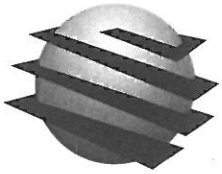

WALKER
PARKING CONSULTANTS

MULTI-SPACE METER PARKING STUDY

CARMEL-BY-THE-SEA, CALIFORNIA

Prepared for:
SCHLUMBERGER
TEST & TRANSACTIONS
MUNICIPALITIES SOLUTIONS

DOWNTOWN CARMEL BY-THE-SEA
MULTI-SPACE METER PARKING STUDY

WALKER
PARKING CONSULTANTS

PROJECT #37-7106.00/AUGUST 12, 1999

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EXECUTIVE SUMMARY

- Walker Parking Consultants' field personnel conducted parking occupancy counts of all on-street parking spaces (Friday, May 22) and off-street spaces (Tuesday, June 22) in downtown Carmel-By-The-Sea. Peak occupancies reached 88% (on-street) and 70% (off-street).
- The occupancies recorded above would have been even higher on Saturdays or on summer weekdays.
- On-street parking is considered fully occupied when occupancies reach 90%, since it is harder to find the last spaces and motorists hunting for them can create traffic congestion.
- All of the parking in the downtown area (with the exception of the Sunset Center pay lot) is free and most of the spaces are limited to 90 minutes.
- Free parking encourages downtown employees to park in the close-in spaces and move their cars from space to space to avoid a parking citation. This prevents visitors to the downtown area from finding convenient parking.
- Many visitors (when they do find a convenient parking space) want to park longer than the 90 minute limit.
- We have recommended the installation of multi-space parking meters, which (in conjunction with providing permit parking areas for downtown employees) would accomplish the following goals:
    - Increase the availability of convenient downtown parking for visitors to the City;
    - Allow visitors to park for an unlimited time without the fear of receiving a costly parking citation;
    - Provide specific on-street and off-street parking spaces in less convenient areas of downtown for employees at a nominal fee ($5.00 per month);
    - Provide additional income that will allow the City to fund special programs for the benefit of the citizens of Carmel.
- We project that the net operating income from the multi-space meters will be approximately $1,692,000 per year.

PROJECT #37-7106.00/AUGUST 12, 1999

INTRODUCTION

With the authorization of the City of Carmel-By-The-Sea Parking 2000 Committee (Committee), Schlumberger, Test & Transactions, Municipalities Solutions, North America (Schlumberger) commissioned Walker Parking Consultants (Walker) to study the feasibility of installing multi-space meters in downtown Carmel.

Currently all on-street parking in the downtown area is free and most spaces are limited to 90 minutes from the hours of 10:00 a.m. to 6:00 p.m., seven days per week. Most of the on-street spaces are at or near capacity most of the time between the hours of 11:00 a.m. and 5:00 p.m. This problem is partially created by employees parking in the on-street spaces and moving their cars every 90 minutes (or whenever an enforcement officer is seen marking tires).

Walker reviewed previous parking studies completed for the City, reviewed citation history provided by the Police Department, reviewed sales tax information provided by the Chamber of Commerce, met with the Committee, conducted occupancy counts of the on-street and off-street parking, and surveyed comparable cities to determine how they regulated on-street parking.

STUDY AREA

The study area is bounded by 3rd Avenue on the north, Torres Street on the east, 10th Avenue on the South, and Camino Real on the west. A map of the area is provided in Figure 1 on the following page.

