



MEMORANDUM

DATE: 9/12/2017
TO: Planning Commission
FROM: Community Development Department staff
SUBJECT: **Commission Initiated Item: Discussing of parking regulations and enforcement**

Background

At the July 18, 2017 regular meeting, during Commission Initiated Items, it was requested that a discussion of the City's parking regulations be agendaized at a future meeting. Specific topics of interest noted by the Commission included:

1. The City's existing street parking permit program;
2. Enforcement of street parking time limitations (including street sweeping);
3. Potential for new City parking lots to provide surplus parking for retail uses or overflow parking for residential neighborhoods; and
4. Current street parking availability.

This memo provides some basic information on current City policies and data related to those concerns. A brief summary of pending State legislation that could potentially impact on-site parking requirements for limited types of housing developments is also provided.

It should be noted that the Zoning Ordinance addresses parking requirements for private developments on private property and does not extend to on-street parking. Policy related to parking on City-owned property or City streets is subject to the discretion and direction of the City Council. Should the Commission feel that Council direction on these issues is warranted following the discussion this evening, it is recommended that the Commission direct staff to work with the Chairperson to write a letter to the Council summarizing the Commission's concerns and requesting Council action.

Street Parking Permit Programs

The Brisbane Municipal Code (BMC) has established street parking permit programs for residential neighborhoods (BMC Chapter 10.26, adopted 1998) and commercial neighborhoods (BMC Chapter 10.27, adopted 2016). These Chapters are attached for reference.

Per the City Engineer, only two inquiries for programs in commercial neighborhoods have been submitted since the program's adoption, neither of which were completed. A few programs that were approved in advance of finalizing adoption of the programs have been relatively successful, including one program on Park Lane.

Since its adoption in 1998, no applications for a residential neighborhood parking permit program have been received. The residential neighborhood parking permit program requires 70% of the occupants within the desired permit area to sign on to the application (one vote per residence). Half of the respondents to a 2009 Citywide resident survey (approximately 300 citizens) regarding the program generally preferred not instituting permit parking in residential neighborhoods.

Enforcement of Street Parking Time Limitations

BMC Chapter 10.08 authorizes the Police Department to enforce street parking violations by ticketing or towing vehicles parked in violation of either signed no-parking times (e.g., street sweeping) or the City's prohibition on automobile storage on public streets ("abandoned vehicles"). It is the current Police Department policy to ticket vehicles violating street-sweeping regulations. If a car is determined to be abandoned, it can be towed 72 hours after the Police Department marks the vehicle advising the owner that it has to be moved.

The Police Department's FAQ webpage provides a detailed explanation of the Police Department's procedures and philosophy regarding parking violations and parking disputes between neighbors: <http://www.brisbaneca.org/faqs>

Potential Locations for City-owned Parking Lots

The Planning Commission has expressed interest in the possibility of establishing City-owned parking lots as an outlet to the apparent parking demand in Central Brisbane. A couple of potential sites have been mentioned, including the vacant property between Bayshore Boulevard and Tunnel Avenue and the former Teen Center site located on the first block of San Bruno Avenue. As indicated above, installation of improvements and utilization of these lands for public parking would be subject to the City Council. Depending on the Planning Commission's discussion, the Commission may suggest Council's consideration of these properties for such use.

For the Commission's reference, staff has provided an annotated aerial photo showing the various off-street surface parking lots in the neighborhood commercial districts, along with the above-referenced sites and the Post Office site, which although within the Crocker Park Trade Commercial district, may also be serving Central Brisbane to some extent, given its close proximity.

A few of the parking lots identified have been historically considered as serving specific businesses, but lack formal use restrictions to limit future uses to just parking. Rather, the use of these lots is either through private lease agreements or by dint of a business location being in

close proximity to vacant lot and under common ownership and predating the City's code which might formally tie the parking and development, depending on the specific case. Therefore, such lots are not precluded from redevelopment, subject to applicable City permits.

