

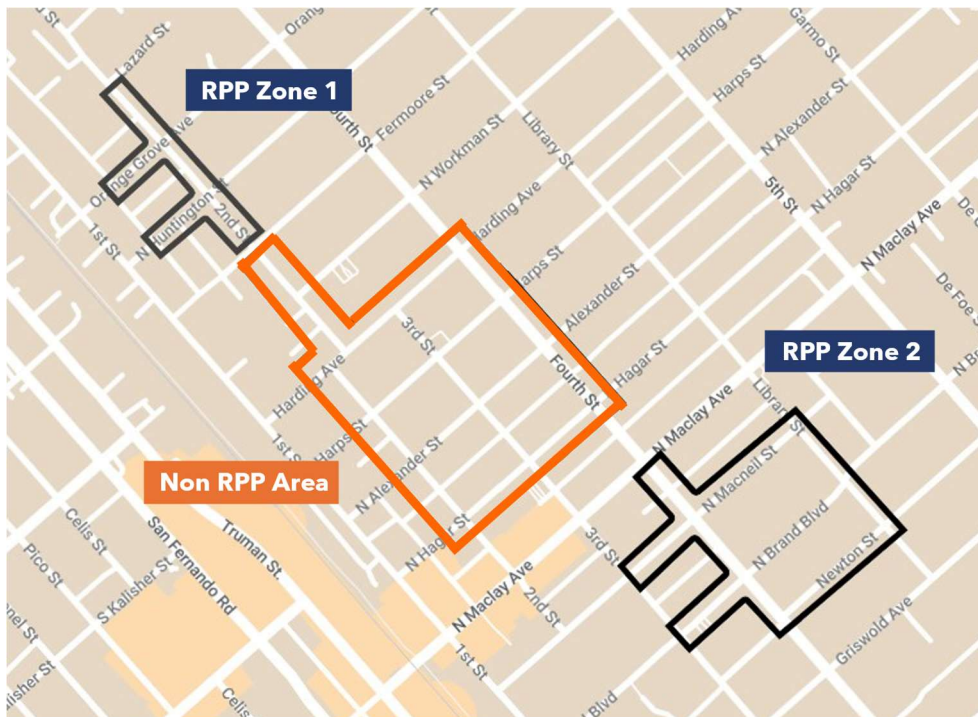
# San Fernando Parking Utilization Data Report

To: City of San Fernando, California  
From: Dixon Resources Unlimited  
Date: February 26, 2025

## Methodology

Dixon Resources Unlimited (DIXON) collected parking data on behalf of the City of San Fernando (City) as part of the Residential Parking Program Study (Study) and has prepared this Parking Utilization Data Report (Report) to demonstrate the current parking conditions for a selected residential area. In total, 68 on-street block faces and 12 off-street parking lots were included in the study. Data was collected using License Plate Recognition (LPR) technology and drone imagery by DIXON field staff on Thursday, September 12<sup>th</sup> and Saturday, September 14<sup>th</sup>. Data collection occurred each day at 5am, 11am, 4pm and 10pm.

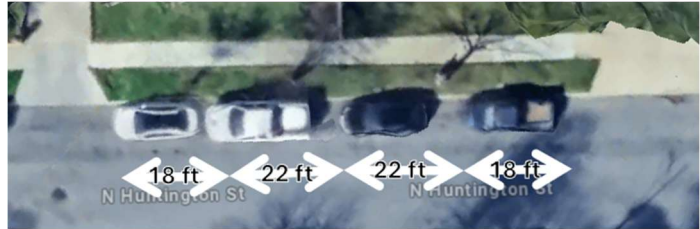
**Figure 1. Study Area Map**



Most of the block faces in the Study Area are impacted by Accessory Dwelling Units (ADUs). The Study Area also includes two existing Residential Parking Permit (RPP) Zones. As shown in Figure 1, 10 block faces of the Study Area are located in RPP Zone 1, 18 block faces are located in RPP Zone 2, and 40 block faces are not located in an RPP zone.

Parking space inventory (number of parking spaces) was collected for on-street block faces in the Study Area. Inventory counts were captured using Geographic Information Systems (GIS) and Google Maps (Street View and aerial imagery measurements), with in-person field verification to count marked spaces and calculate space counts from the measurements of curb segments where parking is allowed. In areas without marked spaces and where parking is allowed, parking spaces were measured assuming a 22-foot space size, while a space size of 18-feet was used when a space is immediately adjacent to a driveway (see Figure 2), as the curb cut associated with the driveway allows for easier entry and exit from the space as opposed to parallel parking between two vehicles. The posted policies, driveways, loading zones, and red curbs were also recorded as part of the inventory measurement process.

