FINAL - November 2012

# Comprehensive Downtown Parking Strategic Plan




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# Acknowledgements


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# 1 - INTRODUCTION

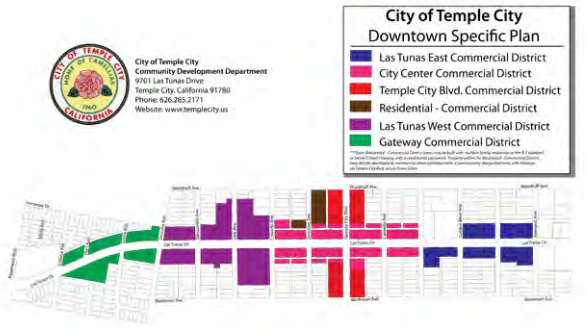
In response to business, resident, and visitor concerns regarding public parking downtown, the City of Temple City initiated a study and strategic plan to evaluate Downtown parking conditions, to facilitate community input, and to develop recommendations that can be phased over time to increase parking supply, manage parking, and revise parking standards.

Exhibit 1 shows the regional location of Downtown Temple City. The exhibits have been compiled and provided at the end of the report for ease in reading the document.

# 2 - BACKGROUND INFORMATION

Parallel studies and planning efforts are either underway or have recently been completed that are relevant to the Downtown parking operations. Studies includes the *Temple City Downtown Specific Plan (2002)*, the *City of Temple City Bicycle Master Plan (ALTA Planning + Design, March 2011)*, the Rosemead Boulevard Beautification Project, and recent parking studies focused on intensification of Downtown businesses. The following includes brief discussion of each planning or design effort and the relevance to the Downtown parking operations.

## Downtown Specific Plan



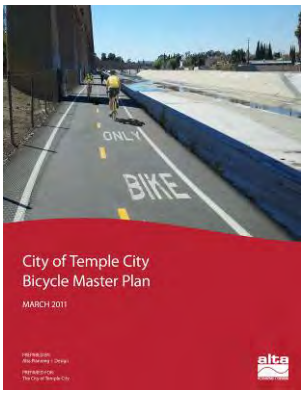

The *Temple City Downtown Specific Plan (2002)* is a policy and regulatory document that guides community development within the Downtown. The Downtown Specific Plan (DSP) creates detailed action programs and implementation strategies for land use, building form, site design, streetscape, and economic development. The comprehensive planning process used to create the DSP provided customized techniques to integrate community goals and policies for useful and effective revitalization of the Downtown. The DSP established six distinct districts within the Downtown, and provided development regulations customized for each district. From a parking regulation perspective, this differentiation allows parking requirements to be matched to district conditions, although it may be appropriate to group districts for parking requirements to avoid complexity. See Appendix A for the DSP Districts.

Parking is affected by the following components of the DSP:

- Established an In-Lieu Parking Fee where businesses that require a zone variance for parking and require additional parking to satisfy Section 9291 of the City Municipal Code requirements may contribute financially into a City-managed program for development and maintenance of public parking. The in-lieu parking fee was established at $750 per deficient parking space annually due at the time of business license renewal. However, the City Attorney has recently determined the In-Lieu Parking Fee is inadequate to fully account for the development and maintenance of public parking and has suspended use of the In-Lieu Parking Fee program for businesses.
- Businesses within the City Center District are not required to provide parking for additional ground floor square footage or intensification of first floor uses, or for subdivision of ground floor or upper floor of an existing building. This is intended as incentive for economic development, assuming that additional parking activity associated with these changes can be accommodated in the pool of Downtown supply.
- All or some parking is eliminated for the following use or design element incentives:
  - Sidewalk Cafés;
  - Designs that include pedestrian oriented spaces;

- Designs that include pedestrian passageways at mid-block locations along Las Tunas Drive;
- Designs that consolidate lots;
- Quality restaurants with banquet facilities; and
- Designs that share parking between adjacent developments.

## Bicycle Master Plan




The *City of Temple City Bicycle Master Plan (ALTA Planning + Design, March 2011)* provides a broad vision, strategies and actions to improve conditions for bicycling in Temple City. The Plan recommends improvements and policies to increase the number of cyclists, frequency and distance of bicycle trips, as well as improving safety and public awareness. The Bicycle Master Plan was prepared for the entire City and includes recommendations for bicycle routes on the following streets that overlap with the Downtown Parking study area:

- Las Tunas Drive: Class II – On-Street Bike Lane;
- Temple City Boulevard: Class II – On-Street Bike Lane;
- Encinita Avenue: Class III – On-Street Bike Route; and
- Golden West Avenue: Class III – On-Street Bike Route.

The recommendation for an on-street bike lane on Las Tunas Drive identified in the Bicycle Master Plan maintains on-street parallel parking and accommodates a bike lane through narrowing of motorist travel lanes. Implementation of bike facilities on Downtown roadways is subject to further engineering study by the City for feasibility and constructability.

Additionally, the Bicycle Master Plan recommends provision of bike racks and bike lockers at multiple locations within the Downtown at City Hall and along Las Tunas Drive. Specific locations are not identified, and are subject to further review with City staff and property owners. See Appendix A for the bicycle routes and bicycle parking recommendations included in the Bicycle Master Plan.

## Rosemead Boulevard Beautification Project

The City of Temple City is underway with preparation of engineering plans to beautify Rosemead Boulevard using regional and state funds. The improvement of Rosemead Boulevard will update the street design to provide a pedestrian friendly corridor with landscaping, sidewalks, protected bike lanes (on-street Class II designation), and public art. On-street parking may be modified or eliminated through implementation of the Rosemead Boulevard Beautification project, however, the parking modifications are not expected to affect Downtown parking conditions due to the distance to the Downtown core area.

## Recent Parking Studies

Starting in 2007, five commercial properties intensified from retail uses to restaurant uses, and during the process of City approvals, parking studies were prepared to consider the adequacy of parking within vicinity of the properties. Specialized parking studies were prepared for the following businesses, which have since been approved and opened for use:

- Green Island (9556 Las Tunas Drive);
- Tea Station (9578 Las Tunas Drive);
- A Golden House (9608-9610 ½ Las Tunas Drive);
- Kang Kang Food Court (9616-9618 Las Tunas Drive); and
- Golden Deli Express (9664 Las Tunas Drive).

The parking studies conducted for each of the properties identified above considered parking utilization and supply in the vicinity of the proposed business, but did not evaluate long-term parking strategies, and did not consider the entire Downtown.

The Gateway Project was recently evaluated for environmental impacts and was approved by the City Council. The development project is located at the northeast corner of the Rosemead Boulevard/Las Tunas Drive intersection, and is not yet constructed. When built the project may have up to 75,000 square feet of retail uses with on-site parking provided. Therefore, the Gateway Project is expected to be self-sufficient in regards to parking supply and will not notably increase parking burdens on Downtown streets.

# 3 - EXISTING PARKING CONDITIONS

## Downtown Land Use and Street Layout

The pre-World War II layout of the streets and blocks within the Downtown study area follow a grid pattern with Las Tunas Drive and Temple City Boulevard serving as the major cross streets. Blocks within the Downtown measure 400-feet facing Las Tunas Boulevard, and 600-feet facing Temple City Boulevard. Woodruff Avenue and Workman Avenue parallel Las Tunas Drive. The grid pattern aligns in a true north-south direction west of Encinita Avenue.

Properties facing Las Tunas Drive and Temple City Boulevard are generally commercial in nature, with some second-story and "back-unit" residential properties. The Downtown commercial uses generally include office, retail, service-oriented uses, as well as sit-down and high-turnover restaurants. Commercial properties facing Las Tunas Drive are oriented towards the roadway with storefronts at the back of sidewalk for most properties between Cloverly Avenue and Kauffman Avenue. Behind the Las Tunas Drive commercial properties are generally parking lots or residential properties. The residential parcels on streets intersecting Las Tunas Drive are oriented east-west. Residential properties within the study area include a mix of single-family residences and multi-family courtyard or 2-story properties.

Some institutional uses exist in the Downtown with a mix of religious properties generally clustered near the Civic Center which almost encompasses an entire block north of Las Tunas Drive between Kauffman Avenue and Golden West Avenue. The Civic Center block is the original site of a park laid out by Walter Temple, and was the site of a Pacific Electric Railway Company (PE) depot.

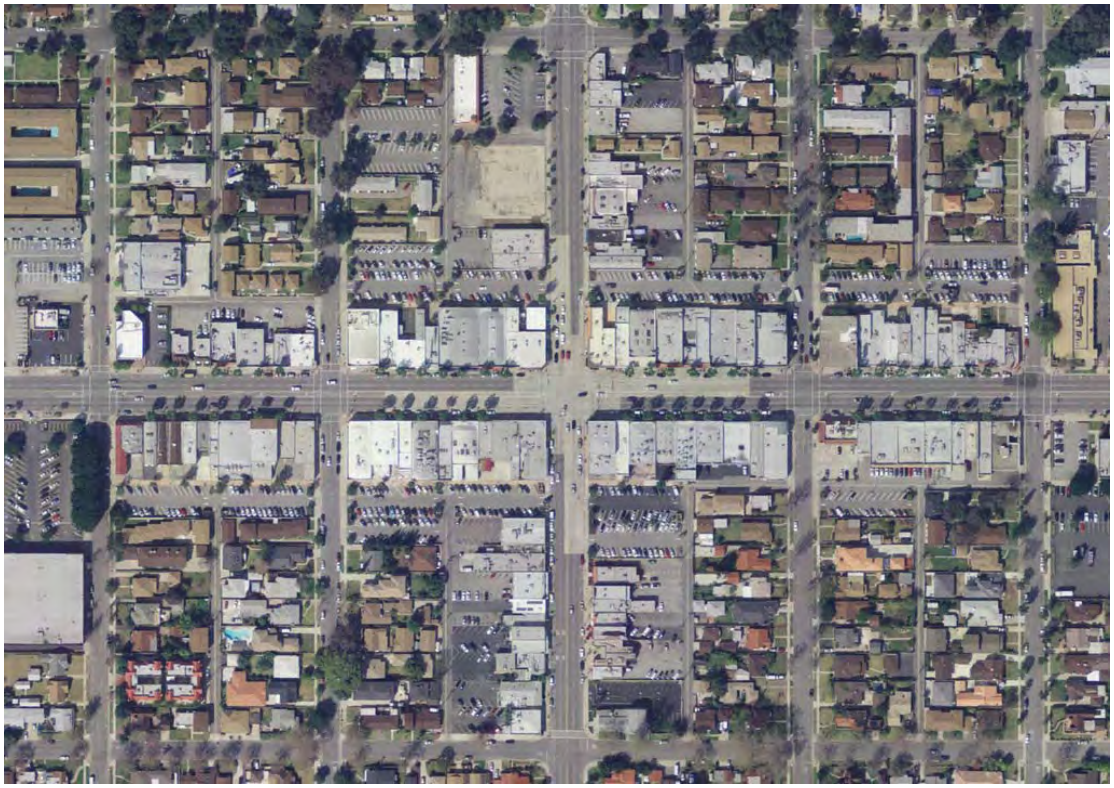


***Image 1:*** *Downtown Temple City roadway grid (Source: Eagle Aerial 2011)*

Historic photographs provided on the City website show the PE railway and a bustling Downtown circa the 1940's. Parking shown in the historical photographs reflect a busy downtown where on-street angle parking is allowed since the vehicular traffic requires only two travel lanes.

***Image 2:*** *PE Red Car Station at northeast corner of Kauffman Avenue/Las Tunas Drive (Source: City of Temple City)*


***Image 3:*** *Temple City Street Scene (Source: City of Temple City)*

## Parking Study Area

The Downtown Parking Study area is consistent with the Downtown Specific Plan (2002) which is generally defined as the first block north and south of Las Tunas Drive from Sultana Avenue to Baldwin Avenue. The study area is bound by the following streets:

- Sultana Avenue on the west;
- Hermosa Drive and Woodruff Avenue on the north;
- Baldwin Avenue on the east; and
- Workman Avenue and Bidwell Street on the South.

Exhibit 2 shows the project study area. The study area is roughly a 0.25-mile wide and 1.25-miles long along Las Tunas Drive. There is currently no revenue generation from Downtown parking supply provided for and maintained by the City of Temple City.

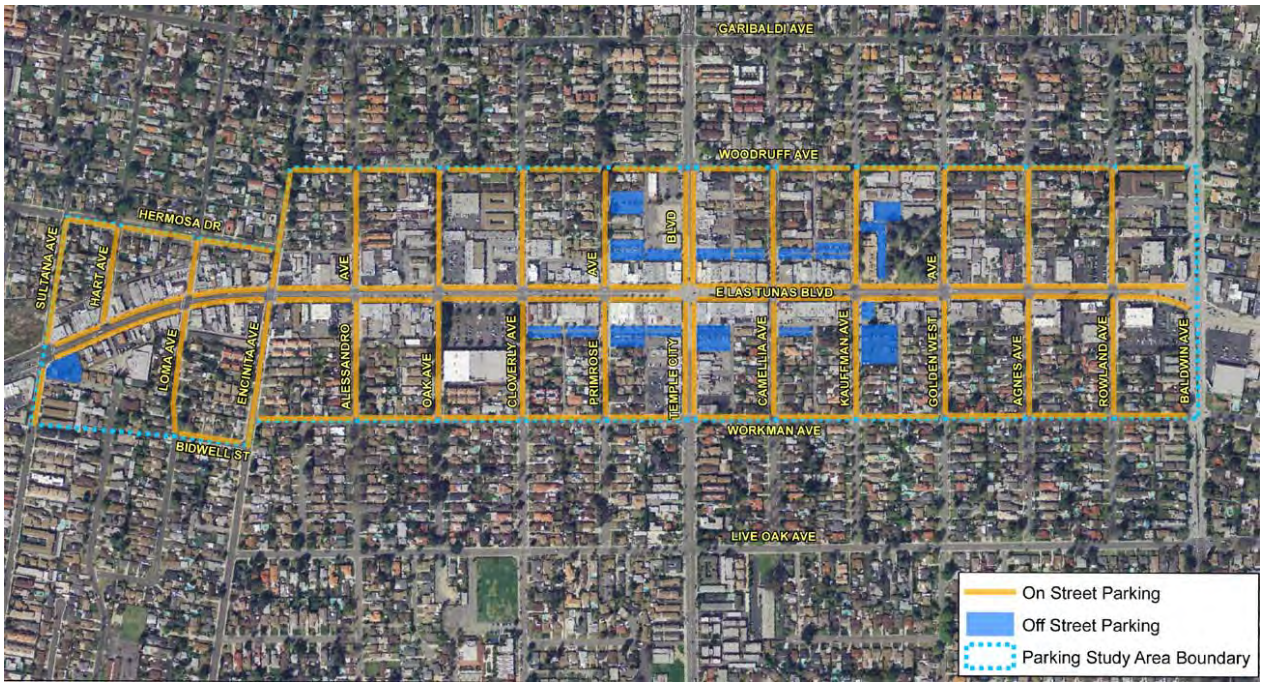



***Image 4:*** *Downtown Parking Study Area (Source: RBF Consulting)*

Parking supply within the Downtown is provided by both the City (Municipal lots and on-street parking areas) and by private property owners such as Century Square and Grand Plaza. The parking study area primarily focused on public (City-managed) parking areas and some private off-street parking areas that are generally available to the public. Therefore, not every parking space within the Downtown was evaluated, as some private off-street parking lots are outside of the authority of the City to manage.

In order to establish a baseline of current parking activity, the study area was evaluated hourly for two separate days during daytime/evening conditions:

- Weekday (Tuesday, October 25, 2011) from 10:00 a.m. to 5:00 p.m.; and
- Weekend (Saturday, October 29, 2011) from 12:00 p.m. (noon) to 7:00 p.m.

Parking counts were collected prior to the beginning of the recent Residential Permit Program on Primrose Avenue south of Las Tunas Drive. The parking counts did not record the duration that each vehicle was parked within the Downtown.


## Parking Capacity

Parking supply or capacity is the term used to describe actual parking stalls within the downtown. Parking capacity within the study area is determined through visual observations and counts. Field observations to count the parking study area capacity occurred in October 2011. Exhibit 3 shows the study area parking capacity for on-street and off-street areas evaluated within this report. The parking study area generally consists of publicly-owned parking areas, such as on-street parking and City-owned off-street parking lots. Table 1 summarizes the parking spaces provided for two categories; off-street parking and on-street parking.

**Table 1**
**Parking Study Area Supply**

| Parking Area Type | Spaces Provided |
|---|---|
| Off-Street Parking Areas | 704 |
| On-Street Parking Areas | 1,670 |
| **Total Study Area** | **2,374** |

As shown in Table 1, the total capacity for the Downtown study area is 2,374 parking spaces. It is worth noting the parking study area includes Woodruff Avenue and Workman Avenue, which provide approximately 520 parking spaces over 600-feet from the commercial core lining Las Tunas Drive.

Roadways such as Las Tunas Drive and Temple City Boulevard include striping to identify each parking stall. Where roadways do not have striping on the ground to identify each stall, the on-street parking capacity was estimated based on available space along the block, accounting for driveways and assuming a typical parking stall length of twenty-five feet. Off-street parking lots have adequate pavement striping to record the number of parking spaces provided. It is worth noting, no obstructions were noted that limited parking supply, such as semi-permanent parking of equipments, boats, storage units, etc.

The parking study area includes some off-street parking areas which are restricted to certain uses, such as the Civic Center, some businesses, the Chamber of Commerce, and the Temple City Unified School District (TCUSD). These civic or private parking areas were included in the study area since they accommodate public use, and their restricted use may not be clear to all Downtown visitors, employees, and residents. A notable amount of on-street parking is on residential blockfaces where residents may seek to reserve those spaces for residential uses. Therefore, the effective parking capacity for retail patrons is less than the total supply as identified above.

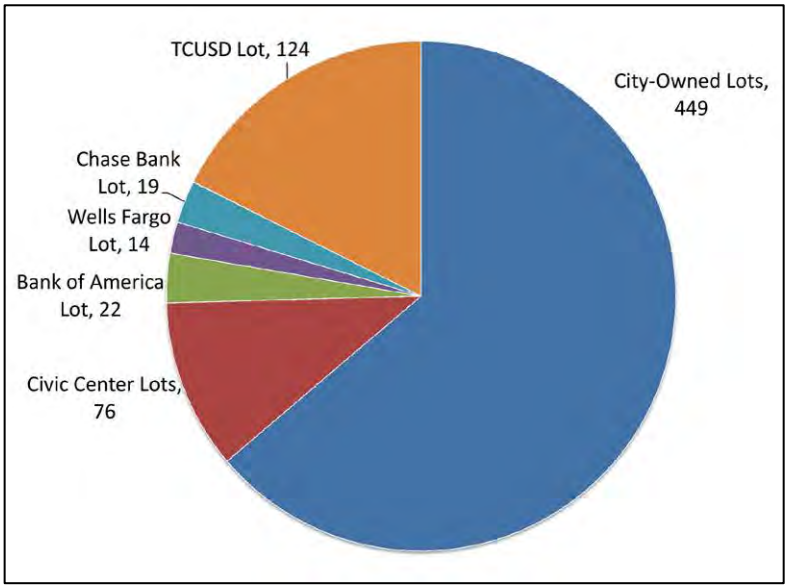
Off-street parking lots managed by the City typically prohibit overnight parking, and prohibit back-in parking. Table 2 summarizes the off-street parking capacity and associated use restrictions.

**Table 2**
**Off-Street Parking Supply Limitations**

| Parking Area & Restriction Type | General Use Spaces | Accessible Spaces | Total Spaces |
|---|---|---|---|
| City-Owned Parking Lots: | | | |
| Unlimited (All Day Allowed) Parking | 162 | 0 | 162 |
| 2-hour Limited Parking | 225 | 19 | 244 |
| Chamber of Commerce Parking Lot | 41 | 2 | 43 |
| **City-Owned Parking Lots Subtotal** | **428** | **21** | **449** |
| Civic Center Parking Lots: | | | |
| West of Kauffman – Monday-Friday Limited to Staff | 16 | 1 | 17 |
| Adjacent Council Chambers – Limited to Staff (24/7) | 27 | 2 | 29 |
| Adjacent Library – Unlimited (All Day Allowed) Parking | 27 | 3 | 30 |
| **Civic Center Parking Lots Subtotal** | **70** | **6** | **76** |
| Bank of America Parking Area | 22 | 0 | 22 |
| Wells Fargo Parking Area | 12 | 2 | 14 |
| Chase Bank Parking Area | 19 | 0 | 19 |
| Temple City Unified School District (TCUSD) Parking Area | 119 | 5 | 124 |
| **Total Off-Street Parking Areas** | **670** | **34** | **704** |

**Note**: Accessible spaces are recorded separately for potential evaluation of Americans with Disability Act regulations.

As shown in Table 2, of the 704 off-street parking spaces evaluated, a total of 449 (64%) spaces are provided in City-Owned Parking Lots that are dedicated to serving the Downtown. The City-Owned parking supply slightly increases on evenings and weekends when 17 stalls restricted to City staff become available for Downtown visitors.




**Graphic 1**: Study Area Off-Street Parking Supply Limitations by Restriction Type.

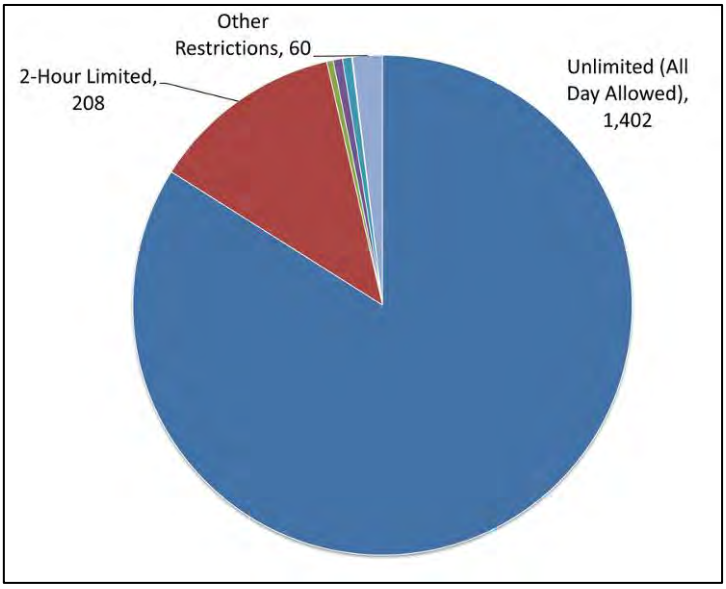
Table 3 summarizes the on-street parking and associated limitations in use.

**Table 3**
**On-Street Parking Supply Limitations**

| Restriction Type | General Use Spaces | Accessible Spaces | Total Spaces |
|---|---|---|---|
| Unlimited (All Day Allowed) | 1,402 | 0 | 1,402 |
| 2-Hour Limited | 208 | 0 | 208 |
| 1-Hour Limit | 7 | 0 | 7 |
| Green Curb Zone | 10 | 0 | 10 |
| White Curb Zone | 10 | 0 | 10 |
| Yellow Curb Zone | 1 | 0 | 1 |
| Primrose Ave Residential Parking Permit Program | 32 | 0 | 32 |
| **Total On-Street Parking Areas** | **1,670** | **0** | **1,670** |

**Note**: Accessible spaces are recorded separately for potential evaluation of Americans with Disability Act regulations.

As shown in Table 3, of the 1,670 on-street parking spaces surveyed, a total of 1,402 (84%) spaces have no restrictions during the day. The remaining 268 on-street parking spaces surveyed within the Downtown are restricted in use through time limits, loading limits, and permit limits. It should be noted, on-street overnight parking is not allowed in Temple City without the issuance of an overnight parking permit.




**Graphic 2**: Study Area On-Street Parking Supply by Limitation.

Exhibit 4 shows the Downtown study area by parking restrictions.

# Parking Utilization

Parking utilization is the term used to describe observed vehicles parked within the downtown. As noted, the study area was evaluated hourly for two separate days during daytime/evening conditions to capture peak activity levels:

- Weekday (Tuesday, October 25, 2011) from 10:00 a.m. to 5:00 p.m.; and
- Weekend (Saturday, October 28, 2011) from noon to 7:00 p.m.

The last hour of data collection occurred from 5:00 p.m. to 6:00 p.m. on the Tuesday counts, and from 7:00 p.m. to 8:00 p.m. on the Saturday counts. The parking utilization counts reflect two key aspects: 1) the number of visitors coming to downtown Temple City and parking, and 2) the duration of their parking. While some spaces may serve 5-10 parkers per day, if they are near high turnover uses, while others may serve one parker per day, if they are used for employee parking.

Table 4 summarizes existing parking utilization for the Downtown study area; detailed parking count data is contained in Appendix B.

**Table 4**
**Observed Tuesday Parking Utilization**

| Parking Type | 10-11 a.m. | 11-12 p.m. | 12-1 p.m. | 1-2 p.m. | 2-3 p.m. | 3-4 p.m. | 4-5 p.m. | 5-6 p.m. |
|---|---|---|---|---|---|---|---|---|
| Off-Street Total Utilization | 333 | 363 | 368 | 355 | 429 | 346 | 334 | 305 |
| On-Street Total Utilization | 402 | 463 | 501 | 515 | 498 | 478 | 491 | 429 |
| **Total Tuesday Utilization** | **735** | **826** | **869** | **870** | **927** | **824** | **825** | **734** |
| **Percent of Supply** | **31%** | **35%** | **37%** | **37%** | **39%** | **35%** | **35%** | **31%** |

As shown in Table 4, the Tuesday peak hour of parking utilization occurs between 2:00 p.m. and 3:00 p.m. with a peak utilization of 927 vehicles parked within the Downtown study area. The observed Tuesday utilization varies by 20-percent from the peak during the eight (8) hours of data collected.

Exhibit 5 provides a summary of the Tuesday parking utilization by hour for the on-street and off-street parking areas.

Table 5 summarizes existing parking utilization for the Downtown study area; detailed parking count data is contained in Appendix B.

**Table 5**
**Observed Saturday Parking Utilization**

| Parking Type | 12-1 p.m. | 1-2 p.m. | 2-3 p.m. | 3-4 p.m. | 4-5 p.m. | 5-6 p.m. | 6-7 p.m. | 7-8 p.m. |
|---|---|---|---|---|---|---|---|---|
| Off-Street Total Utilization | 487 | 490 | 427 | 364 | 354 | 295 | 290 | 288 |
| On-Street Total Utilization | 750 | 751 | 648 | 576 | 550 | 512 | 528 | 520 |
| **Total Tuesday Utilization** | **1,237** | **1,241** | **1,075** | **940** | **904** | **807** | **818** | **808** |
| **Percent of Supply** | **52%** | **52%** | **45%** | **40%** | **38%** | **34%** | **34%** | **34%** |

As shown in Table 5, the Saturday peak hour of parking utilization occurs between 1:00 p.m. and 2:00 p.m. with a peak utilization of 1,241 vehicles parked within the Downtown study area. The observed Saturday utilization varies by 35-percent from the peak during the eight (8) hours of data collected.


***Image 5:*** *Downtown Municipal Parking Lots Signage (Source: RBF Consulting)*

Exhibit 6 provides a summary of the Saturday parking utilization by hour for the on-street and off-street parking areas.

Exhibit 7 shows the Tuesday and Saturday total parking utilization for comparison between days. As shown in Exhibit 7, the Saturday peak parking utilization (1,241) exceeds the Tuesday peak parking utilization (927).

# Parking Occupancy

Parking occupancy is the term used to describe the percentage of total supply occupied by a car during the study period. Parking occupancy is determined on an hourly basis by dividing the number of parked vehicles (utilization) by the available number of parking spaces (capacity). Reviewing parking occupancy can help identify areas of "congestion" where 85-percent of parking supply is in use. The upper limit of 85-percent is typical within the industry to determine where parking availability is limited to only a few parking spaces, often requiring motorists to "cruise" or circle an area to find convenient parking. The 85-percent limit is reflective of a block face with only 1 or 2 available parking spaces, or a 40-space parking lot with 6 or less empty parking spaces. Parking occupancy is determined including all parking spaces such as time restricted spaces, accessible spaces, and loading restricted areas. In recent years, the use of parking availability guidance systems and pricing schemes allows for higher utilization rates to be achieved, but without them 85-percent is a good rule of thumb for a retail area.

For ease in viewing the parking study area, occupancy exhibits have been prepared for each hour to illustrate using color-coding where heavy and light parking activity occurs. Table 6 summarizes ratios used for the parking occupancy exhibits.

**Table 6**
**Parking Occupancy Ranges**

| Occupancy Range | Color | |
|---|---|---|
| 0% – 55% of Parking Spaces Occupied | Green | |
| 56% – 70% of Parking Spaces Occupied | Yellow | |
| 71% – 85% of Parking Spaces Occupied | Orange | |
| 86% – 100% of Parking Spaces Occupied | Red | |

As shown in Table 6, the least occupied (utilized) parking areas are shown in green, and the most occupied (utilized) parking areas are shown in red.

Since parking counts occurred for eight (8) hours on both the Tuesday and Saturday conditions, parking occupancy data is available for a total of sixteen (16) hours. For ease in presentation, the peak hour of parking activity is shown within the body of the report, and all sixteen (16) hours of data is provided within the appendix. Detailed parking occupancy exhibits are provided in Appendix C.

Land uses within the Downtown study area include a mix of sit-down and hight-turnover restaurants, specialty retail, banks, office uses, service-oriented uses such as salons, and wedding-oriented businesses such as dress shops and photography services.

Exhibits 8 and 9 show the Tuesday peak hour (2:00 p.m.) of parking occupancy for the Downtown study area. As shown in Exhibits 8 and 9, typical weekday parking supply is most utilized in the following localized areas:

- On-street parking at 9151 Las Tunas Drive blockface and on Loma Avenue;
- Off-street parking at 9500 Las Tunas Drive municipal lots; and

- Off-street parking clustered at 3 blocks at 9601, 9650, and 9651 Las Tunas Drive municipal lots.

Exhibits 10 and 11 show the Saturday peak hour (1:00 p.m.) of parking occupancy for the Downtown study area. As shown in Exhibits 10 and 11, typical Saturday parking supply is most utilized in the following localized areas:

- On-street parking at 9151 Las Tunas Drive blockface, Hart Avenue, Hermosa Drive, and Loma Avenue;
- On-street parking at 9400 Las Tunas Drive blockface; and
- Generally, all on-Street and off-street parking provided in a cluster of 4 blocks on either side of Las Tunas Drive from Cloverly Avenue to Kauffman Avenue.

## Pedestrian Infrastructure

Pedestrian infrastructure is a critical part of a district parking approach because it influences customers' willingness to walk from a parking space to their destination. Issues such as poor lighting, fear of crime, poor sidewalk conditions, blank walls facing the street, or lack of street trees can lead certain parking areas to be underutilized.

Pedestrian connectivity between parking lots and business storefronts is achieved using sidewalks on Las Tunas Drive and Temple City Boulevard. Additionally, some parking lots include sidewalks at the rear of the storefronts that allow customers to directly access a business using a back entrance. No passageways are provided for patrons or visitors to travel mid-block between buildings and access Las Tunas Drive. Mid-block passageways are incentivized in the Downtown Specific Plan (2002) to provide convenient through access to Las Tunas Drive.

Sidewalks are generally provided on the streets intersecting Las Tunas Drive, however, some gaps in sidewalks exist within the Downtown study area.

Exhibit 12 shows the pedestrian infrastructure (sidewalks) within the Downtown study area. As shown in Exhibit 8, not all municipal parking lots have dedicated walkways at the back of commercial storefronts, and some gaps exist on streets intersecting both Las Tunas Drive and Temple City Boulevard.

## Transit Infrastructure

Transit services in the City of Temple City are facilitated by the Los Angeles County Metropolitan Transportation Authority (Metro). Metro provides local and express bus service in the area using Rosemead Boulevard, Temple City Boulevard, Baldwin Avenue, and Las Tunas Drive. The Metro buses serving the City include local lines 78, 266, 267, 268, 378, and express line 489.

Bus stops within the Downtown typically include a bench, shelter, and trash receptacle, with stops located on both Las Tunas Drive and Temple City Boulevard within the Downtown study area.

# Community Input & Public Meetings

Concerted effort has been made to involve the community in understanding the existing parking conditions, issues and opportunities in the Downtown. A project website was developed for the Parking Strategic Plan project that provided an opportunity for public comment and serves as a source for background documents, draft concepts and promotion for public workshops/meetings and activities. Face-to-face opportunities for input were provided during workshops and meetings throughout the project.


During the Chamber of Commerce meeting on October 26, 2011, business owners and staff provided input on Downtown parking. An estimated ten to fifteen representatives from the area attended the meeting and provided input on the topics described below.

Issues associated with time restrictions were a common concern expressed by participants. Issues included:

- Employees parking all day in spaces limit use by patrons
- Towing cars of business patrons who exceeded time limits
- Two-hour parking limiting the ability to visit multiple stores
- Sentiment that code enforcement occurs after a business makes a request for parking changes

Participants also identified concerns specific to dedicated parking areas, shared parking, and parking lots in the downtown, including the following:

- Dedicated City Council parking spaces are infrequently used and reduce additional patron parking opportunities
- Resident parking in municipal lots limit the potential use by business patrons
- Lack of clarity between private and public parking lots,
- Sense of remoteness of Primrose parking lot (north of Las Tunas Boulevard)
- Businesses with dedicated parking are directing their staff to park in City-managed parking areas
- Reluctance due to liability concerns to share parking availability with other businesses
- Preference to park at TCUSD parking lot
- Lack of parking for tour buses

Participants spent a considerable amount of time discussing issues in the Downtown that relate both to parking and overall economic development and vitality. Specific items included:

- Increased restaurants aggravating parking demand and causing closure of other businesses
- Downtown businesses offer daytime focus with no activity during the evening
- Patrons prefer to park in close proximity to their destination since few visit multiple stores/businesses
- A need for the City to assist in developing and implementing a vision for Downtown
- Downtown provides few youth-oriented stores
- Desire for a more walkable Downtown
- Anticipation of future growth should be reflected in any parking strategy
- Current business-owners focus to survive and prosper in this difficult economic climate
- Cautious interest in a Business Association or Business Improvement District
- Involvement of businesses in recommended strategies to ensure success
- Special event parking is difficult (e.g. Concert in the Park)


Widespread community input was solicited during a focused Downtown parking workshop held on Thursday, November 17, 2011 from 6:00 to 8:00 p.m. at the Historical Society Hall in Temple City. An estimated fifty to sixty community members attended the public workshop representing business owners, employees, residents, and shoppers. Additionally, City staff, members of the City Council (Mayor Tom Chavez, and Mayor Pro Tem Vince Yu, Carl Blum, and Cynthia Sternquist), and members of the Planning Commission and Public Safety Commission were in attendance. A summary of the workshop is provided in Appendix D.

The workshop began with a background and informational presentation focused on the basis for the study and the scope and schedule of the overall project. A group exercise followed that invited participants to identify three to four key challenges and three to four ideas related to parking in downtown. Each individual challenge and issue was written on a Post-it Note, placed on the wall, and then grouped into common themes for discussion.

