APPENDIX C

DOWNTOWN SAN DIEGO OFF-STREET PARKING STANDARDS STUDY

PREPARED FOR:

CIVIC san diego

PREPARED BY:

CHEN RYAN

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Background, Purpose and Goals

To address the statewide housing crisis at the local level, City of San Diego ("City") Mayor Kevin Faulconer released the Housing SD Plan, a set of policies and initiatives to increase housing affordability and supply for San Diegans. One of the strategies outlined in the plan is to encourage growth in transit-friendly areas which also supports the goals of the Climate Action Plan (CAP) as well as recent State of California ("State") legislation that focuses on infill development within Transit Priority Areas (TPA). Adopted in December 2015, the City's CAP ensured compliance with State laws (e.g. Assembly Bill 32) while helping to ensure the future prosperity and quality of life of San Diegans by leading the way in clean technology industries, advancing the General Plan City of Villages concept, promoting active transportation and rapid transit systems, fostering programs to create well-paying jobs, and building communities that are resilient to climate change.

What is a TPA?

Transit Priority Areas are defined in California Senate Bill 743 as areas located within one-half mile of a major transit stop. A major transit stop is defined in California Public Resources Code 21064.3, as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

The CAP identified five strategies to achieve the aggressive 2020 and 2035 greenhouse gas (GHG) emissions reduction targets. One of the CAP strategies focuses on promoting alternative modes of transportation, strategically placing compatible land uses within close proximity, managing parking, and **revising parking standards**.

Consistent with the State legislature's recent passage of a number of bills into law, including California Senate Bill 743 (SB 743), which suggests reductions in parking requirements in TPAs as a means to reduce vehicle miles travelled (VMT), the City's Planning Department and Civic San Diego set out to reevaluate multifamily residential parking requirements in TPAs and investigate whether allowing zero minimum parking requirements (also referred to as market-based parking) could help the City meet GHG emissions reduction goals as well as better realize the complete value of land for housing and business, increase housing supply and affordability, create communities as places to both live and work (City of Villages), and reduce automobile dependency while leveraging transit investments.

Critically, to accomplish its intent of reducing VMT, SB 743 encourages the construction of more high-density residential housing within TPAs without requiring excessive parking. SB 743 further states that a reduction in parking in TPAs is one method of reducing the VMT associated with development projects.

Downtown San Diego ("Downtown") meets the definition of a TPA and has the most transit rich environment in the entire City. In addition, there are mobility options available including the FRED (Free Ride Everywhere Downtown) electric shuttle system, shared bike and scooter systems, and a series of protected bike lanes under construction.

In the spirit of SB 743, and with the desire to meet the other aforementioned goals, market-based parking for multifamily residential within Downtown, as well as parking maximums, are explored in this report. For the purposes of this report, market-based parking refers to the

removal of any minimum parking space requirements and allows developers the flexibility to provide on-site parking based on the market demand for a specific development. The zero minimum parking requirements would only apply to multifamily residential developments in TPAs.

In other words, in areas where the market allows for multifamily residential housing to be built without parking, developers would have the flexibility to provide housing with zero on-site parking spaces. In TPAs where parking supply is still desired, developers have the freedom to provide parking as supported by the market. However, in Downtown maximum parking ratios would apply.

Market-Based Parking Project Goals

- Implement the City's Climate Action Plan
- Increase housing supply & affordability
- Reduce automobile dependency
- Realize the complete value of land for housing and business
- Create communities as places to live and work
- Leverage transit investment

Peer City Review

For this component of the study, which reviews parking requirements for multifamily residential developments in Downtown, a review of parking policies which specifically affect downtown areas in peer cities was conducted.

The tandem effort, which looked at parking requirements for multifamily residential in Transit Priority Areas outside of the downtown, also conducted a peer city review. The purpose of that peer city review was to identify cities similar to San Diego that have reduced the amount of required parking for multifamily residential developments near transit. In other words, cities that have successfully implemented parking reductions, and have experienced a decrease in vehicle ownership over time.

In this tandem effort, a handful of cities were investigated in detail as well. Since Seattle and Portland rose to the level of example cities in the tandem effort, the policies affecting their downtown areas are examined first here. Additionally, the policies in San Francisco, Santa Monica, Oakland, Sacramento, Austin, TX and Houston, TX as well as, Minneapolis, MN were reviewed.

Example Cities

Seattle, Washington

Starting in 1980 the City of Seattle adopted no minimum parking requirements in their downtown for non-residential uses. In 2004, the City of Seattle removed parking minimums for both residential and commercial uses in Urban Centers and Light Rail Station Areas. Then in 2010, political leaders wanted to spur development and therefore expanded the geographic area in which no parking minimums were allowed to include Urban Villages and areas outside of Urban Villages that had frequent transit service. In 2018, Seattle reaffirmed the geographic areas which did not require off-street parking to be built in new developments, as well as the areas which qualify for a 50% reduction with frequent transit service outside of Urban Villages, and mandated "unbundled" parking in multifamily residential lease agreements.

Currently, multifamily residential developments in downtown Seattle are not required to provide any parking per Seattle Municipal Code 23.49.019.

Portland, Oregon

In Portland, the downtown area is governed by a different code section than the areas substantially similar to California's TPAs.

For multifamily residential developments in Portland's downtown, no parking minimums are required and the maximum allowable parking is 1.2 spaces/dwelling unit (DU). (Chapter 33.510 Table 510-1). This most recent code change was adopted as part of the Central City 2035 Plan which was adopted by Portland City Council in June 2018.