**Figure 2. Example of 18 feet and 22 feet measurements.**



## Key Considerations

The parking industry considers the ideal target parking occupancy rate to be 85 percent<sup>1</sup>. This minimizes congestion and maximizes parking utilization. Areas that exceed 85 percent occupancy can appear full to the parking public and contribute to congestion as motorists circle looking for an available space. Likewise, areas that are below 85 percent are considered underutilized. The goal is to seek a balanced parking system that remains at or near 85 percent occupancy during most times on average, knowing that there will be some outliers

When parking durations are long, this means that the turnover of parking spaces is low. When durations are shorter, this means that turnover is high. High turnover can maximize the number of motorists that can utilize available parking assets, which is especially important in commercial areas. The findings in this report are based on a limited sampling of data.

## Definition of Terms

**Occupancy:** The percentage of parking supply that is occupied.

**Peak Occupancy:** The highest occupancy rate observed.

**Average Occupancy:** Average demand over multiple days and/or facilities.

**High Occupancy:** The number of passes per block face that exceeded 85%.

**Length of Stay:** The amount of time a car remains in a given parking space.

**Turnover:** The rate at which a parking facility is used, or the number of vehicles that can use a parking space within a given time.

**Block face:** A single side of the street between two cross streets.

<sup>1</sup> Donald Shoup, *The High Price of Free Parking* (Planners Press, 2011)

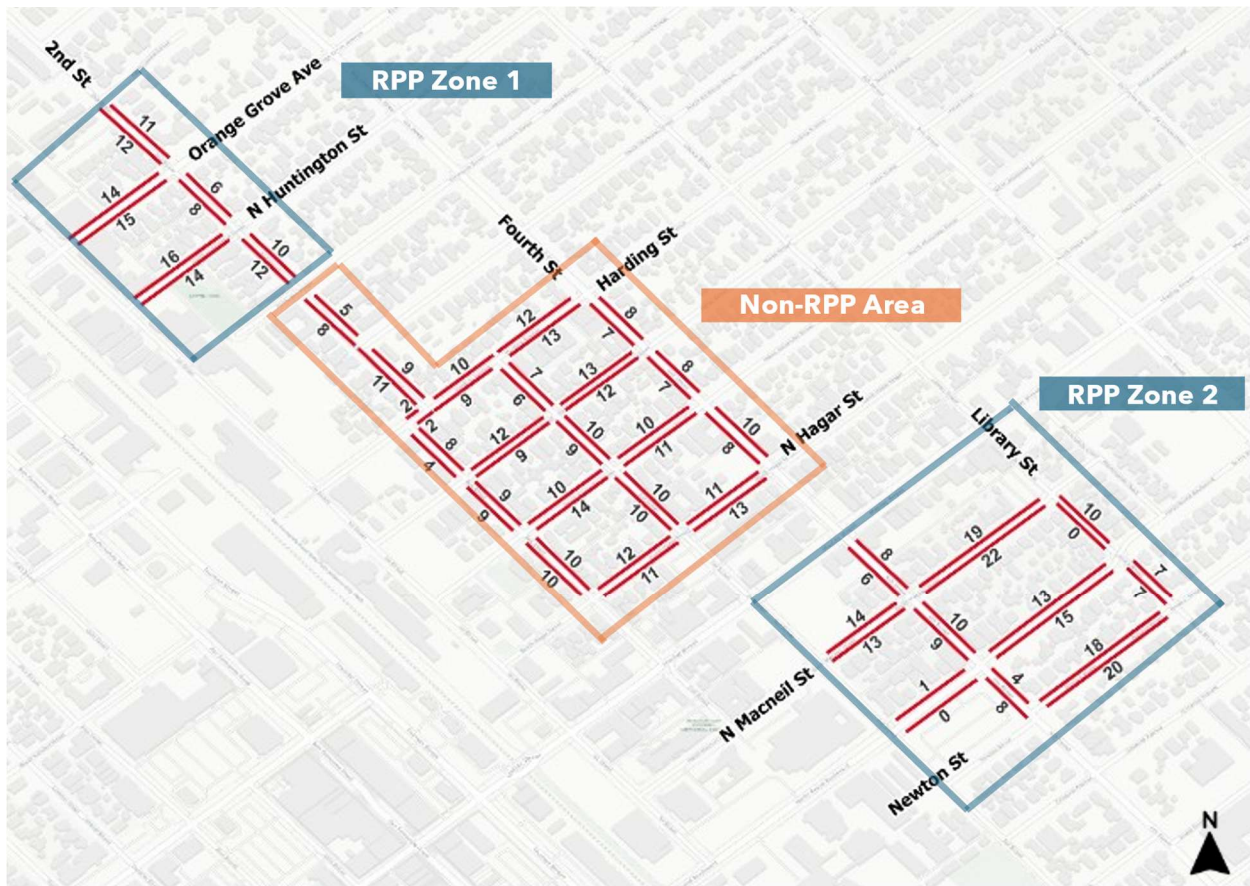
## Results

The following analysis includes key takeaways on the inventory, occupancy, and length of stay for each sub zone in the study area.

