

# MEMORANDUM

To:	Jason Muller Beach City Capital	Date:	June 20, 2022
From:	David S. Shender, P.E. Alfred C. Ying, P.E., PTP Linscott, Law & Greenspan, Engineers	LLG Ref:	1-21-4430-1
Subject:	<b>Catalina Village Parking Study</b> City of Redondo Beach, California		

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a comprehensive parking study related to the proposed Catalina Village project (the “Project”). The Project address is 100-132 North Catalina Avenue in the City of Redondo Beach. Specifically, the Project site is located along the east side of North Catalina Avenue north of Emerald Street. A site plan for the Project is provided in **Figure 1**.

This memorandum provides a forecast of the potential parking demand generated by the Project. As a portion of the forecast parking demand generated by the Project’s commercial component is proposed to be accommodated by local street parking, an assessment is also provided regarding the availability and relative effects to street parking following build-out and occupancy of the Project. Details of the parking study prepared for the Project are provided in the following sections.

## Proposed Development

The Project proposes a mixed-use development featuring the following residential and commercial uses:

- 30 multi-family residential units including:
  - 8 2-bedroom units
  - 4 4-bedroom units
  - 18 5-bedroom units
- Tasting room providing 1,279 square feet of gross floor area (919 square feet of seating area)
- Café providing 1,784 square feet of gross floor area (1,166 square feet of seating area)
- Outdoor dining area for the tasting room and café providing 50 seats

LINSCOTT  
LAW &  
GREENSPAN

engineers

### Engineers & Planners

Traffic  
Transportation  
Parking

### Linscott, Law & Greenspan, Engineers

20931 Burbank Boulevard  
Suite C  
Woodland Hills, CA 91367  
**818.835.8648** T  
818.835.8649 F  
[www.llgengineers.com](http://www.llgengineers.com)

Pasadena  
Irvine  
San Diego  
Woodland Hills

The Project proposes to provide 79 off-street vehicle parking spaces: 71 parking spaces for the residential component and eight (8) parking spaces for the commercial components. LLG understands the residential component of the Project is proposed to be developed under the California Density Bonus Law.

As discussed in a following section, the proposed vehicle parking space supply for the Project's residential component is sufficient to satisfy the off-street parking requirements related to the California Density Bonus Law. For the commercial components, the Project proposes that parking demand be accommodated through use of both the on-site parking supply (8 spaces), as well as the available and currently unused on-street street parking spaces located in close proximity to the Project site. The analysis related to the availability and utilization of street parking spaces is provided in a following section.

### **Required Parking Calculation per Density Bonus Law and City Code**

As noted above, the Project's residential component is proposed to be developed under the California Density Bonus Law. This State law allows required off-street vehicle parking rates for residential projects which may supersede local standards if requested by the developer.

For the Project's commercial components, applicable and required off-street vehicle parking rates are provided in Section 10-2.1706 of the City of Redondo Beach Municipal Code.

Based on the Density Bonus Law and Section 10-2.1706 of the Municipal Code, parking rates that would be applicable to the Project include the following:

- Residential
  - 2-3 bedroom units: 1.5 spaces per unit
  - 4+ bedroom units: 2.5 spaces per unit
- Commercial
  - Tasting room: 1 space per 50 square feet of seating floor area
  - Café: 1 space per 250 square feet of gross floor area
  - Outdoor seating: 1 space per 6 seats in excess of 12 seats

The parking requirements for the Project per the Density Bonus Law and Municipal Code based on the current development program is provided in **Table 1** below.

**Table 1**  
**Required Parking Calculation**

Use	Size	State Density Bonus Law/City Code Parking Rate	No. of Spaces
Residential 2-3 Bedroom Units	8 Units	1.5 sp./unit	12
Residential 4+ Bedroom Units	22 Units	2.5 sp./unit	55
Subtotal Residential			67
Tasting Room	919 s.f.	1 sp./50 s.f. (seating)	18
Café	1,784 s.f.	1 sp./250 s.f. (gross)	7
Outdoor Seating	50 seats	1 sp./6 seats (in excess of 12 seats)	6
Subtotal Commercial			31
Total			98

Taken together, *Table 1* shows the components of the development would yield the requirement for 98 off-street vehicle parking spaces based on the parking rates for residential uses under the California Density Bonus Law, as well as under the City's Municipal Code for commercial uses.

As previously noted, the Project proposes to provide 71 off-street parking spaces for the residential component, which exceeds the minimum required parking for 67 spaces under the Density Bonus Law. For the commercial components, the Project proposes to provide eight (8) off-street vehicle parking spaces, which is less than the calculated requirement for 31 parking spaces under the City's Municipal Code. LLG understands that parking for the residential uses will be separate and therefore not available for use by employees and patrons of the Project's commercial components.

### **Factors that Will Reduce Parking Demand Related to the Commercial Components**

The Project's commercial components are expected to generate a peak parking demand that is less than the City Code requirement for 31 vehicle parking spaces. The factors that will result in a reduced parking demand are described in the following subsections.

### *Travel to the Site Using Modes other Than a Private Automobile*

The location of the Project site is unique in the City of Redondo Beach in terms of encouraging travel by modes other than the private automobile. These include:

- Public Transit. The Project site is well-served by public transit, including stops at the North Catalina Avenue/Emerald Street and North Catalina Avenue/Diamond Street intersections. These stops serve public transit providers such as Beach Cities Transit (Routes 102 and 109), Metro (Route 438), and Torrance Transit (Route 13).
- Bicycle. There are currently Class 2 bicycle lanes located along North Catalina Avenue and Diamond Street. These separated lanes provide a relatively safe and comfortable bicycling experience. Additionally, North Catalina Avenue is frequently used by bicyclists traveling along the coastline in the South Bay, drawing regional bike riders to the area of the Project site.
- Walking. The Project site is located within a walkable area consisting of commercial uses and some relatively high-density residential properties such as the Ocean Club located immediately across North Catalina Avenue from the Project site. The Project site is also in relatively close proximity to the Redondo Beach waterfront area which attracts a significant walking population, particularly on evenings and weekends.
- Transportation Network Companies. Transportation Network Companies (TNCs) such as Uber and Lyft have substantially reduced parking needs at commercial uses, particularly for restaurants and other food & beverage uses as patrons find it more convenient to use TNCs when dining out.