Though these are the most recent changes affecting parking requirements, Portland has been examining and adjusting parking requirements in transit rich areas (outside of the downtown) for approximately 17 years. Starting in 2002/ 2003, the City of Portland exempted sites which were within 500 feet of frequent transit service (defined as bus service every 20 minutes) from minimum parking requirements. However, beginning in 2013, the City of Portland adjusted its code requirements for multifamily residential buildings within 1500 feet or less from a transit station, or 500 feet or less from a transit street with 20-minute peak hour service, exempting only the first 30 units, with the subsequent units requiring minimal, but incrementally more, parking spaces/DU as the development increased in unit size.

In setting its 30-unit cutoff point, the City of Portland looked at the cost of onsite parking and its impact on affordability, as well as reviewed seven years of development permits to see in which areas of the City developers were building parking.

In addition to reduced parking requirements, the City of Portland requires mixed-use buildings with more than 10 residential units in a major corridor or commercial centers within 1,500 feet of a transit station, or 500 feet from a transit street with 20-minute peak hour service, to develop a TDM plan. The TDM plan must be approved before a building permit will be issued. The City is also in the process of crafting a TDM program applicable to multifamily residential development. The multifamily residential TDM Program is scheduled to be completed by the middle of 2019.

Cities with Zero Parking Requirements and Maximum Parking Allowances in Downtown Areas

San Francisco, California

The City of San Francisco has a long history of reducing parking requirements[1]. Starting in 1985 the minimum parking requirements for new developments in downtown were lowered to 0.25 spaces/DU. In 2005 the Rincon Hill plan was adopted with no minimum parking requirements for residential and non-residential uses and a maximum of 0.5 space/DU by right. In 2006, after imposing unbundling of parking for large residential developments on case by case basis, the policy was adopted citywide. Also, in 2006 as part of the of the Downtown Parking Reform Ordinance, residential minimum parking requirements were eliminated in the Downtown Commercial zone and the first residential parking maximums were established at 0.75 spaces/DU for studios and 1-Bedroom units.

In December 2018, the Board of Supervisors voted to eliminate all minimum parking requirements for all uses.

The maximum allowable parking for Downtown and the nearby neighborhoods range from 0.25-0.5 spaces/DU.

Oakland, California

In 2016, Oakland's City Council unanimously adopted parking code changes which eliminated parking minimums for multifamily residential developments next to BART Stations, set parking maximums in the downtown and required unbundling of parking for all new developments, among other updates.

The impetus for updating the parking code resulted from a study which had been issued regarding how to build more affordable housing in the City of

[1] https://www.livablecity.org/parking-history-sf/

Oakland. Contained within that report was a suggestion to adjust parking requirements.

In Oakland's downtown, no minimum parking is required for multifamily residential and the maximum allowable is 1.25 spaces/DU (Planning Code Section 17.116.060(A)(1), (2)).

Sacramento, California

In September 2011 Sacramento began a process to modernize the City's parking requirements in order to respond to the City's 2030 General Plan which encouraged infill development and called for reduced parking requirements. One of Sacramento's challenges was "providing adequate off-street parking to meet the needs of businesses and residents, while balancing the need to reduce development constraints caused by onerous or inflexible parking requirements."[2]

A recommendation which stemmed out of Sacramento's study was to move to context-based parking requirements, which allowed for lower requirements in urban areas. The resulting code change for multifamily residential developments (defined as 3 units or more) was to establish no minimum parking requirements and maximum allowances of 1.0 space/DU, in the Central Business District and Arts & Entertainment District (essentially the area defined as Downtown in the City of Sacramento's Neighborhood map; Sacramento City Code 17.608.030(B)).

According to Greg Sandlund, a long-range planner in the Community Development Department:

Adjusting parking requirements "was probably the most significant change we have made to accelerate infill development."

Santa Monica, California

In the summer of 2017, Santa Monica eliminated parking minimums in downtown and instituted parking maximums. After the vote, Ted Winterer, the Mayor of Santa Monica wrote an explanatory Op-Ed in the Los Angeles Times, *Why Santa Monica got rid of parking minimums downtown. And why other cities should consider following suit*[3].

In the article, Mr. Winterer explains:

"Parking spaces that go unused aren't just futile and environmentally unfriendly — they're expensive and are worsening California's housing crisis. A single parking spot adds 12.5% to the price of an apartment.

By not requiring new parking, we can lower the overall cost to build new housing, remove barriers to opening businesses, spur the creative reuse of existing buildings and encourage drivers to more efficiently use the spaces that already exist."

For market rate duplexes and multifamily residential developments, the maximum allowable ranges from 0.5 spaces/studio and one-bedroom units to 1.0 spaces/two-and-more-bedroom units. The maximum allowable guest parking is 1 parking/ 15 DU.

Austin, Texas

In 2004 residents in the City of Austin voted to approve Capitol Metro, a commuter rail line. In response, starting in 2005, the Austin City Council undertook a series of code changes that allowed for Transit Oriented Districts, with corresponding parking reductions being adopted in 2009. At that time minimum parking requirements for Downtown were removed, and maximum allowable parking was set at 60% of parking

[2] Staff Report to the City Council (10/30/12) https://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Zoning/Council_Report_1031121.pdf?la=en

[3] https://www.latimes.com/opinion/livable-city/la-ol-santa-monica-parking-minimum-density-transit-20170924-story.html

requirements for other parts of town. For multifamily residential developments in the downtown, the maximum allowable parking depends on the unit mix, ranging from 0.60 spaces/ studio unit to 1.5 spaces/ 3-bedroom units. (Section 25-6-591(B) and Section 25-6-591(B)(3)).

