LINSCOTT
LAW &
GREENSPAN
engineers

Exhibit F

PARKING DEMAND ANALYSIS

MARINA PACIFICA EXPANSION PROJECT

Long Beach, California

February 20, 2019

Engineers & Planners
Traffic
Transportation
Parking

LINSCOTT
LAW &
GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law &
Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

February 20, 2019

Ms. Sandy Sigal
NewMark Merrill
5850 Canoga Avenue, Suite 650
Woodland Hills, CA 91367

LLG Reference No. 2.18.3970.1

Subject: **Parking Demand Analysis for a Marina Pacifica Expansion Project**
Long Beach, California

Dear Ms. Sigal:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Parking Demand Analysis associated with the Marina Pacifica Expansion Project. Marina Pacifica is an existing mixed-use development located at 6270-6398 East Pacific Coast Highway, west of Pacific Coast Highway, north of 2nd Street in the City of Long Beach, California. Pursuant to our discussions and understanding of the City of Long Beach requirements, the preparation of a parking study is required as part of the review and approval process to ensure that adequate parking is provided upon completion of the Project and full occupancy of the shopping center.

Marina Pacifica is an established mixed-used retail and entertainment center with a total floor area of 290,803 square-feet (SF). The current tenant mix, which occupies 230,331 SF, includes Ralphs, Nordstrom Rack, ULTA, Barnes & Noble, AMC Theatre, Pier 1 Imports, and a variety of retail/commercial and restaurant/food uses. The remaining floor area of 60,472 SF consists of 58,633 SF of vacant retail floor area and 1,839 SF of vacant office space.

The proposed Project consists of the construction of two (2) new buildings totaling 12,000 SF and a remodel of the former Best Buy building to include 30,963 SF of health/fitness club uses and 4,341 SF of restaurant uses. The two (2) new buildings will consist of food uses. Upon completion of the Project, Marina Pacifica will have a total floor area of 302,212 SF. The existing parking supply for Marina Pacifica totals 1,371 spaces. However, the proposed Project and associated surface parking lot modifications will result in a net loss of 161 spaces for a total future overall on-site parking supply of 1,210 spaces.

This parking analysis evaluates the shopping center's parking requirements based on the City of Long Beach Municipal Code, as well as the current shared parking methodology outlined in Urban Land Institute's (ULI) *Shared Parking, 2nd Edition*.

The study focused on the following:

- Calculates the Code-based parking requirements for Marina Pacifica based on the application of City Code parking ratios
- Estimates parking demand through the application of the Shared Parking concept
- Compares the estimated shared parking demand against the existing parking supply, in order to identify any potential, operational surplus or deficiency in parking spaces
- Includes existing parking demand surveys of Marina Pacifica to establish current shared parking peak parking requirements for the current tenants and forecasts the aggregate parking demand of retail center at full occupancy with the application of shared parking methodology for the proposed Project based on anticipated mix of uses.
- Compares survey plus shared parking demand against the existing/future parking supply, in order to identify any potential, operational surplus or deficiency in parking supply

Our method of analysis, findings, and conclusions are described in detail in the following sections of this report.

PROJECT LOCATION AND DESCRIPTION

Marina Pacifica is located at 6270-6398 East Pacific Coast Highway, west of Pacific Coast Highway and north of 2nd Street in the City of Long Beach, California. ***Figure 1***, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the subject property in the context of the surrounding street system.

Existing Development

Marina Pacific is an existing mixed-used retail and entertainment center comprised of thirteen (13) buildings with a total floor area of 290,803 SF. The current tenant mix, which occupies 230,331 SF, includes Ralphs, Nordstrom Rack, ULTA, Barnes & Noble, AMC Theatre, Pier 1 Imports, and a variety of retail/commercial and restaurant/food uses. It should be noted that when Marina Pacifica was originally developed, the movie theater had a seating capacity of 2,557 seats. However, in 2016,

AMC embarked on a major remodel of the theatre that would reduce the seating capacity significantly and result in a now-existing seating capacity of 949 seats. The remaining floor area of 60,472 SF includes the former 22,738 SF Sports Authority (retail) building, 1,839 SF of vacant office space, and the former 35,895 SF Best Buy (retail) building. ***Figure 2A*** presents an existing aerial photograph of the site and illustrates the existing buildings and parking areas. ***Figure 2B*** presents the existing site plan provided by McKently Malak Architects.

Proposed Project

The proposed Project includes the construction of two (2) restaurant buildings totaling 12,000 SF, with 750 SF of outdoor dining/patio area; three (3) separate patio areas, each with 250 SF, will be allocated to specific food uses. In addition, the Project includes the conversion of the former Best Buy building into a 30,963 SF health/fitness club (includes 1,007 SF building addition) and 4,341 SF of additional restaurant space. ***Figure 3*** presents the proposed site plan upon completion of the Project. Upon completion of the Project, Marina Pacifica will have a total floor area of 302,212 SF.

Table 1, located at the end of this letter report, following the figures, presents the tenant unit/address, most recent development tabulation/tenant mix and associated floor areas for the center, and hours of operations for the existing tenants. A review of *Table 1* indicates the occupied floor area of 230,331 SF is a mix of retail, restaurant, office, movie theater, medical office and bank uses, consisting of the following:

- 134,893 SF of retail floor area,
- 39,807 SF of restaurant floor area,
- 8,365 SF of office floor area,
- 42,283 SF of movie theater floor area,
- 1,900 SF of medical/dental office floor area, and
- 3,083 SF of bank floor area.

The tenancy of the following vacant floor area will remain as is and consists of:

- 22,738 SF of retail space in Buildings 6346A (former Sports Authority), and
- 1,839 SF of office floor area in Suites 6324D and 6376C.

The proposed Project and associated floor areas consist of the following:

- 30,963 SF of health club floor area in Building 6310, includes 1,007 SF of additional floor area created via infill of the former Best Buy loading dock.
- 4,341 SF of restaurant space (former retail) in Building 6310, and
- 12,000 SF of new restaurant floor area in Buildings A and B, with three (3) separate 250 SF outdoor dining/patio areas, for a total of 750 SF.

Please note to be consistent with City Code calculations, this assessment excludes ancillary patio space from each restaurant/food use where outdoor dining may be planned that is equal to or less than 250 SF. Consistent with City of Long Beach requirements, the first 250 SF from each proposed restaurant/food use, as proposed by the Project, is considered ancillary space, and is exempt from having to be parked.

Parking Supply

Based on a field assessment conducted in May 2018, the existing on-site parking supply for the center totals 1,371 spaces. For detailed study purposes, the parking areas were divided into ten (10) zones as illustrated on ***Figure 4***. ***Table 2*** provides a breakdown of the parking supply provided within each zone, which are identified as Zones A through J in *Table 2*. It is noted that the Project's subterranean parking garage (Zone J), which is located beneath Ralphs and the now vacant Best Buy provide a total of 36 tandem (2nd access) spaces, inclusive of one (1) compact stall; these spaces are signed to inform motorist/customer to "pull up to forward stall" when valet service/operation is available.

However, the proposed Project and associated surface parking lot modifications will result in a net loss of 161 spaces for a total future overall on-site parking supply of 1,210 spaces, primarily the parking supply and on-site circulation in the northwest corner of the site within Zones A, B and I, where Building A is proposed to be located, and within Zones D and E east, where Building B is planned. The 1,210-space supply is used as the baseline supply under future conditions with full tenant occupancy for Marina Pacifica.

PARKING SUPPLY-DEMAND ANALYSIS

This parking analysis for the mixed-used development involves determining the expected parking needs, based on the size and type of proposed development components, versus the parking supply. In general, there are three methods that can be used to estimate the site's peak parking needs. These methods have been used in this analysis and include:

- Application of City code requirements (which typically treats each tenancy type as a "stand alone" use at maximum demand).
- Application of shared parking usage patterns by time-of-day (which recognizes that the parking demand for each tenancy type varies by time of day and day of week). The shared parking analysis starts with a code calculation for each tenancy type.

For this assessment, current shared parking methodology outlined in Urban Land Institute's (ULI) *Shared Parking, 2nd Edition* was utilized.

- Existing parking demand surveys to determine the aggregate parking demand of current tenants, combined with application of shared parking evaluation methodologies for all proposed or existing vacant floor areas in the center.

The shared parking methodology, as well as the survey plus shared parking approach are both concluded to be applicable to an existing development such as Marina Pacifica because the individual land use types (i.e., eating establishments, retail shops, movie theater, etc.) experience peak demands at different times of the day, day of the week and month of the year.

CODE PARKING REQUIREMENTS

The code parking calculation for Marina Pacifica is based on the City's requirements as outlined in *Chapter 21.41 – Off-Street Parking and Loading Requirements* of the Municipal Code. The City's Municipal Code specifies the following parking requirements, which may or may not be applicable to the proposed Project:

- Retail (community, regional or neighborhood shopping center): 5 spaces per 1,000 SF plus parking for a detached fast-food restaurant calculated separately. However, shopping centers greater than 150,000 square feet in size may receive approval of a lower parking ratio pursuant to Section 21.41.219
- Detached Fast Food Restaurant (located on separate pad): 10 spaces per 1,000 SF of gross floor area (GFA)
- Retail or personal services, store or shop: 4 spaces 1,000 SF of gross floor area (GFA)
- Restaurants: 10 space for each 1,000 SF of GFA
- Outdoor dining at an established restaurant: 0 spaces for 250 SF of GLA or less, plus 5 spaces per 1,000 SF of GLA for 250 SF of GLA or more
- Office: 4 spaces per 1,000 SF GFA up to 20,000 SF GFA and 2 spaces per 1,000 SF of GFA for GFA more than 20,000 SF, or 1 space for each company vehicle exceeding 5, whichever is greater.
- Movie Theater: 1 per 3.3 fixed seats, plus a passenger loading and unloading zone (if the fixed seat portion of the use is not 75% or greater, separate parking ratios shall be applied for accessory uses).

- Medical or dental offices: 5 space per 1,000 SF of GFA
- Banks, savings and loans: 5 space per 1,000 SF of GFA (no additional parking is required for accessory automatic teller machines).
- Athletic club: 5 space plus 4 spaces per 1,000 SF of GFA.

Based on the review of the Project site plan and the current and proposed tenant mix, the Project fits the city's definition of "community, regional or neighborhood shopping center". Therefore, a parking ratio of 5 spaces per 1,000 SF has been applied to Project's development totals, with the exception of the movie theater, where the City's code of 1 space per 3.3 fixed seats was applied to the existing AMC theaters.