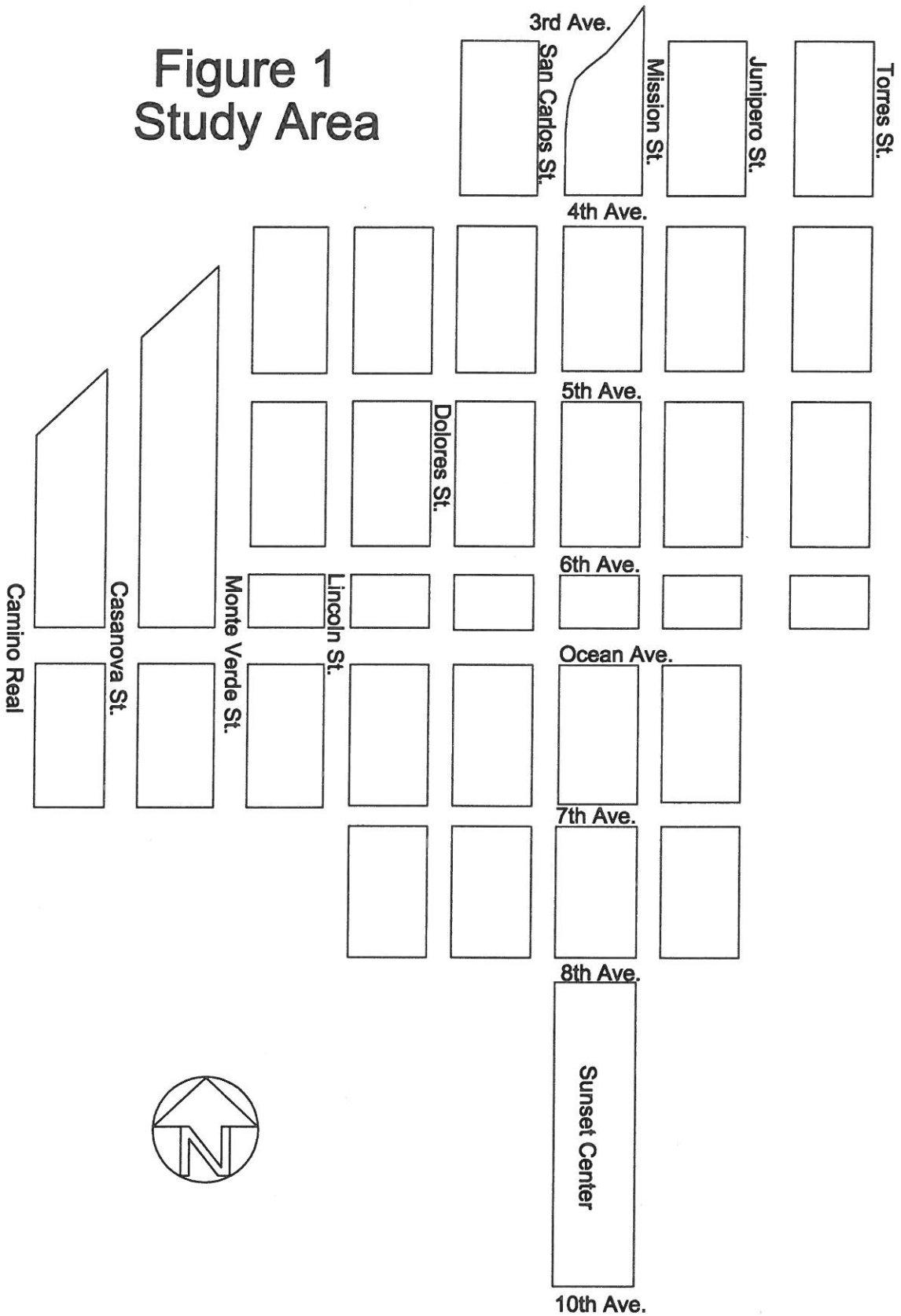
ON STREET PARKING OCCUPANCIES

On-street parking occupancy counts were conducted by Walker staff on Friday, May 21 at 11:00 a.m., 2:00 p.m. and 5:00 p.m. A spreadsheet showing the occupancy of each block face in the study area for the three counts is provided in Table A-1 of the Appendix. The following occupancies were recorded for the entire study area: 11:00 a.m. - 88%; 2:00 p.m. - 83%; and 5:00 p.m. - 77%. However, the central area of downtown bounded by 5th Avenue on the north, Mission Street on the east, 7th Avenue on the south, and Monte Verde Street on the west experienced even higher occupancies for the 2:00 p.m. and 5:00 p.m. counts. The following occupancies were recorded for this area: 11:00 a.m. - 85%; 2:00 p.m. - 85%; and 5:00 p.m. - 87%. (Please refer to Table A-2 of the Appendix for a breakdown by street.)

It should be noted that on-street parking is considered fully occupied when it reaches 90% occupancy. This is called the "effective supply" in traffic engineering terms. In other words, the patron may have to search for many minutes in order to find a vacant parking space.

Also, it should be noted that the occupancy counts were taken during a non-peak day and during the off-peak season.

Figure 1
Study Area



OFF STREET PARKING OCCUPANCIES

Occupancy counts were taken of all off-street parking facilities in the study area on Tuesday, June 22 between the hours of 12:30 p.m. and 3:00 p.m. In addition, three other off-street parking facilities outside the study area were counted. The off-street facilities and the number of spaces for each are provided on Figure 2 on the following page. The off-street parking facilities within the study area were 68% occupied. The three facilities counted that were not in the study area were 75% occupied. The total occupancy of the off-street parking facilities was 580 spaces or 70%. (Please refer to Table A-3 of the Appendix for a breakdown of occupancies by facility.)

TOUR BUS PARKING

Carmel has a total of 10 bus parking spaces located between Ocean Avenue and Seventh Avenue along Junipero Street that are used by tour buses. The spaces are free to the tour bus companies; however, the amount of time for which they may park is restricted to three hours.

SURVEY OF COMPARABLE CITIES

Walker conducted a telephone survey of comparable downtown areas to determine what their policies were regarding on-street, employee and tour bus parking. The complete results of the survey are provided in Table 1 on the following page.

REASONS FOR INSTALLING PARKING METERS

The major motivational factor for most cities that install metered parking is to free-up close-in parking spaces for visitors and shoppers. In order to accomplish this, area employees must be forced to park on the fringe of or outside the downtown area. Merely posting the streets with a one hour, ninety minute or two hour limit does little to keep employees from parking in front of their respective stores. If employees do not see an enforcement officer drive by marking tires, they can park for free and do not have to move their vehicles. If an enforcement officer does mark the vehicle tires on their street, they have from that time until the amount of time allowed (one hour, two hours, etc.) to move their vehicles to another on-street parking space.

The installation of meters deters employees in two ways. First, the cost (even though reasonable for short term stays) becomes expensive over an eight hour day. Second, the enforcement officer does not have to mark tires; therefore, employees have no warning and have to pay the meter each time they park to avoid a citation.