Staff from the City of Austin has indicated that even though no parking is required, there has not yet been a multifamily residential development built without parking.

Minneapolis, Minnesota

In 2015, Minneapolis reduced multifamily residential parking requirements in an effort to address the issue of rising rental costs and reduced housing affordability. In short order, the City realized success. Developers began proposing projects with fewer parking spaces and decreased rental costs were observed. In Minneapolis, new studio apartments which typically rented for $1,200 per month, were being offered for less than $1,000 per month[4].

Downtown parking requirements are governed by Table 541-2 in Title 20, Chapter 541, Article III of Minneapolis's Zoning Code.

Residential uses within the downtown are exempt from any parking minimums, with the caveat that multifamily dwellings of 50 or more units that provide off-street parking need to provide designated visitor parking at a ratio of not less than one visitor space per 50 dwelling units.

The maximum number of allowable parking spaces is tied to the downtown district in which the development is built, ranging from 1.5-1.6/DU, and a development with fewer than 10 dwelling units is allowed a maximum of 2.0 spaces/DU.

[4] Spivak, J. (2018, October). People Over Parking. *APA Planning, Volume 84 (Issue 9)*. pp. 28-32.

Table 1: Summary of Parking Requirements in Peer Cities

	Downtown	
City	Minimum	Maximum Spaces/DU
Seattle	Zero	None
Portland	Zero	1.2
San Francisco	Zero	0.25 -0.5
Oakland	Zero	1.25
Sacramento	Zero	1.0
Santa Monica	Zero	0.5 – 1.0
Austin	Zero	0.6 – 1.5
Minneapolis	Zero	1.5 – 1.6

Data Collection

As part of this study, data was collected in the private parking garages of six residential buildings in San Diego's East Village neighborhood of Downtown.

Each of the buildings surveyed is at least two years old and has stabilized occupancy rates. As seen in Table 2 the size of the building ranges from 96 units to 450 units. Five of the buildings were rental apartments and one is a condominium project.

Table 2: Details of Buildings Surveyed

		Number of:	
Bldg	Location	Units	BR*
DT-1	East Village	242	299
DT-2	East Village	229	264
DT-3	East Village	208	257
DT-4	East Village	96	111
DT-5	East Village	223	306
DT-6	East Village	450	--
Total	--	**1448**	--

*Studios are counted as one-bedroom.

In addition to occupancy rates within the off-street garages, on-street occupancy was observed for a two-block radius surrounding each building.

Occupancy data was collected at night at each project parking garage once during the week and

once on the weekend. As can be seen in Tables 3 and 4 below, the off-street parking occupancy rates varied slightly between the weekday counts and weekend counts.

The demand for parking was higher during the week in the parking garages then on the weekend, as can be seen in Table 3 and Table 4. This is the opposite of the on-street supply, as can be seen in Table 5. For on-street parking there was less demand during the week and greater demand on the weekend, when presumably more people are downtown during the evening hours.

Table 3: Weekday Off-Street Parking Occupancy

	Weekday Parking Demand Per:	
Building	Unit	Bedroom*
DT-1	0.93	0.75
DT-2	0.89	0.77
DT-3	0.96	0.78
DT-4	0.92	0.79
DT-5	0.93	0.68
DT-6	0.84	--

*Studio units are counted as one-bedroom.

Table 4: Weekend Off-Street Parking Occupancy

	Weekend Parking Demand Per:	
Building	Unit	Bedroom*
DT-1	0.83	0.68
DT-2	0.76	0.66
DT-3	0.72	0.58
DT-4	0.90	0.77
DT-5	0.87	0.63
DT-6	0.90	--

*Studio units are counted as one-bedroom.

Table 5: On-Street Parking Occupancy by Area

On-Street Parking Occupancy		
Area Surrounding Buildings	Weekday	Weekend
DT-1	65%	94%
DT-2		
DT-3		
DT-4	78%	111%*
DT-5		
DT-6	55%	80%

*Higher than 100% due to illegal parking.

Conclusion

As can be seen from the data collected, the parking demand in the off-street project garages is below one parking space/DU.

Additionally, as can be seen from the data collected, on weekdays the off-street demand is higher than on the weekend, whereas for these same periods of time, the demand for on-street parking is the opposite: lower during the week and higher on weekends. This shows parking demand between the two systems is not necessarily connected.

Based on this data, a review of peer cities, and the desire to achieve the goals listed earlier in this report, it is recommended that required parking minimums for residential developments in Downtown are removed and that parking maximums are implemented. It is further suggested that the current minimum of 1.0 space/DU is adopted as the parking maximum.

These recommendations are further supported by the research conducted. As can be seen from the peer reviewed cities, some municipalities attribute the removal of minimum parking requirements and implementing parking maximums to positive changes. The City of Sacramento credited changes in parking requirements for an increase in infill development. The City of Minneapolis credited changes in parking requirements with a decrease in the rental costs. And the City of Seattle had downward trending vehicle ownership rates over

the twenty-years the City has been decreasing parking requirements[5].

