

## **APPENDIX F**

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### **Parking Demand Analysis**



February 16, 2012

Ms. Cristal Garcia  
Project Manager  
SITE Design Group, Inc.  
2777 Loker Avenue West, Suite C-2  
Carlsbad, CA 92010

Re: Center Avenue Skate Park Parking Demand Analysis

Dear Ms. Garcia:

Translutions Inc. (Translutions) has prepared this analysis to determine the potential parking demand of the Center Avenue Skate Park and evaluate the adequacy of the proposed parking supply. The project is located on Center Avenue, approximately 500 feet east of Gothard Street in the City of Huntington Beach (City). The site is bounded by McFadden Avenue on the north, a Union Pacific Railroad track to the east, Center Avenue to the south, and Southern California Edison transmission lines to the west. The project would construct an approximately 2.7 acre skate park with 26 parking spaces, including 2 handicapped spaces. The project also proposes to set-aside a 20-foot-wide by 300-foot-long area for future installation of a transit platform.

### **Project Description**

The project applicant proposes to construct a public skate park which would be comprised of the following elements:

- Approximately 14,000 square feet of skate park plaza area
- 13,000 square feet of skate bowl area
- A 3,500 square foot skate shop/concession/restroom building
- 15,000 square feet of turf/walking area
- A 480 square foot skate park restroom structure
- A 200 square foot entrance kiosk
- A main parking area with 24 regular and 2 handicapped parking spaces
- An overflow parking area that could accommodate approximately 40 passenger vehicles (to be used only during special events)

The skate park would operate seven days a week, from 10:00 a.m. to 10:00 p.m. It is anticipated that approximately 75 visitors would visit the skate park on a typical day. During peak days, a maximum of 130 visitors per day are expected. The primary purpose of patrons visiting the site would be to utilize the 14,000 square foot skate park plaza area and the 13,000 square foot skate bowl area. The skate shop/concession/restroom building is not expected to attract patrons by itself. Rather, this use would be a complementary amenity for patrons utilizing the skate park plaza and skate bowl areas. As such, the skate shop/concession/restroom building is not expected to generate additional parking demand.

Patrons of the skate park are expected to be youth who would typically utilize non-vehicular transportation such as transit, bikes and skateboards or be dropped off by others. Some patrons are expected to arrive by bus, as the project is located adjacent to the Golden West Transit Center. The Golden West Transit center is served by OCTA bus lines 29, 66, 70, 211 and 701. Additionally, the project proposes to set-aside a 20-foot-wide by 300-foot-long area for future installation of a transit platform, which will further facilitate non-vehicular travel to the site.

Special events may be hosted at the skate park up to 15 event days per year. Twelve of these event days would be held on weekends and would have an expected attendance of 300 to 500 spectators per day. The remaining three event days would draw up to 2,500 spectators per day, and would be held Friday through Sunday. Similar to regular operation of the skate park, a significant number of guests for these events are expected to be local youth, who would either be dropped off, or utilize non-vehicular forms of transportation. Parking for guests arriving by vehicle would be provided at the Huntington Beach Sports Complex, which has a total of 850 parking spaces. The Huntington Beach Sports Complex is located approximately 2.8 miles from the project site, and guests would be transported to the skate park via shuttle buses.

### **Methodology**

The Center Avenue Skate Park is located within the Town Center Neighborhood segment of the Beach and Edinger Corridors Specific Plan (BECSP). The BECSP provides development standards for projects within the specific plan area, including minimum and maximum parking requirements. The BECSP does not specifically contain parking requirements for skate park land use, but the skate park is categorized as a civic and cultural use which does have the parking requirements. In order to deviate from the parking requirements of the civic and cultural use, a Variance is required under the BECSP. A parking demand study is one way to substantiate the parking deviation request. The Huntington Beach Zoning Code does not state a parking requirement for skate park land use, but does specify that parking for park and recreation facilities would be as specified in a Conditional Use Permit (CUP). Because neither the BECSP nor the Zoning Code provides a parking requirement for skate park land use, the parking demand was determined through observations conducted at similar skate park facilities.

As noted in the project description section, special events may be held at the project up to 15 event days per year. The skate park operator has developed a plan to provide off-site parking at the Huntington Beach Sports Complex, with shuttles to transport guests to and from the skate park. Because off-site parking for special events has already been considered in the project description, this parking analysis does not evaluate parking during special events. The parking demand analyzed below considers the parking demand that would be experienced during a typical day of skate park operation.

Translutions staff conducted parking utilization surveys at two similar skate parks on Saturday, February 11, 2012. Prior to conducting the surveys, Translutions staff contacted the parks and recreation department at the City of San Diego and Etnies Skate Park and discussed usage and peak patronage at the two parks. Based on the discussions, it was determined that the peak usage occurs between 12:00 noon and 2:00 p.m. on Saturdays. Therefore, Translutions staff conducted the surveys between 12:00 noon and 2:00 p.m. but observed the parks for a half hour before and after the peak usage period. During the survey it was observed that park usage and parking demand drops significantly outside of the peak 12:00 noon to 2:00 p.m. period. Therefore, this analysis reports and is based on the peak two hour period from noon to 2:00 p.m. The sites surveyed were the Etnies Skate Park in the City of Lake Forest, and the Carmel Valley Skate Park in the City of San Diego. The number of vehicles parked between noon and 2:00 p.m., as well as the number of participants present during these times were noted during the surveys.

