



February 19, 2025

Waad Nadhir
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Subject: Parking Study for Brea Plaza Shopping Center, Brea, California

Dear Mr. Nadhir:

LSA has prepared this analysis in consideration of the effect on parking demand for the addition of apartments to the Brea Plaza Shopping Center (project) in Brea, California. The project site is along Imperial Highway between State Route (SR) 57 and Associated Road. This analysis is based on the project site plan dated February 19, 2025 (Figure 1 in Attachment A). The proposed project would demolish a portion of the surface parking spaces in the northwest corner of the project site and construct residential dwelling units above two levels of a new parking structure. Simultaneously, the shopping center is reducing the size of an existing restaurant pad building from 7,500 square feet (sf) to 5,000 sf. After completion of the ongoing renovation project and the proposed project, the shopping center would have a total area of 158,691 sf of commercial space. The proposed project would construct 120 residential units (21 studio, 47 one-bedroom, and 52 two-bedroom units). Of the 120 proposed residential units, 6 would be designated affordable housing.

Many of the site's proposed uses experience their peak parking demand at different times of day. This means that the completed development may require fewer parking spaces when considered as a whole than would otherwise be required by straight application of the City of Brea (City) Municipal Code. This report analyzes the potential parking demand for the proposed uses during a typical weekday, during a typical weekend, and during December, when parking demand is highest.

MUNICIPAL CODE PARKING RATES AND REQUIREMENTS

Brea Municipal Code (BMC) Section 20.08.040 establishes off-street parking requirements for residential and nonresidential development. Table A presents the parking requirements for each type of use on the site. The shopping center currently has four suites with patios, three of which are greater than 300 sf (Pho Ha at 1619 Imperial Highway, 1,088 sf; California Fish Grill at 419 Associated Road, 570 sf; and Panera Bread at 423 Associated Road, 850 sf). A 1,010 sf patio is proposed adjacent to the renovated restaurant space.

BMC Section 20.08.040 specifically states that where uses are combined, the parking requirement is the sum of the requirements of the various uses, except for shopping centers. Therefore, Table B calculates the existing parking requirement based on the total size of the shopping center upon completion of the ongoing renovation project and the proposed project. It should be noted, however, that Table A shows that some of the shopping center's uses, specifically restaurants, have a much higher parking demand if considered individually.

Table A: Municipal Code Parking Rates

Land Use	Parking Space Rates per Brea Municipal Code Section 20.08.040
General Retail	1 space per 200 sf
Barbershops and Beauty Parlors	1 space per 250 sf
Cafes/Sit-Down Restaurants	Minimum of 10 spaces; 1 space for each 75 sf of gross floor area up to 6,000 sf, plus 1 space for each 55 sf over 6,000 sf, or 1 space per 3 seats, whichever is greater
Accessory Outdoor Dining Area	No additional parking spaces required if smaller than 300 sf or has less than 20 seats; 1 space per 75 sf over 300 sf or 1 space per 3 seats over 20 seats, whichever is greater
Medical/Dental Offices	5.5 spaces per 1,000 sf
Shopping Centers	5.5 spaces per 1,000 sf
Offices	1 space per 250 sf
Two or More Dwelling Units on One Building Site	1.5 spaces per studio unit, 1.75 spaces per 1-bedroom unit, 2.0 spaces per 2-bedroom unit, 2.5 spaces per 3-bedroom unit, or 3.0 spaces per 4-bedroom unit, plus 0.2 guest space per unit

Source: City of Brea Municipal Code Section 20.08.040 (2024).

sf = square feet

Table B: Municipal Code Parking Requirement for Retail Center

Land Use	Parking Space Rates per Brea Municipal Code Section 20.08.040	Project Parking Requirements		
		Size	Unit	Required Parking Spaces
Shopping Centers	5.5 spaces per 1,000 sf	158.691	TSF	873
TOTAL				873

Source: City of Brea Municipal Code Section 20.08.040 (2024).

sf = square feet

TSF = thousand square feet

LSA calculated how the proposed project would affect the BMC parking requirement. Table C displays the calculation of the BMC parking requirement for the residential portion of the proposed project. If the BMC residential parking requirements applied to the project, 242 residential parking spaces would be required, and 120 of those parking spaces would be required to be located within a garage or carport. However, providing affordable housing and qualifying for application of the State's density bonus law results in different parking ratios under Government Code Section 65915(p)(1). These parking ratios are shown in Table D.

In total, the required parking for the Brea Plaza Shopping Center after completion of the ongoing renovation project and the proposed project is 1,019 parking spaces (873 commercial and 146 residential). However, through a shared parking arrangement, the total number of parking spaces needed could be much less.

Table C: Residential Municipal Code Parking Requirement

Land Use	Parking Space Rate per Brea Municipal Code Section 20.08.040	Project Parking Requirements	
		Units	Required Parking Spaces
Studio	1.5 spaces per studio unit, of which 1 space is covered	21	31.5 (21 covered)
1-Bedroom Unit	1.75 spaces per 1-bedroom unit, of which 1 space is covered	47	82.3 (47 covered)
2-Bedroom Unit	2.0 spaces per 2-bedroom unit, of which 1 space is covered	52	104 (52 covered)
3-Bedroom Unit	2.5 spaces per 3-bedroom unit, of which 2 spaces are covered	0	0
Guest Parking	0.2 space per unit	120	24.4
		TOTAL	242 (242.2), of which 120 are covered

Source: Brea Municipal Code Section 20.08.040 (2024).

Table D: State Density Bonus Parking Requirement

Land Use	Parking Rate per California Government Code Section 65915(p)(1)	Project Parking Requirements	
		Units	Required Parking Spaces
Studio	1 space per studio unit	21	21
1-Bedroom Unit	1 space per 1-bedroom unit	47	47
2- or 3-Bedroom Unit	1.5 spaces per 2- or 3-bedroom unit	52	78
4-Bedroom Unit or more	2.5 spaces per 4+ bedroom unit	0	0
Guest Parking	Rates above include guest parking	0	0
		TOTAL	146

Source: Government Code Section 65915(p)(1) (2024).

Note: Twenty-four of the new parking spaces being constructed within the proposed development would be compact spaces.

PARKING SUPPLY

Existing Parking Supply

When originally constructed in the late 1970s, the Brea Plaza Shopping Center and the neighboring office building (1700 Greenbriar Lane) were constructed as one project, with access and parking rights shared between the shopping center and office building. The Brea Plaza Shopping Center and the Mercury Insurance office building are now under separate ownership. Prior to the start of the ongoing renovation project, the Brea Plaza Shopping Center had 732 surface parking spaces. Of these, 32 were compact spaces. The existing parking lot is spread throughout six zones. A figure illustrating the parking zones is provided as part of Attachment B.

Zone	Location
Zone 1	Northwest corner of the property (project site)
Zone 2	Southwest corner of the property
Zone 3	Central-west four parking aisles
Zone 4	Adjacent to Imperial Highway pad buildings
Zone 5	Central-east
Zone 6	Northeast corner and north of shopping center

An access and parking agreement is in place permitting shared access across the Brea Plaza Shopping Center site, specifying Brea Plaza Shopping Center has use of portions of the 443 surface parking spaces at all times and full access outside office business hours. This access and parking agreement is in effect until 2026. This parking analysis demonstrates that the project will not rely on the Mercury Insurance parking lot to satisfy typical daily or weekend parking demand.

Future Parking Supply

The proposed project would be constructed in the northwest parking lot, which would replace 138 surface parking spaces and construct 53 new surface parking spaces, as well as a 95-space, two-story parking structure. Of the 53 new surface parking spaces, 21 will be compact spaces. Three compact spaces will be within the parking structure. An additional 4 parking spaces located behind the shopping center between Buildings D and E will need to be removed to provide space for upgraded electrical transformers needed for new electric vehicle charging stations.

The proposed project is also adjusting Building K. The proposed project is eliminating 12 of the parking spaces between Building K and the southwest retail building. The project is adding four accessible parking spaces in this area, for a net loss of eight commercial parking spaces. Due to the straightening of the accessible path from Building K, one additional parking space will be available on the west side of Building G.

The ongoing renovation project will result in additional striped parking spaces on the north side of the property. Upon completion of the renovation and the proposed project, the parking zones will have the following number of striped surface parking stalls, as shown in Table E.

**Table E: Future Brea Plaza Shopping Center
Parking Supply by Zone**

Zone	Parking
Zone 1	53 (21 compact) within the proposed development and 9 on the west side of Building G
Zone 2	90, including 4 accessible spaces within the proposed development
Zone 3	220 (30 compact)
Zone 4	77
Zone 5	152
Zone 6	70 (3 compact)

Source: Architects Orange (2025).

BMC Section 20.08.040 permits credit for drive-through stacking spaces not to exceed 30 percent of the parking required and not to exceed 1 space for each 23 feet of striped drive-through lane, with a maximum credit of 20 spaces per drive-through. Brea Plaza Shopping Center has two drive-throughs that warrant this credit. The site plan displays 21 vehicles able to fit in the drive-through queue for Chick-Fil-A (Building T) and 9 vehicles able to fit in the drive-through queue for Panera Bread (Building P). Although this is the number of vehicles that could queue, the credit for each must be calculated according to BMC Section 20.08.040. Table F displays the calculation of the drive-through credit applicable for each.

Table F: Drive-Through Stacking Credit

	Chick-Fil-A	Panera Bread
Building Size	3,759 sf	4,135 sf
Patio Size	0 sf	850 sf
BMC Parking Requirement ¹	50.1	62.5
30 Percent of Parking Requirement ²	15.0	18.7
Striped Stacking Lane	480 ft	190 ft
Potential Parking Credit ³	21	8
Maximum Credit per BMC	15	8

Source: Compiled by LSA (2025).

¹ One space for each 75 sf of gross floor area up to 6,000 sf, plus one space per 75 sf of patio in excess of 300 sf

² Credit cannot exceed 30 percent of parking requirement per BMC Section 20.08.040

³ One car for every 23 lineal feet per BMC Section 20.08.040

BMC = Brea Municipal Code

ft = feet

sf = square feet

Table G shows the future parking supply at the Brea Plaza Shopping Center upon completion of the ongoing renovation project and the proposed project, including the proposed parking structure, the surface parking spaces described in Table E, and credit for stacking spaces within the drive-throughs calculated in Table F. As Table G shows, the Brea Plaza Shopping Center would have a total of 789 parking spaces at the completion of the proposed project. Compact spaces would account for 7 percent of total parking.

**Table G: Future Brea Plaza Shopping Center
Parking Supply**

Area	Parking Spaces
New Parking Structure (3 compact)	95
First Floor	53
Second Floor	42
Remaining Surface Parking	671
Standard	618
Compact	53
Drive-Through Stacking	23
Chick-Fil-A	15
Panera Bread	8
Total Parking	789
Total Compact	57
Percent Compact	7%

Source: Architects Orange (2025).