Table 3 presents the code parking requirements for the existing development plus the parking implications associated with proposed site modifications and change in tenant mix. As shown, this application of City parking ratios to the existing and proposed mix of uses of Marina Pacifica results in a total parking requirement of 1,589 parking spaces, of which a net of 58 additional spaces could be attributed to the proposed Project, inclusive of change in tenant mix (i.e. retail use to health club or restaurant uses). With a proposed future parking supply of 1,210 spaces, a theoretical code shortfall of 379 spaces is calculated. This theoretical shortfall could be greater, if not for the remodel of the AMC movie theater in 2016.

As noted earlier, when Marina Pacifica was originally developed, the movie theater had a seating capacity of 2,557 seats. However, in 2016, AMC embarked on a major remodel of the theatre that would reduce the seating capacity significantly and result in a now-existing seating capacity of 949 seats. With a reduction of 1,608 seats, the movie theater parking requirements decreased from 775 spaces to 288 spaces, which calculates to a reduction in parking requirements for the center by 487stalls.

However, the specific tenancy mix of the Project provides an opportunity to share parking spaces based on the utilization profile of each included land use component. The following section calculates the parking requirements for the Project based on the shared parking methodology approach.

LINSCOTT LAW & GREENSPAN engineers

SHARED PARKING ANALYSIS

Shared Parking Methodology

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Due to the existing and proposed mixed-use characteristics of the Center, opportunities to share parking likely occur now and can be expected to continue with full occupancy and completion of the proposed Project. The objective of this shared parking analysis is to forecast the peak parking requirements for the project based on the combined demand patterns of different tenancy types at the site.

Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, days of the week, or months of the year. When uses share common parking footprints, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day for weekdays versus weekend days), rather than individual peak ratios as represented in the City of Long Beach Municipal Code. In that way, the shared parking approach starts from the City's own code ratios and results in the "design level" parking supply needs of a site.

There it is an important common element between the traditional "code" and the shared parking calculation methodologies; the peak parking ratios or "highpoint" for each land use's parking profile typically equals the "code" parking ratio for that use. The analytical procedures for shared parking analyses are well documented in the *Shared Parking, 2nd Edition* publication by the Urban Land Institute (ULI).

Shared parking calculations for the analysis utilize hourly parking accumulations developed from field studies of single developments in free-standing settings, where travel by private auto is maximized. These characteristics permit the means for calculating peak parking needs when land use types are combined. Further, the shared parking approach will result, at other than peak parking demand times, in an excess amount of spaces that will service the overall needs of the project.

Key inputs in the shared parking analysis for each land use include:

- Peak parking demand by land use for visitors and employees.
- Adjustments for alternative modes of transportation, if applicable.
- Adjustment for internal capture (captive versus non-captive parking demand), if applicable.

- Hourly variations of parking demand.
- Weekday versus weekend adjustment factors
- Monthly adjustment factors to account for variations of parking demand over the year.
- City of Long Beach Parking Ratios per *Chapter 21.41 – Off-Street Parking and Loading Requirements* in the *City of Long Beach Municipal Code.*

For this analysis, a conservative parking adjustment was used for the commercial components of the Project to account for (1) "walk-in" trips attributable to synergy between uses within the project and adjoining commercial and residential uses, and (2) alternative modes of travel (i.e. transit, bicycle) due to the availability of public transit on Pacific Coast Highway. A conservative estimate of 10% was applied to the mode adjustment.

Shared Parking Ratios and Profiles

The code requirement of 5 spaces per 1,000 SF for "community, regional or neighborhood shopping center" includes inline food uses which assumes some form of shared parking between the two. Therefore, to provide a realistic shared parking forecast, the code requirement of individual uses has been assumed. For this assessment a code requirement of 4 spaces per 1,000 SF was applied to retail uses while applying 10 spaces per 1,000 SF to food uses. For all other users the parking ratios mentioned previously in the code section were used directly for each of the land uses. Please note that the Project' additional restaurant floor area is expected to have some form of food uses that would fall into a retail take-out type category. However, as a conservative assessment all in-line food uses that may be proposed within the two (2) new restaurant pads were parked using the code ratio of 10 spaces per 1,000 SF.

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to the Center are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 2nd Edition*. The ULI publication presents hourly parking demand profiles for seven general land uses: office, retail, restaurant, health club, cinema, residential (Central Business District: CBD and non-CBD), hotel (consisting of separate factors for guest rooms, restaurant/lounge, conference room, and convention area). These factors present a profile of parking demand over time and have been used directly, by land use type, in the analysis of this project. The ULI profiles of parking demand have been used directly, by land use type, in the analysis of this site and are applied to the City's applicable parking ratio.

The ULI retail use profiles are applied directly. In doing so, there is an intermediate step in expressing ULI profiles as a percentage of the week-long peak, thus arriving at a weekday profile and weekend profile each expressed as a percentage of the baseline parking ratio (ULI actually starts with separate ratios for weekday and weekend day, and develops profiles for each accordingly; we've found it more convenient to translate both profiles to a percent of expected maximum demand, which, for retail, turns out to be on a Saturday). The resulting profiles represent the most likely hourly parking demand profile, and are applied to the City's retail parking ratio of 4 spaces per 1000 SF. Peak demand for retail uses occurs between 1:00 PM–2:00 PM on weekdays, and 2:00 PM–4:00 PM on weekends.

The ULI *Shared Parking* publication includes several categories for restaurants. For this analysis, the parking profile for fine/casual dining restaurant, family restaurant, and fast food uses were all utilized as each of the categories match the current restaurant tenant mix at the Project site. Like the retail profiles, the restaurant profiles are derived exactly from the ULI baseline. The restaurant-parking ratio utilized in this analysis exactly matches the City code rate of 10 spaces per 1000 SF of floor area for those tenants where food consumption is primarily on-site.

According to the *Shared Parking* publication, casual/fining dining restaurant uses are shown to experience peak demand between 7:00 PM and 10:00 PM on weekdays, and 8:00 PM and 9:00 PM on weekends, whereas a family restaurant uses peak demand occurs between 12:00 PM and 1:00 PM on weekdays and weekends.

The fast-food restaurant profile, as contained in the ULI *Shared Parking* publication, was utilized in this analysis to estimate the hourly parking demand of the Ready To Eat/Take Out food uses. To provide a conservative estimate of the parking demand for these uses, a parking ratio of 10 spaces per 1000 SF (which matches City code for restaurant uses) was utilized. For fast-food uses peak demand occurs between 12:00 PM and 2:00 PM on weekdays and weekends.

The health club profiles were derived from ULI. For health clubs, the peak demand occurs between 6:00 PM - 7:00 PM on weekdays and 5:00 PM – 6:00 PM on weekends. To estimate the parking demand for the proposed Project, a parking ratio of five spaces plus 4 spaces per 1,000 SF (which matches City code) is utilized.

For office uses, the parking profile in the ULI publication was used and applied to the City's Parking Code ratio of 4 spaces per 1000 SF of floor are to forecast its weekday and weekend hourly demand. Peak demand for office occurs between 10:00 AM–

11:00 AM and 2:00 PM–3:00 PM on weekdays, and 11:00 AM–12:00 PM on weekends.

The Cineplex profiles were also directly derived from ULI. The peak-parking ratio for movie theater uses exactly equals the City's Parking Code requirement of 1 space per 3.3 fixed seats. Peak demand for movie theaters occurs between 8:00 PM–10:00 PM on weekdays and 8:00 PM–12:00 AM on weekends.

The medical/dental office profiles were also directly derived from ULI. The peak-parking ratio for medical/dental office uses exactly equals the City's Parking Code requirement of 5 spaces per 1000 SF of floor area. Peak demand for medical/dental office occurs between 10:00 AM–12:00 PM and 2:00 PM-4:00PM on weekdays and 10:00 AM–12:00 PM on weekends.

As noted earlier, no monthly adjustment factors were applied to account for variations of parking demand over the year to provide a conservative parking demand forecast.

Application of Shared Parking Methodology

Tables 4 and ***5*** present the overall weekday and weekend parking demand profiles for the Center based on the shared parking methodology, assuming full occupancy of the center and including the proposed Project.

Columns (1) through (8) of these tables present the parking accumulation characteristics and parking demand of the existing uses for the hours of 6:00 AM to midnight. Columns (9) through (10) presents the expected joint-use parking demand for the Center on an hourly basis and further presents the hourly parking surplus/deficiency for the proposed Project compared to the existing parking supply of 1,371 spaces. Columns (11) through (15) present the re-occupancy of existing vacancies and future improvements. Columns (16) through (17) presents the expected joint-use parking demand for the Center on an hourly basis and further presents the hourly parking surplus/deficiency for the proposed Project compared to the proposed parking supply of 1,210 spaces.

Review of *Tables 4* and *5* indicates that the future full occupancy weekday peak parking demands will occur at 7:00 PM with peak demands of 1,180 spaces. Based on the proposed parking supply of 1,210 spaces, the peak demand hours on a weekday will yield a surplus of 30 spaces. On a weekend the peak parking demand will occur at 7:00 PM with a peak demand of 1,152 spaces resulting in a surplus of 58 spaces. ***Appendix A*** contains the detailed weekday and weekend shared parking worksheets.

Figures 5 and ***6*** graphically illustrate the weekday and weekend hourly parking demand forecast for the Project, respectively. Each land use component and its corresponding hourly Shared Parking demand for various mixes of uses, which were presented in *Tables 4* and *5*, are depicted in these two figures relative to a shared parking supply of 1,210 spaces. A review of these figures indicate that the Project's proposed parking supply of 1,210 spaces will adequately accommodate Marina Pacifica's weekday and weekend hourly shared parking demand of all existing and future uses, including the proposed food service uses, for all morning, midday, afternoon and evening hours.

Please note that although the parking requirements are satisfied based on the shared parking approach, one additional method used to forecast a Project's parking demand would be to use actual peak parking counts for the existing center to establish a true representation of the existing center's characteristics.

SURVEY/SHARED PARKING METHODOLOGY

Key Parking Demand Field Study Findings

Given the Marina Pacifica is an established development, to determine the existing parking demand of the existing uses at the Project site, hourly surveys of actual parking demand were conducted at the site from 8:00 AM through 10:00 PM on Thursday and again on Saturday, June 7 and June 9, 2018 respectively. It should be noted that during the time of the counts Best Buy was currently open and operating. All parked vehicles during each hourly survey round were counted and recorded on a parking zone by parking zone basis.

