Appendix J Parking Study

LeBard Parking Study - City of Huntington Beach

Prepared for:
City of Huntington Beach

Prepared by:
Stantec Consulting Services Inc.

This document entitled LeBard Parking Study - City of Huntington Beach was prepared by Stantec Consulting Services Inc. ("Stantec") by the following individuals.

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This report summarizes the parking needs for the proposed LeBard residential and park project, which will repurpose the Huntington Beach City School District headquarters located at 20451 Craimer Lane in the City of Huntington Beach. The proposed project will replace the school site with 15 single family residential homes and retain the existing Little League baseball fields.

1.0 BACKGROUND

The proposed LeBard residential and park project is located at 20451 Craimer Lane, which will repurpose the Huntington Beach City School District (HBCSD) headquarters located at 20451 Craimer Lane in the City of Huntington Beach. The project site is the former LeBard Elementary School site, which serves as the current headquarters for HBCSD, and the existing LeBard Park. Figure 1 provides a vicinity map for the proposed project.

The existing 10.6-acre site comprises a four-acre swath that includes the school district's headquarters and a 6.6 acre parcel that is currently used for Little League fields. The project will retain the existing Little League baseball fields, expand the parking lot on the eastern portion of the project area within the existing City-owned LeBard Park and develop a low-density residential subdivision on the northern portion. All existing school district buildings will be demolished. The proposed project will provide 68 parking spaces for the Little League and park activities.

2.0 PARKING DATA COLLECTION AND ANALYSIS

The parking data collection and analysis in this parking study was conducted to evaluate existing parking conditions for with and without the Seaview Little League activities, which currently uses the district's on-site parking.

An inventory of all of the parking supply available for school district site, City park and on-site street parking was performed in April 2014 and May 2014. Data was collected for a typical weekday and for a typical weekend, with and without Little League activities to establish the baseline parking conditions. On weekends, data was collected on an hourly basis during the scheduled Little League activities, from 7:30 AM to 7:30 PM. For weekdays, data was collected on an hourly basis from 4:30 PM to 8:30 PM.

3.0 PARKING INVENTORY

Figure 2 illustrates the study area and parcel ownership boundaries. As shown, the school district has two parking lots, the first located at the front of the property boundary, along Craimer Lane and the second located on-site, behind the office buildings. Parking for the adjacent City park is

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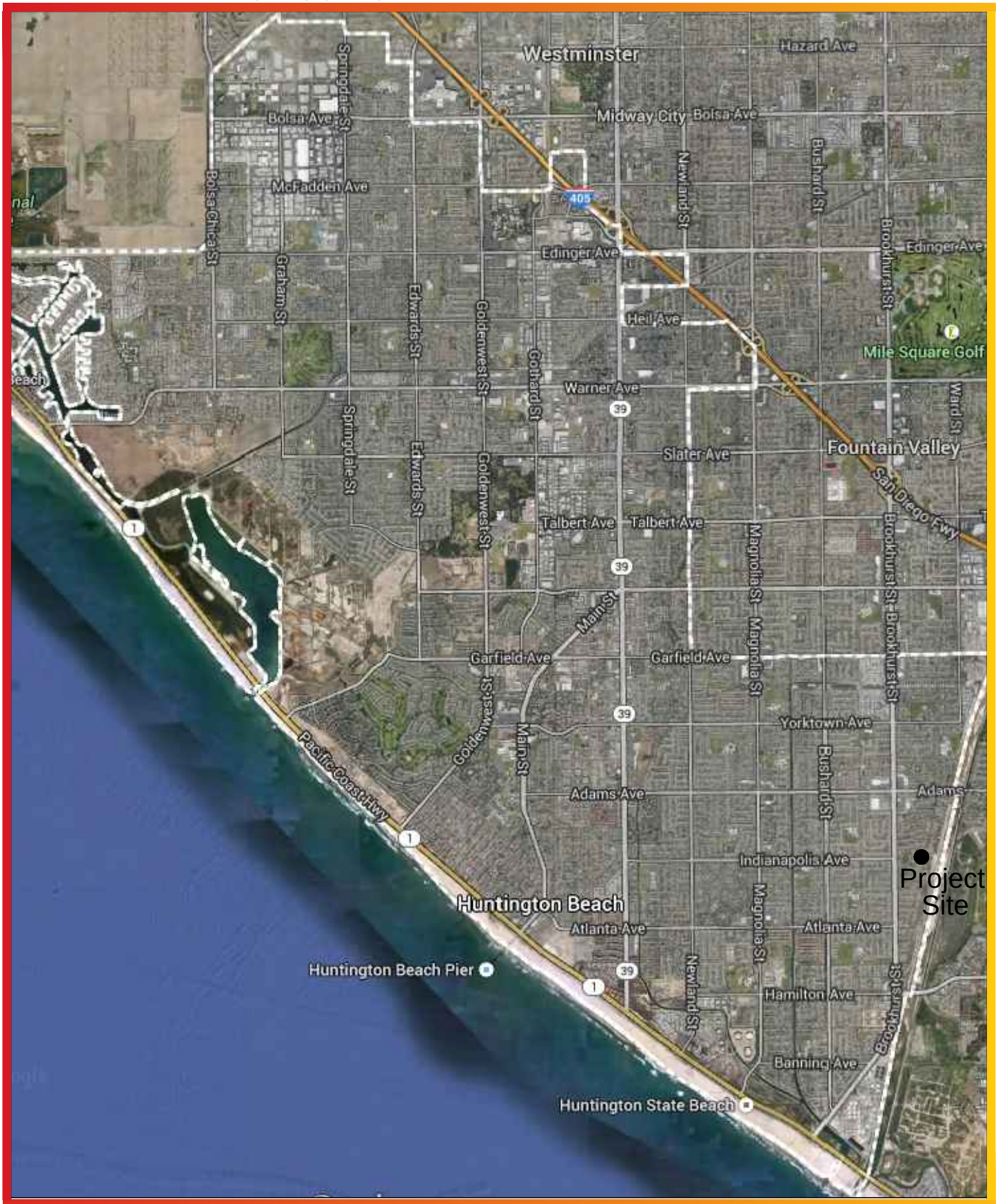