While the factors listed above are expected to reduce the demand for parking spaces generated by the Project, this parking analysis conservatively (“worst case”) does not quantify the expected parking-reducing effects related to travel the Project site by patrons and employees using modes other than the private automobile.

### *Varying Time-of-Day Parking Demands*

The café component of the Project is expected to have daily operating hours of 7:00 a.m. to 3:00 p.m. The tasting room component of the Project is expected to have daily operating hours of 12:00 p.m. to 10:00 p.m.

Generally, the café is expected to generate its peak demand for parking spaces during the morning and early afternoon hours while the tasting room is expected to generate its peak demand for parking spaces in the late afternoon and evening hours. Further, the outdoor dining area is expected to accommodate primarily café patrons in the morning and early afternoon hours and tasting room patrons in the late afternoon and evening hours.

Because the café and tasting room will have different peaks for parking demand during the day, it is reasonable to expect that the total parking demand generated by the two uses will be less than the additive City Code requirements. The expected hour-by-hour varying parking demands of land uses such as cafes and tasting rooms have been documented by the Urban Land Institute (ULI) and published in its *Shared Parking* manual.<sup>1</sup> Under the shared parking principle, a parking space that is used by a patron related to one use to satisfy its peak parking demand at one portion of the day can be used again by a different patron related to another component that has its peak parking demand later in the day. As it relates specifically to the Project, a parking space that is used by a café patron in the morning when this use generates its peak parking demand can be used (“shared”) in the evening by a tasting room patron when this use has its peak parking demand. The effects of shared parking as it applies to the Project are described in a following section.

### **Available On-Street Parking**

The prior section describes that vehicle parking generated by Project’s commercial components is expected to be less than the 31 parking spaces calculated using parking rates provided in the City’s Municipal Code because of travel by alternative modes and the effects of shared parking. Because the Project’s eight on-site parking spaces for the commercial components will not be sufficient to satisfy the parking demand throughout the day, it is reasonable to foresee that some patrons and/or employees will utilize available nearby street parking spaces. In coordination with City staff, a reasonable geographic area of street parking that may be utilized by Project-related vehicles is the block surrounding the Project: North Catalina Avenue, Diamond Street, North Broadway, and Emerald Street. On the block surrounding the Project site, there are approximately 148 marked street parking spaces. A map of these is provided in **Figure 2**.

Utilization of the street parking spaces on the block surrounding the Project site was recently documented. In coordination with City staff, the parking utilization on these streets (both sides) was counted on a Tuesday, Thursday, Saturday, and Sunday. For this study, the street parking counts were conducted on the following days:

---

<sup>1</sup> *Shared Parking*, 3<sup>rd</sup> Ed., Urban Land Institute, 2020.

- Tuesday, May 31, 2022
- Thursday, June 2, 2022
- Saturday, June 4, 2022
- Sunday, June 5, 2022

The parking counts commenced each day at 7:00 a.m. Parking utilization was documented on the four streets surrounding the Project site on an hourly basis, with the last count taken at 10:00 p.m. The parking utilization data is provided in *Appendix A*.

As shown in *Appendix A*, the peak utilization of the street parking spaces occurred during the Thursday observation day at 7:00 p.m. when 118 of the 148 total street parking spaces were utilized, yielding a surplus of 30 unused street parking spaces. In general, parking utilization over the four days of counts was generally less than 100 spaces, with the exception of a four-hour period on the Sunday observation day between 10:00 a.m. and 1:00 p.m. when slightly fewer than 110 parking spaces were utilized (resulting in approximately 40 unused street parking spaces during this period).

### **Forecast Parking Demand and Street Parking Utilization**

As previously noted, the Project's commercial components are calculated to require 31 parking spaces based on the parking rates provided in the City's Municipal Code. The number of parking spaces needed to serve the Project at its peak period of demand is expected to be reduced based on use of travel modes other than the private automobile by patrons and employees of the commercial components. However, to provide a conservative forecast of vehicle parking demand that may be generated by the Project, the parking reducing effects related to alternative travel modes have not been quantified for this analysis.

However, parking demand at the Project will also be reduced based on the varying time-of-day parking demands related to the proposed café and tasting room components. This section provides a discussion of the quantified parking demand forecast related to the Project based on the hourly parking demand factors provided in the ULI's *Shared Parking* manual.

The parking forecast was prepared to determine the actual parking demand that can be reasonably anticipated through application of the shared parking principles. Based on the forecast hour-by-hour parking demand generated by the Project's commercial components, an assessment is provided regarding the use of available nearby street parking spaces to accommodate a portion of the parking generated, supplementing the Project's on-site parking supply.

### *Peak Parking Demand Rates*

The first step in the parking demand forecast is to identify the peak parking demand rates associated with each component of the development. As previously shown in *Table 1*, the City's Municipal Code requires 18 parking spaces for the tasting room component, 7 parking spaces for the café component, and 6 spaces for the outdoor dining component. The required parking for each component was utilized in the shared parking demand analysis for purposes of identifying the peak parking demand for each commercial component at the Project.