### Inventory

- **RPP Zone 1:**
  - There are 118 total parking spaces across the 10 block faces included from RPP Zone 1.
- **RPP Zone 2:**
  - There are 204 total parking spaces across the 18 block faces included from RPP Zone 2.
- **Non-RPP Area:**
  - There are 369 total parking spaces across the 40 block faces included that do not have an RPP zone.

**Figure 3. Inventory by Block Face Map**



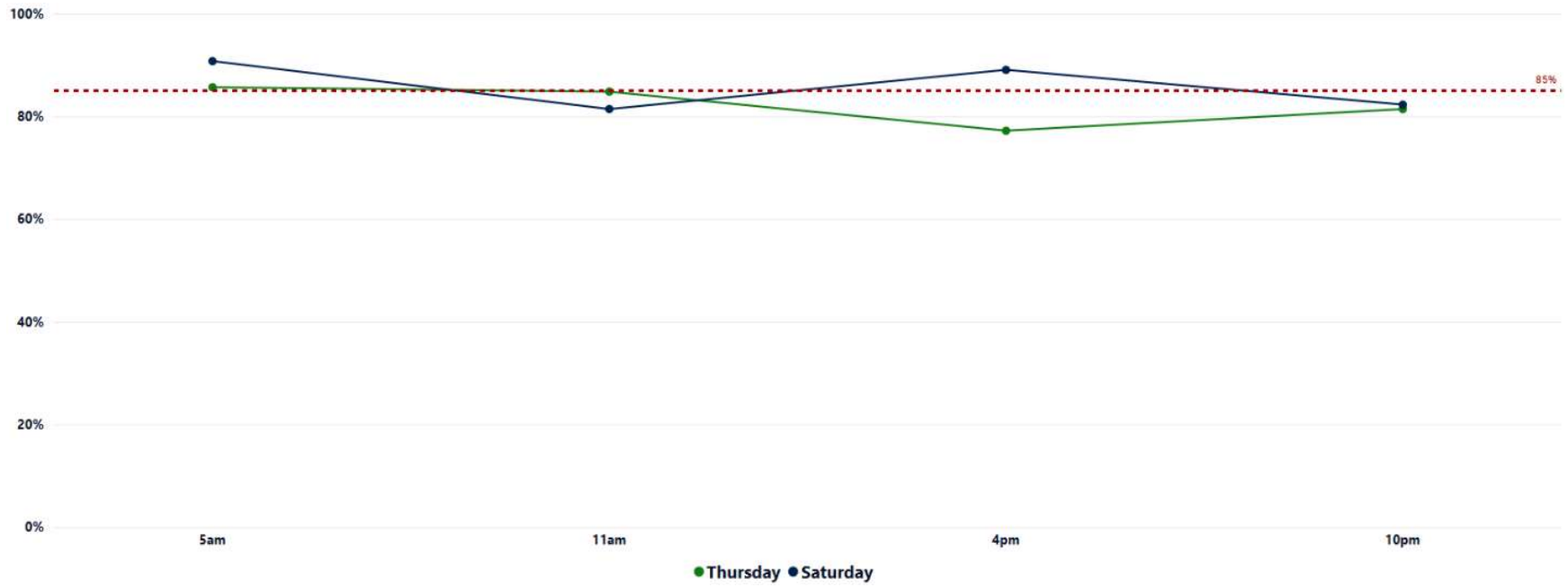
## Average Occupancy

- **RPP Zone 1:**
  - The lowest average on-street parking occupancy rate (77%) on Thursday was observed at 4pm, while the highest average occupancy rate (86%) on Thursday occurred at 5am.
  - The lowest average on-street parking occupancy rate (81%) on Saturday was observed at 11am, while the highest average occupancy rate (91%) on Saturday occurred at 5am.
  - The daily average on-street occupancy rate was high, being near or above 85% occupancy, with an average of 82% on Thursday and 86% on Saturday.
- **RPP Zone 2:**
  - The lowest average on-street parking occupancy rate (52%) on Thursday was observed at 11am, while the highest average occupancy rate (79%) on Thursday occurred at 5am.
  - The lowest average on-street parking occupancy rate (65%) on Saturday was observed at 11am, while the highest average occupancy rate (77%) on Saturday occurred at 4pm.
  - The daily average on-street occupancy rate was moderate and below 85% occupancy, with an average of 68% on Thursday and 71% on Saturday.
- **Non-RPP Area:**
  - The lowest average on-street parking occupancy rate (61%) on Thursday was observed at 11am, while the highest average occupancy rate (87%) on Thursday occurred at 10pm.
  - The lowest average on-street parking occupancy rate (74%) on Saturday was observed at 11am, while the highest average occupancy rate (89%) on Saturday occurred at 5am.
  - The daily average on-street occupancy rate was moderately high, being near 85% occupancy, with an average of 77% on Thursday and 84% on Saturday.