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Project Vicinity Map

Figure 1

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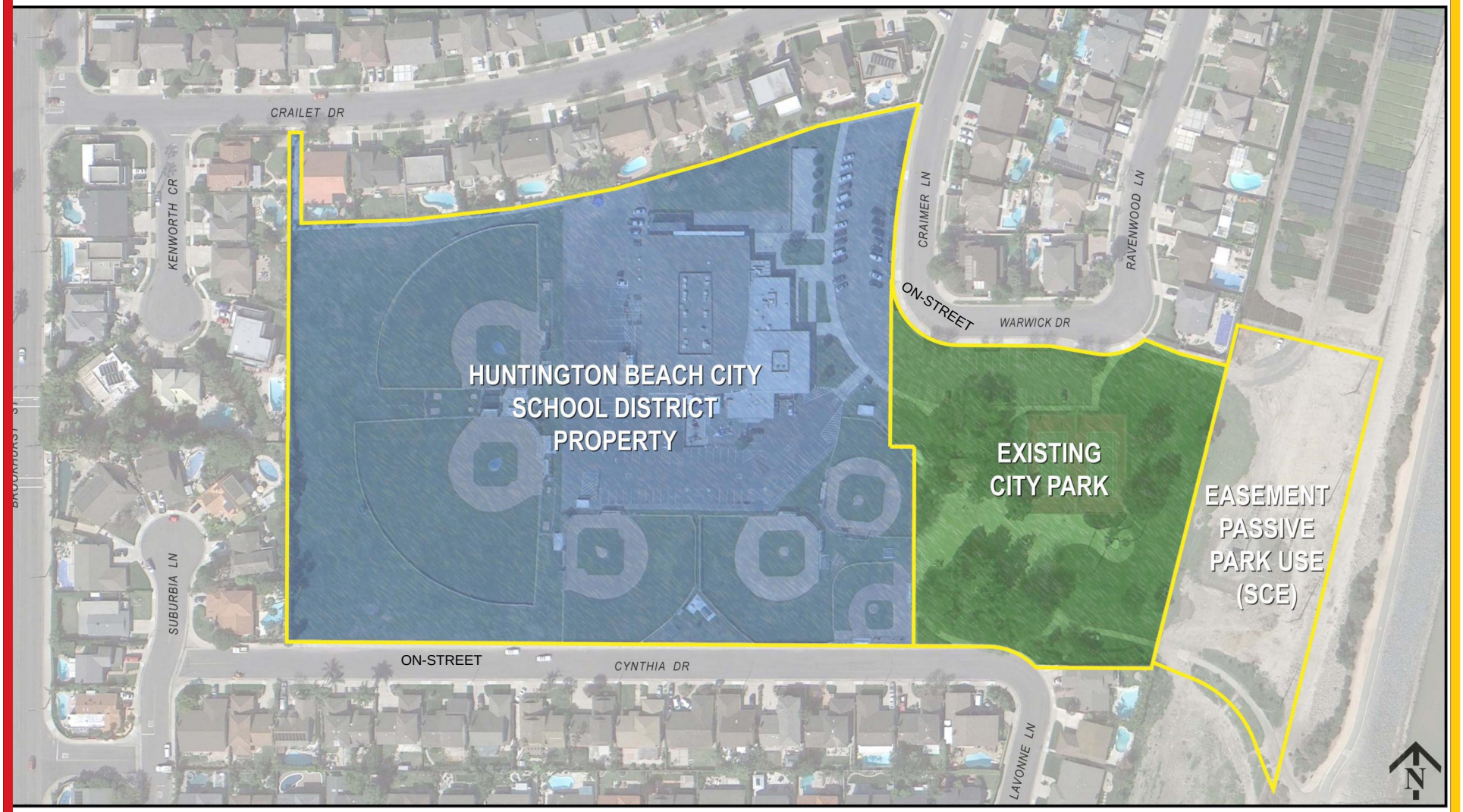

