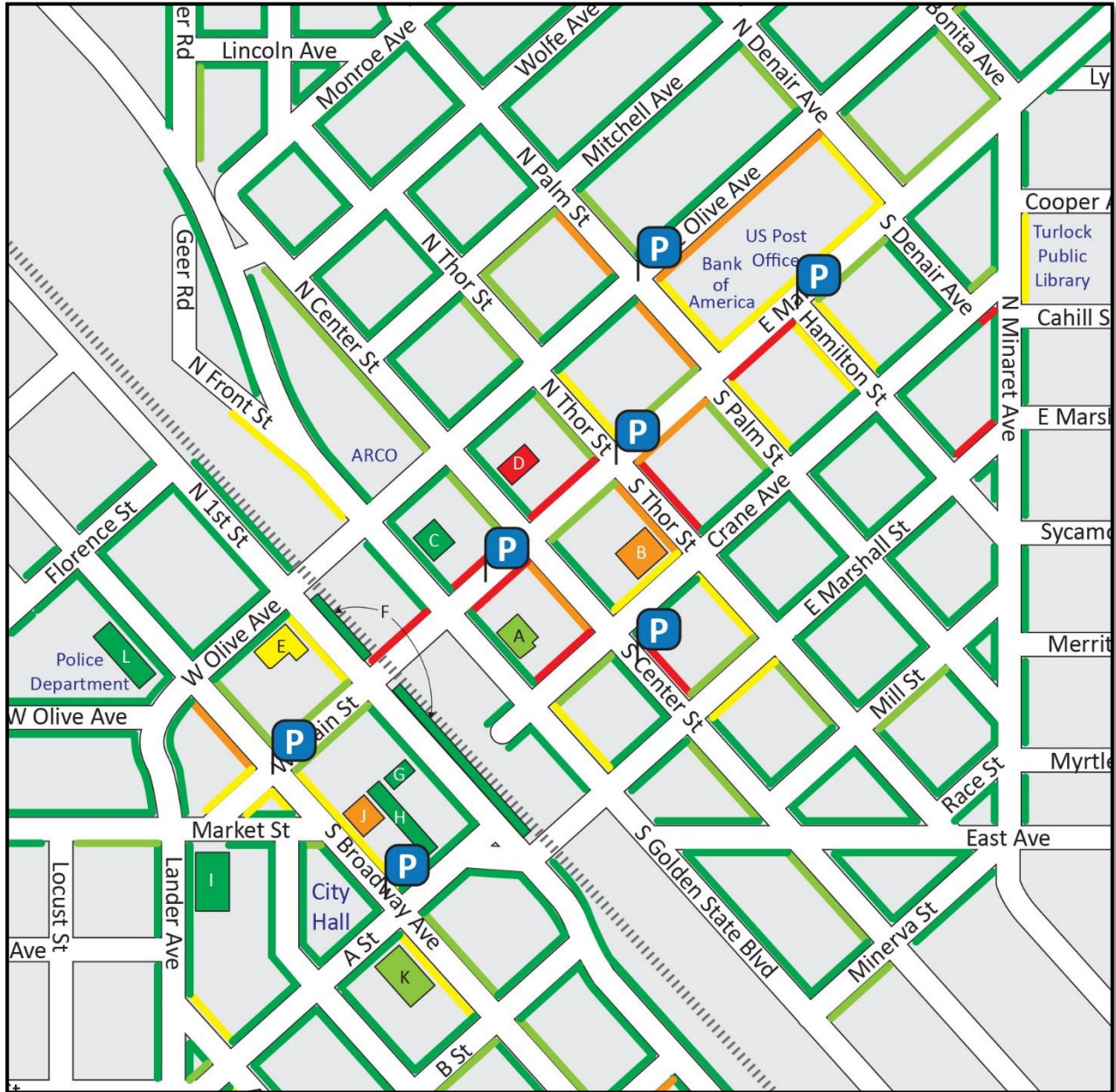
Existing parking signage at parking entrances



Example: Parking signage incorporated with street infrastructure

The recommended locations for parking signs are shown in Figure 14. It is suggested that the signs be placed at locations where on-street parking spaces are in higher demand.

Figure 16: Recommended Locations for Parking Signs



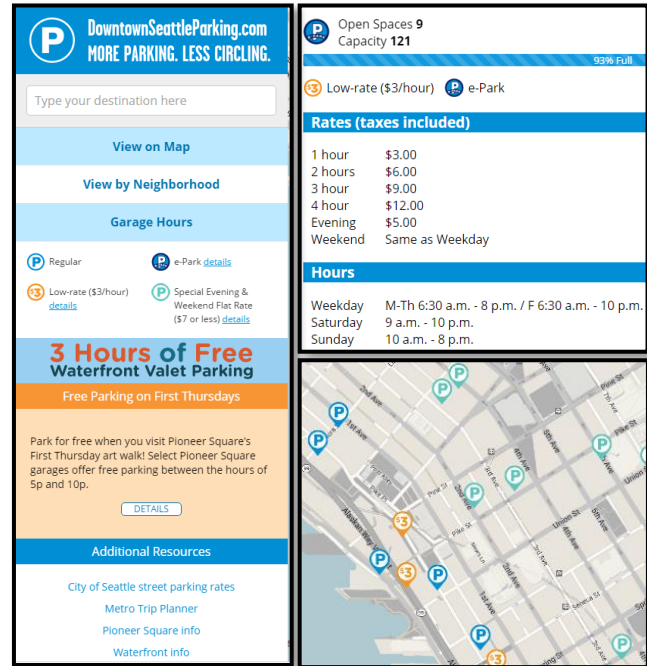
City Website

The City website provides profound information on City matters. Parking information can also be enclosed. Various attributes, such as locations of the public parking lots, hours of operations, time limit restrictions, number of parking spaces, pricing rate structure, and real-time occupancy should be included. It is recommended that an Downtown parking webpage be included on the City website where users can access through the drop-down list on the main page.

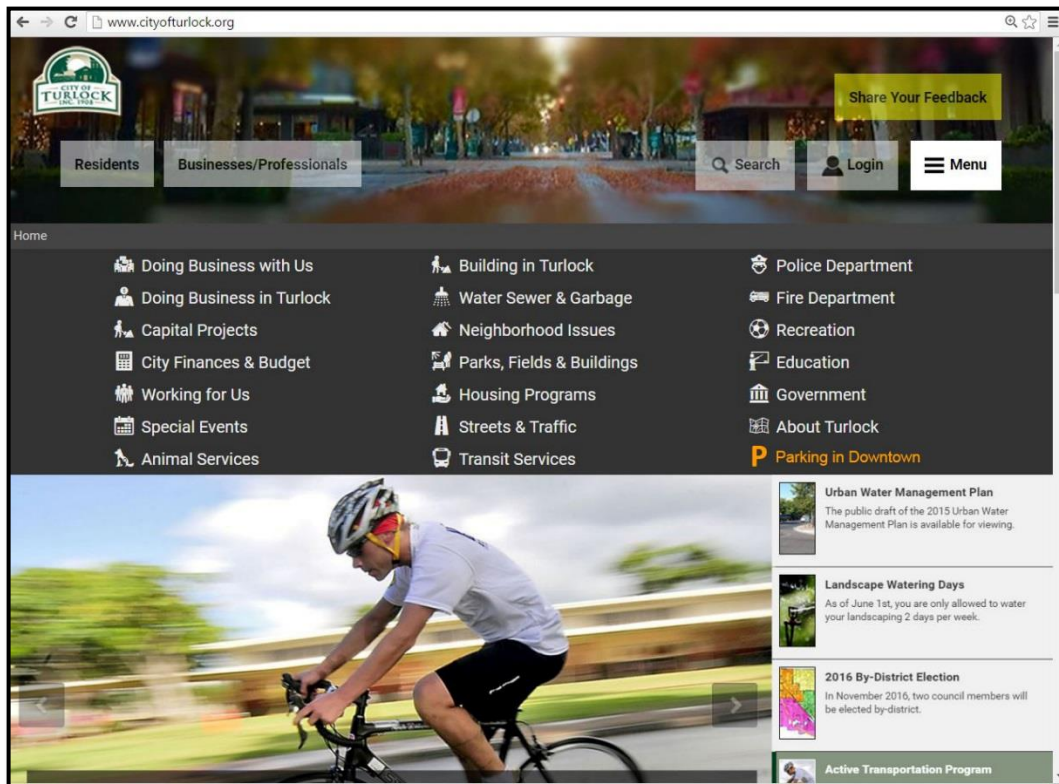
Downtown Associations and Events and Window Stickers

Information in association with the locations of the public parking lots, hours of operations, time limit restrictions can be integrated in brochures, flyers for distribution to the neighborhoods. It is recommended that the City collaborate with Downtown businesses, merchants and restaurants to voluntarily participate to place window stickers that provide information about the public parking lots.