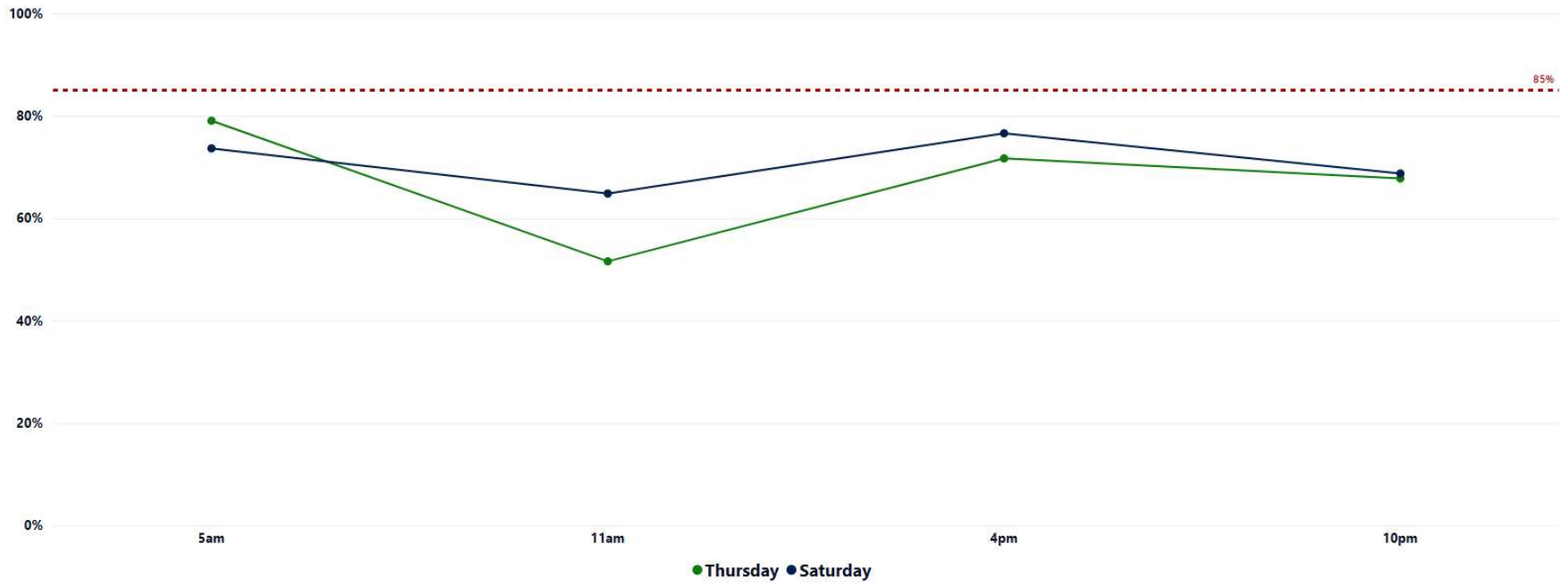
**Table 1. Average Occupancy Chart**

Zone and Day of Week	5am	11am	4pm	10pm	Average
<b>Thursday Average</b>	<b>83%</b>	<b>62%</b>	<b>75%</b>	<b>81%</b>	<b>75%</b>
RPP Zone 1	86%	85%	77%	81%	<b>82%</b>
RPP Zone 2	79%	52%	72%	68%	<b>68%</b>
Non-RPP Area	85%	61%	76%	87%	<b>77%</b>
<b>Saturday Average</b>	<b>85%</b>	<b>73%</b>	<b>84%</b>	<b>80%</b>	<b>80%</b>
RPP Zone 1	91%	81%	89%	82%	<b>86%</b>
RPP Zone 2	74%	65%	77%	69%	<b>71%</b>
Non-RPP Area	89%	74%	86%	86%	<b>84%</b>
<b>Total Average</b>	<b>84%</b>	<b>67%</b>	<b>79%</b>	<b>80%</b>	<b>78%</b>