These lots include:

- Brisbane Inn Lot at Mariposa Street and Visitacion Avenue
- Midtown Market Lot at Mendocino Street and Visitacion Avenue
- 23 Club Lot behind the 23 Club at 36-50 San Bruno Avenue (approved for redevelopment by the Planning Commission on August 22nd and pending appeal to Council)

Other lots that appear either partially or completely on the same site that they serve include the following:

- Brisbane Village
- Bank of America
- Post Office
- Eagles Club
- Community Church of Brisbane
- Madhouse Coffee

Residential Neighborhood Parking Counts

Planning staff conducted parking use surveys to get a rough gauge of actual parking usage at different times of the day between August 31 and September 6, 2017. The surveys were primarily focused on the NCRO-2 downtown neighborhood commercial zoning district along with the 200 block of Mariposa Street, within the R-2 residential district. The NCRO-2 district was chosen since it is the central core of Brisbane, serving both commercial and residential uses. Also, since parking spaces are physically marked out on the street, one may fairly readily gather data, for this limited survey. The residential streets are much more problematic in that many of the spaces that are actually used for parking are considered substandard for street parking (less than 20 feet in length), but nonetheless they serve as parking, especially for sub-compact cars.

Given that, staff estimated available parking on the side streets of the NCRO-2 district, connecting to Visitacion Avenue and Mariposa Street and actual painted space counts along Visitacion Avenue. Then for those spaces staff conducted six different survey counts, two in the mid-morning, three at lunchtime and one in the late evening. These results are shown on the table "Parking Use Survey" and the locations are tied to the "Key Map", both of which are attached.

Staff also conducted counts on the commercial lots associated with Midtown Market, Brisbane Inn and the Eagles Club at the same time. These are identified as semi-private, since they are on

private property but serve the local retail. Residential, church and private parking garages were not included.

The results showed the highest use times to be the lunchtime, with a usage rate of 75 to 83 percent for the street parking and 16 to 47 percent for the parking lots. The mid-morning and late evening use rates were similar in this limited survey, ranging from 52 to 63 percent. For further detail, please refer to the attached table and map.

Pending State Legislation SB 35

The State legislature is currently considering a slew of housing-related bills that could potentially be adopted at the end of September. One of these bills, Senate Bill 35 (SB 35), would potentially establish streamlining procedures for local approval of certain types of eligible housing development proposals. In order to be eligible for this streamlined process, as outlined in the draft bill text at the time of this memorandum, the project must meet objective standards, including (but not limited to) the following:

- The development contains two or more units.
- The site adjoins parcels that are developed with urban uses.
- The site is zoned for residential or mixed-use development, or has a general plan designation that allows residential use or a mix of residential and nonresidential uses.
- The number of units issued building permits in the city is less than the city's Regional Housing Needs Allocation for the current reporting period.
- The development is consistent with objective zoning standards and objective design review standards in effect at the time that the development is submitted, including housing overlay zones, specific plans, inclusionary zoning ordinances, and density bonus ordinances.

If a development project meets the standards established in the draft bill text, and is located within one-half mile of public transit, a city could potentially be prevented from applying on-site parking requirements. If the project site was located farther than a half-mile from public transit, a city would be allowed to require on-site parking at the ratio of one parking space per unit.

Attachments:

1. BMC Chapter 10.26, Residential Parking Permit Program
2. BMC Chapter 10.27, Commercial Parking Permit Program
3. Existing Off-Street Surface Parking Lots and City-owned Vacant Lots within NCRO Districts or Adjacent Area
4. Key Map and Parking Use Survey

Chapter 10.26 - RESIDENTIAL PARKING PERMIT PROGRAM

10.26.010 - Purpose of chapter.