The initial group exercise yielded the following categories of parking challenges:

- Inadequate business parking – comments noting existing parking not sufficient to meet needs of patrons, that commercial parking infringes into neighborhoods, parking congestion limits ability to attract new business, and new restaurants are consuming any remaining available spaces

- Time restrictions limit business – comments focused on issue that two hour timeframe is too short
- Employee parking – comments noting that employees take away patron parking and are also parking on residential streets (restaurant and post office employees in particular) and that not enough employee parking is provided
- Safety – comments included speeding issues, personal safety, and running of stop signs
- Enforcement – lack of enforcement cited
- Location of parking lots – comments included difficulty getting from rear parking spaces to front of stores, people not knowing where lots are located, and distribution of lots not matching business needs
- Innovation – comments noting that "old school thinking" is an issue and innovative parking is needed, bike parking is missing from downtown
- Downtown stores – comments suggesting parking is not the issue, but that improved shopping options are needed

The categories that were developed during the identification of ideas included:

- Parking structure – comments suggesting a multi-story parking structure, particularly on the "ABC" lot
- New parking lots – suggestions focused on developing new lots on vacant lots or purchasing property to develop new lots.
- Shared parking – comments suggesting that existing private/church parking lots should be available for public use when appropriate
- Time restrictions – suggestions included changing two hour spaces to three or four hour, adding more green curb spaces, and adding time limits to lots
- Enforcement – comment to increase enforcement
- Diagonal parking – comments focused on exploring more opportunities for diagonal parking, particularly on Las Tunas
- Employee parking – suggestions to create dedicated employee lots, make lots safer, institute permits, increase employer responsibility, and limit employee parking in residential areas
- City Council spaces – suggestions to change use of Council parking spaces to general use
- Signage and Striping – comments to improve parking directional signage and on-street striping of spaces to enhance driver recognition
- Mobility – suggestions to improve walking, biking and transit options

- Paid/permit parking – comments included adding metered parking, business permits parking, and resident permits (paid and no charge options)

After the initial group exercise, parking data collected to-date and preliminary observations were shared with the group, as well as potential parking management strategies for consideration within the strategic plan. Participants were then asked to join a "breakout" group to discuss and explore ideas for addressing a specific theme identified in the Post-it Note exercise. The four group breakout themes and related comments included:

**New Parking Opportunities**

- Church lot should be shared with public on weekdays. Use for City employee parking; City could rent or lease the lot from church
- Vacant lot on Temple City Boulevard between Woodruff and Las Tunas should be used for parking lot (buy or lease)
- More signage needed for shared parking at school district during Farmer's Market because people don't know it is available

**Employee Parking**

- Use funeral home on Temple City Boulevard for staff parking
- Evaluate the number of employees, type of business, and hours of operation
- Paid or permit parking for employees
- Safety for employees (improve safety in lots and paths to lots)
- Dedicated stalls in all lots for employees

**Timing of Parking Space Restrictions**

- Ticket forgiveness for employers
- Institute a drop off spot in front of Women's Club on Woodruff
- 1:00 p.m. time is busiest timeframe downtown
- Look at one-hour time limits on Las Tunas
- Allow three hour parking in lots – maybe longer on weekends
- Share spaces with businesses
- Provide 20 to 30 minute spaces at the supermarket
- Provide green curb parking for some businesses (e.g. Post Office)
- More 2-hour parking needed behind Golden House since all day parking is allowed
- Use of all-day parking areas by JAD staff is issue

- Improve lighting and security for remote all-day lots
- Provide business parking and twenty minute parking/loading
- Eliminate staff moving cars every two hours
- Dedicate some parking to businesses or parking permits for the owner

**General Comments & Ideas on Parking**

- Eliminate 5 council spaces
- No more restaurants without in-lieu parking charges
- Metered parking (as needed use)
- Encourage use of bikes – add bike racks
- Public education (alternatives)
- Three story parking structure: two for customers, one for employees
- Parking vouchers
- Shuttle
- Consider parking requirements for new businesses (ex. Pet store)
- 2 hour limit restriction not needed all day (only 11:30 to 2:00 and 5:00 to 8:00 p.m.)
- Parallel parking – some users can't park within the lines!
- Inadequate lighting in some public lots
- Inadequate bike parking = less bicyclists
- Business owners need to enforce employee parking
- Emergency parking needed
- Add 20 to 30 minute parking
- Parking for business owners should be unlimited (time)

The public input received during the Chamber of Commerce meeting and the community parking workshop highlighted important concerns and ideas from the community. The public engagement has been utilized to complement technical analysis and ensure the recommendations in the Strategic Plan are rooted in community knowledge and input.

Community input was solicited during a public hearing on Wednesday, August 14, 2012 from 7:00 to 10:00 p.m. at the Historical Society Hall in Temple City. An estimated fifty to sixty community members attended the public workshop representing business owners, employees, residents, and shoppers. The August public hearing was facilitated by the City Council, and attendance included the Planning Commission members and the Public Safety Commission members. The Draft Strategic Plan was presented and public input on preferences for

recommendations and suggestions for changes were solicited. The revised report was presented to a joint meeting of the Public Safety Commission and the Planning Commission on October 24, 2012. This final plan accounts for public input received during the August and October 2012 meetings.

## Observations

Based on the parking inventory, data review, field observations, research, and public input the following observations for existing parking conditions are noted:

- The overall study area parking supply exceeds the peak parking demand, indicating adequate supply is provided to serve the Downtown. However, the high occupancy (percent of parking stalls occupied by cars) at some parking areas indicates clustering of parking activity and parking spaces may not be the preferred location to serve the needs of the public.
- Public input received during the existing conditions inventory and public workshop consistently matches a perception that there isn't enough parking and parkers are not satisfied with the status quo.
- Certain uses within the downtown have notable periods of intense parking activity, but then are quiet at other times. The concentration of activity occurs with office uses during the day, restaurants during lunch and dinner, and daytime only retail/service businesses.
- Saturday parking utilization is higher than weekday conditions.
- Peak parking utilization occurs around 1:00 p.m. or 2:00 p.m. for both Saturday and weekday conditions. Evening parking utilization on weekdays is roughly 20-percent less than the mid-day peak parking utilization. Evening parking utilization on Saturdays is roughly 35-percent less than the mid-day peak parking utilization. The peak activity occurring during the day indicates there is capacity for growth in the evenings.
- Overflow parking on residential streets occur when off-street parking lots are full. Notable parking activity overflows onto Cloverly Avenue, Primrose Avenue, Camelia Avenue, and Kauffman Avenue; the roadways within the Commercial Core.
- The full inventory of parking spaces within the Downtown is not available for public use since some off-street parking areas are private controlled. This situation presents opportunities for shared parking if these spaces can be made available.
- The current time limits and regulations need to be reviewed, so that businesses are not unnecessarily impacted by time limits.
- The current free parking policy does not provide any revenue for community improvements such as sidewalk cleaning, landscaping, parking lighting improvements, etc.

# 4 – PARKING NEEDS & OPPORTUNITIES

Since the Downtown is a civic and commercial district with neighboring residential uses, the customers and shoppers are the highest priority users to consider. However, the needs of civic, cultural, employment and residential uses are also important to success in finding harmonious solutions within Downtown Temple City.

A review of parking needs and opportunities is provided to establish the baseline of key issues within Downtown Temple City. With the context provided by needs and opportunities, potential parking strategies can be evaluated.

## Parking Needs

Based on the community input and analytical observations, the following needs related to Downtown parking have been identified:

1. At the peak parking demand period, more customer parking availability is required within the City Center Commercial District (Cloverly Avenue to Kauffman Avenue). Occupancy levels are high (parking areas at or near 85-percent use); even with current market conditions and approximately 24,000-35,000 square feet of vacant commercial properties. *This need primarily affects customers.*
2. Business owners have stated a need for additional all-day parking areas for employees. *This need primarily affects business owners and Downtown workers.*
3. Business owners and Downtown visitors have noted concerns about safety of "remote" parking areas. *This need primarily affects customers.*
4. Based on direct feedback at the public workshop and stakeholder interviews, business owners desire additional parking spaces with time restrictions between 2-hour and all-day parking (such as 3-hour or 4-hour parking). *This need primarily affects customers.*
5. Drop-off and short-term parking is lacking for concentrated parking activity such as children's martial arts, tutoring, pick-up/drop-off at bridal shops, etc. Management of parking spaces to accommodate varying needs of time restrictions is needed. *This need primarily affects customers.*
6. Operations and management associated with the current public parking supply within Downtown is a burden placed upon the City with no revenue generation to off-set the costs. Costs include infrastructure upkeep, landscaping, signage, and parking enforcement staff. *This need primarily affects the City of Temple City.*
7. During peak demand, more parking availability is required in the West Gateway area (west of Alessandro), where public off-street parking is limited to the Chamber of Commerce lot. *This need primarily affects customers.*
8. Between 2007 and 2009, five commercial properties converted to restaurant uses, but no additional changes to restaurant uses have occurred since then. Mechanisms are needed to help property owners with vacant or underutilized properties to intensify or change use while still complying with parking

requirements. Additional mechanisms are especially needed outside the City Center (core area) where conventional parking codes apply. *This need primarily affects business owners.*

The needs identified through community input and analysis of existing data reflect both technical and policy issues. The desire for additional parking during peak periods is reflected in the high levels of occupancy within the City Center area, while concerns about parking remotely at the north lot on Primrose Avenue indicate a need to improve the pedestrian environment and sense of safety.

## Future Parking Demand

Advance identification of concentrations of activity can help avoid surprises between the availability of parking and increasing demand. In October 2011, City staff provided a list of vacant properties within the Downtown where re-initiation of a commercial business might increase parking demand. The vacant commercial properties list provided by City staff was narrowed to approximately 25,000 square feet that when occupied would contribute to parking needs on the City streets and parking lots. Other vacant properties were noted to have some on-site parking available, and were not expected to increase public parking demands.

When assuming a generalized parking rate of 1 space per 250 square feet, the 25,000 square feet of commercial properties within the Downtown would increase parking demand by 100 parked vehicles if all the new businesses activity levels peak within the same hour. It should be noted that the potential demand of 100 vehicles would be spread throughout the downtown.

Sites where parcel dimensions could accommodate surface parking or a multi-story parking structure are limited within the Downtown. The following list identifies potential vacant businesses where additional public parking supply could be achieved through purchase of private real estate:

- The vacant mortuary business at 5800 Temple City Boulevard; and
- The former Alpha Beta parcel (now demolished and vacant) north of 5919-5925 Temple City Boulevard.

The two parcels identified above satisfy the criteria of large parcel dimensions and a vacant business. However, construction of additional public parking supply at the two locations listed above would provide limited parking supply for Downtown patrons visiting on the western or eastern edges of Downtown. Consideration of purchase of private property for additional public parking supply should include the following considerations:

- The need for additional parking supply within a 2-block radius;
- The walking distance to key destinations in distance and time;
- The costs for acquisition, improvements, and maintenance and operations;
- The potential affect on walkability and interruption of storefronts along the key commercial roadways;
- The financial and commercial impacts associated with removing an existing business and/or constructed building.

Parcels with adequate dimensions to provide surface parking or multi-story parking are limited within the Downtown, especially in the 3-block stretch between Sultana Avenue and Encinita Avenue, where public off-street parking is limited to the Chamber of Commerce parking lot. No public off-street parking supply is provided between Encinita Avenue and Cloverly Avenue, however many businesses within this 3-block stretch provide on-site parking supply.

It should be noted that the cost for creation of new public parking includes acquisition of real estate, construction of physical improvements, potentially including a multi-story parking structure, and ongoing maintenance costs.

The current urban fabric in the downtown exemplifies the unintended consequence of surface parking lots that can interrupt the pedestrian experience. As a pedestrian, walking west along Las Tunas Drive is attractive where the buildings are at the back of sidewalk until Cloverly Avenue, where surface parking lots deter walking further west to the businesses west of Oak Avenue.

While it is easy to focus on the number of parking spaces within the Downtown, a key question is how do the parking spaces relate to the Downtown. Perceptions about availability of parking are influenced by many factors such as the following:

- Signage – How easily can patrons and employees find parking spaces?
- Connectivity – How accessible are the parking areas?
- Location – Is parking located within safe places?
- Walkability – How direct is the pedestrian path to reach the parking?
- Design and Aesthetics – Is parking a pleasant experience?

Consideration of these factors are important to evaluating current parking supply and overcoming concerns, real or perceived about the adequacy of the parking provided for the Downtown. Additionally, a parking “problem” is reflective of a vibrant and robust Downtown where the destinations and experience are drawing visitors.

## Parking Opportunities

Based on review of existing infrastructure, current public policy, and technical review of collected data, a preliminary list of potential opportunities has been identified. The list of opportunities that may be employed is much longer, provided below are a sampling of general and Temple City-specific opportunities related to Downtown parking:

1. Opportunity exists to more efficiently use existing parking spaces outside the core efficiently throughout the day and week gaining higher parking usage throughout.
    - Employ parking pricing to more efficiently use parking spaces, by achieving higher turnover in the most convenient spaces, and to generate revenue for parking and district improvements.
    - Modify time restrictions to match user patterns.
    - Move some parking demand to underutilized parking areas such as City Hall, TCUSD Lot, Ralphs Lot, and Las Tunas on-street areas outside the core.
    - Use valet operations at underutilized private off-street lots (i.e. Ralphs) during peak times when restaurants are busy.
    - It should be noted, the City of Temple City has recently re-striped the City parking lot (Lot 3) located behind the commercial businesses on the southeast corner of Temple City Boulevard/Las Tunas Drive intersection to provide perpendicular aligned parking stalls, resulting in a net increase of 11 parking spaces.
    -

***Image 6:*** *Post Office Drop-Off Box & Elimination of Six Parking Spaces (Source: RBF Consulting)*

2. Improve efficiency of existing parking through re-striping and revisions to layout of parking areas. Remove items that conflict with parking such as the Post Office Mail Box at the north off-street parking lot on Primrose Avenue. The City has begun discussions regarding relocation of the mail box with the Post Master, and has reached preliminary agreement to construct a concrete base in the landscape planter at the parking lot exit. The relocated mail-box will match the layout utilized at a parking lot on Temple City Boulevard. The relocation of the mail-box will return six parking spaces to use by Downtown visitors.

3. Opportunity exists to construct additional parking in a multi-level structure using land already owned by the City or in conjunction with private development activities, provided adequate revenue can be assembled for implementation. This would be consistent with a "Park Once" approach where vehicles are parked at one location while patrons visit multiple destinations within the Downtown.
4. Revise parking standards to better cater to unique characteristics of commercial uses in Downtown Temple City.
    - Allow on-street parking areas directly adjacent commercial property to satisfy code for proposed uses where on-street capacity is available.
    - Update parking code requirements to promote and support desired land uses within the Downtown.
    - Revise and employ in-lieu fee program to facilitate development where on-site parking provision is difficult.
5. In concert with parking pricing, employ a parking permit program to accommodate parking for residents, business owners and staff, and patrons. A parking permit program would allow motorists to avoid paying a meter directly through posting of a pre-purchased sticker.
6. Reduce vehicular parking demand through increased arrivals using active transportation modes (bike, shuttle, bus, and walking). Provision of enhanced transit facilities, a Downtown shuttle, and desirable bicycle parking can contribute to increased mode splits by arriving patrons and staff.
7. Expand the range of parking facilities serving the Downtown through improved walkability for pedestrians through amenities such as security/wayfinding, universal design, additional pedestrian shortcuts, provision of arts & murals, etc. Nonmotorized travel is affected by the quality of walking and cycling facilities, the distance between parking and destinations, and adjacent traffic speeds and noise levels.

**Laguna Beach Case Study:** The City of Laguna Beach employs a Parking Permit Program where permits can be purchased for Residents, Shoppers, and Business Owners/Employees allowing parking in certain areas of the community. The permits vary in cost between $40 and $300 and time and location for use is restricted based on permit type. A non-transferable sticker is posted onto the car. Resident parking permits allow 24-hour parking within a block of the permit holders residence, and 3 hours within any 12 hour period within the downtown business district. Shopper parking permits allow parking within the maximum time indicated on the parking meter at approved locations downtown, and are only city residents, non-resident seniors, and non-residents within the local school district. Business parking permits allow parking for a maximum of 12 hours at approved locations downtown, and are only available to owners and employees of business in the downtown.

# 5 – PARKING STRATEGIES

This section provides an analysis of parking program scenarios, a financial analysis, and a benefits review. The result of the analysis is to determine a set of strategic parking recommendations that will guide planning efforts for near-term and long-term implementation. Long-term parking solutions that require large financial contributions may require 2-4 years of programming, so a comprehensive review of capital intensive measures by City staff can begin implementation of strategic recommendations.

## Parking Program Scenarios

Provision of vehicular parking is an essential element of the success of Downtown Temple City. Parking facilities are a major cost to society, yet they provide easy and convenient access to destinations in support of local businesses. In many downtowns, parking complaints are among the most common issues facing developers, planners and local businesses. Parking problems can typically be defined either in terms of supply (e.g., the perception of too few spaces, legitimate parking undersupply, or excess spaces and wasted resources) or in terms of management (achieving more efficient use of existing facilities, underuse of certain facilities are not fully utilized, etc.).


This analysis has compiled community input, identified needs, and identified potential opportunities to develop three scenarios for strategic parking recommendations. These scenarios represent three points along a continuum of approaches that have been judged to fit Downtown Temple City's situation, offered here to help compare and contrast the mechanisms for managing parking. Table 7 shows those parking management scenarios, a parking management-only approach, an approach that combines parking management and pricing, and an approach that include parking management, pricing, and new parking construction. These scenarios can be used to help decision makers identify the preferred approach, and they can also be seen as a short-term, medium-term, and long-term approach.

**Table 7**
**Parking Management Scenarios**

| Topic | Scenario 1 – Parking Management, No Pricing | Scenario 2- Parking Management + Pricing | Scenario 3 – Parking Management + Pricing + Additional Parking Supply |
|---|---|---|---|
| **Parking Supply** | No additional parking lots or multi-level parking structure, unless privately provided under code. | | Increase parking supply core using infill structures. |
| | Increase supply of existing on- and off-street parking through restriping, efficiencies. | | |
| | No change to parking code requirements. | Modifications to parking code, such as allowing on-street parking to satisfy code, expanding application of Specific Plan parking provisions. | |
| **Parking Pricing and Time Limits** | Increase 20-minute parking supply within the City Center Commercial District directly adjacent to specific concentrated demand uses. | | Provide free parking for first 20-minutes. |
| | Increase the designation of free 2-hour parking supply in public off-street lots. | Modest parking charges in highest demand areas using multispace meters. | Parking charges in high demand on-street and off-street parking areas. Adjust to achieve 85-percent occupancy. Eliminate time limits, use scaled rates (low cost for 2 hours, higher thereafter). Free parking in lower demand locations. |
| | Add a 3- or 4-hour parking category to select on-street and off-street parking areas (deters employee parking while supporting service commercial). | | No time limits where graduated parking fee exist. |
| **Parking Management** | Redirect employee parking to remote lots through cooperative programs with businesses (City Hall, TCUSD, etc.). | | Redirect employee parking to remote lots with low or free parking in those locations. |
| | Improve wayfinding/signage/lighting/pedestrian environment to support walking. | | |
| | Establish Business Improvement District to lease private parking and make available to public. Require public access and shared use of parking when private parking facilities are constructed. Promote parking Downtown as easy and accessible. | | |
| | Utilize individual valet operations for restaurants during peak times. | | Develop shared valet program for peak times |
| | Respond to commercial spillover problems on side streets by coordinating with businesses and directing staff/customers to park throughout Downtown. | Employ Residential Permit Program (RPP), with minimal costs to residents to pay for sticker & program administration. | Employ priced Residential Permit Program (RPP), with revenue return for neighborhood improvement. |

As shown in Table 7, scenarios for strategic parking recommendations are provided for consideration by the community, City staff, and elected officials. The scenarios identified above provide the opportunity to compare and contrast the mechanisms for managing Downtown parking. As shown in the scenario testing, a key policy issue for consideration is implementation of parking pricing (parking meters) within the Downtown. The benefits of parking pricing and financial analysis of implementing pay stations versus construction of a multi-level parking structure are provided below.


## Employee Parking

A key topic during community engagement and outreach was the stated concern that employee parking Downtown limits the convenience and ability of patrons and residents to park in the area. Employee parking is needed to accommodate commercial activity, however, no designated employee parking areas exist within the Downtown. Designating and encouraging employees to park outside the most congested parking areas could yield notable benefits. Often a ten-percent benefit in parking or traffic is perceived by the public as a reduction in the typical congestion experienced. Managing and changing staff parking behavior in the Downtown is an opportunity for collaboration between the City and Downtown businesses.

Since the City manages parking lots throughout the Downtown, some or all parking spaces in designated parking lots could be focused towards employee use. The overflow Primrose parking lot north of Las Tunas Drive is an excellent example of a parking lot that may not regularly get used by Downtown patrons or residents.

It is recommended the City work with the business community to identify areas for employee parking, and organize an effort to incentivize staff parking at these locations. Incentives can include a monthly lottery, allowance of a selected staff person to park in the City Hall Parking Lot for a month, financial rewards, reduced parking permits, etc. The City of Danville, California allows employees to purchase permits for all day parking in the Downtown area, with varying price points based on the location of the parking lot.

Additional measures to reduce the effect of employee parking would include promotion of active transportation (bike, walk, transit use) and carpooling by staff. The City and merchants may find subsidies for transit passes for employees can be a cost-effective measure to reduce overall parking Downtown and support the local transit system. Efforts to influence employee parking behavior will better provide for parking by residents and patrons of the Downtown.

## Shared Parking Expanded

Shared parking allows for better usage of parking spaces between complimentary uses. Natural shared parking opportunities exist within the Downtown where private parking lots are restricted in use to a specific business. Different businesses have varying times of peak parking demand, such as office uses which peak during the day, while restaurants may peak in the evening. Residential parking demand is typically highest in the evening and on weekends. When a business or residence is built, it is required to park for the single use based on city code, ignoring any fluctuations in time and day. Shared parking moderates the peaks in parking demand.

Public parking lots within the Downtown were created decades ago when businesses agreed to joint or shared use without exclusive use of a parking space. Some notable exceptions occurred where banks agreed to participate in the shared parking pool, but have exclusive parking spaces. Today this means that the public parking spaces are maintained by the City, but are used only by the business, and may be vacant even when the business is closed and does not require the parking space.


Shared parking can be expanded within the Downtown where private off-street parking areas neighbor each other. Consolidation of private parking lots into one larger parking lot for public use eliminates time restrictions and underutilized parking spaces.

Through shared parking, the supply of parking within the Downtown is increased without costly financial resources. Achieving agreement on liability and division of potential for revenue requires the City or Chamber of Commerce to facilitate shared parking activity. A Business Improvement District (BID) can provide the means to facilitate shared parking, maximizing the efficiency of the parking system already within the Downtown. Locations where expansion of shared parking is most applicable are found where private off-street lots adjoin each other and include the following locations Downtown:


- 9001 block of Las Tunas Drive;
- 9101 block of Las Tunas Drive;
- 9200 block of Las Tunas Drive;
- 9451 block of Las Tunas Drive;
- 9700 block of Las Tunas Drive;
- 5800 block of Temple City Boulevard;
- 5801 block of Temple City Boulevard;
- 5900 block of Temple City Boulevard; and
- 5901 block of Temple City Boulevard.

## Transportation Demand Management

Transportation Demand Management (TDM) is a general term for strategies that increase transportation system efficiency by changing travel behavior. TDM may affect travel frequency, mode, destination or timing (shifting of trips from peak to off-peak). TDM is supportive and complimentary to parking management, as TDM often reduces parking demand, and many parking management strategies help reduce vehicle traffic. The use of TDM measures can help reduce both parking demand and traffic congestion by more than 15-percent.

The following is a list of TDM measures that are most applicable to Downtown Temple City:

1. Establish framework for TDM program through an ordinance and community involvement. The relationship with the business community and acceptance of TDM measures is critical to success. Cooperation and participation in the

TDM measures within Downtown Temple City would rely on the employers and employees. Highlight the cost savings to reducing parking demand and traffic congestion to businesses, the ability to attract and retain employees, and the potential tax incentives associated with some TDM measures.

2. Establish a Business Improvement District (BID) or Transportation Management Association (TMA) to administer and enforce TDM. Participation in the TMA would need to include the majority of businesses within the Downtown for success, with payment into the TMA for implantation resources. The fees would need to sustain the TMA, and provide a trained coordinator to facilitate TDM measures. As the TDM strategies are implemented, regular evaluation is needed to identify lessons learned, areas for improvement and to document successes.

3. Use of eco-pass, discounted transit passes, for substitution of automobile usage. Sometimes referred to as universal transit passes, these programs allow for unlimited rides on local or regional transit providers for low monthly fees, which are provided for by employers, schools, or developers. The program helps increase transit ridership, reduce automobile trips, emissions, and traffic congestion. The use of an eco-pass or transit pass within the Downtown may be most attractive to employers, reducing the need for serving parking needs of staff.

4. Require parking cash-out, where employers are required to offer equal transportation fringe benefit to employees who use modes other than driving alone to get to work. This approach works well when businesses lease parking for their employees; in instances where business owners own the parking, it may create a cost burden. The employer provides an equitable financial contribution to employees that use active transportation (bike, walk) or transit to travel to work instead of parking a vehicle at the business.

5. Improve the Bicycle Infrastructure through bike lanes, bicycle storage, showers, and lockers. Promotion of bicycle facilities can increase the usage of bicycling to the Downtown by both employees and patrons, complimented well with the gridded street design surrounding Downtown Temple City. The recent Bicycle Master Plan identified routes for implementation of bicycle lanes, and suggested both bike racks, and storage facilities at seven locations within the Downtown parking study area.


6. Establish a Transportation Resource Center (TRC) to educate and provide ongoing outreach to employers, employees, and patrons of the Downtown. The TRC is typically provided through a highly visible storefront where personalized, comprehensive travel information can be provided, with transit routes and schedules, transit passes, and bicycling information is provided. A TRC within Temple City might be provided by the Chamber of Commerce, at City Hall, or through a TMA as discussed above. The TRC would provide one-stop information to help provide information on transportation choices,

thereby reducing parking demand, improving transit usage, and improving access to the Downtown.

7. Use of a Downtown Shuttle can help connect key destinations within the City. The community and city staff will need to determine the goals and objectives of a shuttle program, as a shuttle can better connect commercial areas Downtown with Rosemead Boulevard commercial activity. Alternately, a shuttle can serve the residential areas as well, covering a larger network of streets within the community. The use of shuttle or trolley within the City is focused on coverage versus productivity. The fundamental tradeoff between coverage and productivity is related to a question about ridership versus geographic coverage.

8. Bikeshare and carshare programs provide an opportunity for the City to embrace current trends in travel behaviors where mobility choices are encouraged and promoted by the governing agency. Bikeshare feasibility studies can be conducted to ensure applicability and to establish goals and objectives for use in a community such as Temple City. Carshare programs are typically administered by private entities, and function where the critical mass is satisfactory for placement of vehicles for use on local streets.

## Bicycle Parking

Bicyclists compose a strong contingent of employees and visitors to the Downtown. Potentially more importantly, cyclists reflect existing and potential shoppers within the Downtown, especially when considering the regional nature of key through roadways such as Temple City Boulevard and Las Tunas Drive. The ability to attract and provide an easy stopping location within the Downtown can help capture increased commercial opportunities.

During visits to the Downtown, bicycles have been observed locked to patio fencing or other permanent structures.

Bicycle parking is currently provided along commercial corridors at two locations Downtown using older-style bike racks. Below is a listing of bicycle racks provided Downtown:

- North side of 9100 block of Las Tunas Drive; and
- North side of 9600 block of Las Tunas Drive.

Some commercial properties provide bicycle racks on private property for their business, but the locations provided are sporadic. As indicated within the Bicycle Master Plan, bicycle racks and

storage facilities are recommended at seven locations within the Downtown. Since limited bicycle racks are provided Downtown, it is recommended that parking racks be provided in public rights-of-way where a locked bicycle would not impede pedestrians walking along storefronts, accessing transit, and accessing on-street parking. Often, bicycle racks can be provided on sidewalks between lighting and/or tree wells within the "amenity zone". Additionally, sidewalk areas adjacent to red-curb where parking is prohibited provide opportunities for bicycle racks. Placement of bicycle racks should be in highly visible locations, and locations that are convenient and attractive for cyclists.

The provision of bicycle parking is recommended at each City municipal parking lot, as well as every block within the Downtown, on each side of Las Tunas Drive and Temple City Boulevard. Bicycle storage is recommended to link with employment and civic uses, as well as heavily used transit stops. The number of bicycle parking spaces at public parking lots are recommended based on the ratios provided in Table 8.

**Table 8**
**Bicycle Parking Ratios at Public Parking Lots**

| Number of Automobile Spaces | Required Minimum Number of Bicycle Parking Spaces |
|---|---|
| 4-20 | 2 |
| 21-40 | 4 |
| Over 41 | 1 per every 10 spaces or fraction thereof |

Additionally, provision of a "bike corral" may prove attractive to businesses within Temple City to increase the frequency of turnover by patrons that "park" in front of a business while also improving the visibility of the storefront. A bike corral is typically a large bike rack that replaces one on-street parking space and is physically located within the roadway. In cities where bike corrals have been provided, initial hesitation has been replaced by commercial demands for more bike corrals as the realized benefits have outweighed the effect of losing one on-street parking space for one parked car. We recommend the City look for a Downtown business partner willing to be the first location where a bike corral is placed. In most cities, the first location has often been demonstrated in front of a high turnover use such as a coffee shop/café, or a related store such as a bicycle store.


***Images 7 & 8:*** *Bike Corrals in Santa Monica used in place of 1 Car-Parking Space (Source: RBF Consulting)*

Provision of bicycle racks may be something implemented slowly over time, through an organized program by City staff, and supplemented by business interests. Some cities have used bike racks that are linked with the adjacent business such as a coffee shop, ice cream shop, music studio/business, sports business, etc. Additionally, the City may consider use of bike valet operations at major civic events, using volunteers from a local bicycle coalition such as the Bike San Gabriel Valley (Bike SGV) or the Los Angeles County Bicycle Coalition (LACBC). Bicycle Coalition groups typically email their distribution lists for volunteers, helping naturally promote events to a larger audience of the community. Additionally, bike coalitions typically carry insurance for the care of bikes during bike valet operations.


## Walkability Measures

The *Temple City Downtown Specific Plan* (DSP) provides incentives for improving the pedestrian environment Downtown through reduction of parking requirements for development when pedestrian passageways are constructed mid-block along Las Tunas Drive. The opportunity exists to strengthen the pedestrian environment further through the following measures:


- Establish a comprehensive program to brand parking lots within the Downtown.
- Implement program to improve wayfinding and signage.
- Public and private sector efforts to construct passageways between commercial roadways and rear parking lots.
- Improved lighting and security measures at parking lots managed by the City.
- Additional streetscape furnishings for pedestrians.

- Establish a system of walking routes specialized towards a topic such as historic sights, Downtown arts, or health-oriented walking loops. An example, is the City of Scottsdale, Arizona where a self-guided walking tour has been established with markers painted on the ground at key locations and intersections.



## Parking Pricing Benefits

Implementation of parking pricing provides some key benefits that will help minimize challenges to parking management and supply within Downtown Temple City. While some business owners have concerns that pricing will discourage customer visits, however, it is important to note that parking pricing improves convenience (by making the most convenient spaces more frequently available) and produces revenue that can create/support business improvement district activities. Many of the most successful downtown areas have instituted pricing while maintaining high business levels. In a downtown such as Temple City, pricing would not be instituted on all spaces, only those with the highest demand. This provides shoppers with a choice of free parking (with a slightly longer walk) or paying for a more conveniently located parking space. The primary advantages of pricing include:

1. **Eliminates the Necessity for Parking Time Limits:** Time restrictions at public parking areas can be eliminated, as the scaled cost for parking will increase the longer a vehicle is parked at the same spot. Areas with currently middle levels of parking use can be priced nominally to encourage efficient use, and limiting pricing to a designated area encourages parking outside the peak area of concentration. *Elimination of time restrictions simplifies parking management in the Downtown.*

2. **Increases Available Parking Supply:** Parking pricing at public parking areas has two effects. First it increases parking turnover in the most desirable spaces, thereby increasing the number of customers who use the best spaces. Rapid turnover in high-demand areas can be incentivized by providing free parking for the first 20-minutes or 1-hour, etc. Second, pricing provides an incentive for private property owners to make restricted off-street parking areas available for public use. This turns each parking space Downtown into a commodity. In the absence of parking pricing, private owners threaten to tow cars parked illegally on their property due to liability concerns. With parking pricing implemented, private owners may then charge at or below City rates with an opportunity for revenue to offset liability concerns. *Increasing the value of private spaces increases access to additional parking areas, in turn increasing public supply without costly financial spending use by the City.*


3. **Generates Revenue:** Sensitivity testing of parking pricing based on current Downtown parking activity indicates a positive revenue generation of approximately $300,000 in year 1 after implementation. The revenue generated through parking pricing can be reinvested within the Downtown to implement physical and programmatic improvements supportive of economic growth and cultural activities.

4. **Encourages Remote Parking:** Parking pricing within a core area promotes parking by staff at “remote” areas, better using existing parking supply within the Downtown.

5. **Encourages Non-Vehicular Access:** Nearby residents who could walk, bicycle or use a shuttle are encouraged to avoid the parking charge. Parking pricing is generally the single most effective strategy to encourage people to use alternatives to automobile use.

## Parking Pricing Phasing

Implementation of parking pricing should be considered an iterative process based on regular monitoring and feedback from business owners, staff, and nearby residents. The following phasing and triggers has been developed as a guide to implementation of parking pricing:

1. Begin the program with parking charges on Las Tunas Drive, commercial portions of side streets, and Temple City Boulevard. The first phase of parking pricing is between Cloverly Avenue and Goldenwest Avenue. If parking pricing produces positive outcomes consistent with Downtown goals, then potentially expand to other areas such as West Gateway area. Strategies for monitoring implementation include the following:

   - Begin the program without a residential permit program to avoid burdening residents in initial implementation.
   - Provide periodic review of occupancy data for refining pricing of meters (such as every six months). Establish procedures that allow parking pricing changes to be made within defined limits by City staff without requiring City Council action.
   - Monitor spillover of parking onto local streets to determine if changes are required. The trigger for changes in pricing areas or cost for parking is occupancy levels (quantifiable) and business/resident satisfaction (qualitative).

2. Employ a free 2-hour limit on side streets to limit the effect of commercial parking on resident uses. Concurrently implement residential permit program which allows residents to exceed the 2-hour limit.
   - Monitor if 2-hour parking areas experience high occupancy (85-percent or greater) on regular basis for extended periods of the day. If high occupancy of 2-hour time restricted areas occur then proceed to step 3 below.
3. Employ parking pricing on entire length of side streets concurrent with residential permit program which allows residents to exceed the 2-hour limit at no cost.

## Parking Pricing Technology


Implementation of parking pricing should be accompanied with use of the latest technologies available to provide a user friendly experience. Parking meters were first developed for use in Oklahoma City in 1935. This eighty-year old technology has evolved and now provides a variety of innovations for ease and convenience by the public, and management by agency staff.

Single-Space parking meters are typically employed when parking meter poles are already in place. Multi-space parking meters allow for a consolidated system for collection of parking fees, freeing up valuable space along the sidewalk. Meter technology includes the opportunity to pay via credit cards, and remote payment using a phone number and/or additional technology such as a Quick Reader (QR) code.

Meters today are available that include solar panels to collect energy to power the equipment in addition or in lieu of a conventional battery for nighttime use or when not enough sunshine is available. Typically, cashless meters use encryption technology to keep credit card information safe, and if a jam occurs with the meter system, then a message can be sent directly to City staff for rapid repair.

The City of San Diego allows for purchase of pre-paid parking cards that can be used to pay a meter, and provide a refund for excess time “purchased”. The pre-paid parking meter card is available in pre-set increments and can be purchased at City Hall as well as the local Business Improvement District and other locations such as a university and retail uses.

In-car parking meters allow individual motorists to pay for parking using a pre-paid smartcard and device kept within the vehicle. The pocket calculator-size electronic device can be purchased and loaded with time using a smartcard or telephone. The device is then displayed in the vehicle for parking enforcement review. The device will not charge users for time beyond the typical enforcement period such as 8:00 p.m. The City of Arlington, Virginia utilizes an in-car payment device at any Arlington meter. The use of an in-car device may be most useful for a community where paid parking has been in place for many years, and daily parking in meters occurs.

## Las Tunas Drive as a *Main Street*

Reviewing the functionality of Las Tunas Drive provides the opportunity to enhance the livability and accessibility to all users, including pedestrians, bicyclists, transit-users, visitors, businesses, and shoppers, as well as motorists. The focus on walkability and community design to strengthen Las Tunas Drive’ “sense of place” can better support local commercial, civic, and cultural needs.

As noted in the *City of Temple City Bicycle Master Plan (ALTA Planning + Design, March 2011),* provision of a Class II (On-Street Bike Lane) is proposed on Las Tunas Drive to improve conditions for bicycling in Temple City. The Plan recommends improvements and policies to increase the number of cyclists, frequency and distance of bicycle trips, as well as improving safety and public awareness. The addition of bike lanes was prioritized based on community input and expected ability to satisfy the goals of the Bicycle Master Plan. Provision of an on-street bike lane on Las Tunas Drive was illustrated conceptually within the Bicycle Master Plan by maintaining on-street parallel parking and narrowing motorist travel lanes.

Las Tunas Drive currently provides four travel lanes and a center turn lane (total of five lanes), with on-street parallel parking. Consideration of narrowing the roadway from five lanes to three lanes (two travel lanes with a center turn lane), could provide additional space for a bike lane, and potentially angle parking. While narrowing the roadway can better accommodate other modes of transportation, it would also help with livability and sense of place along the corridor as moving traffic would be further from the sidewalk and storefronts, allowing for an improved pedestrian environment that is more supportive toward strengthening commercial activity.

Road Diet The concept to reduce travel lanes without modification of the curb to curb width is generally referred to as a "Road Diet". The current roadway configuration is oriented towards serving motorists passing through the City, and use of a Road Diet could better serve other modes of transportation within the community such as shoppers parking, bicyclists, transit-users, and pedestrians.

Roadways with excess capacity are recognized to experience higher levels of speeding and cut-through travel patterns. Implementation of a road diet doesn't require change to the roadway cross-section, instead using the currently available paved roadway width to potentially provide increased lane widths, a center-turn lane, bicycle lanes, enhanced transit stops, and/or more on-street parking. The road diet concept also falls under the Context Sensitive Solutions and Complete Streets philosophies. According to the Federal Highway Administration (FHWA), Context Sensitive Solutions (CSS) is defined as:

- A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility;
- An approach that considers the total context within which a transportation improvement will exist.