### *Shared Parking Analysis*

The recommended peak parking demand rates related to the components of the Project were applied to the shared parking principles so as to account for time-of-day variations in parking demand between the various uses. The ULI's third edition of the *Shared Parking* manual was consulted for purposes of determining time of day parking demand that could be expected to be generated by the commercial components. As previously noted, the café component is expected to generate its peak demand for parking in the morning and early afternoon while the tasting room component is expected to generate its peak demand for parking in the late afternoon and evening. Thus, under the shared parking principle, a parking space that is used in the morning by a café patron could be used again in the evening by a tasting room patron. Accordingly, application of the shared parking principle minimizes the need to unnecessarily duplicate parking supply if a single space can satisfy the parking needs of multiple components.

*Tables 2, 3, 4 and 5* have been prepared to summarize the shared parking analysis for the Project's commercial components on a Tuesday, Thursday, Saturday, and Sunday. The analysis has been prepared using the time-of-day parking factors provided in the *Shared Parking* manual for weekday and weekend conditions.

In addition to the hourly parking demand forecast to be generated by the commercial components of the Project, *Tables 2-5* provide the street parking utilization counts for each hour on the four survey days beginning at 7:00 a.m. and through 10:00 p.m. As previously noted, in addition to the eight parking spaces on the Project site for the commercial components, it is expected that patrons and/or employees will utilize a portion of the available street parking spaces to accommodate the forecast demand.

In summary, *Tables 2-5* demonstrate that there is ample available street parking on the block surrounding the Project site to accommodate the forecast parking demand generated by the Project's commercial components. A summary of the parking demand analysis is provided below:

- *Table 2* (Tuesday): Following build-out of the Project, the forecast peak utilization of street parking is forecast to occur at 8:00 p.m., with 49 of the 148 street parking spaces expected to be unused.
- *Table 3* (Thursday): Following build-out of the Project, the forecast peak utilization of street parking is forecast to occur at 7:00 p.m., with 19 of the 148 street parking spaces expected to be unused.
- *Table 4* (Saturday): Following build-out of the Project, the forecast peak utilization of street parking is forecast to occur at 3:00 p.m., with 53 of the 148 street parking spaces expected to be unused.
- *Table 5* (Sunday): Following build-out of the Project, the forecast peak utilization of street parking is forecast to occur at 1:00 p.m., with 32 of the 148 street parking spaces expected to be unused.

Substantially greater surpluses of street parking spaces are expected on the block surrounding the Project site throughout other hours of the day during a typical weekday and weekend day. For example:

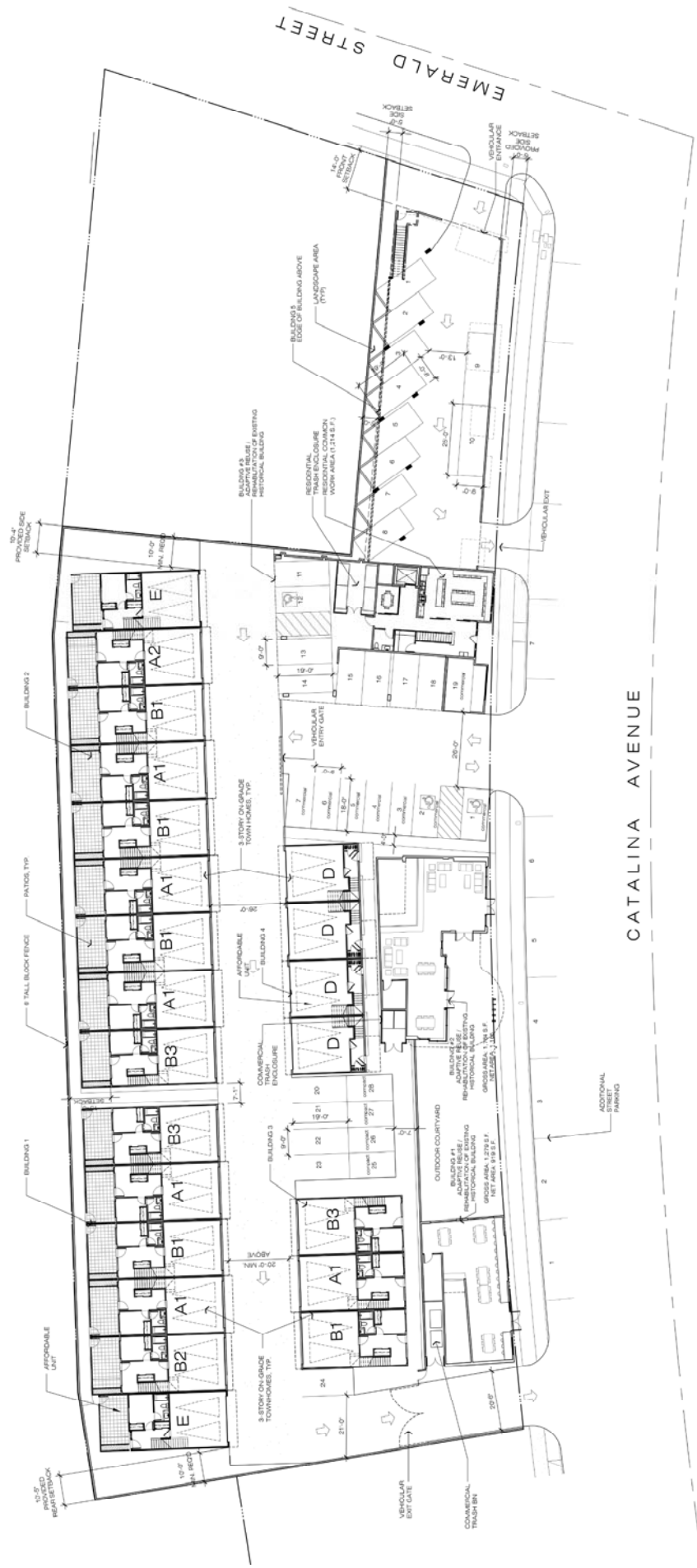
- 8:00 AM
  - Tuesday: 83 space surplus
  - Thursday: 82 space surplus
  - Saturday: 78 space surplus
  - Sunday: 56 space surplus
- 1:00 PM
  - Tuesday: 76 space surplus
  - Thursday: 74 space surplus
  - Saturday: 56 space surplus
  - Sunday: 32 space surplus
- 5:00 PM
  - Tuesday: 64 space surplus
  - Thursday: 70 space surplus
  - Saturday: 61 space surplus
  - Sunday: 57 space surplus
- 8:00 PM
  - Tuesday: 49 space surplus
  - Thursday: 31 space surplus
  - Saturday: 62 space surplus
  - Sunday: 54 space surplus