This chapter has been adopted for the following purposes:

- A. To create a voluntary program that will enable residents of the city to request the establishment of neighborhood parking restrictions within the area where they live which are in addition to, and likely to be more restrictive than, the city's standard parking regulations for such area;
- B. To provide for the issuance of a certain number of parking permits to the residents of such designated areas, the display of which will serve to exempt their vehicles from the operation of the parking restrictions;
- C. To promote a cooperative effort among neighbors in dealing with a shortage of parking spaces on the streets where they reside by enabling them to formulate such parking restrictions as they determine to be appropriate for their own neighborhood.

10.26.020 - Definitions.

As used in this chapter, the following words and phrases shall have the meanings respectively ascribed to them in this section:

- A. "Designated permit area" means a contiguous area of a residential zoning district, containing not less than ten (10) dwelling units, upon which the city council imposes parking restrictions in response to a petition to do so submitted by the residents of such area in accordance with this chapter.
- B. "Motor vehicle" means automobile, three-wheel motorcycle, truck, or other motor driven vehicle, not exceeding six thousand (6,000) pounds unladen weight.
- C. "Non-resident vehicle" means a motor vehicle parked or left standing in a designated permit area without having displayed thereon a parking permit for such area issued the city pursuant to this chapter, regardless of whether such motor vehicle is owned or being used by a resident of the designated permit area. A motor vehicle parked or left standing in a designated permit area displaying a parking permit for a different designated permit area shall be treated as a nonresident vehicle.
- D. "Parking permit" means a permit issued by the city pursuant to this chapter to a resident of a designated permit area for display on a vehicle owned or used by such resident or his or her guests which is parked or left standing within the boundaries of such area.

10.26.030 - Parking permit exemption.

- A. A motor vehicle on which is displayed a valid, unexpired parking permit shall be permitted to stand or be parked in the designated permit area for which such permit has been issued without being subject to the neighborhood parking restrictions established for such area pursuant to this chapter.
- B. All nonresident vehicles which are parked or left standing in violation of any parking restriction established pursuant to this chapter for any designated permit area shall be subject to the same fines and penalties as applied for violation of restrictions pertaining to parking time limit areas other than special zones.
- C. Notwithstanding the foregoing, the display of a valid, unexpired identification of the motor vehicle as being used by a disabled person meeting the requirements of Section 22511.5 of the California Vehicle Code shall be deemed a parking permit and such vehicle shall be exempt from any parking restrictions established for any designated permit area in the city.
- D. Nothing contained in this chapter shall be interpreted in a manner that will affect, impair, or supersede the enforcement of any other state or local laws, ordinances, or regulations, whether pertaining to parking or otherwise, and the same shall continue to be applied with full force and effect in all designated permit areas. In the event of any conflict or inconsistency with the parking restrictions established pursuant to this chapter, such other laws, ordinances and regulations shall be controlling.

10.26.040 - Establishment of designated permit area.

- A. Persons desiring to create a designated permit area may submit an application to the city clerk containing the following information:
 - 1. A description or a map showing the proposed boundaries of the designated permit area. Both sides of the street must be included within the boundaries of any proposed area;
 - 2. The address of each dwelling unit within the proposed designated permit area and, to the extent such information is available to the applicants, the name(s) of the occupant(s) of each dwelling unit;
 - 3. An identification of any nonresidential properties located within the proposed designated permit area, such as churches, schools, public facilities, or commercial establishments;
 - 4. A statement of the proposed parking restrictions desired by the applicants, including days of the week, times during the day, and the length of time for the restriction. (For example, a two (2) hour maximum time limit during the hours of five p.m. to ten p.m. on Mondays through Fridays, holidays exempted.);
 - 5. The suggested maximum number of parking permits that may be issued to each dwelling unit located within the proposed boundaries of the designated permit area;
 - 6. The application shall include the following statement:

We the undersigned are residents of the proposed designated permit area described in this petition. We understand that: (i) if this area is designated, certain restrictions will be placed upon on-street parking within the area; (ii) residents of the area will be entitled to obtain a limited number of permits exempting their vehicles from such parking restrictions, but if a resident owns a vehicle without having a permit displayed, that vehicle will be subject to the parking restrictions; (iii) parking permits will be issued for a term of one year and will need to be renewed each year; (iv) the cost of installing and maintaining the parking restriction signs and the cost of issuing the annual parking permits will be paid by the residents; the City of Brisbane will have no obligation to collect delinquent payments from any resident.