CSS mean taking a flexible approach to designing a transportation project, so that the infrastructure fits into the natural and human environment, its context. The Complete Streets concept is similar, in that the planning and design of a roadway take into account all users, pedestrians, bicyclists, motorists, and transit-users of all ages and abilities.

As of January 1, 2011, California State Assembly Bill 1358 (AB 1358) requires cities integrate the Complete Streets policy into the General Plan Circulation Element during updates. The City of Temple City may consider further CSS review of Las Tunas Drive accounting for safety, mobility, and the ability to serve all users. Proponents of road diets have shown successful implementation on roadways with moderate average daily traffic (8-15,000 vehicles per day) and high average daily traffic (20,000 vehicles per day).

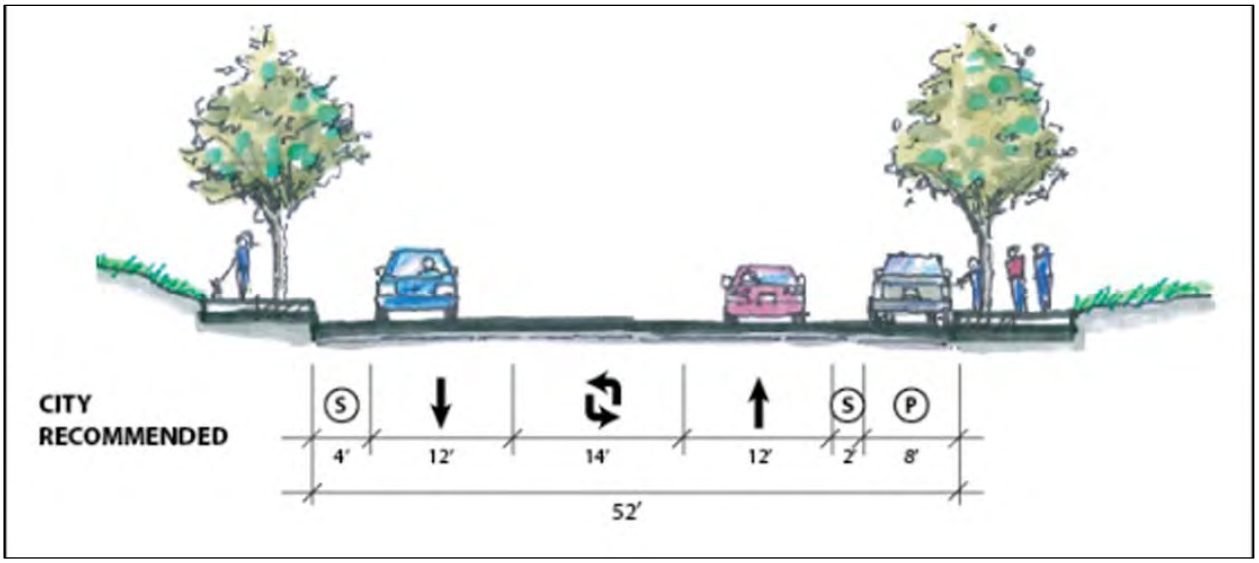



***Image 9:*** *Concept for a Road Diet in the City of Duarte (Source: RBF Consulting)*

Table 9 summarizes the current daily traffic volumes on Las Tunas Drive and Temple City Boulevard.

**Table 9**
**Downtown Roadways Daily Traffic Volumes**

| Roadway | Downtown Daily Traffic Volumes Range | Applicability for Road Diet |
|---|---|---|
| Las Tunas Drive | 22,000 – 26,000 | Low – More Analysis Needed |
| Temple City Boulevard | 18,000 – 20,000 | Moderate – More Analysis Needed |

As shown in Table 9, based on daily traffic volumes, consideration of a road diet for re-allocation of the roadway cross section is recommended for further review on Temple City Boulevard first, and subsequently for Las Tunas Drive. The following items provide a starting point of considerations for public review and discussion related to use of road diets on Las Tunas Drive and Temple City Boulevard in Downtown Temple City:

- Potential for increased cut-through traffic on parallel community serving roadways;
- Potential for traffic congestion where narrowing of lanes occurs on either side of road diet;
- Benefits of road diet for various modes of transportation (transit-use, cycling, walking, commercial truck loading, etc.);

- Specific identification of goals and objectives for road diet implementation; and
- Ability of road diet to address of stated community goals and objectives.

***Image 10:*** *La Jolla Boulevard as a Main Street in San Diego community of Bird Rock (Source: RBF Consulting)*

**La Jolla Boulevard Road Diet Case Study:** A successful road diet has been achieved in the Bird Rock community within the City of San Diego. La Jolla Boulevard was modified from 4 travel lanes to consist of 2 travel lanes. La Jolla Boulevard is a key north-south roadway within the Bird Rock community that parallels the ocean on the west, and provides an essential linkage between the communities of La Jolla, Bird Rock, and Pacific Beach. Before and after retrofit, La Jolla Boulevard serviced approximately 16,000 vehicles per day. The center turn lane was modified to provide a raised landscaped median which helped with aesthetics and shortened pedestrian crossing distances. The image below illustrates the four-lane roadway with on-street parking and a painted median.


La Jolla Boulevard previously was constructed with four-lanes and was an impediment to pedestrian, bicycle, and economic activity. After extensive community input and collaboration, La Jolla Boulevard was narrowed to the current two-lane divided roadway (with a raised landscaped median) configuration with a series of roundabouts at intersections. The following image illustrates the two-lane roadway with on-street parking and a raised landscaped median.

Despite the narrowing of the La Jolla Boulevard from 4 travel lanes to 2 travel lanes, vehicular speeds and associated congestion are not in excess of driver expectations. La Jolla Boulevard continues to serve approximately 16,000 vehicles daily and also provides a welcoming experience for pedestrians, bicyclists, businesses, and shoppers. The rehabilitated La Jolla Boulevard has employed context sensitive solutions to redesign the corridor providing a livable boulevard that now addresses the needs of all users, including motorists, bicyclists, pedestrians, and transit users. Additionally, the improved livability and walkability has supported increased economic viability in businesses fronting the roadway which is now compatible with the community context.

Exhibit 13 provides an illustration of the current design of Las Tunas Drive with rough approximation of lane dimensions. As shown on Exhibit 13, three options for configuration of Las Tunas Drive are provided for further review and consideration. The Las Tunas Drive options have been provided to illustrate how reallocation of the roadway cross section can better accommodate on-street back-in/head-out diagonal (angle) parking and bicycle lanes. The three options shown in Exhibit 13 provide varying use of the roadway cross section for further consideration by the community and interested parties modifying motorist lane widths, bicycle lanes, and on-street parking. Since the preliminary and final design will likely require additional discussion among stakeholders, further refinement of the recommended design concept is expected. Multiple iterations of the roadway are possible, with varying widths of bike lanes, parking lanes, shoulders, and vehicle lanes. Note Option C shown in Exhibit 13 assumes angle parking with a lateral dimension of 18-feet, which may not be adequate to accommodate angle parking per City Code.

Parking Yield Exhibit 14 shows the net yield of parking provided on Las Tunas Drive if the parallel parking is changed to back-in angle parking, and travel lanes are reduced by one in each direction. Table 10 summarizes the generalized benefit achieved from removing a travel lane from Las Tunas Drive and providing angle parking along one (1) block face.

**Table 10**
**Angle Parking Net Gain – Las Tunas Drive**

| Study Segment | Parallel Parking Provided | Angle Parking Provided | Net Parking Gain |
|---|---|---|---|
| Las Tunas Drive along south block face | 14 Spaces | 23 Spaces | 9 Spaces |

As shown in Table 10, removing a travel lane from Las Tunas Drive and providing angle parking achieves a net yield of nine (9) parking spaces. Note the yellow linework is included in Exhibit 14 for illustrative purposes, however, traffic engineering design would utilize white pavement markings for the parking space delineation.

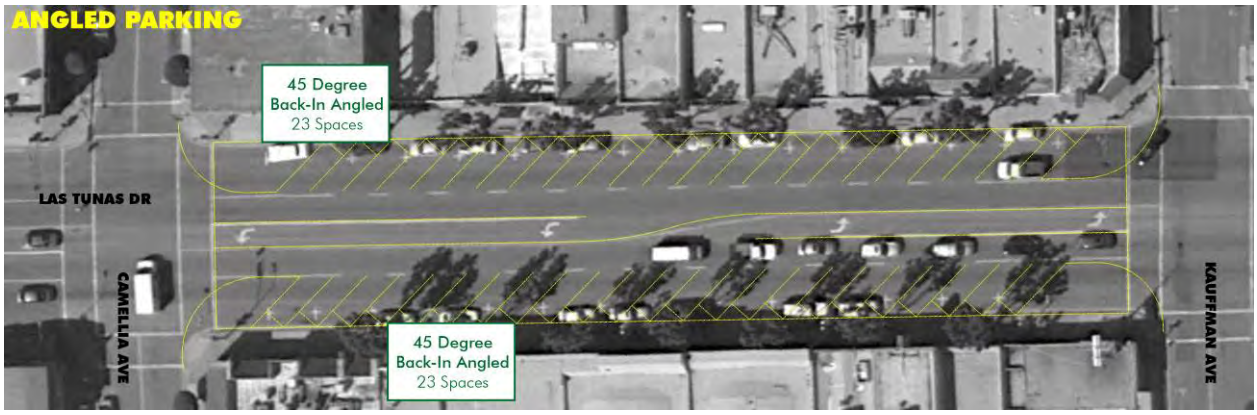



***Image 11:*** *Analysis to determine net parking gain with back-in angle parking on Las Tunas Drive (Source: RBF Consulting)*


***Image 12:*** *Back-in angle parking in downtown Chico, California. (Source: RBF Consulting)*

Back-in angle parking provides multiple benefits as summarized below:

- The parking maneuver is completed with knowledge of surrounding traffic and oncoming traffic;
- Visibility of oncoming motorists and cyclists is greatly improved when leaving the parking space;
- In locations with steep terrain, the vehicle wheels can automatically be curbed;
- Placing accessible parking spaces at the end of the street face can provide quick access to a pedestrian curb ramp at intersections; and
- Loading and unloading the vehicle from the trunk of the car can be facilitated without entering the roadway.


Within the State of California, back-in angle parking occurs in downtown communities such as Chico, Sacramento, San Francisco, and Ventura. In the City of Sacramento, dedicated signs are provided to illustrate the back-in parking maneuver. Since angle parking does not occur within the Downtown, it is recommended any demonstration or pilot projects including angle parking incorporate back-in angle parking.

Exhibit 15 shows the net yield of parking provided on Temple City Boulevard if the parallel parking is changed to back-in angle parking, and travel lanes are reduced by one in each direction. Table 11 summarizes the generalized benefit achieved from removing a travel lane from Temple City Boulevard and providing angle parking along one (1) block face.

**Table 11**
**Angle Parking Net Gain – Temple City Boulevard**

| Study Segment | Parallel Parking Provided | Angle Parking Provided | Net Parking Gain |
|---|---|---|---|
| Temple City Boulevard south of Las Tunas Drive Along west block face | 20 Spaces | 31 Spaces | 11 Spaces |

As shown in Table 11, removing a travel lane from Las Tunas Drive and providing angle parking achieves a net yield of eleven (11) parking spaces. Note the yellow linework is included in in Exhibit 15 for illustrative purposes, however, traffic engineering design would utilize white pavement markings for the parking space delineation.


***Image 13:*** *Analysis to determine net parking gain with back-in angle parking on Temple City Boulevard (Source: RBF Consulting)*

**City of Los Angeles Road Diets Case Study:** Examples of road diets can be observed by work completed by the City of Los Angeles Department of Transportation (LADOT). LADOT regularly reviews roadway cross-sections during roadway resurfacing and improvement projects through their Capital Improvement Program. Where traffic volumes are relatively low, the number of vehicular lanes is reviewed to ensure the capacity matches the demand, and to review the potential to serve other users consistent with the Complete Streets Act (AB 1358).

Three recent examples of roadways reviewed by LADOT and modified to better match traffic volumes are the following:

**Wilbur Avenue:** Wilbur Avenue in the Northridge area was a four-lane roadway with a continuous left-turn lane and on-street parking. Critical speeds observed on Wilbur Avenue were 45 miles per hour despite the posted speed limit of 40 miles per hour. LADOT review indicated traffic volumes on Wilbur Avenue could be accommodated by a two-lane roadway with a continuous left-turn lane.

**San Pedro Street:** San Pedro Street in the San Pedro was a four-lane roadway with on-street parking. The posted speed limit of 35 miles per hour. LADOT review indicated traffic volumes on San Pedro Street could be accommodated by a two-lane roadway with a continuous left-turn lane.

**7th Street:** 7th Street just west of Downtown Los Angeles was a four-lane roadway with on-street parking and no turn lane. The road diet has narrowed travel lanes to two-lanes and added on-street bike lanes while maintaining on-street parking. The bike lanes have provided a crucial east-west link to Downtown Los Angeles.

Lancaster Boulevard Road Diet Case Study**:** Another successful road diet has recently been implemented in the City of Lancaster on Lancaster Boulevard. The roadway curb-to-curb width was similar to that observed on Las Tunas Drive, and was narrowed from 4 travel lanes to 2 travel lanes. The remaining roadway cross-section is now used daily for angle parking, and can be adapted for use as a public space, such as a farmers market.

Multi-Modal Performance Criteria To further encourage pedestrian activity within a designated area, many jurisdictions are adopting modified performance criteria to balance the needs between vehicular and non-vehicular traffic. Consideration of a modified performance criteria allows for context-based decision making regarding transportation improvements, where certain modes of transportation may be prioritized such as pedestrian activity.

Examples of downtowns where the citywide performance criteria is lowered to support walkable communities include the following:

- Old Town Temecula;
- Downtown Glendale; and
- Downtown Perris.

The reduction of performance criteria complements the goal of prioritizing non-motorized traffic, through slower speed roadways and narrow street-crossings for pedestrians.

Clear Downtown Vision As described, the change to Las Tunas Drive could increase parking and provide opportunities to enhance the downtown pedestrian and bicycling environment. However, the decision to add diagonal parking should be explored as part of a comprehensive downtown visioning and planning process that involves business owners, residents, and local officials. Creating a more vibrant downtown demands not only walkable streets and convenient parking, it will also a successful mix of businesses, attractive urban design, clear identify, strong downtown management, and broad support and ownership from the community.

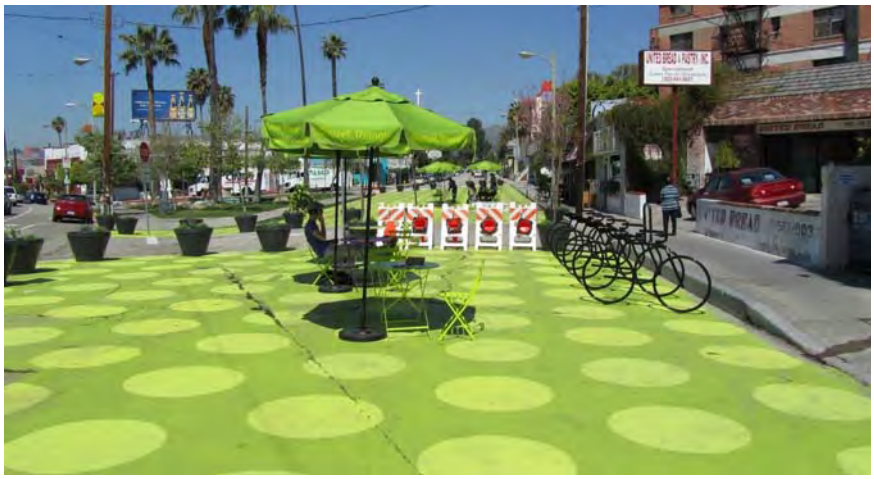
## Public Plaza Spaces

Many cities have experimented with innovative use of City-owned land to provide additional public plazas, micro-parks, outdoor dining opportunities, and landscaping buffers to help separate residential areas from commercial zones. The concepts discussed below provide additional innovative ideas that the City of Temple City may consider for the downtown, and their implementation may be something facilitated through the Chamber of Commerce or a potential future Business Improvement District to help improve public plaza and art space as well as supporting a walkable pedestrian-friendly environment. While some of these innovative concepts may affect parking supply, their benefit to the civic, cultural, and commercial uses in the Downtown may help drive additional business. We recommend the impacts to parking loss be tested through coordination with the business community and management of parking demand be employed in conjunction with pioneering concept testing.

The micro-park concept has recently been tested in Long Beach and is referred to as a “parklet” where a parking space is removed and replaced with a raised platform flush with the sidewalk to provide outdoor dining opportunities. Lola’s Mexican Cuisine has benefited from the first use of a parklet in the City of Long Beach, and has added four (4) staff to their business to help accommodate additional business from the additional dining opportunities provided by the parklet and corresponding outdoor dining space.


***Image 14:*** *First Parklet demonstration project in Southern California at Lola's Restaurant in Long Beach. (Source: RBF Consulting)*

We recommend the City work with the business community to find a location that best suits the use of a parklet, such as a restaurant where additional dining space is desired. The City may also consider implementing a parklet along an entire block to simulate and test the benefits of potential narrowing of Las Tunas Drive. We recommend the concept of a parklet be tested on a one-year demonstration project to evaluate the benefits to the businesses and the overall character of the Downtown.



An additional concept for consideration is the partial and full closure of streets intersecting Las Tunas Drive. The partial closures can help limit vehicular traffic on residential streets, and provide opportunities for angle parking, public plaza space, and increased landscaping. The concepts shown below were developed to illustrate how a partial or full closure may look and feel. Public input on the concepts has been positive with stated interest in how the partial or full closures may establish a buffer between the residential area adjoining Downtown and the commercial areas. The partial and full closure concepts shown within this document are shown for illustrative purposes, and further review and discussion with the community is recommended prior to implementation of potential vehicular closures.

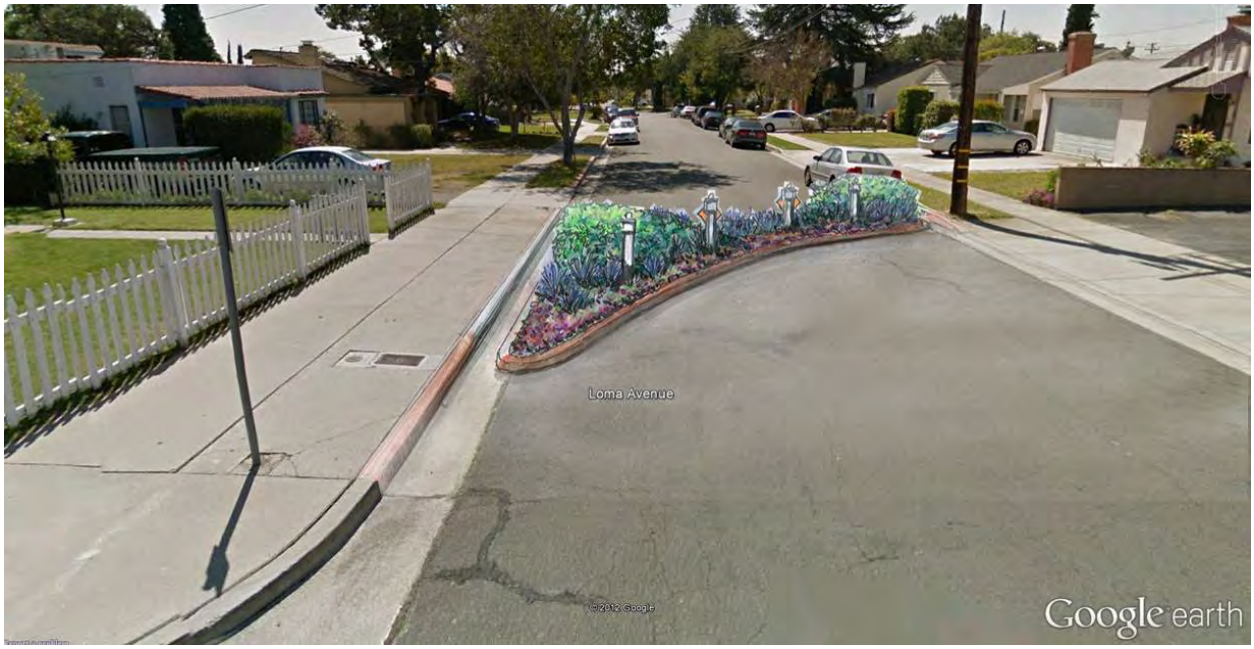



***Image 15:*** *Loma Avenue full street closure rendering. (Image Source: Google earth, Rendering: RBF Consulting)*

# 6 – FINANCIAL ANALYSIS

## Parking Pricing Financial Review

The use of parking meters within the Downtown was tested to consider the financial feasibility of the program from a revenue standpoint. While revenue generation is important, the use of parking pricing is a key policy consideration that should be discussed in the public arena by elected officials, business owners, commercial patrons, and nearby residents. A parking pricing assessment was reviewed for a zone on Las Tunas Drive between Cloverly Avenue and Goldenwest Avenue, commercial portions of side streets, and Temple City Boulevard from Woodruff Avenue and Workman Avenue. Exhibit 16 illustrates the draft parking pricing zone analyzed for the financial review.

The analysis includes the following assumptions:

1. Approximately 689 parking stalls are included in the parking pricing zone.
2. Enforcement officers employed 6 days a week can typically oversee 225 stalls.
3. Enforcement hours from 9 a.m. to 6 p.m.
4. Enforcement for 300 days per year.
5. Enforcement officer salary of $30/hour.
6. Carrying Cost on Infrastructure of 5 Years.
7. $1.00 per hour per parking space.
8. Reduced parking demand (leakage) of 30-percent.

The City budget currently includes line items to address annual costs related to enforcement, maintenance and improvements such as slurry seal, restriping, and repair. The following summarizes the current costs already included within the City budget related to parking enforcement and maintenance:

1. One full-time maintenance staff person dedicated to maintenance of the parking lots with an annual salary of $45,000, not including any additional benefits provided by the City.
2. One full-time parking enforcement staff person dedicated to parking control for both on-street and off-street parking areas with an annual salary of $62,000 not including any additional benefits provided by the City.
3. One part-time parking enforcement staff person dedicated to parking control for both on-street and off-street parking areas with an annual salary of $30,000 not including any additional benefits provided by the City.
4. An estimated cost of $5,000-$10,000 annually for slurry seal, restriping, and repair for each parking lot. This cost is included within the Capital Improvement Program (CIP). The total for this category is estimated at $80,000 annually.

The current costs already included within the City budget related to parking enforcement and maintenance aggregate to approximately $217,000 annually. Since current parking enforcement and maintenance costs are not limited to the Downtown these costs are not included in the following financial analysis.

Table 12 summarizes the costs and income associated with the parking pricing zone tested for 689 parking spaces within the Downtown. See Appendix E for detailed financial analysis.

**Table 12**
**Parking Pricing Financial Analysis**

| Parking Pricing Item | Cost/Income Per Year | |
|---|---|---|
| | **Assuming $1/hour Meters** | **Assuming $0.75/hour Meters** |
| Estimated Enforcement Costs | - $216,000 | - $216,000 |
| Protective Services, Maintenance, Landscaping, etc. | - $92,830 | - $92,830 |
| Accounting, Bank Charges | - $9,302 | - $9,302 |
| Capital Installation & Debt Service; On-Street Facilities | - $68,569 | - $68,569 |
| Capital Installation & Debt Service; Off-Street Facilities | - $32,198 | - $32,198 |
| Annual Pay Station Operation/Repair/Depreciation; On-Street Facilities | - $65,985 | - $65,985 |
| Annual Pay Station Operation/Repair/Depreciation; Off-Street Facilities | - $26,394 | - $26,394 |
| **Subtotal of Costs** | **- $511,278** | **- $511,278** |
| Income On-Street Stalls (Weekdays) | + $179,390 | + $134,542 |
| Income On-Street Stalls (Saturdays) | + $50,924 | + $38,193 |
| Income Off-Street Stalls (Weekdays) | + $436,615 | + $327,461 |
| Income Off-Street Stalls (Saturdays) | + $117,135 | + $87,851 |
| **Subtotal of Income** | **+ $784,064** | **+ $588,048** |
| **Total Parking Pricing Revenue Summary** | **+ $272,786** | **+ $76,770** |

As shown in Table 12, the financial analysis indicates the parking pricing zone would provide a net income of $272,786 in the first year of implementation when each parking space is priced at $1 per space, and $76,770 when pricing is $0.75 per space. Since a portion of the current parking and enforcement costs are likely included in the analysis in Table 12, the estimated revenue may provide a slightly higher net yield than the $272,786 estimate.

Assuming an escalation of 3-percent per year, and total repayment of the 5-year carrying costs associated with capital infrastructure costs are repaid, the revenue would increase to $433,051 in year 6. See Appendix E for detailed financial analysis.

The provision of immediate net positive revenue associated with parking pricing for a five-block zone within the core of Downtown Temple City indicates financial feasibility when pricing is $1 per metered space.

# Parking Structure Financial Review

As a comparison, the review of the costs associated with constructing a parking structure within the Downtown area provided. Since the City already owns multiple parking lots within the Downtown, acquisition costs would be minimal as long as one of the lots provides acceptable dimensions for construction of a multi-level parking structure.

Evaluation of a parking structure was prepared for the parking lot on the east side of Temple City Boulevard and south of Las Tunas Drive, which currently provides 56 parking spaces.

The surface area provided at the test lot measures roughly 130-feet by 170-feet for a total of 22,100 square feet. An industry standard of 350 square feet per space is utilized to determine the quantity of parking spaces can be constructed within a multi-level structure which accounts for the parking spaces, drive aisle, and ancillary uses. The 22,100 square feet can therefore provide about 63 parking spaces per level. Table 13 below derives the number of parking spaces that could be constructed in a potential parking structure on Temple City Boulevard assuming roughly half the ground floor is utilized for commercial activities the activate the street edge.

**Table 13**
**Parking Structure Yield Analysis**

| Allowable Space | Parking Supply Yield |
|---|---|
| **Level 1 Allowable Space:** 22,100 square feet, reduced by 50% for ground floor commercial uses equates to 11,050 square feet of allowable parking area. | **Level 1 Supply:** 11,050 square feet divided by 350 square feet/parking space = 32 parking spaces |
| **Level 2 Allowable Space:** 22,100 square feet of allowable parking area. | **Level 2 Supply:** 22,100 square feet divided by 350 square feet/parking space = 63 parking spaces |
| **Level 3 Allowable Space:** 22,100 square feet of allowable parking area. | **Level 3 Supply:** 22,100 square feet divided by 350 square feet/parking space = 63 parking spaces |
| **Total Parking Supply Provided** | **158 Parking Spaces** |

As shown in Table 13, the parking lot on the east side of Temple City Boulevard and south of Las Tunas Drive could yield approximately 158 parking spaces when assuming about 11,050 square feet of ground floor commercial uses.

Table 14 summarizes the likely capital cost of constructing a multi-level parking structure accommodated 158 parking spaces, assuming land costs are nominal since the City already owns the property.

**Table 14**
**Parking Structure Cost Analysis**

| Parameter | Quantity |
|---|---|
| Structured Parking Hard Costs per Square Feet | $68/square feet (ranges between $63-$73/square feet) |
| Construction Hard Costs per Parking Stall | $23,800/stall ($68/square feet x 350 square feet/stall) |
| Construction Soft Costs per Parking Stall | $7,140/stall (30% of Hard Costs) |
| Land Costs | $0/stall (assumes City already owns land) |
| **Construction + Land Costs Subtotal** | **$30,940/stall** |
| Parking Supply | 158 Parking Spaces |
| **Parking Structure Cost** | **$4,888,520 ($30,940/space x 158 spaces)** |

As shown in Table 14, the cost for constructing a 158-space 3-level parking structure on the east side of Temple City Boulevard and south of Las Tunas Drive would likely cost approximately $4,888,520 in capital costs.

Since a potential 158-space parking structure would replace an existing parking lot that provides 56 parking spaces, Table 15 summarizes the capital cost of constructing the net new parking spaces (158 – 56 = 102 spaces).

**Table 15**
**Cost Per Net New Parking Space**

| Parameter | Quantity |
|---|---|
| Parking Structure Cost | $4,888,520 |
| Net New Parking Supply | 102 Net New Parking Spaces (158 new - 56 existing) |
| **Net New Parking Space Cost** | **$47,927/Net New Space** |

As shown in Table 15, the cost for each new parking space would equate to $47,927 if a new 158-space 3-level parking structure is constructed on the east side of Temple City Boulevard and south of Las Tunas Drive.

# In-Lieu Parking Fee Review

Many cities use an In-Lieu Parking Fee as a source for funding public parking facilities or other transportation improvements. An In-Lieu Parking Fee is usually an option given to developers to pay the local jurisdiction a fee to opt-out of providing on-site parking with a new private development (usually the in-lieu fee option is correlated to minimum parking standards). Payment of an in-lieu fee then provides the developer certain access entitlements into public parking facilities proximate to the development site (i.e., in “downtown”), once the new parking facilities are constructed. The additional parking facilities could be a surface parking lot, or a multi-story parking structure.

The in-lieu fee can range from a fee assessed at less than the actual cost of construction, to the full cost of parking construction. Additionally, the fee can be assessed one-time, when the development occurs, or annually subject to a business license. The one-time payment may

seem more costly to business development, but it can be included in the project financing, whereas, annual payment of the in-lieu fee cannot be included in financing and the burden is shifted to the business in operation that requires use of the in-lieu fee. Generally, cities develop an annual fee assuming a short-term horizon such as a 5- or 10-year horizon and charge interest to make the collection of fees comparable to a one-time lump sum fee. Additionally, the annual payment of the in-lieu fee causes a more volatile and slow accrual of revenues for the City. If construction of a parking garage is financed by the City, then the volatility of annual payments may be added risk the City does not want to incur.

Many cities have found parking in-lieu fees do not provide sufficient revenue to fully fund a facility and are combined with other revenue sources to fully "pencil" a project (e.g., parking charges/rates, on-street meters, etc.). The frequent experience by some cities showing fees-in-lieu haven't adequately funded public parking facilities has led to diminished use of this fee.

As noted, the City Attorney has determined the In-Lieu Parking Fee is inadequate to fully account for the development and maintenance of public parking and its use has been suspended. The following reasons were provided for the discontinued use of the In-Lieu Parking Fee:

1. The nexus for the fee needs to be established consistent with the Mitigation Fee Act to identify the planned improvements and associated costs for the improvements;
2. The fee amount was administered without specific or published criteria.

Since the establishment and use of the In-Lieu Parking Fee were in question, the program was discontinued. Any potential future use of In-Lieu Parking Fee would require an adequate survey consistent with the Mitigation Fee Act, and establishment of published criteria for use.

Table 16 summarizes potential revenues achieved from a parking in-lieu fee program assuming an in-lieu fee of $25,000 per space (one-time payment at time of development).

**Table 16**
**Example In-Lieu Parking Fee Analysis**

| Parameter | Quantity |
|---|---|
| Assumed Commercial Activity added Downtown | 25,000 square feet of commercial uses |
| Parking Ratio Per City Code | 4 spaces per 1,000 square feet of commercial uses |
| Parking Required Per City Code | 100 spaces |
| Assumed One-Time In-Lieu Payment | $25,000 per parking space |
| **Total In-Lieu Parking Fee Collected** | **$2,500,000 (100 spaces x $25,000/space)** |

As shown in Table 16, a scenario for achieving $2,500,000 in parking in-lieu fees would require the addition of 25,000 square feet within the Downtown assuming the business pays $25,000 for each parking space not provided on site to satisfy minimum parking requirements.

It should be noted the development activity to add 25,000 square feet of commercial uses within the Downtown would likely take many years. If the additional commercial activity occurred over 8-10 years, then a surface parking lot or parking structure would need to be constructed earlier.

Table 17 summarizes the schedule for collection of an in-lieu parking fee in relation to the cost for construction of a $2,500,000 parking structure within the Downtown.

**Table 17**
**In-Lieu Parking Fee Schedule**

| Schedule | In-Lieu Fee Collected | City Funds Spent for Parking Supply | Surplus/Deficit? |
|---|---|---|---|
| Year 1 | $250,000 (10 spaces x $25,000/space) | $0 | + $250,000 |
| Year 2 | $500,000 | $0 | + $500,000 |
| Year 3 | $750,000 | $0 | + $750,000 |
| Year 4 | $1,000,000 | $2,500,000 | - $1,500,000 |
| Year 5 | $1,250,000 | $0 | - $1,250,000 |
| Year 6 | $1,500,000 | $0 | - $1,000,000 |
| Year 7 | $1,750,000 | $0 | - $750,000 |
| Year 8 | $2,000,000 | $0 | - $500,000 |
| Year 9 | $2,250,000 | $0 | - $250,000 |
| Year 10 | $2,500,000 | $0 | $0 |

As shown in Table 17, assuming construction of a $2,500,000 parking structure in year 4, the schedule for revenues illustrates the City would be in a deficit for approximately 6 years. The calculation above assumes regular growth within the Downtown, and continuous payment of in-lieu parking fees by developers who desire to opt-out from providing on-site parking at their development project.

The key question regarding use of in-lieu parking fees is the policy of supporting economic development and the City assuming the burden of providing additional parking supply where provision of parking on-site has become a major challenge in economic development within the Downtown. Many cities use a discounted in-lieu parking fee as a way to attract developers to (a) build less parking and (b) contribute to a comprehensive system of parking in an area. Successful in-lieu parking fee programs are generally integrated into a strategic parking development/systems plan by a City, which requires the City to establish a policy basis for the in-lieu fee that sets out a clear and distinct role that the City will play in managing the fee and providing additional parking supply or reducing parking demand through active transportation and transit solutions.

The methodology for setting the in-lieu parking fees varies by jurisdiction, however, it is generally correlated to the full cost of constructing a surface or structured parking facility. Most fees in other jurisdictions are set at rates less than the full cost of construction to attract developers and incentivize payment into the program. Since the City already owns surface parking lots within the Downtown, the in-lieu parking fee calculations are provided for two scenarios; 1) excluding land costs, and 2) including land costs for potential acquisition of additional properties. If the City desires to utilize the in-lieu parking fee for purchase of additional properties to address parking supply needs then, the higher in-lieu parking fee would be applicable. It is recommended that the City utilize one fee or the other, based on a decision

in the near-term and avoid alternating which fee is applicable to developers. The surety in the fee amount will be important to developers to understand how various costs affect the proformas calculations prepared to determine the feasibility of each project.

Table 18 summarizes the calculation of in-lieu parking fees for the City of Temple City, assuming costs for construction of a parking structure, and the fee is discounted by 20-percent to incentivize use by developers and businesses.

**Table 18**
**In-Lieu Parking Fee Calculation**

| Parameter | Amount (No Land Costs) | Amount (With Land Costs) | Notes |
|---|---|---|---|
| Structured Parking Hard Costs per Square Feet | $68/square feet | $68/square feet | Ranges between $63-$73/square feet |
| Construction Hard Costs per Parking Stall | $23,800/stall | $23,800/stall | $68/square feet x 350 square feet/stall |
| Construction Soft Costs per Parking Stall | $7,140/stall | $7,140/stall | 30% of Hard Costs |
| Cost of Land per Stall | $0/stall | $12,660/stall | Assumes Land Cost is $2M/acre and achieves 158 stalls |
| In-Lieu Fee Subtotal | $30,940/stall | $43,600/stall | -- |
| **In-Lieu Fee at 80% of Total Cost per Stall** | **$24,752/stall** | **$34,880/stall** | **--** |

**Note:** Hard costs for construction parking structure ranges between $63 & $73/square feet, average of $68 utilized.

As shown in Table 18, the total average costs for construction of a parking structure within Temple City ranges between $30,940 and $43,600 per stall depending on whether land costs are included. Assuming the fee is discounted by 20-percent, then the actual in-lieu parking fee is recommended to be initially set at either $24,752. The recommended fee amount assumes no land costs are required for purchase of property.

Up front collection of the entire in-lieu fee is recommended for the following reasons:

1. The fee is already being discounted by 20-percent, so spreading the fee over a 5- or 10-year horizon adds unnecessary risk to the City of Temple City.
2. Collection of the fee up front avoids the volatility of payment by businesses that require the in-lieu fee depending on the ability of the business to keep in good standing on payments.
3. Up front collection of the in-lieu fee allows developers to wrap that cost into construction financing and amortize the costs over the life of the project financing.

# 7 – STRATEGIC PARKING RECOMMENDATIONS

## Parking Recommendations

Based on review of the parking needs within the Downtown, consideration of potential management scenarios, and financial analysis, a range of strategic parking recommendations is provided. The recommendations are phased or structured into short-term, near-term, and long-term recommendations that City staff can focus resources on achieving. Refinement of the phase for each measure occurred subsequent to the draft recommendations and based on the public received during the August 2012 public meeting.