Parking Survey Results – Entire Site

A summary of the results of the parking surveys that were performed at Marina Pacifica on a recent Thursday and Saturday is summarized in ***Tables 6*** and ***7,*** respectively. These tables present the parking demand at Marina Pacifica for each hour during the count dates. As shown in *Tables 6* and *7*, the peak parking demand observed at the retail center on Thursday, June 7, 2018 totaled *732 vehicles (53% utilization)* at 7:00 PM, while the peak parking demand on Saturday, June 9, 2017, was observed to total *1,080 vehicles (79% utilization)* at 8:00 PM.

Survey Plus Shared Parking Application to the Project and Vacant Floor Area

In order to provide a realistic "forecast" of future peak parking demands at Marina Pacifica, utilization of the actual field study data for the existing tenancies that was collected in June 2017 has been combined with ULI shared parking techniques

applied to the proposed Project and vacant floor area/proposed tenant mix. ***Tables 8*** and ***9*** summarize the results of this approach. It should be noted that during the time of the counts, Best Buy was open and fully operational.

Column (1) of *Tables 8* and *9* presents a summary of the weekday (Thursday) and weekend (Saturday) parking survey data collected at the site for Parking Zones A through J, as summarized in *Tables 6* and *7*, respectively, Column (2) reflects an adjustment to the data in Column (1) that accounts for the vacancy of the Best Buy building which would establish the current baseline[1], while Columns (3) through (7) present the parking accumulation characteristics of the anticipated mix of uses proposed by the Project and occupancy of existing vacant retail and office floor area, respectively. Column (8) presents the expected joint-use parking demand for the entire site on an hourly basis, while Column (9) summarizes the hourly parking surplus/deficiency for the Project compared to an adjusted parking supply of 1,210 spaces.

As presented in *Tables 8* and *9*, the forecast peak parking demand would total 930 parking spaces at 7:00 PM, which results in a minimum functional surplus of 280 spaces. Peak overall demands on a Weekend are forecast at 1,202 spaces at 7:00 PM, for a minimum functional surplus of 8 spaces. Therefore, we conclude that there is adequate parking on site to accommodate the proposed Project, inclusive of existing vacant retail and office floor area.

Figures 7 and ***8*** graphically illustrate the weekday and weekend hourly parking demand forecast for the Project, respectively. Each land use component and its corresponding hourly Shared Parking demand for various mixes of uses, which were presented in *Tables 8* and *9*, are depicted in these two figures relative to a shared parking supply of 1,210 spaces. A review of these figures indicate that the Project's proposed parking supply of 1,210 spaces will adequately accommodate Marina Pacifica's weekday and weekend hourly shared parking demand of all existing and future uses, including the proposed food service uses, for all morning, midday, afternoon and evening hours.

Based on LLG's experience, the surpluses identified in the shared parking analysis finding coupled with the functional parking surplus indicated by the "blended" results presented in *Tables 8* and *9* indicate an adequate parking supply following full center occupancy with the proposed improvements.

---

[1] To provide a conservative evaluation in estimating the baseline parking needs associated with Best Buy (35,895 SF of retail space), the 85 percentile parking generate rate (3.03 spaces/1000 SF) for ITE Land Use 863: Electronics Superstore as published in 5th Edition of *Parking Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2018] was used in place of City code (4.0 spaces/1000 SF).

Our findings above indicate that the proposed parking supply at Marina Pacifica would be adequate in meeting the overall future parking demand, inclusive of those associated with the Project, and that it would be reasonable and enforceable for all Project components to share the parking facilities. Therefore, we conclude that there is adequate parking on site to accommodate the Project's proposed tenant mix and occupancy of existing vacant retail and office floor area. Based on LLG's experience, the results presented as part of the share parking assessment represent the most pragmatic approach to future parking conditions.

PARKING MANAGEMENT PLAN

This Parking Management Plan (PMP) outlines the proposed allocation of parking supply on site and key parking management strategies to maximize the availability of parking for customers and employees of the Marina Pacifica.

As noted above, the results of the shared parking analysis for the Marina Pacifica indicates that the proposed parking supply of 1,210 spaces will be sufficient to accommodate the peak parking demand of a 302,212 SF mixed-use shopping center with the following mix of uses/tenants:

- 157,631 SF of retail shop space,
- 56,148 SF of restaurant space,
- 10,204 SF of office space,
- 1,900 SF of medical office space
- 42,283 SF movie theater with 949 seats,
- 3,083 SF of bank space, and
- 30,963 SF of health/fitness club space,

PMP measures

Specific PMP measures relative to the employee parking operation and short-term parking for customers are described below, and were developed based on the following objectives:

- The PMP should identify where the employees park within the site Approximately 150 to 180 spaces will be required to accommodate the parking demand of employees of the retail center during the weekday and weekend peak hours.
- The PMP should identify where location of short-term parking spaces for service retail uses and/or food uses (take-out/curb side service, etc.).

LINSCOTT LAW & GREENSPAN engineers

- The PMP should include a directional sign program inclusive of the availability of subterranean parking located the existing Ralphs and Best Buy buildings.

1. NewMark Merrill work with tenants of the retail center to implement an employee parking program, with the goal of providing convenient and accessible shopping experience for the customers of the retail center and to leave the most desirable parking spaces within the parking structure for use by customers. The location of designated employee parking spaces will be developed in collaboration between NewMark Merrill and the tenants. The employee parking spaces will be identified with a white or yellow circle. It is noted that these spaces will be open for customer use.
2. NewMark Merrill will work with tenants of the retail center to identify the need for "short term/time restricted spaces" on an as need basis, dependent on the needs of the proposed retail and/or food use. The short-term spaces may be used for "curbside/take out" and/or for service retail-type users. The number and location of spaces will be determined by NewMark Merrill and the existing/potential tenants.

NewMark Merrill will work closely with the tenants to insure that both employees and property management work together to provide the best shopping experience for the customers, as well as allowing the most desirable parking spaces to be accessed by the customers rather than the employees.

LINSCOTT LAW & GREENSPAN engineers

SUMMARY OF FINDINGS AND CONCLUSIONS

1. Marina Pacifica is an established mixed-use retail and entertainment center located at 6270-6398 East Pacific Coast Highway in the City of Long Beach, California. The existing mixed-use development has a total floor area of consisting of 290,803 SF, of which 230,331 SF is currently occupied. The remaining floor area of 60,472 SF includes the former 22,738 SF Sports Authority building, 1,839 SF of vacant office space, and the former 35,895 SF Best Buy building. The existing parking supply at Marina Pacifica totals 1,371 spaces.

2. The proposed Project consists of the addition of two (2) new restaurant buildings totaling 12,000 SF with a 750 SF of outdoor dining/patio area, plus the conversion of the former Best Buy building into a 30,963 SF health/fitness club (include a 1,007 SF health club addition) and 4,341 SF of additional restaurant space. The proposed Project and associated surface parking lot modifications will result in a net loss of 161 spaces for a total future overall on-site parking supply of 1,210 spaces. Upon completion of the Project, Marina Pacifica will have a total floor area of 302,212 SF.

   Please note, the outdoor dining/patio area referenced above consists of three (3) separate spaces each with 250 SF that is exempt from having to be parked, consistent with City of Long Beach requirements.

3. This parking demand analysis evaluates the existing tenancy condition as well as with full occupancy of Marina Pacifica center upon completion of the proposed Project, and occupancy of the former 22,738 SF Sports Authority building with retail uses and occupancy of 1,839 SF of vacant office space.

4. Direct application of City parking codes to the existing and proposed mix of uses, inclusive of the proposed site modifications, results in a total parking requirement of 1,589 parking spaces. When compared against the proposed parking supply of 1,210 spaces the Center has a theoretical shortfall of 379 spaces.

5. Given the mix of tenancies within the existing retail/commercial center, a shared parking analysis has been prepared and indicates that the available shared parking supply of 1,210 spaces will be sufficient to meet the projected peak parking demands of existing and proposed uses, including the proposed site modifications. The weekday scenario results in a minimum surplus of 30 spaces, while the weekend scenario results in a minimum surplus of 58 spaces.

LINSCOTT LAW & GREENSPAN engineers

6. A "blended" analysis of actual parking demand for existing occupancies and a shared parking approach for proposed uses indicates that the future minimum functional surplus at Marina Pacifica will be much greater. For the proposed tenancy mix, the weekday and weekend day (Thursday and Saturday) condition is forecast to have a surplus of 280 spaces and 8 spaces, respectively. Hence, it is concluded that adequate parking is provided on site to accommodate the proposed tenant mix and site modifications.

* * * * * * * * * *

We appreciate the opportunity to prepare this analysis for the proposed Marina Pacifica Project and the City of Long Beach. Should you have any questions or need additional assistance, please do not hesitate to call me at (949) 825-6175.

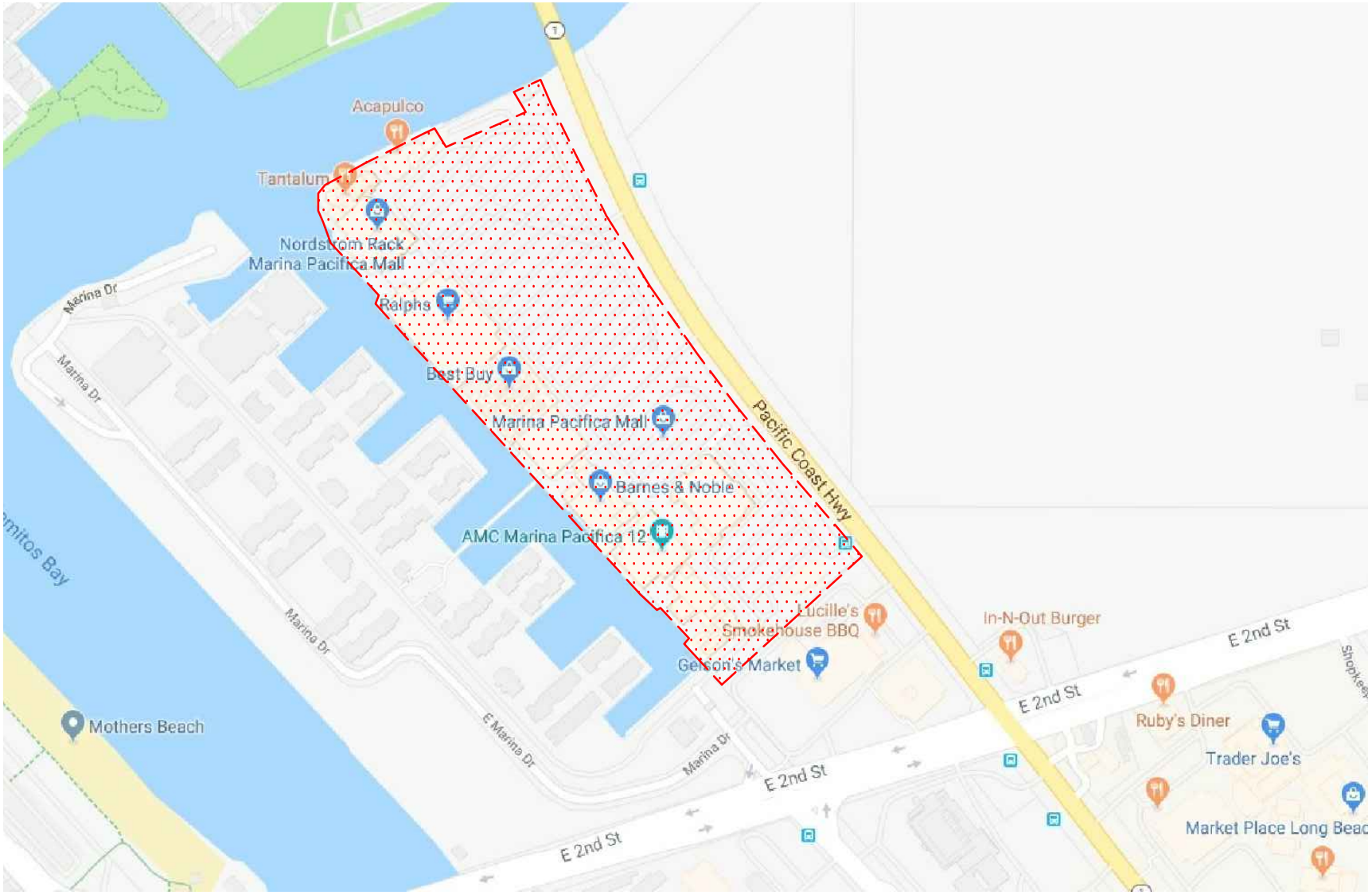
Very truly yours,
Linscott, Law & Greenspan, Engineers