**Chart 1. Average Occupancy - RPP Zone 1**



**Chart 2. Average Occupancy - RPP Zone 2**



**Chart 3. Average Occupancy - Non RPP Area**

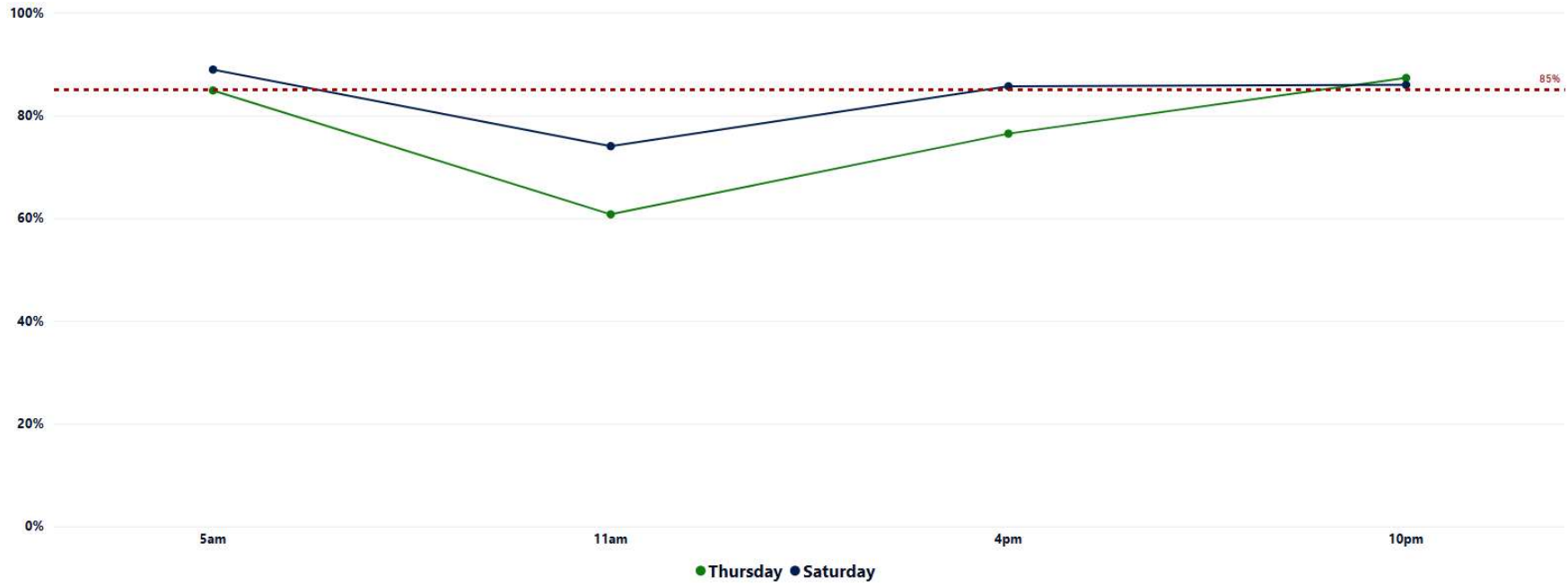


Figure 4. Average Occupancy Map - Thursday

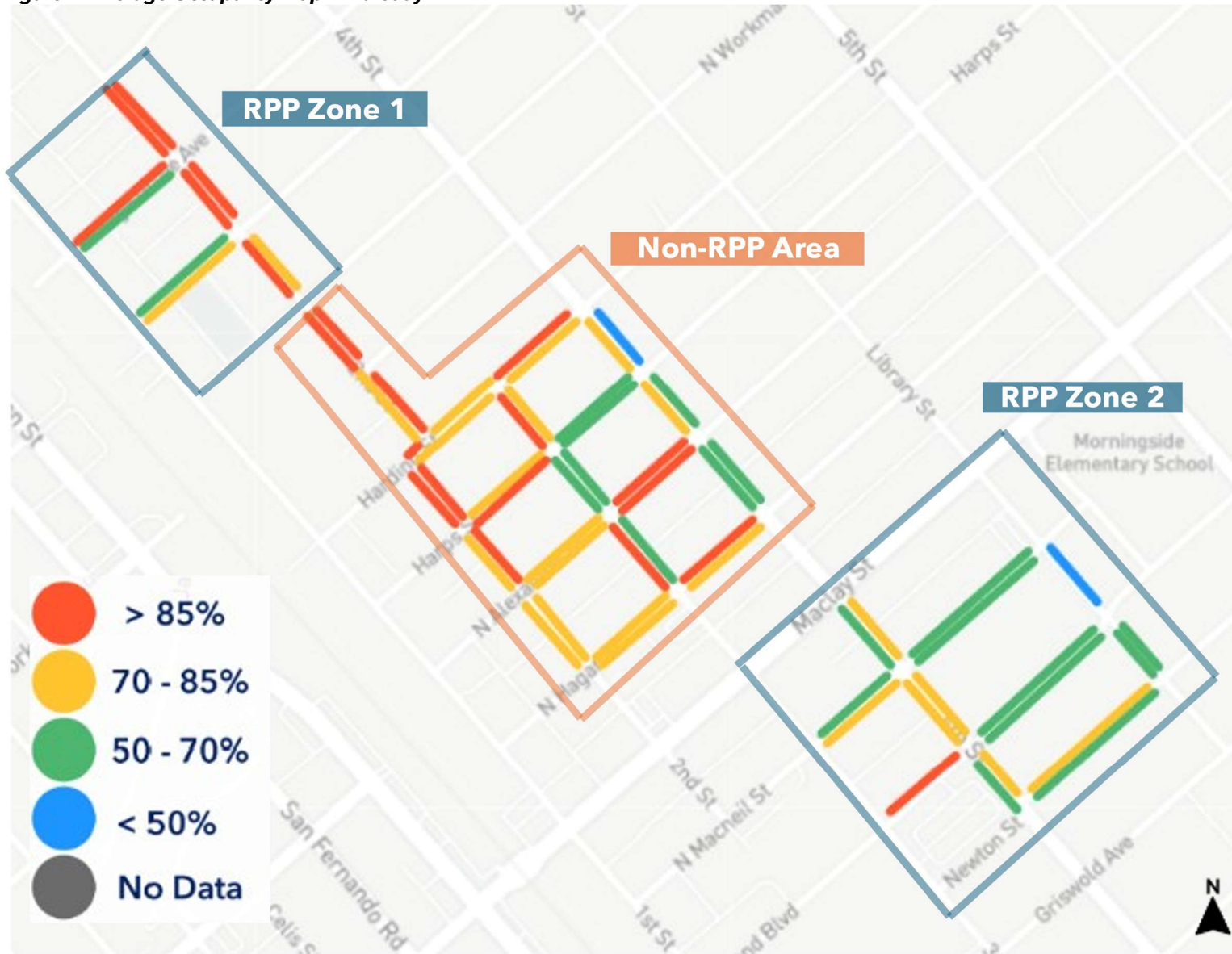
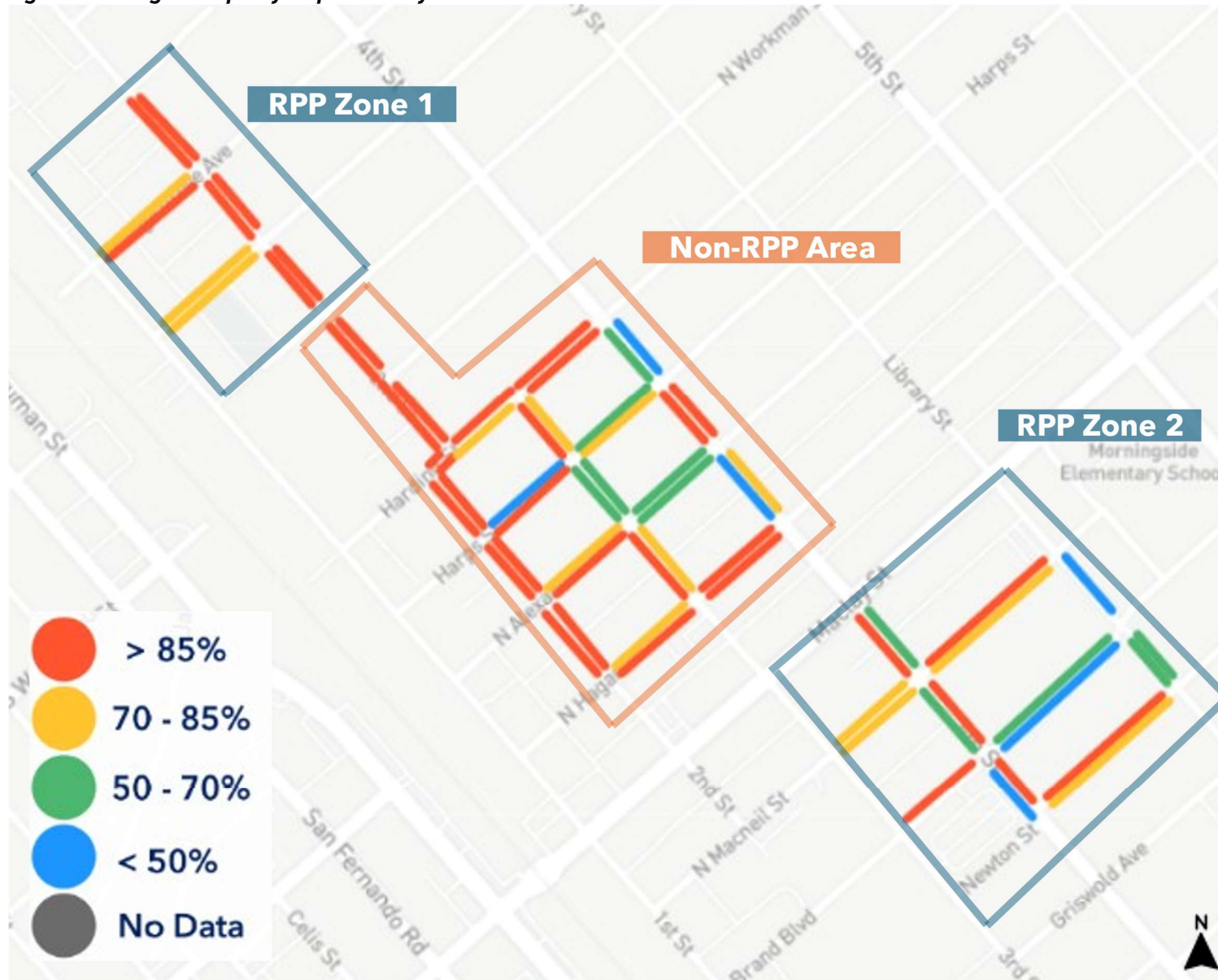