Source: City of Seattle



Example: Parking website that provide real-time information to the public



Example. Turlock City website with additional page for the Downtown parking facilities

6.2 SHORT-TERM IMPROVEMENTS

The following are the improvement measures recommended for implementing in the short-term (4 to 10 years) to improve the availability and efficiency of parking operations:

6.2.1 Transportation Demand Management

A comprehensive Transportation Demand Management (TDM) is aimed at reducing travel demand, specifically that of single-occupied private vehicles. Feasible TDM measures for the City of Turlock include the following:

- ▶ Improving bicycle-friendly facilities, such as bike lanes, bike racks and storage
- ▶ Valet parking options
- ▶ Special event parking management
- ▶ Parking in-lieu Fees
- ▶ Parking pricing and demand-based pricing

Pros

- ▶ Enhance pedestrian and bicycle facilities infrastructure
- ▶ Promote other modes of transportation
- ▶ Assess demand and add motorcycle parking as appropriate
- ▶ Promote transit ridership
- ▶ Encourage carpool, vanpool, tele-commuting

Cons

- ▶ Availability of funds to support enhanced infrastructure

Recommendations

- ▶ Explore these options as mid-term to long-term solutions.
- ▶ Conduct event parking management plans for events such as the Farmers' Market in the Downtown area.
- ▶ Refer to the Turlock Active Transportation Plan for pedestrian and bicycle related improvements.

6.2.2 Smart Parking Meters

The state-of-the-art meters, often referred as "smart meters", are easy to use and allow drivers to pay with coins, credit/debit cards, and City parking cards. In order to improve the efficiency of parking operations, several public agencies have implemented some or all of the measures listed below:

- ▶ Install sensors for every parking space to provide the information on its occupancy
- ▶ Occupancy information from the sensors can be disseminated to the public via website, phone Apps, electronic message signs, etc.
- ▶ Motorist parks at the available location reducing the time and need to driving around looking for a parking space.
- ▶ Motorist can pay for parking in several ways, such as coins, credit card, phone app, dial-in, etc.
- ▶ The pay-by-phone apps also provide options to track the time remaining on the meter before it expires and will provide options to remotely extend the time for additional fees.
- ▶ This data also helps parking enforcement officers issue citations for unpaid violations, overstays, no parking and restricted parking spaces.

- ▶ All the data is captured in real-time and archived for evaluating the performance of the parking system and improve the efficiency of parking operations.
- ▶ Occupancy information from the sensors can be disseminated to the public via website, phone Apps, electronic message signs, etc.
- ▶ Motorist parks at the available location reducing the time and need to driving around looking for a parking.

Note that the City of Turlock has had metered parking in the Downtown area before. It was removed to foster economic development in the Downtown. Although new technology had made metered parking easier for customers to use, it is necessary to evaluate potential impacts metered parking could have on the Downtown’s economic growth and development.



Pros

- ▶ Improves the efficiency of parking operations
- ▶ Reduces green house gases by reducing the time motorists spend looking for parking
- ▶ Ease of parking always attracts more visitors and residents to visit Downtown
- ▶ Provides tools for conducting performance measures and improve operations
- ▶ Makes Downtown attractive to more businesses and investors

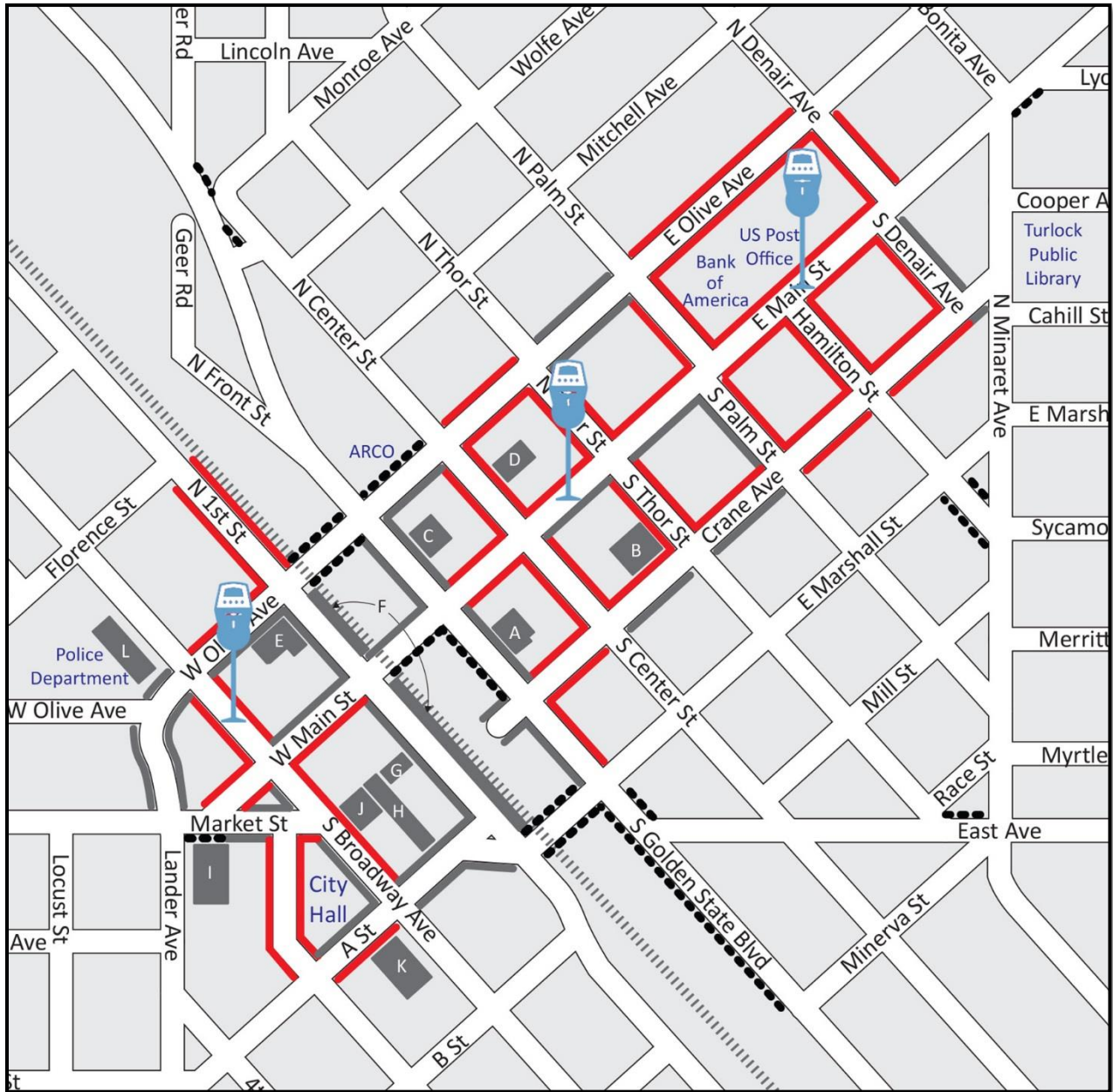
Cons

- ▶ Initial cost of deployment
- ▶ Requires trained personnel and periodic upgrades
- ▶ Ongoing costs of operations and maintenance
- ▶ Potential impact on long-term economic development

Recommendations

- ▶ Explore these options before considering increasing the capacity.
- ▶ Options should be tailored to serve the needs of the City by conducting a comprehensive study.

Figure 17: (Preliminary) Recommended Locations for Smart Parking Meters Signs



6.2.3 Real-time Parking Availability Signage

The real-time parking availability signage provides accurate information to motorists to find parking. This reduces motorists' frustration in finding parking and results in savings in fuel costs and emissions.

The real-time signs can be placed with the smart meters and City-owned public parking lots to provide comprehensive information on both on- and off-street parking usage.



Pros

- ▶ Improves the efficiency of parking operations
- ▶ Reduces green house gas emissions by reducing the time motorists spend looking for parking
- ▶ Ease of parking to attract more visitors and residents to visit Downtown

Cons

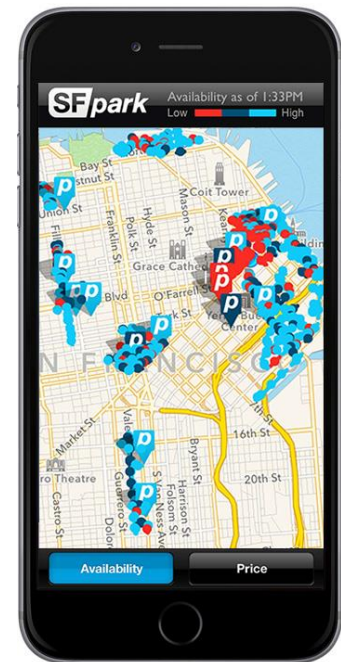
- ▶ Significant capital expenditures
- ▶ Requires engineering design and construction
- ▶ Ongoing costs of operations and maintenance
- ▶ May create conflict with the historic character in the Downtown core area.