## Conclusions

This memorandum has been prepared to provide a comprehensive parking study related to the proposed Catalina Village project. While the Project will provide sufficient vehicle parking on-site related to the residential component, the Project proposes to accommodate the forecast parking demand generated by the café and tasting room components through a combination of on-site vehicle parking spaces, as well as through use of the available nearby street parking spaces by patrons and/or employees of the commercial uses. Based on detailed counts of existing street parking utilization, as well as a forecast of parking demand using the published shared parking principles, this memorandum demonstrates that there will continue to be ample unused street parking spaces on the block surrounding the Project site following build-out and occupancy of the Project.

cc: File



MAP SOURCE: WITHEE MALCOLM





MAP SOURCE: GOOGLE EARTH PRO



Figure 2  
Street Parking Study Area

Table 2  
WEEKDAY (TUESDAY) SHARED PARKING DEMAND ANALYSIS [1]  
Catalina Village

LAND USE	Existing On-Street	Proposed Tasting Room	Proposed Coffee Shop	Proposed Outdoor Seating	Total Parking Demand	Parking Supply		Comparison w/ On-Site/On-Street Parking Supply 156 Spaces Surplus/(Deficiency)
SIZE		0.919 KSF	1.784 KSF	38 Seats		On-Site Commercial	Available On-Street	
PEAK DEMAND [2]		18 Sps.	7 Sps.	6 Sps.		8	148	
TIME OF DAY	Existing Parking Demand [3]	Number of Spaces	Number of Spaces	Number of Spaces				
7:00 AM	70	0	3	1	74	8	78	82
8:00 AM	68	0	4	1	73	8	80	83
9:00 AM	66	0	7	2	75	8	82	81
10:00 AM	68	0	7	4	79	8	80	77
11:00 AM	73	1	6	5	85	8	75	71
12:00 PM	60	5	4	6	75	8	88	81
1:00 PM	65	5	4	6	80	8	83	76
2:00 PM	62	9	4	6	81	8	86	75
3:00 PM	70	9	1	4	84	8	78	72
4:00 PM	73	10	0	4	87	8	75	69
5:00 PM	74	14	0	4	92	8	74	64
6:00 PM	77	14	0	5	96	8	71	60
7:00 PM	85	14	0	5	104	8	63	52
<b>8:00 PM</b>	<b>85</b>	<b>18</b>	<b>0</b>	<b>4</b>	107	8	63	<b>49</b>
9:00 PM	79	18	0	2	99	8	69	57
10:00 PM	77	1	0	1	79	8	71	77

[1] *Shared Parking*, 3rd Ed. Washington, DC: Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.

[3] Existing weekday on-street parking demand based on surveys conducted on Tuesday, May 31, 2022.

**Table 3**  
**WEEKDAY (THURSDAY) SHARED PARKING DEMAND ANALYSIS [1]**  
**Catalina Village**

LAND USE	Existing On-Street	Proposed Tasting Room	Proposed Coffee Shop	Proposed Outdoor Seating	Total Parking Demand	Parking Supply		Comparison w/ On-Site/On-Street Parking Supply
SIZE		0.919 KSF	1.784 KSF	38 Seats		On-Site Commercial	Available On-Street	
PEAK DEMAND [2]		18 Sps.	7 Sps.	6 Sps.		8	148	
TIME OF DAY	Existing Parking Demand [3]	Number of Spaces	Number of Spaces	Number of Spaces		8	148	156 Spaces
								Surplus/(Deficiency)
7:00 AM	73	0	3	1	77	8	75	79
8:00 AM	69	0	4	1	74	8	79	82
9:00 AM	66	0	7	2	75	8	82	81
10:00 AM	62	0	7	4	73	8	86	83
11:00 AM	59	1	6	5	71	8	89	85
12:00 PM	63	5	4	6	78	8	85	78
1:00 PM	67	5	4	6	82	8	81	74
2:00 PM	68	9	4	6	87	8	80	69
3:00 PM	64	9	1	4	78	8	84	78
4:00 PM	64	10	0	4	78	8	84	78
5:00 PM	68	14	0	4	86	8	80	70
6:00 PM	72	14	0	5	91	8	76	65
<b>7:00 PM</b>	<b>118</b>	<b>14</b>	<b>0</b>	<b>5</b>	137	8	30	<b>19</b>
8:00 PM	103	18	0	4	125	8	45	31
9:00 PM	70	18	0	2	90	8	78	66
10:00 PM	75	1	0	1	77	8	73	79

[1] *Shared Parking*, 3rd Ed. Washington, DC: Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.

[3] Existing weekday on-street parking demand based on surveys conducted on Thursday, June 2, 2022.