Recommendations combine multiple concepts covering policy, program, and physical changes that can be facilitated by City staff and the local business community with coordination with residents in the Downtown area. Generalized costs are estimated to provide comparison of costs between measures; final costs for each measure will be subject to final program details and design.

Based on community input, City priorities, and availability of funding opportunities, the recommendations may shift into a different time-frame. For example, the City is already exploring a pilot program to provide a shuttle service connecting residents within the community to key destinations and Downtown. The pilot shuttle program is under consideration, but the funding has not yet been secured, so it currently is included in the near-term recommendations.

The short-term strategic parking recommendations are summarized in Table 19:

**Table 19**
**Short-Term Strategic Parking Recommendations**

| Topic | Recommendation | Issue | Benefit |
|---|---|---|---|
| **Parking Supply** | 1. Establish tour bus parking areas and permit program. *Generalized Costs: $* | Large vehicles blocking many parking spaces. | Easy access for tourists and visitors. Track tourist buses. |
| | 2. Revise parking standards. *Generalized Costs: $* | Unique Downtown with uniform Citywide parking standards. | Updated parking standards reflecting unique development pattern of Downtown parcels. Promote targeted economic development. |
| | 3. Empower Business Improvement District (BID) to lease private parking, and allow shared parking between businesses/properties. *Generalized Costs: $* | Private parking lots restricting parking to business hours only. | Greater parking availability. |

| Topic | Recommendation | Issue | Benefit |
|---|---|---|---|
| | 4. Review striping of existing parking lots. Relocate mailbox from Primrose Avenue Parking Lot to street edge where on-street parking is already prohibited. *Generalized Costs: $* | Inefficiencies in current parking lot layouts, and parking stalls striped out for drive-up mailbox. | Greater parking availability and supply. |
| | 5. Test angle parking on Temple City Boulevard either north of or south of Las Tunas Drive. Test back-in angle parking for better operation with bicycle activity. *Generalized Costs: $* | Need for additional parking and interest in narrowing roadway travel lanes. | Reduced vehicular speeds, and low-cost means to increased on-street parking supply. Back-in angle parking allows improved visibility between cyclists and motorists. |
| | 6. Test removal of parking stall delineations painted on roadway on Las Tunas Drive. *Generalized Costs: $* | Parking stalls may limit ability to accommodate more vehicles along a blockface. | Potential for increased number of cars parking along block. |
| **Parking Pricing and Time Limits** | 7. Collect parking duration data (frequency of car turnover) to determine how best to refine time restrictions. *Generalized Costs: $* | Concern about adequacy of all-day parking versus time-limited parking spaces. | Better balance of user preferences between commercial patrons, staff, and residents. |
| **Parking Management** | 8. Brand each parking lot uniquely, and update Downtown Parking Map. Provide informational kiosks illustrating location of parking areas. *Generalized Costs: $* | Lack of understanding of parking lots for use. | Improved wayfinding, signage, and education of parking areas available to public. |
| | 9. Designate employee parking Areas, and Develop Incentive/Promotional Campaigns to Effect Change. *Generalized Costs: $* | Staff parking conflicting with patrons | Greater parking availability. |
| | 10. Implement pedestrian scale safety measures at all City Parking Lots. *Generalized Costs: $* | Real and perceived safety in using parking lots off Las Tunas Drive. | Improved comfort in using “remote” parking lots. Higher foot traffic by businesses. |
| | 11. Establish a subcommittee of elected and appointed community members, business owners, and residents focused on Downtown Parking Management. *Generalized Costs: $* | City coordination with residents and business-owners while attracting continued and new customers. | Additional economic activity while on-going review of parking management techniques best suited for Downtown Temple City. |
| | 12. Revise in-lieu fee program for business payment into program. *Generalized Costs: $* | Suspended program requires variance if parking code cannot be met. | Flexibility in economic development. Leverage fee with other financial resources for City to invest in parking supply and parking management measures. |

| Topic | Recommendation | Issue | Benefit |
|---|---|---|---|
| | 13. Test Valet Parking for Downtown Restaurants. *Generalized Costs: $* | Constrained parking during peak restaurant times. | Convenient parking for patrons. Greater parking availability. |
| | 14. Install bicycle racks. *Generalized Costs: $* | Lack of bicycle parking. | Accommodates and supports increased bicycling activity. |
| | 15. Increase pedestrian walkways between parking lots and Las Tunas. *Generalized Costs: $$* | Lack of direct pedestrian connection to City parking lots. | Improve walkability and visibility of existing parking lots behind businesses. Improved safety/security. |
| | 16. Coordinate with businesses to establish pedestrian walking routes Downtown catered to topics such as history, art, and/or health. *Generalized Costs: $* | Need to strengthen Downtown as a place for walking. | Improve culture of walking Downtown, increasing perceptions about walking multiple blocks between parking and destination. |
| | 17. Pursue grant and funding opportunities to implement measures identified in Near-Term and Long-Term recommendations. *Generalized Costs: $* | Source of funding for costly measures. | Leverage of local funds for grant pursuits and demonstration projects. |
| Other concepts may be added to the short-term recommendations as priorities are refined, funding opportunities become available, partnerships with public/private stakeholders occurs, etc.. | | | |

As noted earlier, the City of Temple City has recently re-striped the City parking lot (Lot 3) located behind the commercial businesses on the southeast corner of Temple City Boulevard/Las Tunas Drive intersection to provide perpendicular aligned parking stalls, resulting in a net increase of 11 parking spaces.

The near-term strategic parking recommendations are summarized in Table 20:

**Table 20**
**Near-Term Strategic Parking Recommendations**

| Topic | Recommendation | Issue | Benefit |
|---|---|---|---|
| **Parking Pricing and Time Limits** | 1. Implement demand-responsive parking pricing for on- and off-street parking. Use latest technology system. *Generalized Costs: $$* | Time Restrictions, real & perceived parking deficiencies. | Eliminates parking time limits, increases supply, generates revenue, encourages remote parking, and encourages non-vehicular access. |
| **Parking Management** | 2. Implement TDM Program. *Generalized Costs: $* | Reduce travel to Downtown by single-occupant vehicles. | Greater availability for public, improved use of transit, active transportation systems. |
| | 3. Coordinate with private entities for public parking during peak times at TCUSD Lot, and Ralphs Lot. *Generalized Costs: $* | Limited use of private lots when spaces are underutilized. | Greater parking availability for lunch and weekend activities. |

| Topic | Recommendation | Issue | Benefit |
|---|---|---|---|
| | 4. Establish pilot shuttle program focused on high ridership using a simple non-circuitous route connecting major destinations such as Rosemead Boulevard with Downtown.<br>*Generalized Costs: $$$* | Convenient non-auto based access to downtown for residents. | Connectivity between key commercial areas within City allowing for "park once" and return to car provided through shuttle.. |
| | 5. Implement bike corral demonstration project .<br>*Generalized Costs: $* | Lack of highly visible bicycle parking. | Serves bicycle parking, and indicates City is supportive of active transportation. |
| | 6. Employ a Residential Parking Permit Program.<br>*Generalized Costs: $* | Overflow parking (current and future) as needed. | Limit Downtown parking affecting residential quality of life. |
| | 7. Use efficient license plate reading technology.<br>*Generalized Costs: $$* | Ongoing costs for parking enforcement staff, and need for continuous parking demand data | Innovative technologies improve enforcement efficiency and provide ongoing parking data. |
| | 8. Support Downtown arts program at City lots.<br>*Generalized Costs: $* | Minimal arts and culture at City parking lots. | Improved arts and culture identification at City land (parking lots) |
| | 9. Utilize technology to convey parking availability and special events guidance.<br>*Generalized Costs: $$* | Immediate information about parking congestion and circulation impacts during events and peak times. | Dynamic signs and mobile applications provide rapid information to Downtown visitors. |
| | 10. Consider locations for partial or full closure on side streets off major commercial corridors.<br>*Generalized Costs: $$* | Separation between commercial and residential areas. | May provide additional parking, improved buffer between commercial and residential areas. |
| | 11. Implement parklet concept as a demonstration project.<br>*Generalized Costs: $* | Need for additional outdoor commercial space and visibility from roadway. | Increased visibility, commercial activity, and/or public space. Note this measure may reduce parking supply. |
| Other concepts may be added to the near-term recommendations as priorities are refined, funding opportunities become available, partnerships with public/private stakeholders occurs, etc.. | | | |

The City has begun negotiations with TCUSD to gain access to the parking lot on Kauffman Avenue south of Las Tunas Drive. Additionally, the City has already engaged in a long-term recommendation to purchase the mortuary for sale on Temple City Boulevard and construct a surface parking lot with an estimated parking supply of sixty (60) parking spaces. The long-term strategic parking recommendations are summarized in Table 21:

**Table 21**
**Long-Term Strategic Parking Recommendations**

| Topic | Recommendation | Issue | Benefit |
|---|---|---|---|
| **Parking Supply** | 1. Consider constructing additional parking in western Downtown. *Generalized Costs: $$$* | Real and perceived adequacy of parking supply. | Better accommodate parking needs for area businesses. |
| | 2. Acquire available or vacant properties for additional parking supply (e.g. Mortuary, former Alpha Beta site). *Generalized Costs: $$$* | Real and perceived adequacy of parking supply. | Eliminate of vacant/blighted parcels, accommodation of parking needs. |
| | 3. Consider constructing parking structure in Downtown. *Generalized Costs: $$$* | Real and perceived adequacy of parking supply. | Park Once approach to consolidate parking and accommodate growth. |
| **Parking Management** | 4. Evaluate optimal use of pavement on Las Tunas Drive. *Generalized Costs: $* | Functionality and livability of key east-west roadway within Downtown. | Potential for additional parking, improved bicycle facilities, increased park space and outdoor dining. |
| Other concepts may be added to the long-term recommendations as priorities are refined, funding opportunities become available, partnerships with public/private stakeholders occurs, etc.. | | | |


***Image 16:*** *Primrose Avenue partial street closure concept. (Source: RBF Consulting)*

# 8 – FUNDING OPPORTUNITIES

## Funding Opportunities & Mechanisms

This strategic report includes an evaluation of potential funding sources that could be used to support development of new parking supply in the future. Consideration of creative and new funding mechanisms is prudent given the notable costs for provision of additional parking using traditional means which rely solely on user revenues covering operations and debt service.

Therefore, a variety of funding opportunities and mechanisms are identified for consideration by City elected officials, City staff, and the community. This listing of potential sources is not necessarily exhaustive, as other communities have used yet additional sources – which may or may not be applicable to current conditions in the City of Temple City. Nor are these sources intended to be mutually exclusive. As stated above, funding for parking facilities often requires application of multiple sources – for what might be considered as layered financing.

It should be noted the use of fees continues to evolve as various State Laws or Propositions are signed or authorized through voter input. Consideration of implementation of fees should be reviewed by the City Attorney to determine if a nexus study is required and to determine steps for compliance with the Mitigation Fee Act, Proposition 26, and or Proposition 218, among other applicable laws.

The funding options provided below assume a more detailed discussion of the role of the City in future funding of parking and public discussion regarding the desire to use public funds to build and operate parking. Additionally, it is clear from experiences in other cities that more than one source of funding will be necessary to finance facilities (lots and/or garages) with public resources, particularly in the near-term or until market conditions, density and constraints on the supply drive parking rates upward.

<u>Options Affecting Customers</u>

Off-street User Revenues – These revenues represent the foundation of any parking facility's revenue structure. Fees would need to be imposed in Temple City off-street facilities in the form of hourly, daily and monthly charges. Such revenues could be collected through attended facilities, with automated revenue collection technology, or a combination of both.

Event Surcharges – If allowed by California public facilities district legislation, this would impose parking charges in conjunction with local and regional center facilities (e.g., performing arts, sports and concert arenas). Fees are generally buried in the cost of event ticketing.

On-Street Parking Fees – Many cities elect to collect on-street revenues through parking meters and/or sale of permits and direct net revenues to parking development enterprise funds. Potential permits might include resident permits, business permits, or shopper permits. Additionally, commuters may be able to purchase permits to park in residential areas where parking supply during daytime hours is available. Such funds can then be used to construct/bond for additional off-street parking facility development, to support a Business Improvement District, and/or to support Transportation Demand Management strategies. Refer to Chapter 5 (Parking Strategies) for more detailed discussion of parking pricing.

Parking Fine Revenues – Collected for violations related to overtime and improper parking, and illegal parking in handicapped spaces, with a portion of such revenue directed to parking development enterprise funds.

Options Affecting Businesses and Property Owners

Parking & Business Improvement Area or District (BIA and BID) – Established by law in California the late 1980's and early 1990's, BIDs are public/private sector partnerships that perform a variety of services to improve the image of their cities and promote individual business districts. They also carry out economic development services by working to attract, retain and expand businesses.

In California, there are two separate laws that authorize the formation of a Business Improvement District:

• The Parking and Business Improvement Area Law of 1989 (Streets & Highways Code §36500 et seq.).

• Property and Business Improvement District Law of 1994 (Streets & Highways Code §36600 et seq.)

Both laws enable a city, county, or joint powers authority (made up of cities and/or counties only) to establish a BID and levy annual assessments on businesses within its boundaries. Improvements which may be financed include parking facilities, parks, fountains, benches, trash receptacles, street lighting, and decorations. Services that may be financed include promotion of public events, furnishing music in public places and promotion of tourism.

In addition to the above, the 1994 Act also allows financing of streets, rehabilitation or removal of existing structures, and security facilities and equipment. The 1989 Act allows financing of marketing and economic development, and various supplemental municipal services such as security and sanitation. Neither law allows bonds to be issued by the BIDs.

To form a BID, Temple City would propose a new district by adopting a resolution of intention. The resolution would specify the types of improvements and activities to be financed. Then, public notice must be provided and a public hearing will be held. If not protested by a majority of businesses, the BID is established and an advisory board is appointed. Formation of a 1994 Act BID has stricter requirements including the mailing of individual notices to all business owners who would be affected, in addition to public notices published in local newspapers. Once formed, the BID is limited to those types of improvements or activities that were specified during formation.

Business Improvement District assessments must be directly proportional to the estimated benefit being received by the businesses upon which they are levied. Normally these will be assessed annually on County property tax bills. In an area formed to promote tourism, only businesses that benefit from tourist visits may be assessed.

A BID may assess property according to zones of benefit, in relation to the benefit being received by businesses within each zone. No assessments under this law can be levied on residential properties or on land zoned for agricultural use.

Some California cities that have implemented BID's for purposes of parking include Riverside, Pasadena and Santa Barbara.

Options Affecting Developers

Fee-in-Lieu – Usually an option given to developers to pay the local jurisdiction an "in-lieu" fee as a way to opt-out of providing parking with a new private development (usually the fee-in-lieu option is associated with minimum parking standards). Payment of a fee-in-lieu then provides the developer certain access entitlements into public parking facilities proximate to the development site (i.e., in "downtown").

Fees-in-lieu can range from a fee assessed at less than the actual cost of construction, to the full cost of parking construction. Many cities use fees-in-lieu as a source for funding public parking facilities. Generally, fees-in-lieu do not provide sufficient revenue to fully fund a facility and are combined with other revenue sources to fully "pencil" a project (e.g., parking charges/rates, on-street meters, etc.). The frequent experience by some cities showing fees-in-lieu haven't adequately funded public parking facilities has led to diminished use of this fee.

As noted, the City Attorney has determined the In-Lieu Parking Fee is inadequate to fully account for the development and maintenance of public parking and its use has been suspended. The following reasons were provided for the discontinued use of the In-Lieu Parking Fee:

1. The nexus for the fee needs to be established consistent with the Mitigation Fee Act to identify the planned improvements and associated costs for the improvements;
2. The fee amount was administered without specific or published criteria.

Since the establishment and use of the In-Lieu Parking Fee were in question, the program was discontinued. Any potential future use of In-Lieu Parking Fee would require an adequate survey consistent with the Mitigation Fee Act, and establishment of published criteria for use.

Additionally, if an in-lieu parking fee is reconsidered by the City, there needs to be greater policy clarity on the intent and purpose of the fee and the City's role in using the fees to either increase parking supply in the future or increase access capacity through enhancement of alternative mode programs. Lack of specificity in this regard limits discussion of the type of in-lieu fee developed, the rate itself and the programs and strategies that would need to be in place to implement desired outcomes. A very useful guide to the diversity of parking in-lieu fee programs, advantages and disadvantages, how rates are set within different municipality information on 12 California cities with in-lieu fee programs is Donald Shoup, Journal of Planning and Education Research, 18:307-320, 1999.Public / Private Development Partnerships – Public parking can be an effective tool to facilitate downtown development. Development partnerships are most likely found with mixed-use projects where parking is used to reduce the costs of jointly developed private office; retail or residential use(s) and/or the private development can serve to defray some of the public cost in developing parking.

Public / private development can occur through a variety of arrangements including:

1. Public acquisition of land and sale or lease of land/air rights not needed for parking to accommodate supporting private use;
2. Private development of integrated mixed-use development with sale or lease-back of the public parking portion upon completion – as a turn-key project; and
3. Responsibility for public sector involvement directly by the City, through a public development authority (PDA), or other special purpose entity such as a public facility district created for the project or downtown area.

Options Affecting the General Public

Infrastructure Financing Districts (IFDs) - California Code - Chapter 2.8: Infrastructure Financing Districts [53395. - 53397.11.]

Cities and counties can create Infrastructure Financing Districts (IFDs) to issue bonds to pay for regional scale public works. IFDs can divert property tax increment revenues for 30 years to finance highways, transit, parking facilities, water systems, sewer projects, flood control, child care facilities, libraries, parks, and solid waste facilities. IFDs can't pay for maintenance, repairs, operating costs, and services. Unlike redevelopment, the property in an IFD doesn't have to be blighted. IFDs and redevelopment agencies' project areas can't overlap.

Forming an IFD is cumbersome. The city or county must develop an infrastructure plan, send copies to every landowner, consult with other local governments, and hold a public hearing. Every local agency that will contribute its property tax increment revenue to the IFD must approve the plan. Schools cannot shift their property tax increment revenues to the IFD. Once the other local officials approve, the city or county must still get the voters' approval to:

- Form the IFD (requires 2/3 voter approval).
- Issue bonds (requires 2/3 voter approval).
- Set the IFD's appropriations limit (majority voter approval).

For years, local officials were reluctant to form IFDs because they worried about the constitutionality of using tax increment revenue from property that was not within a redevelopment project area. When an Attorney General's opinion allayed those concerns, the City of Carlsbad formed a 200-acre IFD in 1999 to fund infrastructure to support a new hotel located adjacent to the Legoland theme park.[1]

General Obligation (GO) Bonds – Involving use of local jurisdiction issued non-voted or voted bonds to develop parking facilities, subject to overall debt limit requirements. With GO bonding, the municipality pledges its full faith and credit to repayment of the debt from general fund resources. In effect, general fund revenues would be reserved to repay debt that could not be supported by parking revenues alone. Again, there may be

[1] The statute authorizing IFDs is the Infrastructure Financing District Act (Government Code §53395, et seq.). The Legislature adopted this Act in 1990 (Senate Bill 308, Seymour, 1990). See also, the Attorney General's 1998 opinion interpreting the IFD Act is 81 Ops.Cal.Atty.Gen. 45 (Opinion 97-906; January 16, 1998). Finally, see also http://www.coxcastle.com/publications/publication.cfm?id=584

imposed limits on the municipality for voter approved or non-voted debt. Whether this would be an option for Temple City would be a factor of current debt.

Refinancing GO Bonds – Involves refinancing existing debt at lower rates and pushing the savings from the general fund to debt coverage for a new parking facility.

Revenue Bonds – Pledging parking fee and other designated revenue sources to the repayment of bonds but without the need to pledge full faith and credit of the issuing authority. Revenue bonding is not appropriate in situations where a local jurisdiction's overall debt limit is a factor and projected revenues are inadequate or not deemed of sufficient certainty to cover required debt service (plus a debt coverage factor). A cursory review of Temple City indicates that parking pricing is not a standard practice and, therefore, parking rates alone would likely not be sufficient to fully support revenue bonds. Interest rates also are typically higher for revenue than GO bond financing.

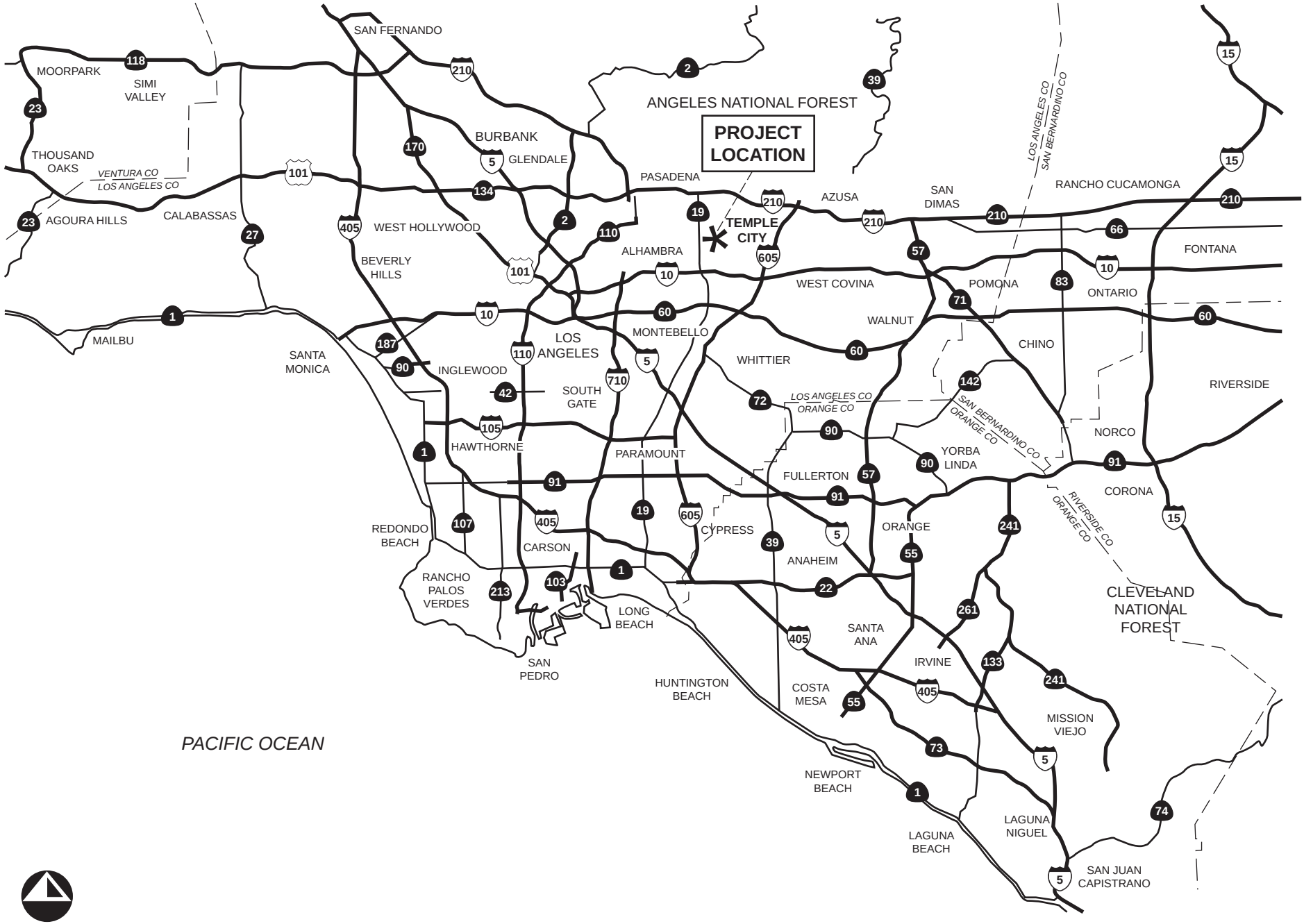
63-20 Financing – Identified as a potential alternative to traditional GO, revenue bond and LID bond financing. 63-20 financing (after the IRS Revenue Ruling 63-20) which allows a qualified non-profit corporation to issue tax-exempt bonds on behalf of a government. Financed assets must be "capital" and must be turned over free and clear to the government by the time that bonded indebtedness is retired. When a municipality uses this technique to finance a public facility, it can contract for the services of a non-profit corporation (as the "issuer") and a builder. The issuer acts on behalf of the municipality, but has no real business interest in the asset being acquired.

Community or Urban Renewal (Tax Increment Financing) – Though originally created for the limited purpose of financing the redevelopment of blighted communities, tax increment financing (TIF) has developed into an integral part of the revenue structure of many local governments across California and the nation. The rapid growth of TIF as an economic development technique of choice to finance land acquisition, site development and property rehabilitation/revitalization began in the early 1980's. Tax increment financing can provide an on-going source of local property tax revenue that can be used to finance economic development projects, and other physical infrastructure projects, without having to raise property tax rates. Moreover, TIF can leverage future general fund revenues to support the repayment of property- tax backed debt, without having to go directly to voters for approval, and without violating debt limitations. The recent elimination of Redevelopment Agencies within the State of California has limited the use of tax increment financing. However, TIF may still be utilized if the status of RDA's were reconsidered.

Regional Grants – Grants and funding may be available from regional sources such as Los Angeles County Metropolitan Transportation Authority (Metro) for TDM measures including implementing demand-response parking pricing systems. Additionally, funding from the South Coast Air Quality Management District (AQMD) may be possible where a nexus is achieved in reducing air emissions from improved efficiency or transformation of vehicular trips to non-motorized or transit trips. The Southern California Association of Governments (SCAG) provides funding for planning studies through the Compass Blueprint program to evaluate TDM and parking efficiency programs. Improvements to bicycle and pedestrian networks would typically satisfy Caltrans, AQMD, and SCAG requirements under existing grant programs.

State & Federal Grants – In the past, a variety of state and federal grant programs have been applied to funding downtown parking structures. In the current environment of more limited state/federal funding, there are no longer any readily identifiable programs as suitable for parking facility development.

General Fund Contribution – Local jurisdictions may make either one-time capital or on-going operating contributions to a downtown-parking program.




Not to Scale

RBF
A Baker Company

# Regional Project Location

H:\pdata\10108178\Traffic\Exhibits\Exh01.ai

DEC/2011

Exhibit 1

GARIBALDI AVE

WOODRUFF AVE

HERMOSA DR

SULTANA AVE

HART AVE

LOMA AVE

ENCINITA AVE

ALESSANDRO

OAK AVE

CLOVERLY AVE

PRIMROSE

TEMPLE CITY

BLVD

AVE

AVE

E LAS TUNAS BLVD

CAMELLIA AVE

KAUFFMAN AVE

GOLDEN WEST

AGNES AVE

ROWLAND AVE

BALDWIN AVE

WORKMAN AVE

BIDWELL ST

LIVE OAK AVE

On Street Parking

Off Street Parking

Parking Study Area Boundary

1/6/11 JN10-108178 Downtown_Study_Area_Ex_2_11x17.mxd DJ

RBF CONSULTING
A Baker Company

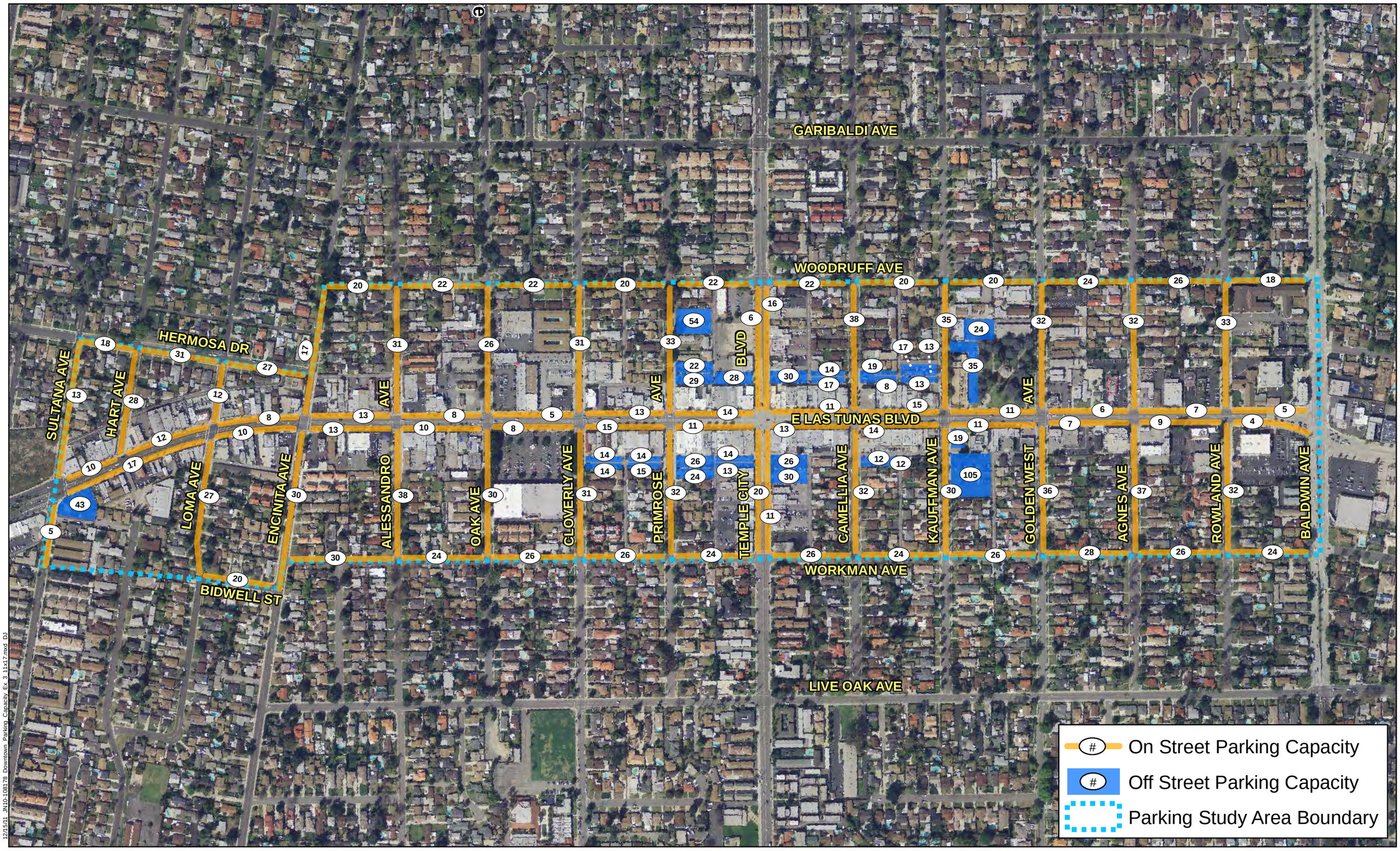
0 100 200 400
Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Downtown Study Area

Exhibit 2




12/15/11 JN:10-106178 Downtown Parking Capacity Ex 3 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Downtown Study Area Parking Capacity

Exhibit 3

GARIBALDI AVE

WOODRUFF AVE

HERMOSA DR

SULTANA AVE

HART AVE

AVE

AVE

BLVD

AVE

E LAS TUNAS BLVD

LOMA AVE

ENCINITA AVE

ALESSANDRO

OAK AVE

CLOVERLY AVE

PRIMROSE

TEMPLE CITY

CAMELLIA AVE

KAUFFMAN AVE

GOLDEN WEST

AGNES AVE

ROWLAND AVE

BALDWIN AVE

WORKMAN AVE

BIDWELL ST

LIVE OAK AVE

**On Street Parking**

- All Day Parking
- Restricted Parking

**Off Street Parking**

- Time Restricted Parking Lot
- All Day Parking Lot
- City Hall Parking Lot
- Private Parking Lot
- Parking Study Area Boundary

3/28/12 JN10-108178 Downtown Parking Restrictions Ex 4 11x17.mxd DJ

RBF CONSULTING

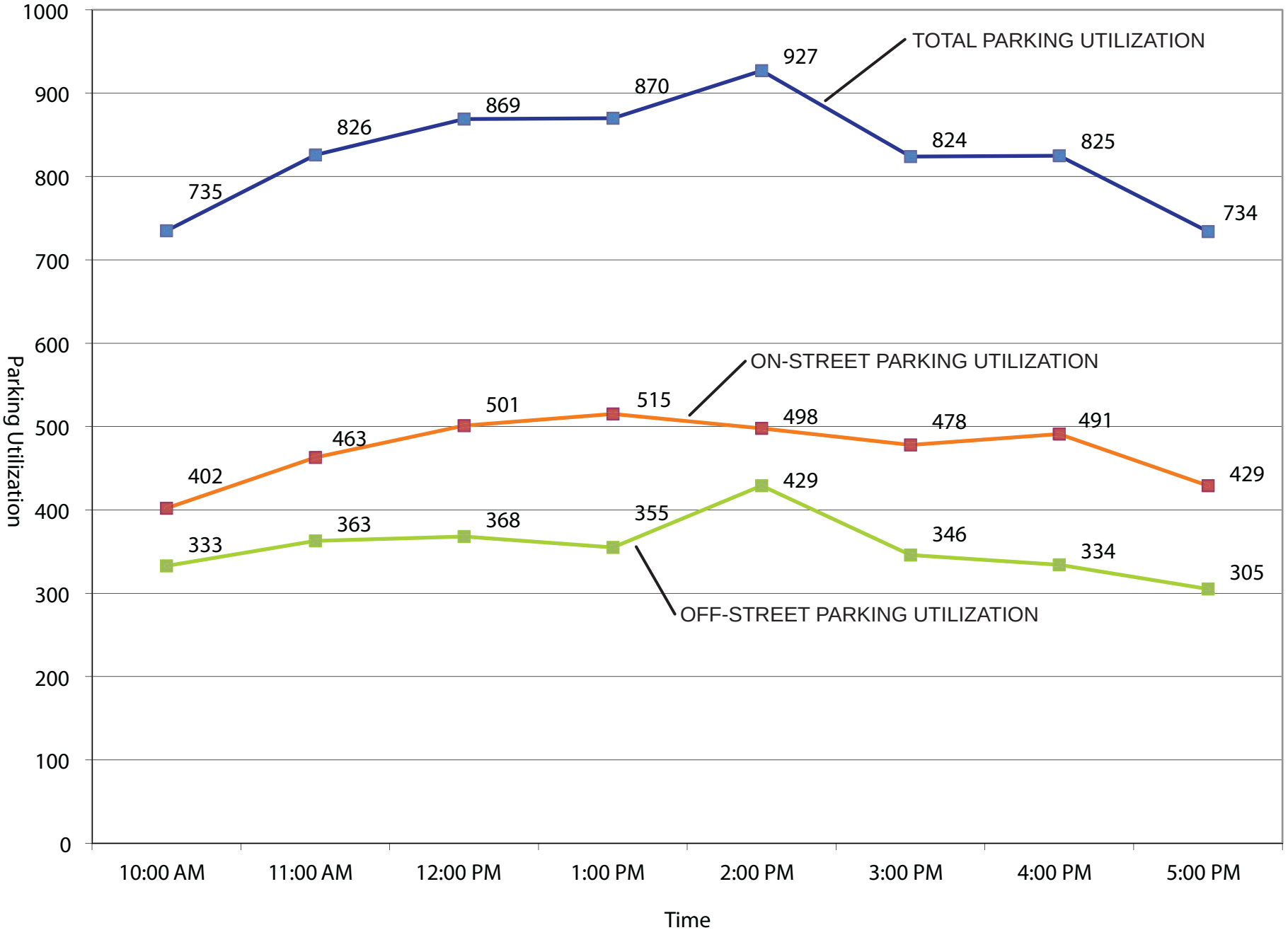
0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Downtown Study Area Parking Restrictions

