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Parking Structure 3 Demolition Project - SP2610 Parking Study (Adequacy Analysis) City of Santa Monica, California

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WALKER
CONSULTANTS

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Executive Summary

The City of Santa Monica's Parking Structure 3 ("PS3") is a publicly owned 337-space parking facility located at 1320 4th Street, between Santa Monica Boulevard and Arizona Avenue in Santa Monica, California. PS3 is located within the California coastal zone.

The City of Santa Monica ("City") plans to demolish PS3 with the intention of providing an affordable housing development, including supportive housing, with possible small scale, ground floor commercial uses. The California Coastal Act encourages development of low- and moderate-income housing in areas with access to the coast, where feasible. Future development on the site is anticipated to generate nominal parking demand, be self-parked, or both, meaning that it would include adequate parking supply to meet the parking needs it would generate.

Affordable housing has been shown to generate a lower demand for parking than market housing, as car ownership rates tend to correlate with income.¹ Further, the location's high Walk Score (82), Bike Score (86) and Transit Score (62), some of the highest in Southern California's Coastal Zone, suggests an even further reduction in parking demand.² Finally, in this location in Downtown Santa Monica, a reduction in the number of parking spaces provided for affordable housing, as allowed by California's Assembly Bill 744,³ will result in a lower demand for residential parking because the possibility of the "spillover" of residential parking is severely constrained by 1. The price and time restrictions for parking in the area within three or more blocks and 2. The significant walking distances that would be required for residents to find unrestricted parking; parking for a residence is typically expected to be conveniently located if not on the site. Where parking availability for a residence is low, tenants will be self selected for those who can live with fewer or no cars.

Due to the nature of the area, it is a reasonable assumption that the commercial space would be locally serving for the local pedestrian traffic and not destination commercial uses that would generate a material number of additional parked cars, if any.

Therefore, the focus of this analysis is to understand the ability of the existing parking supply to accommodate the loss of PS3's 337 public parking spaces rather than an analysis of parking demand generated by future development on the PS3 site. We analyze the overall adequacy of parking availability as it relates to the demolition of PS3 in the context of the public's access to the coast.

¹ https://healthyplacesindex.org/wp-content/uploads/2017/12/2004_parking_requirements_affordable_housing_developers.pdf

² https://www.walkscore.com/CA/Santa_Monica, September 18, 2020

³ http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB744

Specifically, the City has engaged Walker Consultants (“Walker”) to address two questions.

1. Will the public parking system within a three-block radius of PS3 have adequate parking supply to accommodate existing parking demand in the area after the loss of PS3’s 337 spaces?
2. Will the removal of PS3’s parking supply materially affect public access to the California coast?

To address these questions Walker performed the following parking study. The objective of the study is to project how the loss of PS3’s parking supply would impact parking access within two concentric, asymmetric zones centered around PS3.

- Zone I consists of PS3 and the three-block radius surrounding PS3.
- Zone II extends beyond Zone I to include the remaining public parking facilities in Downtown Santa Monica’s coastal zone area, including the beach lots and the Main Street lots.

The study includes an analysis of parking program data from the City of Santa Monica, a review of historical data contained in previous analyses of parking supply and demand in the area, and an evaluation of the redistribution of parking demand currently accommodated by PS3.

Based upon our analysis, the proposed loss of parking from the demolition of PS3 is anticipated to have no impact on public access to the California coast for numerous reasons including the following:

- During the hours of peak demand for (parking) access to the coast, there are ample available parking spaces in public and private parking facilities within close proximity to PS3;
- There are available parking spaces located in more convenient locations (closer proximity) to the coast, indicating that PS3 is not a typical choice for the public seeking access to the coast; and
- The proposed demolition of PS3 would not generate additional parking demand. Instead it is expected to redistribute existing parking demand to available spaces in area facilities, and potentially to other means of access to the coast, including the robust, multimodal transportation system serving the area.

Findings

Based upon its analysis of data, Walker concludes:

1. The loss of parking supply at PS3 will not impede the public parking system’s ability to accommodate existing parking demand on typical peak days. On such days, Walker projects that approximately 2,015 spaces will be empty and available in Zone I during the typical weekend period of peak parking demand for PS3 (the 6:00 PM hour in August).

2. Due to the significant walking distance to the coast from PS3, and perceived difficulty accessing the beach from the bluffs, the loss of parking supply at PS3 will have an immaterial impact on public access to the California coast on the busiest days of the year. On such days, Walker projects that approximately 3,062 spaces will be available in Zone II, which is closer to the coast than PS3, during its hour of peak parking demand in August.

COVID-19 STATEMENT

The parking demand and supply adequacy projections presented below are premised on the assumption that public parking demand in Santa Monica's coastal zone will fully return to pre-COVID levels by the time that the demolition of PS3 would occur. Any lingering effects of the pandemic will likely reduce demand for the public parking system below the level that has historically been typical.

The background of the slide is an abstract composition of overlapping geometric shapes, primarily triangles and quadrilaterals, in various shades of teal, blue, and light cyan. The shapes are layered, creating a sense of depth and movement. The top portion of the slide is dominated by these colorful shapes, while the bottom right corner is a plain white space where the text is located.

01 Project Background

Project Background

Santa Monica Parking Structure 3 (“PS3”) is a 337-space publicly owned parking structure. The facility is located at 1320 4th Street, between Santa Monica Boulevard and Arizona Avenue, in Downtown Santa Monica. PS3 is one of 12 publicly owned parking facilities within the identified area of impact (“Zone 1”). Combined, these 12 parking facilities total approximately 6,292 spaces.

The City plans to demolish PS3 to provide affordable housing, including supportive housing, with possible small scale, ground floor commercial uses. The California Coastal Act encourages development of low- and moderate-income housing in areas with access to the coast, where feasible. Future development on the site is anticipated to generate nominal parking demand, be self-parked, or both, meaning that it would include adequate parking supply to meet the parking needs it would generate.

The future development program is planned to be nominal and self-parked on its site, without reliance on the public parking system to meet the needs of the project. As such, the future development of the site and its parking is not included in this study and once the site is contracted and development programming is confirmed, such application and study will be made separately.