PARKING DEMAND

Parking demand at shopping centers had been affected by changing retail trends even prior to the Covid-19 pandemic, which further altered consumer patterns. Tenants at the Brea Plaza Shopping Center have been affected by these changing trends. For example, restaurants have identified an

increase in take-out customers and a decrease in dine-in customers. The changing trends have generally resulted in reduced parking demand.

Empirical parking demand data were collected in order to identify the existing parking demand for the Brea Plaza Shopping Center. Typical weekday condition parking demand was surveyed on Thursday, August 18, 2022, and Tuesday, April 30, 2024. Typical weekend condition parking demand was surveyed on Saturday, August 20, 2022, and Sunday, April 28, 2024. Additional data were collected during a period of peak parking demand on Thursday, December 14, 2023, and Saturday, December 16, 2023. Peak observed parking demand was 482 parked vehicles on a typical weekday, 575 on a typical weekend, 569 on a December weekday, and 646 on a December weekend. Parking surveys are attached to this report (Attachment B). It should be noted that the parking demand observed in 2024 was lower than the parking demand observed in 2022.

At the time parking survey data were collected, two suites that will be occupied in the future were unoccupied (i.e., were vacant). Additionally, one of the restaurant buildings was 7,500 sf at the time parking survey data were collected but will be 5,000 sf in the future. In order to calculate future parking demand for commercial uses at the Brea Plaza Shopping Center, parking demand for the two vacant suites needs to be added and extra parking demand for 2,500 sf of restaurant needs to be removed.

This analysis determines the future commercial parking demand and the parking demand for the proposed 120 residential dwelling units and their variation by time of day. The analysis then compares the total parking demand by time of day to the parking supply to determine if sufficient parking supply is available to satisfy the parking demand throughout the day.

Published Survey Data

The Institute of Transportation Engineers (ITE) *Parking Generation*, 6th Edition,¹ provides information based on 3 decades of research. This resource identifies average parking rates and a confidence interval that assists with analysis of properties with the potential for higher- or lower-than-average parking demand. Table H displays the average parking rates and high end of the confidence interval.

Table H: Institute of Transportation Engineers Parking Rates

Land Use (Land Use Code)	Average Rate	Upper Confidence Interval
Shopping Center (820)	1.67 spaces per TSF	2.25 spaces per TSF
Supermarket (850)	2.47 spaces per TSF	2.77 spaces per TSF
High-Turnover (Sit Down) Restaurant (932)	8.97 spaces per TSF	10.23 spaces per TSF
Medical/Dental Offices (720)	2.63 spaces per TSF	2.98 spaces per TSF
General Office Building (710)	1.95 spaces per TSF	2.11 spaces per TSF
Multifamily Housing (Mid-Rise) (221)	1.23 spaces per dwelling unit or 0.78 space per bedroom	1.31 spaces per dwelling unit or 0.85 space per bedroom

Source: *Parking Generation*, 6th Edition (Institute of Transportation Engineers 2023).
TSF = thousand square feet

¹ Institute of Transportation Engineers. 2023. *Parking Generation*, 6th Edition.

To calculate future potential parking demand for the two new tenants (i.e., currently vacant), the upper confidence interval was used. To calculate the future reduction in parking demand from reducing restaurant space, the average rate was used. ITE Parking Generation does not provide parking rates for restaurant patios, so the BMC parking rate was applied to this portion of the project. This presents a conservative analysis. Table I provides the calculation of the anticipated future parking demand for the changing commercial uses. As Table I shows, the net result of the two new commercial tenants, reduction in restaurant interior space, and addition of a restaurant patio would be an anticipated 29 additional parked vehicles.

Table I: Parking Demand for Commercial Land Use Changes

Land Use (Land Use Code)	Parking Rate	Size (TSF)	Parking Demand
Building E (820)	2.25 spaces per TSF	12.000	27.0
Grand Salon (820)	2.25 spaces per TSF	6.510	14.6
High-Turnover (Sit Down) Restaurant (932)	8.97 spaces per TSF	(2.500)	(22.4)
New Restaurant Patio	1 space for every 75 sf over 300 sf ¹	1.010	9.5
Total	-	16.010 interior 1.010 patio	28.7 rounded to 29 parking spaces

Source: *Parking Generation*, 6th Edition (Institute of Transportation Engineers 2023).

¹ Brea Municipal Code parking rate

TSF = thousand square feet

sf = square feet

Residential Parking Demand

For midrise multifamily housing in a suburban area, the ITE surveyed average peak parking demand ratio is 1.23 spaces per dwelling unit or 0.78 space per bedroom. For this land use, the upper end of the 95 percent confidence interval is 1.31 spaces per dwelling unit or 0.85 space per bedroom.

Surveys of Similar Sites

As mentioned above, the proposed residential building would provide parking in the parking structure with open parking stalls and no individual garages. Multifamily housing developments with individual garages sometimes find that garages transition to storage use over time, which increases the burden on the remaining open parking spaces. Structured parking cannot be used for storage and will always be used for parking.

LSA had collected parking demand data at three large apartment developments with structured parking in 2019. The parking data are recent but also represent typical conditions prior to Covid-19. The three sites surveyed were the Core Apartments at 1815 Westside Drive in Anaheim, the Baker Block development at 125 Baker Street in Costa Mesa, and Rize at 1100 Synergy in Irvine. All three of these apartment developments are midrise and provide all of their parking in an adjoining parking structure. None of the three identified properties have private garages.

LSA contracted with an independent data collection company to collect parking accumulation data from 5:00 p.m. to midnight for weekdays and weekends at each of the identified properties. Survey data are provided in Attachment C. This period was selected to reflect the time of day when Urban Land Institute (ULI) *Shared Parking* time-of-day data identify peak resident and residential guest

parking demand.² Table J displays the results of those surveys, including the resulting ratios of parking spaces per dwelling unit and parking spaces per bedroom. For the Core Apartments, parking ratios were based on the units occupied at the time the surveys were conducted. Property management for Baker Block and Rize reported full occupancy at the time of the parking surveys.

Table J: Apartment Parking Survey Results

	Core Apartments ¹			Baker Block			Rize	
	222 Dwelling Units, 328 Bedrooms, and 726 Parking Spaces			240 Dwelling Units, 349 Bedrooms, and 466 Parking Spaces			363 Dwelling Units, 511 Bedrooms, and 564 Parking Spaces	
	Thursday 4/25/19	Friday 4/26/19	Saturday 4/27/19	Thursday 5/2/19	Friday 5/3/19	Saturday 5/4/19	Tuesday 8/6/19	Saturday 7/27/19
Peak Parked Cars	306	288	295	310	311	297	429	442
Parking Rate per Unit	1.38	1.30	1.33	1.29	1.30	1.24	1.18	1.22
Parking Rate per Bedroom	0.93	0.88	0.90	0.89	0.89	0.85	0.84	0.86

Source: Compiled by LSA (2025).

¹ At the time of the surveys, 222 of the 400 units were occupied.

Table K summarizes the parking rates for the three surveyed midrise apartment developments with structured parking. As Table K shows, the average observed parking rate for midrise apartments in Orange County with structured parking is 1.30 spaces per dwelling unit or 0.89 space per bedroom.

Table K: Average Apartment Parking Rates

	Peak Parking Rate per Dwelling Unit	Peak Parking Rate per Bedroom
Core Apartments	1.38	0.93
Baker Block	1.30	0.89
Rize	1.22	0.86
Average	1.30	0.89

Source: Compiled by LSA (2025).

It should be noted that the presence of on-street parking near each surveyed property likely resulted in resident guests choosing these spaces out of convenience. LSA queried parking survey data in ULI's *Shared Parking*, 3rd Edition,³ which identifies a guest parking ratio of 0.10 parking space per dwelling unit. Based on the empirical data for similar developments in the same county, LSA believes that parking demand for the market-rate units of the proposed project could be accommodated by providing 1.40 parking spaces per studio and one-bedroom dwelling unit (1.30 for residents and 0.10 for guests), 1.90 parking spaces per two-bedroom dwelling unit (0.89 resident

² Urban Land Institute. 2020. *Shared Parking*. 3rd Edition.

³ Ibid.

space per bedroom x 2 bedrooms + 0.10 guest space), and 2.8 parking spaces per three-bedroom dwelling unit (0.89 resident space per bedroom x 3 bedrooms + 0.10 guest space).

Affordable Housing Parking Rates

While the section above identifies an appropriate parking ratio for market-rate residential units, LSA also considered the appropriate parking ratio for affordable residential units. As discussed previously, a city cannot compel the provision of more than one space per dwelling unit for studio or one-bedroom units or more than 1.5 spaces per dwelling unit for two- or three-bedroom units for projects providing affordable housing consistent with State Density Bonus Law (California Government Code Section 65915p[1]).

LSA estimated the parking demand for the affordable housing units. The ITE's *Parking Generation*, 6th Edition,⁴ provides information for affordable housing with income limits. All levels of income limits were included in this dataset, and the data are applicable to any level of affordability. For affordable housing in a suburban area, the average peak parking demand ratio is 1.00 space per dwelling unit or 0.55 space per bedroom. For this land use, the upper end of the confidence interval is 1.10 spaces per dwelling unit or 0.81 space per bedroom. These surveyed rates predict slightly higher parking demand for studio and one-bedroom affordable units (1.1 compared to 1) and for two-bedroom affordable units (1.62 compared to 1.5) than the State maximum.

LSA believes that parking demand for the affordable units of the proposed project could be accommodated by providing 1.1 parking spaces per studio and one-bedroom dwelling unit and (rounding up from 1.62) 2 parking spaces per two- or three-bedroom dwelling unit.

Total Resident Parking Demand

While the State density bonus parking requirement shown in Table D (i.e., 146 parking spaces) is the required quantity for the proposed project, this section calculates the anticipated parking demand to confirm that a sufficient quantity of parking spaces is provided for the operation of the proposed project and the shopping center.

Table L calculates the anticipated residential parking demand for the 120 proposed residential units based on the available empirical data and the function of the units (i.e., Table L accounts for market-rate and affordable units). As Table L shows, a total residential parking demand for 193 parking spaces is anticipated. Of this total, 12 parking spaces would be used by guests and 181 would be used by apartment residents. Residents would not have assigned parking spaces but would have overnight parking permits, allowing on-site security to distinguish resident vehicles. The anticipated residential parking demand for 181 parking spaces is lower than the BMC rate of 242 parking spaces but accounts for the parking characteristics of affordable housing and the greater efficiency of parking lots without private garages.

⁴ Institute of Transportation Engineers. 2023. *Parking Generation*, 6th Edition.