**Table 4**  
**WEEKEND (SATURDAY) SHARED PARKING DEMAND ANALYSIS [1]**  
**Catalina Village**

LAND USE	Existing On-Street	Proposed Tasting Room	Proposed Coffee Shop	Proposed Outdoor Seating	Total Parking Demand	Parking Supply		Comparison w/ On-Site/On-Street Parking Supply 156 Spaces Surplus/(Deficiency)
SIZE		0.919 KSF	1.784 KSF	38 Seats		On-Site Commercial	Available On-Street	
PEAK DEMAND [2]		18 Sps.	7 Sps.	6 Sps.		8	148	
TIME OF DAY	Existing Parking Demand [3]	Number of Spaces	Number of Spaces	Number of Spaces				
7:00 AM	69	0	3	1	73	8	79	83
8:00 AM	73	0	4	1	78	8	75	78
9:00 AM	73	0	7	2	82	8	75	74
10:00 AM	78	0	7	4	89	8	70	67
11:00 AM	75	1	6	5	87	8	73	69
12:00 PM	85	5	4	6	100	8	63	56
1:00 PM	85	5	4	6	100	8	63	56
2:00 PM	83	9	4	6	102	8	65	54
<b>3:00 PM</b>	89	<b>9</b>	1	4	<b>103</b>	<b>8</b>	<b>59</b>	<b>53</b>
4:00 PM	78	10	0	4	92	8	70	64
5:00 PM	77	14	0	4	95	8	71	61
6:00 PM	80	14	0	5	99	8	68	57
7:00 PM	75	14	0	5	94	8	73	62
8:00 PM	72	18	0	4	94	8	76	62
9:00 PM	65	18	0	2	85	8	83	71
10:00 PM	71	1	0	1	73	8	77	83

[1] *Shared Parking*, 3rd Ed. Washington, DC: Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.

[3] Existing weekend on-street parking demand based on surveys conducted on Saturday, June 4, 2022.



**Table 5**  
**WEEKEND (SUNDAY) SHARED PARKING DEMAND ANALYSIS [1]**  
**Catalina Village**

LAND USE	Existing On-Street	Proposed Tasting Room	Proposed Coffee Shop	Proposed Outdoor Seating	Total Parking Demand	Parking Supply		Comparison w/ On-Site/On-Street Parking Supply
SIZE		0.919 KSF	1.784 KSF	38 Seats		On-Site Commercial	Available On-Street	
PEAK DEMAND [2]		18 Sps.	7 Sps.	6 Sps.		8	148	
TIME OF DAY	Existing Parking Demand [3]	Number of Spaces	Number of Spaces	Number of Spaces		8	148	156 Spaces Surplus/(Deficiency)
7:00 AM	77	0	3	1	81	8	71	75
8:00 AM	95	0	4	1	100	8	53	56
9:00 AM	87	0	7	2	96	8	61	60
10:00 AM	109	0	7	4	120	8	39	36
11:00 AM	107	1	6	5	119	8	41	37
12:00 PM	106	5	4	6	121	8	42	35
<b>1:00 PM</b>	109	<b>5</b>	<b>4</b>	<b>6</b>	<b>124</b>	<b>8</b>	<b>39</b>	<b>32</b>
2:00 PM	86	9	4	6	105	8	62	51
3:00 PM	77	9	1	4	91	8	71	65
4:00 PM	78	10	0	4	92	8	70	64
5:00 PM	81	14	0	4	99	8	67	57
6:00 PM	98	14	0	5	117	8	50	39
7:00 PM	83	14	0	5	102	8	65	54
8:00 PM	80	18	0	4	102	8	68	54
9:00 PM	75	18	0	2	95	8	73	61
10:00 PM	73	1	0	1	75	8	75	81

[1] *Shared Parking*, 3rd Ed. Washington, DC: Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates for all land uses based on the City of Redondo Beach off-street parking requirements.

[3] Existing weekend on-street parking demand based on surveys conducted on Sunday, June 5, 2022.

# **APPENDIX A**

## **PARKING COUNTS**



Appendix Table A-1  
PARKING SUPPLY/UTILIZATION  
TUESDAY, MAY 31, 2022

PARKING SPACES																		
LOT NO.	PARKING LOCATION	PARKING SUPPLY	7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
			NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
---	On-Street Catalina Avenue West side btwn Diamond & Emerald	14	1	7.1%	2	14.3%	0	0.0%	2	14.3%	2	14.3%	0	0.0%	4	28.6%	2	14.3%
---	On-Street Catalina Avenue East side btwn Diamond & Emerald	8	1	12.5%	1	12.5%	1	12.5%	0	0.0%	1	12.5%	2	25.0%	3	37.5%	5	62.5%
---	On-Street Diamond Street North side btwn Catalina & Broadway	12	9	75.0%	8	66.7%	9	75.0%	9	75.0%	6	50.0%	4	33.3%	7	58.3%	7	58.3%
---	On-Street Diamond Street South side btwn Catalina & Broadway	11	4	36.4%	4	36.4%	6	54.5%	6	54.5%	5	45.5%	4	36.4%	3	27.3%	5	45.5%
---	On-Street Broadway West side btwn Diamond & Vincent	23	10	43.5%	9	39.1%	9	39.1%	9	39.1%	9	39.1%	6	26.1%	6	26.1%	7	30.4%
---	On-Street Broadway West side btwn Vincent & Emerald	20	13	65.0%	11	55.0%	11	55.0%	12	60.0%	12	60.0%	10	50.0%	11	55.0%	9	45.0%
---	On-Street Broadway East side btwn Diamond & Vincent	12	3	25.0%	6	50.0%	4	33.3%	4	33.3%	8	66.7%	7	58.3%	7	58.3%	4	33.3%
---	On-Street Broadway East side btwn Vincent & Emerald	21	9	42.9%	9	42.9%	7	33.3%	5	23.8%	7	33.3%	7	33.3%	4	19.0%	4	19.0%
---	On-Street Emerald Street North side btwn Catalina & Broadway	13	10	76.9%	9	69.2%	10	76.9%	10	76.9%	11	84.6%	7	53.8%	6	46.2%	6	46.2%
---	On-Street Bellflower Blvd South side btwn Catalina & Broadway	14	10	71.4%	9	64.3%	9	64.3%	11	78.6%	12	85.7%	13	92.9%	14	100.0%	13	92.9%
Total Parking		148	70	47.3%	68	45.9%	66	44.6%	68	45.9%	73	49.3%	60	40.5%	65	43.9%	62	41.9%