Recommendations

- ▶ Explore these options before considering increasing the capacity.
- ▶ Options should be tailored to serve the needs of the City by conducting a comprehensive study.

6.2.4 Phone Apps and Pay-By-Phone Options

Making it easier to pay for parking helps people avoid parking tickets. PayByPhone enables customers to add time without returning to the meter (subject to time limit restrictions), receive a reminder message when time is almost up, and download receipts online. There are several vendors often providing these services at no-cost to the City. These vendors charge additional fees and obtain a portion of the parking fees from the City to recoup their investment costs over time.



7.0 FUTURE PARKING FACILITIES EXPANSION

The following are the long-term options for increasing the capacity of the parking facilities in the Downtown area. Since these are long-term options, the exact size and type should be chosen based on the conditions at the time of consideration. In general, these should be considered when the parking demand reaches 80% capacity. The City may have to conduct a feasibility study to evaluate the best options for capacity expansion based on the available funding, real estate and other factors. Apart from the one-time construction or improvement costs, the on-going operations and maintenance costs should also be estimated in the feasibility study.

7.1 OPPORTUNITY SITES FOR EXPANSION

As mentioned in 5.0 FUTURE PARKING DEMAND, Sub Area 2 is expected to reach 80 percent occupancy by year 2030. Sub Area 1 is expected to increase to 78 percent by the same year due to the lack of off-street parking facilities. TJKM recommends that these two Sub Areas be prioritized for increasing parking supply. The City should focus on converting existing public surface lots into multilevel parking garages, as well as seeking shared parking opportunities by identifying prospective development in the Transitional Commercial zoning. The existing Lot A, B, C, and D are recommended as sites for building parking garages.

7.2 SURFACE PARKING LOTS

If the real estate is available, the City could consider building additional parking lots to serve the increase in demand over time. This would be the cheaper option when compared to constructing a parking garage. Some of the improvements that need to be considered are: demolition of any existing structures; design Entry and Exit to the parking lot; paving the surface with concrete, pavers or asphalt; new improved lighting, landscaping, striping; and way-finding signage. The per-parking space cost would be higher as every parking space would need real estate.



Cost

- ▶ \$5,000 to \$8,000 per parking space (This construction cost does not include costs for land acquisition, architectural and engineering fees, environmental review, permits, or other administrative and legal costs)
- ▶ Up to \$5,000 per month for ongoing operations and maintenance

Pros

- ▶ High initial cost but low maintenance and operation costs
- ▶ Minimal disturbance to surrounding areas during construction
- ▶ Maintenance along with the other existing surface parking lots

Cons

- ▶ Low density results in high average cost per parking space
- ▶ Premium costs to acquire the space
- ▶ Difficulty in finding an ideal lot in the Downtown area

Recommendations

- ▶ Conduct a feasibility study to determine if Surface Parking Lots is the best option.
- ▶ Recommended due to lower operations and maintenance costs.

7.3 PARKING GARAGES

If the resources are available, the City could consider constructing a new parking garage. A multi-story garage would be an ideal option to serve high demands and drastically increase the parking capacity in the Downtown area. The City could potentially use one of the existing parking lots if funding or empty surface lots are not available. Since this is a long-term improvement, the capacity of the garage should be determined based on the demand and supply at the time of consideration. While this option requires a one-time construction budget, the on-going operations and maintenance budget has to be factored in.



Additional factors such as, location, accessibility, safety, security should also be considered.

Costs

- ▶ Construction costs of \$15,000 to \$18,000 per parking space depending on the number of floors. Property purchase, environmental evaluation, permitting, and design costs are not included in this estimate
- ▶ Up to \$10,000 per month for ongoing operations and maintenance

Pros

- ▶ Provides ample parking
- ▶ More efficient use of land

Cons

- ▶ Premium costs to acquire the land
- ▶ High construction and operation costs
- ▶ Availability of funding
- ▶ Difficulty in finding an ideal space in the Downtown area
- ▶ Providing safety and security for garage users
- ▶ Maintaining automated gates, if any

Recommendations

- ▶ Include future cost of parking garages into the Capital Feasibility Fee Program in the near term such that funds will become available in the future.
- ▶ Conduct case studies of neighboring cities to find potential funding sources, e.g., public-private-partnership with prospect development in the Downtown core area.
- ▶ Explore opportunity sites and include them in any specific or master plans for future consideration.

7.4 CONSTRAINTS AND OPPORTUNITIES IN DOWNTOWN CORE

The City’s zoning regulation does not require the provision of parking spaces for development within the Downtown Core (DC). The City has to be aware of any future development that requires substantial amount of parking within this zoning designation. This includes movie theaters, bowling alleys, and other infill projects. To the extent, the City should consider shared parking facilities, surface lots or parking garages, as a feasible alternative through public-private-partnership.

The City is usually responsible for land acquisition and following legal and environmental processes upon construction. The City is also liable for construction, operations, and maintenance of the facilities. By agreement, and depending upon the agreement, with the potential infill development, the City leases out a portion of the facilities expected to be used by tenants, employees, customers of the private development.

The City can utilize general fund, parking in-lieu fees, parking revenues, or other financing methods for the costs mentioned above. This way the development will benefit from guaranteed parking supply for its business; it also enables the City to make cost-effective capital investment, as well as a balanced, sustainable utilization of available parking spaces.



Downtown District Zoning Designation

Source: City of Turlock

Example. The City of Modesto constructed and now operates the parking garage on 9th Street in the City’s Downtown Core had a long-term lease agreement with the DoubleTree Hotel across the street. The parking garage has 787 parking spaces, of which 615 spaces are allocated for use by the DoubleTree employees, office tenants, hotel guests or customers 24 hours a day, seven days a week.

Recommendations

- ▶ Explore opportunity sites in the Downtown Core or surrounding zoning for parking facilities.
- ▶ Include shared-parking policies and procedures in the existing zoning ordinance for long-term consideration.

7.5 POTENTIAL SOURCES OF FUND

Different levels of funds are considered approachable with successful cases in the neighboring Cities. Local funds such as City general fund and tax increments are often used for land purchasing and construction. The City could include parking garage in the Capital Facility Fee Program to make construction fund available in the future. Another mechanism is to create mutual benefit with private developers through a public-private partnership. Parking in-lieu fee collecting from property owners can also be considered. An in-lieu fee is calculated based on the loss of required parking spaces provided by prospective development. The City of Modesto used bond issuance secured by its local Redevelopment Agency tax increment. Parking revenue generated from the garage can be utilized to cover ongoing operations and maintenance costs. A parking revenue bond can be developed as needed.



Reference

2003 Downtown Design Guidelines and Zoning Regulations, City of Turlock

Draft Second Amended Long-range Property Management Plan, City of Modesto

General Plan 2012, City of Turlock

Landscaping and Signage Plan 2010, City of Turlock

Municipal Code, City of Turlock

Stanislaus County Economic Forecast 2014

This page intentionally left blank

APPENDIX A

PARKING INVENTORY DATA

Table 1. Inventory by Zone

| Zone | Total | UNMARKED | 24 MIN | 1 HR | 2 HR | 4 HR | ADA | FLZ | PLZ | City |
|--------------|--------------|-----------------|---------------|-------------|-------------|-------------|------------|------------|------------|-------------|
| Zone 1 | 800 | 386 | 13 | 18 | 349 | 10 | 9 | 9 | 6 | 0 |
| Zone 2 | 2549 | 2411 | 3 | 0 | 120 | 12 | 2 | 0 | 1 | 0 |
| Zone 3 | 523 | 476 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 14 |
| Total | 3872 | 3273 | 16 | 18 | 469 | 22 | 44 | 9 | 7 | 14 |