Richard E. Barretto, P.E.
Principal

REGISTERED PROFESSIONAL ENGINEER
RICHARD E. BARRETTO
No. 2006
Exp. 6/30/19
TRAFFIC
STATE OF CALIFORNIA

cc: Shane S. Green, P.E., LLG
Jeff Miyaoka, NewMark Merrill Companies
Hany Malak, McKently Malak Architects

Attachments



n:\3900\2183970 – marina pacifica, long beach\dwg\3970 f-1.dwg LDP 09:42:14 01-29-2019 pontepsiripong

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

FIGURE 1

VICINITY MAP

MARINA PACIFICA, LONG BEACH

n:\3900\2183970 – marina pacifica, long beach\dwg\3970 f-2a.dwg LDP 09:43:16 01-29-2019 pontepsiripong

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

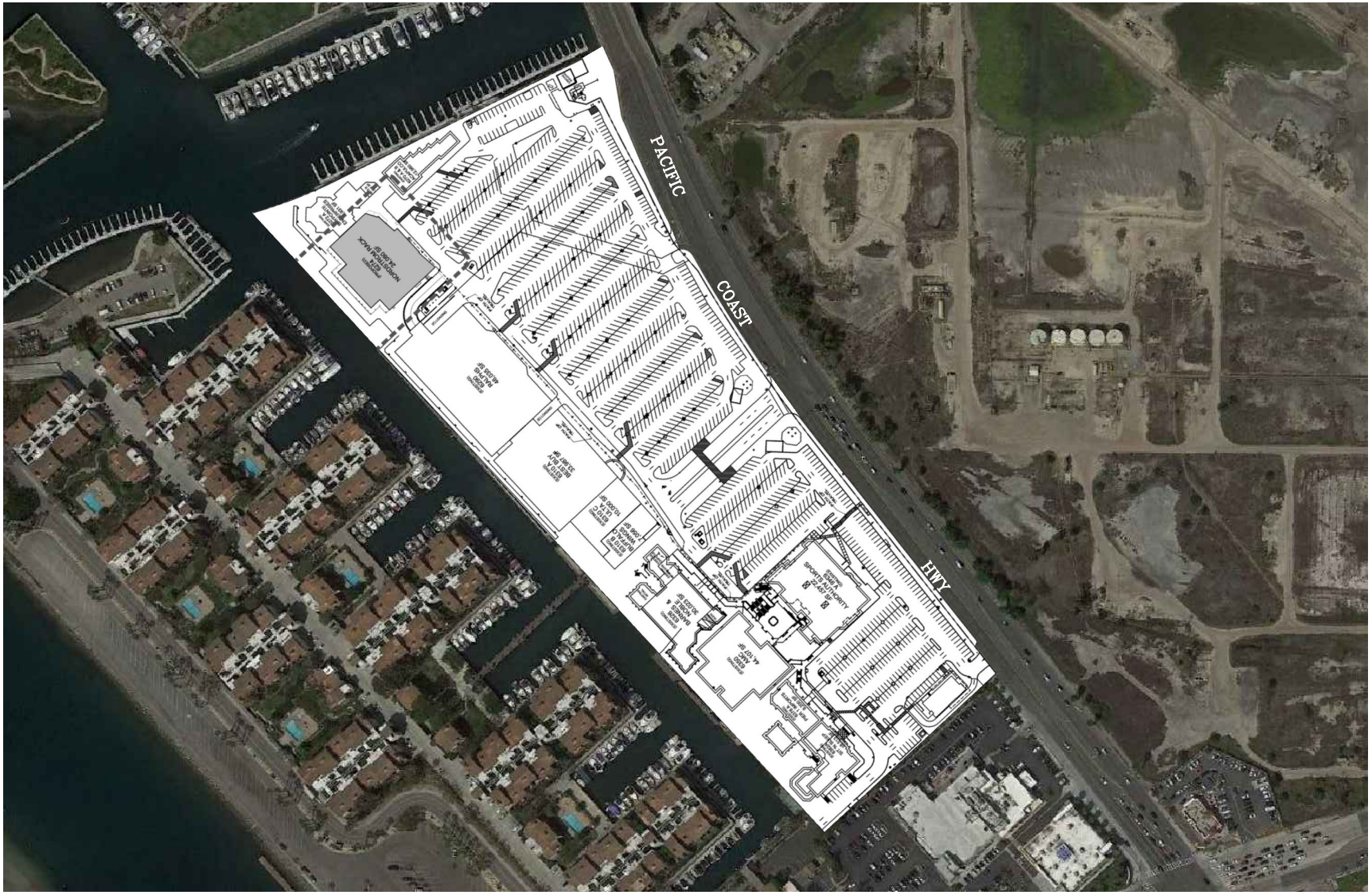
KEY

= PROJECT SITE

FIGURE 2A

EXISTING AERIAL PHOTOGRAPH

MARINA PACIFICA, LONG BEACH



n:\3900\2183970 – marina pacifica, long beach\dwg\3970 f-2b.dwg LDP 12:11:45 01-29-2019 pontepsiripong

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: McKENTLY MALAK ARCHITECTS

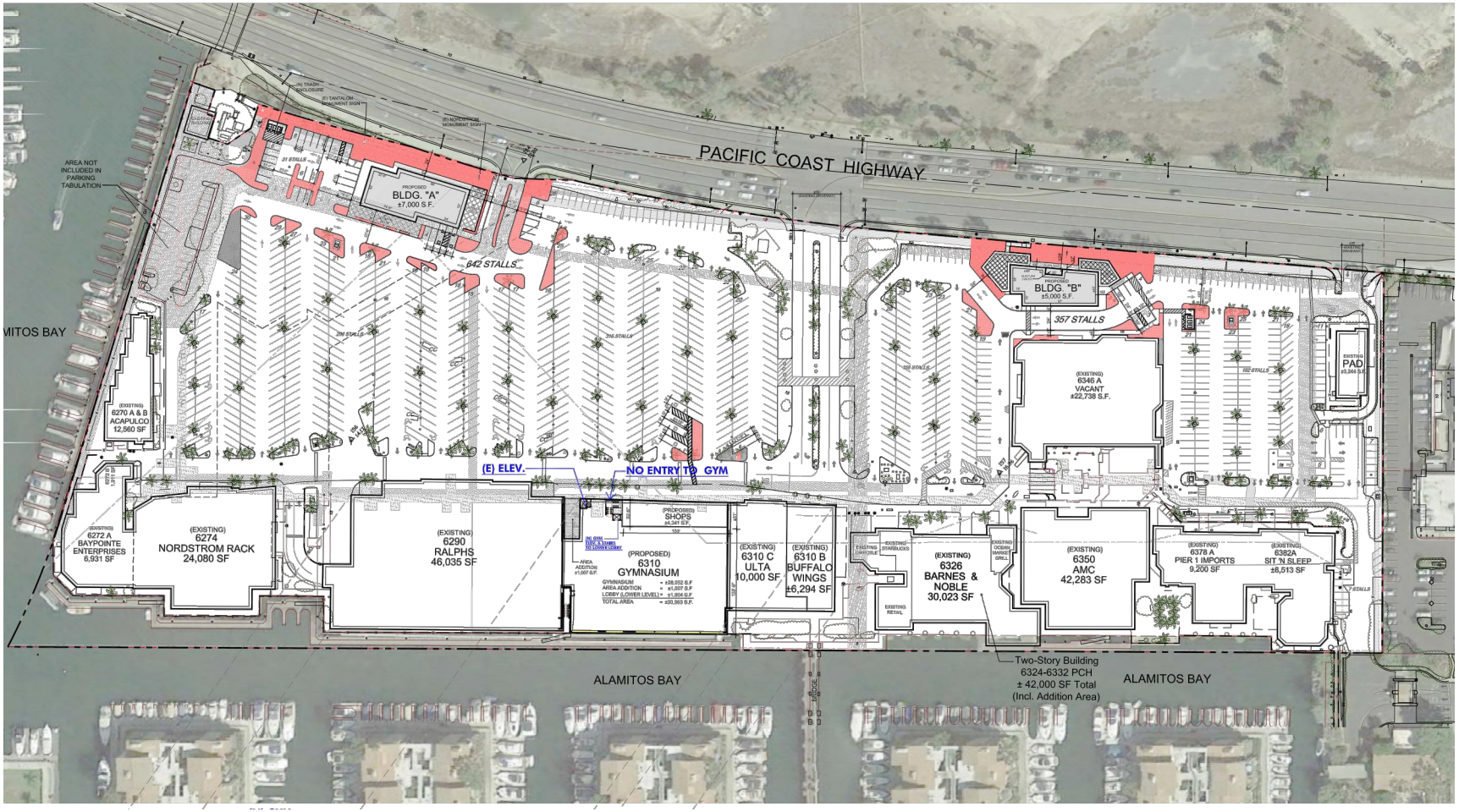
KEY

= PROJECT SITE

FIGURE 2B

EXISTING SITE PLAN

MARINA PACIFICA, LONG BEACH



n:\3900\2183970 – marina pacifica, long beach\dwg\3970 f-3.dwg LDP 10:53:02 07-11-2018 pontepsiripong