Figure 2
Off-street Parking Facilities

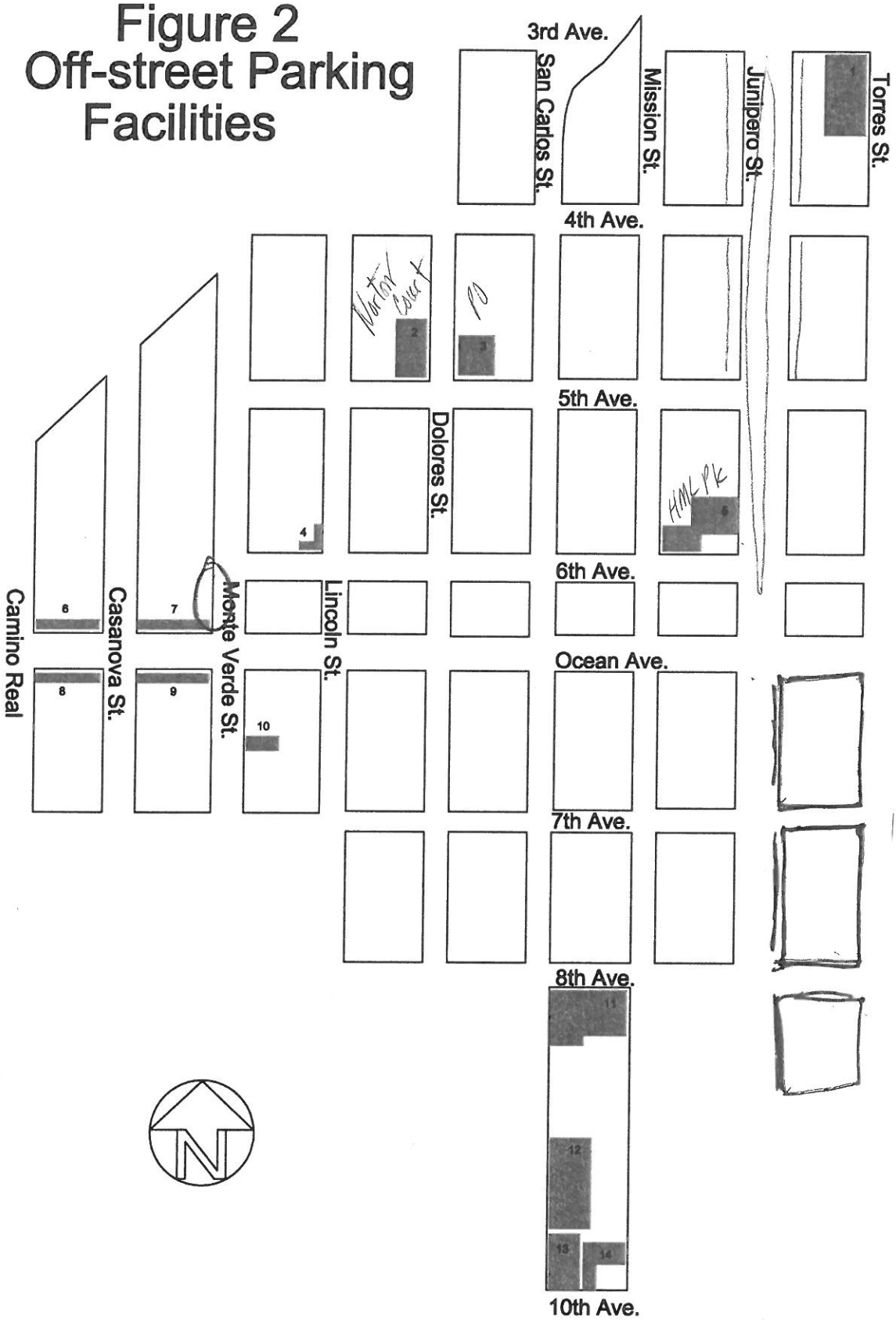


Table 1: Survey of Comparable Cities

City	On-Street Parking	Off-Street Employee Parking	Bus Parking
Santa Cruz	Meters - 1 hr, 2 hrs, 3 hrs, 4 hrs & 8 hrs - .15 + .75 per hour	$16 to $31 per month	Free
Monterey	Meters - 1 hr, 2 hrs, 12 hrs - .25 per hour	$32.50/month, $90/quarter, $324.60/year	Free
Solvang	Free - unlimited time	Free	Free
Pacific Grove	Free - 2 hrs	$65/six months; $120/year	None provided
Newport Beach	Free - 1 hr, 2 hr & 4 hr Meters - .25, .50 and $1.00/hr, various time limits	Free	$14/day
Laguna Beach	Meters - .25 ea. 15 minutes, various time limits	Free	$10/day
Capitola	Free - 2 hrs Meters - .25 ea 25 minutes, various time limits	None	$6/day
Sausalito	Meters - $1.00/hr various time limits	$216/Quarterly	$6/day
La Jolla	Free - 1 hr, 2 hrs, 4 hrs, unlimited	None	None provided

The installation of meters will not only open up additional parking spaces to area visitors, it will allow them to park for more than ninety minutes. The latter will be a tremendous aid to visitors who wish to spend an extended amount of time dining and shopping in the downtown area.

A secondary reason for installing parking meters is that the net income generated from the meters will allow the City to fund programs that will benefit the residents of Carmel. (Income, capital expense and operating expense projections are provided in a later section of this study.)

HOW DO MULTI-SPACE METERS WORK?

Multi-space meters work on basically the same theory as traditional parking meters. However, instead of installing one parking meter per parking space, it is only necessary to install one to three meters per block face. After parking their car, visitors proceed to the nearest multi-space meter. Directions on the rate card of each meter instruct the parkers that they may purchase time by increment by inserting coins, currency, debit card or credit card into the meter. Once the patrons have inserted the proper amount of money for the length of time they

wish to purchase, a time dated receipt is printed from the meter. Patrons return to their vehicles and place the receipt on the dashboard. The receipt includes the expiration time and date; therefore, an enforcement officer can tell if the time has expired. (A picture of the proposed meters and accompanying specifications are included in the Appendix.)