Figure 1 below shows the location of PS3 in relation to the coastal zone boundary, the area of impact identified as Zone I, and the Downtown Santa Monica public parking system (which includes the Civic Structure, the beach lots, and the Main Street lots).

Figure 1: Study Area



Source: Walker, 2020.

The City of Santa Monica has engaged Walker to perform a parking study to project the impact of the loss of PS3 on the public parking supply. To determine the impact of this loss of public parking supply, Walker identified two zones that may be impacted. The two zones are concentric, asymmetric areas centered around PS3.

- Zone I consists of PS3 and the surrounding three block radius, in response to a request of the California Coastal Commission in its Notice of Incomplete Application letter to the City, dated May 26, 2020. .
- Zone II extends beyond Zone I to include the remaining public parking facilities in Downtown Santa Monica's coastal zone area, including the beach lots and Main Street lots, in recognition of the significant number of public parking facilities and spaces that exist in the City's coastal zone.

For this study, Walker collected and analyzed data for the purpose of understanding how the loss of 337 spaces should be expected to impact the public parking system's ability to accommodate parking demand under typical peak conditions. Concurrently, Walker sought to verify that the supply reduction will not adversely impact the public parking system's ability to accommodate parking demand generated by visitors and residents who want to enjoy the California coast.

Summary of Available Data

Walker received, collected, and analyzed relevant data and prior studies from the City to inform the parking study, including:

- Two years of public parking inventory and occupancy data available from the City's Smarking platform for April 2018 to March 2020, for most of the parking lots and structures in the study area except for the beach parking lots. These data include hourly parking data from Parking Structures 1-10, Library Parking Structure, the Main Street Lots (Parking Lots 9, 10, and 11), Lot 26, Downtown Parking Lots 29 and 30, the Civic Lot and Structure, and the Ken Edward Center.
- Available counts of the beach lots from 2018 to inform availability of parking in the area outside of the area of impact.
- In addition to analyzing parking inventory and utilization data, Walker analyzed the land use context in Zone I and the immediate area of PS3 to identify primary parking demand drivers and typical behaviors of such parking system users.
- To remain consistent with the 2018 Civic Center Parking Management and Mobility Master Plan, the Pier Deck Parking Lot was omitted from this analysis as it sees regular closures due to a heavy pedestrian presence on the Pier. As such, even though it is part of the public off-street supply it is treated as "full" in this analysis with no available parking supply to be considered on a typically regular basis.

On-Street Parking Supply and Demand

The on-street parking supply was determined not to be a material component, and therefore not a focus, of this analysis for several reasons, including:

- The on-street parking supply represents a small percentage of the total parking supply in the area. For example, on-street parking spaces along a block of Fourth Street between Arizona Boulevard and Santa Monica Boulevard total approximately 14 spaces. Further, many of these spaces are restricted from use during certain times. For instance, the 4 metered spaces directly across the street from the PS3 entrance have a 3-hour time limit. When considering the total parking supply along the block, the on-street spaces represent a negligible percent of the public parking supply to accommodate the type of parking demand currently accommodated in PS3, and an even smaller percentage when considering the private parking facilities on the block.
- Given the propensity for on-street parking to “fill” first, it is assumed that all on-street parking is full. This assumption is consistent with the 2018 coastal zone study for the Santa Monica Civic Center, as well.
- Unlike the off-street parking spaces in the area, most or all on-street parking spaces are time-restricted, making their use less desirable or unreasonable in most cases for existing coastal access, particularly given their distance to the coast. It is reasonable to assume that the off-street parking supply is the main source of parking that can serve both the coast and existing demand currently captured by PS3.

Private Parking Supply

In addition to the 12,480 public parking spaces located in the City-owned parking facilities, privately-owned parking facilities that are open for parking by the general public represent a significant number of the total supply of parking spaces located in Zones 1 and 2.

The presence of a significant number of publicly available, privately owned parking spaces in and around Downtown Santa Monica has been noted in several parking studies over the past 12 years:

- In the September 2009 Downtown Parking Financial Plan Update⁴, an inventory of 3,417 private parking spaces with 1,054 available spaces to accommodate public parking during the typical peak was documented and identified.
- In the 2012 Citywide Parking Rate analysis⁵, a sample inventory of 20 privately owned parking facilities containing 4,600 spaces was documented.
- In 2018, for the Civic Center Parking Management and mobility master plan⁶, an inventory of 1,206 privately owned, publicly available parking facilities were identified within the Downtown Santa Monica coastal zone, with 562 of those spaces identified as available for public parking during the study period for the area.

As part of the current analysis, Walker sought to provide an update of the number of private parking spaces available and their current occupancy rates and, by extension, the number of available parking spaces that they

⁴ <https://www.smgov.net/departments/council/agendas/2009/20090908/s2009090808-A-1.pdf>, page 25

⁵ <https://www.smgov.net/departments/council/agendas/2012/20120710/s201207107-A-2.pdf>, page 12

⁶ https://static1.squarespace.com/static/5429d598e4b0d37b17633008/t/5b36bdea88251b4f1d4ca22a/1530314230779/CC_Parking_Recommendations.pdf, page 27

may represent in the coastal zone. However, as a result of the current COVID conditions and civil unrest affecting patronage of area businesses and the number of employees coming to work in the area, an accurate count of private parking availability was unable to be performed.

However, since the aforementioned, previous studies were completed, we consider the following:

- Relatively little development resulting in the elimination of private parking spaces in the downtown area has occurred since 2009. The vast majority of the private supply is located in podium or underground parking structures that can only be eliminated with the demolition of the office buildings they support.
- We also know that transit and other mobility access to the area for people traveling to the coast, other visitors, and employees, many of whom would presumably have driven and parked in the area, has improved significantly since two of the past three studies were completed, including a rail connection to points east in Los Angeles and the entire regional rail network, and the availability of dockless scooters and bikes shares for access in and around Downtown Santa Monica.
 - For example, the new Expo line terminus station experienced approximately 6,700 alightings on average in the last fiscal year 2019⁷, presumably accommodating some people who would have driven to the area prior to the opening of the line and station in Downtown Santa Monica. Usage of the expo line grew approximately 10.8 percent from 2017 to 2018; approximately 6.2 percent from 2018 to 2019. The most significant increase was recorded among weekday riders from 2017 to 2018 with an increase of 12.7 percent in average daily alightings, presumably most significantly among the employee commuters that typically utilize the parking facilities further from the coast such as PS3. While at a less significant rate, but reflective of the adapting behaviors related to accessing the coast and Downtown Santa Monica by visitors and day trippers, weekend ridership grew approximately 6 percent annually in average daily alightings from 2017 to 2019.