PARKING SPACES																		
LOT NO.	PARKING LOCATION	PARKING SUPPLY	3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM	
			NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
---	On-Street Catalina Avenue	14	0	0.0%	3	21.4%	1	7.1%	0	0.0%	0	0.0%	2	14.3%	3	21.4%	1	7.1%
	West side btwn Diamond & Emerald																	
---	On-Street Catalina Avenue	8	3	37.5%	5	62.5%	5	62.5%	5	62.5%	3	37.5%	4	50.0%	2	25.0%	1	12.5%
	East side btwn Diamond & Emerald																	
---	On-Street Diamond Street	12	8	66.7%	8	66.7%	7	58.3%	7	58.3%	6	50.0%	6	50.0%	7	58.3%	7	58.3%
	North side btwn Catalina & Broadway																	
---	On-Street Diamond Street	11	8	72.7%	8	72.7%	8	72.7%	8	72.7%	9	81.8%	8	72.7%	7	63.6%	7	63.6%
	South side btwn Catalina & Broadway																	
---	On-Street Broadway	23	7	30.4%	7	30.4%	9	39.1%	11	47.8%	16	69.6%	15	65.2%	12	52.2%	12	52.2%
	West side btwn Diamond & Vincent																	
---	On-Street Broadway	20	11	55.0%	12	60.0%	12	60.0%	13	65.0%	15	75.0%	16	80.0%	17	85.0%	18	90.0%
	West side btwn Vincent & Emerald																	
---	On-Street Broadway	12	6	50.0%	3	25.0%	3	25.0%	2	16.7%	8	66.7%	5	41.7%	2	16.7%	2	16.7%
	East side btwn Diamond & Vincent																	
---	On-Street Broadway	21	5	23.8%	6	28.6%	7	33.3%	8	38.1%	8	38.1%	9	42.9%	8	38.1%	8	38.1%
	East side btwn Vincent & Emerald																	
---	On-Street Emerald Street	13	8	61.5%	9	69.2%	10	76.9%	11	84.6%	11	84.6%	12	92.3%	13	100.0%	11	84.6%
	North side btwn Catalina & Broadway																	
---	On-Street Bellflower Blvd	14	14	100.0%	12	85.7%	12	85.7%	12	85.7%	9	64.3%	8	57.1%	8	57.1%	10	71.4%
	South side btwn Catalina & Broadway																	
Total Parking		148	70	47.3%	73	49.3%	74	50.0%	77	52.0%	85	57.4%	85	57.4%	79	53.4%	77	52.0%

NOTES: Counts conducted by The Traffic Solution, June 2022.

Appendix Table A-2  
PARKING SUPPLY/UTILIZATION  
THURSDAY, JUNE 02, 2022

PARKING SPACES																		
LOT NO.	PARKING LOCATION	PARKING SUPPLY	7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
			NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
---	On-Street Catalina Avenue West side btwn Diamond & Emerald	14	1	7.1%	2	14.3%	2	14.3%	1	7.1%	2	14.3%	2	14.3%	2	14.3%	2	14.3%
---	On-Street Catalina Avenue East side btwn Diamond & Emerald	8	2	25.0%	1	12.5%	2	25.0%	3	37.5%	2	25.0%	5	62.5%	4	50.0%	3	37.5%
---	On-Street Diamond Street North side btwn Catalina & Broadway	12	10	83.3%	11	91.7%	8	66.7%	8	66.7%	8	66.7%	8	66.7%	7	58.3%	10	83.3%
---	On-Street Diamond Street South side btwn Catalina & Broadway	11	5	45.5%	2	18.2%	3	27.3%	3	27.3%	3	27.3%	5	45.5%	6	54.5%	7	63.6%
---	On-Street Broadway West side btwn Diamond & Vincent	23	16	69.6%	20	87.0%	18	78.3%	16	69.6%	14	60.9%	11	47.8%	11	47.8%	11	47.8%
---	On-Street Broadway West side btwn Vincent & Emerald	20	18	90.0%	16	80.0%	15	75.0%	14	70.0%	13	65.0%	11	55.0%	12	60.0%	9	45.0%
---	On-Street Broadway East side btwn Diamond & Vincent	12	1	8.3%	1	8.3%	1	8.3%	1	8.3%	1	8.3%	2	16.7%	3	25.0%	3	25.0%
---	On-Street Broadway East side btwn Vincent & Emerald	21	3	14.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	4.8%	3	14.3%	5	23.8%
---	On-Street Emerald Street North side btwn Catalina & Broadway	13	13	100.0%	13	100.0%	13	100.0%	12	92.3%	11	84.6%	11	84.6%	9	69.2%	6	46.2%
---	On-Street Bellflower Blvd South side btwn Catalina & Broadway	14	4	28.6%	3	21.4%	4	28.6%	4	28.6%	5	35.7%	7	50.0%	10	71.4%	12	85.7%
Total Parking		148	73	49.3%	69	46.6%	66	44.6%	62	41.9%	59	39.9%	63	42.6%	67	45.3%	68	45.9%