| Table 2. Zone 1 Inventory by Block Face | | | | | | | | | | | | |
|---|-------------------|---------------------|---------------------|------------|------------|-----------|-----------|------------|-----------|-----------|-----------|-----------|
| ID | Street | From | To | Total | UNMARKED | 24 MIN | 1 HR | 2 HR | 4 HR | ADA | FLZ | PLZ |
| 1T | Olive Ave | Denair Ave | Palm St | 18 | 6 | 1 | 0 | 11 | 0 | 0 | 0 | 0 |
| 2T | Olive Ave | Palm St | Thor St | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 3T | Olive Ave | Thor St | Center St | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 |
| 4T | Olive Ave | Center St | Golden State Blvd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5T | Olive Ave | Golden State Blvd | 1st St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6T | Olive St | 1st St | N Broadway Ave | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| 7T | Olive Ave | N Broadway Ave | Olive Ave | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8T | Lander Ave | Olive Ave | Main St | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9T | Lander Ave | Main St | N Broadway Ave | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 10T | N Broadway Ave | Olive Ave | Main St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11T | N Broadway Ave | Main St | Olive Ave | 11 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 0 |
| 12T | Olive Ave | N Broadway Ave | 1st St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13T | 1st St | Olive Ave | Main St | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15T | Olive Ave | 1st St | Golden State Blvd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16T | Golden State Blvd | Olive Ave | Main St | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17T | Golden State Blvd | Main St | Olive Ave | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18T | Olive Ave | Golden State Blvd | Center Ave | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 19T | Center Ave | Olive Ave | Main St | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| 20T | Center St | Main St | Olive Ave | 11 | 0 | 0 | 0 | 9 | 0 | 1 | 1 | 0 |
| 21T | Olive Ave | Center St | Thor St | 9 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 0 |
| 22T | Thor St | Olive Ave | Main St | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| 23T | Thor St | Main St | Olive Ave | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| 24T | Olive Ave | Thor St | Palm St | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| 25T | Palm St | Olive Ave | Main St | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| 26T | Palm St | Main St | Olive Ave | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| 27T | Olive Ave | Palm St | Denair Ave | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| 28T | Denair Ave | Olive Ave | Main St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 29T | Denair Ave | Main St | Olive Ave | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30T | Main St | Denair Ave | Palm St | 18 | 0 | 5 | 0 | 13 | 0 | 0 | 0 | 0 |
| 31T | Main St | Palm St | Thor St | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| 32T | Main St | Thor St | Center St | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| 33T | Main St | Center St | Golden State Blvd | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 34T | Main St | Golden State Blvd | 1st St | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| 35T | Main St | 1st St | Broadway Ave | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| 36T | Main St | N Broadway Ave | Market St | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| 37T | Main St | Lander Ave | Market St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 38T | Main St | Market St | Broadway Ave | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| 39T | Market St | Main St | 3rd St | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 40T | Market St | 3rd St | Broadway Ave | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 41T | S Broadway Ave | Market St | A St | 9 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 |
| 42T | A St | S Broadway Ave | 1st St | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 44T | S 1st | Main St | A St | 28 | 27 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 45T | A St | 1st St | S Broadway Ave | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 46T | S Broadway Ave | A St | Main St | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 |
| 47T | S Broadway Ave | Main St | Market St | 6 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 48T | Main St | S Broadway Ave | 1st St | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| 49T | Main St | 1st St | Golden State Blvd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50T | Golden State Blvd | Main St | Crane Ave | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 51T | Golden State Blvd | Crane Ave | Main St | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 52T | Main St | Golden State Blvd | Center St | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| 53T | Center St | Main St | Crane Ave | 18 | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 0 |
| 54T | Center St | Crane Ave | Main St | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 |
| 55T | Main St | Center St | Thor St | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| 56T | Thor St | Main St | Crane Ave | 8 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 57T | Thor St | Crane Ave | Main St | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| 58T | Main St | Thor St | Palm St | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| 59T | Palm St | Main St | Crane Ave | 10 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 60T | Palm St | Crane Ave | Main St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 61T | Main St | Palm St | Hamilton St | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 62T | Hamilton St | Main St | Crane Ave | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63T | Hamilton St | Crane Ave | Main St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 64T | Main St | Hamilton St | Denair Ave | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65T | Denair Ave | Main St | Crane Ave | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 66T | Denair Ave | Crane Ave | Main St | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 67T | Crane Ave | Denair Ave | Hamilton St | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 68T | Crane Ave | Hamilton St | Palm St | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69T | Crane Ave | Palm St | Thor St | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 70T | Crane Ave | Thor St | Center St | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 71T | Crane Ave | Center St | Golden State Blvd | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72T | Golden State Blvd | Crane Ave | Marshall St | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73T | Marshall St | Golden State Blvd | 1st St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74T | Marshall St | 1st St | Golden State Blvd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 75T | Golden State Blvd | Marshall St | Crane Ave | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 76T | Crane Ave | Golden State Blvd | Center Ave | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 77T | Crane Ave | Center St | Thor St | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| 78T | Crane Ave | Thor St | Palm St | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 79T | Crane Ave | Palm St | Hamilton St | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 80T | Crane Ave | Hamilton St | Denair Ave | 27 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 81T | Main St | S Denair Ave | N Denair Ave | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82T | N 1St St | E Olive Ave | Florence St | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 83T | N 1St St | Florence St | E Olive Ave | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 |
| 84T | Market St | W Main St | S Broadway Ave | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| 85T | 3rd St | Market St | A St | 21 | 14 | 0 | 0 | 6 | 0 | 1 | 0 | 0 |
| 86T | 3rd St | A St | Market St | 14 | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 87T | A St | S Broadway Ave | 3rd St | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 |
| 88T | A St | 3rd St | S Broadway Ave | 9 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 89T | Crane Ave | S Golden State Blvd | Parking Lot | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90T | Crane Ave | Parking Lot | S Golden State Blvd | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | Total | 800 | 386 | 13 | 18 | 349 | 10 | 9 | 9 | 6 |
| | | | % Share | | 48% | 2% | 2% | 44% | 1% | 1% | 1% | 1% |


Note:  Block faces signed "No Parking"
FLZ Freight Loading Zone
PLZ Passenger Loading Zone

Table 3. Zone 1 Inventory by Sub Area

| | Total | UNMARKED | 24 MIN | 1 HR | 2 HR | 4 HR | ADA | FLZ | PLZ |
|--------------|--------------|-----------------|---------------|-------------|-------------|-------------|------------|------------|------------|
| Sub Area 1 | 311 | 198 | 6 | 0 | 96 | 10 | 1 | 0 | 0 |
| Sub Area 2 | 209 | 59 | 0 | 10 | 131 | 0 | 3 | 3 | 3 |
| Sub Area 3 | 280 | 129 | 7 | 8 | 122 | 0 | 5 | 6 | 3 |
| Total | 800 | 386 | 13 | 18 | 349 | 10 | 9 | 9 | 6 |

Table 4. Zone 1 Inventory by Sub Area, Detailed

| Sub Area | ID | Total | UNMARKED | 24 MIN | 1 HR | 2 HR | 4 HR | ADA | FLZ | PLZ |
|----------|-----|-------|----------|--------|------|------|------|-----|-----|-----|
| 1 | 1T | 18 | 6 | 1 | 0 | 11 | 0 | 0 | 0 | 0 |
| 1 | 2T | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 1 | 23T | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| 1 | 24T | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| 1 | 25T | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| 1 | 26T | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| 1 | 27T | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| 1 | 28T | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 29T | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 30T | 18 | 0 | 5 | 0 | 13 | 0 | 0 | 0 | 0 |
| 1 | 31T | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| 1 | 57T | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| 1 | 58T | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| 1 | 59T | 10 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 1 | 60T | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 61T | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 1 | 62T | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 63T | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 64T | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 65T | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 66T | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 67T | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 68T | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 69T | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 78T | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 79T | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 80T | 27 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 81T | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3T | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 |
| 2 | 4T | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5T | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 15T | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 16T | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 17T | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 18T | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 2 | 19T | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| 2 | 20T | 11 | 0 | 0 | 0 | 9 | 0 | 1 | 1 | 0 |
| 2 | 21T | 9 | 0 | 0 | 2 | 5 | 0 | 0 | 2 | 0 |
| 2 | 22T | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| 2 | 32T | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| 2 | 33T | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 2 | 34T | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| 2 | 49T | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 50T | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 51T | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2 | 52T | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| 2 | 53T | 18 | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 0 |
| 2 | 54T | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 |
| 2 | 55T | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| 2 | 56T | 8 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2 | 70T | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 71T | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 72T | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 73T | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 74T | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 75T | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 76T | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 77T | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| 2 | 89T | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 90T | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 6T | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| 3 | 7T | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 8T | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3 | 9T | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 3 | 10T | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 11T | 11 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 0 |
| 3 | 12T | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 13T | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 35T | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| 3 | 36T | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| 3 | 37T | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 38T | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| 3 | 39T | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| 3 | 40T | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 41T | 9 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 |
| 3 | 42T | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 44T | 28 | 27 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 3 | 45T | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 46T | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 |
| 3 | 47T | 6 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 3 | 48T | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| 3 | 82T | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 83T | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 |
| 3 | 84T | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| 3 | 85T | 21 | 14 | 0 | 0 | 6 | 0 | 1 | 0 | 0 |
| 3 | 86T | 14 | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 3 | 87T | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 |
| 3 | 88T | 9 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |

Table 5. Zone 2 Inventory by Block Face

| ID | Street | From | To | Total | UNMARKED | 24 MIN | 1 HR | 2 HR | 4 HR | ADA | FLZ | PLZ |
|-----|---------------------|---------------------|---------------------|-------|----------|--------|------|------|------|-----|-----|-----|
| 1 | E Canal Dr | N Palm St | Geer Rd | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | E Canal Dr | Geer Rd | N Thor St | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | E Canal Dr | N Thor St | N Palm St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | E Canal Dr | N Denair Ave | N Palm St | 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | E Canal Dr | N Palm St | Monroe Ave | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | E Canal Dr | Monroe Ave | Wolfe Ave | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | E Canal Dr | Wolfe Ave | N Denair Ave | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | E Canal Dr | N Mitchell Ave | N Denair Ave | 27 | 26 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 10 | E Canal Dr | N Denair Ave | Mitchell Ave | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | E Canal Dr | Kenwood Ave | Mitchell Ave | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | E Canal Dr | Mitchell Ave | Bonita Ave | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | E Canal Dr | N Olive Ave | Kenwood Ave | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | E Canal Dr | Bonita Ave | E Olive Ave | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | E Canal Dr | E Main St | N Olive Ave | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | E Canal Dr | E Olive Ave | E Main St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | Lincoln Ave | N Thor St | Geer Rd | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | Lincoln Ave | Geer Rd | N Thor St | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | Lincoln Ave | Monroe Ave | N Thor St | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | Lincoln Ave | N Thor St | Monroe Ave | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | Monroe Ave | Lincoln Ave | N Palm St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | Monroe Ave | E Canal Dr | N Palm St | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 | Monroe Ave | N Palm St | E Canal Dr | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 26 | Monroe Ave | Lincoln Ave | N Thor St | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | Monroe Ave | N Center St | N Thor St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 28 | Monroe Ave | N Thor St | N Center St | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 29 | N Center St | Monroe Ave | N Center St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 | N Center St | N Center St | Monroe Ave | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31 | N Center St | N Golden State Blvd | E Olive Ave | 17 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 1 |
| 33 | Wolfe Ave | N Thor St | N Center St | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 34 | Wolfe Ave | N Center St | N Thor St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 36 | Wolfe Ave | N Palm St | N Thor St | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 37 | Wolfe Ave | N Thor St | N Palm St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 38 | Wolfe Ave | E Canal Ave | N Palm St | 22 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 39 | Wolfe Ave | N Palm St | E Canal St | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | N Denair Ave | E Canal Dr | Mitchell Ave | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 41 | N Denair Ave | Mitchell Ave | E Canal Ave | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 42 | Mitchell Ave | E Canal Dr | N Denair Ave | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | Mitchell Ave | N Denair Ave | E Canal Dr | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 44 | Mitchell Ave | N Palm St | N Denair Ave | 23 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45 | Mitchell Ave | N Denair Ave | N Palm St | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 46 | Mitchell Ave | N Thor St | N Palm St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 47 | Mitchell Ave | N Palm St | N Thor St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 48 | Mitchell Ave | N Center St | N Thor St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 49 | Mitchell Ave | N Thor St | N Center St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50 | N Center St | Mitchell Ave | Wolfe Ave | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 54 | E Olive Ave | Bonita Ave | N Denair Ave | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55 | E Olive Ave | N Denair Ave | Bonita Ave | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 56 | E Olive Ave | E Canal Ave | Bonita Ave | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 57 | E Olive Ave | Bonita Ave | E Canal Dr | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 58 | E Main St | E Canal Dr | Bonita St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 59 | E Main St | Lyons Ave | E Canal Dr | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 60 | E Main St | N Minaret Ave | Lyons Ave | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 61 | E Main St | Bonita Ave | N Denair Ave | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 62 | E Main St | N Denair Ave | N Minaret Ave | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63 | Marshall St | S Center St | S Golden State Blvd | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 64 | Marshall St | S Golden State Blvd | S Center St | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65 | Marshall St | S Thor St | S Center St | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 66 | Marshall St | S Center St | S Thor St | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 67 | E Marshall St | S Palm St | S Thor St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 68 | E Marshall St | S Thor St | S Palm St | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69 | E Marshall St | Hamilton St | S Palm St | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 70 | E Marshall St | S Palm St | Hamilton St | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 71 | E Marshall St | N Minaret Ave | Hamilton St | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | E Marshall St | Hamilton St | N Minaret Ave | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | Mill St | N Minaret Ave | S Palm St | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74 | Mill St | S Palm St | N Minaret Ave | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 75 | Mill St | S Palm St | S Thor St | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 76 | Mill St | S Thor St | S Palm St | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 77 | Mill St | S Thor St | S Center St | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 78 | Mill St | S Center St | S Thor St | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 79 | S Golden State Blvd | Marshall St | Minerva St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 80 | S Golden State Blvd | East Ave | Marshall St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 81 | East Ave | S Center St | S Golden State Blvd | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | East Ave | S Golden State Blvd | S Center St | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 83 | East Ave | S Thor St | S Centr St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 84 | East Ave | S Center St | Minerva St | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 85 | East Ave | N Minaret Ave | S Thor St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 87 | N Minaret Ave | Race St | East Ave | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 88 | N Minaret Ave | East Ave | Myrtle St | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 89 | N Minaret Ave | S Palm St | Race St | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90 | N Minaret Ave | Myrtle St | Merritt St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | N Minaret Ave | Mill St | S Palm St | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 92 | N Minaret Ave | Merritt St | Sycamore St | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 94 | N Minaret Ave | Hamilton St | Mill St | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 95 | N Minaret Ave | Sycamore St | E Marshall St | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 96 | N Minaret Ave | E Marshall St | Hamilton St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97 | N Minaret Ave | E Marshall St | Cahill St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 98 | N Minaret Ave | Cahill St | E Marshall St | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 99 | Crane Ave | S Denair Ave | N Minaret Ave | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 100 | N Minaret Ave | Cahill St | Cooper Ave | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | N Minaret Ave | E Main St | Crane Ave | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Table 5 (Continued). Zone 2 Inventory by Block Face

| ID | Street | From | To | Total | UNMARKED | 24 MIN | 1 HR | 2 HR | 4 HR | ADA | FLZ | PLZ |
|-----|----------------|----------------|----------------|-------------|-------------|-----------|-----------|------------|-----------|-----------|-----------|-----------|
| 209 | B St | 4th St | 5th St | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 211 | 4th St | A St | B St | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 212 | 4th St | B St | A St | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 213 | 4th St | Lander Ave | A St | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 214 | 4th St | A St | Lander Ave | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| 215 | Lander Ave | A St | 4th St | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 216 | Lander Ave | Columbia Ave | High St | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 217 | Lander Ave | 4th St | W Main St | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 |
| 218 | Lander Ave | W Main St | Columbia Ave | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 219 | 3rd St | A St | B St | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 220 | 3rd St | B St | A St | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 221 | 3rd St | B St | C St | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 222 | 3rd St | C St | B St | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 223 | C St | 3rd St | S Broadway St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 224 | C St | S Broadway St | 3rd St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 225 | C St | S Broadway St | S 1st St | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 226 | C St | S 1st St | S Broadway St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 227 | S Broadway St | D St | C St | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 228 | S Broadway St | C St | D St | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 229 | S Broadway St | B St | C St | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 230 | S Broadway St | C St | B St | 16 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 231 | S Broadway St | A St | B St | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 232 | S Broadway St | B St | A St | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 233 | W Main St | Locust St | Lander Ave | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 234 | W Main St | N Laurel St | Locust St | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 235 | W Main St | Lander Ave | N Laurel St | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 236 | N Laurel St | W Main St | W Olive Ave | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 237 | N Laurel St | W Olive Ave | W Main St | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 238 | N Laurel St | Florence St | W Olive Ave | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 239 | N Laurel St | W Olive Ave | Florence St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 240 | Florence St | N Laurel St | Lexington Ave | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 241 | Florence St | Lexington Ave | N Orange St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 242 | Florence St | Lexington Ave | N Broadway Ave | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 243 | Florence St | N Broadway Ave | Lexington Ave | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 244 | Florence St | N 1st St | N Broadway Ave | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 245 | Florence St | N Broadway Ave | N 1st St | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 246 | N 1st St | Florence St | W Olive St | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 247 | N 1st St | E Olive Ave | Florence St | 22 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 248 | N Broadway Ave | W Olive Ave | Florence St | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| 249 | N Broadway Ave | Florence St | W Olive Ave | 23 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 |
| 250 | W Olive Ave | Lander Ave | N Laurel St | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 251 | W Olive Ave | N Laurel St | Lander Ave | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | Total | 2549 | 2411 | 3 | 0 | 120 | 12 | 2 | 0 | 1 |
| | | | % Share | | 95% | 0% | 0% | 5% | 0% | 0% | 0% | 0% |