LINSCOTT LAW & GREENSPAN engineers

NO SCALE

SOURCE: McKENTLY MALAK ARCHITECTS

FIGURE 3

PROPOSED SITE PLAN

MARINA PACIFICA, LONG BEACH

ZONE	
A	219
B	268
C	206
D	157
E	77
F	135
G	29
H	14
I	60
J	206
TOTAL	1371

n:\3900\2183970 – marina pacifica, long beach\dwg\3970 f-4.dwg LDP 09:51:48 01-29-2019 pontepsiripong

LINSCOTT LAW & GREENSPAN engineers

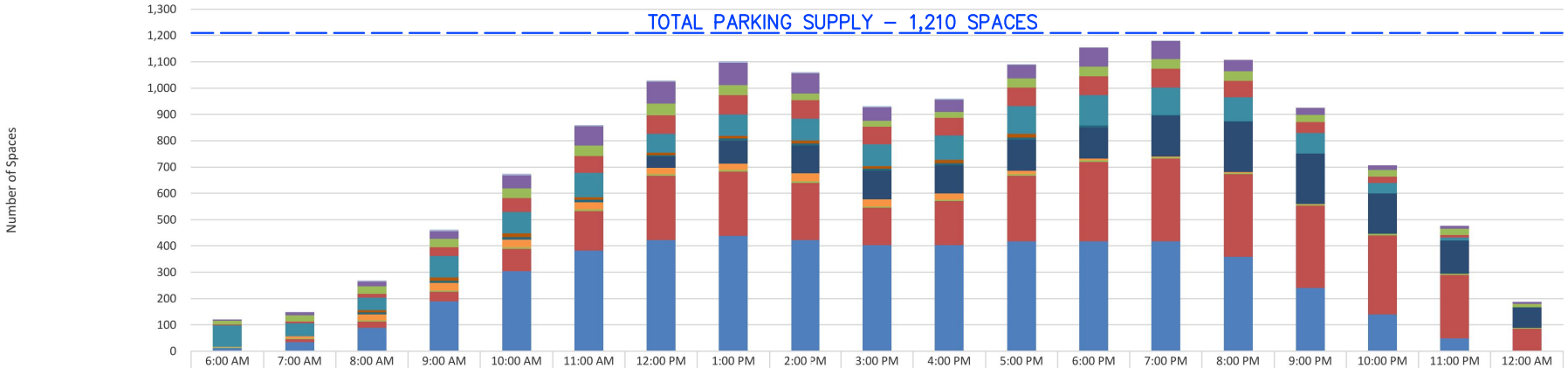
N NO SCALE

SOURCE: GOOGLE

FIGURE 4

PARKING LAYOUT

MARINA PACIFICA, LONG BEACH



	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	12:00 AM
Existing Vacant Office	0	2	5	6	6	5	5	5	6	5	5	3	2	1	0	0	0	0	0
Proposed Fast-Food Restaurnat	6	10	18	27	49	73	84	84	76	51	46	51	72	69	43	27	18	10	7
Proposed Family Restaurnat	14	24	28	34	38	40	44	40	25	22	22	35	37	37	37	28	26	24	13
Exisitng Vacant Retail	3	7	14	32	52	64	71	73	71	67	67	71	71	71	62	41	23	9	0
Proposed Health Club	82	49	49	82	82	93	71	82	82	82	93	105	116	104	92	78	40	12	0
Bank	0	0	8	13	14	10	10	10	11	10	12	14	0	0	0	0	0	0	0
Medical/Dental Office	0	0	7	8	9	9	5	8	9	9	8	8	7	3	1	0	0	0	0
Cineplex	0	0	0	0	0	0	42	86	106	108	108	118	118	155	192	192	155	125	79
Office	1	8	22	28	30	28	24	25	30	28	24	14	7	3	2	1	0	0	0
Fast-Food Restaurant	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Family Restaurant	3	5	5	6	6	6	7	6	5	4	4	6	6	6	6	5	5	5	3
Fine/Casual Dining	0	10	24	36	84	149	243	243	217	142	168	248	301	313	313	313	301	241	85
Retail	12	34	89	189	304	383	423	439	423	403	403	418	418	418	359	240	139	49	0

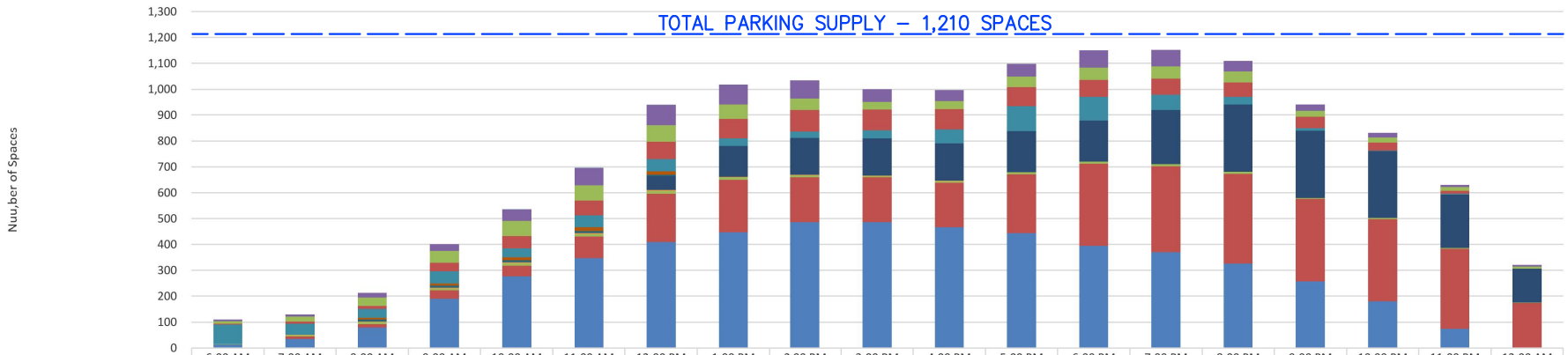
n:\3900\2183970 – marina pacifica, long beach\dwg\3970 f-5.dwg LDP 08:25:32 02-20-2019 aguilar

LINSCOTT LAW & GREENSPAN engineers

FIGURE 5

WEEKDAY SHARED PARKING DEMAND PROFILE

MARINA PACIFICA, LONG BEACH



	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	12:00 AM
Existing Vacant Office	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Proposed Fast-Food Restaurnat	6	8	18	25	45	68	78	78	71	48	43	48	67	64	40	25	18	8	6
Proposed Family Restaurnat	10	21	32	46	58	58	63	55	44	29	31	41	47	47	44	23	20	14	9
Exisitng Vacant Retail	3	7	12	33	47	57	68	75	82	82	78	74	66	63	55	44	30	13	0
Proposed Health Club	75	43	34	47	34	47	47	30	25	30	54	96	91	58	30	10	2	2	0
Bank	0	0	8	9	12	14	13	0	0	0	0	0	0	0	0	0	0	0	0
Medical/Dental Office	0	0	7	8	9	9	5	0	0	0	0	0	0	0	0	0	0	0	0
Cineplex	0	0	0	0	0	0	55	119	143	144	144	159	159	210	259	259	259	207	130
Office	0	1	2	2	3	3	3	2	2	1	1	0	0	0	0	0	0	0	0
Fast-Food Restaurant	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Family Restaurant	2	5	7	8	10	10	11	10	8	6	7	7	8	8	8	5	4	3	2
Fine/Casual Dining	0	11	15	32	40	84	188	202	173	173	173	229	318	333	347	318	318	310	174
Retail	14	34	78	190	277	346	408	447	486	486	466	443	394	369	326	257	180	73	0

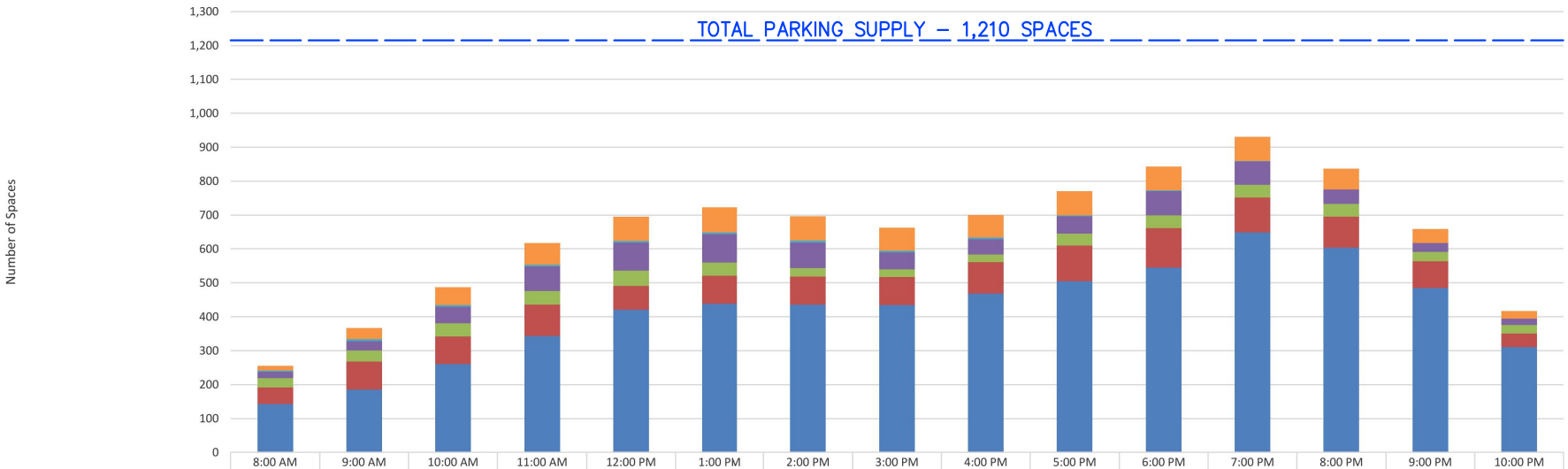
n:\3900\2183970 – marina pacifica, long beach\dwg\3970 f-6.dwg LDP 08:41:27 02-20-2019 aguilar