Table L: Residential Parking Demand

Land Use	Parking Demand Rates per Empirical Data	Project Parking Requirements	
		Units	Required Parking Spaces
Market-Rate Studio Unit	1.40 spaces per dwelling unit	20	28.0
Affordable Studio Unit	1.1 spaces per dwelling unit	1	1.1
Market-Rate 1-Bedroom Unit	1.40 spaces per dwelling unit	45	63.0
Affordable 1-Bedroom Unit	1.1 spaces per dwelling unit	2	2.2
Market-Rate 2-Bedroom Unit	1.9 spaces per dwelling unit	49	93.1
Affordable 2-Bedroom Unit	2.0 spaces per dwelling unit	3	6.0
Market-Rate 3-Bedroom Unit	2.8 spaces per dwelling unit	0	0
Affordable 3-Bedroom Unit	2.0 spaces per dwelling unit	0	0
Total		120	193 (193.4)
Guest (0.1 space per dwelling unit)			12
Resident			181

Source: Compiled by LSA (2025).

Shared Parking

The 193 residential parking spaces identified in Table L would be located in a shared parking arrangement throughout the shopping center parking lots. It is anticipated, however, that the majority of the 95-space parking structure and project development area would be occupied by resident vehicles, as shopping center patrons have historically parked in the northwest corner only when all other spaces are occupied.

The sections above describe the peak parking demand for the new commercial tenants and proposed residential development. Because of different hours of operation and different offsetting parking activities, not all uses at the site require their full allotment of parking spaces at the same time. Logically, the project's apartment residents could patronize the on-site retail and restaurant uses, and the site would not have to simultaneously provide a parking space for the resident as a resident and the resident as a customer. LSA used methodologies found in ULI's *Shared Parking*, 3rd Edition,⁵ to identify the daily variations in parking demand for each of the site's land uses. Applying these methodologies avoids double counting parking demand. The time-of-day factors found in *Shared Parking* are based on empirical studies and results from multiple parking accumulation counts.

Table I displayed the parking requirement for the commercial suites that will be occupied in the future. At the time parking surveys were collected, no other suites were vacant. Given that the peak parking demand observed during parking surveys (i.e., 575 spaces) was 73 percent of the parking needs anticipated by the BMC (i.e., 785 spaces), it is anticipated that the commercial suites to be occupied, the reduction in restaurant space in Building K, and the new restaurant patio would also generate parking demand at 73 percent of the parking requirement.

⁵ Urban Land Institute. 2020. *Shared Parking*, 3rd Edition.

Table M combines existing typical weekday empirical data, anticipated parking demand for two new commercial tenants, anticipated parking reduction for reduced restaurant space, additional parking demand for the new restaurant patio, and anticipated residential parking demand. At the time of peak weekday parking demand, the Brea Plaza Shopping Center is estimated to require 578 parking spaces. This would leave a surplus of 211 parking spaces. In addition to typical weekday time-of-day factors, *Shared Parking* includes tables with time-of-day factors on typical weekends. Table N displays the weekend shared parking calculations. As Table N shows, the peak parking demand is anticipated to occur in the early afternoon with 720 parked cars. This would leave a surplus of 69 parking spaces.

The empirical data showed that peak parking demand on a December weekday is 18 percent higher than on a typical weekday (569 compared to 482) and that peak parking demand on a December weekend is 12 percent higher than on a typical weekend (646 compared to 575). These calculations apply the 18 percent higher commercial parking demand to the two new tenants and reduced restaurant space to show the effect of these commercial uses during peak December parking conditions. For the December parking calculations, additional parking demand for the new restaurant patio is not added as these outdoor spaces are not fully utilized during December. Then, *Shared Parking* time-of-day factors are applied for weekdays and weekends. Table O displays the December weekday shared parking calculations. As Table O shows, the peak parking demand is anticipated to occur in the early afternoon with 663 parked cars. This would leave a surplus of 126 parking spaces. Table O displays the December weekend shared parking calculations. As Table P shows, the peak parking demand is anticipated to occur in the early afternoon with 788 parked cars. This would leave a surplus of 1 parking space.

COMPARING PARKING SUPPLY AND DEMAND

For typical weekdays, a peak parking demand for all existing and future uses within the Brea Plaza Shopping Center is anticipated to be 578 parking spaces. On typical weekends, the peak parking demand would be higher, at 720 parking spaces. For most of the year, peak parking demand with the proposed project would be much less than the parking supply of 789 parking spaces upon completion of the proposed project.

During peak parking demand conditions in December, weekday parking demand is anticipated to be 663 parking spaces. Peak December weekend parking demand is anticipated to be 788 parking spaces. These peak parking demand conditions are still less than the total 789-parking-space supply. It should be noted that peak December weekend parking demand only comes close to the parking supply for 2 hours of the day (1:00 p.m. and 2:00 p.m.). Other than these 2 hours of peak parking demand on weekends during peak December conditions, the gap between parking demand and parking supply is anticipated to be much greater.

Table M: Future Weekday Time-of-Day Parking Demand

Brea Plaza Shopping Center Shared Parking Demand																			
Time-of-Day Factors ¹		6:00 AM	7:00 AM	8:00 AM	9:00 AM	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	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Residential	Guest		10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%
	Resident	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%
Shopping Center	Customer	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%
	Employee	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%
Fine/Casual Dining	Customer					15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%
	Employee		20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%
Time-of-Day Parking Demand	Peak Parking Required																		
Existing Retail/Commercial	-	-	-	-	-	288	367	469	482	424	373	360	355	406	387	326	189	84	-
Apartment Resident	181	172	145	121	100	91	81	72	72	72	72	81	91	109	127	145	154	172	176
Apartment Guest	12	0	1	2	2	2	2	2	2	2	2	2	5	7	12	12	12	12	10
New Retail/Commercial	30	1	2	5	11	19	24	30	30	29	26	26	26	28	25	21	14	6	2
New Casual Restaurant	(16)	0	0	(1)	(2)	(4)	(8)	(12)	(12)	(11)	(7)	(9)	(13)	(15)	(16)	(16)	(16)	(15)	(12)
New Patio	7	0	0	1	1	2	3	5	5	5	3	4	6	7	7	7	7	7	5
Total Demand		-	-	-	-	397	468	565	578	519	469	463	469	541	542	495	359	265	-
Total Supply		789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789
Parking Surplus		-	-	-	-	392	321	224	211	270	320	326	320	248	247	294	430	524	-

Source: Compiled by LSA (2025).

¹ The time-of-day factors are referenced from the Urban Land Institute's *Shared Parking*, 3rd Edition (2020).

Table N: Future Weekend Time-of-Day Parking Demand

Brea Plaza Shopping Center Shared Parking Requirements																			
Time-of-Day Factors ¹		6:00 AM	7:00 AM	8:00 AM	9:00 AM	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	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Residential	Guest		20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%
	Resident	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%
Shopping Center	Customer	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%
Fine/Casual Dining	Customer					0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%
	Employee		20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%
Time-of-Day Parking Demand	Peak Parking Required																		
Existing Retail/Commercial	-	-	-	-	-	333	443	500	575	506	477	461	460	477	434	372	272	138	-
Apartment Resident	181	181	172	159	145	136	127	123	118	118	123	129	134	139	145	150	156	161	167
Apartment Guest	12	0	2	2	2	2	2	2	2	2	2	2	5	7	12	12	12	12	10
Retail/Commercial	30	1	2	10	17	22	27	29	30	30	29	28	25	23	22	20	16	10	3
Casual Restaurant	(16)	0	0	(1)	(1)	(2)	(4)	(9)	(9)	(8)	(8)	(8)	(11)	(15)	(15)	(16)	(15)	(15)	(14)
New Patio	7	0	0	0	1	1	2	4	4	3	3	3	5	6	7	7	6	6	6
Total Demand		-	-	-	-	492	597	649	720	651	626	615	618	637	605	545	447	312	-
Total Supply		789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789
Parking Surplus		-	-	-	-	297	192	140	69	138	163	174	171	152	184	244	342	477	-

Source: Compiled by LSA (2025).

¹ The time-of-day factors are referenced from the Urban Land Institute's *Shared Parking*, 3rd Edition (2020).

Table O: Future December Weekday Time-of-Day Parking Demand

Brea Plaza Shopping Center Shared Parking Demand																			
Time-of-Day Factors ¹		6:00 AM	7:00 AM	8:00 AM	9:00 AM	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	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Residential	Guest		10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%
	Resident	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%
Shopping Center	Customer	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%
	Employee	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%
Fine/Casual Dining	Customer					15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%
	Employee		20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%
Time-of-Day Parking Demand	Peak Parking Required																		
Existing Retail/Commercial	-	-	-	-	-	261	363	504	569	518	461	406	420	482	470	399	233	139	-
Apartment Resident	181	172	145	121	100	91	81	72	72	72	72	81	91	109	127	145	154	172	176
Apartment Guest	12	0	1	2	2	2	2	2	2	2	2	2	5	7	12	12	12	12	10
New Retail/Commercial	35	1	2	6	13	22	28	35	35	34	31	31	31	33	30	25	17	7	3
New Casual Restaurant	(19)	0	(1)	(1)	(2)	(5)	(9)	(15)	(15)	(13)	(9)	(10)	(15)	(18)	(19)	(19)	(19)	(18)	(14)
Total Demand		-	-	-	-	371	465	598	663	613	557	510	532	613	620	562	397	312	-
Total Supply		789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789
Parking Surplus		-	-	-	-	418	324	191	126	176	232	279	257	176	169	227	392	477	-

Source: Compiled by LSA (2025).

¹ The time-of-day factors are referenced from the Urban Land Institute's *Shared Parking*, 3rd Edition (2020).

Table P: Future December Weekend Time-of-Day Parking Demand

Brea Plaza Shopping Center Shared Parking Requirements																			
Time-of-Day Factors ¹		6:00 AM	7:00 AM	8:00 AM	9:00 AM	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	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Residential	Guest		20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%
	Resident	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%
Shopping Center	Customer	1%	5%	10%	35%	60%	85%	100%	100%	100%	100%	90%	80%	65%	60%	55%	50%	35%	15%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%
Fine/Casual Dining	Customer					0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%
	Employee		20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%
Time-of-Day Parking Demand	Peak Parking Required																		
Existing Retail/Commercial	-	-	-	-	-	401	461	557	624	646	577	533	552	543	530	454	272	162	-
Apartment Resident	181	181	172	159	145	136	127	123	118	118	123	129	134	139	145	150	156	161	167
Apartment Guest	12	0	2	2	2	2	2	2	2	2	2	2	5	7	12	12	12	12	10
Retail/Commercial	34	1	2	10	17	22	27	29	30	30	27	28	25	23	22	20	16	10	3
Casual Restaurant	(18)	0	0	(1)	(1)	(2)	(4)	(9)	(9)	(8)	(8)	(8)	(11)	(15)	(15)	(16)	(15)	(15)	(14)
Total Demand		-	-	-	-	559	613	702	765	788	721	684	705	697	694	620	441	330	-
Total Supply		789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789	789
Parking Surplus		-	-	-	-	230	176	87	24	1	68	105	84	92	95	169	348	459	-

Source: Compiled by LSA (2025).