EXISTING OWNERSHIP

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Study Area and Parking Areas

Figure 2

located at the front of the property, along Craimer Lane. On-street parking along the park frontage, which accounts for parking on the park side of the street only, is located along Craimer Lane and Cynthia Drive. Additional on-street parking is located on the south side of Cynthia Drive and other local residential streets; however, these spaces are directly in front of existing homes and were not included in the inventory of on-street spaces for the park.

Table 1 summarizes the inventory of the parking supply for the four areas.

Table 1 Existing Parking Supply

Parking Zone	Existing Parking Spaces
School site parking[1]	109 stalls[2]
City park[1]	38 stalls
On-street parking for Craimer Lane/Warwick Drive	14 on-street spaces
On-street parking for Cynthia Drive[3]	39 on-street spaces
Total parking	200 parking spaces

[1]Striped parking stalls only
[2]Front lot = 35 parking stalls, back lot = 74 parking stalls
[3]Parking directly adjacent to park/baseball fields, per Tentative Tract Map (TRG/MSA)

The inventory shows 147 marked parking stalls and 53 on-street parking spaces, resulting in a total of 200 parking spaces.

4.0 RESIDENTIAL PROJECT

The proposed project consists of 15 single family homes and retains the existing baseball fields and City park. Parking for the proposed residential units will be provided completely within the residential portion of the project. Each home would have the Code-required parking on-site in garages and driveways. In addition, 24 on-street parking spaces would be provided along the proposed street that would serve the single-family residences as well as the public. These on-street parking spaces would be available to the public; however, these spaces were not included in the future inventory of on-street parking for the park since they are located directly in front of the homes in the proposed development. The design of the residential project will result in the loss of two on-street spaces on Craimer Lane.

Figure 3 illustrates the site plan for the proposed project, which will provide 68 parking spaces in the parking lot for use by the City Park or Little League users. The design of the parking lot driveway will result in the loss of one on-street parking space on Warwick Drive. The total spaces available on-street will be 50 spaces.