LINSCOTT LAW & GREENSPAN engineers

FIGURE 6

WEEKEND SHARED PARKING DEMAND PROFILE

MARINA PACIFICA, LONG BEACH



	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
Existing Vacant Retail	14	32	52	64	71	73	71	67	67	71	71	71	62	41	23
Existing Vacant Office	5	6	6	5	5	5	6	5	5	3	2	1	0	0	0
Proposed Fast-Food Restaurant	18	27	49	73	84	84	76	51	46	51	72	69	43	27	18
Proposed Family Restaurant	28	34	38	40	44	40	25	22	22	35	37	37	37	28	26
Proposed Health Club	49	82	82	93	71	82	82	82	93	105	116	104	92	78	40
Existing Center with Best Buy Removed	142	185	260	343	420	438	436	435	468	505	545	648	603	485	310

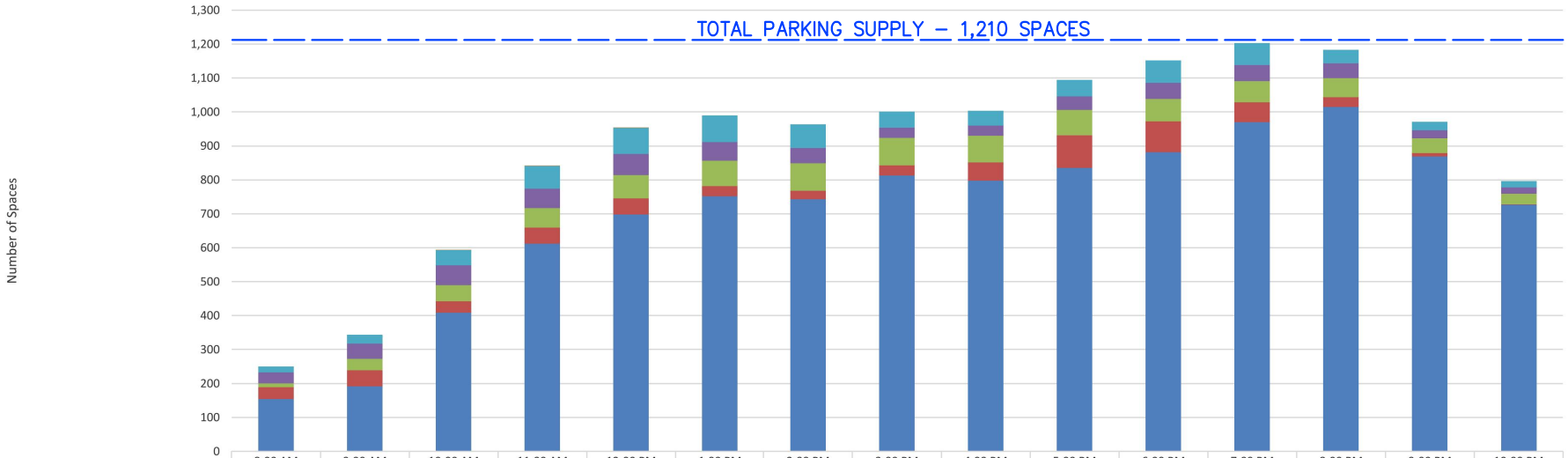
n:\3900\2183970 – marina pacifica, long beach\dwg\3970 f-7.dwg LDP 08:47:17 02-20-2019 aguilar

LINSCOTT LAW & GREENSPAN engineers

FIGURE 7

WEEKDAY SURVEY PLUS SHARED DEMAND PROFILE

MARINA PACIFICA, LONG BEACH



	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
Existing Vacant Office	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
Proposed Fast-Food Restaurant	18	25	45	68	78	78	71	48	43	48	67	64	40	25	18
Proposed Family Restaurant	32	46	58	58	63	55	44	29	31	41	47	47	44	23	20
Existing Vacant Retail	12	33	47	57	68	75	82	82	78	74	66	63	55	44	30
Proposed Health Club	34	47	34	47	47	30	25	30	54	96	91	58	30	10	2
Existing Center with Best Buy Removed	154	192	409	612	698	751	742	812	797	835	881	970	1,014	869	726

n:\3900\2183970 – marina pacifica, long beach\dwg\3970 f-8.dwg LDP 08:50:29 02-20-2019 aguilar

LINSCOTT LAW & GREENSPAN engineers

FIGURE 8

WEEKEND SURVEY PLUS SHARED DEMAND PROFILE

MARINA PACIFICA, LONG BEACH

LINSCOTT LAW & GREENSPAN engineers

TABLE 1

EXISTING AND PROPOSED PROJECT DEVELOPMENT SUMMARY [1]

MARINA PACIFICA PROJECT, LONG BEACH

Building	Tenant	Land Use	Hours of Operation	Retail	Restaurant	Office	Movie Theater	Medical Office	Health Club	Bank	Building Size (SF)
6270A	Acapulco Restaurants	Restaurant	M-TH 11am-10pm F-Sat 11am-11pm Sun 9am-2pm		12,560						12,560 SF
6270A3	Bank of America ATM	Bank ATM	24 hours								-- SF
6272A	Tantalum	Restaurant	M-F 11:30am-11pm Sat 10am-11pm Sun 10am-9pm		6,931						6,931 SF
6272B	Tantalum	Restaurant	M-F 11:30am-11pm Sat 10am-11pm Sun 10am-9pm		1,911						1,911 SF
6272C	Vinod Bommaiah	Office	M-F 8:30am-5pm			977					977 SF
6272D	Christine Cosper	Office	M-Sun 7:30am-10:30pm			770					770 SF
6272EG	Pacifica Industrial	Office	M-F 8am-6pm			3,574					3,574 SF
6272H	Elmoro Holdings LLC	Office	M-F 8am-6pm			779					779 SF
6272J	Baypointe Enterprises	Office	M-F 8am-6pm			1,465					1,465 SF
6274	Nordstrom Rack	Retail	M-Sat 10am-9pm Sun 11am-7pm	23,791							23,791 SF
6290	Ralphs Grocery Store	Grocery	M-Sun 5am-1am	46,035							46,035 SF
6310	*Best Buy Stores, LP - Former Use*	*Retail*	*VACANT*	*33,987*							*33,987 SF*
6310	*Best Buy Stereo Installation*	*Retail*	*VACANT*	*1,908*							*1,908 SF*
6312	Ulta Salon	Salon	M-Sat 10am-9pm Sun 11am-6pm	10,000							10,000 SF
6314	Buffalo Wild Wings	Restaurant	M-W 11am-1am Th-Sat 11am-2am Sun 11am-12am		6,294						6,294 SF
6324A	Chipotle Mexican Grill	Fast Food	M-Sun 10:30am-10pm		1,586						1,586 SF
6324B	Starbucks Corporation	Fast Food	M-Th 5am-10pm F 5am-11pm Sat 5:30am-11:30pm Sun 5:30am-9:30pm		1,248						1,248 SF
6324C	Bloch Chiropractic Wellness	Medical Office	M-F 9am-6pm Sat 9am-1pm					1900			1,900 SF
6324D	*Vacant*	*Office*	--			*1,139*					*1,139 SF*
6324E	Shantkarma Wellness Group LLC	Retail	M-Sun 6am-9:30pm	1,900							1,900 SF
6326	Barnes and Noble	Retail	M-Sun 9am-10pm	25,817							25,817 SF
6332	Ocean Market Grill	Fast Food	M-Th 11am-9pm F-Sun 11am-10pm		1,603						1,603 SF
6346A	*Sports Authority - Former Use*	*Retail*	*VACANT*	*22,738*							*22,738 SF*
6346B	Bon Bon	Retail	M-Sat 11am-8pm Sun 12pm-8pm	490							490 SF
6346D	Haykes and Smythe Furniture	Retail	M-F 10am-7pm Sat 10am-6pm Sun 11am-5pm	4,247							4,247 SF
6350	American Multi Cinema	Movie Theater	Varies				42,283				42,283 SF
6374A	Kamal Palace-Arun KC	Restaurant	M-Sat 11am-2:30pm, 5pm-10pm Sun 11am-10pm		2,408						2,408 SF
6376A	The Jiu Jitsu League	Retail	M,TH 6:30am-8:30pm T 11am-8:30pm W 9am-8:30pm Th 6:30am-8:30pm F 6:30am-7:30pm Sat-Sun 11am-2pm	2,500							2,500 SF
6376B	Peir 1 Import US	Retail	M-Sat 10am-9pm Sun 1am-7pm	2,500							2,500 SF
6376C	*Vacant*	*Office*	*VACANT*			*700*					*700 SF*
6378A	Peir 1 Import US inc	Retail	M-Sat 10am-9pm Sun 1am-7pm	9,200							9,200 SF
6380A	Forbidden City Resort	Restaurant	M-F 3pm-12am Sat-Sun 1pm-12am		5,266						5,266 SF
6380B	MP Boat Slips LLC	Office	Varies			800					800 SF
6382	Sit N Sleep Inc	Retail	M-F 10am-9pm Sat-Sun 10am-6pm	8,413							8,413 SF
6398	City National Bank	Bank	M-Th 9am-4pm F 9am-6pm							3,083	3,083 SF
			EXISTING SUBTOTAL	***193,526***	***39,807***	***10,204***	***42,283***	***1,900***	***0***	***3,083***	***290,803 SF***
6310	Retail to Health Club Conversion	Health Club including Lobby	To Be Determined	-35,895					29,956		-5,939 SF
6310	Gym Addition	Health Club	To Be Determined						1,007		1,007 SF
6310	Retail to Food Use Conversion	Restaurant	To Be Determined		4,341						4,341 SF
Bldg A	Proposed Bldg Addition - Food Use	Restaurant	To Be Determined		7,000						7,000 SF
Bldg B	Proposed Bldg Addition - Food Use	Restaurant	To Be Determined		5,000						5,000 SF
			VACANT/PROPOSED SUBTOTAL	***-35,895***	***16,341***	***0***	***0***	***0***	***30,963***	***0***	***11,409 SF***
			TOTAL	***157,631***	***56,148***	***10,204***	***42,283***	***1,900***	***30,963***	***3,083***	***302,212 SF***

Notes:

[1] Tenant information are based on Building Calcs SP-68; Source: McKently Malak Architects given on 1/28/19.

LINSCOTT LAW & GREENSPAN engineers

TABLE 2

SUMMARY OF EXISTING PARKING SUPPLY [1]

MARINA PACIFICA PROJECT, LONG BEACH

Zone	Regular	Handicapped	Handicap Van	Time Restricted[2]	Compact[3]	Total
A[4]	212	4	3	0	0	**219**
B[5]	187	4	2	75	0	**268**
C	184	2	2	18	0	**206**
D[6]	136	3	4	14	0	**157**
E	64	0	0	0	13	**77**
F	116	2	1	16	0	**135**
G	22	1	0	6	0	**29**
H[7]	12	1	1	0	0	**14**
I	60	0	0	0	0	**60**
J[8]	194	8	2	0	2	**206**
Total	**1187**	**25**	**15**	**129**	**15**	**1371**

Notes:

[1] Parking inventory of supply was conducted in May 2018.