PARKING SPACES																		
LOT NO.	PARKING LOCATION	PARKING SUPPLY	3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM	
			NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
---	On-Street Catalina Avenue West side btwn Diamond & Emerald	14	2	14.3%	2	14.3%	1	7.1%	2	14.3%	2	14.3%	1	7.1%	2	14.3%	2	14.3%
---	On-Street Catalina Avenue East side btwn Diamond & Emerald	8	2	25.0%	2	25.0%	1	12.5%	1	12.5%	3	37.5%	0	0.0%	1	12.5%	1	12.5%
---	On-Street Diamond Street North side btwn Catalina & Broadway	12	9	75.0%	6	50.0%	6	50.0%	9	75.0%	9	75.0%	4	33.3%	3	25.0%	4	33.3%
---	On-Street Diamond Street South side btwn Catalina & Broadway	11	7	63.6%	7	63.6%	9	81.8%	10	90.9%	10	90.9%	9	81.8%	9	81.8%	9	81.8%
---	On-Street Broadway West side btwn Diamond & Vincent	23	11	47.8%	13	56.5%	10	43.5%	8	34.8%	23	100.0%	21	91.3%	7	30.4%	6	26.1%
---	On-Street Broadway West side btwn Vincent & Emerald	20	7	35.0%	7	35.0%	9	45.0%	9	45.0%	18	90.0%	16	80.0%	5	25.0%	7	35.0%
---	On-Street Broadway East side btwn Diamond & Vincent	12	3	25.0%	4	33.3%	4	33.3%	4	33.3%	11	91.7%	12	100.0%	7	58.3%	6	50.0%
---	On-Street Broadway East side btwn Vincent & Emerald	21	6	28.6%	6	28.6%	8	38.1%	10	47.6%	20	95.2%	20	95.2%	15	71.4%	18	85.7%
---	On-Street Emerald Street North side btwn Catalina & Broadway	13	6	46.2%	6	46.2%	7	53.8%	9	69.2%	9	69.2%	7	53.8%	7	53.8%	8	61.5%
---	On-Street Bellflower Blvd South side btwn Catalina & Broadway	14	11	78.6%	11	78.6%	13	92.9%	10	71.4%	13	92.9%	13	92.9%	14	100.0%	14	100.0%
Total Parking		148	64	43.2%	64	43.2%	68	45.9%	72	48.6%	118	79.7%	103	69.6%	70	47.3%	75	50.7%

NOTES: Counts conducted by The Traffic Solution, June 2022.

Appendix Table A-3  
PARKING SUPPLY/UTILIZATION  
SATURDAY, JUNE 04, 2022

PARKING SPACES																		
LOT NO.	PARKING LOCATION	PARKING SUPPLY	7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
			NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
---	On-Street Catalina Avenue West side btwn Diamond & Emerald	14	1	7.1%	1	7.1%	2	14.3%	2	14.3%	0	0.0%	2	14.3%	1	7.1%	1	7.1%
---	On-Street Catalina Avenue East side btwn Diamond & Emerald	8	0	0.0%	0	0.0%	0	0.0%	1	12.5%	1	12.5%	5	62.5%	5	62.5%	5	62.5%
---	On-Street Diamond Street North side btwn Catalina & Broadway	12	6	50.0%	7	58.3%	9	75.0%	9	75.0%	6	50.0%	11	91.7%	11	91.7%	10	83.3%
---	On-Street Diamond Street South side btwn Catalina & Broadway	11	7	63.6%	7	63.6%	7	63.6%	9	81.8%	7	63.6%	10	90.9%	10	90.9%	9	81.8%
---	On-Street Broadway West side btwn Diamond & Vincent	23	10	43.5%	8	34.8%	10	43.5%	11	47.8%	14	60.9%	13	56.5%	12	52.2%	15	65.2%
---	On-Street Broadway West side btwn Vincent & Emerald	20	13	65.0%	15	75.0%	12	60.0%	13	65.0%	15	75.0%	14	70.0%	14	70.0%	13	65.0%
---	On-Street Broadway East side btwn Diamond & Vincent	12	5	41.7%	5	41.7%	5	41.7%	5	41.7%	5	41.7%	4	33.3%	7	58.3%	7	58.3%
---	On-Street Broadway East side btwn Vincent & Emerald	21	8	38.1%	8	38.1%	8	38.1%	7	33.3%	6	28.6%	5	23.8%	6	28.6%	5	23.8%
---	On-Street Emerald Street North side btwn Catalina & Broadway	13	7	53.8%	11	84.6%	10	76.9%	11	84.6%	11	84.6%	11	84.6%	6	46.2%	7	53.8%
---	On-Street Bellflower Blvd South side btwn Catalina & Broadway	14	12	85.7%	11	78.6%	10	71.4%	10	71.4%	10	71.4%	10	71.4%	13	92.9%	11	78.6%
Total Parking		148	69	46.6%	73	49.3%	73	49.3%	78	52.7%	75	50.7%	85	57.4%	85	57.4%	83	56.1%

PARKING SPACES																		
LOT NO.	PARKING LOCATION	PARKING SUPPLY	3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM	
			NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
---	On-Street Catalina Avenue West side btwn Diamond & Emerald	14	1	7.1%	1	7.1%	1	7.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
---	On-Street Catalina Avenue East side btwn Diamond & Emerald	8	4	50.0%	4	50.0%	3	37.5%	2	25.0%	1	12.5%	0	0.0%	0	0.0%	0	0.0%
---	On-Street Diamond Street North side btwn Catalina & Broadway	12	9	75.0%	11	91.7%	10	83.3%	7	58.3%	7	58.3%	6	50.0%	7	58.3%	7	58.3%
---	On-Street Diamond Street South side btwn Catalina & Broadway	11	7	63.6%	8	72.7%	8	72.7%	8	72.7%	6	54.5%	5	45.5%	4	36.4%	4	36.4%
---	On-Street Broadway West side btwn Diamond & Vincent	23	19	82.6%	14	60.9%	13	56.5%	16	69.6%	13	56.5%	13	56.5%	12	52.2%	14	60.9%
---	On-Street Broadway West side btwn Vincent & Emerald	20	14	70.0%	12	60.0%	11	55.0%	9	45.0%	12	60.0%	12	60.0%	12	60.0%	14	70.0%
---	On-Street Broadway East side btwn Diamond & Vincent	12	10	83.3%	4	33.3%	4	33.3%	9	75.0%	5	41.7%	3	25.0%	3	25.0%	3	25.0%
---	On-Street Broadway East side btwn Vincent & Emerald	21	9	42.9%	6	28.6%	6	28.6%	11	52.4%	8	38.1%	10	47.6%	6	28.6%	7	33.3%
---	On-Street Emerald Street North side btwn Catalina & Broadway	13	6	46.2%	7	53.8%	11	84.6%	9	69.2%	11	84.6%	10	76.9%	9	69.2%	10	76.9%
---	On-Street Bellflower Blvd South side btwn Catalina & Broadway	14	10	71.4%	11	78.6%	10	71.4%	9	64.3%	12	85.7%	13	92.9%	12	85.7%	12	85.7%
Total Parking		148	89	60.1%	78	52.7%	77	52.0%	80	54.1%	75	50.7%	72	48.6%	65	43.9%	71	48.0%