Exhibit 4

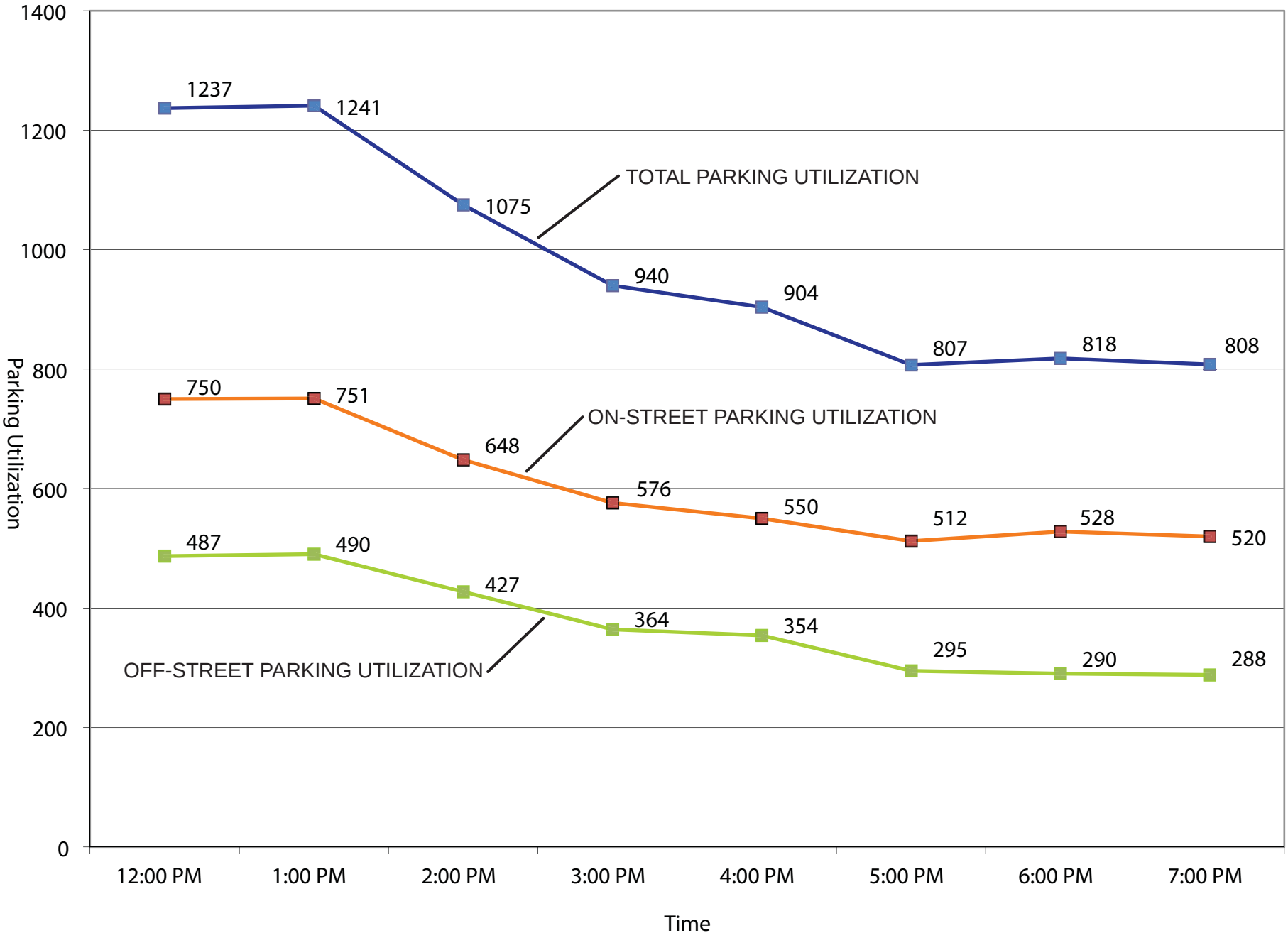



RBF A Baker Company

# Downtown Study Area - Tuesday Parking Utilization by Hour

H:\pdata\10108178\Traffic\Exhibits\Exh5.ai DEC/2011

Exhibit 5

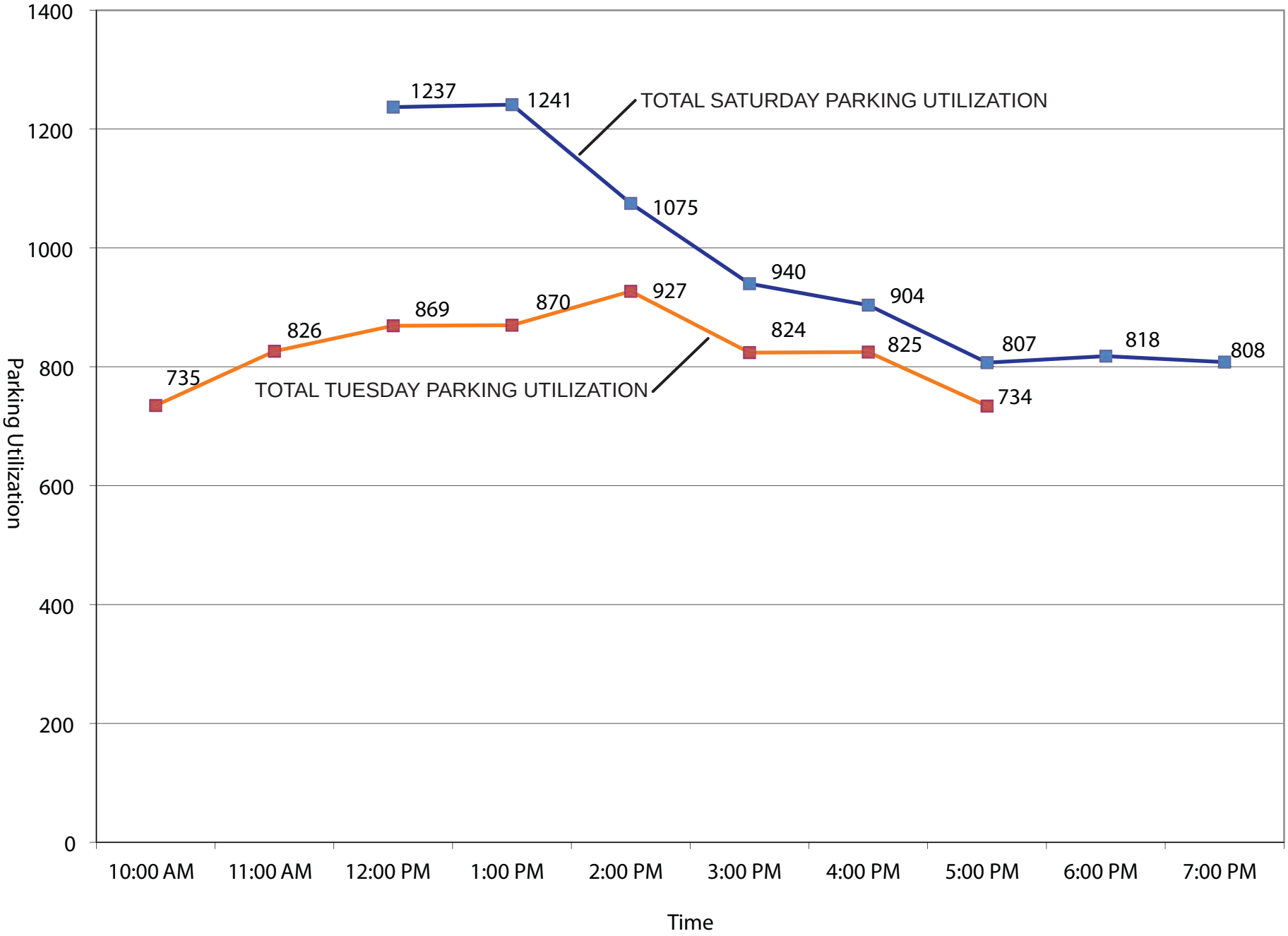



RBF A Baker Company

## Downtown Study Area - Saturday Parking Utilization by Hour

H:\pdata\10108178\Traffic\Exhibits\Exh6.ai DEC/2011

Exhibit 6




RBF A Baker Company

## Downtown Study Area - Tuesday & Saturday Parking Utilization by Hour

H:\pdata\10108178\Traffic\Exhibits\Exh7.ai DEC/2011

Exhibit 7


11/11/11 JN10-108178 Temple Civ_Parking Tuesday 1A 11x17.mxd DJ

RBF CONSULTING
A Baker Company

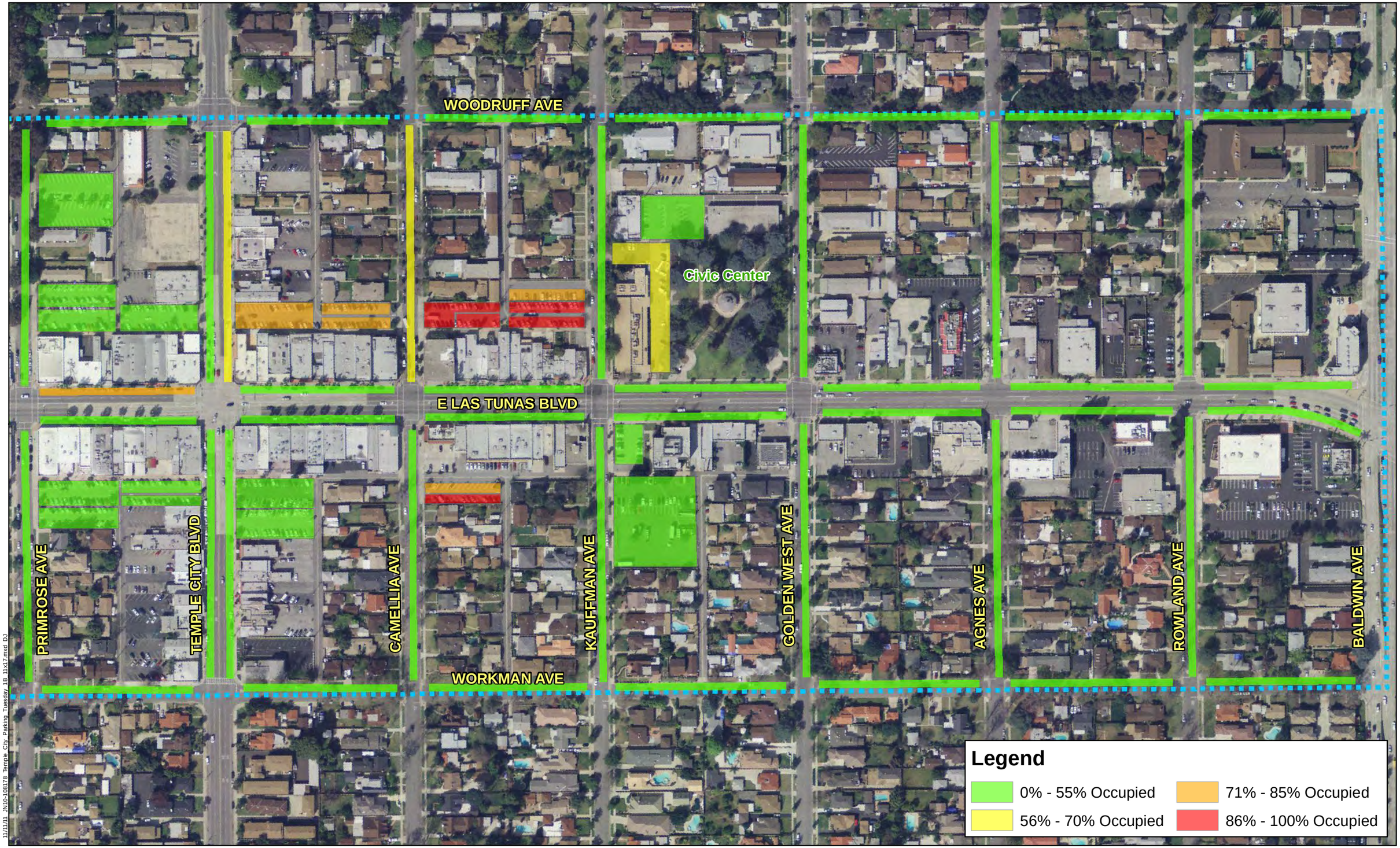
0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Tuesday 2:00 PM Public Parking Occupancy

Exhibit 8




11/11/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

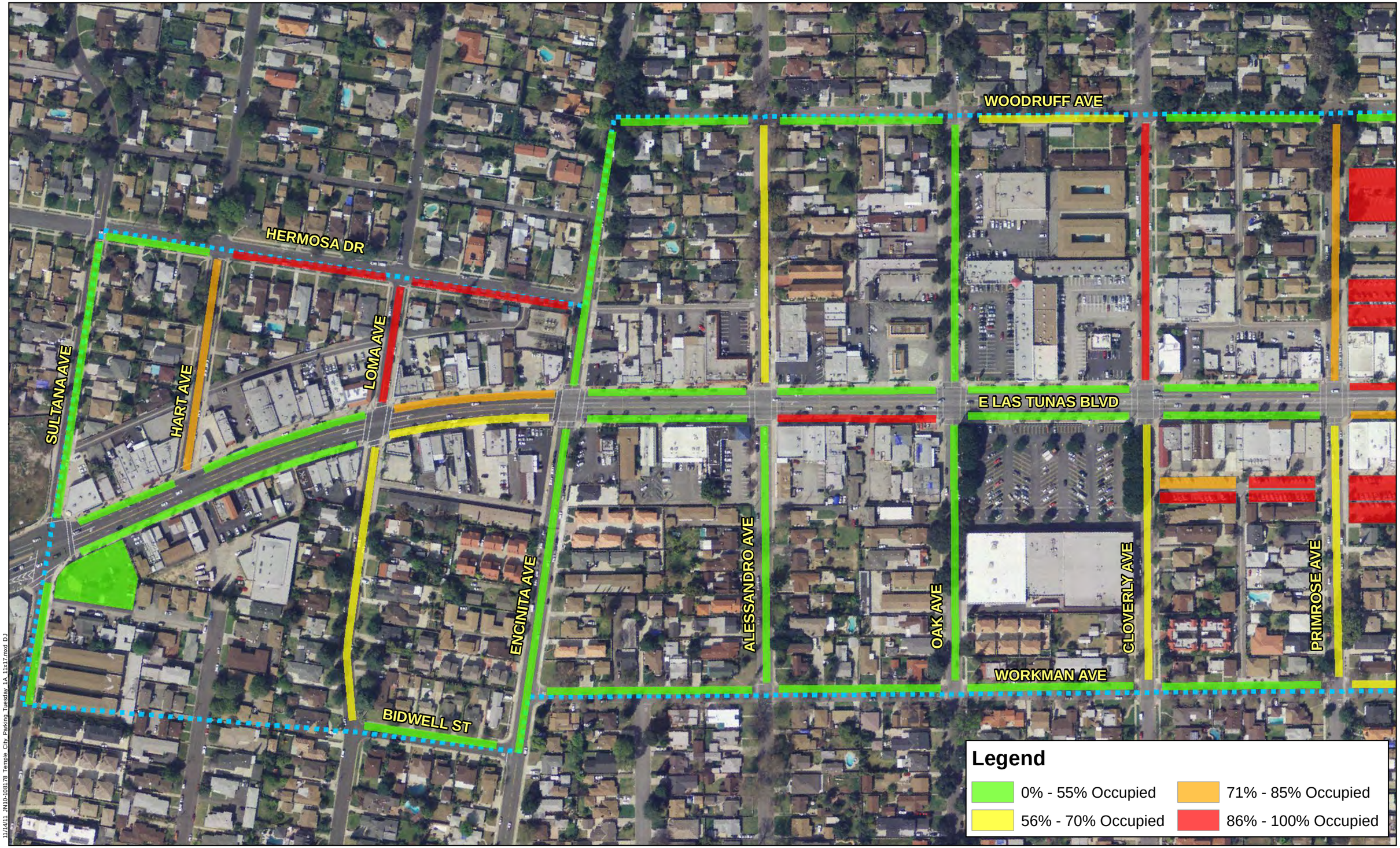
0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Tuesday 2:00 PM Public Parking Occupancy

Exhibit 9




11/14/11 JN10-108178 Temple City Parking Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

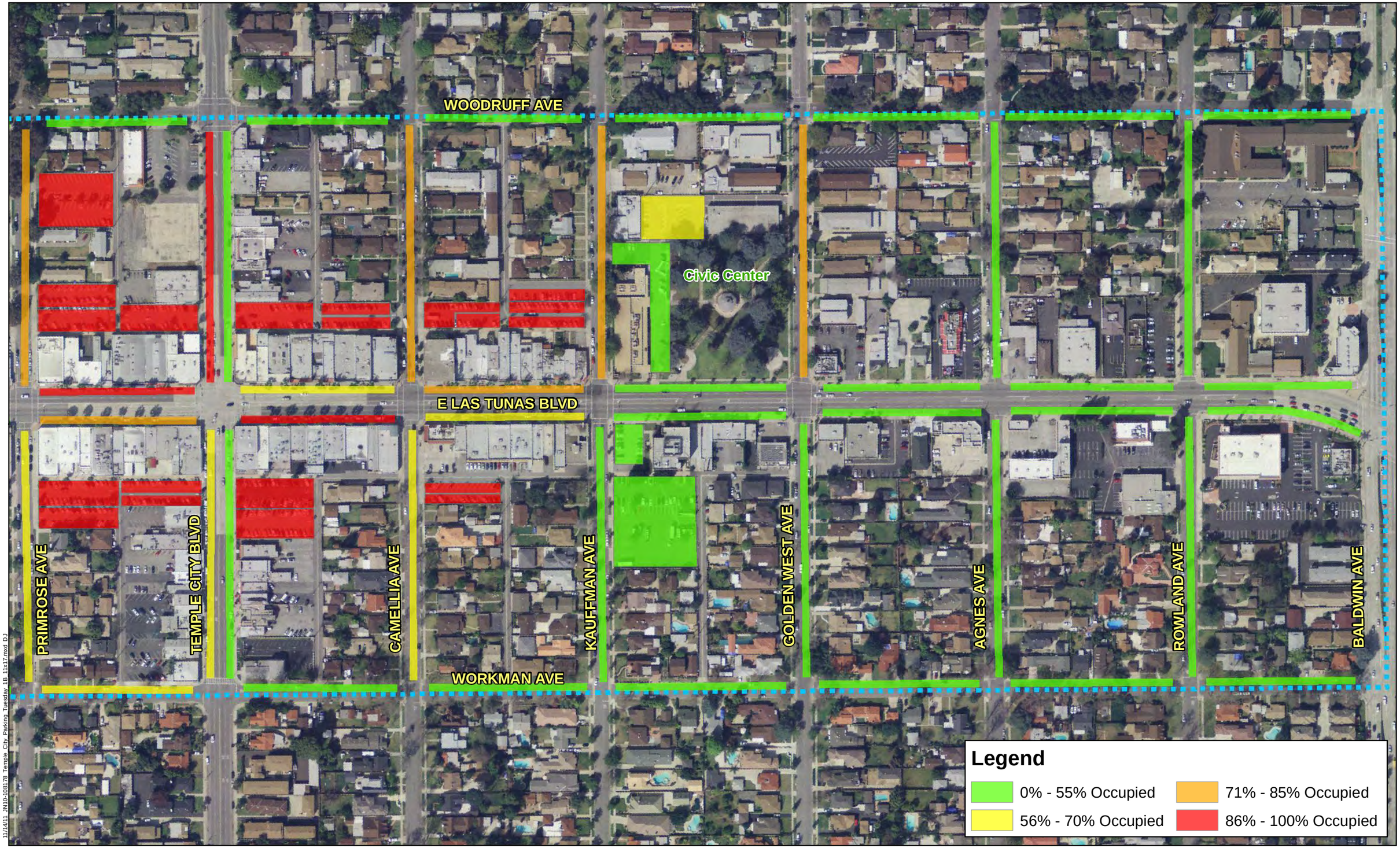
0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Saturday 1:00 PM Public Parking Occupancy

Exhibit 10




11/14/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

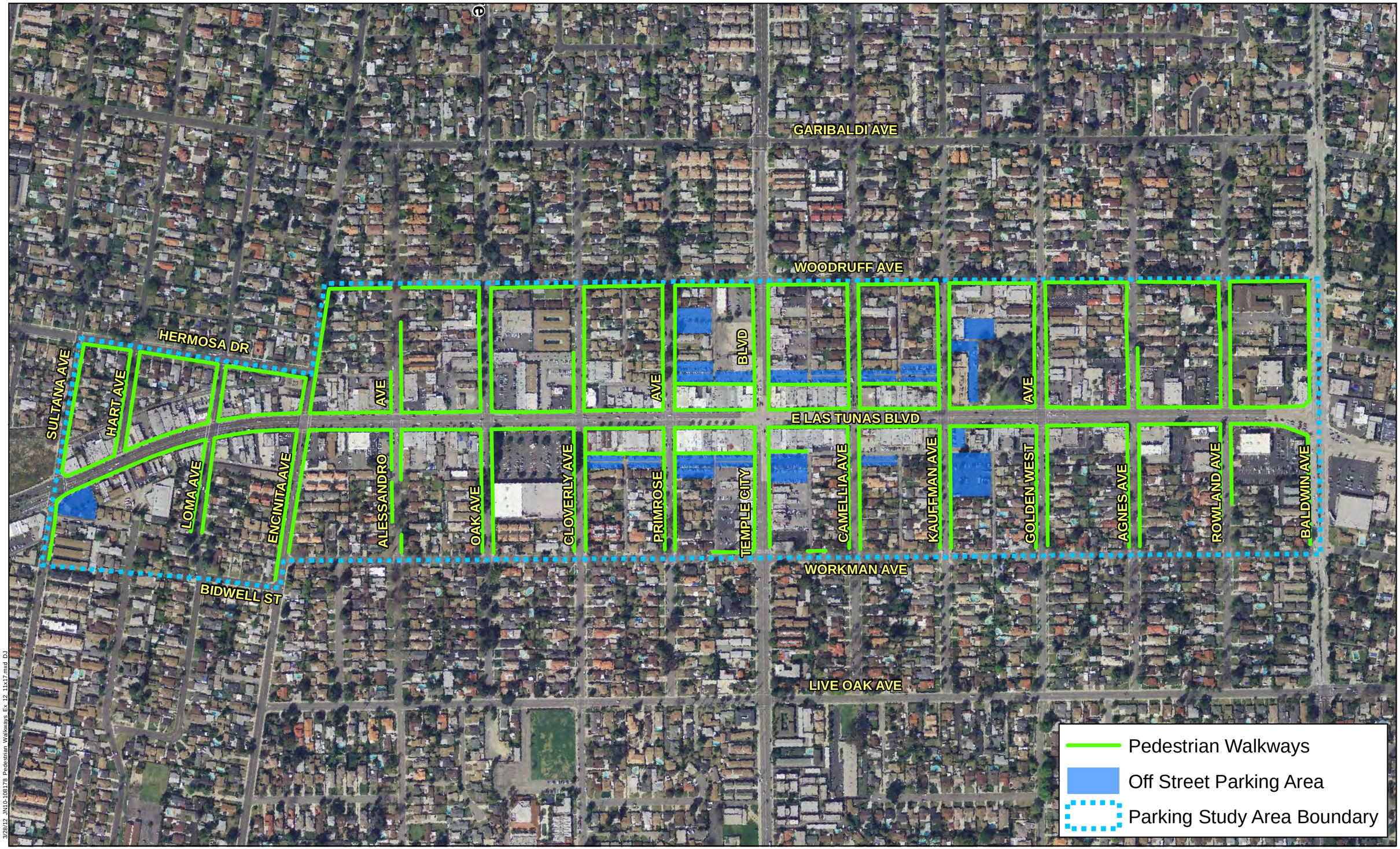
0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Saturday 1:00 PM Public Parking Occupancy

Exhibit 11




3/28/12 - JN10-106178 Pedestrian Walkways_Ex 12_11x17.mxd DJ

RBF CONSULTING
A Baker Company

0 100 200 400
Feet

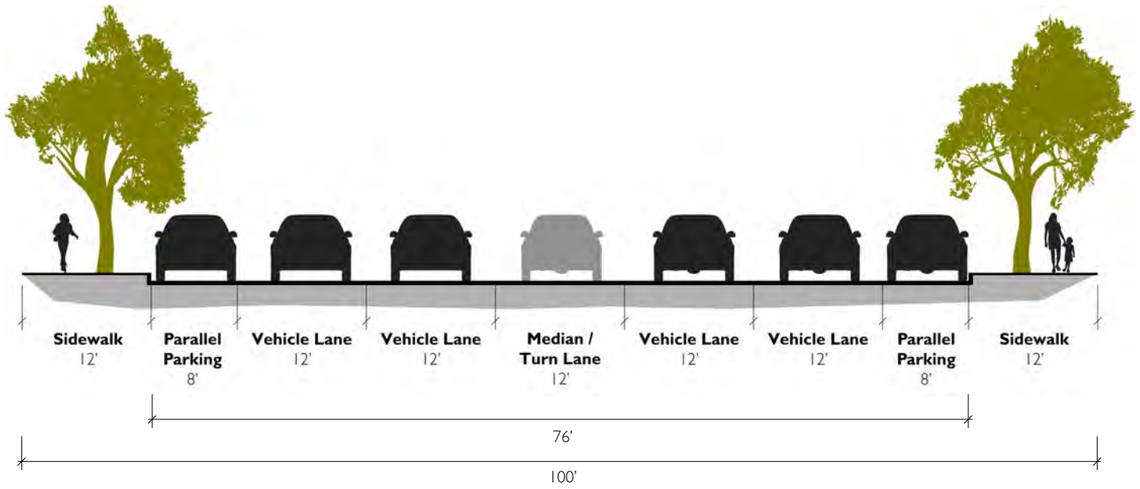
Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

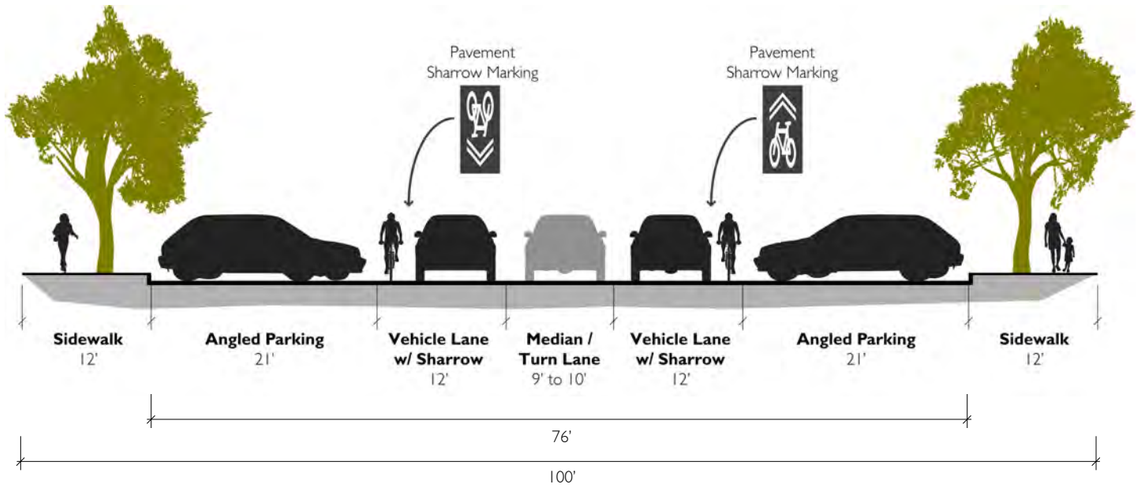
# Downtown Study Area Pedestrian Circulation

Exhibit 12

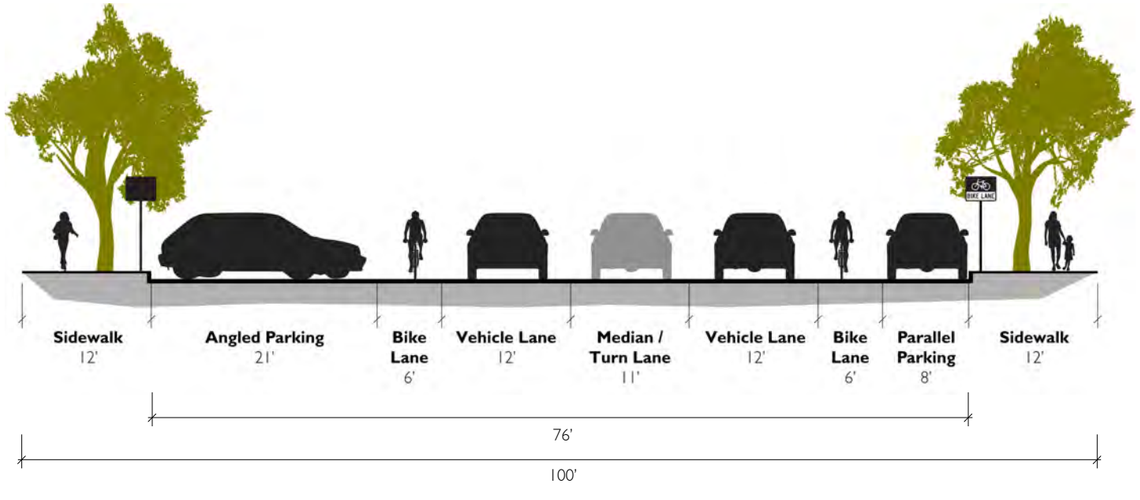
## Current Conditions



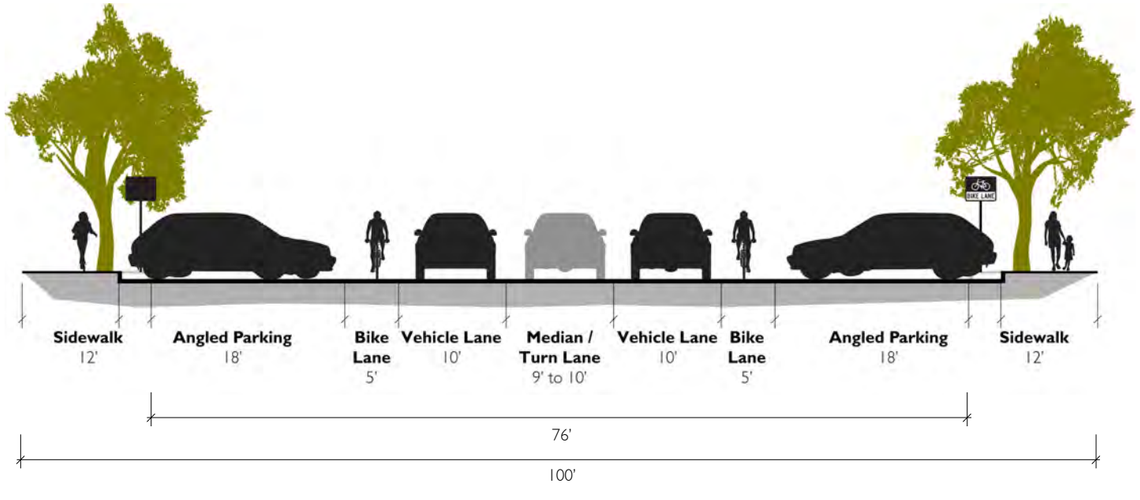

## Road Diet Option A:
## Angled Parking on Both Sides with Sharrows




## Road Diet Option B:
## Angled Parking on One Side with Bike Lanes




## Road Diet Option C:
## Angled Parking on Both Sides with Bike Lanes




Source: RBF Consulting (2012)

RBF A Baker Company

North

05/21/2012 JN 10-108178

Temple City Parking Study

# Las Tunas Angled Parking Study - Cross Sections

Exhibit 13



Source: Google Earth (2012)

RBF A Baker Company

North

Temple City Parking Study

# Las Tunas Drive Angled Parking Study

11/07/2012 JN 10-108178 | 130214

Exhibit 14


Source: Google Earth (2012)

RBF A Baker Company

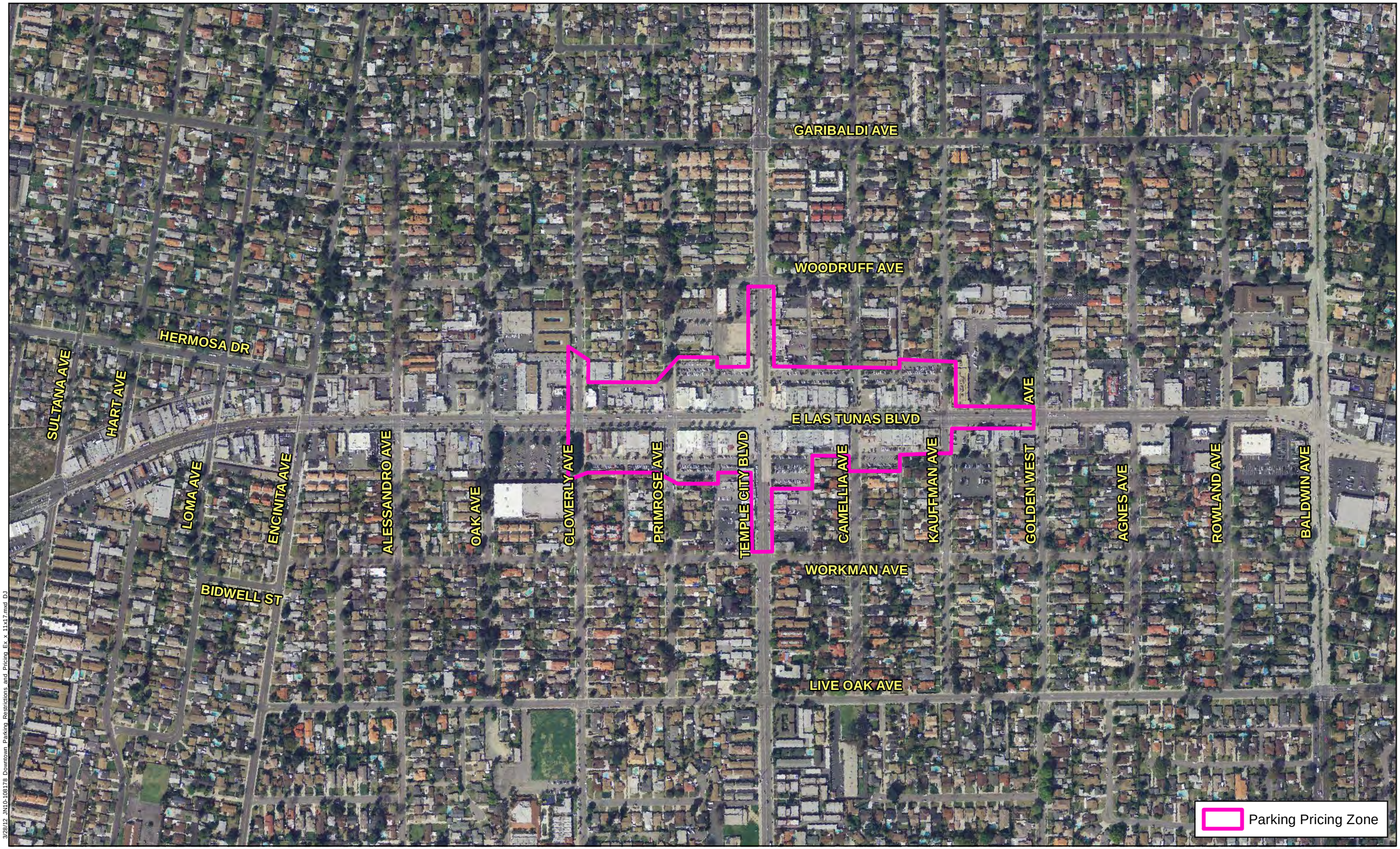
North

Temple City Parking Study

# Temple City Boulevard Angled Parking Study

11/07/2012 JN 10-108178 | 130214

Exhibit 15




3/28/12 JN10-108178 Downtown Parking Restrictions and Pricing_Ex x 11x17.mxd DJ

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Downtown Study Area - Draft Parking Pricing Zone

Exhibit 16

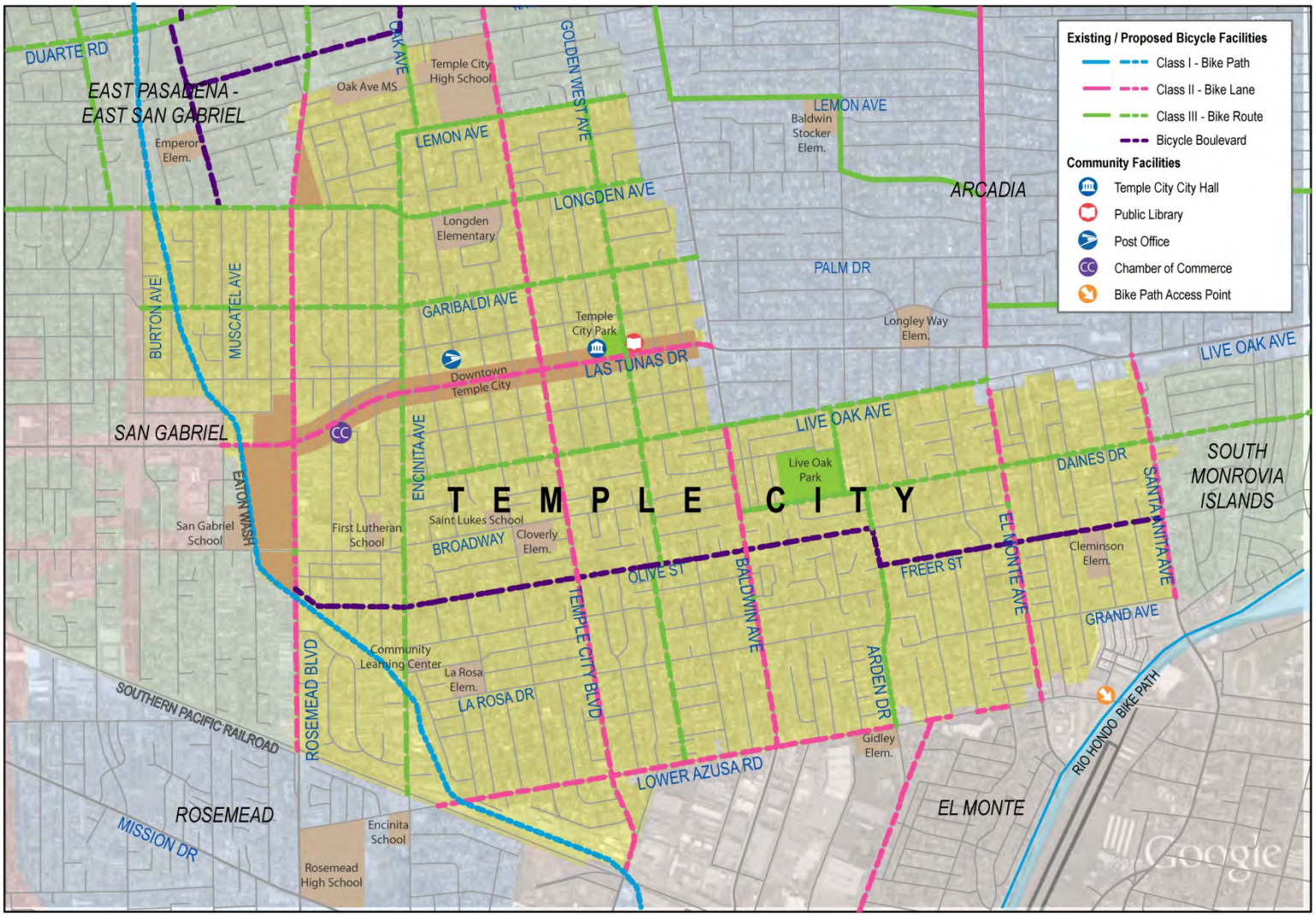
# APPENDIX A
# Background Information

**City of Temple City**
**Community Development Department**
9701 Las Tunas Drive
Temple City, California 91780
Phone: 626.285.2171
Website: www.templecity.us