¹ The time-of-day factors are referenced from the Urban Land Institute's *Shared Parking*, 3rd Edition (2020).

PARKING DEMAND MANAGEMENT STRATEGIES

The sections above demonstrate that the proposed project's parking supply can satisfy the anticipated parking demand of existing and future land uses even though the parking supply is less than the BMC parking ratio. Limiting parking supply in this manner is consistent with regional planning efforts. For example, Connect SoCal, the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) of the Southern California Association of Governments (SCAG), lists “identify ways to ‘right size’ parking requirements and promote alternative parking strategies” as a strategy for sustainable development.⁶

On-street parking is not permitted adjacent to the project site. Single-family residential streets with on-street parking are not convenient to the project site, which allows for the benefits of reduced parking supply without shifting the burden to residential streets.

Limiting parking has benefits to reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. Mitigation Measure MM-GHG-1 (e) of the RTP/SCS identifies limiting parking supply as a method to encourage alternative transportation modes. In the California Air Pollution Control Officers Association (CAPCOA) publication *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA manual), strategy PDT-1 identifies a potential VMT and GHG reduction of between 5 and 12.5 percent when reducing parking supply.⁷

The SCAG RTP/SCS mitigation goes further and names unbundling parking costs as a parking management strategy that is particularly effective at reducing travel demand. For an apartment development, unbundling parking would mean charging a base rent for an apartment and an additional à la carte cost per vehicle parking permit. The CAPCOA manual strategy PDT-2 identifies a potential additional VMT reduction of between 2.6 and 13 percent for unbundling parking costs. Allowing unbundled parking costs works to reduce VMT because it reduces parking demand. For example, “Allow for Parking Pricing/Unbundling/Cash-out Requirements” is Step 5 in Richard Wilson’s book, *Parking Reform Made Easy*.⁸ Unbundling parking not only reduces VMT and GHG but also is fairer to apartment residents.

While the project is not proposing full unbundling of parking costs, the project’s strategies to manage parking demand have a similar effect. *Parking Reform Made Easy* discusses the effects of reserved versus unreserved parking on parking circulation and the ability to internally share parking spaces.⁹ This source points out that a reserved space effectively represents parking demand even when vacant. With fewer assigned parking spaces, the opportunity is greater to internally share parking resources. *Parking Reform Made Easy* estimates that not reserving residential parking

⁶ Southern California Association of Governments (SCAG). 2020. *Connect SoCal: The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*. Page 49. Website: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176 (accessed March 8, 2021).

⁷ California Air Pollution Control Officers Association (CAPCOA). 2010. *Quantifying Greenhouse Gas Mitigation Measures*.

⁸ Wilson, Richard. 2013. *Parking Reform Made Easy*. Washington, D.C.: Island Press.

⁹ Ibid., page 105.

spaces can reduce the number of spaces needed by 10 to 20 percent.¹⁰ This strategy is supportive of the parking demand calculations presented above. No additional reduction in parking demand has been applied in this analysis because of this strategy.

The proposed project's strategy of reducing parking supply through maximizing the shared parking pool aligns with regional goals to support sustainable development and reduce VMT and GHG. Maximizing the shared parking pool includes not providing a sequestered parking area for the residential development. Keeping these spaces unreserved provides flexibility to the development and the residents to consider transportation alternatives. Among these alternatives are pedestrian connectivity within the shopping center. The shopping center is also connected by sidewalks and bicycle lanes to the bus network. In the recent past, the Orange County Transportation Authority (OCTA) operated a bus route along Associated Road. This route may be operated again in the future. Currently, the closest routes to the project site operate along Birch Street (Route 129), State College Boulevard (Route 57), and Kraemer Boulevard (Route 129).

PARKING MANGEMENT PLAN

As stated previously, based on parking survey data of similar residential developments, it is anticipated that 193 residential vehicles will be parked during the peak overnight period. These residential vehicles would be located in a shared parking arrangement throughout the shopping center parking lots. Figure 1 in Attachment A illustrates the locations of the various types of off-street parking spaces that will be shared among commercial and residential vehicles. Surveyed parking demand for the shopping center and ULI shared parking methodology indicate that sufficient parking supply will be provided to satisfy combined commercial and residential parking demand throughout the day.

Parking Control

No access control to the parking structure is currently being proposed. Given the shopping center's experience with few shopping center patrons desiring to park in the northwest portion of the lot, it is anticipated that the majority of the 95-space parking structure and adjacent surface parking spaces would still be occupied by resident vehicles. Additional resident vehicles would occupy available parking spaces throughout the shopping center.

Only residential vehicles would be permitted to park within the shopping center overnight. The leasing office will issue parking permits to registered resident vehicles that will be required to be displayed. Vehicles not displaying an overnight parking permit will be subject to removal to ensure that the shopping center parking spaces are not used for illegal vehicle storage.

Valet Parking

The proposed project includes a valet stand adjacent to Building K with space for three vehicles to stack outside of the drive aisle. The valet service would serve as a convenience for the patrons of the new restaurant within Building K and any shopping center patrons wanting to take advantage of the convenience. At this time, it is anticipated that valet attendants would park patron vehicles within available striped parking spaces throughout the shopping center. It is not anticipated that valet

¹⁰ Wilson, Richard. 2013. *Parking Reform Made Easy*. Washington, D.C.: Island Press.

vehicles would be stacked in a configuration blocking other parking spaces. Should a designated valet parking area with stacking be used during periods of higher-than-average parking demand, this would be located between Building L and Building M to ensure that stacked vehicles are not located within a fire lane.

Violation Management

The Brea Plaza Shopping Center uses a private on-site security service that would remain in place after completion of the proposed project. On-site security monitors the parking lot after the end of the operating day to prevent overnight parking by vehicles not associated with the shopping center. These duties would be similar upon completion of the proposed project; however, security staff would check parked vehicles for a residential overnight parking permit. Vehicles not displaying a residential parking permit would receive a warning placed on a vehicle or adhered to one of the vehicle's windows. Security staff will notate license plate numbers, and a list of violations will regularly be shared with residential management to check against vehicles registered to tenants. Vehicles repeatedly receiving warnings for violation of residential parking rules would be subject to towing at the vehicle owner's expense. Vehicles not displaying license plates and vehicles parked outside of striped parking spaces would be subject to immediate towing at the vehicle owner's expense.

Additional Documentation

It is anticipated that the City will require a stand-alone parking management plan as a condition of project approval. That parking management plan could be amended based on the operational experience of the project to ensure parking supply continues to meet total parking demand throughout the day. Any changes to access control or valet parking plans would be documented in this parking management plan.

CONCLUSION

This analysis considered the potential effects to parking demand and supply for the proposed project at the Brea Plaza Shopping Center. The proposed project would demolish a portion of the surface parking spaces in the northwest corner of the project site and construct residential dwelling units above two levels of a new parking structure. Simultaneously the shopping center is reducing the size of an existing restaurant pad building from 7,500 sf to 5,000 sf and adding a 1,010 sf outside patio. Of the 120 proposed residential units, 6 would be affordable housing and 114 would be traditional market-rate apartments.

With the proposed project, the BMC parking requirement would increase to 1,115 (873 commercial and 242 residential). With the State Density Bonus residential parking maximum, the parking requirement is 1,019 parking spaces. A total parking supply of 789 spaces would be provided upon completion of the proposed project. However, when considering the effects of shared parking, peak parking demand is anticipated to be 578 on a typical weekday, 720 on a typical weekend, 663 on a December weekday, and 788 on a December weekend. This peak parking demand could be accommodated within the on-site parking supply and only comes close to the parking supply for a brief period on weekends during peak December conditions. The State density bonus residential parking requirement was not used to determine this operational parking demand.

Parking demand management strategies of the proposed project include providing residential parking in unreserved parking spaces. This parking demand management strategy is included in the SCAG RTP/SCS and has the potential to reduce VMT and GHG emissions in addition to moderating parking demand. LSA appreciates the opportunity to provide its services. If you have any questions, please call me at (949) 553-0666.

Sincerely,

LSA Associates, Inc.

Arthur Black
Principal Transportation Planner

Attachments: A: Figure 1, Site Plan
B: Brea Plaza Parking Demand Survey Data
C: Residential Parking Demand Survey Data

ATTACHMENT A

FIGURE 1: SITE PLAN

PARKING TABLE			
Structured Parking			
1st Floor	53		
2nd Floor	42	95	
Surface Parking	671	671	
Drive Thru Stacking			
CFA	15		
Panera	8	23	
TOTAL PARKING		789	

PROPOSED PARKING COUNTS

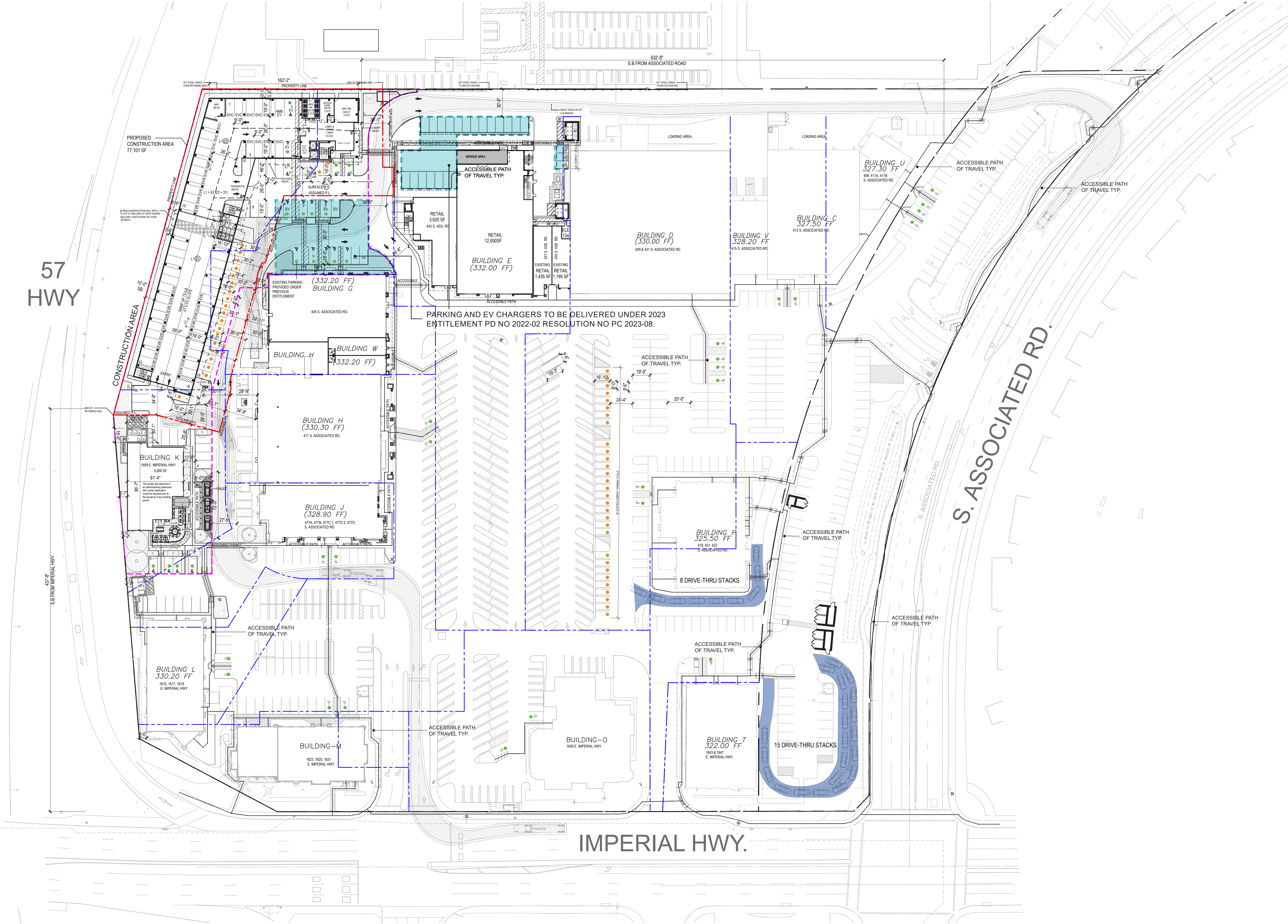
STANDARD	668
COMPACT	57
ADA	41
TOTAL	766