- B. The application must be signed by the occupants of not less than seventy percent (70%) of the dwelling units located within the boundaries of the proposed designated permit area. Where dwellings are located on both sides of the street, signatures by the occupants of not less than seventy percent (70%) of the dwelling units on each side of the street must be obtained. If a dwelling unit is occupied by more than one person, the signature by any of the adult occupants of such dwelling unit shall be sufficient for purposes of the application.
- C. The application shall be accompanied by the payment of a processing fee in such amount as established from time to time by resolution of the city council.
- D. A public hearing on the application shall be conducted by the city council. Notice of the public hearing shall be mailed not less than ten (10) days prior to the scheduled date of the hearing to all persons listed in the application as being occupants of the dwelling units located within the boundaries of the proposed designated permit area and to any other persons who may not be listed in the application but are shown on the latest available assessment roll of the county as owning property located within the proposed area. Notice of the hearing shall also be posted in at least three (3) conspicuous locations within the proposed designated permit area and at such additional locations as may be necessary to post at least one notice on each separate block within the proposed area.
- E. Any person who has signed the application for designation may withdraw his or her consent to the establishment of the proposed designated permit area by communicating such withdrawal verbally or in writing to the city council at any time prior to adoption of the resolution establishing the area.
- F. The city council may approve, reject or modify the application in any manner the council deems appropriate, except that the boundaries of the proposed designated permit area shall not be expanded but may be reduced by excluding certain properties as long as the remaining properties are contiguous to each other. The city council may establish a designated permit area by resolution, which shall set forth the exact boundaries of the area, the specific parking restrictions applicable to such area, the initial cash contribution required for the cost of installing parking restriction signs, the fees to be charged for issuance and renewal of parking permits, and the maximum number of parking permits that may be issued to each dwelling unit located within the designated permit area.

10.26.050 - Modification of designated permit area.

In response to a request submitted by any person or upon its own initiative, the city council may modify the boundaries of a designated permit area or any of the parking restrictions applicable to such area, or the council may abolish the entire area or rescind any of such restrictions. No action shall be taken until a public hearing on the proposed modification has been conducted by the city council, with notice thereof given in the same manner as prescribed in this chapter for notice of the public hearing on the initial establishment of the designated permit area.

10.26.060 - Issuance of parking permits.

- A. Persons residing within a designated permit area may apply to the city police department for parking permits, which shall be granted upon payment of the application fee and submitting documentation acceptable to the chief of police or his or her authorized representative showing proof of residency within the designated permit area and proof of ownership or entitlement to use each motor vehicle for which a parking permit is requested. The issuance of a parking permit shall not constitute the reservation or guaranty of any on-street parking spaces for the exclusive use of the permit holder.
- B. The number of permits that may be issued to the occupants of each dwelling unit located within the designated permit area shall not exceed the maximum number as may be specified in the resolution of the city council establishing the area; provided, however, that the chief of police, upon the showing of special circumstances or unavoidable hardship, shall have authority to issue a greater number of parking permits to the occupants of any dwelling unit within the designated permit area. The additional permits issued by the chief of police may be either temporary or renewable.
- C. Parking permits shall be issued for a term of one year and may be renewed for additional terms of one year upon payment of the renewal fee and, if requested by the chief of police, upon resubmittal of the applicant's proof of residency and proof of vehicle ownership or entitlement to use.
- D. The chief of police shall have authority to issue rules and regulations concerning the granting, renewal and display of parking permits, provided the same are consistent with the terms and provisions of this chapter.