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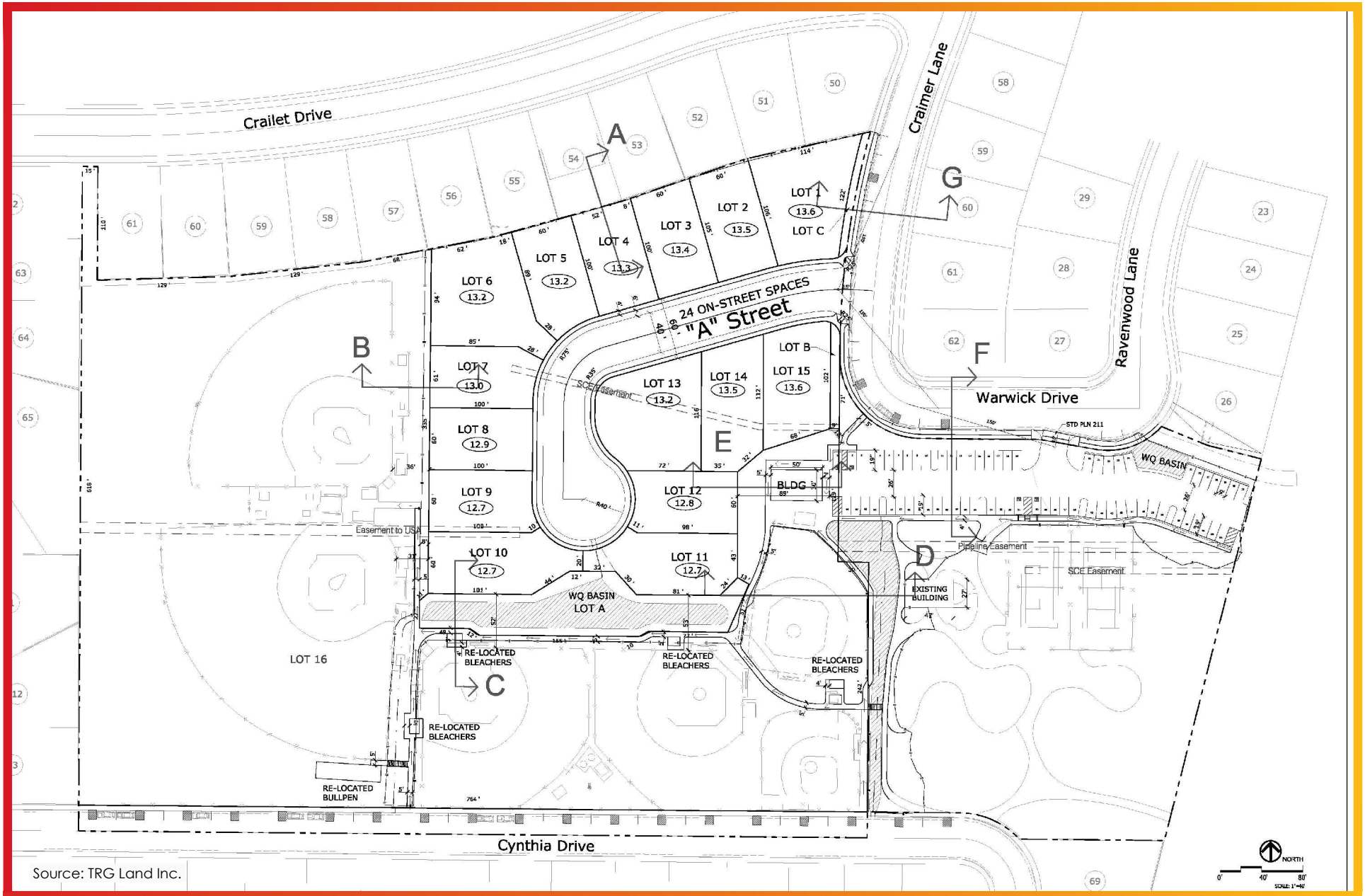

Source: TRG Land Inc.

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Site Plan

Figure 3

5.0 LITTLE LEAGUE EVENTS

The Seaview Little League games are held on the baseball fields during the baseball season, with the peak three months occurring in the Spring (generally March through May). Vehicles have the option of parking in the school parking lot, the City park parking lot, or the on-street parking located along Craimer Lane and Cynthia Drive. When the school site is repurposed, there will be 68 off-street parking spaces available for Little League games and for the park.

Data was collected to illustrate how many vehicles currently park on Cynthia Drive and Craimer Lane during Little League baseball games, as well as on Sundays when there are no events in place. The Sunday data will be used as a baseline to illustrate how traffic in the area normally functions without games in place. This analysis assumes no change to the existing Little League activities since the existing baseball fields will be retained with the proposed project.

The surveys were conducted by counting the number of parked cars in each parking area on an hourly basis. The parking counts included all parked cars in the on-street parking spaces that were adjacent to the park and baseball fields and the on-site parking lots.

5.1 WEEKDAY PARKING ANALYSIS

Table 2 summarizes the weekday parking data for the parking areas illustrated in the previous diagram.

5.1.1 With Little League Events

The results for a typical weekday with Little League events are presented in terms of both the number of parked vehicles observed as well as the percentage occupancy of the parking inventory. As shown, the overall peak parking demand for the weekday was between 5:30 PM and 6:30 PM, when a total of 141 out of 147 spaces were occupied. During this same time, the total on-street parking demand was 46 out of 53 spaces occupied, with Cynthia Drive showing a higher utilization than Craimer Lane/ Warwick Drive.