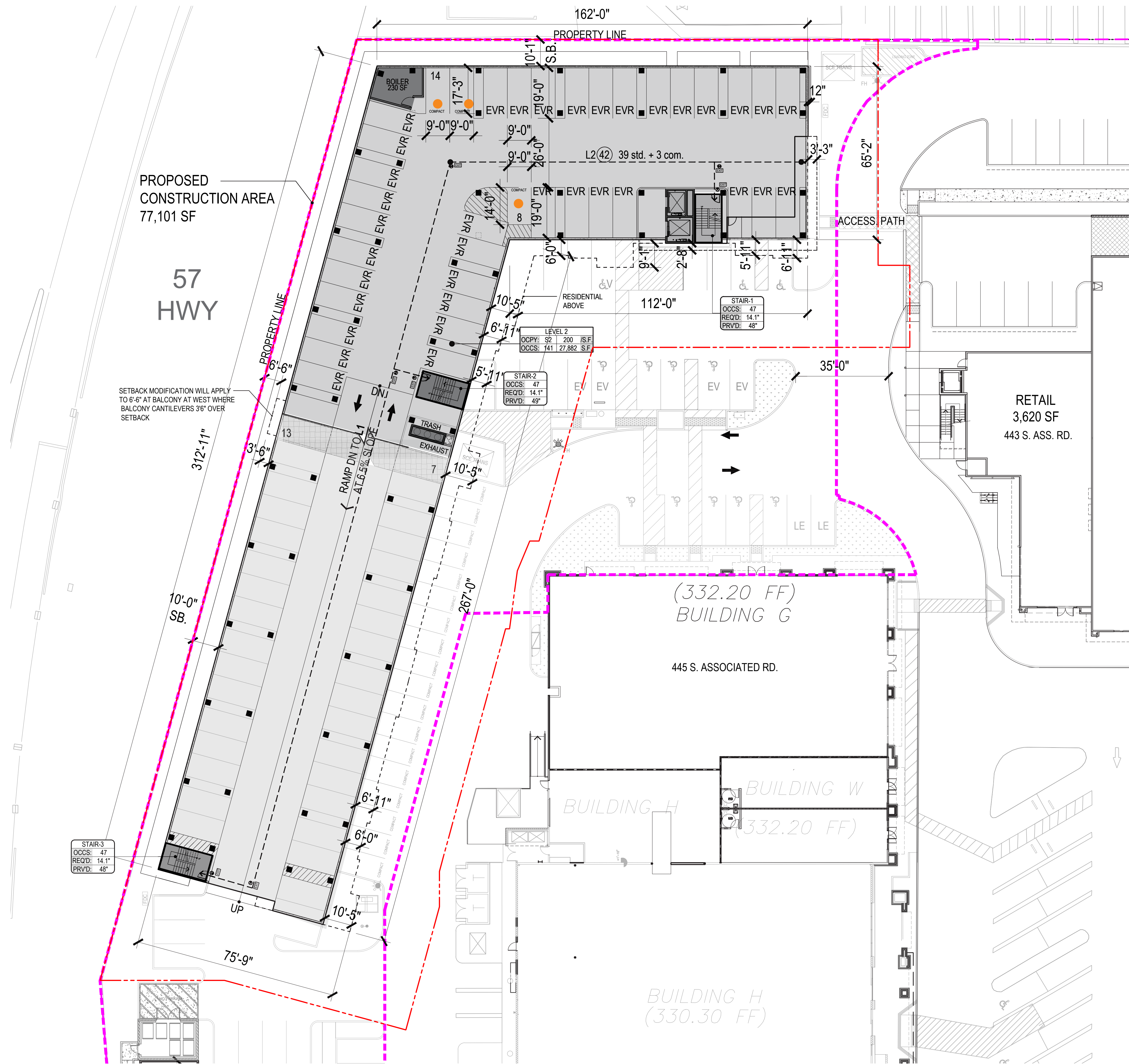
QUEUING	23
TOTAL	789

*Prior to the issuance of a Certificate of Occupancy the building shall be provided with an emergency radio communication enhancement system that complies with the City of Brea, Guideline for Emergency Radio Responder Coverage. Plans for the emergency radio communication enhancement system shall be submitted to the Brea Fire Department for review and approval prior to installation.

**All parking spaces would be comply with BCC 20.08.040.C.2.
Compact Stalls shall be 8'x16' min.

- EXISTING LOT LINES
- PROPOSED CONSTRUCTION AREA
- PROPOSED PROPERTY LOT LINES
- COMPACT STALLS
- ADA STALLS
- DRIVE THROUGH STACKING





- EXISTING LOT LINES
- PROPOSED CONSTRUCTION AREA
- PROPOSED PROPERTY LOT LINES
- COMPACT STALLS



ATTACHMENT B

BREA PLAZA PARKING DEMAND SURVEY DATA



Brea
Brea Plaza
1639 E Imperial Hwy, Brea, CA 92821

Thursday, August 18th, 2022

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 1	Regular	92	62	72	71	68	64	62	49	51	41	35	32	24	12
	Compact	23	0	8	9	11	11	9	8	8	9	10	11	9	4
	Handicap	6	0	1	2	2	1	2	2	1	2	2	0	0	0
	Loading	2	0	1	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	123	62	82	82	81	76	73	59	60	52	47	43	33	16

Total Occupancy	123	62	82	82	81	76	73	59	60	52	47	43	33	16
Total Percent		50%	67%	67%	66%	62%	59%	48%	49%	42%	38%	35%	27%	13%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 2	Regular	71	23	45	72	70	65	55	47	56	67	68	57	34	9
	Handicap	7	0	0	0	0	2	2	3	1	2	0	2	0	0
	20 Min.	11	7	8	10	7	5	7	5	6	8	9	5	2	0
	Fed Ex. Only	2	0	2	1	2	1	1	1	0	0	2	1	1	0
	Jared Only	2	0	1	0	1	0	0	0	1	1	1	1	0	0
	Take Out	6	0	2	1	0	0	0	1	1	1	2	4	1	1
	Subtotal	99	30	58	84	80	73	65	57	65	79	82	70	38	10

Total Occupancy	99	30	58	84	80	73	65	57	65	79	82	70	38	10
Total Percent		30%	59%	85%	81%	74%	66%	58%	66%	80%	83%	71%	38%	10%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 3	Regular	172	73	81	113	109	93	90	100	89	105	96	69	42	17
	Compact	30	12	16	21	19	18	12	13	14	12	16	13	7	0
	Handicap	2	2	1	0	2	2	0	1	1	0	0	0	1	0
	20 Min.	8	7	6	8	8	8	8	8	5	8	7	8	6	2
	Pick Up	4	2	1	2	1	3	4	2	2	2	3	1	0	0
	Subtotal	216	96	105	144	139	124	114	124	111	127	122	91	56	19

Total Occupancy	216	96	105	144	139	124	114	124	111	127	122	91	56	19
Total Percent		44%	49%	67%	64%	57%	53%	57%	51%	59%	56%	42%	26%	9%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 4	Regular	64	18	23	32	41	30	23	21	26	38	47	44	16	7
	Handicap	3	1	2	2	3	1	0	1	2	2	2	1	1	0
	Take Out	4	0	0	0	0	0	0	0	1	0	0	2	0	0
	Chick-Fil-A Delivery	2	2	2	2	2	1	2	1	2	2	2	2	2	2
	Subtotal	73	21	27	36	46	32	25	23	31	42	51	49	19	9

Total Occupancy	73	21	27	36	46	32	25	23	31	42	51	49	19	9
Total Percent		29%	37%	49%	63%	44%	34%	32%	42%	58%	70%	67%	26%	12%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 5	Regular	135	63	69	98	103	87	73	76	68	83	65	63	40	29
	Handicap	9	2	1	3	2	5	1	0	1	2	0	1	0	0
	20 Min.	4	0	1	2	2	3	1	1	1	1	1	2	1	0
	Pick Up	5	1	2	1	1	3	0	1	0	1	2	1	0	0
	Subtotal	153	66	73	104	108	96	75	78	70	87	68	67	41	29

Total Occupancy	153	66	73	104	108	96	75	78	70	87	68	67	41	29
Total Percent		43%	48%	68%	71%	63%	49%	51%	46%	57%	44%	44%	27%	19%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 6	Regular	38	8	14	11	17	13	13	13	13	16	14	4	1	0
	Handicap	4	0	0	0	1	0	0	0	0	0	0	0	0	0
	20 Min.	2	0	2	1	2	1	0	1	1	1	1	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unmarked	9	5	6	7	8	9	8	5	4	2	2	2	1	1
	Subtotal	55	13	22	19	28	23	21	19	18	19	17	6	2	1

Total Occupancy	55	13	22	19	28	23	21	19	18	19	17	6	2	1
Total Percent		24%	40%	35%	51%	42%	38%	35%	33%	35%	31%	11%	4%	2%

Brea
Brea Plaza
1639 E Imperial Hwy, Brea, CA 92821

Saturday, August 20th, 2022

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 1	Regular	92	70	70	79	80	79	66	51	58	54	43	44	30	19
	Compact	23	8	9	10	11	13	13	13	17	18	17	13	11	6
	Handicap	6	2	6	5	1	1	2	2	1	0	0	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	123	80	85	94	92	93	81	66	76	72	60	57	41	25