Additionally, if parking is provided for market rate multifamily residential developments within TPAs, all parking should be required to be unbundled. As mentioned above, unbundled parking refers to a parking strategy in which parking spaces are rented or sold separately, instead of automatically included in the rent or purchase price of a unit. This reduces the cost for residents that do not own a vehicle and helps to inform residents of the true cost of parking by allowing residents to evaluate how many vehicles, if any, their household needs and placing a cost on the storage of vehicles. It also incentivizes alternative modes of transportation that may be less costly such as walking, biking and taking transit which aligns with the goals in the City's Climate Action Plan.

In light of the data and the research, it is anticipated that Downtown can achieve increased housing supply, decreased vehicle ownership rates, and decreased rental costs.

[5] Please see the companion report, "Transit Priority Areas Multifamily Residential Parking Standards" for a thorough discussion.

Downtown Off-Street Parking Standards Study

APPENDIX

1. Off-Street Data Collection
2. On-Street Data Collection

1. Off-Street Data Collection

12/4/18

[redacted]

- Upon arrival, please call the courtesy patrol, cell: [redacted] (We coordinated with [redacted] community manager)
- He will give you access to the garage
- The garage has:
  - 310 automobile parking spaces
  - 20 motorcycle spaces
- The 310 parking spaces includes 15 guest/retail spaces, I don't know if these are marked in a particular way, if so please make a note of it

Parking	Number of Occupied Spaces
295 resident spaces ✓ 15 guest spaces 20 Motorcycle spaces ✓	Cars = 225 • Resident Spaces = 70 • Guest Retail Spaces = COULDN'T TELL WHICH WERE GUEST/RETAIL Motorcycles = 7

Date: 12/5

TIME: 12:00 AM

[redacted]

- Upon arrival, please call the courtesy patrol, cell: [redacted]
- He will give you access to the garage
- The garage has:
  - 310 automobile parking spaces
  - 20 motorcycle spaces
- The 310 parking spaces includes 15 guest/retail spaces, I don't know if these are marked in a particular way, if so please make a note of it

Parking	Number of Occupied Spaces
295 resident spaces 15 guest spaces	Cars = • Resident Spaces = 195 • Guest Retail Spaces = 7
20 Motorcycle spaces	Motorcycles = 7 Handi = 5

15
73
77
88
96
106
195

M
2
3
6
7

H
HH

[redacted]

- Upon arrival please call on duty security guard
  - [redacted]
  - The Security Guard will open the garage gate for you
  - If there are problems, [redacted] please have the security guard call his boss [redacted]
    - [redacted] Community Manager [redacted] was going to email [redacted] so he could let his security guard know you were coming.
- There are two levels of parking
  - G2 has 123 parking spaces and 3 motorcycle spaces
    - This floor accommodates a mix of residents, employees, handicapped parking and vendor spaces
  - G3 has 126 spots
    - 15 motorcycle spaces
    - 0 handicap accessible spaces

Level of Parking	Number of Occupied Spaces
G2 (123 car spaces 3 motorcycle spaces)	Cars = 76 Motorcycles = 3 2 Handicap
G3 (126 car spaces 15 motorcycle spaces)	Cars = 99 Motorcycles = 4

Date: 11/17/18

TIME: 10:20pm

12/4/18

[redacted]

Coordinated with [redacted] Community Manager

- Upon arrival please call on duty security guard
  - [redacted]
  - The Security Guard will open the garage gate for you
  - If there are problems, please have the security guard call his boss [redacted]
    - [redacted] Community Manager [redacted] was going to email [redacted] so he could let his security guard know you were coming.
- There are two levels of parking
  - G2 has 123 parking spaces and 3 motorcycle spaces
    - This floor accommodates a mix of residents, employees, handicapped parking and vendor spaces
  - G3 has 126 spots
    - 15 motorcycle spaces
    - 0 handicap accessible spaces

Level of Parking	Number of Occupied Spaces
G2 (123 car spaces 3 motorcycle spaces) ↑ I COUNTED 13 SPACES	Cars = 94 Motorcycles = 1
G3 (126 car spaces 15 motorcycle spaces) ↑ I COUNTED 18	Cars = 109 Motorcycles = 3

DATE: 12/4/18

TIME: 11:30

12/4/18

[redacted]

- Should anyone have any questions, we coordinated with [redacted] Community Manager
- Please use the key fob to enter the garage

Parking	Number of Occupied Spaces
210 resident parking spaces	Cars = 200 • Resident Spaces = 215
Motorcycle spaces ?	Motorcycles = 10 AVAILABLE • 7 USED

FINISHED: 12/4/18 11:26 PM

DATE: 12/4

TIME: N/A 11:

[redacted]

- Should anyone have any questions, we coordinated with [redacted] Community Manager
- Please use the key fob to enter the garage

Parking	Number of Occupied Spaces
210 resident parking spaces	Cars = 149 • Resident Spaces =
Motorcycle spaces ?	Motorcycles = 7

14 52

47
97

12/8/18

[redacted]

- The provided key fob will give you access
- [redacted] Community Director gave us permission to enter the garage

Parking	Number of Occupied Spaces
98 resident spaces _____ guest spaces 6 Motorcycle spaces 3 ADA Spaces	Cars = 86 • Resident Spaces = • Guest Retail Spaces = Motorcycles = 5 ADA Spaces = 1

H M
1 7 4
14 4
72 1

H
11

21
33
62
68
78

12/11/18

~~12/8/18~~

[redacted]