[2] Time Restricted includes 20 minute, 50 minute, 60 minute and 90 minute parking. 20 Minute parking in Zone G, 50 minute parking in Zone D, 60 minute parking in Zones C, D, & F, 90 minute parking in Zones B & D.

[3] Compact space located in Zone J is a tandem (2nd access) space.

[4] Of the 212 regular spots in Zone A, 1 space is marked fuel efficient only.

[5] Of the 187 regular parking spaces in Zone B, 3 spaces are marked "click list" for Ralph's use.

[6] Of the 136 regular space in Zone D, 2 spaces are marked "take out" parking for Buffalo Wild Wings.

[7] Of the 12 regular spaces in Zone H, 5 spaces are marked for City Bank parking only.

[8] Of the 194 spaces in Zone J, 35 spaces are tandem (2nd access) spaces primarily utilized when valet operation is in service.

LINSCOTT LAW & GREENSPAN engineers

TABLE 3
CITY CODE PARKING REQUIREMENTS [1]
MARINA PACIFICA PROJECT, LONG BEACH

Land Use	Size		City of Long Beach Code Parking Ratio	Spaces Required
Existing Tenant Mix			*Community, Regional or Neighborhood Shopping Centers*	
Retail [2]	193,526	SF	5 space per 1,000 SF of GFA	968
Restaurant	39,807	SF	5 space per 1,000 SF of GFA	199
Office [2]	10,204	SF	5 space per 1,000 SF of GFA	51
Movie Theater	949	Seats	For theaters, 1 per every 3.3 fixed seats, plus a passenger loading and unloading zone. (If the fixed seat portion of the use is not 75% or greater, separate parking ratios shall be applied for accessory uses.)	288
Medical Office	1,900	SF	5 space per 1,000 SF of GFA	10
Bank	3,083	SF	5 space per 1,000 SF of GFA	15
Proposed Project				
Proposed Health Club [3]	30,963	SF	5 space per 1,000 SF of GFA	155
Proposed Restaurants [3]	16,341	SF	5 space per 1,000 SF of GFA	82
Less Retail Floor Area Conversions [3]	(35,895)	SF	5 space per 1,000 SF of GFA	-179
A. TOTAL EXISTING DEVELOPMENT PARKING CODE REQUIREMENT				**1,531**
B. TOTAL PROPOSED PARKING CODE REQUIREMENT				**58**
C. TOTAL PARKING CODE REQUIREMENT BASED ON FULL OCCUPANCY				**1,589**
D. PROPOSED PARKING SUPPLY [2]				**1,210**
E. PARKING SURPLUS/DEFICIENCY (+/-) BASED ON FULL OCCUPANCY (D - C)				**-379**

[1] Source: City of Long Beach Municipal Code, *Chapter 21.41 – Off-Street Parking and Loading Requirements*.

[2] Floor area includes current vacancies, which consist of 58,633 SF of vacant retail space and 1,839 SF of vacant office space.

[3] Floor area includes conversion of retail designation floor area to accommodate 30,963 SF of health club space (includes 1,007 SF addition and a 4,341 SF restaurant, plus the construction of two building pads for 12,000 SF of new restaurant space.

LINSCOTT LAW & GREENSPAN engineers

TABLE 4

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

MARINA PACIFICA PROJECT, LONG BEACH

Land Use	Retail	Fine/Casual Dining	Family Restaurant	Fast-Food Restaurant	Office	Cineplex	Medical/Dental Office	Bank	Total Spaces = 1,284 Shared Parking Demand	Comparison w/ Parking Supply 1371 Spaces Surplus (Deficiency)	Proposed Health Club	Existing Vacant Retail	Proposed Family Restaurant	Proposed Fast-Food Restaurant	Existing Vacant Office	Total Spaces = 1,674 Shared Parking Demand	Comparison w/ Parking Supply 1210 Spaces Surplus (Deficiency)
Size	134.893 KSF	38.559 KSF	1.248 KSF	0.000 KSF	8.365 KSF	949 Seats	1.900 KSF	3.083 KSF			30.963 KSF	22.738 KSF	7.000 KSF	9.341 KSF	1.839 KSF		
Pkg Rate[2]	4 /KSF	10 /KSF	10 /KSF	0 /KSF	4 /KSF	0.30 /Seat	5 /KSF	5 /KSF			-- --	4 /KSF	10 /KSF	10 /KSF	4 /KSF		
Gross Spaces	540 Spc.	386 Spc.	12 Spc.	0 Spc.	33 Spc.	288 Spc.	10 Spc.	15 Spc.			129 Spc.	91 Spc.	70 Spc.	93 Spc.	7 Spc.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces			Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	12	0	3	0	1	0	0	0	16	1,355	82	3	14	6	0	121	1,089
7:00 AM	34	10	5	0	8	0	0	0	57	1,314	49	7	24	10	2	149	1,061
8:00 AM	89	24	5	0	22	0	7	8	155	1,216	49	14	28	18	5	269	941
9:00 AM	189	36	6	0	28	0	8	13	280	1,091	82	32	34	27	6	461	749
10:00 AM	304	84	6	0	30	0	9	14	447	924	82	52	38	49	6	674	536
11:00 AM	383	149	6	0	28	0	9	10	585	786	93	64	40	73	5	860	350
12:00 PM	423	243	7	0	24	42	5	10	754	617	71	71	44	84	5	1,029	181
1:00 PM	439	243	6	0	25	86	8	10	817	554	82	73	40	84	5	1,101	109
2:00 PM	423	217	5	0	30	106	9	11	801	570	82	71	25	76	6	1,061	149
3:00 PM	403	142	4	0	28	108	9	10	704	667	82	67	22	51	5	931	279
4:00 PM	403	168	4	0	24	108	8	12	727	644	93	67	22	46	5	960	250
5:00 PM	418	248	6	0	14	118	8	14	826	545	105	71	35	51	3	1,091	119
6:00 PM	418	301	6	0	7	118	7	0	857	514	116	71	37	72	2	1,155	55
7:00 PM	418	313	6	0	3	155	3	0	898	473	104	71	37	69	1	1,180	30
8:00 PM	359	313	6	0	2	192	1	0	873	498	92	62	37	43	0	1,107	103
9:00 PM	240	313	5	0	1	192	0	0	751	620	78	41	28	27	0	925	285
10:00 PM	139	301	5	0	0	155	0	0	600	771	40	23	26	18	0	707	503
11:00 PM	49	241	5	0	0	125	0	0	420	951	12	9	24	10	0	475	735
12:00 AM	0	85	3	0	0	79	0	0	167	1,204	0	0	13	7	0	187	1,023

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based City Code.

LINSCOTT LAW & GREENSPAN engineers

TABLE 5

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

MARINA PACIFICA PROJECT, LONG BEACH

Land Use	Retail	Fine/Casual Dining	Family Restaurant	Fast-Food Restaurant	Office	Cineplex	Medical/Dental Office	Bank	Total Spaces = 1,284 Shared Parking Demand	Comparison w/ Parking Supply 1371 Spaces Surplus (Deficiency)	Proposed Health Club	Existing Vacant Retail	Proposed Family Restaurant	Proposed Fast-Food Restaurant	Existing Vacant Office	Total Spaces = 1,674 Shared Parking Demand	Comparison w/ Parking Supply 1210 Spaces Surplus (Deficiency)
Size	134.893 KSF	38.559 KSF	1.248 KSF	0.000 KSF	8.365 KSF	949 Seats	1.900 KSF	3.083 KSF			30.963 KSF	22.738 KSF	7.000 KSF	9.341 KSF	1.839 KSF		
Pkg Rate[2]	4 /KSF	10 /KSF	10 /KSF	0 /KSF	4 /KSF	0.30 /Seat	5 /KSF	5 /KSF			-- --	4 /KSF	10 /KSF	10 /KSF	4 /KSF		
Gross Spaces	540 Spc.	386 Spc.	12 Spc.	0 Spc.	33 Spc.	288 Spc.	10 Spc.	15 Spc.			129 Spc.	91 Spc.	70 Spc.	93 Spc.	7 Spc.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces			Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	14	0	2	0	0	0	0	0	16	1,355	75	3	10	6	0	110	1,100
7:00 AM	34	11	5	0	1	0	0	0	51	1,320	43	7	21	8	0	130	1,080
8:00 AM	78	15	7	0	2	0	7	8	117	1,254	34	12	32	18	0	213	997
9:00 AM	190	32	8	0	2	0	8	9	249	1,122	47	33	46	25	0	400	810
10:00 AM	277	40	10	0	3	0	9	12	351	1,020	34	47	58	45	1	536	674
11:00 AM	346	84	10	0	3	0	9	14	466	905	47	57	58	68	1	697	513
12:00 PM	408	188	11	0	3	55	5	13	683	688	47	68	63	78	1	940	270
1:00 PM	447	202	10	0	2	119	0	0	780	591	30	75	55	78	0	1,018	192
2:00 PM	486	173	8	0	2	143	0	0	812	559	25	82	44	71	0	1,034	176
3:00 PM	486	173	6	0	1	144	0	0	810	561	30	82	29	48	0	999	211
4:00 PM	466	173	7	0	1	144	0	0	791	580	54	78	31	43	0	997	213
5:00 PM	443	229	7	0	0	159	0	0	838	533	96	74	41	48	0	1,097	113
6:00 PM	394	318	8	0	0	159	0	0	879	492	91	66	47	67	0	1,150	60
7:00 PM	369	333	8	0	0	210	0	0	920	451	58	63	47	64	0	1,152	58
8:00 PM	326	347	8	0	0	259	0	0	940	431	30	55	44	40	0	1,109	101
9:00 PM	257	318	5	0	0	259	0	0	839	532	10	44	23	25	0	941	269
10:00 PM	180	318	4	0	0	259	0	0	761	610	2	30	20	18	0	831	379
11:00 PM	73	310	3	0	0	207	0	0	593	778	2	13	14	8	0	630	580
12:00 AM	0	174	2	0	0	130	0	0	306	1,065	0	0	9	6	0	321	889

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based City Code.