Finally, although the medium- and long-term implications of the current COVID situation are unknown for parking, lower employee parking demand for the significant amount of office space within the study area as a result of increasing ongoing remote and teleworking arrangements, as well as increased carry-out and delivery service for restaurants and bars appears to be a reasonable expectation, making more parking spaces available for members of the public wishing to access the Coast.

⁷ <https://la-metro.maps.arcgis.com/apps/Minimalist/index.html?appid=1fd006edf4cc446cad245c72241afba5>



02 Parking Analysis

Parking Analysis Overview

To determine the impacts on the public parking system due to the removal of parking spaces in PS3, Walker performed an analysis of the existing availability of parking around PS3 and the coastal zone. We then considered future parking demand conditions and whether a projected redistribution of the parking demand currently served by the facility is reasonable to assume.

Factors included in this analysis:

- **Temporal factors.** Variations in parking demand by weekday and weekend, by hour, and by month based on historical parking volumes at the facility.
- **Geographic factors.** The analysis assumes parking demand currently accommodated by PS3 can and will be redistributed to the nearby facilities based on proximity, with the facilities closest to PS3 absorbing more demand. While historical thresholds of effective operating capacity range from as low as 70 percent in PS9 to as high as 100 percent in PS10, a maximum effective operating capacity for redistribution was capped at 90 percent. For off-street parking facilities serving visitors, we would recommend a 90 percent effective operating capacity target. While many facilities operate regularly above 90%, this metric reflects a greater spread of redistributed parking demands from those currently accommodated within PS3 and potentially further spread of more vehicles of the redistributed parking demand.
- **Typical peak day conditions.** The analysis is designed to analyze parking impacts for “typical peak days,” as defined below, based on the historical data provided by the City’s Smarking platform.

It should be noted that Walker’s recommendation does not represent the maximum demand ever experienced by the public parking system. Designing a parking system around the absolute peak busiest day of the year leads to oversupplying of parking spaces for hundreds of days a year and at tremendous cost. Conversely, one does not build for an average day and have insufficient supply for half the year. The peak in this analysis refers to the “typical peak day” or “peak hour,” a typical peak condition that recurs frequently enough to justify providing spaces for that level of parking activity, generally falling within the 85th percentile.

Inventory and Occupancy Data Analysis

To determine the impact on parking availability following the loss of parking supply at PS3, Walker conducted the following data analysis centered around two concentric asymmetric zones:

- **Zone I** consists of PS3 and the immediate three block radius, consistent with the request identified in the California Coastal Commission’s Notice of Incomplete Application dated May 26, 2020.
- **Zone II** extends beyond Zone I to include the remaining public parking facilities in Downtown Santa Monica’s coastal zone area. While the remaining public Main Street lots and beach lots are a significant distance away from PS3, Zone II includes these parking facilities based on their proximity to the coast.

For the analysis of the two aforementioned zones, Walker used the typical peak parking demand to measure demand and supply in the zones, based on the historical analysis of the data provided by the City. **Figure 2** shows the location of PS3 in relation to the coastal zone boundary, the area of impact identified as Zone I, and Zone II or the remaining Downtown Santa Monica public parking system including the Civic Structure, the beach lots, and the Main Street lots.

Figure 2: Study Area

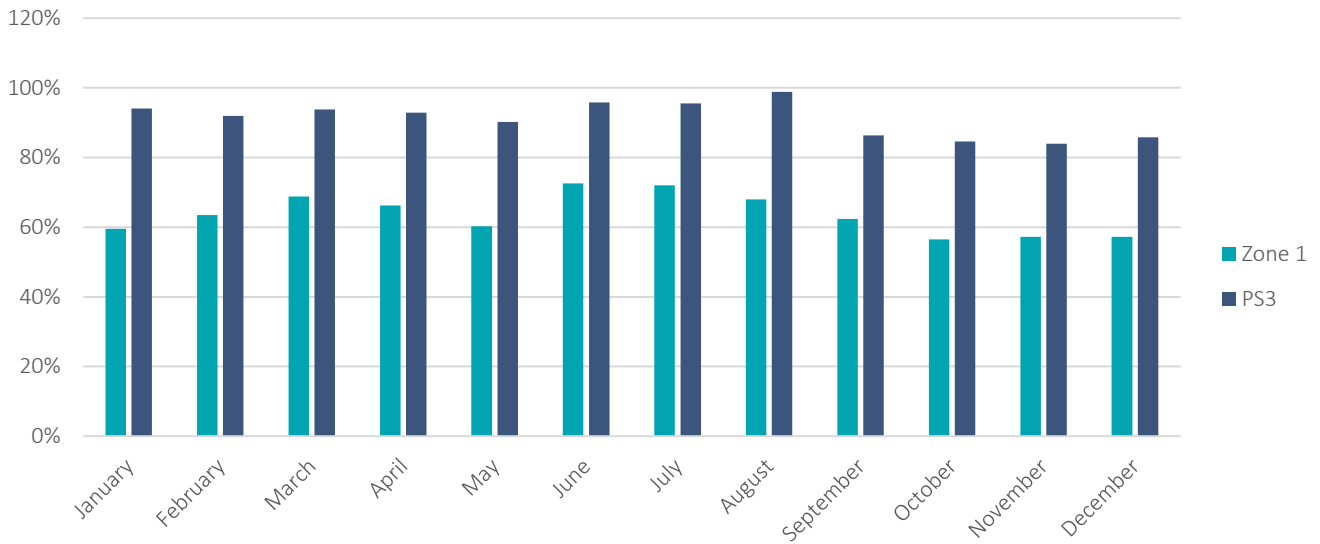


Source: Walker, 2020.