10.26.070 - Posting of signs.

The parking restrictions established for a designated permit area shall become effective and enforceable upon the posting of street signs giving notice of such restrictions to the public in the manner prescribed by the California Vehicle Code. The city engineer shall have the responsibility of installing and maintaining such signs, but only after receipt of payment for the cost thereof made by or on behalf of the residents

of the designated permit area. Failure to make such payment within the time to do so, as specified in the resolution adopted by the city council, shall operate to nullify the resolution.

Chapter 10.27 - PERTAINING TO A COMMERCIAL AND INDUSTRIAL PARKING PERMIT PROGRAM

10.27.010 - Purpose of chapter.

This chapter has been adopted for the following purposes:

- A. To create a voluntary program that will enable certain employers in the city to request the establishment of on-street parking restrictions within the area where they have their businesses which are in addition to, and likely to be more restrictive than, the city's standard parking regulations for such area.
- B. Upon an employer's showing of the need for street parking in excess of the onsite parking requirements under the city's zoning ordinance and/or in excess of the available onsite parking, and the employer's providing to the city a community benefit, to provide for the issuance of a certain number of parking permits to the employers in such designated areas, the display of which will serve to exempt the vehicles of their employees from the operation of the parking restrictions; provided however, that no on-street parking permits shall be counted toward meeting the onsite parking requirements for the property under the city's zoning ordinance.

10.27.020 - Definitions.

As used in this chapter, the following words and phrases shall have the meanings:

"Designated permit area" means a contiguous area of a commercial or industrial zoning district, upon which the city traffic engineer imposes parking restrictions in response to a petition to do so submitted by an employer in such area in accordance with this chapter.

"Motor vehicle" means automobile, three-wheel motorcycle, truck, or other motor driven vehicle, not exceeding six thousand (6,000) pounds unladen weight.

"Non-exempt vehicle" means a motor vehicle parked or left standing in a designated permit area without having displayed thereon a parking permit for such area issued the city pursuant to this chapter. A motor vehicle parked or left standing in a designated permit area displaying a parking permit for a different designated permit area shall be treated as a non-exempt vehicle.

"Parking permit" means a permit issued by the city pursuant to this chapter to an employer in a designated permit area for display on a vehicle owned or used by such employer or the employer's employees which is parked or left standing within the boundaries of such area.

10.27.030 - Parking permit exemption.

- A. A motor vehicle on which is displayed a valid, unexpired parking permit shall be permitted to stand or be parked in the designated permit area for which such permit has been issued without being subject to the commercial or industrial parking restrictions established for such area pursuant to this chapter.
- B. All non-exempt vehicles which are parked or left standing in violation of any parking restriction established pursuant to this chapter for any designated permit area shall be subject to the same fines and penalties as applied for violation of restrictions pertaining to no parking areas other than special zones.
- C. Nothing contained in this chapter shall be interpreted in a manner that will affect, impair, or supersede the enforcement of any other state or local laws, ordinances, or regulations, whether pertaining to parking or otherwise, and the same shall continue to be applied with full force and effect in all designated permit areas. In the event of any conflict or inconsistency with the parking restrictions established pursuant to this chapter, such other laws, ordinances and regulations shall be controlling.

10.27.040 - Establishment of designated permit area.