ARRIVED: 11:30 PM

- The provided key fob will give you access
- [redacted] Community Director gave us permission to enter the garage

Parking	Number of Occupied Spaces
160 resident spaces 0 guest spaces 5 Motorcycle spaces 3 ADA Spaces	Cars = • Resident Spaces = 88 • Guest Retail Spaces = 0 Motorcycles = 5 ADA Spaces = 3

[redacted]

- [redacted] will be letting you into the Parking Garage
- We told her you would be by between 9 pm and 9:30 pm.
- Please call her on her cell phone when you need to enter the garage: [redacted]

Parking	Number of Occupied Spaces
310 resident spaces Ø guest spaces Ø Motorcycle spaces Ø ADA Spaces	Cars = 194 • Resident Spaces = 310 • Guest Retail Spaces = Ø Motorcycles = Ø ADA Spaces = Ø

1 / 114   2 / 115   3 / 81

12
20
33
34
35
36
41
47
55
80

24
6 28
30
2M
34
31
5

139
55
3
13
22

59
22

12/11/18
~~12/8/18~~

[redacted]

ARRIVED: 9:15 PM

- [redacted] will be letting you into the Parking Garage
- We told her you would be by between 9 pm and 9:30 pm.
- Please call her on her cell phone when you need to enter the garage: [redacted]

Parking	Number of Occupied Spaces
314 resident spaces _____ guest spaces 5 Motorcycle spaces 3 ADA Spaces	Cars = 208 • Resident Spaces = 208 • Guest Retail Spaces = DIDN'T NOTICE ANY GUEST SPACES Motorcycles = 4 ADA Spaces = 1

P1 73/[redacted] 112

P2 113 - 234
87 PARKED

P3 235 - 314
48 parked

208/314

[redacted]

Garage Opener:

Button Number 1 is for resident parking. This is the garage located closer to [redacted]

Button Number 2 is visitor parking. This garage is located closer to [redacted]

**Please make a note of how many spaces, and parked cars, are available in the visitor parking garage, as well as the resident parking.

Parking	Number of Occupied Spaces
Visitor Parking	# of Spaces = 42 # of occupied spaces = 30 Motorcycle spaces= 1 # of occupied Motorcycle spaces = 0
Resident Parking	# of Spaces = 541 # of occupied spaces = 373 Motorcycle spaces= 5 # of occupied Motorcycle spaces = 2

Handi = 9

IMPORTANT:

I need to return the key fob to [redacted] on Monday. If possible could you return the key fob to [redacted]

11/17
11:20pm

[redacted]

Garage Opener:

Button Number 1 is for resident parking. This is the garage located closer to [redacted]

Button Number 2 is visitor parking. This garage is located closer to [redacted]

**Please make a note of how many spaces, and parked cars, are available in the visitor parking garage, as well as the resident parking.

Parking	Number of Occupied Spaces
Visitor Parking COLLECTED 9:15 PM 12/5	# of Spaces = 16 # of occupied spaces = 13 Motorcycle spaces= # of occupied Motorcycle spaces =
Resident Parking	# of Spaces = 363 + 182 # of occupied spaces = 363 Motorcycle spaces= 17 # of occupied Motorcycle spaces = 9

↑ P2 – P8

IMPORTANT:

I need to return the key fob [redacted] on Wednesday.

FUTURE RESIDENTS : 8 SPOTS AVAI
7 PARKED

DATE: DEC 4TH
TIME: 9:05 PM

2. On-Street Data Collection

Downtown On-Street Data Collection			
9th Avenue	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between G St. & Market St.			
West Side:	6	6	
East Side:	9	4	
Between Market St. & Island			
West Side:	9	7	
East Side:	5	4	
Between Island & J St.			
West Side:	9	6	
East Side:	9	8	
	47	35	1.342857143

Downtown On-Street Data Collection			
9th Avenue	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between G St. & Market St.			
West Side:	1	6	
East Side:	4	4	
Between Market St. & Island			
West Side:	6	7	
East Side:	3	4	
Between Island & J St.			
West Side:	4	6	
East Side:	8	8	
	26	35	0.742857143

Downtown On-Street Data Collection

Tenth Avenue	# of Parked Cars	# of Available Parking Spaces	Notes
Between G St. & Market St.			
West Side:	4	6	
East Side:	11	10	
Between Market St. & Island			
West Side:	8	8	
East Side:	10	8	
Between Island Ave & J St.			
West Side:	10	10	
East Side:	8	8	
Between J St. & K St.			
West Side:		0	
East Side:		7	
Between K St. & Park Blvd.			
West Side:	10	0	
East Side:	2	11	
	63	68	0.93

Downtown On-Street Data Collection			
Tenth Avenue	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between G St. & Market St.			
West Side:	6	6	
East Side:	8	10	Motorcycle spaces available (1 out of 5 parked)
Between Market St. & Island			
West Side:	5	8	
East Side:	7	8	
Between Island Ave & J St.			
West Side:	10	10	
East Side:	8	8	
Between J St. & K St.			
West Side:	0	0	
East Side:	7	7	
Between K St. & Park Blvd.			
West Side:	0	0	
East Side:	10	11	
	61	68	0.90

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
13th Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between E St. & F St.			
West Side:	12	19	
East Side:	8	8	
Between F St. & G St.			
West Side:	15	21	
East Side:	3	9	
Between G St. & Market St.			
West Side:	4	8	
East Side:	7	10	