ADVANTAGES OF MULTI-SPACE METERS

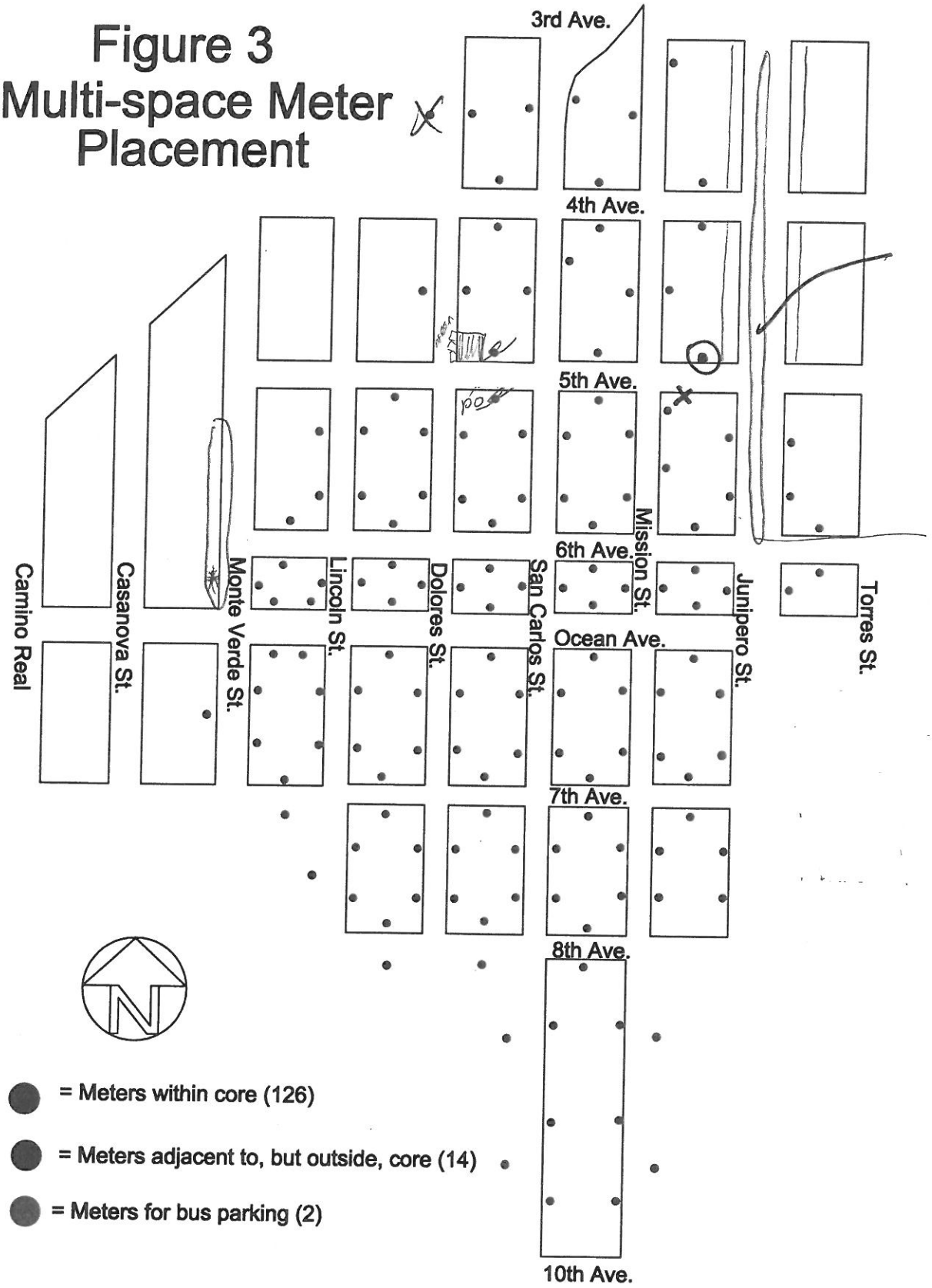
Multi-space meters have several advantages over the traditional parking meters for cities such as Carmel-By-The-Sea.

- The number of meters is greatly reduced, which in itself makes them more aesthetically pleasing than the large number of traditional meters that would be needed for the downtown area (140 multi-space meters vs. 1,049 single space meters).
- The multi-space meters can be painted or placed in aesthetically designed housings to blend with the overall architectural features of the city.
- Since fewer meters are required, maintenance and collection costs are less than the traditional meters.
- The multi-space meters allow for more payment options (coin, currency, debit cards and credit cards).
- The multi-space meters allow for more options in purchasing various time increments.
- Multi-space meters may be powered by solar energy, eliminating the installation and operating cost of electricity.
- Patrons can park more than once on the same payment as long as they have not exceeded the expiration time on the parking receipt.
- Income is not lost from patrons parking in a space that has unused time left on the meter, which often happens with traditional parking meters.

MULTI-SPACE METER LOCATIONS

Schlumberger staff surveyed the downtown area and determined the number of multi-space meters that would be needed in order to adequately cover the downtown area. Multi-space meter placements are provided on Figure 3 on the following page. They recommend 140 multi-space meters for the on-street spaces and two meters for the bus spaces. Some of these parking spaces, which will be controlled by the meters depicted by the green dots, are currently unrestricted parking spaces.

Figure 3
Multi-space Meter Placement



CAPITAL COSTS

Capital cost estimates for purchasing the required amount of multi-space meters for the downtown area are provided in Table 2 below.