Establishing Typical Peak Conditions

Within Zone I, the area of interest for this study, peak parking occupancy has historically occurred in February, while PS3 peaks in August and remains consistently well-utilized throughout the year. **Figure 3** graphically shows this peak hour utilization by month for March 2018 through March 2020 for Zone I as a whole (including PS3) versus specifically for PS3. For the purposes of this study, because PS3 experiences its peak in August, and its associated loss in parking supply would have the greatest impact on nearby parking facilities during the month of August, August is utilized as the month of analysis throughout.

Figure 3: Zone I Typical Monthly Weekend 6PM Parking Utilization, March 2018 – March 2020



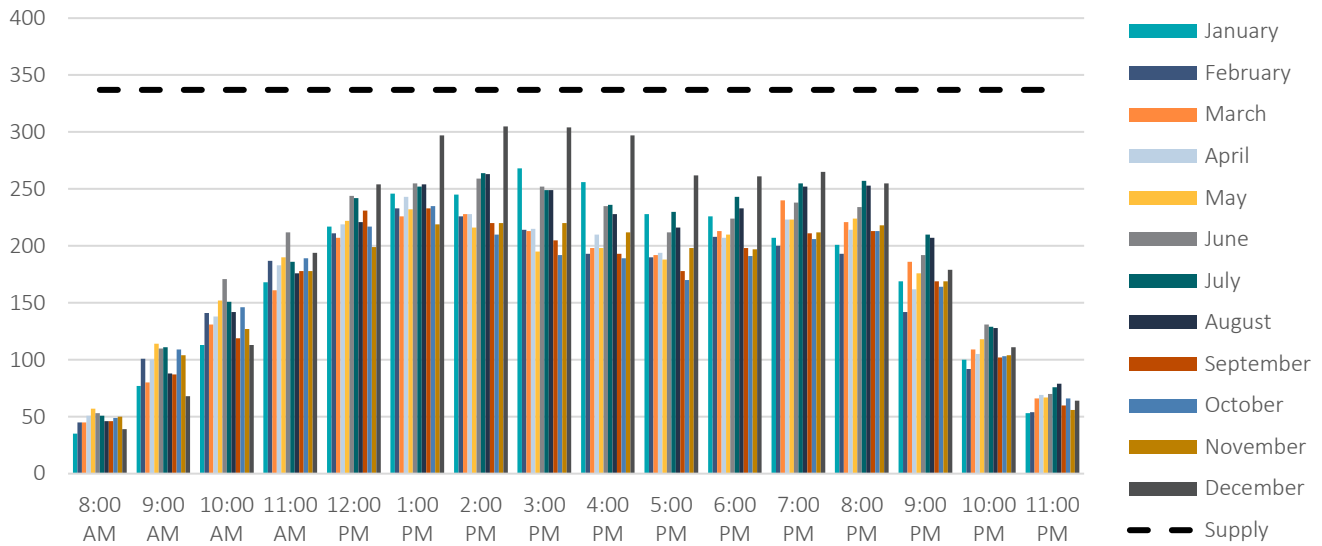
Source: Walker, 2020.

Zone I

Parking Structure 3 Typical Peak Demand

Walker analyzed hourly occupancy data for the time period of March 2019 through February 2020 in PS3 to determine typical peak levels of occupancy. March 2020 and more recent data was determined to be uncharacteristic of typical parking behaviors due to the impacts of COVID-19. **Figure 4** shows the hourly weekday parking demand by month for PS3 based on the 85th percentile for that hour and day of week.

Figure 4: PS3 Hourly Parking Demand by Month, Weekday, March 2019 – February 2020

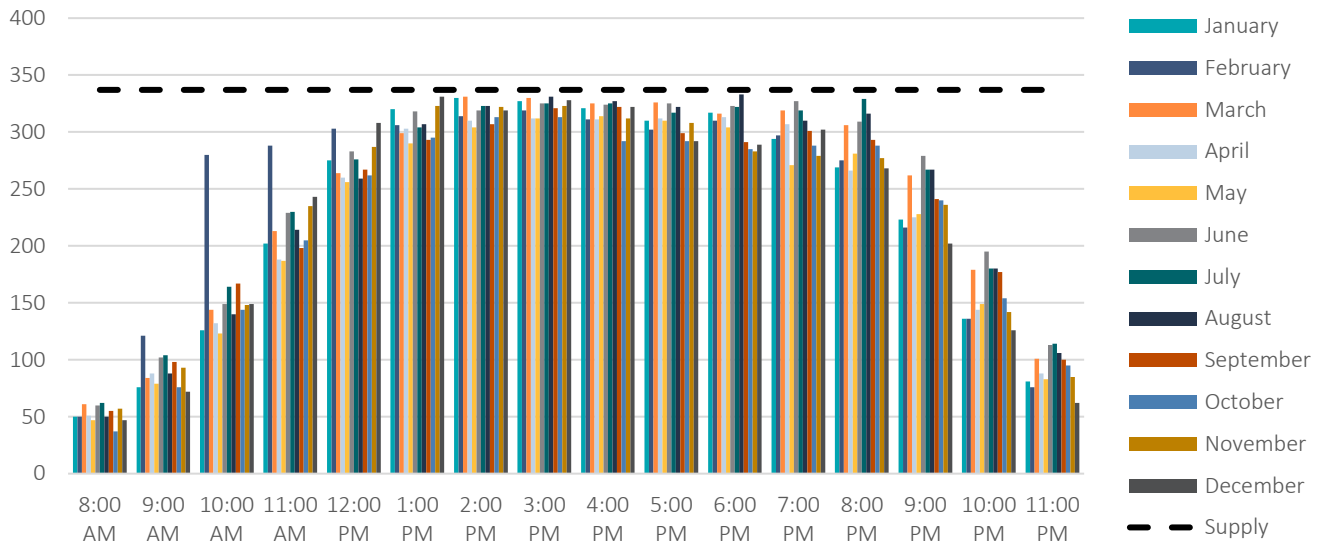


Source: Walker, 2020.

As shown in **Figure 4**, typical parking demand for PS3 peaks at 2:00 PM on weekdays with a typical peak hourly utilization of 305 occupied spaces, or 90.5 percent of current supply. An occupancy of approximately 90.5 percent translates to 32 available spaces at the typical peak hour on a typical peak weekday for PS3.