Between Market St. & Island			
West Side:	13	16	
East Side:	9	9	
Between Island & J			
West Side:	11	13	
East Side:	4	8	

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
14th Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between E St. & F St.			
West Side:	3		
East Side:	6		
Between F St. & G St.			
West Side:	6		
East Side:	7		
Between G St. & Market St.			
West Side:	13		
East Side:	11		

Between Market St. & Island			
West Side:	11		
East Side:	8		
Between Island & J			
West Side:	10		
East Side:	12		

November 17, 2018

Downtown On-Street Data Collection

[redacted]

[redacted]

14th Street	# of Parked Cars	# of Available Parking Spaces	Notes
Between E St. & F St.			
West Side:	1	0	
East Side:	10	9	
Between F St. & G St.			
West Side:	11	12	
East Side:	6	6	
Between G St. & Market St.			
West Side:	13	11	
East Side:	11	8	

Between Market St. & Island			
West Side:	11	11	
East Side:	9	5	
Between Island & J			
West Side:	9	10	
East Side:	8	14	
	89	86	1.034883721

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
14th Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between E St. & F St.			
West Side:	0	0	
East Side:	2	9	
Between F St. & G St.			
West Side:	6	12	
East Side:	0	6	
Between G St. & Market St.			
West Side:	10	11	
East Side:	6	8	

Between Market St. & Island			
West Side:	11	11	
East Side:	3	5	
Between Island & J			
West Side:	10	10	
East Side:	9	14	

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
15th Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between E St. & F St.			
West Side:	9		
East Side:	10		
Between F St. & G St.			
West Side:	11		
East Side:	2		
Between G St. & Market St.			
West Side:	7		
East Side:	11		

Between Market St. & Island			
West Side:	15		
East Side:	10		
Between Island & J			
West Side:	6		
East Side:	11		

November 17, 2018

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
15th Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between E St. & F St.			
West Side:	9	7	
East Side:	11	10	
Between F St. & G St.			
West Side:	16	13	
East Side:	2	2	
Between G St. & Market St.			
West Side:	10	9	
East Side:	12	10	

Between Market St. & Island			
West Side:	9	10	
East Side:	13	12	
Between Island & J			
West Side:	8	7	
East Side:	11	11	
	101	91	1.10989011

December 4, 2018

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
15th Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between E St. & F St.			
West Side:	5	7	
East Side:	1	10	
Between F St. & G St.			
West Side:	2	13	
East Side:	0	2	
Between G St. & Market St.			
West Side:	7	9	
East Side:	7	10	

Between Market St. & Island			
West Side:	8	10	
East Side:	12	12	
Between Island & J			
West Side:	4	7	
East Side:	7	11	
	53	91	0.582417582

November 17, 2018

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
G Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between 10th & 11th			
North Side:		**6**	**These segments were not counted on this date.**
Side South:		**2**	
Between 11th & Park			
North Side:		**6**	
Side South:		**0**	
Between Park Blvd & 13th			
North Side:	**9**	**8**	
Side South:	**8**	**9**	

Between 13th & 14th			
North Side:	**4**	**4**	
Side South:	**7**	**8**	
Between 14th & 15th			
North Side:	**14**	**15**	
Side South:	**12**	**10**	
Between 15th & 16th			
North Side:	**2**	**1**	
Side South:	**5**	**4**	
Between 16th & 17th			
North Side:			**These segments data is missing**
Side South:			
	61	**73**	**0.835616438**

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
G Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between 10th & 11th			
North Side:	**7**	**6**	
Side South:	**6**	**2**	
Between 11th & Park			
North Side:	**4**	**6**	
Side South:	**0**	**0**	
Between Park Blvd & 13th			
North Side:	**6**	**8**	
Side South:	**5**	**9**	

Between 13th & 14th			
North Side:	**5**	**4**	
Side South:	**9**	**8**	
Between 14th & 15th			
North Side:	**12**	**15**	
Side South:	**11**	**10**	
Between 15th & 16th			
North Side:	**1**	**1**	
Side South:	**6**	**4**	
Between 16th & 17th			
North Side:	**2**	**3**	
Side South:	**1**	**0**	
	75	**76**	**0.986842105**

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
G Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between 10th & 11th			
North Side:	**4**	**6**	
Side South:	**2**	**2**	
Between 11th & Park			
North Side:	**3**	**6**	
Side South:	**0**	**0**	
Between Park Blvd & 13th			
North Side:	**5**	**8**	
Side South:	**2**	**9**	

Between 13th & 14th			
North Side:	**2**	**4**	
Side South:	**7**	**8**	
Between 14th & 15th			
North Side:	**8**	**15**	
Side South:	**8**	**10**	
Between 15th & 16th			
North Side:	**1**	**1**	
Side South:	**2**	**4**	
Between 16th & 17th			
North Side:	**1**	**3**	
Side South:	**0**	**0**	
	45	**76**	**0.592105263**

Downtown On-Street Data Collection			
Island Ave	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between 7th Ave & 8th Ave			
North Side:	7	6	
Side South:	6	6	
Between 8th Ave & 9th Ave			
North Side:	6	6	
Side South:	1	5	
Between 9th Ave & 10th Ave			
North Side:	3	1	
Side South:	2	2	
Between 10th Ave & 11th Ave			
North Side:	4	5	
Side South:	6	5	
Between 11th Ave & Park Blvd			
North Side:	3	4	
Side South:	0	4	
	38	**44**	**0.86**