Table 2: Capital Cost Estimate

Equipment	Unit Cost[1]	Total Cost
140 Multi-space meters	$8,000	$1,120,000
2 Bus Multi-space meters	10,750	21,500
Utility Van		18,000
Change Counting Equipment		5,000
TOTAL		$1,164,500

PARKING RATES RECOMMENDATION

We recommend the following parking rates:

- 50 cents per half hour, no time limit for regular parking spaces,
- $10.00 per hour, three hour time limit for bus parking spaces,
- Free parking for disabled accessible parking spaces and commercial and passenger loading zones.

PARKING INCOME PROJECTIONS

Parking income projections are provided in Table 3 below. The projections are based on the following data:

- Parking occupancy and vehicle turnover data from previous parking studies conducted for the city,
- Parking occupancy data from field work performed by Walker for this study,
- Quarterly sales tax information provided by the City,
- Parking citations provided by the Police Department,
- Data provided by the Carmel Business Association.

Our projections do not include additional income that could be generated by the elimination of pavement markings, which restrict the number of automobiles that can park on any block face. Our projections also assume that the loss of income for violators would be off-set by the increase in parking ticket income.

Table 3: Income Projections

Generator		Amount
Vehicles	1,049 spaces X 1.00 per hour per space X 8 hours X 365 days X .67 average occupancy	$2,052,000
Buses	10 spaces X $10 per hour per space X 8 hours X 365 days X .50 average occupancy	146,000
TOTAL		$2,198,000

DISPLACEMENT OF EMPLOYEE PARKERS

The average occupancy of the metered parking spaces (.67) is based on the expected displacement of the majority of employees who are now parking in these spaces and moving their vehicles to avoid parking citations. We expect that many employees will purchase time when they are parking for short periods.

A majority of the displaced employee parkers will be able to be accommodated in the following parking areas:

- North lot at Sunset Center – 137 spaces;
- Vista Lobos parking lot – 68 spaces;
- Junipero Street median, between 3rd & 6th – 87 spaces;
- Junipero Street, between 3rd & 5th – 48 spaces;
- Ocean Avenue, west of Monte Verde and East of Camino Real – 53 spaces.

The 393 spaces referred to above would be made available for employee permit parking only at a cost of $5.00 per month. These spaces will be able to accommodate up to 600 employees since employees work on different days of the week and different hours of the day. The income received from employee permit parking was not included in Table 3 since it would be off-set by the costs for administering the permit system.

OPERATING EXPENSE PROJECTIONS

Annual operating expense projections are provided in Table 4 below. The projections are based on data provided by the City regarding salary ranges and our experience with other cities regarding staffing levels. Projected staffing levels assumes that additional enforcement will be needed in the adjacent residential areas to protect that parking from being encroached upon by the downtown employees.

Table 4: Operating Expense Projections

	Annual Salary [1]	Total
One Parking Enforcement Supervisor	$45,000	$45,000
Five Community Service Officers [2]	39,520	198,000
Finance Specialist [3]		6,000
Parking Receipts		18,000
Multi-space Meter Repairs [4]		38,000
Amortization of Capital Costs [5]		201,000
TOTAL		$506,000

[1] Includes benefits

[2] In addition to the three officers who are currently working in this area.

[3] Additional salary and benefits to convert one Finance Specialist from part time to fulltime.

[4] 3% of purchase price

[5] $1,164,500 (total capital costs) amortized over a 7 year period; at 6% interest

APPENDIX

Table A-1
On-Street Parking Occupancy
Friday, May 21

Location	From	To	Side	Total Spaces	Occupied					
					11:00 a.m.	%	2:00 p.m.	%	5:00 p.m.	%
Torres St.	3rd	4th	East	6	2	33%	2	33%	1	17%
	3rd	4th	West	9	6	67%	6	67%	2	22%
	4th	5th	East	5	4	80%	5	100%	5	100%
	4th	5th	West	6	4	67%	5	83%	3	50%
	5th	6th	East	9	9	100%	7	78%	2	22%
	5th	6th	West	12	12	100%	12	100%	3	25%
	6th	Ocean	East	4	3	75%	2	50%	3	75%
	6th	Ocean	West	0	0	0%	0	0%	0	0%
Subtotal				51	40	78%	39	76%	19	37%
Junipero Ave.	3rd	4th	East	13	13	100%	10	77%	6	46%
	3rd	4th	West	9	4	44%	5	56%	2	22%
	Center Island		East	10	10	100%	9	90%	7	70%
	Center Island		West	12	12	100%	10	83%	7	58%
	4th	5th	East	16	5	31%	4	25%	4	25%
	4th	5th	West	10	8	80%	7	70%	3	30%
	Center Island		East	15	14	93%	13	87%	10	67%
	Center Island			16	16	100%	15	94%	14	88%
	5th	6th	East	12	11	92%	10	83%	7	58%
	5th	6th	West	12	10	83%	10	83%	9	75%
	Center Island		East	17	17	100%	17	100%	13	76%
	Center Island		West	17	16	94%	15	88%	12	71%
	6th	Ocean	East	5	5	100%	3	60%	3	60%
	6th	Ocean	West	6	5	83%	4	67%	4	67%
	Ocean	7th	East	12	12	100%	12	100%	11	92%
	Ocean	7th	West	2	1	50%	2	100%	0	0%
	7th	8th	East	12	12	100%	11	92%	8	67%