Figure 5. Average Occupancy Map - Saturday



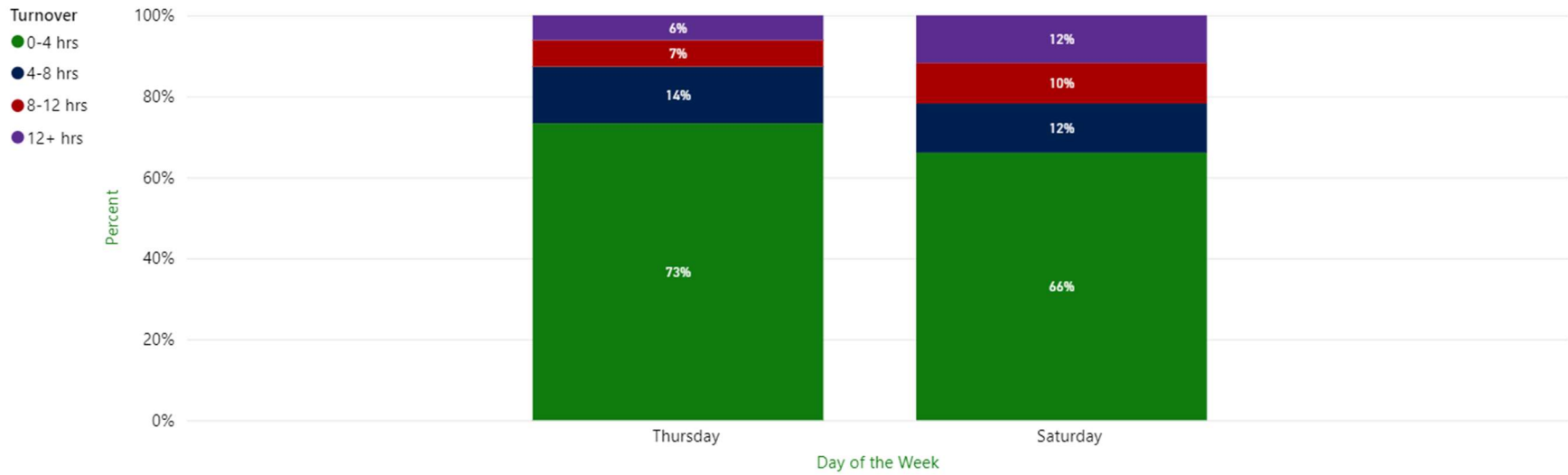
## Length of Stay

- **RPP Zone 1:**
  - The average length of stay was 4.0 hours on Thursday and 4.8 hours on Saturday.
  - On Thursday 73% of vehicles stayed less than 4 hours, and on Saturday 66% stayed less than 4 hours.
- **RPP Zone 2:**
  - The average length of stay was 3.7 hours on Thursday and 4.5 hours on Saturday.
  - On Thursday 74% of vehicles stayed less than 4 hours, and on Saturday 72% stayed less than 4 hours.
- **Non RPP Locations:**
  - The average length of stay was 3.5 hours on Thursday and 4.3 hours on Saturday.
  - On Thursday 72% of vehicles stayed less than 4 hours, and on Saturday 73% stayed less than 4 hours.