# City of Temple City
## Downtown Specific Plan

- Las Tunas East Commercial District
- City Center Commercial District
- Temple City Blvd. Commercial District
- Residential - Commercial District
- Las Tunas West Commercial District
- Gateway Commercial District

****Note: Residential - Commercial District areas may be built with multiple family residential at the R-3 standard or Senior Citizen Housing, with a conditional use permit. Property within the Residential - Commercial District may also be developed as commercial when combined with a commercially designated lot(s) with frontage on Temple City Blvd. or Las Tunas Drive.*




TEMPLE CITY PROPOSED BIKEWAYS

City of Temple City Bicycle Master Plan

Image Source: © 2010 Google Earth
Map Source: Los Angeles MTA (2006, 2010); Alta Planning + Design (2011)
Map Date: MARCH 2011

0 1000 2000 Feet

**Figure 4-1 Proposed Temple City Bicycle Network**

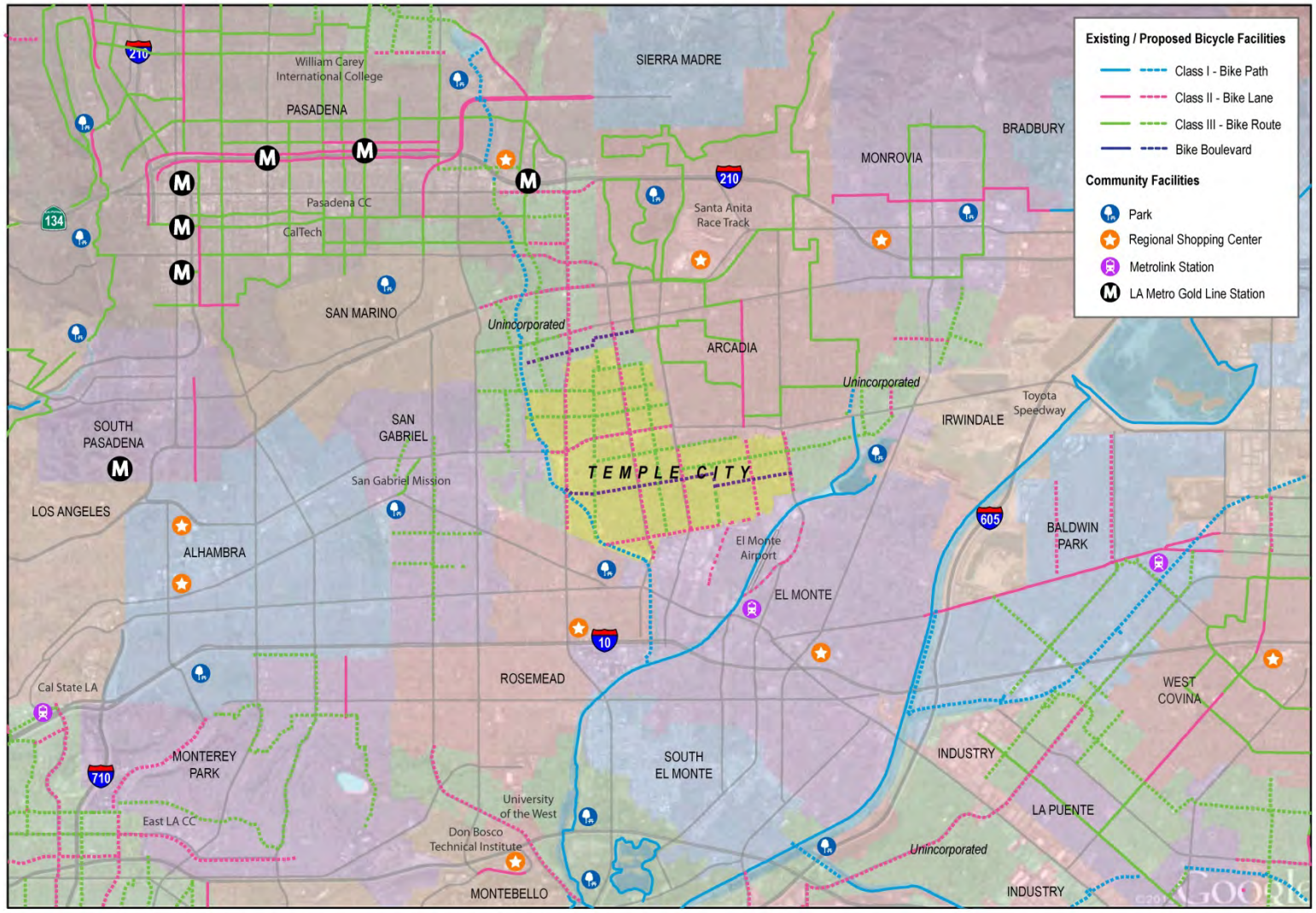



**Figure 4-2 West San Gabriel Valley Planning Area Proposed Bicycle Facilities**

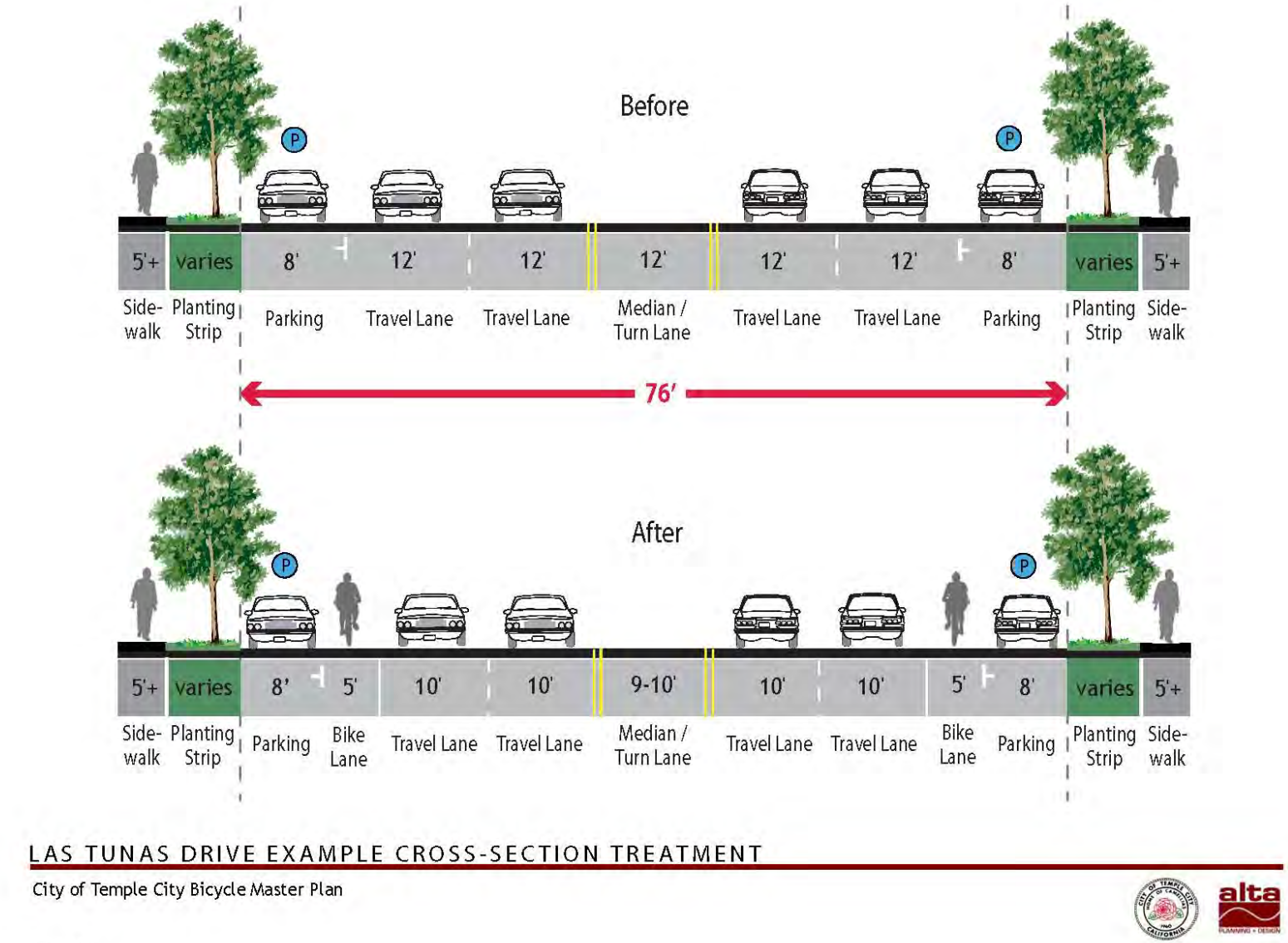
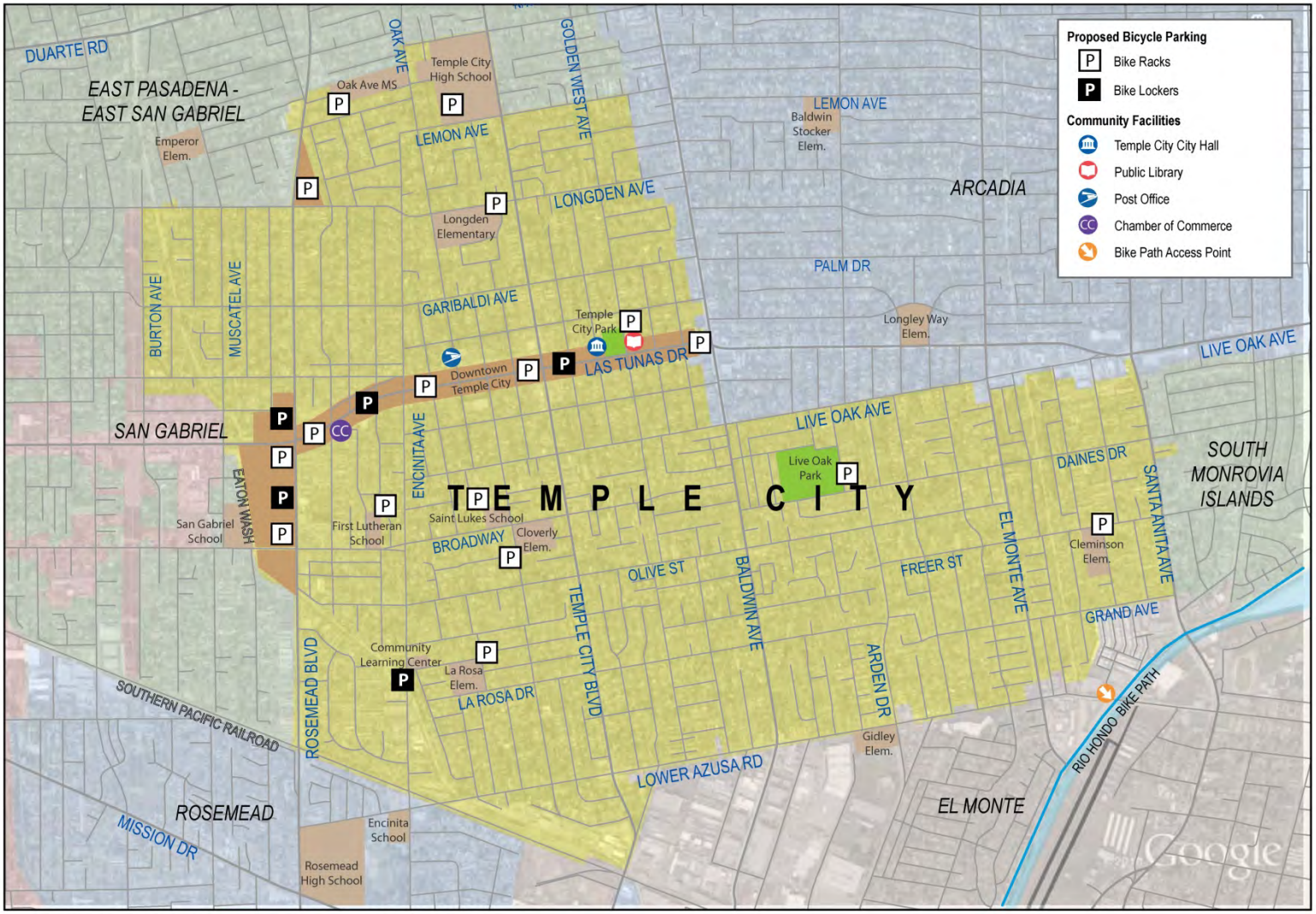



**Figure 4-5 Las Tunas Drive Example Cross-Section Treatment**




TEMPLE CITY PROPOSED BIKE PARKING

City of Temple City Bicycle Master Plan

Image Source: © 2010 Google Earth
Map Source: Los Angeles MTA (2006, 2010); Alta Planning + Design (2011)
Map Date: MARCH 2011

0 1000 2000 Feet

**Figure 4-9 Proposed Bike Parking Locations**

# APPENDIX B
# Parking Counts

**SATURDAY OCTOBER 29, 2011**

| | 12:00 PM | **1:00 PM** | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM |
|---|---|---|---|---|---|---|---|---|
| On-Street Parking Utilization - Zone 1-60 | 324 | **340** | 288 | 260 | 266 | 223 | 204 | 178 |
| On-Street Parking Utilization - Zone 61-120 | 399 | **385** | 334 | 294 | 266 | 266 | 285 | 293 |
| On-Street Parking Utilization - Zone 120-133 | 27 | **26** | 26 | 22 | 18 | 23 | 39 | 49 |
| On-Street Parking Utilization | 750 | **751** | 648 | 576 | 550 | 512 | 528 | 520 |
| Off-Street Parking Utilization | 487 | **490** | 427 | 364 | 354 | 295 | 290 | 288 |
| Total Parking Utilization | 1237 | **1241** | 1075 | 940 | 904 | 807 | 818 | 808 |

**TUESDAY OCTOBER 25, 2011**

| | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | **2:00 PM** | 3:00 PM | 4:00 PM | 5:00 PM |
|---|---|---|---|---|---|---|---|---|
| On-Street Parking Utilization - Zone 1-60 | 169 | 198 | 211 | 217 | **233** | 225 | 235 | 186 |
| On-Street Parking Utilization - Zone 61-120 | 244 | 277 | 314 | 318 | **291** | 273 | 281 | 264 |
| On-Street Parking Utilization - Zone 120-133 | 15 | 19 | 14 | 15 | **13** | 12 | 9 | 9 |
| On-Street Parking Utilization | 428 | 494 | 539 | 550 | **537** | 510 | 525 | 459 |
| Off-Street Parking Utilization | 333 | 363 | 368 | 355 | **429** | 346 | 334 | 305 |
| Total Parking Utilization | 761 | 857 | 907 | 905 | **966** | 856 | 859 | 764 |

| | 10:00 AM | 11:00 AM | 12:00 PM | 1:00 PM | 2:00 PM | 3:00 PM | 4:00 PM | 5:00 PM | 6:00 PM | 7:00 PM |
|---|---|---|---|---|---|---|---|---|---|---|
| Saturday Total Parking Utilization | | | 1237 | 1241 | 1075 | 940 | 904 | 807 | 818 | 808 |
| Tuesday Total Parking Utilization | 761 | 857 | 907 | 905 | 966 | 856 | 859 | 764 | | |

TEMPLE CITY (ON-STREET PARKING) TUESDAY - OCTOBER 25, 2011

| SPACES | LOCATION | TYPE | 1000AM | 1100AM | 1200PM | 1300PM | 1400PM | 1500PM | 1600PM | 1700PM |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 1 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 2 | | 4 | 2 | 0 | 1 | 1 | 1 | 2 | 1 |
| 13 | 3 | | 5 | 4 | 6 | 5 | 6 | 6 | 8 | 6 |
| 2 | 4 | | 4 | 2 | 1 | 1 | 1 | 2 | 1 | 0 |
| 9 | 5 | | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 |
| 9 | 6 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 7 | | 1 | 2 | 2 | 4 | 7 | 5 | 7 | 1 |
| 14 | 8 | | 3 | 5 | 5 | 5 | 5 | 5 | 5 | 4 |
| 14 | 9 | | 3 | 4 | 5 | 4 | 4 | 5 | 6 | 4 |
| 17 | 10 | | 2 | 5 | 7 | 4 | 6 | 4 | 4 | 5 |
| 16 | 11 | | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 3 |
| 15 | 12 | | 3 | 3 | 3 | 5 | 5 | 4 | 5 | 6 |
| 12 | 13 | | 1 | 8 | 6 | 6 | 5 | 0 | 9 | 4 |
| 5 | 14 | | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 6 |
| 14 | 15 | | 5 | 4 | 7 | 9 | 8 | 7 | 3 | 5 |
| 7 | 16 | | 3 | 6 | 7 | 6 | 5 | 8 | 5 | 7 |
| 13 | 17 | | 1 | 0 | 0 | 0 | 3 | 2 | 7 | 3 |
| 14 | 18 | | 6 | 7 | 8 | 8 | 6 | 9 | 8 | 8 |
| 13 | 19 | | 7 | 11 | 6 | 5 | 4 | 5 | 7 | 2 |
| 8 | 20 | | 5 | 5 | 3 | 1 | 7 | 5 | 5 | 5 |
| 10 | 21 | | 4 | 3 | 3 | 4 | 2 | 0 | 1 | 2 |
| 10 | 22 | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| 10 | 23 | | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 5 | 24 | | 2 | 2 | 3 | 3 | 3 | 3 | 2 | 2 |
| 17 | 25 | | 1 | 1 | 3 | 6 | 6 | 6 | 5 | 5 |
| 12 | 26 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 27 | | 5 | 7 | 5 | 5 | 5 | 6 | 6 | 6 |
| 10 | 28 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 29 | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 13 | 30 | | 1 | 0 | 2 | 7 | 1 | 2 | 2 | 2 |
| 13 | 31 | | 1 | 1 | 3 | 3 | 3 | 2 | 3 | 3 |
| 15 | 32 | | 1 | 1 | 1 | 3 | 2 | 3 | 0 | 1 |
| 15 | 33 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 34 | | 5 | 5 | 5 | 6 | 6 | 5 | 6 | 5 |
| 19 | 35 | | 4 | 6 | 5 | 5 | 4 | 3 | 3 | 5 |
| 16 | 36 | | 4 | 3 | 3 | 6 | 4 | 7 | 7 | 4 |
| 19 | 37 | | 4 | 7 | 5 | 5 | 4 | 6 | 3 | 3 |
| 11 | 38 | | 0 | 0 | 3 | 1 | 1 | 4 | 3 | 2 |
| 11 | 39 | | 9 | 7 | 4 | 9 | 9 | 7 | 6 | 3 |
| 8 | 40 | | 0 | 2 | 3 | 2 | 1 | 1 | 0 | 0 |
| 10 | 41 | | 1 | 2 | 3 | 7 | 5 | 6 | 3 | 7 |
| 12 | 42 | | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 4 |
| 12 | 43 | | 2 | 4 | 1 | 3 | 4 | 2 | 2 | 1 |
| 14 | 44 | | 7 | 7 | 8 | 5 | 5 | 6 | 11 | 6 |
| 14 | 45 | | 4 | 4 | 5 | 4 | 4 | 6 | 4 | 2 |
| 12 | 46 | | 5 | 3 | 4 | 5 | 6 | 2 | 5 | 2 |
| 16 | 47 | | 6 | 7 | 10 | 9 | 8 | 6 | 6 | 6 |
| 12 | 48 | | 0 | 0 | 0 | 2 | 0 | 4 | 2 | 3 |
| 10 | 49 | | 6 | 4 | 8 | 7 | 7 | 6 | 7 | 3 |
| 5 | 50 | | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8 | 51 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 13 | 52 | | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 53 | | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 13 | 54 | | 3 | 5 | 4 | 5 | 8 | 7 | 5 | 7 |
| 15 | 55 | | 1 | 2 | 5 | 2 | 5 | 5 | 5 | 4 |
| 18 | 56 | | 5 | 7 | 6 | 8 | 9 | 9 | 8 | 3 |
| 16 | 57 | | 4 | 5 | 5 | 5 | 6 | 6 | 8 | 7 |
| 10 | 58 | | 2 | 3 | 3 | 1 | 4 | 1 | 0 | 1 |
| 10 | 59 | | 2 | 1 | 4 | 2 | 6 | 3 | 4 | 2 |
| 13 | 60 | | 3 | 4 | 8 | 3 | 4 | 7 | 8 | 3 |
| 706 | TOTAL VEHICLES PARKED | | 164 | 191 | 203 | 210 | 221 | 213 | 224 | 178 |
| 100% | PERCENTAGE OCCUPIED | | 23.23% | 27.05% | 28.75% | 29.75% | 31.30% | 30.17% | 31.73% | 25.21% |

CA11-1028-2011

TEMPLE CITY (ON-STREET PARKING) TUESDAY - OCTOBER 25, 2011

| SPACES | LOCATION | TYPE | 1000AM | 1100AM | 1200PM | 1300PM | 1400PM | 1500PM | 1600PM | 1700PM |
|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 61 | | 0 | 4 | 4 | 3 | 3 | 2 | 4 | 7 |
| 13 | 62 | | 1 | 0 | 3 | 2 | 3 | 2 | 1 | 1 |
| 13 | 63 | | 1 | 0 | 5 | 6 | 6 | 5 | 5 | 5 |
| 16 | 64 | | 4 | 3 | 7 | 4 | 8 | 5 | 7 | 12 |
| 15 | 65 | | 5 | 9 | 7 | 6 | 5 | 6 | 7 | 7 |
| 17 | 66 | | 3 | 6 | 6 | 8 | 6 | 5 | 10 | 9 |
| 17 | 67 | | 5 | 4 | 5 | 3 | 4 | 4 | 4 | 4 |
| 11 | 68 | | 3 | 5 | 2 | 3 | 1 | 3 | 4 | 5 |
| 11 | 69 | | 1 | 2 | 3 | 2 | 3 | 2 | 2 | 2 |
| 14 | 70 | | 6 | 7 | 11 | 5 | 11 | 8 | 12 | 11 |
| 11 | 71 | | 2 | 4 | 8 | 7 | 5 | 7 | 7 | 7 |
| 12 | 72 | | 4 | 7 | 5 | 4 | 4 | 3 | 3 | 3 |
| 12 | 73 | | 1 | 3 | 4 | 5 | 4 | 4 | 1 | 1 |
| 6 | 74 | | 0 | 1 | 1 | 1 | 2 | 1 | 3 | 4 |
| 20 | 75 | | 10 | 8 | 7 | 7 | 5 | 6 | 5 | 4 |
| 16 | 76 | | 3 | 4 | 5 | 7 | 9 | 6 | 4 | 5 |
| 11 | 77 | | 6 | 8 | 5 | 8 | 4 | 4 | 2 | 1 |
| 11 | 78 | | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| 11 | 79 | | 4 | 1 | 1 | 1 | 2 | 2 | 1 | 1 |
| 11 | 80 | | 6 | 6 | 0 | 2 | 2 | 3 | 6 | 5 |
| 13 | 81 | | 6 | 3 | 8 | 6 | 6 | 5 | 9 | 6 |
| 13 | 82 | | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 |
| 13 | 83 | | 3 | 2 | 3 | 4 | 4 | 5 | 2 | 1 |
| 18 | 84 | | 18 | 14 | 12 | 13 | 16 | 9 | 13 | 12 |
| 19 | 85 | | 5 | 2 | 4 | 6 | 3 | 5 | 5 | 3 |
| 20 | 86 | | 4 | 9 | 12 | 12 | 8 | 13 | 9 | 8 |
| 13 | 87 | | 6 | 6 | 6 | 6 | 6 | 7 | 2 | 3 |
| 10 | 88 | | 4 | 3 | 3 | 3 | 3 | 3 | 4 | 4 |
| 10 | 89 | | 1 | 4 | 4 | 4 | 5 | 5 | 4 | 3 |
| 15 | 90 | | 2 | 8 | 9 | 10 | 7 | 7 | 4 | 6 |
| 14 | 91 | | 5 | 8 | 8 | 10 | 5 | 11 | 8 | 9 |
| 12 | 92 | | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 2 |
| 12 | 93 | | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 2 |
| 20 | 94 | | 11 | 13 | 16 | 15 | 13 | 10 | 10 | 11 |
| 18 | 95 | | 6 | 8 | 9 | 10 | 9 | 9 | 9 | 6 |
| 15 | 96 | | 4 | 4 | 11 | 8 | 5 | 1 | 3 | 3 |
| 12 | 97 | | 5 | 7 | 5 | 7 | 6 | 5 | 6 | 5 |
| 9 | 98 | | 0 | 3 | 3 | 2 | 1 | 1 | 1 | 0 |
| 11 | 99 | | 5 | 9 | 9 | 5 | 6 | 5 | 2 | 2 |
| 11 | 100 | | 1 | 1 | 3 | 5 | 3 | 2 | 1 | 2 |
| 11 | 101 | | 7 | 5 | 4 | 3 | 3 | 9 | 8 | 4 |
| 13 | 102 | | 2 | 2 | 2 | 3 | 3 | 2 | 1 | 2 |
| 13 | 103 | | 1 | 1 | 2 | 2 | 2 | 0 | 1 | 2 |
| 18 | 104 | | 11 | 8 | 6 | 6 | 9 | 10 | 11 | 11 |
| 17 | 105 | | 8 | 9 | 7 | 9 | 9 | 8 | 9 | 4 |
| 14 | 106 | | 9 | 8 | 8 | 8 | 7 | 7 | 9 | 7 |
| 19 | 107 | | 7 | 7 | 5 | 7 | 6 | 6 | 6 | 4 |
| 12 | 108 | | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 3 |
| 12 | 109 | | 1 | 1 | 3 | 3 | 1 | 1 | 0 | 0 |
| 6 | 110 | | 1 | 2 | 2 | 5 | 1 | 0 | 3 | 0 |
| 7 | 111 | | 4 | 2 | 5 | 2 | 2 | 1 | 2 | 0 |
| 14 | 112 | | 1 | 2 | 2 | 2 | 2 | 1 | 1 | 1 |
| 14 | 113 | | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| 18 | 114 | | 3 | 4 | 8 | 7 | 10 | 6 | 2 | 6 |
| 19 | 115 | | 3 | 2 | 3 | 4 | 2 | 3 | 4 | 2 |
| 14 | 116 | | 2 | 4 | 3 | 4 | 3 | 4 | 8 | 5 |
| 18 | 117 | | 2 | 2 | 3 | 3 | 1 | 3 | 3 | 2 |
| 13 | 118 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 13 | 119 | | 3 | 2 | 1 | 3 | 3 | 3 | 1 | 2 |
| 7 | 120 | | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 |
| 813 | TOTAL VEHICLES PARKED | | 223 | 253 | 284 | 290 | 264 | 253 | 258 | 242 |
| 100% | PERCENTAGE OCCUPIED | | 27.43% | 31.12% | 34.93% | 35.67% | 32.47% | 31.12% | 31.73% | 29.77% |

TEMPLE CITY (ON-STREET PARKING) TUESDAY - OCTOBER 25, 2011

| SPACES | LOCATION | TYPE | 1000AM | 1100AM | 1200PM | 1300PM | 1400PM | 1500PM | 1600PM | 1700PM |
|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 121 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 13 | 122 | | 1 | 1 | 1 | 2 | 3 | 3 | 1 | 0 |
| 13 | 123 | | 1 | 1 | 1 | 2 | 3 | 1 | 1 | 1 |
| 15 | 124 | | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 |
| 16 | 125 | | 3 | 5 | 4 | 3 | 2 | 2 | 1 | 2 |
| 18 | 126 | | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16 | 127 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| 9 | 128 | | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 1 |
| 9 | 129 | | 4 | 4 | 4 | 2 | 1 | 2 | 1 | 1 |
| 5 | 130 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 131 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 132 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 12 | 133 | | 2 | 1 | 1 | 1 | 1 | 0 | 2 | 1 |
| 151 | TOTAL VEHICLES PARKED | | 15 | 19 | 14 | 15 | 13 | 12 | 9 | 9 |
| 100% | PERCENTAGE OCCUPIED | | 9.93% | 12.58% | 9.27% | 9.93% | 8.61% | 7.95% | 5.96% | 5.96% |

TEMPLE CITY (OFF-STREET PARKING) TUESDAY - OCTOBER 25, 2011

| SPACES | LOCATION | TYPE | 1000AM | 1100AM | 1200PM | 1300PM | 1400PM | 1500PM | 1600PM | 1700PM |
|---|---|---|---|---|---|---|---|---|---|---|
| 41 | | UNMARKED | 7 | 9 | 8 | 7 | 7 | 6 | 6 | 6 |
| 2 | ZONE A | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | | UNMARKED | 12 | 12 | 11 | 12 | 10 | 11 | 11 | 10 |
| 2 | ZONE B | HANDICAP | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| 14 | | UNMARKED | 3 | 5 | 8 | 12 | 77 | 8 | 5 | 3 |
| 0 | ZONE C | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | | UNMARKED | 6 | 11 | 10 | 8 | 9 | 10 | 9 | 11 |
| 2 | ZONE D | HANDICAP | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 15 | | UNMARKED | 9 | 10 | 13 | 13 | 11 | 10 | 9 | 12 |
| 0 | ZONE E | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 54 | | UNMARKED | 16 | 20 | 17 | 19 | 19 | 20 | 15 | 22 |
| 0 | ZONE F | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | | UNMARKED | 10 | 11 | 12 | 6 | 7 | 5 | 8 | 12 |
| 0 | ZONE G | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | | UNMARKED | 6 | 16 | 15 | 12 | 9 | 5 | 6 | 9 |
| 2 | ZONE H | HANDICAP | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 24 | | UNMARKED | 13 | 13 | 14 | 13 | 12 | 10 | 13 | 9 |
| 2 | ZONE I | HANDICAP | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| 24 | | UNMARKED | 10 | 12 | 9 | 10 | 12 | 11 | 11 | 12 |
| 0 | ZONE J | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 26 | | UNMARKED | 13 | 17 | 12 | 13 | 15 | 17 | 22 | 14 |
| 2 | ZONE K | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | | UNMARKED | 8 | 7 | 9 | 9 | 7 | 9 | 11 | 9 |
| 2 | ZONE L | HANDICAP | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 13 | | UNMARKED | 2 | 2 | 7 | 5 | 5 | 8 | 9 | 7 |
| 0 | ZONE M | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 | | UNMARKED | 17 | 18 | 21 | 19 | 25 | 20 | 14 | 12 |
| 0 | ZONE N | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | | UNMARKED | 17 | 14 | 11 | 14 | 12 | 9 | 10 | 9 |
| 3 | ZONE O | HANDICAP | 3 | 1 | 2 | 1 | 0 | 1 | 0 | 1 |
| 30 | | UNMARKED | 14 | 11 | 11 | 8 | 10 | 11 | 10 | 10 |
| 0 | ZONE P | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | | UNMARKED | 8 | 10 | 12 | 12 | 10 | 12 | 11 | 12 |
| 2 | ZONE Q | HANDICAP | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 |
| 17 | | UNMARKED | 11 | 11 | 12 | 15 | 13 | 12 | 11 | 10 |
| 0 | ZONE R | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | | UNMARKED | 8 | 11 | 9 | 10 | 11 | 13 | 13 | 13 |
| 6 | ZONE S | CHASE | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| 6 | | UNMARKED | 4 | 5 | 6 | 6 | 6 | 6 | 6 | 5 |
| 2 | ZONE T | HANDICAP | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 |
| 12 | | UNMARKED | 11 | 12 | 10 | 8 | 9 | 7 | 10 | 8 |
| 0 | ZONE U | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | | UNMARKED | 12 | 11 | 8 | 10 | 12 | 11 | 8 | 9 |
| 0 | ZONE V | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | | UNMARKED | 8 | 6 | 10 | 12 | 14 | 15 | 16 | 14 |
| 1 | ZONE W | HANDICAP | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 13 | | UNMARKED | 9 | 11 | 10 | 12 | 12 | 12 | 3 | 8 |
| 0 | ZONE X | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | | UNMARKED | 9 | 10 | 12 | 11 | 12 | 8 | 11 | 6 |
| 2 | ZONE Y | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | | UNMARKED | 10 | 10 | 7 | 10 | 11 | 6 | 15 | 19 |
| 1 | ZONE Z-1 | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 | | UNMARKED | 24 | 26 | 25 | 24 | 22 | 21 | 19 | 16 |
| 5 | ZONE Z-2 | HANDICAP | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17 | | UNMARKED | 16 | 14 | 17 | 10 | 8 | 15 | 13 | 0 |
| 2 | ZONE Z-3 | HANDICAP | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 102 | | UNMARKED | 29 | 29 | 27 | 26 | 31 | 27 | 18 | 10 |
| 3 | ZONE Z-4 | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 704 | TOTAL VEHICLES PARKED | | 333 | 363 | 368 | 355 | 429 | 346 | 334 | 305 |
| 100% | PERCENTAGE OCCUPIED | | 47.30% | 51.56% | 52.27% | 50.43% | 60.94% | 49.15% | 47.44% | 43.32% |