Figure 5 shows the hourly occupancy by month on typical peak weekends in PS3 based on the 85th percentile for that hour and day of week.

Figure 5: PS3 Average Hourly Parking Demand by Month, Weekend, March 2019 – February 2020



Source: Walker, 2020.

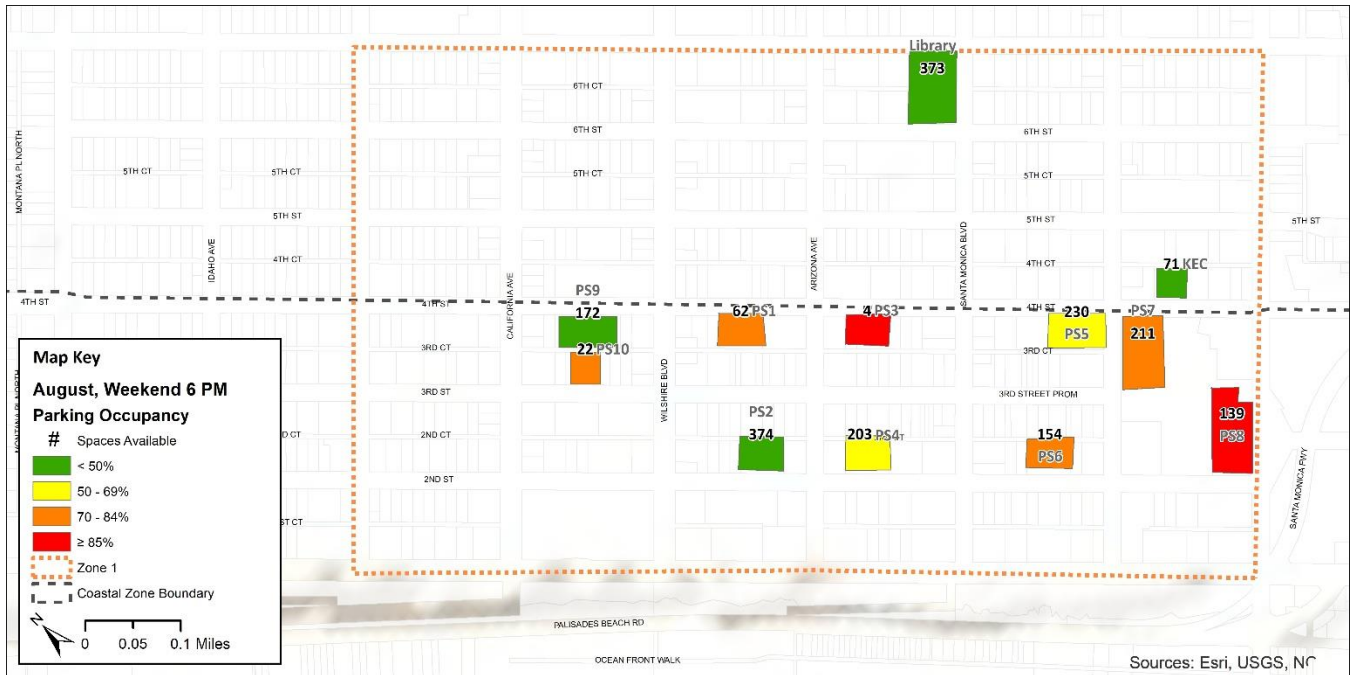
The hourly occupancy for PS3 on weekends typically peaks at 6:00 PM with an occupancy of approximately 98.8 percent, which translates to 333 occupied spaces out of a total supply of 337. The result is that, under typical peak conditions, four available spaces were identified at the peak hour of the day on weekends for PS3. Out of 365 days, and 16 recorded hours per day, there were 21 hours throughout the most recent year from March 2019 through February 2020 that exceeded 333 parked vehicles. Furthermore, there were only three occasions throughout the year during which this occurrence lasted two hours. There were no occurrences throughout the year during which the daily peak exceeded typical peak conditions for more than two consecutive hours. Therefore, the 333-space parking demand represents typical peak parking conditions for PS3.

Based on the above analyses, Walker projects that with the removal of PS3, approximately 333 vehicles would be redistributed throughout the public parking system under typical peak conditions.

Zone I Parking Space Availability in Publicly Owned Parking Structures

Walker next analyzed typical conditions for Zone I, including PS3 and the remaining 11 public parking facilities comprising 6,292 parking spaces within the zone during the typical peak demand of PS3 (a weekend in August at 6:00 PM) to observe the anticipated impacts of the displaced parking demand. As shown in **Figure 6**, during the typical peak conditions of 6:00 PM on a weekend in August, when 333 vehicles were observed parked in PS3, there are 2,015 spaces available in the parking facilities within Zone I.

Figure 6: Zone I Typical Existing Peak Parking Occupancy and Space Availability, August, Weekend 6PM



Source: Walker, 2020.