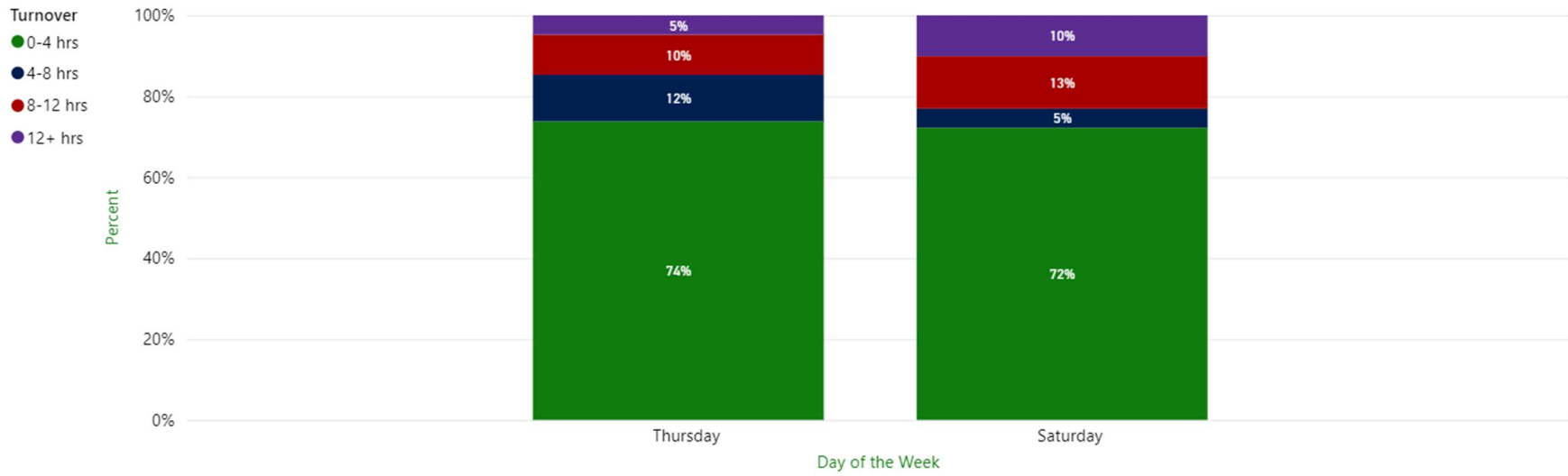
**Table 2. Length of Stay**

Zone and Day of Week	0-4 hrs	4-8 hrs	8-12 hrs	12+ hrs
<b>Thursday</b>	<b>73%</b>	<b>16%</b>	<b>8%</b>	<b>4%</b>
RPP Zone 1	73%	14%	7%	6%
RPP Zone 2	74%	12%	10%	5%
Non RPP Locations	72%	18%	7%	2%
<b>Saturday</b>	<b>71%</b>	<b>8%</b>	<b>11%</b>	<b>10%</b>
RPP Zone 1	66%	12%	10%	12%
RPP Zone 2	72%	5%	13%	10%
Non RPP Locations	73%	8%	10%	9%
<b>Total Average</b>	<b>72%</b>	<b>12%</b>	<b>9%</b>	<b>7%</b>

**Chart 4. Average Length of Stay - RPP Zone 1**



**Chart 5. Average Length of Stay - RPP Zone 2**



**Chart 6. Average Length of Stay - Non RPP Area**

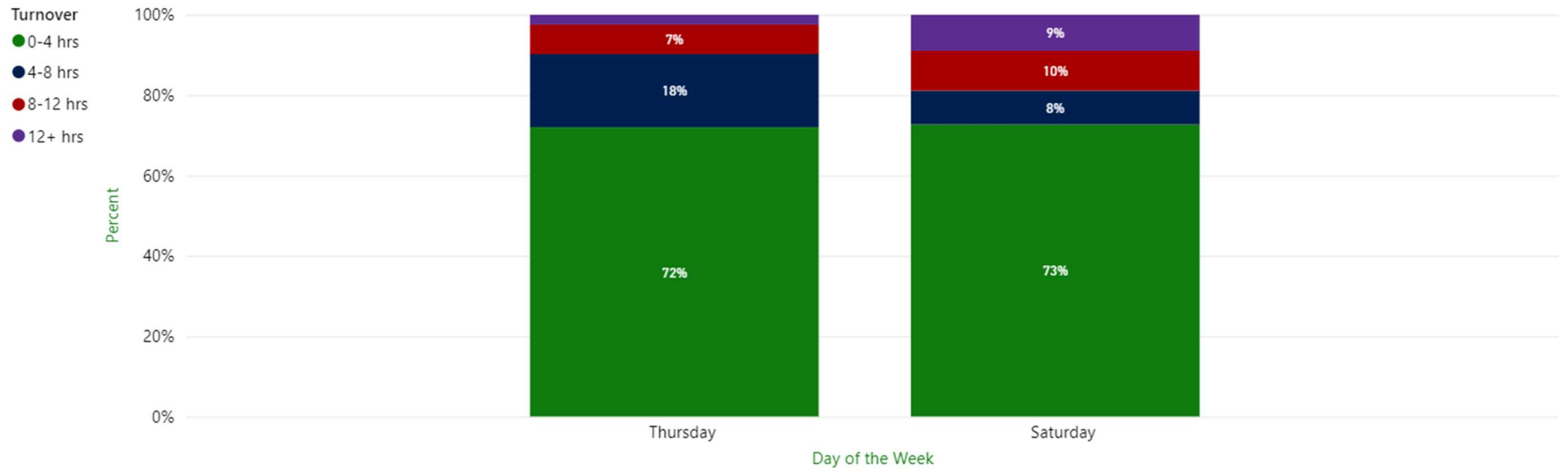


Figure 6. Average Length of Stay Map - Thursday



Figure 7. Average Length of Stay Map - Saturday