CA11-1028-2011

TEMPLE CITY (ON-STREET PARKING) SATURDAY - OCTOBER 29, 2011

| SPACES | LOCATION | TYPE | 1200PM | 1300PM | 1400PM | 1500PM | 1600PM | 1700PM | 1800PM | 1900PM |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 1 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 2 | | 1 | 2 | 2 | 3 | 1 | 3 | 3 | 0 |
| 13 | 3 | | 4 | 4 | 5 | 5 | 6 | 5 | 4 | 6 |
| 2 | 4 | | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 9 | 5 | | 5 | 3 | 3 | 0 | 1 | 0 | 0 | 0 |
| 9 | 6 | | 0 | 2 | 2 | 1 | 1 | 2 | 1 | 1 |
| 10 | 7 | | 7 | 2 | 2 | 1 | 2 | 1 | 0 | 0 |
| 14 | 8 | | 8 | 10 | 7 | 6 | 5 | 5 | 3 | 3 |
| 14 | 9 | | 13 | 12 | 9 | 8 | 7 | 7 | 4 | 3 |
| 17 | 10 | | 7 | 8 | 7 | 4 | 4 | 4 | 6 | 8 |
| 16 | 11 | | 14 | 13 | 7 | 3 | 3 | 3 | 4 | 1 |
| 15 | 12 | | 15 | 15 | 9 | 7 | 4 | 3 | 4 | 3 |
| 12 | 13 | | 10 | 6 | 4 | 6 | 6 | 6 | 4 | 2 |
| 5 | 14 | | 6 | 7 | 6 | 3 | 2 | 3 | 2 | 0 |
| 14 | 15 | | 11 | 12 | 10 | 6 | 7 | 6 | 7 | 8 |
| 7 | 16 | | 8 | 9 | 6 | 5 | 7 | 4 | 1 | 0 |
| 13 | 17 | | 7 | 6 | 4 | 3 | 3 | 3 | 5 | 6 |
| 14 | 18 | | 15 | 13 | 7 | 5 | 6 | 5 | 3 | 3 |
| 13 | 19 | | 14 | 12 | 8 | 7 | 6 | 6 | 6 | 5 |
| 8 | 20 | | 9 | 6 | 3 | 4 | 4 | 2 | 3 | 2 |
| 10 | 21 | | 7 | 7 | 2 | 1 | 6 | 5 | 0 | 0 |
| 10 | 22 | | 1 | 2 | 1 | 0 | 1 | 2 | 3 | 2 |
| 10 | 23 | | 1 | 0 | 0 | 0 | 2 | 2 | 2 | 3 |
| 5 | 24 | | 4 | 4 | 3 | 3 | 2 | 0 | 0 | 0 |
| 17 | 25 | | 5 | 8 | 8 | 6 | 8 | 7 | 5 | 6 |
| 12 | 26 | | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 27 | | 7 | 7 | 6 | 6 | 6 | 5 | 7 | 7 |
| 10 | 28 | | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 |
| 10 | 29 | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 13 | 30 | | 4 | 7 | 5 | 5 | 5 | 3 | 3 | 0 |
| 13 | 31 | | 5 | 5 | 6 | 6 | 3 | 2 | 5 | 2 |
| 15 | 32 | | 4 | 4 | 4 | 4 | 5 | 3 | 3 | 2 |
| 15 | 33 | | 1 | 1 | 1 | 1 | 2 | 2 | 3 | 2 |
| 15 | 34 | | 4 | 8 | 6 | 6 | 6 | 5 | 6 | 4 |
| 19 | 35 | | 4 | 6 | 8 | 9 | 9 | 9 | 5 | 4 |
| 16 | 36 | | 7 | 10 | 9 | 8 | 7 | 7 | 4 | 5 |
| 19 | 37 | | 4 | 4 | 6 | 7 | 9 | 8 | 8 | 7 |
| 11 | 38 | | 3 | 3 | 4 | 3 | 5 | 5 | 5 | 5 |
| 11 | 39 | | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 |
| 8 | 40 | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 10 | 41 | | 4 | 9 | 5 | 5 | 6 | 4 | 6 | 4 |
| 12 | 42 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 43 | | 3 | 3 | 3 | 3 | 2 | 1 | 2 | 1 |
| 14 | 44 | | 5 | 4 | 5 | 3 | 3 | 4 | 1 | 3 |
| 14 | 45 | | 6 | 5 | 5 | 5 | 7 | 3 | 4 | 3 |
| 12 | 46 | | 4 | 5 | 5 | 4 | 5 | 4 | 3 | 5 |
| 16 | 47 | | 7 | 11 | 8 | 9 | 10 | 9 | 6 | 3 |
| 12 | 48 | | 8 | 7 | 9 | 9 | 10 | 4 | 3 | 2 |
| 10 | 49 | | 7 | 6 | 7 | 6 | 6 | 5 | 3 | 4 |
| 5 | 50 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8 | 51 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 52 | | 0 | 3 | 2 | 1 | 1 | 1 | 1 | 1 |
| 13 | 53 | | 1 | 3 | 2 | 2 | 2 | 2 | 2 | 2 |
| 13 | 54 | | 13 | 13 | 14 | 14 | 14 | 12 | 13 | 13 |
| 15 | 55 | | 8 | 12 | 11 | 8 | 6 | 5 | 4 | 4 |
| 18 | 56 | | 15 | 14 | 15 | 16 | 14 | 15 | 14 | 15 |
| 16 | 57 | | 6 | 8 | 9 | 11 | 9 | 8 | 9 | 4 |
| 10 | 58 | | 2 | 5 | 6 | 7 | 6 | 3 | 3 | 2 |
| 10 | 59 | | 6 | 5 | 6 | 9 | 9 | 7 | 6 | 4 |
| 13 | 60 | | 10 | 7 | 4 | 1 | 2 | 0 | 2 | 5 |
| 706 | TOTAL VEHICLES PARKED | | 324 | 340 | 288 | 260 | 266 | 223 | 204 | 178 |
| 100% | PERCENTAGE OCCUPIED | | 45.89% | 48.16% | 40.79% | 36.83% | 37.68% | 31.59% | 28.90% | 25.21% |

TEMPLE CITY (ON-STREET PARKING) SATURDAY - OCTOBER 29, 2011

| SPACES | LOCATION | TYPE | 1200PM | 1300PM | 1400PM | 1500PM | 1600PM | 1700PM | 1800PM | 1900PM |
|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 61 | | 10 | 8 | 7 | 6 | 5 | 5 | 7 | 4 |
| 13 | 62 | | 4 | 5 | 4 | 3 | 3 | 3 | 4 | 3 |
| 13 | 63 | | 8 | 7 | 7 | 4 | 2 | 2 | 5 | 6 |
| 16 | 64 | | 16 | 14 | 5 | 8 | 7 | 6 | 11 | 5 |
| 15 | 65 | | 11 | 9 | 7 | 8 | 7 | 8 | 9 | 9 |
| 17 | 66 | | 17 | 14 | 7 | 6 | 3 | 10 | 9 | 7 |
| 17 | 67 | | 10 | 9 | 7 | 7 | 5 | 4 | 4 | 10 |
| 11 | 68 | | 8 | 6 | 8 | 8 | 7 | 7 | 5 | 6 |
| 11 | 69 | | 3 | 5 | 4 | 3 | 3 | 3 | 6 | 5 |
| 14 | 70 | | 12 | 14 | 11 | 12 | 12 | 12 | 9 | 7 |
| 11 | 71 | | 9 | 9 | 9 | 11 | 4 | 8 | 10 | 10 |
| 12 | 72 | | 8 | 8 | 8 | 5 | 4 | 3 | 5 | 5 |
| 12 | 73 | | 5 | 7 | 7 | 5 | 4 | 5 | 8 | 7 |
| 6 | 74 | | 7 | 6 | 1 | 1 | 2 | 3 | 2 | 2 |
| 20 | 75 | | 12 | 14 | 12 | 15 | 15 | 10 | 10 | 8 |
| 16 | 76 | | 8 | 7 | 5 | 3 | 3 | 4 | 5 | 3 |
| 11 | 77 | | 5 | 6 | 2 | 4 | 1 | 1 | 7 | 6 |
| 11 | 78 | | 6 | 6 | 5 | 5 | 5 | 8 | 8 | 3 |
| 11 | 79 | | 5 | 3 | 1 | 1 | 1 | 3 | 3 | 3 |
| 11 | 80 | | 8 | 7 | 4 | 3 | 0 | 0 | 1 | 5 |
| 13 | 81 | | 14 | 13 | 7 | 5 | 7 | 5 | 13 | 13 |
| 13 | 82 | | 1 | 3 | 2 | 2 | 2 | 3 | 2 | 2 |
| 13 | 83 | | 1 | 2 | 3 | 5 | 2 | 1 | 0 | 0 |
| 18 | 84 | | 13 | 13 | 13 | 10 | 11 | 11 | 11 | 10 |
| 19 | 85 | | 10 | 13 | 5 | 7 | 14 | 5 | 6 | 10 |
| 20 | 86 | | 16 | 18 | 13 | 14 | 12 | 11 | 8 | 12 |
| 13 | 87 | | 10 | 7 | 5 | 5 | 4 | 4 | 4 | 7 |
| 10 | 88 | | 4 | 5 | 6 | 6 | 6 | 6 | 5 | 6 |
| 10 | 89 | | 6 | 5 | 7 | 7 | 4 | 4 | 4 | 4 |
| 15 | 90 | | 11 | 11 | 12 | 11 | 7 | 4 | 5 | 9 |
| 14 | 91 | | 11 | 9 | 12 | 4 | 7 | 5 | 11 | 10 |
| 12 | 92 | | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 |
| 12 | 93 | | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 20 | 94 | | 14 | 16 | 14 | 8 | 7 | 8 | 13 | 15 |
| 18 | 95 | | 7 | 6 | 7 | 7 | 6 | 6 | 10 | 8 |
| 15 | 96 | | 13 | 9 | 8 | 5 | 1 | 0 | 3 | 10 |
| 12 | 97 | | 9 | 7 | 8 | 8 | 8 | 7 | 6 | 7 |
| 9 | 98 | | 2 | 4 | 3 | 2 | 3 | 5 | 1 | 0 |
| 11 | 99 | | 4 | 5 | 6 | 5 | 5 | 9 | 2 | 1 |
| 11 | 100 | | 1 | 3 | 3 | 1 | 1 | 0 | 0 | 0 |
| 11 | 101 | | 4 | 3 | 4 | 1 | 3 | 0 | 1 | 0 |
| 13 | 102 | | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 1 |
| 13 | 103 | | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 4 |
| 18 | 104 | | 12 | 14 | 12 | 17 | 16 | 10 | 6 | 7 |
| 17 | 105 | | 5 | 7 | 6 | 5 | 6 | 7 | 7 | 5 |
| 14 | 106 | | 11 | 9 | 11 | 8 | 11 | 10 | 7 | 11 |
| 19 | 107 | | 3 | 4 | 5 | 3 | 3 | 5 | 5 | 3 |
| 12 | 108 | | 2 | 2 | 1 | 1 | 2 | 3 | 3 | 1 |
| 12 | 109 | | 2 | 1 | 2 | 1 | 2 | 3 | 1 | 2 |
| 6 | 110 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 111 | | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 14 | 112 | | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 1 |
| 14 | 113 | | 2 | 4 | 4 | 1 | 1 | 2 | 1 | 2 |
| 18 | 114 | | 11 | 6 | 9 | 4 | 5 | 7 | 5 | 3 |
| 19 | 115 | | 2 | 2 | 2 | 3 | 2 | 3 | 2 | 2 |
| 14 | 116 | | 9 | 4 | 2 | 3 | 1 | 2 | 3 | 2 |
| 18 | 117 | | 2 | 1 | 2 | 2 | 2 | 2 | 0 | 3 |
| 13 | 118 | | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 |
| 13 | 119 | | 4 | 3 | 6 | 5 | 5 | 4 | 4 | 5 |
| 7 | 120 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 813 | TOTAL VEHICLES PARKED | | 399 | 385 | 334 | 294 | 266 | 266 | 285 | 293 |
| 100% | PERCENTAGE OCCUPIED | | 49.08% | 47.36% | 41.08% | 36.16% | 32.72% | 32.72% | 35.06% | 36.04% |

TEMPLE CITY (ON-STREET PARKING) SATURDAY - OCTOBER 29, 2011

| SPACES | LOCATION | TYPE | 1200PM | 1300PM | 1400PM | 1500PM | 1600PM | 1700PM | 1800PM | 1900PM |
|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 121 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 122 | | 0 | 3 | 4 | 3 | 0 | 2 | 2 | 2 |
| 13 | 123 | | 4 | 4 | 4 | 3 | 4 | 1 | 1 | 1 |
| 15 | 124 | | 5 | 3 | 3 | 2 | 3 | 6 | 10 | 11 |
| 16 | 125 | | 2 | 2 | 2 | 2 | 0 | 4 | 3 | 1 |
| 18 | 126 | | 2 | 4 | 2 | 2 | 3 | 3 | 12 | 15 |
| 16 | 127 | | 2 | 3 | 1 | 1 | 2 | 0 | 2 | 2 |
| 9 | 128 | | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 9 | 129 | | 5 | 1 | 2 | 0 | 0 | 1 | 3 | 10 |
| 5 | 130 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 131 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 132 | | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| 12 | 133 | | 5 | 4 | 7 | 8 | 4 | 5 | 5 | 4 |
| 151 | TOTAL VEHICLES PARKED | | 27 | 26 | 26 | 22 | 18 | 23 | 39 | 49 |
| 100% | PERCENTAGE OCCUPIED | | 17.88% | 17.22% | 17.22% | 14.57% | 11.92% | 15.23% | 25.83% | 32.45% |

TEMPLE CITY (OFF-STREET PARKING) SATURDAY - OCTOBER 29, 2011

| SPACES | LOCATION | TYPE | 1200PM | 1300PM | 1400PM | 1500PM | 1600PM | 1700PM | 1800PM | 1900PM |
|---|---|---|---|---|---|---|---|---|---|---|
| 41 | | UNMARKED | 4 | 4 | 3 | 4 | 4 | 15 | 17 | 19 |
| 2 | ZONE A | HANDICAP | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | | UNMARKED | 9 | 10 | 11 | 12 | 12 | 10 | 8 | 7 |
| 2 | ZONE B | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | | UNMARKED | 14 | 15 | 14 | 15 | 15 | 13 | 12 | 13 |
| 0 | ZONE C | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | | UNMARKED | 12 | 12 | 11 | 12 | 12 | 10 | 4 | 3 |
| 2 | ZONE D | HANDICAP | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 |
| 15 | | UNMARKED | 15 | 15 | 15 | 13 | 13 | 14 | 11 | 12 |
| 0 | ZONE E | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 54 | | UNMARKED | 50 | 50 | 31 | 21 | 20 | 14 | 9 | 9 |
| 0 | ZONE F | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | | UNMARKED | 22 | 22 | 18 | 12 | 11 | 9 | 6 | 7 |
| 0 | ZONE G | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | | UNMARKED | 24 | 24 | 24 | 17 | 19 | 15 | 18 | 18 |
| 2 | ZONE H | HANDICAP | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 |
| 24 | | UNMARKED | 24 | 24 | 24 | 20 | 19 | 15 | 23 | 22 |
| 2 | ZONE I | HANDICAP | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 |
| 24 | | UNMARKED | 24 | 24 | 21 | 23 | 22 | 17 | 21 | 20 |
| 0 | ZONE J | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 26 | | UNMARKED | 26 | 26 | 24 | 22 | 23 | 26 | 19 | 19 |
| 2 | ZONE K | HANDICAP | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 |
| 12 | | UNMARKED | 12 | 12 | 7 | 8 | 8 | 6 | 7 | 7 |
| 2 | ZONE L | HANDICAP | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 |
| 13 | | UNMARKED | 13 | 13 | 11 | 10 | 10 | 6 | 9 | 8 |
| 0 | ZONE M | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 | | UNMARKED | 26 | 26 | 20 | 16 | 14 | 4 | 1 | 1 |
| 0 | ZONE N | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | | UNMARKED | 20 | 20 | 18 | 8 | 7 | 7 | 16 | 17 |
| 3 | ZONE O | HANDICAP | 3 | 3 | 2 | 0 | 0 | 1 | 1 | 1 |
| 30 | | UNMARKED | 28 | 29 | 16 | 16 | 14 | 17 | 25 | 25 |
| 0 | ZONE P | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | | UNMARKED | 12 | 12 | 12 | 3 | 4 | 3 | 0 | 0 |
| 2 | ZONE Q | HANDICAP | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17 | | UNMARKED | 15 | 15 | 14 | 12 | 11 | 8 | 1 | 0 |
| 0 | ZONE R | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | | UNMARKED | 13 | 13 | 12 | 11 | 11 | 7 | 9 | 8 |
| 6 | ZONE S | CHASE | 6 | 6 | 6 | 6 | 6 | 2 | 2 | 2 |
| 6 | | UNMARKED | 6 | 6 | 6 | 6 | 6 | 1 | 3 | 3 |
| 2 | ZONE T | HANDICAP | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12 | | UNMARKED | 11 | 11 | 10 | 10 | 9 | 7 | 9 | 8 |
| 0 | ZONE U | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | | UNMARKED | 11 | 12 | 12 | 12 | 12 | 11 | 11 | 11 |
| 0 | ZONE V | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | | UNMARKED | 15 | 15 | 16 | 16 | 15 | 11 | 10 | 11 |
| 1 | ZONE W | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | | UNMARKED | 13 | 13 | 13 | 12 | 12 | 11 | 12 | 12 |
| 0 | ZONE X | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | | UNMARKED | 11 | 11 | 11 | 10 | 10 | 5 | 11 | 11 |
| 2 | ZONE Y | HANDICAP | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 23 | | UNMARKED | 15 | 15 | 19 | 16 | 15 | 19 | 8 | 6 |
| 1 | ZONE Z-1 | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 | | UNMARKED | 17 | 17 | 17 | 15 | 14 | 8 | 5 | 6 |
| 5 | ZONE Z-2 | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | | UNMARKED | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 |
| 2 | ZONE Z-3 | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 102 | | UNMARKED | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 3 | ZONE Z-4 | HANDICAP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 704 | TOTAL VEHICLES PARKED | | 487 | 490 | 427 | 364 | 354 | 295 | 290 | 288 |
| 100% | PERCENTAGE OCCUPIED | | 69.18% | 69.60% | 60.65% | 51.70% | 50.28% | 41.90% | 41.19% | 40.91% |

# APPENDIX C
# Parking Occupancy Exhibits

# Tuesday Parking Occupancy Exhibits


11/1/11 JN10-108178 Temple City Parking Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Tuesday 10:00 AM Public Parking Occupancy

Exhibit 1A

WOODRUFF AVE

Civic Center

E LAS TUNAS BLVD

PRIMROSE AVE

TEMPLE CITY BLVD

CAMELLIA AVE

KAUFFMAN AVE

GOLDEN WEST AVE

AGNES AVE

ROWLAND AVE

BALDWIN AVE

WORKMAN AVE

## Legend

- 0% = 55% Occupied
- 56% = 70% Occupied
- 71% = 85% Occupied
- 86% = 100% Occupied

11/11/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Tuesday 10:00 AM Public Parking Occupancy

Exhibit 1B


11/11/11 JN10-108178 Temple City Parking Tuesday 1A 11x17.mxd DJ

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Tuesday 11:00 AM Public Parking Occupancy

Exhibit 1A


11/11/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Tuesday 11:00 AM Public Parking Occupancy

Exhibit 1B


11/11/11 JN10-108178 Temple City Parking Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Tuesday 12:00 PM Public Parking Occupancy

Exhibit 1A

WOODRUFF AVE

Civic Center

E LAS TUNAS BLVD

PRIMROSE AVE

TEMPLE CITY BLVD

CAMELLIA AVE

KAUFFMAN AVE

GOLDEN WEST AVE

AGNES AVE

ROWLAND AVE

BALDWIN AVE

WORKMAN AVE

## Legend

- 0% = 55% Occupied
- 56% = 70% Occupied
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- 86% = 100% Occupied

11/11/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Tuesday 12:00 PM Public Parking Occupancy

Exhibit 1B


11/1/11\1 JN10-108178 Temple City Parking Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Tuesday 1:00 PM Public Parking Occupancy

Exhibit 1A

WOODRUFF AVE

Civic Center

E LAS TUNAS BLVD

PRIMROSE AVE

TEMPLE CITY BLVD

CAMELLIA AVE

KAUFFMAN AVE

GOLDEN WEST AVE

AGNES AVE

ROWLAND AVE

BALDWIN AVE

WORKMAN AVE

## Legend

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11/11/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Tuesday 1:00 PM Public Parking Occupancy

Exhibit 1B


11/1/11\1 JN10-108178 Temple City Parking Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Tuesday 2:00 PM Public Parking Occupancy

Exhibit 1A

WOODRUFF AVE

Civic Center

E LAS TUNAS BLVD

PRIMROSE AVE

TEMPLE CITY BLVD

CAMELLIA AVE

KAUFFMAN AVE

GOLDEN WEST AVE

AGNES AVE

ROWLAND AVE

BALDWIN AVE

WORKMAN AVE

## Legend

- 0% = 55% Occupied
- 56% = 70% Occupied
- 71% = 85% Occupied
- 86% = 100% Occupied

11/11/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Tuesday 2:00 PM Public Parking Occupancy

Exhibit 1B


11/1/11\1 JN10-108178 Temple City Parking Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Tuesday 3:00 PM Public Parking Occupancy

Exhibit 1A

WOODRUFF AVE

Civic Center

E LAS TUNAS BLVD

PRIMROSE AVE

TEMPLE CITY BLVD

CAMELLIA AVE

KAUFFMAN AVE

GOLDEN WEST AVE

AGNES AVE

ROWLAND AVE

BALDWIN AVE

WORKMAN AVE

## Legend

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- 56% = 70% Occupied
- 71% = 85% Occupied
- 86% = 100% Occupied

11/11/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Tuesday 3:00 PM Public Parking Occupancy

Exhibit 1B


11/1/11 JN10-108178 Temple City Parking Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Tuesday 4:00 PM Public Parking Occupancy

Exhibit 1A

WOODRUFF AVE

Civic Center

E LAS TUNAS BLVD

PRIMROSE AVE

TEMPLE CITY BLVD

CAMELLIA AVE

KAUFFMAN AVE

GOLDEN WEST AVE

AGNES AVE

ROWLAND AVE

BALDWIN AVE

WORKMAN AVE

## Legend

- 0% = 55% Occupied
- 56% = 70% Occupied
- 71% = 85% Occupied
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11/11/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Tuesday 4:00 PM Public Parking Occupancy

Exhibit 1B


11/1/11\1 JN10-108178 Temple City Parking Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Tuesday 5:00 PM Public Parking Occupancy

Exhibit 1A

WOODRUFF AVE

Civic Center

E LAS TUNAS BLVD

PRIMROSE AVE

TEMPLE CITY BLVD

CAMELLIA AVE

KAUFFMAN AVE

WORKMAN AVE

GOLDEN WEST AVE

AGNES AVE

ROWLAND AVE

BALDWIN AVE

## Legend

- 0% = 55% Occupied
- 56% = 70% Occupied
- 71% = 85% Occupied
- 86% = 100% Occupied

11/1/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Tuesday 5:00 PM Public Parking Occupancy

Exhibit 1B

# Saturday Parking Occupancy Exhibits


11/14/11 JN10-108178 Temple City Parking Tuesday 1A 11x17.mxd DJ

RBF CONSULTING
A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Saturday 12:00 PM Public Parking Occupancy

Exhibit 1A

WOODRUFF AVE

Civic Center

E LAS TUNAS BLVD

PRIMROSE AVE

TEMPLE CITY BLVD

CAMELLIA AVE

KAUFFMAN AVE

GOLDEN WEST AVE

AGNES AVE

ROWLAND AVE

BALDWIN AVE

WORKMAN AVE

## Legend

- 0% = 55% Occupied
- 56% = 70% Occupied
- 71% = 85% Occupied
- 86% = 100% Occupied

11/14/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

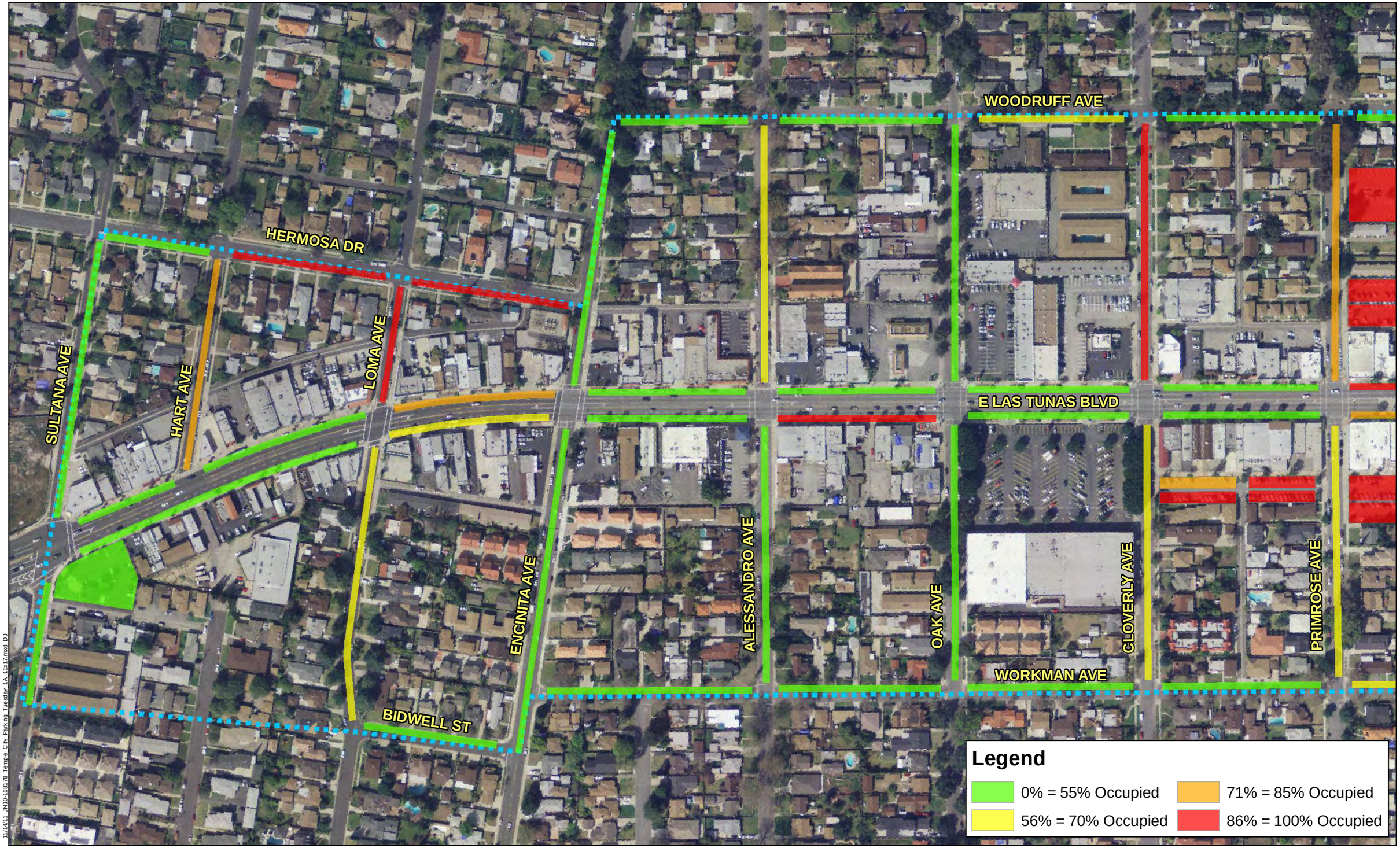
0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Saturday 12:00 PM Public Parking Occupancy

Exhibit 1B




11/14/11 JN10-108178 Temple City Parkin Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

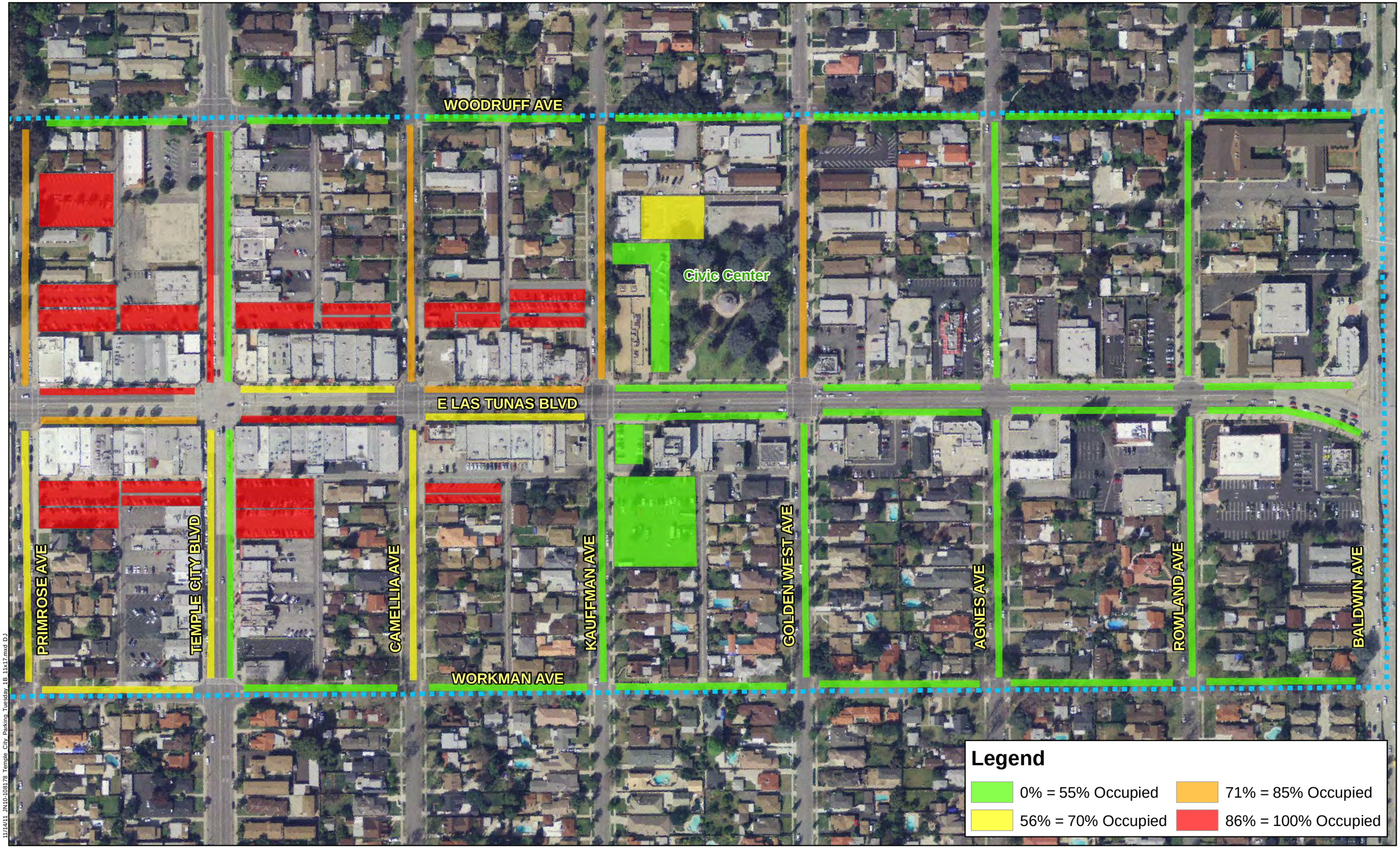
0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Saturday 1:00 PM Public Parking Occupancy

Exhibit 1A




11/14/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Saturday 1:00 PM Public Parking Occupancy

Exhibit 1B


11/14/11 JN10-108178 Temple City Parking Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Saturday 2:00 PM Public Parking Occupancy

Exhibit 1A

WOODRUFF AVE

Civic Center

E LAS TUNAS BLVD

PRIMROSE AVE

TEMPLE CITY BLVD

CAMELLIA AVE

WORKMAN AVE

KAUFFMAN AVE

GOLDEN WEST AVE

AGNES AVE

ROWLAND AVE

BALDWIN AVE

**Legend**

- 0% = 55% Occupied
- 56% = 70% Occupied
- 71% = 85% Occupied
- 86% = 100% Occupied

11/14/11 JN10-108178 Temple City Parkinn Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Saturday 2:00 PM Public Parking Occupancy

Exhibit 1B


11/14/11 JN10-108178 Temple City Parkin Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

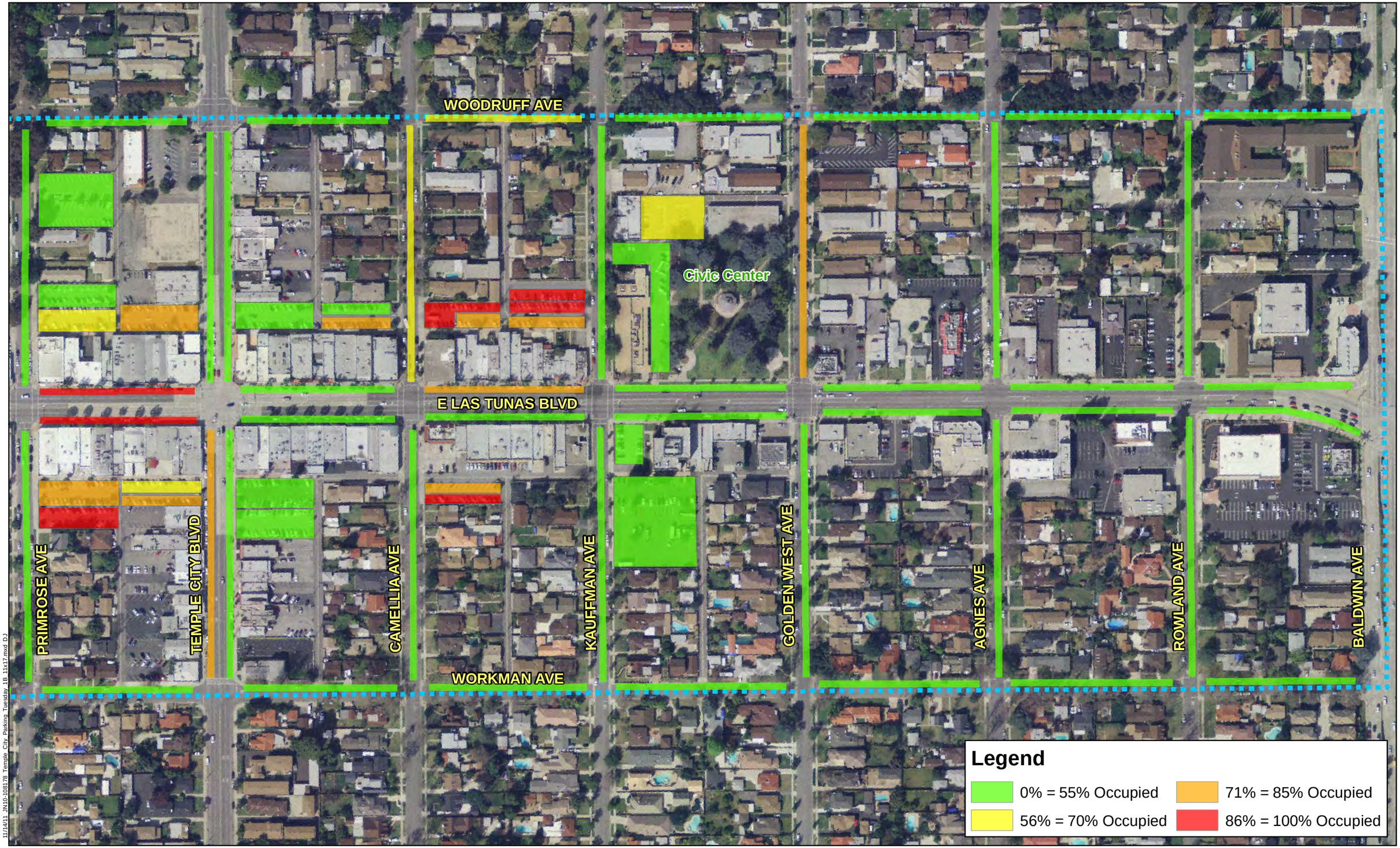
0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Saturday 3:00 PM Public Parking Occupancy

Exhibit 1A




11/14/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Saturday 3:00 PM Public Parking Occupancy

Exhibit 1B


11/14/11 JN10-108178 Temple City Parkin Tuesday 1A 11x17.mxd DJ

RBF CONSULTING
A Baker Company

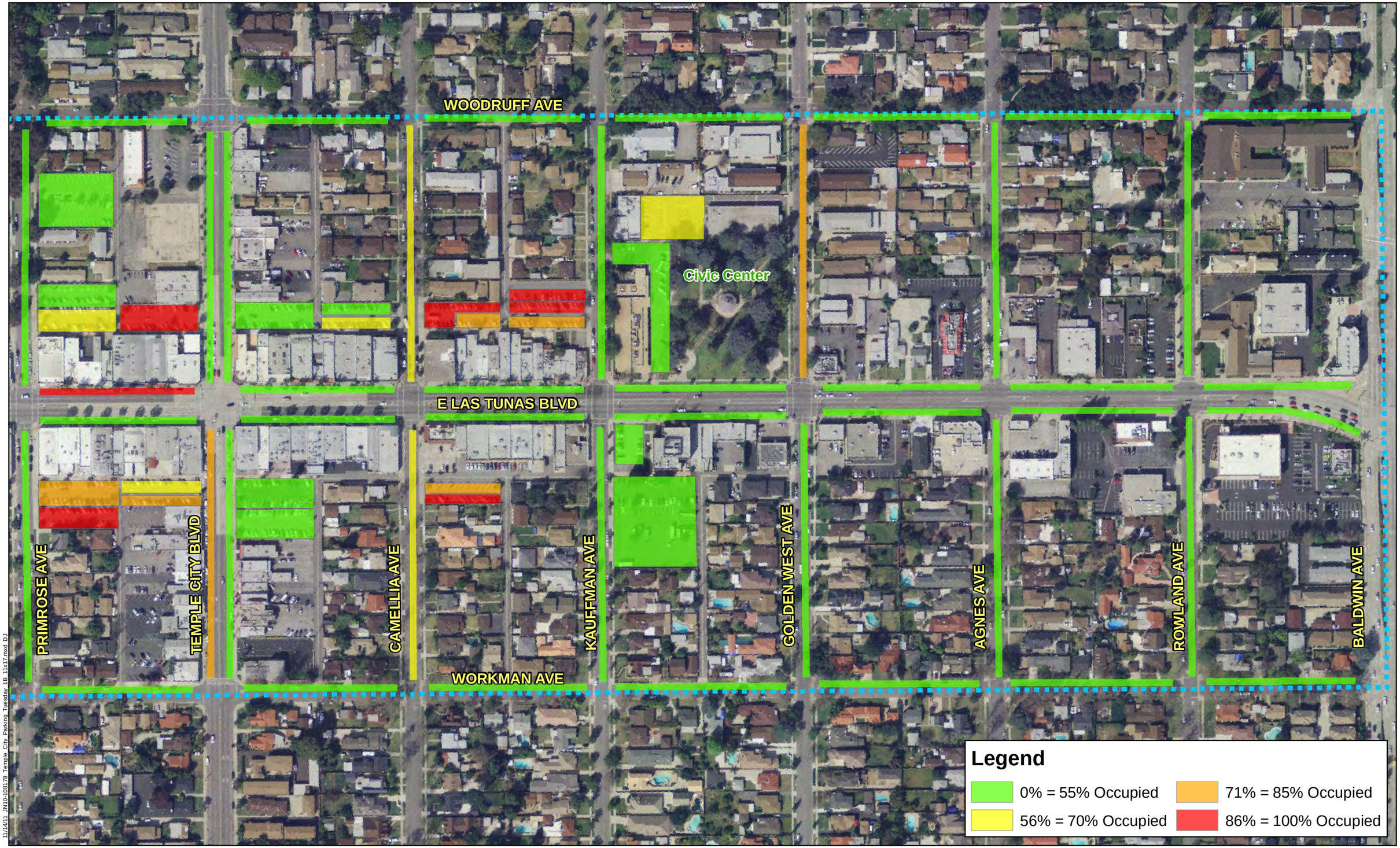
0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Saturday 4:00 PM Public Parking Occupancy

Exhibit 1A




11/14/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Saturday 4:00 PM Public Parking Occupancy

Exhibit 1B


11/14/11 JN10-108178 Temple City Parking Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Saturday 5:00 PM Public Parking Occupancy

Exhibit 1A


11/14/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Saturday 5:00 PM Public Parking Occupancy

Exhibit 1B


11/14/11 JN10-108178 Temple City Parkin Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Saturday 6:00 PM Public Parking Occupancy

Exhibit 1A


11/14/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Saturday 6:00 PM Public Parking Occupancy

Exhibit 1B


11/14/11 JN10-108178 Temple City Parkin Tuesday 1A 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 1/2 Saturday 7:00 PM Public Parking Occupancy

Exhibit 1A

WOODRUFF AVE

Civic Center

E LAS TUNAS BLVD

PRIMROSE AVE

TEMPLE CITY BLVD

CAMELLIA AVE

KAUFFMAN AVE

GOLDEN WEST AVE

AGNES AVE

ROWLAND AVE

BALDWIN AVE

WORKMAN AVE

**Legend**

- 0% = 55% Occupied
- 56% = 70% Occupied
- 71% = 85% Occupied
- 86% = 100% Occupied

11/14/11 JN10-108178 Temple City Parking Tuesday 1B 11x17.mxd DJ

RBF CONSULTING A Baker Company

0 100 200 400 Feet

Source: Eagle Aerial 2011

DOWNTOWN PARKING STRATEGIC PLAN

# Area 2/2 Saturday 7:00 PM Public Parking Occupancy

Exhibit 1B

# APPENDIX D
# Public Workshop Summary

# NOVEMBER 17TH WORKSHOP SUMMARY REPORT

A community workshop focused on soliciting input on parking within downtown Temple City was held on Thursday, November 17, 2011 from 6:00 to 8:00 p.m. at the Historical Society Hall. An estimated 40-60 community members attended representing business owners, employees, residents, and shoppers. Additionally, City staff, members of the City Council (Mayor Tom Chavez, and Mayor Pro Tem Vince Yu, Carl Blum, and Cynthia Sternquist), and members of the Public Safety Commission were in attendance.