Note:  Block faces signed "No Parking"
FLZ Freight Loading Zone
PLZ Passenger Loading Zone

Table 6. Zone 3 Inventory by Lot

| Lot | Total | GENERAL | ADA | Electric | CLZ | City Vehicles | Reference from City | | | |
|--------------|------------|------------|-----------|----------|----------|---------------|---------------------|------------|-----------|---------------|
| | | | | | | | Total | General | ADA | City Vehicles |
| A | 35 | 33 | 2 | 0 | 0 | 0 | 31 | 30 | 1 | 0 |
| B | 58 | 54 | 4 | 0 | 0 | 0 | 58 | 54 | 4 | 0 |
| C | 38 | 35 | 3 | 0 | 0 | 0 | 37 | 35 | 2 | 0 |
| D | 25 | 24 | 1 | 0 | 0 | 0 | 25 | 24 | 1 | 0 |
| E | 30 | 28 | 2 | 0 | 0 | 0 | 30 | 28 | 2 | 0 |
| F | 53 | 50 | 3 | 0 | 0 | 0 | 53 | 50 | 3 | 0 |
| G | 25 | 22 | 3 | 0 | 0 | 0 | 24 | 22 | 2 | 0 |
| H | 64 | 60 | 4 | 0 | 0 | 0 | 64 | 60 | 4 | 0 |
| I | 49 | 47 | 2 | 0 | 0 | 0 | 47 | 45 | 2 | 0 |
| J | 41 | 39 | 2 | 0 | 0 | 0 | 41 | 39 | 2 | 0 |
| K | 70 | 53 | 3 | 0 | 0 | 14 | 70 | 53 | 3 | 14 |
| L | 35 | 31 | 4 | 0 | 0 | 0 | 37 | 33 | 4 | 0 |
| Total | 523 | 476 | 33 | 0 | 0 | 14 | 517 | 473 | 30 | 14 |

APPENDIX B

PARKING OCCUPANCY DATA

Table 7. Occupancy Summary by Zone

| Weekday | Supply | Average Occupanc | 9:00 AM | | 10:00 AM | | 3:00 PM | | 4:00 PM | |
|-------------------------|-------------|------------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|
| | | | Counts | % | Counts | % | Counts | % | Counts | % |
| Zone 1 | 800 | 43% | 301 | 38% | 375 | 47% | 358 | 45% | 343 | 43% |
| Zone 2 | 2549 | 20% | 473 | 19% | 499 | 20% | 509 | 20% | 509 | 20% |
| Zone 3 | 523 | 46% | 259 | 50% | 256 | 49% | 239 | 46% | 214 | 41% |
| Total or Average | 3872 | 28% | 1033 | 27% | 1130 | 29% | 1106 | 29% | 1066 | 28% |
| Saturday | Supply | Average Occupanc | 7:00 PM | | 8:00 PM | | 9:00 PM | | 10:00 PM | |
| | | | Counts | % | Counts | % | Counts | % | Counts | % |
| Zone 1 | 800 | 29% | 238 | 30% | 250 | 31% | 236 | 30% | 202 | 25% |
| Zone 2 | - | - | - | - | - | - | - | - | - | - |
| Zone 3 | 523 | 29% | 119 | 23% | 156 | 30% | 151 | 29% | 173 | 33% |
| Total or Average | 1323 | 29% | 357 | 27% | 406 | 31% | 387 | 29% | 375 | 28% |

Table 9 (Continued). Zone 2 Weekday Occupancy by Block Face

| ID | Street | From | To | Supply | Average Occupancy | 9:00 AM | | 10:00 AM | | 3:00 PM | | 4:00 PM | |
|-----|----------------|----------------|-------------------------|-------------|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | | | | | Counts | % | Counts | % | Counts | % | Counts | % |
| 182 | A St | 4th St | Lander Ave | 2 | 50% | 1 | 50% | 1 | 50% | 1 | 50% | 1 | 50% |
| 183 | Lander Ave | 5th St | A St | 3 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 184 | Lander Ave | High St | Castor St | 13 | 50% | 5 | 38% | 8 | 62% | 7 | 54% | 6 | 46% |
| 185 | 5th St | Lander Ave | B St | 4 | 75% | 2 | 50% | 3 | 75% | 3 | 75% | 4 | 100% |
| 186 | 5th St | B St | Lander Ave | 8 | 53% | 3 | 38% | 5 | 63% | 4 | 50% | 5 | 63% |
| 187 | 5th St | B St | C St | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 188 | 5th St | C St | B St | 14 | 4% | 1 | 7% | 1 | 7% | 0 | 0% | 0 | 0% |
| 189 | C St | 3rd St | 5th St | 14 | 13% | 2 | 14% | 2 | 14% | 1 | 7% | 2 | 14% |
| 190 | C St | 5th St | 3rd St | 6 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 191 | 3rd St | C St | D St | 20 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 192 | 3rd St | D St | C St | 17 | 1% | 0 | 0% | 0 | 0% | 1 | 6% | 0 | 0% |
| 193 | D St | S Broadway St | 3rd St | 4 | 13% | 0 | 0% | 1 | 25% | 1 | 25% | 0 | 0% |
| 194 | D St | 3rd St | S 1st St | 6 | 17% | 1 | 17% | 1 | 17% | 1 | 17% | 1 | 17% |
| 195 | D St | S 1st St | S Broadway St | 4 | 13% | 0 | 0% | 1 | 25% | 1 | 25% | 0 | 0% |
| 197 | S 1st St | C St | D St | 10 | 5% | 1 | 10% | 1 | 10% | 0 | 0% | 0 | 0% |
| 198 | S 1st St | D St | Marshall St | 12 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 199 | S 1st St | B St | C St | 15 | 48% | 8 | 53% | 6 | 40% | 7 | 47% | 8 | 53% |
| 201 | S 1st St | Marshall St | B St | 10 | 3% | 0 | 0% | 1 | 10% | 0 | 0% | 0 | 0% |
| 203 | B St | S 1st St | S Broadway St | 6 | 13% | 1 | 17% | 1 | 17% | 1 | 17% | 0 | 0% |
| 204 | B St | S Broadway St | S 1st St | 7 | 61% | 5 | 71% | 3 | 43% | 8 | 114% | 1 | 14% |
| 205 | B St | S Broadway St | 3rd St | 7 | 21% | 1 | 14% | 1 | 14% | 3 | 43% | 1 | 14% |
| 206 | B St | 3rd St | S Broadway St | 11 | 68% | 8 | 73% | 7 | 64% | 8 | 73% | 7 | 64% |
| 207 | B St | 3rd St | 4th St | 10 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 208 | B St | 5th St | 3rd St | 14 | 4% | 0 | 0% | 0 | 0% | 1 | 7% | 1 | 7% |
| 209 | B St | 4th St | 5th St | 12 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 211 | 4th St | A St | B St | 11 | 61% | 6 | 55% | 8 | 73% | 8 | 73% | 5 | 45% |
| 212 | 4th St | B St | A St | 16 | 36% | 5 | 31% | 6 | 38% | 6 | 38% | 6 | 38% |
| 213 | 4th St | Lander Ave | A St | 6 | 29% | 1 | 17% | 2 | 33% | 2 | 33% | 2 | 33% |
| 214 | 4th St | A St | Lander Ave | 15 | 53% | 6 | 40% | 11 | 73% | 8 | 53% | 7 | 47% |
| 215 | Lander Ave | A St | 4th St | 6 | 4% | 1 | 17% | 0 | 0% | 0 | 0% | 0 | 0% |
| 216 | Lander Ave | Columbia Ave | High St | 11 | 11% | 1 | 9% | 2 | 18% | 0 | 0% | 2 | 18% |
| 217 | Lander Ave | 4th St | W Main St | 11 | 27% | 0 | 0% | 3 | 27% | 5 | 45% | 4 | 36% |
| 218 | Lander Ave | W Main St | Columbia Ave | 5 | 5% | 1 | 20% | 0 | 0% | 0 | 0% | 0 | 0% |
| 219 | 3rd St | A St | B St | 6 | 38% | 2 | 33% | 1 | 17% | 2 | 33% | 4 | 67% |
| 220 | 3rd St | B St | A St | 13 | 10% | 1 | 8% | 1 | 8% | 1 | 8% | 2 | 15% |
| 221 | 3rd St | B St | C St | 16 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 222 | 3rd St | C St | B St | 6 | 83% | 7 | 117% | 5 | 83% | 5 | 83% | 3 | 50% |
| 223 | C St | 3rd St | S Broadway St | 9 | 11% | 1 | 11% | 1 | 11% | 1 | 11% | 1 | 11% |
| 224 | C St | S Broadway St | 3rd St | 10 | 8% | 1 | 10% | 1 | 10% | 0 | 0% | 1 | 10% |
| 225 | C St | S Broadway St | S 1st St | 7 | 61% | 4 | 57% | 6 | 86% | 3 | 43% | 4 | 57% |
| 226 | C St | S 1st St | S Broadway St | 9 | 25% | 1 | 11% | 2 | 22% | 3 | 33% | 3 | 33% |
| 227 | S Broadway St | D St | C St | 12 | 60% | 9 | 75% | 7 | 58% | 6 | 50% | 7 | 58% |
| 228 | S Broadway St | C St | D St | 15 | 37% | 6 | 40% | 5 | 33% | 5 | 33% | 6 | 40% |
| 229 | S Broadway St | B St | C St | 10 | 28% | 3 | 30% | 4 | 40% | 2 | 20% | 2 | 20% |
| 230 | S Broadway St | C St | B St | 16 | 52% | 8 | 50% | 8 | 50% | 8 | 50% | 9 | 56% |
| 231 | S Broadway St | A St | B St | 8 | 56% | 6 | 75% | 6 | 75% | 3 | 38% | 3 | 38% |
| 232 | S Broadway St | B St | A St | 11 | 39% | 4 | 36% | 7 | 64% | 2 | 18% | 4 | 36% |
| 233 | W Main St | Locust St | Lander Ave | 3 | 58% | 3 | 100% | 2 | 67% | 1 | 33% | 1 | 33% |
| 234 | W Main St | N Laurel St | Locust St | 2 | 50% | 0 | 0% | 0 | 0% | 2 | 100% | 2 | 100% |
| 235 | W Main St | Lander Ave | N Laurel St | 6 | 4% | 0 | 0% | 1 | 17% | 0 | 0% | 0 | 0% |
| 236 | N Laurel St | W Main St | W Olive Ave | 10 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 237 | N Laurel St | W Olive Ave | W Main St | 7 | 29% | 2 | 29% | 2 | 29% | 2 | 29% | 2 | 29% |
| 238 | N Laurel St | Florence St | W Olive Ave | 9 | 28% | 2 | 22% | 2 | 22% | 3 | 33% | 3 | 33% |
| 239 | N Laurel St | W Olive Ave | Florence St | 9 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 240 | Florence St | N Laurel St | Lexington Ave | 8 | 3% | 0 | 0% | 0 | 0% | 1 | 13% | 0 | 0% |
| 241 | Florence St | Lexington Ave | N Orange St | 9 | 17% | 1 | 11% | 0 | 0% | 3 | 33% | 2 | 22% |
| 242 | Florence St | Lexington Ave | N Broadway Ave | 5 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| 243 | Florence St | N Broadway Ave | Lexington Ave | 6 | 4% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 17% |
| 244 | Florence St | N 1st St | N Broadway Ave | 10 | 48% | 5 | 50% | 4 | 40% | 5 | 50% | 5 | 50% |
| 245 | Florence St | N Broadway Ave | N 1st St | 9 | 42% | 6 | 67% | 4 | 44% | 2 | 22% | 3 | 33% |
| 246 | N 1st St | Florence St | W Olive St | 18 | 26% | 4 | 22% | 7 | 39% | 4 | 22% | 4 | 22% |
| 247 | N 1st St | E Olive Ave | Florence St | 22 | 16% | 4 | 18% | 4 | 18% | 4 | 18% | 2 | 9% |
| 248 | N Broadway Ave | W Olive Ave | Florence St | 12 | 29% | 4 | 33% | 4 | 33% | 4 | 33% | 2 | 17% |
| 249 | N Broadway Ave | Florence St | W Olive Ave | 23 | 13% | 1 | 4% | 1 | 4% | 4 | 17% | 6 | 26% |
| 250 | W Olive Ave | Lander Ave | N Laurel St | 13 | 8% | 0 | 0% | 2 | 15% | 1 | 8% | 1 | 8% |
| 251 | W Olive Ave | N Laurel St | Lander Ave | 16 | 14% | 2 | 13% | 4 | 25% | 3 | 19% | 0 | 0% |
| | | | Total or Average | 2549 | 20% | 474 | 19% | 500 | 20% | 510 | 20% | 510 | 20% |