- A. Employers desiring to create a designated permit area may submit an application to the city traffic engineer containing the following information:
 - 1. A description or a map showing the proposed boundaries of the designated permit area. Both sides of the street must be included within the boundaries of any proposed area;
 - 2. The name and address of the place of the business within the proposed designated permit area;
 - 3. An identification of any other properties located within the proposed designated permit area, such as churches, schools, public facilities, or other commercial or industrial establishments;
 - 4. A statement of the proposed parking restrictions desired by the employer, including days of the week, times during the day, and the length of time for the restriction. (For example, a two (2) hour maximum time limit during the hours of five (5:00) p.m. to ten (10:00) p.m. on Mondays through Fridays, holidays exempted.);
 - 5. The suggested maximum number of parking permits that may be issued to the employer located within the proposed boundaries of the designated permit area;
 - 6. A detailed explanation as to why the employer needs on-street parking for its employees;
 - 7. What benefit or program the employer is prepared to provide to the city or the community in order for the city to create the designated permit area;
 - 8. The application shall include the following statement:

"The undersigned is an employer in the proposed designated permit area described in this petition. I understand that: (i) if this area is designated, certain restrictions will be placed upon on-street parking within the area; (ii) I will be entitled to obtain a limited number of permits exempting my employees' vehicles from such parking restrictions, but if an employee owns a vehicle without having a permit displayed, that vehicle will be subject to the parking restrictions; (iii) parking permits will be issued for a term of one year and will need to be renewed each year; (iv) the cost of installing and maintaining the parking restriction signs and the cost of issuing the annual parking permits will be paid by me."

- B. The application must be signed by the employer of a business located within the boundaries of the proposed designated permit area.
- C. The application shall be accompanied by the payment of a processing fee in such amount as established from time to time by resolution of the city council.
- D. The city traffic engineer shall mail to all businesses within three hundred (300) feet of the applicant's business notice that the city traffic engineer has received an application for an on-street parking permit and provide an opportunity for the owners of such businesses to provide comments on the application before the city traffic engineer makes a decision concerning the application.
- E. After considering the comments, if any, of owners of businesses within three hundred (300) feet of the applicant's business, the city traffic engineer may, approve, reject or modify the application in any manner the city traffic engineer deems appropriate including, but not limited to, the exact boundaries of the permit parking area, the specific parking restrictions applicable to such area, the initial cash contribution required for the cost of installing parking restriction signs, and the maximum number of parking permits that may be issued to each employer located within the designated permit area.

10.27.050 - Appeals.

- A. An applicant may appeal to the city manager any decision of the city traffic engineer concerning the application. The applicant must file such appeal with the city clerk not more than ten (10) days after the date on which the city traffic engineer has made a final decision. The appellant may also appeal the decision of the city manager to the city council by filing a notice of appeal with the city clerk not more than ten (10) days after the date on which the city manager has made a final decision.
- B. The appellate authority may uphold, reverse or modify the decision which is the subject of the appeal, and may refer the matter to the city manager or the city traffic engineer for such further action as may be directed by the appellate authority.

10.27.060 - Issuance of parking permits.

- A. Employers within a designated permit area may apply to the city traffic engineer for parking permits, which shall be granted upon payment of the application fee and submitting documentation acceptable to the city traffic engineer showing the employer has a business within the designated permit area. The issuance of a parking permit shall not constitute the reservation or guaranty of any on-street parking spaces for the exclusive use of the permit holder.
- B. The number of permits that may be issued to an employer located within the designated permit area shall not exceed the maximum number of permits as approved by the city traffic engineer; provided, however, that the city traffic engineer, upon the showing of special circumstances or unavoidable hardship, shall have authority to issue a greater number of parking permits to an employer within the designated permit area. The additional permits issued by the city traffic engineer may be either temporary or renewable.
- C. Parking permits shall be issued for a term of one year and may be renewed for additional terms of one year upon payment of the renewal fee and, if requested by the city traffic engineer, upon resubmittal of the applicant's proof that the employer is still in the designated area.

10.27.070 - Posting of signs.

The parking restrictions established for a designated permit area shall become effective and enforceable upon the posting of street signs giving notice of such restrictions to the public in the manner prescribed by the California Vehicle Code. The city traffic engineer shall have the responsibility of installing and maintaining such signs, but only after receipt of payment for the cost thereof made by or on behalf of the employers in the designated permit area. Failure to make such payment within the time to do so shall operate to nullify approval of the permit.