5.1.2 Without Little League Events

As shown, the overall peak parking demand for the weekday was between 5:30 PM and 6:30 PM, with peak demand of 75 out of 141 spaces occupied. At this time, the on-street parking showed 10 out of 53 spaces occupied.

5.2 WEEKEND PARKING ANALYSIS

Table 3 summarizes the weekend parking data for the parking areas illustrated in the previous diagram.

Table 2 Weekday Parking Analysis

Parking Zone	Parking Supply	Hourly Data Collection				
		4:30 pm	5:30 pm	6:30 pm	7:30 pm	8:30 pm
ON-SITE PARKING						
Weekday with Little League Events						
1. HB School District Parking Demand	109	69	91	105	50	41
Parking Utilization		63%	83%	96%	46%	38%
2. City Parking Lot Demand	38	5	32	36	30	28
Parking Utilization		13%	84%	95%	79%	74%
3. Total On-Site Demand	**147**	**74**	**123**	**141**	**80**	**69**
Total Parking Utilization		50%	84%	96%	54%	47%
Weekday without Little League Events						
1. HB School District Parking Demand	109	50	75	66	19	16
Parking Utilization		46%	69%	61%	17%	15%
2. City Parking Lot Demand	38	0	0	1	1	0
Parking Utilization		0%	0%	3%	3%	0%
3. Total On-Site Demand	**147**	**50**	**75**	**67**	**20**	**16**
Total Parking Utilization		34%	51%	46%	14%	11%
4. Total Little League On-Site Demand		**24**	**48**	**74**	**60**	**53**
ON-STREET PARKING						
Weekday with Little League Events						
1. Craimer Lane On-street Demand	14	0	11	12	2	2
Parking Utilization		0%	46%	50%	8%	8%
2. Cynthia Drive On-Street Demand	39	30	32	34	23	15
Parking Utilization		77%	82%	87%	59%	39%
3. Total On-Street Demand	**53**	**30**	**43**	**46**	**25**	**17**
Total Parking Utilization		57%	81%	87%	47%	32%
Weekday without Little League Events						
1. Craimer Lane On-street Demand	14	0	2	3	6	4
Parking Utilization		0%	14%	21%	43%	29%
2. Cynthia Drive On-Street Demand	39	6	8	9	8	8
Parking Utilization		15%	21%	23%	21%	21%
3. Total On-Street Demand	**53**	**6**	**10**	**12**	**14**	**12**
Total Parking Utilization		11%	19%	23%	26%	23%
4. Total Little League On-Street Demand		**24**	**33**	**34**	**11**	**5**

Table 3 Weekend Parking Analysis

Parking Zone	Parking Inventory	Hourly Data Collection												
		7:30 am	8:30 am	9:30 am	10:30 am	11:30 am	12:30 pm	1:30 pm	2:30 pm	3:30 pm	4:30 pm	5:30 pm	6:30 pm	7:30 pm
ON-SITE PARKING														
Weekend with Little League Events														
1. HB School District Parking Demand	109	5	53	72	104	58	86	105	75	77	88	49	2	0
Parking Utilization		5%	49%	66%	95%	53%	79%	96%	69%	71%	81%	45%	2%	0%
2. City Parking Lot Demand	38	3	28	37	29	28	32	32	24	28	17	5	2	2
Parking Utilization		8%	74%	97%	76%	74%	84%	84%	63%	74%	45%	13%	5%	5%
3. Total On-Site Demand	**147**	**8**	**81**	**109**	**133**	**86**	**118**	**137**	**99**	**105**	**105**	**54**	**4**	**2**
Total Parking Utilization		5%	55%	74%	90%	59%	80%	93%	67%	71%	71%	37%	3%	1%
Weekend without Little League Events														
1. HB School District Parking Demand	109	2	4	11	5	3	2	15	18	0	1	1	4	4
Parking Utilization		2%	4%	10%	4%	3%	2%	14%	16%	0%	<1%	<1%	4%	4%
2. City Parking Lot Demand	38	1	2	6	1	1	1	4	6	0	0	0	2	2
Parking Utilization		3%	5%	16%	3%	3%	3%	11%	16%	0%	0%	0%	0%	0%
3. Total On-Site Demand	**147**	**3**	**6**	**17**	**6**	**4**	**3**	**19**	**24**	**0**	**1**	**1**	**6**	**6**
Total Parking Utilization		2%	4%	12%	4%	3%	2%	13%	16%	0%	<1%	<1%	4%	4%
4. Total Little League On-Site Demand		**5**	**75**	**92**	**127**	**82**	**115**	**118**	**75**	**105**	**104**	**53**	**N/A**	**N/A**