Total Occupancy	123	80	85	94	92	93	81	66	76	72	60	57	41	25
Total Percent		65%	69%	76%	75%	76%	66%	54%	62%	59%	49%	46%	33%	20%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 2	Regular	71	36	47	58	67	60	48	57	54	64	58	62	45	15
	Handicap	7	1	2	1	4	3	2	2	3	1	2	3	1	0
	20 Min.	11	5	7	7	10	4	7	7	8	9	7	9	6	1
	Fed Ex. Only	2	1	1	1	0	0	2	1	0	0	0	1	1	0
	Jared Only	2	0	1	1	1	0	1	1	1	0	0	1	0	0
	Take Out	6	0	1	1	1	2	0	4	1	2	2	3	2	1
	Subtotal	99	43	59	69	83	69	60	72	67	76	69	79	55	17

Total Occupancy	99	43	59	69	83	69	60	72	67	76	69	79	55	17
Total Percent		43%	60%	70%	84%	70%	61%	73%	68%	77%	70%	80%	56%	17%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 3	Regular	172	87	120	128	148	131	122	139	124	141	123	101	72	39
	Compact	30	12	14	19	22	22	22	18	19	16	19	9	6	3
	Handicap	2	0	1	1	2	2	2	0	0	1	1	0	0	0
	20 Min.	8	5	6	8	8	8	8	8	7	8	8	7	7	0
	Pick Up	4	2	3	4	3	2	4	4	2	1	4	3	0	1
	Subtotal	216	106	144	160	183	165	158	169	152	167	155	120	85	43

Total Occupancy	216	106	144	160	183	165	158	169	152	167	155	120	85	43
Total Percent		49%	67%	74%	85%	76%	73%	78%	70%	77%	72%	56%	39%	20%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 4	Regular	64	14	23	40	58	48	48	51	53	52	47	49	37	21
	Handicap	3	0	0	1	2	2	1	1	3	2	2	1	2	1
	Take Out	4	0	0	0	0	0	1	1	1	4	1	1	1	0
	Chick-Fil-A Delivery	2	2	2	1	2	2	1	2	2	2	2	2	2	2
	Subtotal	73	16	25	42	62	52	51	55	59	60	52	53	42	24

Total Occupancy	73	16	25	42	62	52	51	55	59	60	52	53	42	24
Total Percent		22%	34%	58%	85%	71%	70%	75%	81%	82%	71%	73%	58%	33%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 5	Regular	135	63	93	93	116	95	95	83	85	86	87	55	41	27
	Handicap	9	1	0	4	6	2	3	0	2	4	0	1	0	0
	20 Min.	4	1	0	0	4	1	2	0	1	0	2	0	0	0
	Pick Up	5	0	0	1	1	4	2	0	1	2	0	0	2	1
	Subtotal	153	65	93	98	127	102	102	83	89	92	89	56	43	28

Total Occupancy	153	65	93	98	127	102	102	83	89	92	89	56	43	28
Total Percent		42%	61%	64%	83%	67%	67%	54%	58%	60%	58%	37%	28%	18%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 6	Regular	38	15	29	29	20	18	18	14	15	9	9	7	6	1
	Handicap	4	0	0	1	1	0	1	0	1	0	0	0	0	0
	20 Min.	2	2	2	1	1	1	1	1	1	1	0	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unmarked	9	6	6	6	6	6	5	1	0	0	0	0	0	0
	Subtotal	55	23	37	37	28	25	25	16	17	10	9	7	6	1

Total Occupancy	55	23	37	37	28	25	25	16	17	10	9	7	6	1
Total Percent		42%	67%	67%	51%	45%	45%	29%	31%	18%	16%	13%	11%	2%

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Thursday, December 14, 2023

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 1	Regular	104	29	40	60	81	62	57	51	47	46	63	64	30	13
	Compact	37	10	12	19	26	21	17	16	15	15	20	19	10	6
	Handicap	6	1	1	3	1	2	2	1	1	1	0	0	0	0
	Loading	2	1	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	149	41	53	82	108	85	76	68	63	62	83	83	40	19

Total Occupancy	149	41	53	82	108	85	76	68	63	62	83	83	40	19
Total Percent		28%	36%	55%	72%	57%	51%	46%	42%	42%	56%	56%	27%	13%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 2	Regular	71	33	42	70	69	67	52	53	52	75	68	67	37	18
	Handicap	7	0	0	1	1	4	3	0	2	2	3	2	1	2
	20 Min.	11	4	7	7	9	7	6	4	7	9	8	10	4	1
	Fed Ex. Only	2	2	2	2	2	1	1	2	2	1	2	2	0	0
	Jared Only	2	0	0	2	0	0	1	0	0	0	2	2	1	0
	Take Out	6	0	1	2	2	2	1	3	4	5	3	4	4	3
	Subtotal	99	39	52	84	83	81	64	62	67	92	86	87	47	24

Total Occupancy	99	39	52	84	83	81	64	62	67	92	86	87	47	24
Total Percent		39%	53%	85%	84%	82%	65%	63%	68%	93%	87%	88%	47%	24%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 3	Regular	172	72	109	137	149	155	142	130	136	141	127	97	66	40
	Compact	30	4	10	17	20	19	17	15	16	18	20	14	12	4
	Handicap	2	0	1	1	2	2	1	2	1	0	1	1	0	0
	20 Min.	8	7	7	7	8	7	6	5	5	7	6	6	7	5
	Pick Up	4	1	3	2	4	3	2	2	3	2	3	3	0	0
	Subtotal	216	84	130	164	183	186	168	154	161	168	157	121	85	49

Total Occupancy	216	84	130	164	183	186	168	154	161	168	157	121	85	49
Total Percent		39%	60%	76%	85%	86%	78%	71%	75%	78%	73%	56%	39%	23%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 4	Regular	49	6	13	45	48	34	28	19	27	46	48	37	16	11
	Handicap	3	0	1	2	3	2	2	1	1	2	0	0	0	0
	Take Out	4	0	0	1	3	0	0	0	2	1	2	4	1	0
	Chick-Fil-A Delivery	17	10	10	11	10	11	12	6	9	13	9	5	6	4
	Subtotal	73	16	24	59	64	47	42	26	39	62	59	46	23	15

Total Occupancy	73	16	24	59	64	47	42	26	39	62	59	46	23	15
Total Percent		22%	33%	81%	88%	64%	58%	36%	53%	85%	81%	63%	32%	21%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 5	Regular	136	66	77	85	102	92	84	71	72	79	70	59	37	32
	Handicap	9	0	0	2	1	0	2	1	1	1	2	0	0	0
	20 Min.	4	1	2	1	2	2	1	1	1	1	2	0	1	0
	Pick Up	4	0	1	2	2	0	1	2	0	0	3	2	0	0
	Subtotal	153	67	80	90	107	94	88	75	74	81	77	61	38	32

Total Occupancy	153	67	80	90	107	94	88	75	74	81	77	61	38	32
Total Percent		44%	52%	59%	70%	61%	58%	49%	48%	53%	50%	40%	25%	21%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 6	Regular	38	9	17	19	18	17	14	14	11	12	7	1	0	0
	Handicap	4	0	0	0	0	0	1	0	0	0	0	0	0	0
	20 Min.	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unmarked	9	5	7	6	6	8	8	7	5	5	1	0	0	0
	Subtotal	55	14	24	25	24	25	23	21	16	17	8	1	0	0

Total Occupancy	55	14	24	25	24	25	23	21	16	17	8	1	0	0
Total Percent		25%	44%	45%	44%	45%	42%	38%	29%	31%	15%	2%	0%	0%

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Saturday, December 16, 2023

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 1	Regular	104	57	62	70	79	92	88	69	69	68	62	49	26	20
	Compact	37	16	14	24	26	30	23	24	23	21	20	16	8	7
	Handicap	6	2	1	3	1	2	0	0	0	0	0	0	0	0
	Loading	2	0	0	1	0	0	0	0	0	0	0	0	0	0
	Subtotal	149	75	77	98	106	124	111	93	92	89	82	65	34	27

Total Occupancy	149	75	77	98	106	124	111	93	92	89	82	65	34	27
Total Percent		50%	52%	66%	71%	83%	74%	62%	62%	60%	55%	44%	23%	18%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 2	Regular	71	47	55	68	71	70	66	65	68	69	71	67	41	11
	Handicap	7	0	1	3	4	2	4	3	4	7	3	3	4	1
	20 Min.	11	4	5	7	10	11	9	9	8	11	9	10	3	3
	Fed Ex. Only	2	0	2	2	2	2	0	2	1	1	2	1	0	0
	Jared Only	2	0	1	0	2	2	1	2	1	2	2	0	0	0
	Take Out	6	0	0	0	2	2	1	5	5	5	4	5	3	0
	Subtotal	99	51	64	80	91	89	81	86	87	95	95	86	51	15

Total Occupancy	99	51	64	80	91	89	81	86	87	95	95	86	51	15
Total Percent		52%	65%	81%	92%	90%	82%	87%	88%	96%	96%	87%	52%	15%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 3	Regular	172	121	137	158	169	167	164	148	154	157	162	132	92	62
	Compact	30	9	15	20	28	29	24	12	23	16	20	20	8	3
	Handicap	2	2	2	0	2	2	0	2	2	2	1	1	1	0
	20 Min.	8	5	6	8	8	8	8	8	8	8	8	8	2	0
	Pick Up	4	2	2	3	4	4	3	3	3	3	4	4	0	1
	Subtotal	216	139	162	189	211	210	199	173	190	186	195	165	103	66

Total Occupancy	216	139	162	189	211	210	199	173	190	186	195	165	103	66
Total Percent		64%	75%	88%	98%	97%	92%	80%	88%	86%	90%	76%	48%	31%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 4	Regular	49	18	20	38	48	50	37	44	47	48	49	44	34	23
	Handicap	3	0	0	2	2	3	1	2	2	2	3	2	2	1
	Take Out	4	0	0	0	1	2	2	3	4	4	3	3	1	0
	Chick-Fil-A Delivery	17	13	13	13	10	14	9	11	9	9	9	9	4	4
	Subtotal	73	31	33	53	61	69	49	60	62	63	64	58	41	28

Total Occupancy	73	31	33	53	61	69	49	60	62	63	64	58	41	28
Total Percent		42%	45%	73%	84%	95%	67%	82%	85%	86%	88%	79%	56%	38%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 5	Regular	136	82	90	103	117	118	110	100	97	93	79	69	38	25
	Handicap	9	1	9	4	4	4	3	2	6	2	4	2	2	0
	20 Min.	4	2	0	1	4	4	4	3	3	2	2	1	0	0
	Pick Up	4	0	1	1	1	1	1	1	2	2	2	2	1	0
	Subtotal	153	85	100	109	126	127	118	106	108	99	87	74	41	25