Downtown On-Street Data Collection			
Island Ave	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between 7th Ave & 8th Ave			
North Side:	6	6	
Side South:	6	6	
Between 8th Ave & 9th Ave			
North Side:	6	6	
Side South:	1	5	
Between 9th Ave & 10th Ave			
North Side:	1	1	
Side South:	2	2	
Between 10th Ave & 11th Ave			
North Side:	2	5	
Side South:	4	5	
Between 11th Ave & Park Blvd			
North Side:	2	4	
Side South:	0	4	Road Work Ahead
	30	**44**	**0.68**

Downtown On-Street Data Collection			
J St	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between 7th Ave & 8th Ave			
North Side:	3	6	
Side South:	6	8	
Between 8th Ave & 9th Ave			
North Side:	6	9	
Side South:	1	6	
Between 9th Ave & 10th Ave			
North Side:	8	8	
Side South:	7	8	
Between 10th Ave & 11th Ave			
North Side:	7	8	
Side South:	6	7	
Between 11th Ave & Park Blvd			
North Side:	4	8	
Side South:	4	7	
	52	**75**	**$0.69**

Downtown On-Street Data Collection			
J St	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between 7th Ave & 8th Ave			
North Side:	7	6	
Side South:	10	8	
Between 8th Ave & 9th Ave			
North Side:	11	9	
Side South:	9	6	
Between 9th Ave & 10th Ave			
North Side:	8	8	
Side South:	8	8	
Between 10th Ave & 11th Ave			
North Side:	8	8	
Side South:	8	7	
Between 11th Ave & Park Blvd			
North Side:	8	8	
Side South:	8	7	
	85	**75**	**1.13**

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
Market Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between 10th & 11th			
North Side:			**Was not collected**
Side South:			
Between 11th & Park			
North Side:			**Was not collected**
Side South:			
Between Park Blvd & 13th			
North Side:	**0**	**0**	
Side South:	**8**	**8**	

Between 13th & 14th			
North Side:	**4**	**4**	
Side South:	**6**	**5**	
Between 14th & 15th			
North Side:	**9**	**8**	
Side South:	**9**	**10**	
Between 15th & 16th			
North Side:	**7**	**6**	
Side South:	**0**	**0**	
Between 16th & 17th			
North Side:	**0**	**0**	
Side South:	**4**	**2**	
	47	**43**	**1.093023256**

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
Market Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between 10th & 11th			
North Side:	**0**	**3**	
Side South:	**2**	**6**	
Between 11th & Park			
North Side:	**0**	**0**	
Side South:	**0**	**0**	
Between Park Blvd & 13th			
North Side:	**0**	**0**	
Side South:	**2**	**8**	

Between 13th & 14th			
North Side:	**0**	**4**	
Side South:	**2**	**5**	
Between 14th & 15th			
North Side:	**6**	**8**	
Side South:	**8**	**10**	
Between 15th & 16th			
North Side:	**6**	**6**	
Side South:	**0**	**0**	
Between 16th & 17th			
North Side:	**0**	**0**	
Side South:	**0**	**2**	
	26	52 0.5	

December 8, 2018

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
Market Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between 10th & 11th			
North Side:	**1**	**6**	
Side South:	**6**	**2**	
Between 11th & Park			
North Side:	**2**	**6**	
Side South:	**1**	**0**	
Between Park Blvd & 13th			
North Side:	**2**	**8**	
Side South:	**7**	**9**	

Between 13th & 14th			
North Side:	**3**	**4**	
Side South:	**4**	**8**	
Between 14th & 15th			
North Side:	**8**	**15**	
Side South:	**4**	**10**	
Between 15th & 16th			
North Side:	**5**	**1**	
Side South:	**0**	**4**	
Between 16th & 17th			
North Side:	**0**	**3**	
Side South:	**2**	**0**	
	45	**76**	**0.592105263**

Downtown On-Street Data Collection			
K Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between 10th Ave & 11th Ave			
North Side:	0	0	
Side South:	0	0	
Between Park Blvd & 13th St			
North Side:	0	0	
Side South:	0	0	

Downtown On-Street Data Collection			
11th Avenue	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between J St & K St			
West Side:	10	10	
East Side:	0	0	
Between K St & Park Blvd			
West Side:	0	0	
East Side:	0	0	
	10	**10**	**1**

Downtown On-Street Data Collection			
Park Boulevard	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between Tony Gwynn Dr & 11th			
North Side:	4	16	
Side South:	12	20	
	16	**36**	**0.44**

Downtown On-Street Data Collection			
K Street	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between 10th Ave & 11th Ave			
North Side:	0	0	
Side South:	0	0	
Between Park Blvd & 13th St			
North Side:		0	
Side South:		0	

Downtown On-Street Data Collection			
11th Avenue	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between J St & K St			
West Side:	12	10	
East Side:	0	0	
Between K St & Park Blvd			
West Side:	0	0	
East Side:	0	0	
	12	**10**	**1.2**

Downtown On-Street Data Collection			
Park Boulevard	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between Tony Gwinn Dr & 11th			
North Side:	17	16	*Street View in Google maps was used to confirm the number of available parking spaces. Higher numbers may be due to illegal parking after hours.
Side South:	25	20	*Street View in Google maps was used to confirm the number of available parking spaces. Higher numbers may be due to illegal parking after hours.
	42	**36**	**1.17**