Table 3 (cont.) Weekend Parking Analysis

Parking Zone	Parking Inventory	Hourly Data Collection												
		7:30 am	8:30 am	9:30 am	10:30 am	11:30 am	12:30 pm	1:30 pm	2:30 pm	3:30 pm	4:30 pm	5:30 pm	6:30 pm	7:30 pm
ON-STREET PARKING														
Weekend with Little League Events														
1. Craimer Lane On-street Demand	14	1	1	2	3	3	3	4	5	4	4	4	1	1
Parking Utilization		7%	7%	14%	21%	21%	21%	29%	36%	29%	29%	29%	7%	7%
2. Cynthia Drive On-Street Demand	39	16	30	40	35	31	36	37	30	29	27	13	10	9
Parking Utilization		41%	77%	103%	90%	80%	92%	95%	77%	74%	69%	33%	26%	23%
3. Total On-Street Demand	**53**	**17**	**31**	**42**	**38**	**34**	**39**	**41**	**35**	**33**	**31**	**17**	**11**	**10**
Total Parking Utilization		32%	59%	79%	72%	87%	74%	77%	66%	62%	59%	32%	21%	19%
Weekend without Little League Events														
1. Craimer Lane On-street Demand	14	1	1	2	1	1	2	1	2	2	2	1	1	1
Parking Utilization		7%	7%	14%	7%	7%	14%	7%	14%	14%	14%	7%	7%	7%
2. Cynthia Drive On-Street Demand	39	11	11	10	11	13	12	11	11	9	13	17	21	21
Parking Utilization		28%	28%	26%	28%	33%	31%	28%	28%	23%	33%	44%	54%	54%
3. Total On-Street Demand	**53**	**12**	**12**	**12**	**12**	**14**	**14**	**12**	**13**	**11**	**15**	**18**	**22**	**22**
Total Parking Utilization		23%	23%	23%	23%	26%	26%	23%	25%	21%	28%	34%	42%	42%
4. Total Little League On-Street Demand		**5**	**19**	**30**	**26**	**20**	**25**	**29**	**22**	**22**	**16**	**N/A**	**N/A**	**N/A**

5.2.1 With Little League Events

The results for the weekend with Little League events are presented in terms of both the number of observed parked vehicles as well as the percentage occupancy of the parking supply. As shown, the total on-site parking demand for the weekend was between 9:30 AM and 10:30 AM, and between 12:30 PM and 1:30 PM. The morning peak shows a peak demand of 133 of 147 spaces occupied and the afternoon peak demand shows 137 occupied spaces. At this time, the on-street parking demand is at capacity or slightly over-capacity (i.e., cars were parked closer together than the City standard of 23 feet per parking space, or more smaller cars were parked).

5.2.2 Without Little League Events

As shown, the total on-site parking demand for a non-Little League weekend was between 1:30 PM and 2:30 PM, with a total of 24 spaces occupied. At this time, the total on-street parking showed a peak demand of 14 occupied spaces from 5:30 PM to 6:30 PM.

5.3 PARKING WITH PROPOSED PROJECT

This section discusses the projected parking demand with the proposed project for the worst-case scenario (with Little League activities) for both the weekday and weekend time periods. The proposed project will have sufficient parking for non-event days (i.e., no Little League activities).

5.3.1 Weekday Parking with Proposed Project

As discussed previously, the proposed project will provide a parking supply of 68 marked spaces. A baseline parking demand for the with Little League events was derived by subtracting the no-event parking demand from the with-Little League parking demand. This baseline represents the parking demand due to the Little League events only and eliminates the parking demand from the school district and the park users. Table 4 summarizes the projected parking demand for a weekday with Little League events.

Based on the current parking demand, the proposed parking lot may exceed capacity between 5:30 PM and 6:30 PM. The overflow demand will utilize on-street parking, with a peak demand of 6 additional cars slated for Craimer Lane/Warwick Drive and Cynthia Drive. The available on-street parking adjacent to the park is sufficient to accommodate the addition of 6 vehicles between 5:30 and 6:30 PM.