Total Occupancy	153	85	100	109	126	127	118	106	108	99	87	74	41	25
Total Percent		56%	65%	71%	82%	83%	77%	69%	71%	65%	57%	48%	27%	16%

		Inventory	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	8:00 PM	9:00 PM	10:00 PM
Zone 6	Regular	38	17	18	23	27	21	16	13	12	10	6	5	2	1
	Handicap	4	0	1	0	0	0	0	1	0	0	0	0	0	0
	20 Min.	2	0	2	1	0	0	0	0	0	0	0	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unmarked	9	3	4	4	2	6	3	1	1	1	1	1	0	0
	Subtotal	55	20	25	28	29	27	19	15	13	11	7	6	2	1

Total Occupancy	55	20	25	28	29	27	19	15	13	11	7	6	2	1
Total Percent		36%	45%	51%	53%	49%	35%	27%	24%	20%	13%	11%	4%	2%

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Sunday, April 28, 2024

Zone 1		Inventory	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	8:00 PM	9:00 PM	10:00 PM
	Regular	101	27	36	38	41	46	58	49	59	36	38	41	18	15
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	105	27	36	38	41	46	58	49	59	36	38	41	18	15
Total Occupancy		105	27	36	38	41	46	58	49	59	36	38	41	18	15
Total Percent			26%	34%	36%	39%	44%	55%	47%	56%	34%	36%	39%	17%	14%

Zone 2		Inventory	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	8:00 PM	9:00 PM	10:00 PM
	Regular	70	26	47	69	70	70	62	65	62	68	59	59	34	12
	Handicap	5	0	1	0	5	3	0	2	3	2	3	2	1	0
	20 Min.	8	4	4	4	7	5	6	7	5	5	2	3	4	1
	Fed Ex. Only	2	0	1	2	2	2	1	2	1	1	1	0	0	0
	Jared Only	2	0	2	2	2	0	1	0	1	0	1	1	0	0
	Take Out	5	0	0	0	5	2	1	5	5	4	4	2	2	1
	Subtotal	92	30	55	77	91	82	71	81	77	80	70	67	41	14
Total Occupancy		92	30	55	77	91	82	71	81	77	80	70	67	41	14
Total Percent			33%	60%	84%	99%	89%	77%	88%	84%	87%	76%	73%	45%	15%

Zone 3		Inventory	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	8:00 PM	9:00 PM	10:00 PM
	Regular	172	60	74	90	125	135	110	102	100	112	95	60	37	28
	Compact	30	7	6	13	19	24	21	20	12	15	16	12	4	3
	Handicap	2	0	2	1	1	0	2	1	0	1	0	0	0	0
	20 Min.	8	5	8	6	8	4	7	5	6	5	7	6	0	3
	Pick Up	4	2	4	3	4	2	4	2	2	1	1	0	0	0
	Subtotal	216	74	94	113	157	165	144	130	120	134	119	78	41	34
Total Occupancy		216	74	94	113	157	165	144	130	120	134	119	78	41	34
Total Percent			34%	44%	52%	73%	76%	67%	60%	56%	62%	55%	36%	19%	16%

Zone 4		Inventory	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	8:00 PM	9:00 PM	10:00 PM
	Regular	49	1	7	36	40	32	32	39	48	49	40	28	15	8
	Handicap	3	0	1	0	1	2	0	2	2	2	2	1	0	0
	Take Out	4	0	0	1	3	4	1	2	2	1	1	0	0	0
	Chick-Fil-A Delivery	17	3	3	3	3	3	3	3	3	3	2	2	4	2
	Subtotal	73	4	11	40	47	41	36	46	55	55	45	31	19	10
Total Occupancy		73	4	11	40	47	41	36	46	55	55	45	31	19	10
Total Percent			5%	15%	55%	64%	56%	49%	63%	75%	75%	62%	42%	26%	14%

Zone 5		Inventory	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	8:00 PM	9:00 PM	10:00 PM
	Regular	136	30	32	51	82	92	79	73	69	68	43	32	26	10
	Handicap	9	1	0	0	2	2	3	2	2	3	3	1	0	0
	20 Min.	4	0	0	0	0	0	1	0	0	0	0	0	0	0
	Pick Up	4	1	1	0	0	1	0	0	1	1	0	0	1	1
	Subtotal	153	32	33	51	84	95	84	75	72	72	46	33	27	11
Total Occupancy		153	32	33	51	84	95	84	75	72	72	46	33	27	11
Total Percent			21%	22%	33%	55%	62%	55%	49%	47%	47%	30%	22%	18%	7%

Zone 6		Inventory	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	8:00 PM	9:00 PM	10:00 PM
	Regular	36	5	18	26	22	26	24	27	18	6	6	4	0	0
	Handicap	4	0	1	1	0	0	2	0	0	0	0	0	0	0
	20 Min.	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unmarked	9	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	53	5	19	27	22	26	26	27	18	6	6	4	0	0
Total Occupancy		53	5	19	27	22	26	26	27	18	6	6	4	0	0
Total Percent			9%	36%	51%	42%	49%	49%	51%	34%	11%	11%	8%	0%	0%

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Tuesday, April 30, 2024

Zone 1		Inventory	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	8:00 PM	9:00 PM	10:00 PM
	Regular	101	30	39	40	49	41	42	35	46	48	40	37	28	14
	Handicap	2	0	0	1	2	2	1	0	1	0	0	0	0	0
	Loading	2	0	1	2	0	0	0	0	0	0	1	0	0	0
	Subtotal	105	30	40	43	51	43	43	35	47	48	41	37	28	14
Total Occupancy		105	30	40	43	51	43	43	35	47	48	41	37	28	14
Total Percent			29%	38%	41%	49%	41%	41%	33%	45%	46%	39%	35%	27%	13%

Zone 2		Inventory	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	8:00 PM	9:00 PM	10:00 PM
	Regular	70	23	34	48	58	43	47	50	47	58	64	54	36	9
	Handicap	5	1	1	2	1	3	2	0	2	2	2	2	1	0
	20 Min.	8	4	7	4	4	7	4	9	5	6	7	6	4	1
	Fed Ex. Only	2	0	2	2	0	1	1	2	2	1	2	1	0	0
	Jared Only	2	0	2	0	0	0	1	0	0	2	2	0	0	0
	Take Out	5	0	0	1	2	0	1	2	3	3	2	3	1	1
	Subtotal	92	28	46	57	65	54	56	63	59	72	79	66	42	11
Total Occupancy		92	28	46	57	65	54	56	63	59	72	79	66	42	11
Total Percent			30%	50%	62%	71%	59%	61%	68%	64%	78%	86%	72%	46%	12%

Zone 3		Inventory	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	8:00 PM	9:00 PM	10:00 PM
	Regular	172	61	74	80	100	83	76	79	65	66	67	52	44	23
	Compact	30	9	10	15	25	14	11	11	6	13	9	10	7	4
	Handicap	2	0	0	1	0	0	0	1	0	0	0	0	0	0
	20 Min.	8	4	6	6	8	5	7	5	5	5	6	5	4	1
	Pick Up	4	0	0	0	3	1	0	0	1	1	1	1	1	0
	Subtotal	216	74	90	102	136	103	94	96	77	85	83	68	56	28
Total Occupancy		216	74	90	102	136	103	94	96	77	85	83	68	56	28
Total Percent			34%	42%	47%	63%	48%	44%	44%	36%	39%	38%	31%	26%	13%

Zone 4		Inventory	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	8:00 PM	9:00 PM	10:00 PM
	Regular	49	8	9	19	16	10	14	22	27	32	35	32	15	6
	Handicap	3	0	1	0	1	1	1	2	2	2	2	2	2	1
	Take Out	4	0	0	1	0	0	0	0	0	0	3	0	1	0
	Chick-Fil-A Delivery	17	17	9	11	13	15	10	12	15	7	9	7	5	4
	Subtotal	73	25	19	31	30	26	25	36	44	41	49	41	23	11
Total Occupancy		73	25	19	31	30	26	25	36	44	41	49	41	23	11
Total Percent			34%	26%	42%	41%	36%	34%	49%	60%	56%	67%	56%	32%	15%

Zone 5		Inventory	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	8:00 PM	9:00 PM	10:00 PM
	Regular	136	54	70	81	100	89	72	76	73	78	65	66	30	23
	Handicap	9	1	4	4	4	4	4	1	1	2	1	0	0	0
	20 Min.	4	1	1	1	2	0	0	0	1	1	2	2	0	0
	Pick Up	4	0	0	0	1	1	4	3	2	1	1	1	1	0
	Subtotal	153	56	75	86	107	94	80	80	77	82	69	69	31	23
Total Occupancy		153	56	75	86	107	94	80	80	77	82	69	69	31	23
Total Percent			37%	49%	56%	70%	61%	52%	52%	50%	54%	45%	45%	20%	15%

Zone 6		Inventory	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	8:00 PM	9:00 PM	10:00 PM
	Regular	36	7	7	6	12	11	13	25	13	13	10	5	2	0
	Handicap	4	0	0	0	0	2	1	0	1	0	0	0	0	0
	20 Min.	2	0	1	2	0	0	2	0	1	1	1	0	0	0
	Loading	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unmarked	9	4	6	9	9	7	7	6	3	3	3	2	0	0
	Subtotal	53	11	14	17	21	20	23	31	18	17	14	7	2	0
Total Occupancy		53	11	14	17	21	20	23	31	18	17	14	7	2	0
Total Percent			21%	26%	32%	40%	38%	43%	58%	34%	32%	26%	13%	4%	0%

ATTACHMENT C

RESIDENTIAL PARKING DEMAND SURVEY DATA

Parking Study

Location: Sw Corner Of E Katella Ave & S Westside De Intersection
City: Anaheim,CA

Date: 04/25/2019
Day: Thursday

Area	Space Type	Spaces	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1st Floor	Regular	95	49	54	61	66	71	76	78	86
	Regular HC	2	0	0	0	0	1	1	1	1
	EV	2	0	0	1	1	2	2	2	2
	Guest HC	2	0	0	0	0	0	0	0	0
2nd Floor	Regular	115	32	43	52	58	66	67	71	72
	Regular HC	3	0	0	0	0	0	0	0	0
	EV	2	0	0	0	0	0	0	0	0
	Guest HC	1	0	0	0	0	0	0	0	0
3rd Floor	Regular	115	21	23	34	39	40	45	50	50
	Guest HC	1	1	1	1	1	1	1	1	1
	EV	2	1	1	1	1	1	1	1	1
	Regular HC	3	0	0	0	0	0	1	1	1
4th Floor	Regular	116	29	34	39	44	51	54	56	56
	Guest HC	1	0	0	0	0	0	0	0	0
	EV	2	0	1	1	1	1	1	2	2
	Regular HC	3	0	0	0	0	0	0	0	0
5th Floor	Regular	115	13	15	20	25	29	31	32	32
	HC	4	0	0	0	0	0	0	0	0
	EV	2	0	0	0	0	0	0	0	0
6th Floor	Regular	45	0	0	0	0	0	0	0	0
	Guest	93	2	2	2	2	2	2	2	2
	EV	2	0	0	0	0	0	0	0	0

Notes 1st floor - 3 Spaces blocked, not included in inventory.