December 8, 2018

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
Park Blvd	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between E St. & F St.			
West Side:	0	0	
East Side:	0	0	
Between F St. & G St.			
West Side:	0	0	
East Side:	0	0	
Between G St. & Market St.			
West Side:	0	0	
East Side:	0	0	

Between Market St. & Island			
West Side:	8	8	
East Side:	0	0	
Between Island & J			
West Side:	0	0	
East Side:	0	0	
	8	8	1

Downtown On-Street Data Collection			
[redacted]			
[redacted]			
Park Blvd	**# of Parked Cars**	**# of Available Parking Spaces**	**Notes**
Between E St. & F St.			
West Side:	0	0	
East Side:	0	0	No Access (One-way)
Between F St. & G St.			
West Side:	0	0	
East Side:	0	0	No Access (One-way)
Between G St. & Market St.			
West Side:	0	0	
East Side:	0	0	No Access (One-way)

Between Market St. & Island			
West Side:	7	8	
East Side:	0	0	No Access (One-way)
Between Island & J			
West Side:	0	0	
East Side:	0	0	No Access (One-way)

Downtown On-Street Data Collection (12/5/18)

[redacted]

[redacted]

A Street	# of Parked Cars	# of Available Parking Spaces	Notes
Between Sixth & Seventh			
North Side:	4	6	
Side South:	6	8	
Between 7th & 8th			
North Side:	2	8	
Side South:	0	0	
Between 8th & 9th			
North Side:	3	5	
Side South:	6	8	
Between 9th & 10th			
North Side:	0	0	
Side South:	0	0	
Between 10th & 11th			
North Side:	0	0	
Side South:	0	0	
	21	35	0.6

B Street	# of Parked Cars	# of Available Parking Spaces	Notes
Between Sixth & Seventh			
North Side:	0	2	
Side South:	6	8	
Between 7th & 8th			
North Side:	0	0	
Side South:	3	10	
Between 8th & 9th			
North Side:	0	7	
Side South:	1	1	Scooters and bike rentals take up most of the street
Between 9th & 10th			
North Side:	3	8	
Side South:	7	8	
Between 10th & 11th			
North Side:	4	9	
Side South:	5	5	
	29	58	0.5

[redacted]

[redacted]

Eighth Ave.	# of Parked Cars	# of Available Parking Spaces	Notes
Between Beech & Ash St.			
West Side:	4	10	
East Side:	12	14	
Between Ash & A St.			
West Side:	2	9	
East Side:	2	3	
Between A & B Streets			
West Side:	0	6	
East Side:	4	7	
Between B & C Streets			
West Side:	4	9	
East Side:	7	11	
Between C & Broadway			
West Side:	0	0	Construction blocking sidewalk
East Side:	4	8	
	39	77	0.506493506

Ninth Ave.	# of Parked Cars	# of Available Parking Spaces	Notes
Between Beech & Ash St.			
West Side:	13	18	
East Side:	7	8	
Between Ash & A St.			
West Side:	5	9	
East Side:	6	7	
Between A & B Streets			
West Side:	4	6	
East Side:	2	3	
Between B & C Streets			
West Side:	4	8	
East Side:	0	6	Red curb but there are markings on the ground for parking???
Between C & Broadway			
West Side:	2	6	
East Side:	1	2	
	44	73	0.602739726

Downtown On-Street Data Collection

[redacted]

[redacted]

A Street	# of Parked Cars	# of Available Parking Spaces	Notes
Between Sixth & Seventh			
North Side:	2	6	
Side South:	5	8	
Between 7th & 8th			
North Side:	7	8	
Side South:	1	0	
Between 8th & 9th			
North Side:	4	5	
Side South:	7	8	
Between 9th & 10th			
North Side:	0	0	
Side South:	0	0	
Between 10th & 11th			
North Side:	0	0	
Side South:	0	0	
	26	35	0.742857143

B Street	# of Parked Cars	# of Available Parking Spaces	Notes
Between Sixth & Seventh			
North Side:	2	2	
Side South:	6	8	
Between 7th & 8th			
North Side:	0	0	
Side South:	6	10	
Between 8th & 9th			
North Side:	6	7	
Side South:	1	1	
Between 9th & 10th			
North Side:	3	8	
Side South:	6	8	
Between 10th & 11th			
North Side:	8	9	
Side South:	5	5	
	43	58	0.74137931

[redacted]

[redacted]

Eighth Ave.	# of Parked Cars	# of Available Parking Spaces	Notes
Between Beech & Ash St.			
West Side:	7	10	
East Side:	10	14	
Between Ash & A St.			
West Side:	9	9	
East Side:	2	3	
Between A & B Streets			
West Side:	1	6	
East Side:	5	7	
Between B & C Streets			
West Side:	8	9	
East Side:	9	11	
Between C & Broadway			
West Side:	0	0	
East Side:	7	8	
	58	77	0.753246753

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Ninth Ave.	# of Parked Cars	# of Available Parking Spaces	Notes
Between Beech & Ash St.			
West Side:	19	18	
East Side:	9	8	
Between Ash & A St.			
West Side:	8	9	
East Side:	10	7	
Between A & B Streets			
West Side:	6	6	
East Side:	2	3	
Between B & C Streets			
West Side:	10	8	
East Side:	0	6	
Between C & Broadway			
West Side:	6	6	
East Side:	1	2	
	71	73	0.97260274