5.3.2 Weekend Parking with Proposed Project

Table 5 summarizes the projected parking demand for the weekend. As described in the previous section, a baseline parking demand was derived to determine the net increase due to the Little League parking demand only.

Table 4 Projected Weekday Little League Parking Demand with Proposed Project

Parking Zone	Hourly Data Collection					
	Parking Inventory	4:30 pm	5:30 pm	6:30 pm	7:30 pm	8:30 pm
ON-SITE PARKING						
Weekday with Little League Events						
1. Proposed Project Parking Lot Demand	68	**24**	**48**	**74**	**60**	**53**
Parking Utilization		35%	71%	109%	88%	78%
Overflow Demand		--	--	6	--	--
ON-STREET PARKING						
Weekday with Little League Events						
2. On-Street Parking with Proposed Project	50	24*	33*	40*	11*	5*
Parking Utilization		48%	66%	80%	22%	10%

*Parking Demand = Baseline Demand + Overflow Demand

Table 5 Projected Little League Weekend Parking Demand with Proposed Project

Parking Zone	Parking Inventory	Hourly Data Collection												
		7:30 am	8:30 am	9:30 am	10:30 am	11:30 am	12:30 pm	1:30 pm	2:30 pm	3:30 pm	4:30 pm	5:30 pm	6:30 pm	7:30 pm
ON-SITE PARKING														
Weekend with Little League Events														
1. Proposed Project Parking Lot Demand	68	5	75	92	127	82	115	118	75	105	104	53	N/A	N/A
Parking Utilization		7%	110%	135%	187%	121%	169%	174%	110%	154%	153%	78%	--	--
Overflow Demand		--	**7**	**24**	**59**	**14**	**47**	**50**	**7**	**37**	**36**	--	--	--
ON-STREET PARKING														
Weekend with Little League Events														
1. On-Street Parking Demand with Overflow	50	**5**	**26***	**54***	**85***	**34***	**72***	**79***	**29***	**59***	**52***	**N/A**	**N/A**	**N/A**
Total Parking Utilization		10%	52%	108%	170%	68%	144%	158%	58%	118%	104%	--	--	--

*Parking Demand = Baseline Demand + Overflow Demand

Based on the current weekend parking demand, the proposed project parking lot may exceed capacity from 8:30 AM to 4:30 PM during the three month peak Little League season from March through May. The overflow demand will utilize on-street parking, with the additional cars slated for Craimer Lane/Warwick Drive and Cynthia Drive during this time period. As the on-street hourly parking demand shows, the on-street parking adjacent to the park may be over-capacity from 9:30 AM to 10:30 AM, and from 12:30 PM to 1:30 PM with up to 35 vehicles exceeding the amount of on-street parking. This results in a slightly larger area of on-street parking utilized by Little League during this timeframe or over-parked conditions (i.e., cars are parked closer together than the City standard of 23 feet per parking space, or more smaller cars are parked). The on-street spillover parking might occur on the south side of Cynthia Drive (approximately 27 spaces available), the north side of Warwick Drive (approximately 5 spaces available), or Crailet Drive with access to the ball fields through the walkway north of the project site (approximately 14 spaces available) for a total of 46 spaces. Parking encroachment is not expected to occur on additional residential streets in the area.

6.0 CONCLUSION

The data shows that without Little League events, sufficient parking is available to accommodate the weekday and weekend parking demand for both the neighborhood and City park.

For conditions with Little League events, the parking lot may overflow by 6 vehicles between 5:30 and 6:30 PM on weekdays; however, sufficient on-street parking is available adjacent to the park frontage to accommodate the weekday overflow parking.

For weekends with Little League events, the parking lot will exceed capacity from 9:30 AM to 4:30 PM during the peak three months in Spring, from March through May. The parking lot overflow demand varies from 7 vehicles to 59 vehicles and will utilize on-street parking, with the parking demand exceeding the on-street capacity adjacent to the park by up to 35 cars during this time period. This on-street spillover could impact a slightly larger portion of the local neighborhood, since portions of the on-street parking adjacent to the park are already close to capacity, and the peak demand is exceeding capacity today. The on-street spillover parking might occur on the south side of Cynthia Drive, the north side of Warwick Drive, or Crailet Drive with access to the ball fields through the walkway north of the project site, which provide a total of 46 additional on-street spaces. Parking encroachment is not expected to occur on additional residential streets in the area.