Parking Study

Location: Sw Corner Of E Katella Ave & S Westside De Intersection
City: Anaheim,CA

Date: 04/26/2019
Day: Friday

Area	Space Type	Spaces	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1st Floor	Regular	95	33	51	62	60	64	66	72	74
	Regular HC	2	0	1	1	1	2	2	2	2
	EV	2	1	1	1	2	2	2	2	2
	Guest HC	2	0	0	1	1	1	1	1	1
2nd Floor	Regular	115	35	49	55	56	59	64	70	69
	Regular HC	3	0	0	0	0	0	1	1	1
	EV	2	0	1	1	1	1	2	2	2
	Guest HC	1	0	0	0	0	0	0	0	0
3rd Floor	Regular	115	25	26	29	39	42	48	50	50
	Guest HC	1	0	1	1	1	0	0	1	1
	EV	2	0	0	0	0	0	1	1	1
	Regular HC	3	0	0	0	0	0	0	0	0
4th Floor	Regular	116	31	35	38	43	45	47	49	50
	Guest HC	1	0	0	0	0	0	0	0	0
	EV	2	1	1	1	1	2	2	2	2
	Regular HC	3	0	0	0	0	0	0	0	0
5th Floor	Regular	115	16	20	23	25	29	31	33	33
	HC	4	0	0	0	0	0	0	0	0
	EV	2	0	0	0	0	0	0	0	0
6th Floor	Regular	45	0	0	0	0	0	0	0	0
	Guest	93	0	0	0	0	0	0	0	0
	EV	2	0	0	0	0	0	0	0	0

Notes 1st floor - 3 Spaces blocked, not included in inventory.

Parking Study

Location: Sw Corner Of E Katella Ave & S Westside De Intersection
City: Anaheim,CA

Date: 04/27/2019
Day: Saturday

Area	Space Type	Spaces	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1st Floor	Regular	95	62	64	65	66	71	69	70	71
	Regular HC	2	0	1	1	1	1	1	1	1
	EV	2	1	1	1	1	1	1	1	1
	Guest HC	2	0	0	0	0	1	1	1	1
2nd Floor	Regular	115	56	59	61	64	71	75	73	76
	Regular HC	3	0	0	0	0	0	0	0	0
	EV	2	1	1	0	0	1	1	1	1
	Guest HC	1	0	0	0	0	0	0	0	0
3rd Floor	Regular	115	31	40	46	43	50	52	57	58
	Guest HC	1	1	1	1	1	1	1	1	1
	EV	2	2	2	1	0	0	0	0	0
	Regular HC	3	0	0	0	0	0	0	0	0
4th Floor	Regular	116	35	39	47	50	56	55	59	57
	Guest HC	1	0	0	0	0	0	0	0	0
	EV	2	1	1	1	1	1	1	1	1
	Regular HC	3	0	0	0	0	0	0	0	0
5th Floor	Regular	115	15	19	21	21	21	22	24	26
	HC	4	0	0	0	0	0	0	0	0
	EV	2	1	2	2	2	2	1	1	1
6th Floor	Regular	45	0	0	0	0	0	0	0	0
	Guest	93	0	0	0	0	0	0	0	0
	EV	2	0	0	0	0	0	0	0	0

Notes 1st floor - 3 Spaces blocked, not included in inventory.

Project Title Baker Block - 125 Baker, Costa Mesa - Parking Lot Survey

Parking Occupancy Survey

Date: Thursday, May 2, 2019

Thursday, May 2, 2019		Inv	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Parking Structure	Unmarked Stall	360	134	157	182	191	204	225	238	237
	Handicapped	12	3	4	3	7	4	5	5	4
	Electric	8	2	3	2	4	7	6	8	7
	Motorcycle with car		6	4	5	7	5	7	6	7
	Motorcycle alone		5	2	5	6	4	1	2	2
	Reserved	80	20	27	37	38	43	43	46	47
Office Lot	Guest	5	1	2	2	5	5	5	4	4
	Handicapped	1	0	1	1	0	0	0	1	0
	Total Occupancy	466	171	200	237	258	272	292	310	308
	Total Percent	-	37%	43%	51%	55%	58%	63%	67%	66%

Project Title Baker Block - 125 Baker, Costa Mesa - Parking Lot Survey

Parking Occupancy Survey

Date: Friday, May 3, 2019

Friday, May 3, 2019		Inv	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Parking Structure	Unmarked Stall	360	143	166	186	193	206	216	221	236
	Handicapped	12	2	3	6	4	7	6	7	6
	Electric	8	2	2	4	5	7	6	6	7
	Motorcycle with car		2	2	3	3	3	3	3	2
	Motorcycle alone		5	8	5	8	8	9	8	7
	Reserved	80	25	34	38	38	40	43	44	48
Office Lot	Guest	5	5	5	4	4	6	6	6	5
	Handicapped	1	1	0	0	0	1	1	0	0
	Total Occupancy	466	185	220	246	255	278	290	295	311
	Total Percent	-	40%	47%	53%	55%	60%	62%	63%	67%

Project Title Baker Block - 125 Baker, Costa Mesa - Parking Lot Survey

Parking Occupancy Survey

Date: Saturday, May 4, 2019

Saturday, May 4, 2019		Inv	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Parking Structure	Unmarked Stall	360	178	193	205	203	202	206	222	229
	Handicapped	12	4	2	5	4	4	4	5	6
	Electric	8	5	7	6	7	6	6	7	7
	Motorcycle with car		4	3	2	3	3	5	6	6
	Motorcycle alone		8	5	5	8	6	4	4	2
	Reserved	80	32	31	34	33	37	39	39	41
Office Lot	Guest	5	5	5	5	2	5	5	5	5
	Handicapped	1	0	0	0	0	0	1	0	1
	Total Occupancy	466	236	246	262	260	263	270	288	297
	Total Percent	-	51%	53%	56%	56%	56%	58%	62%	64%

Parking Study

Location: Rize Apartments, 1100 Synergy
City: Irvine, CA

Date: 6/27/2019
Day: Thursday

Level	Spaces Type	Space	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1	Regular	62	17	19	26	34	45	47	47	48
	Handicap	5	2	2	2	2	2	2	2	2
	Clean Air	9	2	5	2	2	6	5	5	5
	Future Resident	2	1	1	2	2	2	2	2	2
2	Regular	85	35	36	43	52	60	68	66	68
	Handicap	3	1	1	1	1	1	1	1	1
	Clean Air	9	5	5	6	6	5	6	6	6
3	Regular	86	33	40	46	52	54	62	63	63
	Handicap	2	0	0	0	1	1	1	1	1
	Clean Air	9	5	5	5	6	6	9	8	8
4	Regular	86	45	45	52	49	54	54	56	59
	Handicap	2	0	0	0	0	0	0	0	0
	Clean Air	9	2	4	5	4	7	8	8	8
5	Regular	86	33	40	46	45	48	51	51	53
	Handicap	2	0	1	1	0	0	1	0	0
	Clean Air	9	0	3	5	6	6	6	6	6
6	Regular	85	34	37	45	39	41	43	44	44
	Guest	13	4	6	8	8	10	10	11	11

Parking Study

Location: Rize Apartments, 1100 Synergy
City: Irvine, CA

Date: 6/28/2019
Day: Friday

Level	Spaces Type	Space	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1	Regular	62	30	33	41	40	39	44	48	49
	Handicap	5	3	3	3	2	2	2	2	3
	Clean Air	9	5	5	4	3	6	7	8	8
	Future Resident	2	0	2	2	2	2	2	2	2
2	Regular	85	37	44	45	48	50	54	59	57
	Handicap	3	1	0	0	1	1	1	1	1
	Clean Air	9	2	5	5	6	8	8	7	7
3	Regular	86	48	55	57	57	63	66	65	64
	Handicap	2	0	0	0	0	0	0	0	0
	Clean Air	9	2	2	4	5	6	7	8	8
4	Regular	86	45	43	47	45	47	55	59	61
	Handicap	2	1	0	0	0	0	0	0	0
	Clean Air	9	1	3	3	3	4	4	6	6
5	Regular	86	42	44	50	53	50	53	55	60
	Handicap	2	0	0	0	0	0	0	0	0
	Clean Air	9	6	7	7	6	6	6	6	6
6	Regular	85	39	33	41	41	42	47	49	49
	Guest	13	12	13	13	11	12	12	11	11

Parking Study

Location: Rize Apartments, 1100 Synergy
City: Irvine, CA

Date: 6/29/2019
Day: Saturday

Level	Spaces Type	Space	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
1	Regular	62	37	36	35	37	41	42	46	47
	Handicap	5	3	2	2	2	3	3	3	3
	Clean Air	9	3	4	6	6	6	6	6	6
	Future Resident	2	2	2	2	2	2	2	2	2
2	Regular	85	45	47	50	52	55	56	54	56
	Handicap	3	1	1	1	1	1	1	1	1
	Clean Air	9	4	5	5	5	6	6	6	6
3	Regular	86	51	53	54	54	54	54	55	55
	Handicap	2	1	1	2	2	2	1	1	1
	Clean Air	9	6	6	7	7	7	7	7	7
4	Regular	86	47	48	50	53	55	58	58	60
	Handicap	2	0	0	0	1	2	2	2	2
	Clean Air	9	5	5	5	5	4	4	4	5
5	Regular	86	45	45	47	49	53	56	58	58
	Handicap	2	0	0	0	0	0	0	0	0
	Clean Air	9	5	5	6	6	6	6	6	6
6	Regular	85	40	40	41	41	44	46	46	47
	Guest	13	12	12	12	12	13	13	13	13

Client Name: Pizz ApartmentsOfficers Name: Charles LeeDate: 7/27/11Type of Service: Patroling front porch #5 Pages: of

Chief Protective Services
P.O. Box 1806
Corona, CA 92878-1806
1-888-332-4648
PPC# 120156



Time	Remarks
(1) 6 153	(4) 307 281 358
45 151	303 325 439
43 65	500 445 457
42 67	299 446
8	263 351
15	265 352
5	292 353
29	298 555
35	280 357
(2) 113 105	(5) 389 468
141 157	367 408
129 750	384 548
80 159	383 449
81 160	367 546
83 247	380 452
85 163	378 453
86 164	428 543
91	470 476
78	430 540
98	416
69	432
(3) 200 347	(6) 500 476 516
211 344	490 474 538
241 343	491 473 536
223 341	472 472 539
225 242	486 470 512
184	462 528 511
189	485 525 510
190	484 524 509
192	485 522
193	482 521
256	481 533