Location	From	To	Side	Total Spaces	Occupied					
					11:00 a.m.	%	2:00 p.m.	%	5:00 p.m.	%
Junipero Ave.	7th	8th	West	26	25	96%	26	100%	18	69%
Subtotal				222	196	88%	183	82%	138	62%
Mission St.	3rd	4th	East	14	13	93%	7	50%	8	57%
	3rd	4th	West	11	11	100%	8	73%	5	45%
	4th	5th	East	7	7	100%	6	86%	7	100%
	4th	5th	West	12	12	100%	10	83%	11	92%
	5th	6th	East	13	13	100%	13	100%	13	100%
	5th	6th	West	17	17	100%	15	88%	14	82%
	6th	Ocean	East	5	5	100%	4	80%	5	100%
	6th	Ocean	West	5	5	100%	5	100%	4	80%
	Ocean	7th	East	17	15	88%	13	76%	16	94%
Mission St.	Ocean	7th	West	17	16	94%	16	94%	17	100%
	7th	8th	East	14	12	86%	13	93%	13	93%
	7th	8th	West	15	13	87%	12	80%	15	100%
Subtotal				147	139	95%	122	83%	128	87%
San Carlos St.	3rd	4th	East	5	5	100%	3	60%	5	100%
	3rd	4th	West	13	13	100%	9	69%	7	54%
	4th	5th	East	13	13	100%	11	85%	12	92%
	4th	5th	West	13	13	100%	11	85%	11	85%
	5th	6th	East	15	15	100%	10	67%	14	93%
	5th	6th	West	17	17	100%	14	82%	16	94%
	6th	Ocean	East	4	2	50%	0	0%	4	100%
	6th	Ocean	West	5	4	80%	0	0%	5	100%
	Ocean	7th	East	10	6	60%	4	40%	5	50%
	Ocean	7th	West	16	15	94%	14	88%	14	88%
	7th	8th	East	17	17	100%	12	71%	16	94%
	7th	8th	West	13	12	92%	10	77%	13	100%
Subtotal				141	132	94%	98	70%	122	87%
Dolores St.	3rd	4th	East	0	0	0%	0	0%	0	0%
	3rd	4th	West	7	7	100%	7	100%	1	14%

Location	From	To	Side	Total Spaces	Occupied					
					11:00 a.m.	%	2:00 p.m.	%	5:00 p.m.	%
Dolores St.	4th	5th	East	11	10	91%	8	73%	6	55%
	4th	5th	West	15	13	87%	14	93%	12	80%
	5th	6th	East	16	16	100%	13	81%	15	94%
	5th	6th	West	18	18	100%	13	72%	14	78%
	6th	Ocean	East	4	4	100%	0	0%	4	100%
	6th	Ocean	West	4	4	100%	0	0%	4	100%
	Ocean	7th	East	17	13	76%	15	88%	14	82%
	Ocean	7th	West	15	14	93%	14	93%	14	93%
	7th	8th	East	15	15	100%	14	93%	15	100%
	7th	8th	West	16	15	94%	11	69%	14	88%
Subtotal				138	129	93%	109	79%	113	82%
Lincoln St.	5th	6th	East	11	10	91%	11	100%	11	100%
	5th	6th	West	3	2	67%	2	67%	1	33%
	6th	Ocean	East	6	3	50%	4	67%	5	83%
	6th	Ocean	West	3	3	100%	3	100%	3	100%
	Ocean	7th	East	18	17	94%	16	89%	17	94%
	Ocean	7th	West	18	18	100%	17	94%	18	100%
	7th	8th	East	16	15	94%	15	94%	15	94%
	7th	8th	West	14	14	100%	12	86%	14	100%
Subtotal				89	82	92%	80	90%	84	94%
Monte Verde	6th	Ocean	East	5	5	100%	5	100%	5	100%
	6th	Ocean	West	6	5	83%	5	83%	5	83%
	Ocean	7th	East	13	11	85%	12	92%	12	92%
	Ocean	7th	West	13	13	100%	11	85%	13	100%
	7th	8th	East	14	14	100%	14	100%	11	79%
	7th	8th	West	12	12	100%	10	83%	11	92%
Subtotal				63	60	95%	57	90%	57	90%
Third Ave.	Torres	Junipero	South	0	0	0%	0	0%	0	0%
	Junipero	Mission	South	7	7	100%	5	71%	6	86%
Subtotal				7	7	100%	5	71%	6	86%

Location	From	To	Side	Total Spaces	Occupied					
					11:00 a.m.	%	2:00 p.m.	%	5:00 p.m.	%
Fourth Ave.	Torres	Junipero	North	3	3	100%	3	100%	3	100%
	Torres	Junipero	South	8	7	88%	5	63%	3	38%
	Junipero	Mission	North	6	3	50%	2	33%	2	33%
	Junipero	Mission	South	7	7	100%	3	43%	2	29%
	Mission	San Carlos	North	7	4	57%	6	86%	2	29%
	Mission	San Carlos	South	5	5	100%	4	80%	3	60%
	San Carlos	Dolores	North	6	6	100%	6	100%	4	67%
	San Carlos	Dolores	South	6	6	100%	6	100%	3	50%
	Dolores	Lincoln	North	7	7	100%	7	100%	4	57%
	Dolores	Lincoln	South	2	2	100%	2	100%	0	0%
Subtotal				57	50	88%	44	77%	26	46%
Fifth Ave.	Torres	Junipero	North	5	5	100%	5	100%	4	80%
	Torres	Junipero	South	4	4	100%	4	100%	4	100%
	Junipero	Mission	North	3	2	67%	3	100%	4	133%
	Junipero	Mission	South	0	0	0%	0	0%	0	0%
	Mission	San Carlos	North	6	4	67%	6	100%	5	83%
	Mission	San Carlos	South	7	4	57%	7	100%	7	100%
	San Carlos	Dolores	North	4	4	100%	4	100%	2	50%
	San Carlos	Dolores	South	6	4	67%	5	83%	4	67%
	Dolores	Lincoln	North	3	3	100%	3	100%	3	100%
	Dolores	Lincoln	South	6	6	100%	5	83%	6	100%
	Lincoln	Monte Verde	North	7	7	100%	7	100%	5	71%
	Lincoln	Monte Verde	South	4	3	75%	4	100%	2	50%
Subtotal				55	46	84%	53	96%	46	84%
Sixth Ave.	Torres	Junipero	North	5	5	100%	5	100%	3	60%
	Torres	Junipero	South	9	3	33%	9	100%	3	33%
	Junipero	Mission	North	8	8	100%	8	100%	5	63%
	Junipero	Mission	South	7	7	100%	6	86%	6	86%
	Mission	San Carlos	North	0	0	0%	0	0%	0	0%
	Mission	San Carlos	South	6	3	50%	4	67%	3	50%
	San Carlos	Dolores	North	6	0	0%	6	100%	4	67%