## I. WORKSHOP PURPOSE

The purpose of this workshop was to introduce the project to the community, present existing conditions parking data in downtown Temple City, educate participants on parking policies and tools for improvement, and collect feedback from residents and business owners on issues, concerns, and ideas for improving parking conditions and management. The project study area is focused along Las Tunas Drive and bound by Sultana Avenue, Baldwin Avenue, Woodruff Avenue, and Workman Avenue.

## II. INTRODUCTION & PRESENTATION

Director of Community Development Steven Masura welcomed and thanked the participants for their attendance and involvement. Mr. Masura provided a few words to introduce the project and introduced the project team members. Paul Martin and Susan Harden of RBF Consulting and Rick Willson of CSU Pomona gave a presentation that included an overview of the project, the City's Downtown Specific Plan, preliminary findings, and strategic parking management techniques.

GROUP EXERCISE #1: POST-IT NOTE VISIONING

For the first group exercise, participants were provided with Post-It notes and asked to identify 3-4 key challenges and ideas related to parking in downtown. Once the challenges and issues were written, the Post-It notes were placed together on the wall where the facilitators organized the notes by themes. The purpose of this exercise is to collect input from all participants and allows participants to see and hear other opinions that are similar or different from other members of the audience.

The categories that were developed during the identification of challenges included:

- Inadequate employee parking
- Time restrictions limit business

- Employee parking
- Overflow of parking to residential streets
- No parking problem
- Safety
- Enforcement
- Location of parking lots
- Angled parking/no structure
- Addition of a structure
- Better shopping and land uses


The categories that were developed during the identification of ideas included:

- New parking structure
- New parking lots
- Time restrictions
- Enforcement
- Institute diagonal parking
- Dedicated employee parking areas
- Business owners to enforce employee parking
- Change use of City Council parking spaces to general use
- Improve parking area signge & road striping
- Mange existing parking lots for shared use
- Improve walking and transit options
- Implement paid parking


Preliminary data that was collected on a Tuesday and Saturday in October 2011 was presented. The preliminary findings indicated that Saturdays are busier than weekdays. On weekdays, the peak or highest parking conditions occurred at 2:00 p.m. and the lowest parking demand occurred at 5:00 p.m. On weekends, the peak parking conditions occurred at 1:00 p.m. and the lowest parking demand occurred at 7:00 p.m. The data indicated parking activity is concentrated, and an apparent preference to parking within parking lots and within one block of the destination downtown. When the parking lots reach full occupancy, overflow parking occurs on the residential streets, including Cloverly Avenue, Primrose Avenue, Camellia Avenue, and Kauffman Avenue. The Parking Strategic Plan will assess how to maximize efficiency of existing parking capacities and the potential for adding more parking to serve downtown. Future analysis for

this project will also include consideration for existing vacancies, such as the former Alpha Beta Site and vacant storefronts.

After the Post-It Note exercise, a presentation on parking management tools was presented to educate participants on the different types and methods of improving parking conditions. The discussion included an explanation and photo examples of the following strategic parking concepts:

- **Policy Strategies**
  - Introduce parking pricing
  - Modify parking standards
  - Revise time restrictions
  - Revise in-lieu fee program
  - Incentivize non-motorized travel such as walking, transit, and biking
- **Program Strategies**
  - Remote parking for employees
  - Staff incentives & mock tickets
  - Market/Brand parking areas to make more appealing
  - Mock tickets to serve as warning and education for users
  - First ticket is free
  - Free or unrestricted parking on weekends and holidays
  - Dedicate spaces to distinct users
  - Shared parking between businesses
  - Use valet operations
  - Residential parking permit program
- **Physical Design Strategies**
  - Additional surface parking lots
  - Parking structure
  - Angled parking
  - Restripe spaces
  - Combine multiple lots
  - Improve wayfinding and signage
  - Provide a downtown shuttle service
  - Improve security in parking lots

- Establish walking routes
- Improve pedestrian environment
- Create/enhance rear "front doors"
- Provide pedestrian connections/Paths
- Arts program to help create sense of place

Handouts were provided to all participants that included a summary of the strategic parking concepts to be used in as a guide in the second group exercise.

GROUP EXERCISE #2: SMALL GROUP BREAKOUT

Based on the challenges and ideas presented during the Post-It Note exercise, the three most popular topics amongst the participants were: Provision of New Parking, Employee Parking, and Time Limits of Parking Spaces. Following the presentation on strategic parking tools, participants were asked to cluster in groups by the topic they were most interested in discussing and exploring for a second group exercise. As participants gathered by topic, they were asked to discuss ideas on specific strategies and/or locations for parking improvements or other implementation actions. Flip charts and markers were provided and group roles were assigned. At the end of the exercise, a presenter from each table shared the results of their table discussions with the rest of the room.

**Topic 1: New Parking**

- Church lot should be shared with public on weekdays
  - Use for City employee parking; City could rent or lease the lot from church
- Vacant lot on Temple City Boulevard between Woodruff and Las Tunas: use for parking lot (buy or lease)
- More signage needed for shared parking at school district during Farmer's Market. People don't know it is available.

**Topic 2: Employee Parking**

- Use funeral home on Temple City Boulevard for staff parking
- Evaluate the number of employees, type of business, and hours of operation
- Paid or permit parking for employees
- Safety for employees (improve safety in lots and paths to lots)
- Dedicated stalls in all lots for employees

**Topic 3: Timing of Parking Space Restrictions**

- Ticket forgiveness for employers
- Drop off spot in front of Women's Club on Woodruff

- 1:00 p.m. time is busiest
- One-hour time limit on Las Tunas
- Three hours in lots – maybe longer on weekends
- Share spaces with businesses
- Supermarket – 20 to 30 minute spaces
- Green curb for some businesses needed – TC Postal
- More 2-hour parking needed behind Golden House since all day parking is allowed
- Use of all-day parking areas by JAD staff?
- Improve lighting and security for remote all-day lots
- Provide business parking/20 minute parking/loading
- Eliminate staff moving cars every 2 hours
- Dedicate some parking to businesses or parking permits for the owner

**General Comments & Ideas**

- Eliminate 5 council spaces
- No more restaurants without in-lieu parking charges
- Metered parking (as needed use)
- Encourage use of bikes – add bike racks
- Public education (alternatives)
- Three story parking structure: two for customers, one for employees
- Parking vouchers
- Shuttle
- Consider parking requirements for new businesses (ex. Pet store)
- 2 hour limit restriction not needed all day (only 11:30 to 2:00 and 5:00 to 8:00 p.m.)
- Parallel parking – some users can't park within the lines!
- Inadequate lighting in some public lots
- Inadequate bike parking = less bicyclists
- Business owners need to enforce employee parking
- Emergency parking needed
- Add 20 to 30 minute parking
- Parking for business owners should be unlimited (time)

- Parking for tour buses needed
- Resident permit parking program helps

## III. NEXT STEPS

Following the workshop, the project team will be conducting stakeholder meetings and creating a stakeholder survey in December 2011. Field investigations, data collection, data analysis, and mapping efforts will also be conducted in December. Future parking needs within the downtown area will be determined based on the field investigations and data collection efforts, along with an evaluation for the need of additional parking structures or lots and associated preliminary financial feasibility studies. Based on the future needs and data, a draft Downtown Parking Strategic Plan will be developed and prepared with City staff review. The Downtown Parking Strategic Plan will be presented to the Public Safety Commission, Planning Commission, and the City Council, with a goal to finalize the Plan by the end of April 2012.

## IV. PROJECT WEBSITE

Additional project information including all materials from the workshop presentation, handout, and preliminary data, are available on the project website at:

http://tcparkingstudy.rbfconsulting.info/

## V. APPENDIX

Eighteen (18) comment cards were provided and submitted at the close of the workshop. The comments received included concerns, ideas, and general thoughts on the parking conditions:

1. City bus for TC resident (all ages). Rent parking lot from church on weekday & Saturday
2. Progressive thinking is one important facet to creating a more effective and safe parking plan. Metered parking and pay to park garages will not only create more available spaces, but important and needed City revenue too.
3. There comes a point of saturation. The City has to decide how it's going to treat its residents. Is Temple City going to sacrifice its residents for the benefit of the business? Let the business provide for the parking of its employees and customers.
4. Parking permits for owner. 3 Hour parking at least. Only lunch time and dinner time all parking is full. Even there are a lot of parking spaces available at other time. Customer is nervous about 2 hour limit, so major problem is dinner time.
5. Pay permit for business owner maximum 2. 1 Hour on Las Tunas, 3 Hours at parking lot. Public parking for employee for both sides of Las Tunas for late off work employee security concern.

6. On one slide you indicated that the TCUSD scored 0-50% of use for 124 spaces. Can you be more accurate? Is the average 5-10-20-30 of the 124?
7. My restaurant at 9608 Las Tunas Drive. Need 2 hour park for another part or even like before 5:00 p.m. 2 hour that fine and I need tour business, need parking for bus.
8. Thought! Why not a 3-4 story parking garage?? One on each end of Town with shuttle service to Downtown!
9. No more restaurants until parking issues are resolved. It's not up to the City to supply parking for restaurants or any other business.
10. No first parking ticket. No parking meter you just put money in and can park a long time.
11. Can City employee parking be moved from across City Hall to TUSD parking lot remote parking for City employees?
12. Speed up the use of school lot for general/employee parking.
13. Develop parking areas within each block for employees of concerns in the City. Safety and adequate lighting make this a necessity. We need a five year plan to develop these plans as businesses enlarge & expand the number of employees.
14. No need for parking - there are no shops to shop here, except the Post Office. No more bridal shops!! Need more stores where Caucasian people can shop! (Like See's Candy store, private pharmacy, shoe store, movie theater, china store, have space for dial-a-ride).
15. Very important to have offsite parking for employees of businesses. Limit time for parking so you have more turn over.
16. Better & safer parking for adults who ride bikes/ motorcycles/mopeds/3-wheeler bikes. People park in residential driveways & homeowners can't leave home. Ambulance & Fire Dept. access. Famer's Market parking on Kauffman & Woodruff - has this been addressed? Post office parking lot could be utilized. Divide each parking block into 3 divisions - owner / employee - residential & patrons.
17. I understand "dial-a-ride" will not take you out of your City to another City unless a doctor appointment for some groups, seniors need this ride.
18. A suggestion would be to have permits to purchase for business owners for their employees. Have a specified area for business owners & employee parking.

The following comments were provided during the workshop for the “Ideas” and “Challenges” topics:

**IDEAS!**

**Structure:**

- Turn public lots into 2 & 3 story lots.
- Multi-level parking at former Alpha-Beta market
- Parking structure

- Multi-level parking structure built on Alpha-Beta empty lot
- Idea – We need a parking garage (2 or 3 levels). This would take street parking away somewhat. Know these is probably meeting objecting but objections can be changed.
- Develop double deck parking lot
- Trash enclosures need to be closed in no open doors.

**Timing:**

- Put some one hour parking in lots to keep patrons moving
- 2 Hour limits should change to 3 – 4 hours instead
- Parking lot time limits
- 9608 Las Tunas a Golden House. Change the other half of the parking lot to 2 hour parking.
- Green curbs

**Walk, Bike, Bus:**

- Could more local people be encouraged to walk or ride bikes to downtown Temple City
- City bus for Temple City resident (all ages)

**Paid Parking:**

- Metered parking
- Residents should not be charged to park on their own streets
- City can issue pay permit for 2 maximum for each shop. This will make income for City also benefit for any business need this.
- Street resident permits – 1st: less expensive per year. 2nd: Extra more money maximum

**Enforcement:**

- Parking enforcement

**Diagonal:**

- Diagonal vs. parallel parking spaces on streets
- Solution to provide more parking to businesses: If conditions allow, stripe diagonal parking on Las Tunas Drive.
- More spaces created with head in parking instead of parallel parking on Las Tunas

**Clear Signs, Striping:**

- Clear signs identifying where parking is located
- The striping of parking spaces in the street makes it easier for drivers to recognize

**Shared:**

- Solution: Better management of parking lots to take away spaces from businesses that don't need them and use them for other businesses
- Rent parking lot from church on weekday and Saturday

**Employee Parking:**

- Have specific areas for employee parking that are safe and lighted
- Sell permits for business owners to use for employee parking
- Employer responsibility
- Move City employee parking down to TASD lot instead of across the street from City Hall
- Residential property should not be turned into parking areas for business employees or customers
- Designated parking lot for business employees and owners
- Minimize traffic generation based on type of business

**New Lots:**

- Change empty lot on Temple City Boulevard to parking north of Las Tunas
- Would not like to see eminent domain used to create additional parking spaces
- City purchase funeral home property
- City buy vacant lots like one on Temple City Boulevard

**Council Spaces:**

- City Council members have 1 space to park instead of 2.
- Make Council use 5 spaces – not 10!

**CHALLENGES!**

**Inadequate Business Parking:**

- Not enough public parking
- Type of business without enough parking
- Parking for customers of businesses without having to walk a long distance
- Not enough parking in City
- Not enough parking in the right places
- No parking spaces available at certain times for customers of bank

**Time Restrictions Limit Business:**

- Parking reg. per ITE
- 2 Hours is not enough. Customers will get nervous after 1.5 hours. You want customers here for shopping dining….not just for specific shopping.
- The limited amount of parking spaces in lots behind businesses makes attracting new/larger businesses more difficult
- 20 Minutes green curb can be used in front of retail stores
- From Primrose to Temple City Boulevard there is no public parking but the other two sides has it. City should not consider for restaurant only. After lunch (dinner) time there are a lot of space but with 2 hour limit it's not practical.
- District rules

**Employee Parking:**

- Too many cars parked in front of my store because of restaurants (Temple City Boulevard)
- Why do Council members need 10 spaces of reserved parking?
- Business have employee's park on residential streets
- No parking for employees
- Methodist Church not using their own parking lot – Woodruff etc.
- Post office employees should not park in spaces close to post office
- Restaurants take all existing spaces
- Business workers using lots made for them
- Less all day parking lots and workers
- Employee parking for restaurants
- Parking for employees of businesses
- Restaurant employees taking all the street parking Woodruff etc.
- Post office parking is bad. Postal employees take spaces in side lot.

- Having employees park in designated parking spaces
- Why do City employees park across the street from City Hall?
- Why do employees fill the close in spaces and customers need to do the longer walking?

**Parking Not a Problem:**

- I've not had a parking problem for the few stores I visit!

**Overflow to Residential Streets:**

- Cars parked in front of private driveways illegally to access businesses
- Overflow parking on residential streets
- Side streets used to get away from main street parking
- Parking on both sides of street on Woodruff block pulling out of the Historic Society parking lot. This probably happens at others places.

**Safety:**

- Public/traffic interaction
- Safety from criminal element
- Safety
- Speed in parking lots
- Stop signs not being observed

**Enforcement:**

- Enforcement

**Location of Parking Lots:**

- Too hard to get from rear parking spaces to front of stores
- Access to property from parking lot
- Don't know where all the available parking is located

**Fewer All-Day Parking:**

- Fewer all day parking
- Too many unlimited use spaces
- More limited parking spaces. Public parking lot shouldn't have unlimited parking.

**Angled/No Structure Parking:**

- No parking garage/structures
- Parallel parking is difficult on Las Tunas. Angle parking will be easier.
- Old school thinking!
- Newer and innovative parking needed
- No Bike Parking

**Structure:**

- Parking lot turned into structure
- Availability of real estate for park

**Better Shopping and Land Uses:**

- We need better shopping. Too many of the same.
- No shopping in downtown. I have no problem finding a parking space.

# APPENDIX E
# Financial Analysis Worksheets

***TEMPLE CITY, CA***

***Revenue/Expense Analysis - PARKING PRICING***



| **INCOME** | **YR 1** | **YR 2** | **YR 3** | **YR 4** | **YR 5** | **YR 6** | **YR 7** | **YR 8** | **YR 9** | **YR 10** | **YR 11** | **YR 12** | **YR 13** | **YR 14** | **YR 15** | **YR 16** | **YR 17** | **YR 18** | **YR 19** | **YR 20** | **TOTAL** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Income: On-street Stalls (Weekdays) | $ 179,390 | $ 184,772 | $ 190,315 | $ 196,024 | $ 201,905 | $ 207,962 | $ 214,201 | $ 220,627 | $ 227,246 | $ 234,063 | $ 241,085 | $ 248,318 | $ 255,767 | $ 263,440 | $ 271,343 | $ 279,484 | $ 287,868 | $ 296,504 | $ 305,399 | $ 314,561 | $ 4,820,274 |
| Income: On-street Stalls (Saturdays) | $ 50,924 | $ 52,452 | $ 54,025 | $ 55,646 | $ 57,315 | $ 59,035 | $ 60,806 | $ 62,630 | $ 64,509 | $ 66,444 | $ 68,438 | $ 70,491 | $ 72,605 | $ 74,784 | $ 77,027 | $ 79,338 | $ 81,718 | $ 84,170 | $ 86,695 | $ 89,296 | $ 1,368,348 |
| Income: Off-street Stalls (Weekdays) | $ 436,615 | $ 449,713 | $ 463,205 | $ 477,101 | $ 491,414 | $ 506,156 | $ 521,341 | $ 536,981 | $ 553,091 | $ 569,684 | $ 586,774 | $ 604,377 | $ 622,509 | $ 641,184 | $ 660,419 | $ 680,232 | $ 700,639 | $ 721,658 | $ 743,308 | $ 765,607 | $ 11,732,008 |
| Income: Off-street Stalls (Saturdays) | $ 117,135 | $ 120,649 | $ 124,269 | $ 127,997 | $ 131,836 | $ 135,792 | $ 139,865 | $ 144,061 | $ 148,383 | $ 152,835 | $ 157,420 | $ 162,142 | $ 167,007 | $ 172,017 | $ 177,177 | $ 182,493 | $ 187,967 | $ 193,606 | $ 199,414 | $ 205,397 | $ 3,147,462 |
| **Total Income** | **$ 784,064** | **$ 807,586** | **$ 831,814** | **$ 856,768** | **$ 882,470** | **$ 908,945** | **$ 936,213** | **$ 964,299** | **$ 993,229** | **$ 1,023,026** | **$ 1,053,717** | **$ 1,085,328** | **$ 1,117,888** | **$ 1,151,425** | **$ 1,185,966** | **$ 1,221,547** | **$ 1,258,192** | **$ 1,295,938** | **$ 1,334,816** | **$ 1,374,861** | **$ 21,068,092** |
| **OPERATING EXPENSES** | | | | | | | | | | | | | | | | | | | | | |
| Protective Service/enforcement (off-street) | $ 36,591 | $ 37,689 | $ 38,819 | $ 39,984 | $ 41,183 | $ 42,419 | $ 43,692 | $ 45,002 | $ 46,352 | $ 47,743 | $ 49,175 | $ 50,651 | $ 52,170 | $ 53,735 | $ 55,347 | $ 57,008 | $ 58,718 | $ 60,479 | $ 62,294 | $ 64,163 | $ 983,214 |
| On-street enforcement (10 hours per day/300 days) | $ 216,000 | $ 222,480 | $ 229,154 | $ 236,029 | $ 243,110 | $ 250,403 | $ 257,915 | $ 265,653 | $ 273,622 | $ 281,831 | $ 290,286 | $ 298,995 | $ 307,964 | $ 317,203 | $ 326,719 | $ 336,521 | $ 346,617 | $ 357,015 | $ 367,726 | $ 378,757 | $ 5,804,000 |
| Sweeping: Off-street only | $ 2,803 | $ 2,887 | $ 2,974 | $ 3,063 | $ 3,155 | $ 3,249 | $ 3,347 | $ 3,447 | $ 3,551 | $ 3,657 | $ 3,767 | $ 3,880 | $ 3,996 | $ 4,116 | $ 4,240 | $ 4,367 | $ 4,498 | $ 4,633 | $ 4,772 | $ 4,915 | $ 75,317 |
| Accounting | $ 1,723 | $ 1,775 | $ 1,828 | $ 1,883 | $ 1,939 | $ 1,997 | $ 2,057 | $ 2,119 | $ 2,183 | $ 2,248 | $ 2,316 | $ 2,385 | $ 2,457 | $ 2,530 | $ 2,606 | $ 2,684 | $ 2,765 | $ 2,848 | $ 2,933 | $ 3,021 | $ 46,297 |
| Utilities/Electricity: Off-street only | $ 36,935 | $ 38,043 | $ 39,184 | $ 40,360 | $ 41,571 | $ 42,818 | $ 44,102 | $ 45,425 | $ 46,788 | $ 48,192 | $ 49,638 | $ 51,127 | $ 52,660 | $ 54,240 | $ 55,868 | $ 57,544 | $ 59,270 | $ 61,048 | $ 62,879 | $ 64,766 | $ 992,458 |
| Minor Maintenance/Janitorial: Off-street only | $ 5,978 | $ 6,157 | $ 6,342 | $ 6,532 | $ 6,728 | $ 6,930 | $ 7,138 | $ 7,352 | $ 7,573 | $ 7,800 | $ 8,034 | $ 8,275 | $ 8,523 | $ 8,779 | $ 9,042 | $ 9,314 | $ 9,593 | $ 9,881 | $ 10,177 | $ 10,482 | $ 160,630 |
| Landscaping- Off-street only | $ 6,906 | $ 7,113 | $ 7,327 | $ 7,546 | $ 7,773 | $ 8,006 | $ 8,246 | $ 8,494 | $ 8,748 | $ 9,011 | $ 9,281 | $ 9,560 | $ 9,846 | $ 10,142 | $ 10,446 | $ 10,759 | $ 11,082 | $ 11,415 | $ 11,757 | $ 12,110 | $ 185,568 |
| Pay station operation/depreciation - On-street | $ 65,985 | $ 67,965 | $ 70,003 | $ 72,104 | $ 74,267 | $ 76,495 | $ 78,790 | $ 81,153 | $ 83,588 | $ 86,095 | $ 88,678 | $ 91,339 | $ 94,079 | $ 96,901 | $ 99,808 | $ 102,802 | $ 105,887 | $ 109,063 | $ 112,335 | $ 115,705 | $ 1,773,042 |
| Pay station operation/depreciation - Off-street | $ 26,394 | $ 27,186 | | $ 28,841 | $ 29,707 | $ 30,598 | $ 31,516 | $ 32,461 | $ 33,435 | $ 34,438 | $ 35,471 | $ 36,535 | $ 37,632 | $ 38,760 | $ 39,923 | $ 41,121 | $ 42,355 | $ 43,625 | $ 44,934 | $ 46,282 | $ 681,214 |
| **Total Operating Expenses** | **$ 399,315** | **$ 411,295** | **$ 395,631** | **$ 436,342** | **$ 449,433** | **$ 462,915** | **$ 476,803** | **$ 491,106** | **$ 505,840** | **$ 521,015** | **$ 536,646** | **$ 552,747** | **$ 569,327** | **$ 586,406** | **$ 603,999** | **$ 622,120** | **$ 640,785** | **$ 660,007** | **$ 679,807** | **$ 700,201** | **$ 10,701,740** |
| **OWNERSHIP EXPENSES** | | | | | | | | | | | | | | | | | | | | | |
| Insurance (Off-street) | $ 3,617 | $ 3,726 | $ 3,837 | $ 3,952 | $ 4,071 | $ 4,193 | $ 4,319 | $ 4,448 | $ 4,582 | $ 4,719 | $ 4,861 | $ 5,007 | $ 5,157 | $ 5,312 | $ 5,471 | $ 5,635 | $ 5,804 | $ 5,978 | $ 6,158 | $ 6,342 | $ 97,189 |
| Bank Charges | $ 7,579 | $ 7,806 | $ 8,041 | $ 8,282 | $ 8,530 | $ 8,786 | $ 9,050 | $ 9,321 | $ 9,601 | $ 9,889 | $ 10,186 | $ 10,491 | $ 10,806 | $ 11,130 | $ 11,464 | $ 11,808 | $ 12,162 | $ 12,527 | $ 12,903 | $ 13,290 | $ 203,652 |
| Paystation Debt - On-street | $ 68,569 | $ 68,569 | $ 68,569 | $ 68,569 | $ 68,569 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 342,845 |
| Paystation Debt -Off-street | $ 32,198 | $ 32,198 | $ 32,198 | $ 32,198 | $ 32,198 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 160,990 |
| **Total Ownership Expenses** | **$ 111,963** | **$ 112,299** | **$ 112,645** | **$ 113,001** | **$ 113,368** | **$ 12,979** | **$ 13,369** | **$ 13,769** | **$ 14,183** | **$ 14,608** | **$ 15,047** | **$ 15,498** | **$ 15,963** | **$ 16,442** | **$ 16,935** | **$ 17,443** | **$ 17,966** | **$ 18,505** | **$ 19,061** | **$ 19,632** | **$ 804,676** |
| **NET OPERATING INCOME** | **$ 272,786** | **$ 283,992** | **$ 323,538** | **$ 307,425** | **$ 319,669** | **$ 433,051** | **$ 446,041** | **$ 459,424** | **$ 473,206** | **$ 487,403** | **$ 502,024** | **$ 517,083** | **$ 532,598** | **$ 548,577** | **$ 565,032** | **$ 581,984** | **$ 599,441** | **$ 617,426** | **$ 635,948** | **$ 655,028** | **$ 9,561,676** |

| ASSUMPTIONS | |
|---|---|
| On-street stalls | 265 |
| Off-street stalls | 424 |
| Total Parking Stalls - Revenue Potenial | 689 |

| | |
|---|---|
| ***Gross Revenue annualized at 10 years*** | ***$898,841*** |
| ***Operating Expenses annualized at 10 years*** | ***$454,970*** |
| ***Ownership Expenses annualized at 10 years*** | ***$63,218*** |
| ***Net Revenue annualized at 10 years*** | ***$380,654*** |

| Escalation @ 3.0% | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1.03 | 1.0609 | 1.092727 | 1.12550881 | 1.159274074 | 1.194052297 | 1.229873865 | 1.266770081 | 1.304773184 | 1.343916379 | 1.384233871 | 1.425760887 | 1.468533713 | 1.512589725 | 1.557967417 | 1.604706439 | 1.652847632 | 1.702433061 | 1.753506053 |

| **Analysis with Lower Cost Per Hour** | **$0.75** |
|---|---|
| | $ 134,543 |
| | $ 38,193 |
| | $ 327,461 |
| | $ 87,851 |
| **Total Income** | 588,048 |
| **NET OPERATING INCOME *($0.75/hr)** | $ 76,770.00 |

**Temple City CA**
**Parking Revenue Analysis - Utilization Model**

| | | 900AM | 1000AM | 1100AM | 1200PM | 1300PM | 1400PM | 1500PM | 1600PM | 1700PM | 1800PM | 1900PM | HRS ENFORCE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | HOURS OF ENFORCEMENT | | | | | | | | | | | |
| On-Street Weekday | | | | | | | | | | | | | |
| 265 | TOTAL VEHICLES PARKED | 75 | 83 | 102 | 119 | 112 | 108 | 110 | 115 | 104 | 94 | | 1,021.0 |
| | PERCENTAGE OCCUPIED | 28.2% | 31.3% | 38.5% | 44.9% | 42.3% | 40.8% | 41.5% | 43.4% | 39.2% | 35.3% | | |
| On-Street Saturday | | | | | | | | | | | | | |
| 265 | TOTAL VEHICLES PARKED | 134 | 149 | 166 | 184 | 175 | 144 | 126 | 105 | 93 | 123 | 129 | 1,399 |
| | PERCENTAGE OCCUPIED | 50.6% | 56.2% | 62.5% | 81.4% | 77.4% | 63.7% | 55.8% | 46.5% | 41.2% | 54.4% | 57.1% | |
| Off-Street Weekday | | | | | | | | | | | | | |
| 424 | TOTAL VEHICLES PARKED | 207 | 230 | 255 | 267 | 259 | 329 | 250 | 247 | 232 | 208.8 | | 2,485 |
| | PERCENTAGE OCCUPIED | 48.8% | 54.2% | 60.1% | 63.0% | 61.1% | 77.6% | 59.0% | 58.3% | 54.7% | 49.2% | | |
| Off-street Saturday | | | | | | | | | | | | | |
| 424 | TOTAL VEHICLES PARKED | 290 | 322 | 358 | 398 | 401 | 355 | 306 | 299 | 238 | 250 | 247 | 3,218 |
| | PERCENTAGE OCCUPIED | 68.4% | 76.0% | 84.5% | 93.9% | 94.6% | 83.7% | 72.2% | 70.5% | 56.1% | 59.0% | 58.3% | |

**Figures in RED indicated estimate hours and occupancies (e.g., 90% of nearest surveyed hour).**

| | |
|---|---|
| TOTAL ON-STREET WEEKDAY REVENUE HOURS DURING ENFORCMENT HOURS (9am - 6pm) | 1,021 |
| TOTAL ON-STREET SATURDAY REVENUE HOURS DURING ENFORCMENT HOURS (9am - 6pm) | 1,399 |

1254

| | |
|---|---|
| TOTAL OFF-STREET WEEKDAY REVENUE HOURS (M - F) DURING ENFORCMENT HOURS (9am - 6pm) | 2,485 |
| TOTAL OFF-STREET SATURDAY REVENUE HOURS DURING ENFORCMENT HOURS (9am - 6pm) | 3,218 |

3021

**LEAKAGE: REVENUE HOURS LOST AS RESULT OF PRICING** **30%**
**LEAKAGE: NET REVENUE HOURS** **70%**

Operating Weekdays per year 251
Saturdays per year 52

| **Total Revenue hours by rate before leakage** | **$ 0.75** | **$ 1.00** | **$ 1.25** | **$ 1.50** |
|---|---|---|---|---|
| Total on-street weekday revenue hours | $ 192,203 | 256,271 | $ 320,339 | $ 384,407 |
| Total on-street Saturday revenue hours | $ 54,561 | 72,748 | $ 90,935 | $ 109,122 |
| Total off-street weekday revenue hours | $ 467,801 | 623,735 | $ 779,669 | $ 935,603 |
| Total off-street Saturday revenue hours | $ 125,502 | 167,336 | $ 209,170 | $ 251,004 |

## Operating Expense Assumptions

| MAJOR EXPENSE ASSUMPTIONS - BPM & Walker Data Base Assumptions | Amount - Per Stall Annual |
|---|---|
| **Parking (Off-street):** | |
| Operations cost/security | $ 86.30 |
| Maintenance Cost | $ 27.00 |
| Utilities/Electric /Water/Sewer | $ 87.11 |
| Administration | $ 28.00 |
| Sweeping | $ 6.61 |
| Minor Maintenance/Janitorial | $ 14.10 |
| Insurance | $ 8.53 |
| Bank Charges | $ 11.00 |
| Accounting | $ 2.50 |
| Reserves for replacment and repair | 3% of Gross |

| Parking Location | Parking Spaces |
|---|---|
| **On-street revenue stalls** | **265** |
| **Off-street revenue stalls** | **424** |
| **Total revenue stalls** | **689** |

| Enforcement (system) | |
|---|---|
| Total stalls enforced | 689 |
| Total enforcment officers (6 days) (1 officer per 225 stalls) | 3 |
| Total enforcement hours (per day) (9AM - 6PM) | 24 |
| Assumed hourly rate for enforcement | $ 30 |
| # enforcement days | 300 |
| Cost per day in meter district (enforcement/collection) | $ 720 |
| Cost per enforcement year | $ 216,000 |
| **Current City Costs for enforcement (2012)** | |
| **Current City Costs for parking lot maintenance staff (2012)** | |
| Net costs per enforcement year (when pricing implemented) | ***$ 216,000*** |

| Pay Station Cost Model: On-street | | |
|---|---|---|
| Stalls per Pay Station | 10 | |
| Paystions Necessary for on-street parking | 27 | |
| Cost per Pay Station | $ 8,000 | per unit |
| Cost to Install Pay Station | $ 1,000 | per unit |
| One time cost - Pay Station Signage | $ 750 | per unit |
| One time cost -Misc. equipment for enforcement | $ 13,500 | per unit |
| Pay Station maintenance annual | $ 2,490 | per unit |
| Carrying Cost | 5 YRS @ 5% | |
| Cost of meter system (installed) | | $ 238,500 |
| One time cost of any collateral equipment - signage | | $ 19,875 |
| One time cost of any collateral equipment - Handheld | | $ 15,900 |
| Total Debt to carry for five years | | $ 274,275 |
| **Total Debt @ 5% financing** | | **$ 342,844** |
| **Annual expense over 5 years** | | **$ 68,569** |

| Pay Station Cost Model - Off-street | | |
|---|---|---|
| Stalls per Pay Station - Off-street | 40 | |
| Paystions Necessary for Off-street | 11 | |
| Paystions Necessary for Other Areas | 0 | |
| Cost per Pay Station | $ 8,000 | per unit |
| Cost to Install Pay Station | $ 1,000 | per unit |
| One time cost - Pay Station Signage | $ 750 | per unit |
| One time cost -Misc. equipment for enforcement | $ 13,500 | per unit |
| Pay Station maintenance annual | $ 2,490 | per unit |
| Carrying Cost | 5 YRS @ 5% | |
| Cost of meter system (installed) | | $ 95,400 |
| One time cost of any collateral equipment - signage | | $ 7,950 |
| One time cost of any collateral equipment - Handheld | | $ 25,440 |
| Total Debt to carry for five years | | $ 128,790 |
| **Total Debt @ 5% financing** | | **$ 160,988** |
| **Annual expense over 5 years** | | **$ 32,198** |


CITY OF TEMPLE CITY
HOME OF CAMELLIAS
1960
CALIFORNIA


CHASE


PUBLIC
PARKING
CITY OF TEMPLE CITY
CALIFORNIA
TO CROSS STREET PUSH BUTTON WAIT FOR WALK SIGNAL


PUBLIC
PARKING