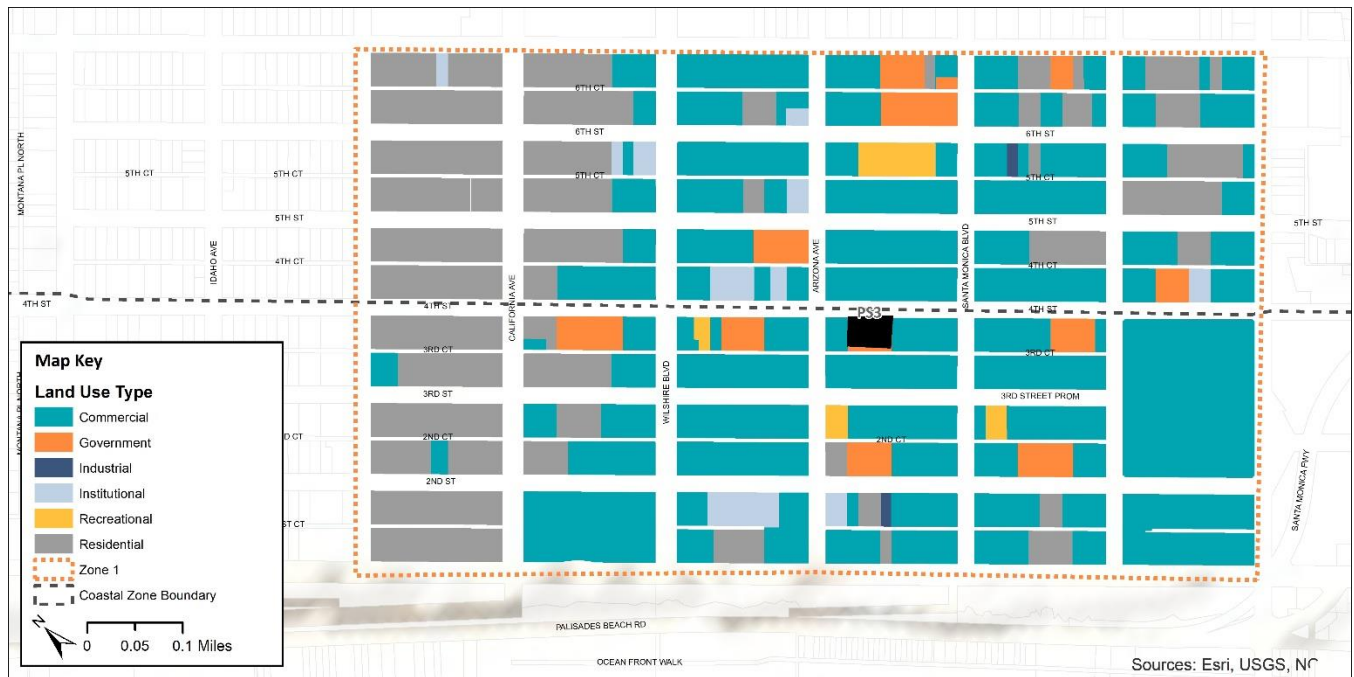
To identify how PS3 parking demand is likely to be redistributed throughout the public parking system, Walker analyzed the land use types within Zone I, which are summarized in **Table 1** below and shown in **Figure 7**. As depicted in the map, the properties immediately adjacent to PS3 predominantly consist of commercial uses. Customers, visitors, and employees of commercial destinations typically park within 500 feet of their destination. This distance can extend up to a quarter mile where conditions are favorable, for instance when the pedestrian environment is shaded, separated from traffic, well lit, or other improvements have been made. However, preference for redistribution of spaces will be given to the parking facility within shortest distance possible, assuming variables for cost and accessibility are held constant.

Table 1. Zone I Land Use Summary

Land Use Type	Intensity	% of Zone*
Institutional	157,305 ft ²	1%
Residential	3,693,691 ft ² (3,839 units)	32%
Commercial	7,563,117 ft ²	65%
Government	33,294 ft ²	0.3%
Recreational	120,219 ft ²	1%
Industrial	30,054 ft	0.3%
Total	11,597,680 ft²	

*Due to rounding, total may not equal exactly 100%

Figure 7: Zone I Land Use Map



Source: Walker, 2020.

Applying a maximum effective operating capacity of 90 percent, as discussed on page 9, to the parking facilities in Zone I, and then distributing parking demand to facilities based on proximity to PS3, there remains a balance of approximately 1,678 available spaces in Zone I, as shown in **Figure 8** on the following page. Based on proximity, the parking demand within PS3 is projected to be accommodated within Parking Structures 1, 2, and 4.

With parking supply in Zone I reduced from 6,292 to 5,955, and demand redistributed, but unchanged, at 4,277, Zone I is anticipated to operate at approximately 71.8 percent utilized (1,678 spaces available) during typical peak conditions.

Figure 8: Zone I Typical Projected Peak Parking Occupancy and Availability Adjusted for Demolition of PS3, August, Weekend 6PM

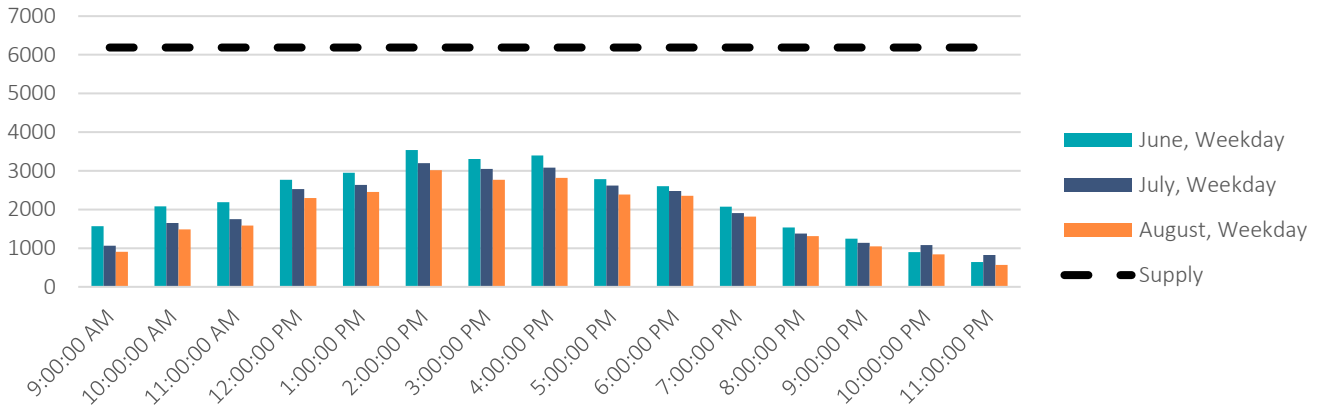


Source: Walker, 2020.

Zone II

While the redistributed parking demand from PS3 is projected to be accommodated within Zone I, Walker sought also to understand parking demand in the surrounding area, or Zone II. **Figure 9** shows the average hourly occupancy, by month, for the summer months on weekdays for parking facilities in Zone II, not inclusive of Zone I, when Coastal Access peaks. Zone II includes the Civic Center facilities as well as the Main Street and Beach parking lots. Note, while parking demand in PS3 peaks in August, parking demand in Zone II experiences declining parking demand in August because peak summer demand occurs in June.