**Analysis**

The parking utilization surveys are summarized in Table A and Table B. Table A shows the survey data for Etnies Skate Park and Table B shows the survey data for Carmel Valley Skate Park. As shown in Table A the on-site parking lot for Etnies Skate Park provides 12 marked spaces (11 regular + 1 ADA). The survey shows that parking is generally sufficient, although some vehicles were observed along the red curb in front. During peak operations, vehicles were observed dropping skaters off and leaving the parking lot.

**Table A: Parking Utilization Survey (Lake Forest)**

Etnies Skate Park (38,000 Square Feet) - City of Lake Forest					
Total Parking Supply = 11 Regular + 1 ADA					
Parking Demand					Skaters
Time	Regular	ADA	Along Red Curb	Total	
12:00 PM	7	0	3	10	28
12:15 PM	9	0	3	12	28
12:30 PM	10	0	2	12	32
12:45 PM	10	1	2	13	30
1:00 PM	11	1	2	14	31
1:15 PM	11	1	1	13	36
1:30 PM	10	1	2	13	42
1:45 PM	7	1	3	11	42
2:00 PM	5	1	3	9	39
Maximum Parking Demand				14	42

As shown in Table B the on-site parking lot for Carmel Valley Skate Park provides 18 marked spaces (16 regular + 2 ADA). The survey shows that this park provides sufficient parking spaces on site for the existing use.

**Table B: Parking Utilization Survey (San Diego)**

Carmel Valley Skate Park (13,500 Square Feet) - City of San Diego					
Total Parking Supply = 16 Regular + 2 ADA					
Parking Demand					Skaters
Time	Regular	ADA	Along Red Curb	Total	
12:00 PM	3	0	0	3	14
12:15 PM	3	0	0	3	15
12:30 PM	9	1	0	10	23
12:45 PM	5	0	0	5	17
1:00 PM	7	0	0	7	22
1:15 PM	12	0	0	12	30
1:30 PM	13	0	0	13	34
1:45 PM	9	0	0	9	21
2:00 PM	12	0	0	12	22
Maximum Parking Demand				13	34

The analysis shows that there is no linear relationship between maximum parking demand and the area of a skate park. Although Etnies Skate Park is approximately three times the size of Carmel Valley Skate Park, the maximum parking demand observed during peak patronage hours is almost the same. The maximum demand observed in both sites was similar (14 for Etnies Skate Park and 13 for Carmel Valley Skate Park).

Further, it was observed that there is no direct correlation between maximum number of skaters and parking demand. As shown in Tables A the peak parking demand at Etnies Skate Park did not occur at the same time the peak number of skaters was observed. This observation indicates that many of the skaters are dropped-off, or use non-vehicular transportation. It was also observed that the number of skaters that can utilize the bowl or plaza runs at one time is limited. In each park, most of the observed skaters were waiting to skate, and at any given time only a few skaters were in the bowl or plaza runs. The capacity of the park is therefore limited by the number of skaters that can utilize the bowl or plaza runs, and the amount of time other skaters are willing to wait. Therefore, the square footage of the park is also not a good indicator of parking demand.

### Conclusion

The proposed Center Avenue Skate Park is a 27,000 square foot facility and falls between the size of the two surveyed skate parks (38,000 and 13,500). Based on the survey data, Translutions concludes that there is no direct correlation between the number of skaters, the area of the site, and the maximum parking demand. Further, it was observed that many skaters are dropped off or use non-vehicular transportation. It should be noted that the proposed Center Avenue Skate Park is adjacent to the Golden West Transit Center, which is likely to encourage increased transit use by patrons.

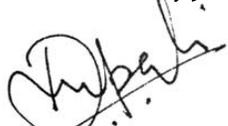
In the absence of a parking rate per square foot or skater, Translutions recommends that the project provide parking to meet the maximum demand observed at Etnies Skate Park, the larger of the two surveyed parks. The maximum parking demand at Etnies Skate Park was 14 spaces.

The project will provide 26 parking spaces (24 regular and 2 handicapped parking spaces). Based on the surveys conducted at Etnies Skate Park in Lake Forest and Carmel Valley Skate Park in San Diego, the proposed 26 parking spaces would be adequate to accommodate the parking demand of the project.

Translutions trusts you will find this information helpful for your planning purposes. We appreciate the opportunity to provide this analysis. If you have any questions, please do not hesitate to contact me at (949) 336-7330.

Sincerely,

translutions, Inc.



Deepali Chausalkar  
Principal



Prepared under the supervision of Joseph Jimenez, T.E.