Table 10. Zone 3 (Public Parking Lots) Weekday Occupancy by Lot

| Lot | Supply | Average Occupancy | 9:00 AM | | 10:00 AM | | 3:00 PM | | 4:00 PM | |
|--------------|------------|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | | Counts | % | Counts | % | Counts | % | Counts | % |
| A | 35 | 56% | 14 | 40% | 20 | 57% | 17 | 49% | 27 | 77% |
| B | 58 | 80% | 54 | 93% | 52 | 90% | 51 | 88% | 29 | 50% |
| C | 38 | 26% | 9 | 24% | 11 | 29% | 10 | 26% | 10 | 26% |
| D | 25 | 89% | 25 | 100% | 24 | 96% | 23 | 92% | 17 | 68% |
| E | 30 | 76% | 16 | 53% | 24 | 80% | 26 | 87% | 25 | 83% |
| F | 53 | 11% | 3 | 6% | 7 | 13% | 7 | 13% | 7 | 13% |
| G | 25 | 19% | 5 | 20% | 4 | 16% | 5 | 20% | 5 | 20% |
| H | 64 | 32% | 19 | 30% | 22 | 34% | 24 | 38% | 17 | 27% |
| I | 49 | 31% | 16 | 33% | 13 | 27% | 17 | 35% | 14 | 29% |
| J | 41 | 68% | 36 | 88% | 36 | 88% | 20 | 49% | 20 | 49% |
| K | 70 | 50% | 38 | 54% | 39 | 56% | 26 | 37% | 38 | 54% |
| L | 35 | 33% | 24 | 69% | 4 | 11% | 13 | 37% | 5 | 14% |
| Total | 523 | 46% | 259 | 50% | 256 | 49% | 239 | 46% | 214 | 41% |

Table 12. Zone 3 (Public Parking Lots) Saturday Occupancy by Lot

| Lot | Supply | Average Occupancy | 7:00 PM | | 8:00 PM | | 9:00 PM | | 10:00 PM | |
|--------------|------------|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | | Counts | % | Counts | % | Counts | % | Counts | % |
| A | 35 | 3% | 1 | 3% | 2 | 6% | 1 | 3% | 0 | 0% |
| B | 58 | 17% | 7 | 12% | 13 | 22% | 11 | 19% | 8 | 14% |
| C | 38 | 11% | 4 | 11% | 3 | 8% | 4 | 11% | 6 | 16% |
| D | 25 | 68% | 21 | 84% | 20 | 80% | 16 | 64% | 11 | 44% |
| E | 30 | 24% | 5 | 17% | 4 | 13% | 7 | 23% | 13 | 43% |
| F | 53 | 33% | 9 | 17% | 15 | 28% | 18 | 34% | 29 | 55% |
| G | 25 | 38% | 5 | 20% | 8 | 32% | 11 | 44% | 14 | 56% |
| H | 64 | 38% | 15 | 23% | 24 | 38% | 25 | 39% | 32 | 50% |
| I | 49 | 10% | 10 | 20% | 5 | 10% | 3 | 6% | 1 | 2% |
| J | 41 | 82% | 21 | 51% | 40 | 98% | 34 | 83% | 39 | 95% |
| K | 70 | 30% | 21 | 30% | 22 | 31% | 21 | 30% | 20 | 29% |
| L | 35 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Total | 523 | 29% | 119 | 23% | 156 | 30% | 151 | 29% | 173 | 33% |

APPENDIX C

PARKING DURATION DATA

Table 13. Zone 1 Duration Analysis by Sub Area

| Sub Area | % Long-term Parking | Inventory | # of Total Long-term Parking | 6 hours Duration | 7 hours Duration | 8 hours Duration | Average Duration |
|-----------------|----------------------------|------------------|-------------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Sub Area 1 | 23% | 311 | 70 | 2 | 29 | 39 | 2.93 |
| Sub Area 2 | 15% | 209 | 32 | 6 | 13 | 13 | 1.40 |
| Sub Area 3 | 13% | 280 | 36 | 8 | 14 | 14 | 1.70 |
| Total | 17% | 800 | 138 | 16 | 56 | 66 | 2.01 |