Existing Off-Street Surface Parking Lots and City-owned Vacant Lots within NCRO Districts or Adjacent Area



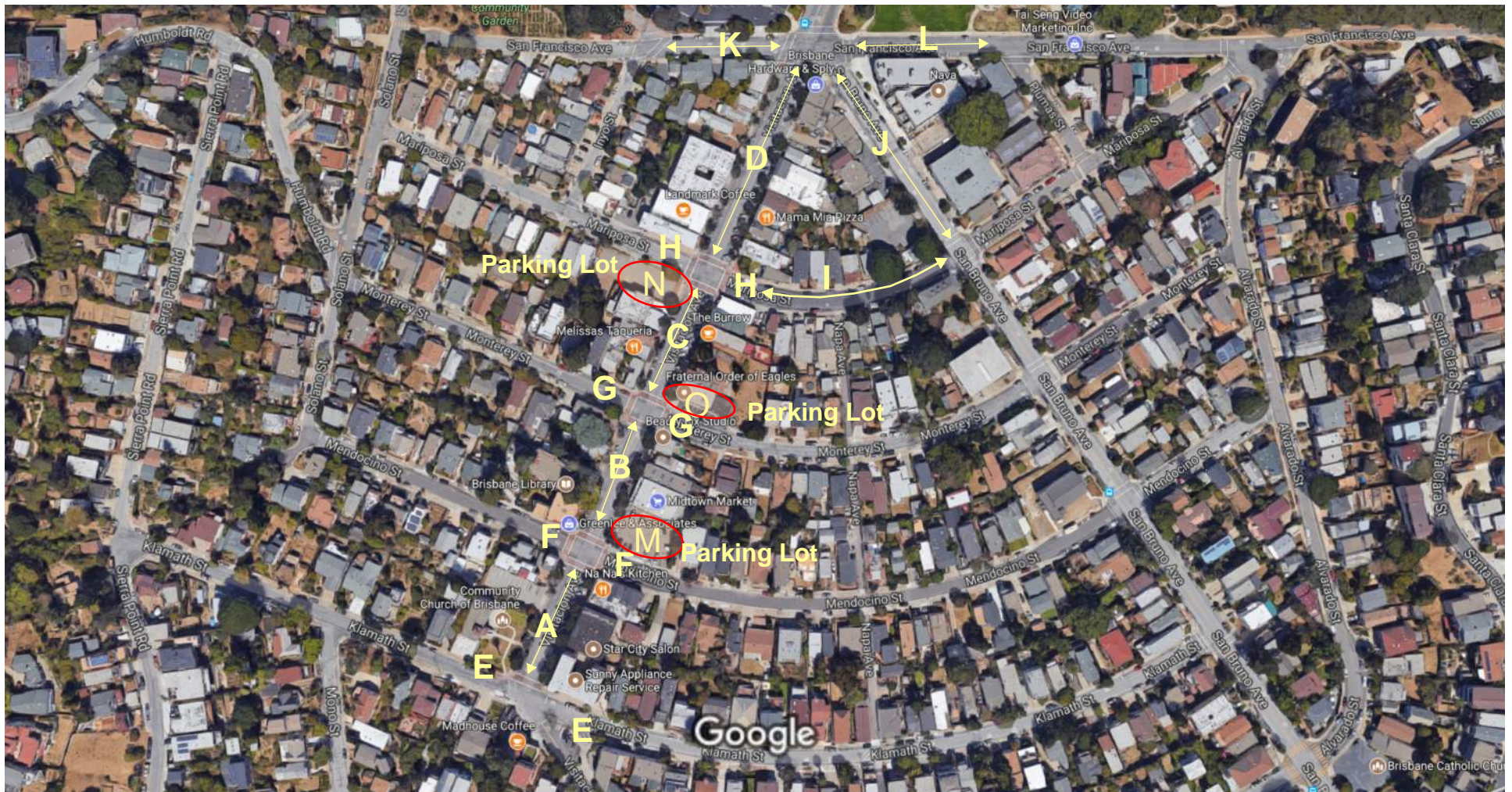
Imagery ©2017 Google, Map data ©2017 Google United States 200 ft