NOTES: Counts conducted by The Traffic Solution, June 2022.

Appendix Table A-4  
PARKING SUPPLY/UTILIZATION  
SUNDAY, JUNE 05, 2022

PARKING SPACES																		
LOT NO.	PARKING LOCATION	PARKING SUPPLY	7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM	
			NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
---	On-Street Catalina Avenue West side btwn Diamond & Emerald	14	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	14.3%	0	0.0%
---	On-Street Catalina Avenue East side btwn Diamond & Emerald	8	0	0.0%	0	0.0%	0	0.0%	1	12.5%	2	25.0%	1	12.5%	1	12.5%	2	25.0%
---	On-Street Diamond Street North side btwn Catalina & Broadway	12	7	58.3%	6	50.0%	8	66.7%	10	83.3%	12	100.0%	12	100.0%	12	100.0%	9	75.0%
---	On-Street Diamond Street South side btwn Catalina & Broadway	11	5	45.5%	6	54.5%	7	63.6%	8	72.7%	7	63.6%	10	90.9%	9	81.8%	9	81.8%
---	On-Street Broadway West side btwn Diamond & Vincent	23	15	65.2%	23	100.0%	18	78.3%	23	100.0%	23	100.0%	23	100.0%	21	91.3%	16	69.6%
---	On-Street Broadway West side btwn Vincent & Emerald	20	15	75.0%	15	75.0%	13	65.0%	19	95.0%	18	90.0%	14	70.0%	18	90.0%	16	80.0%
---	On-Street Broadway East side btwn Diamond & Vincent	12	6	50.0%	12	100.0%	10	83.3%	12	100.0%	11	91.7%	12	100.0%	12	100.0%	8	66.7%
---	On-Street Broadway East side btwn Vincent & Emerald	21	10	47.6%	11	52.4%	13	61.9%	20	95.2%	17	81.0%	20	95.2%	21	100.0%	10	47.6%
---	On-Street Emerald Street North side btwn Catalina & Broadway	13	10	76.9%	11	84.6%	8	61.5%	7	53.8%	9	69.2%	7	53.8%	5	38.5%	7	53.8%
---	On-Street Bellflower Blvd South side btwn Catalina & Broadway	14	9	64.3%	11	78.6%	10	71.4%	9	64.3%	8	57.1%	7	50.0%	8	57.1%	9	64.3%
Total Parking		148	77	52.0%	95	64.2%	87	58.8%	109	73.6%	107	72.3%	106	71.6%	109	73.6%	86	58.1%

PARKING SPACES																		
LOT NO.	PARKING LOCATION	PARKING SUPPLY	3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM	
			NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
---	On-Street Catalina Avenue West side btwn Diamond & Emerald	14	0	0.0%	0	0.0%	1	7.1%	3	21.4%	3	21.4%	3	21.4%	1	7.1%	0	0.0%
---	On-Street Catalina Avenue East side btwn Diamond & Emerald	8	1	12.5%	2	25.0%	2	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
---	On-Street Diamond Street North side btwn Catalina & Broadway	12	8	66.7%	9	75.0%	7	58.3%	6	50.0%	6	50.0%	6	50.0%	5	41.7%	6	50.0%
---	On-Street Diamond Street South side btwn Catalina & Broadway	11	8	72.7%	9	81.8%	8	72.7%	8	72.7%	7	63.6%	6	54.5%	5	45.5%	5	45.5%
---	On-Street Broadway West side btwn Diamond & Vincent	23	15	65.2%	14	60.9%	14	60.9%	19	82.6%	12	52.2%	12	52.2%	13	56.5%	15	65.2%
---	On-Street Broadway West side btwn Vincent & Emerald	20	17	85.0%	16	80.0%	15	75.0%	18	90.0%	15	75.0%	15	75.0%	14	70.0%	17	85.0%
---	On-Street Broadway East side btwn Diamond & Vincent	12	7	58.3%	3	25.0%	2	16.7%	8	66.7%	6	50.0%	4	33.3%	3	25.0%	2	16.7%
---	On-Street Broadway East side btwn Vincent & Emerald	21	7	33.3%	8	38.1%	9	42.9%	13	61.9%	11	52.4%	10	47.6%	12	57.1%	10	47.6%
---	On-Street Emerald Street North side btwn Catalina & Broadway	13	6	46.2%	8	61.5%	11	84.6%	11	84.6%	10	76.9%	10	76.9%	10	76.9%	9	69.2%
---	On-Street Bellflower Blvd South side btwn Catalina & Broadway	14	8	57.1%	9	64.3%	12	85.7%	12	85.7%	13	92.9%	14	100.0%	12	85.7%	9	64.3%
Total Parking		148	77	52.0%	78	52.7%	81	54.7%	98	66.2%	83	56.1%	80	54.1%	75	50.7%	73	49.3%

NOTES: Counts conducted by The Traffic Solution, June 2022.