Figure 9: Zone II Average Hourly Parking Demand by Month, Weekday, Summer Peak

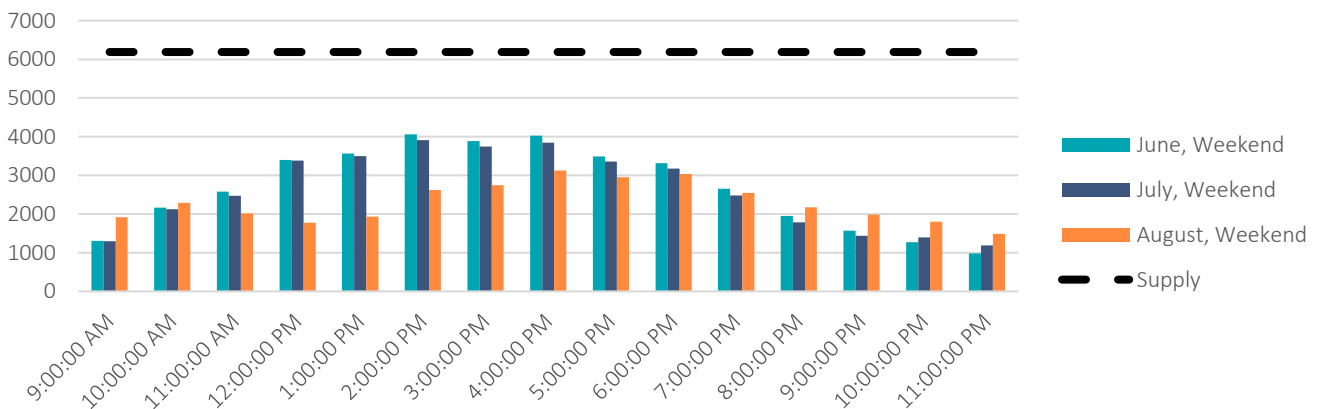


Source: Walker, 2020.

Figure 9 shows that parking facilities within Zone II were observed to have a combined peak of approximately 3,015 of the zone’s 6,188 total parking spaces occupied during the identified 2:00 PM weekday peak for PS3, meaning that during typical peak conditions on a weekday at 2:00 PM in August at PS3, there are approximately 3,173 available parking spaces to serve the needs of Downtown Santa Monica and provide coastal access within in Zone II. Given the propensity of available parking in Zone II, closer to the Coast, it is unlikely that primary parking demand related to coastal access spillover as far as the PS3 location.

While parking demand in PS3 typically peaks on a weekend in August, as previously demonstrated, weekend parking demands in Zone II peak in June, similar to weekdays as discussed above. Figure 10 shows the average hourly occupancy by month on weekends for parking facilities in Zone II during the peak summer months.

Figure 10: Zone II Average Hourly Parking Demand by Month, Weekend, Summer Peak



Source: Walker, 2020.

The figure above shows that combined, the parking facilities within Zone II average approximately 3,039 occupied spaces during the identified 6:00 PM peak August weekend hour for PS3, meaning that on average on a weekend at 6:00 PM in August there are approximately 3,149 available parking spaces to serve the needs of Downtown Santa Monica and provide coastal access in Zone II.

Combined Zone I and Zone II

As described above, during typical peak conditions for PS3, and based on the most current typical historic conditions prior to the impacts of COVID-19 (beginning in March 2020), there are approximately 5,164 available parking spaces throughout Downtown Santa Monica in Zone I (2,015 available spaces) and Zone II (3,149 available spaces) during the August weekend peak hour. Removing PS3 and its 337 spaces from the public parking system would reduce available parking within Zone I to 1,678 available spaces, without reducing coastal access predominantly provided in Zone II, which demonstrated the greater public parking availability. **Table 2** details the inventory and occupied stalls recorded in Zone I and PS3 in 2019 and 2020, as well as of Zone II as part of a study completed in 2017, focusing on August to reflect PS3's typical peak conditions.

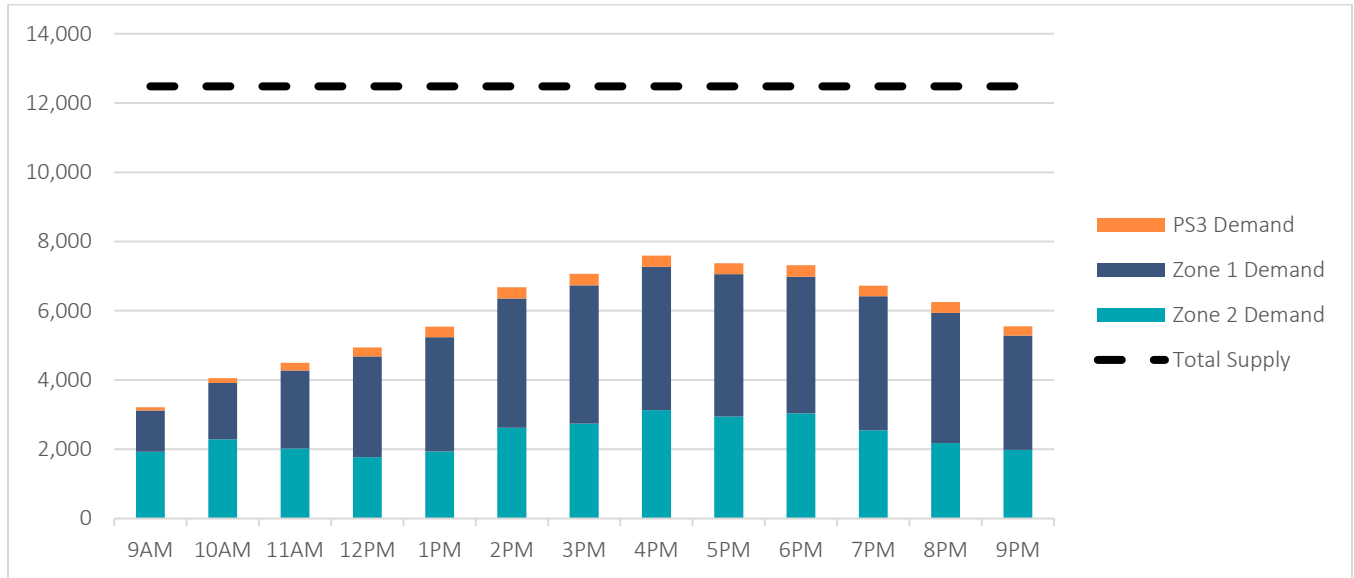
Table 2. Hourly Parking Demand by Facility, Weekend August