Notes:

- Existing off-street surface parking
- City-owned Lot

Off-street residential parking is not shown

Key Map for Parking Use Survey



Imagery ©2017 Google, Map data ©2017 Google United States 100 ft

Note: Survey Map Areas Tied to Parking Use Survey, Selected Downtown Area 8/31-9/6/2017

Parking Use Survey
Selected Downtown Area 8 /31 - 9/6/2017

Street Parking			8/31/2017 (Thurs.)		8/31/2017 (Thurs.)		9/5/2017 (Tues.)		9/6/2017 (Wed.)		9/6/2017 (Wed.)		9/6/2017 (Wed.)	
Capacity Estimate*			9:45 - 10:30 am		12:50 - 1:15 PM		12:40 - 1 pm		9:15 - 9:35 am		12:30 - 12:50 pm		11:00 - 11:30 pm	
Map Area	Street- block or portion	Parking Spaces	Spaces Used	Utilization	Spaces Used	Utilization	Spaces Used	Utilization	Spaces Used	Utilization	Spaces Used	Utilization	Spaces Used	Utilization
A	Visitacion Ave - 300 Block	18	13	72%	12	67%	17	94%	8	44%	15	83%	12	67%
B	Visitacion Ave - 200 Block	17	6	35%	15	88%	15	88%	6	35%	14	82%	5	29%
C	Visitacion Ave - 100 Block	24	12	50%	20	83%	23	96%	6	25%	20	83%	13	54%
D	Visitacion Ave - 10 Block	36	21	58%	29	81%	30	83%	10	28%	24	67%	13	36%
E	Klamath Street - NCRO ptn.	10	6	60%	10	100%	6	60%	5	50%	5	50%	7	70%
F	Mendocino St. - NCRO ptn.	11	8	73%	7	64%	9	82%	4	36%	10	91%	10	91%
G	Monterey St. - NCRO ptn.	10	9	90%	9	90%	10	100%	8	80%	9	90%	10	100%
H	Mariposa St. - NCRO ptn.	15	10	67%	10	67%	12	80%	12	80%	12	80%	11	73%
I	Mariposa St. - 200 block ptn.	16	12	75%	11	69%	15	94%	14	88%	12	75%	13	81%
J	San Bruno Ave. - 10 Block	20	13	65%	13	65%	16	80%	14	70%	12	60%	20	100%
K	San Francisco Ave - Inyo to Vis.	12	11	92%	9	75%	11	92%	13	108%	12	100%	8	67%
L	San Francisco Ave - Plumas to Vis.	19	9	47%	13	68%	8	42%	8	42%	11	58%	10	53%
Totals		208	130	63%	158	76%	172	83%	108	52%	156	75%	132	63%
Semi-private Parking Lots														
M	Midtown Lot	20	1	5%	6	30%	12	60%	6	30%	3	15%	4	20%
N	Brisbane Inn Lot**	10	1	10%	1	10%	0	0%	0	0%	0	0%	0	0%
O	Eagles Lot	8	3	38%	6	75%	6	75%	1	13%	3	38%	1	13%
Totals		38	5	13%	13	34%	18	47%	7	18%	6	16%	5	13%

Notes:
*Capacity estimate includes City marked spaces or spaces of approximately 20 feet in length or more. Driveways or substandard length spaces are not included.
**Brisbane Inn has no striping. Capacity is estimated assuming 1 row of spaces on the north side only. Does not include the vacant residential lot.
Parking capacity estimates and counts by Planning Dept. staff.

	Morning
	Lunchtime
	Nighttime