Table 14. Zone1 Duration Analysis by Sub Area, Detailed

| Sub Area | Block Face | % Long-term Parking | Inventory | # of Total Long-term Parking | 6 hours Duration | 7 hours Duration | 8 hours Duration | Average Duration |
|----------|------------|---------------------|-----------|------------------------------|------------------|------------------|------------------|------------------|
| 1 | 1T | 22% | 18 | 4 | 0 | 2 | 2 | 2.63 |
| 1 | 2T | 0% | 5 | 0 | 0 | 0 | 0 | 1.00 |
| 1 | 23T | 44% | 9 | 4 | 0 | 2 | 2 | 4.11 |
| 1 | 24T | 0% | 8 | 0 | 0 | 0 | 0 | 1.00 |
| 1 | 25T | 86% | 7 | 6 | 0 | 1 | 5 | 5.56 |
| 1 | 26T | 44% | 9 | 4 | 0 | 1 | 3 | 3.31 |
| 1 | 27T | 60% | 10 | 6 | 0 | 4 | 2 | 4.64 |
| 1 | 28T | 60% | 10 | 6 | 0 | 3 | 3 | 5.10 |
| 1 | 29T | 33% | 9 | 3 | 0 | 2 | 1 | 3.00 |
| 1 | 30T | 22% | 18 | 4 | 0 | 1 | 3 | 2.24 |
| 1 | 31T | 8% | 13 | 1 | 0 | 1 | 0 | 1.32 |
| 1 | 57T | 33% | 9 | 3 | 0 | 1 | 2 | 2.60 |
| 1 | 58T | 0% | 7 | 0 | 0 | 0 | 0 | 1.27 |
| 1 | 59T | 0% | 10 | 0 | 0 | 0 | 0 | 2.00 |
| 1 | 60T | 30% | 10 | 3 | 1 | 2 | 0 | 3.00 |
| 1 | 61T | 20% | 5 | 1 | 0 | 0 | 1 | 1.70 |
| 1 | 62T | 30% | 10 | 3 | 0 | 2 | 1 | 3.18 |
| 1 | 63T | 20% | 10 | 2 | 0 | 1 | 1 | 2.90 |
| 1 | 64T | 13% | 8 | 1 | 1 | 0 | 0 | 2.40 |
| 1 | 65T | 21% | 14 | 3 | 0 | 1 | 2 | 3.33 |
| 1 | 66T | 0% | 7 | 0 | 0 | 0 | 0 | 2.00 |
| 1 | 67T | 17% | 18 | 3 | 0 | 1 | 2 | 4.33 |
| 1 | 68T | 17% | 18 | 3 | 0 | 1 | 2 | 3.63 |
| 1 | 69T | 7% | 14 | 1 | 0 | 1 | 0 | 1.58 |
| 1 | 78T | 0% | 14 | 0 | 0 | 0 | 0 | 1.36 |
| 1 | 79T | 21% | 14 | 3 | 0 | 0 | 3 | 5.20 |
| 1 | 80T | 19% | 27 | 5 | 0 | 1 | 4 | 3.57 |
| 1 | 81T | 0% | 0 | 1 | 0 | 1 | 0 | 4.00 |
| 2 | 3T | 27% | 11 | 3 | 2 | 0 | 1 | 3.25 |
| 2 | 4T | 0% | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 2 | 5T | 0% | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 2 | 15T | 0% | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 2 | 16T | 0% | 8 | 0 | 0 | 0 | 0 | 1.00 |
| 2 | 17T | 0% | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 2 | 18T | 0% | 3 | 0 | 0 | 0 | 0 | 1.00 |
| 2 | 19T | 27% | 15 | 4 | 1 | 3 | 0 | 2.04 |
| 2 | 20T | 9% | 11 | 1 | 0 | 1 | 0 | 1.38 |
| 2 | 21T | 11% | 9 | 1 | 0 | 1 | 0 | 2.40 |
| 2 | 22T | 38% | 8 | 3 | 1 | 0 | 2 | 3.38 |
| 2 | 32T | 10% | 10 | 1 | 0 | 1 | 0 | 1.24 |
| 2 | 33T | 33% | 3 | 1 | 0 | 1 | 0 | 2.17 |
| 2 | 34T | 0% | 6 | 0 | 0 | 0 | 0 | 1.30 |
| 2 | 49T | 0% | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 2 | 50T | 0% | 0 | 0 | 0 | 0 | 0 | 1.25 |
| 2 | 51T | 0% | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 2 | 52T | 11% | 9 | 1 | 0 | 0 | 1 | 1.42 |
| 2 | 53T | 11% | 18 | 2 | 0 | 1 | 1 | 1.38 |
| 2 | 54T | 6% | 17 | 1 | 0 | 1 | 0 | 1.32 |
| 2 | 55T | 0% | 13 | 0 | 0 | 0 | 0 | 1.08 |
| 2 | 56T | 25% | 8 | 2 | 0 | 1 | 1 | 2.00 |
| 2 | 70T | 33% | 12 | 4 | 0 | 1 | 3 | 2.89 |
| 2 | 71T | 50% | 12 | 6 | 1 | 2 | 3 | 3.21 |
| 2 | 72T | 0% | 3 | 0 | 0 | 0 | 0 | 0.00 |
| 2 | 73T | 0% | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 2 | 74T | 0% | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 2 | 75T | 25% | 4 | 1 | 1 | 0 | 0 | 2.50 |
| 2 | 76T | 33% | 3 | 1 | 0 | 0 | 1 | 5.00 |
| 2 | 77T | 0% | 13 | 0 | 0 | 0 | 0 | 1.15 |
| 2 | 89T | 0% | 5 | 0 | 0 | 0 | 0 | 1.33 |
| 2 | 90T | 0% | 2 | 0 | 0 | 0 | 0 | 1.00 |
| 3 | 6T | 13% | 8 | 1 | 0 | 1 | 0 | 2.20 |
| 3 | 7T | 0% | 6 | 0 | 0 | 0 | 0 | 0.00 |
| 3 | 8T | 0% | 6 | 0 | 0 | 0 | 0 | 0.00 |
| 3 | 9T | 0% | 4 | 0 | 0 | 0 | 0 | 0.00 |
| 3 | 10T | 78% | 9 | 7 | 1 | 1 | 5 | 5.70 |
| 3 | 11T | 27% | 11 | 3 | 1 | 1 | 1 | 2.25 |
| 3 | 12T | 0% | 9 | 0 | 0 | 0 | 0 | 2.00 |
| 3 | 13T | 0% | 7 | 0 | 0 | 0 | 0 | 1.36 |
| 3 | 35T | 0% | 16 | 0 | 0 | 0 | 0 | 1.03 |
| 3 | 36T | 31% | 13 | 4 | 2 | 1 | 1 | 1.89 |
| 3 | 37T | 0% | 0 | 0 | 0 | 0 | 0 | 0.00 |
| 3 | 38T | 14% | 7 | 1 | 0 | 0 | 1 | 1.82 |
| 3 | 39T | 0% | 4 | 0 | 0 | 0 | 0 | 1.00 |
| 3 | 40T | 33% | 3 | 1 | 0 | 0 | 1 | 3.67 |
| 3 | 41T | 0% | 9 | 0 | 0 | 0 | 0 | 1.20 |
| 3 | 42T | 0% | 4 | 0 | 0 | 0 | 0 | 0.00 |
| 3 | 44T | 0% | 28 | 0 | 0 | 0 | 0 | 1.00 |
| 3 | 45T | 0% | 5 | 0 | 0 | 0 | 0 | 0.00 |
| 3 | 46T | 15% | 20 | 3 | 0 | 3 | 0 | 1.69 |
| 3 | 47T | 0% | 6 | 0 | 0 | 0 | 0 | 1.12 |
| 3 | 48T | 10% | 10 | 1 | 1 | 0 | 0 | 1.44 |
| 3 | 82T | 11% | 19 | 2 | 0 | 0 | 2 | 3.50 |
| 3 | 83T | 18% | 17 | 3 | 1 | 2 | 0 | 2.70 |
| 3 | 84T | 0% | 8 | 0 | 0 | 0 | 0 | 1.13 |
| 3 | 85T | 14% | 21 | 3 | 0 | 1 | 2 | 2.67 |
| 3 | 86T | 36% | 14 | 5 | 1 | 3 | 1 | 4.10 |
| 3 | 87T | 0% | 7 | 0 | 0 | 0 | 0 | 1.25 |
| 3 | 88T | 22% | 9 | 2 | 1 | 1 | 0 | 2.83 |

Note

- Block faces that are signed "No Parking"
- Long duration parking observed

This page intentionally left blank



Corporate Office
4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588
Phone: (925) 463-0611
www.TJKM.com