Facility	Capacity	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8 PM	9PM
PS1	337	90	122	178	213	220	271	275	271	282	275	264	259	224
PS2	645	128	149	150	178	177	201	228	249	248	271	275	266	234
PS3	337	88	140	214	259	307	323	331	327	322	333	310	316	267
PS4	650	142	183	244	307	370	412	442	462	471	447	429	431	381
PS5	679	80	127	202	272	339	400	440	450	457	449	425	399	351
PS6	757	267	295	340	411	458	506	552	635	630	603	583	551	473
PS7	827	144	221	377	512	589	630	700	684	661	616	648	649	617
PS8	1,052	178	288	437	627	737	869	903	931	938	913	895	887	764
PS9	300	48	60	82	96	119	122	128	135	130	128	131	126	102
PS10	81	6	13	23	42	44	56	58	63	55	59	58	58	55
Library	529	106	157	212	229	228	240	240	231	206	156	133	110	80
KEC	98	7	16	16	18	21	25	27	31	27	27	27	26	20
Civic Lot	85	32	49	45	50	62	34	40	19	32	49	21	14	19
Civic Structure	735	71	119	77	145	91	143	137	76	116	109	70	86	65
Lot 9	169	18	50	91	134	167	179	180	174	170	166	150	125	88
Lot 10	39	14	25	30	33	36	39	39	39	37	38	36	31	22
Lot 11	131	16	36	66	93	105	112	111	105	100	93	92	89	73
Lot 26	15	9	12	12	10	12	14	14	14	11	10	8	7	5
Lot 29	28	0	0	1	1	1	1	1	1	1	1	1	1	1
Lot 30	10	6	7	9	11	11	12	11	12	11	10	10	10	10
Lot 5S	854	3	0	0	118	164	226	256	291	329	360	368	370	311
Lot 4S	1,346	245	471	327	602	516	784	652	779	504	491	217	-	-
Lot 3S	120	72	100	107	117	117	114	107	107	72	74	57	-	-
Lot 2S	54	24	52	54	54	54	54	41	46	26	28	15	-	-
Lot 1S	65	22	56	65	62	57	61	52	59	56	45	31	-	-
Lot 1N	1,155	1,029	959	803	171	267	385	569	744	863	860	861	853	839
Lot 3N	468	295	280	273	24	36	71	116	171	233	268	289	298	286
Lot 4N	87	3	9	2	23	22	58	49	63	33	54	12	-	-
Lot 5N	57	7	4	8	5	10	21	10	22	6	23	1	-	-
Lot 5AN	41	3	2	5	5	6	13	8	16	6	13	3	-	-
Lot 6N	75	8	10	12	17	20	24	17	28	10	21	2	-	-
Lot 7N	85	3	3	7	10	11	21	13	23	7	12	2	-	-
Lot 8N	214	30	17	5	30	49	74	101	114	119	121	127	128	115
Lot 9N	79	14	24	18	32	26	38	32	28	15	15	7	-	-
Annenberg	276	1	1	1	29	95	145	188	195	191	178	170	164	146
Zone II Demand	6,188	1,925	2,286	2,018	1,776	1,935	2,623	2,745	3,126	2,948	3,039	2,549	2,176	1,980
Zone II Available	-	4,263	3,902	4,170	4,412	4,253	3,565	3,443	3,062	3,240	3,149	3,639	4,012	4,208
Zone I Demand*	5,955	1,196	1,631	2,261	2,905	3,302	3,732	3,993	4,142	4,105	3,944	3,868	3,762	3,301
Zone I Available*	-	4,759	4,324	3,694	3,050	2,653	2,223	1,962	1,813	1,850	2,011	2,087	2,193	2,654
PS3 Demand	337	88	140	214	259	307	323	331	327	322	333	310	316	267
PS3 Available	-	249	197	123	78	30	14	6	10	15	4	27	21	70
Total Demand	12,480	3,209	4,057	4,493	4,940	5,544	6,678	7,069	7,595	7,375	7,316	6,727	6,254	5,548
Total Available	-	9,271	8,423	7,987	7,540	6,936	5,802	6,411	4,885	5,105	5,164	5,753	6,226	6,932

*Zone I parking demand and available supply are not inclusive of Parking Structure 3.

The graph below summarizes the hourly demand in relation to the available total supply on a typical peak August weekend as detailed in the table above.

Figure 11: Hourly Parking Demand by Zone, August Weekend



Source: Walker, 2020.

The two figures on the following page map the existing parking occupancies across all zones and the projected redistributed demand and occupancy rates for the public parking system as outlined in the sections above. Note in **Figure 13**, the only facilities projected to be materially impacted by the redistributed parking demands associated with the loss of parking supply at PS3 are the three in its closest proximity (PS1, PS2, and PS4), all of which are within Zone I.

Findings

1. The demand for parking in PS3 peaks in August on the weekend at 6:00 PM. The weekday peak occurs in December at 2:00 PM.
2. Zone I parking demand peaks in February, whereas Zone II parking demand peaks in June.
3. The demolition of Parking Structure 3 results in a loss of 337 spaces within Zone I.
 - a. The redistributed parking demand can be accommodated within Parking Structures 1, 2, and 4’s existing available capacity.
 - b. No parking demand from PS3 is projected to overflow into Zone II or impact coastal access based on the proximity of available of existing supply and the complementary peak parking demand periods of the areas in question.

Figure 12: Existing Parking Occupancy and Availability, Downtown Parking System, PS3 Peak August Weekend 6pm⁸



Source: Walker, 2020.

⁸ As noted at the outset of the report, in order to remain consistent with the 2018 Civic Center Parking Management and Mobility Master Plan, the Pier Deck Parking Lot was omitted from this analysis as it sees regular closures due to a heavy pedestrian presence on the Pier. As such, even though it is part of the public off-street supply it is treated as “full” in this analysis with no available parking supply to be considered on a typically regular basis.

Figure 13: Redistributed Parking Occupancy and Availability, Downtown Parking System, PS3 Peak August Weekend 6pm



Source: Walker, 2020.