Location	From	To	Side	Total Spaces	Occupied					
					11:00 a.m.	%	2:00 p.m.	%	5:00 p.m.	%
Sixth Ave.	San Carlos	Dolores	South	8	1	13%	8	100%	6	75%
	Dolores	Lincoln	North	9	9	100%	8	89%	8	89%
	Dolores	Lincoln	South	8	8	100%	7	88%	7	88%
	Lincoln	Monte Verde	North	9	9	100%	7	78%	7	78%
	Lincoln	Monte Verde	South	9	7	78%	8	89%	8	89%
Subtotal				84	60	71%	76	90%	60	71%
Ocean	Junipero	Mission	North	10	10	100%	10	100%	10	100%
	Junipero	Mission	South	10	9	90%	9	90%	10	100%
	Mission	San Carlos	North	10	10	100%	10	100%	10	100%
	Mission	San Carlos	South	10	7	70%	9	90%	10	100%
	San Carlos	Dolores	North	10	10	100%	9	90%	10	100%
	San Carlos	Dolores	South	9	9	100%	8	89%	3	33%
	Dolores	Lincoln	North	10	9	90%	10	100%	9	90%
	Dolores	Lincoln	South	9	7	78%	9	100%	3	33%
	Lincoln	Monte Verde	North	10	9	90%	8	80%	10	100%
	Lincoln	Monte Verde	South	10	9	90%	10	100%	9	90%
Subtotal				98	89	91%	92	94%	84	86%
Seventh Ave.	Junipero	Mission	North	7	4	57%	6	86%	7	100%
	Junipero	Mission	South	7	2	29%	5	71%	6	86%
	Mission	San Carlos	North	9	6	67%	7	78%	5	56%
	Mission	San Carlos	South	7	6	86%	5	71%	6	86%
	San Carlos	Dolores	North	8	7	88%	8	100%	8	100%
	San Carlos	Dolores	South	8	7	88%	7	88%	7	88%
	Dolores	Lincoln	North	9	6	67%	9	100%	9	100%
	Dolores	Lincoln	South	7	5	71%	7	100%	7	100%
	Lincoln	Monte Verde	North	7	4	57%	5	71%	6	86%
	Lincoln	Monte Verde	South	9	3	33%	7	78%	5	56%
Subtotal				78	50	64%	66	85%	66	85%
Eight Ave.	Junipero	Mission	North	0	0	0%	0	0%	0	0%
	Junipero	Mission	South	4	4	100%	4	100%	3	75%

Location	From	To	Side	Total Spaces	Occupied					
					11:00 a.m.	%	2:00 p.m.	%	5:00 p.m.	%
Eight Ave.	Mission	San Carlos	North	8	8	100%	6	75%	6	75%
	Mission	San Carlos	South	7	6	86%	7	100%	6	86%
	San Carlos	Dolores	North	8	8	100%	4	50%	3	38%
	San Carlos	Dolores	South	7	7	100%	7	100%	6	86%
	Dolores	Lincoln	North	5	2	40%	5	100%	6	120%
	Dolores	Lincoln	South	7	7	100%	7	100%	6	86%
	Lincoln	Monte Verde	North	8	6	75%	8	100%	5	63%
Subtotal				54	48	89%	48	89%	41	76%
Grand Total				1284	1128	88%	1072	83%	990	77%

Table A-2
On-Street Parking Occupancy
Friday, May 21

Location	From	To	Side	Total Spaces	Occupied					
					11:00 a.m.	%	2:00 p.m.	%	5:00 p.m.	%
Mission St.	5th	6th	East	13	13	100%	13	100%	13	100%
	5th	6th	West	17	17	100%	15	88%	14	82%
	6th	Ocean	East	5	5	100%	4	80%	5	100%
	6th	Ocean	West	5	5	100%	5	100%	4	80%
	Ocean	7th	West	17	16	94%	16	94%	17	100%
Subtotal				57	56	98%	53	93%	53	93%
San Carlos St.	5th	6th	East	15	15	100%	10	67%	14	93%
	5th	6th	West	17	17	100%	14	82%	16	94%
	6th	Ocean	East	4	2	50%	0	0%	4	100%
	6th	Ocean	West	5	4	80%	0	0%	5	100%
	Ocean	7th	East	10	6	60%	4	40%	5	50%
	Ocean	7th	West	16	15	94%	14	88%	14	88%
Subtotal				67	59	88%	42	63%	58	87%
Dolores St.	5th	6th	East	16	16	100%	13	81%	15	94%
	5th	6th	West	18	18	100%	13	72%	14	78%
	6th	Ocean	East	4	4	100%	0	0%	4	100%
	6th	Ocean	West	4	4	100%	0	0%	4	100%
	Ocean	7th	East	17	13	76%	15	88%	14	82%
	Ocean	7th	West	15	14	93%	14	93%	14	93%
Subtotal				74	69	93%	55	74%	65	88%
Lincoln St.	5th	6th	East	11	10	91%	11	100%	11	100%
	5th	6th	West	3	2	67%	2	67%	1	33%
	6th	Ocean	East	6	3	50%	4	67%	5	83%
	6th	Ocean	West	3	3	100%	3	100%	3	100%

Location	From	To	Side	Total Spaces	Occupied					
					11:00 a.m.	%	2:00 p.m.	%	5:00 p.m.	%
Lincoln St.	Ocean	7th	East	18	17	94%	16	89%	17	94%
	Ocean	7th	West	18	18	100%	17	94%	18	100%
Subtotal				59	53	90%	53	90%	55	93%
Monte Verde	6th	Ocean	East	5	5	100%	5	100%	5	100%
	6th	Ocean	West	6	5	83%	5	83%	5	83%
	Ocean	7th	East	13	11	85%	12	92%	12	92%
	Ocean	7th	West	13	13	100%	11	85%	13	100%
Subtotal				37	34	92%	33	89%	35	95%
Fifth Ave.	Mission	San Carlos	North	6	4	67%	6	100%	5	83%
	Mission	San Carlos	South	7	4	57%	7	100%	7	100%
	San Carlos	Dolores	North	4	4	100%	4	100%	2	50%
	San Carlos	Dolores	South	6	4	67%	5	83%	4	67%
	Dolores	Lincoln	North	3	3	100%	3	100%	3	100%
	Dolores	Lincoln	South	6	6	100%	5	83%	6	100%
	Lincoln	Monte Verd	North	7	7	100%	7	100%	5	71%
	Lincoln	Monte Verd	South	4	3	75%	4	100%	2	50%
Subtotal				43	35	81%	41	95%	34	79%
Sixth Ave.	Mission	San Carlos	North	0	0	0%	0	0%	0	0%
	Mission	San Carlos	South	6	3	50%	4	67%	3	50%
	San Carlos	Dolores	North	6	0	0%	6	100%	4	67%
	San Carlos	Dolores	South	8	1	13%	8	100%	6	75%
	Lincoln	Monte Verd	North	9	9	100%	7	78%	7	78%
	Lincoln	Monte Verd	South	9	7	78%	8	89%	8	89%
Subtotal				38	20	53%	33	87%	28	74%
Ocean	Mission	San Carlos	North	10	10	100%	10	100%	10	100%
	Mission	San Carlos	South	10	7	70%	9	90%	10	100%
	San Carlos	Dolores	North	10	10	100%	9	90%	10	100%
	San Carlos	Dolores	South	9	9	100%	8	89%	3	33%
	Dolores	Lincoln	North	10	9	90%	10	100%	9	90%

Location	From	To	Side	Total Spaces	Occupied					
					11:00 a.m.	%	2:00 p.m.	%	5:00 p.m.	%
Ocean	Dolores	Lincoln	South	9	7	78%	9	100%	3	33%
	Lincoln	Monte Verd	North	10	9	90%	8	80%	10	100%
	Lincoln	Monte Verd	South	10	9	90%	10	100%	9	90%
Subtotal				78	70	90%	73	94%	64	82%
Seventh St.	Mission	San Carlos	South	7	6	86%	5	71%	6	86%
	San Carlos	Dolores	North	8	7	88%	8	100%	8	100%
	San Carlos	Dolores	South	8	7	88%	7	88%	7	88%
	Dolores	Lincoln	North	9	6	67%	9	100%	9	100%
	Dolores	Lincoln	South	7	5	71%	7	100%	7	100%
	Lincoln	Monte Verd	North	7	4	57%	5	71%	6	86%
	Lincoln	Monte Verd	South	9	3	33%	7	78%	5	56%
Subtotal				55	38	69%	48	87%	48	87%
Grand Total				508	434	85%	431	85%	440	87%

Table A-3
Off-Street Parking Facilities
Parking Occupancy Counts
(Tuesday June 22)

Map No.	Lot Name	Total Spaces	Occupied Spaces	% Occupied	Time
1	Vista Lobos	68	45	66.2%	3:00 PM
5	Harrison	19	15	78.9%	1:23 PM
11	Sunset Center	137	65	47.4%	12:55 PM
12	Sunset Center	34	30	88.2%	1:12 PM
14	Sunset Center	30	12	40.0%	1:05 PM
13	Sunset Center	18	6	33.3%	1:10 PM
13 [1]	Sunset Center	129	112	86.8%	2:05 PM
3	Post Office	18	12	66.7%	1:30 PM
2	Norton Court	37	19	51.4%	1:40 PM
4	Harrison Library	5	4	80.0%	1:50 PM
10	City Hall	9	8	88.9%	1:54 PM
7	Ocean Ave.	17	17	100.0%	12:30 PM
9	Ocean Ave.	12	12	100.0%	12:32 PM
6	Ocean Ave.	10	10	100.0%	12:35 PM
8	Ocean Ave.	14	12	85.7%	12:38 PM
Subtotal		557	379	68.0%	
a	Beach & Ocean Ave	122	112	91.8%	2:30 PM
b	Scenic Road (Ocean to City Limits)	127	87	68.5%	2:35 PM
c	Forest Theater	18	2	11.1%	2:55 PM
Subtotal [2]		267	201	75.3%	
Grand Total		824	580	70.4%	

[1] Streets surrounding Sunset Center; no time restrictions

[2] Lots a, b and c are outside the study area and not on the Area Map.

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