LINSCOTT LAW & GREENSPAN engineers

TABLE 6

ON-SITE PARKING SURVEYS – ENTIRE SITE [1]

THURSDAY, JUNE 7, 2018

MARINA PACIFICA PROJECT, LONG BEACH

Location	A	Percent Occupied	B	Percent Occupied	C	Percent Occupied	D	Percent Occupied	E	Percent Occupied	F	Percent Occupied	G	Percent Occupied	H	Percent Occupied	I	Percent Occupied	J	Percent Occupied	Grand Total	Occupancy Percentage
Spaces	**219**	**%**	**268**	**%**	**206**	**%**	**157**	**%**	**77**	**%**	**135**	**%**	**29**	**%**	**14**	**%**	**60**	**%**	**206**	**%**	**1371**	
8:00 AM	15	7%	32	12%	19	9%	17	11%	2	3%	3	2%	7	24%	0	0%	4	7%	61	30%	**160**	**12%**
9:00 AM	18	8%	42	16%	23	11%	44	28%	2	3%	6	4%	5	17%	2	14%	2	3%	79	38%	**223**	**16%**
10:00 AM	39	18%	44	16%	39	19%	64	41%	4	5%	8	6%	10	34%	2	14%	1	2%	110	53%	**321**	**23%**
11:00 AM	40	18%	59	22%	59	29%	98	62%	6	8%	19	14%	17	59%	3	21%	3	5%	116	56%	**420**	**31%**
12:00 PM	89	41%	68	25%	59	29%	109	69%	10	13%	26	19%	17	59%	3	21%	4	7%	120	58%	**505**	**37%**
1:00 PM	95	43%	77	29%	61	30%	109	69%	12	16%	36	27%	7	24%	2	14%	3	5%	124	60%	**526**	**38%**
2:00 PM	90	41%	80	30%	63	31%	105	67%	10	13%	27	20%	14	48%	2	14%	6	10%	124	60%	**521**	**38%**
3:00 PM	80	37%	77	29%	74	36%	100	64%	12	16%	26	19%	15	52%	3	21%	6	10%	123	60%	**516**	**38%**
4:00 PM	94	43%	91	34%	57	28%	107	68%	14	18%	28	21%	21	72%	0	0%	5	8%	132	64%	**549**	**40%**
5:00 PM	109	50%	90	34%	68	33%	116	74%	13	17%	33	24%	23	79%	0	0%	6	10%	131	64%	**589**	**43%**
6:00 PM	167	76%	73	27%	71	34%	103	66%	15	19%	48	36%	27	93%	4	29%	6	10%	115	56%	**629**	**46%**
7:00 PM	191	87%	65	24%	91	44%	140	89%	35	45%	63	47%	25	86%	4	29%	9	15%	109	53%	**732**	**53%**
8:00 PM	167	76%	41	15%	90	44%	144	92%	47	61%	53	39%	18	62%	1	7%	10	17%	104	50%	**675**	**49%**
9:00 PM	143	65%	31	12%	52	25%	101	64%	37	48%	48	36%	20	69%	1	7%	8	13%	93	45%	**534**	**39%**
10:00 PM	88	40%	24	9%	33	16%	92	59%	11	14%	18	13%	10	34%	1	7%	5	8%	57	28%	**339**	**25%**

[1] Source: National Data & Surveying Services

LINSCOTT LAW & GREENSPAN engineers

TABLE 7

ON-SITE PARKING SURVEYS – ENTIRE SITE [1]

SATURDAY, JUNE 9, 2018

MARINA PACIFICA PROJECT, LONG BEACH

Location	A	Percent Occupied	B	Percent Occupied	C	Percent Occupied	D	Percent Occupied	E	Percent Occupied	F	Percent Occupied	G	Percent Occupied	H	Percent Occupied	I	Percent Occupied	J	Percent Occupied	Grand Total	Occupancy Percentage
Spaces	**219**	**%**	**268**	**%**	**206**	**%**	**157**	**%**	**77**	**%**	**135**	**%**	**29**	**%**	**14**	**%**	**60**	**%**	**206**	**%**	**1371**	
8:00 AM	19	9%	41	15%	10	5%	30	19%	1	1%	2	1%	3	10%	0	0%	4	7%	60	29%	**170**	**12%**
9:00 AM	28	13%	69	26%	14	7%	40	25%	0	0%	3	2%	3	10%	0	0%	0	0%	73	35%	**230**	**17%**
10:00 AM	65	30%	90	34%	45	22%	103	66%	9	12%	28	21%	7	24%	3	21%	1	2%	115	56%	**466**	**34%**
11:00 AM	120	55%	113	42%	67	33%	146	93%	36	47%	49	36%	17	59%	4	29%	2	3%	128	62%	**682**	**50%**
12:00 PM	151	69%	115	43%	98	48%	149	95%	43	56%	72	53%	18	62%	4	29%	3	5%	128	62%	**781**	**57%**
1:00 PM	185	84%	118	44%	112	54%	153	97%	48	62%	63	47%	13	45%	2	14%	7	12%	140	68%	**841**	**61%**
2:00 PM	179	82%	107	40%	110	53%	150	96%	56	73%	70	52%	18	62%	2	14%	11	18%	137	67%	**840**	**61%**
3:00 PM	190	87%	120	45%	127	62%	154	98%	56	73%	72	53%	19	66%	2	14%	14	23%	156	76%	**910**	**66%**
4:00 PM	198	90%	109	41%	116	56%	141	90%	54	70%	86	64%	19	66%	3	21%	11	18%	155	75%	**892**	**65%**
5:00 PM	199	91%	97	36%	132	64%	140	89%	61	79%	88	65%	23	79%	7	50%	17	28%	160	78%	**924**	**67%**
6:00 PM	217	99%	94	35%	132	64%	143	91%	68	88%	105	78%	26	90%	5	36%	24	40%	147	71%	**961**	**70%**
7:00 PM	219	100%	105	39%	157	76%	150	96%	77	100%	122	90%	28	97%	6	43%	29	48%	152	74%	**1045**	**76%**
8:00 PM	219	100%	94	35%	184	89%	157	100%	77	100%	135	100%	29	100%	14	100%	37	62%	134	65%	**1080**	**79%**
9:00 PM	212	97%	70	26%	146	71%	144	92%	53	69%	102	76%	23	79%	12	86%	37	62%	123	60%	**922**	**67%**
10:00 PM	171	78%	47	18%	120	58%	145	92%	55	71%	66	49%	23	79%	6	43%	32	53%	97	47%	**762**	**56%**

[1] Source: National Data & Surveying Services

LINSCOTT LAW & GREENSPAN engineers

TABLE 8

WEEKDAY SURVEY PLUS SHARED PARKING DEMAND ANALYSIS [1]

MARINA PACIFICA PROJECT, LONG BEACH

Land Use	Existing Center	Best Buy Retail Removal	Proposed Health Club	Existing Vacant Retail	Proposed Family Restaurant	Proposed Fast-Food Restaurant	Existing Vacant Office	Shared Parking Demand	Comparison w/ Parking Supply 1210 Spaces
Size	Actual Observed Hourly Parking Demand [3]	-35.895 KSF	30.963 KSF	22.738 KSF	7.000 KSF	9.341 KSF	1.839 KSF		
Pkg Rate[2]		3.03 /KSF	-- --	4 /KSF	10 /KSF	10 /KSF	4 /KSF		
Gross Spaces		-109 Spc.	129 Spc.	91 Spc.	70 Spc.	93 Spc.	7 Spc.		
Time of Day		Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		Surplus (Deficiency)
8:00 AM	160	(18)	49	14	28	18	5	256	954
9:00 AM	223	(38)	82	32	34	27	6	366	844
10:00 AM	321	(61)	82	52	38	49	6	487	723
11:00 AM	420	(77)	93	64	40	73	5	618	592
12:00 PM	505	(85)	71	71	44	84	5	695	515
1:00 PM	526	(88)	82	73	40	84	5	722	488
2:00 PM	521	(85)	82	71	25	76	6	696	514
3:00 PM	516	(81)	82	67	22	51	5	662	548
4:00 PM	549	(81)	93	67	22	46	5	701	509
5:00 PM	589	(84)	105	71	35	51	3	770	440
6:00 PM	629	(84)	116	71	37	72	2	843	367
7:00 PM	732	(84)	104	71	37	69	1	930	280
8:00 PM	675	(72)	92	62	37	43	0	837	373
9:00 PM	534	(49)	78	41	28	27	0	659	551
10:00 PM	339	(29)	40	23	26	18	0	417	793

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based City Code.

[3] Counts were collected by National Data and Surveying Services on Thursday, June 7, 2018.

[4] Parking rate for Best Buys established using the 85th Percentile rate for ITE Land Use 863 Electronics Superstore, ITE Parking Generation, 5th Edition [2018].

LINSCOTT LAW & GREENSPAN engineers

TABLE 9

WEEKEND SURVEY PLUS SHARED PARKING DEMAND ANALYSIS [1]

MARINA PACIFICA PROJECT, LONG BEACH

Land Use	Existing Center	Best Buy Retail Removal	Proposed Health Club	Existing Vacant Retail	Proposed Family Restaurant	Proposed Fast-Food Restaurant	Existing Vacant Office	Shared Parking Demand	Comparison w/ Parking Supply 1210 Spaces
Size	Actual Observed Hourly Parking Demand [3]	-35.895 KSF	30.963 KSF	22.738 KSF	7.000 KSF	9.341 KSF	1.839 KSF		
Pkg Rate[2]		3.03 /KSF [4]	-- --	4 /KSF	10 /KSF	10 /KSF	4 /KSF		
Gross Spaces		-109 Spc.	129 Spc.	91 Spc.	70 Spc.	93 Spc.	7 Spc.		
Time of Day		Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		Surplus (Deficiency)
8:00 AM	170	(16)	34	12	32	18	0	250	960
9:00 AM	230	(38)	47	33	46	25	0	343	867
10:00 AM	466	(57)	34	47	58	45	1	594	616
11:00 AM	682	(70)	47	57	58	68	1	843	367
12:00 PM	781	(83)	47	68	63	78	1	955	255
1:00 PM	841	(90)	30	75	55	78	0	989	221
2:00 PM	840	(98)	25	82	44	71	0	964	246
3:00 PM	910	(98)	30	82	29	48	0	1,001	209
4:00 PM	892	(95)	54	78	31	43	0	1,003	207
5:00 PM	924	(89)	96	74	41	48	0	1,094	116
6:00 PM	961	(80)	91	66	47	67	0	1,152	58
7:00 PM	1045	(75)	58	63	47	64	0	1,202	8
8:00 PM	1080	(66)	30	55	44	40	0	1,183	27
9:00 PM	922	(53)	10	44	23	25	0	971	239
10:00 PM	762	(36)	2	30	20	18	0	796	414

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based City Code.

[3] Counts were collected by National Data and Surveying Services on Saturday, June 9, 2018.

[4] Parking rate for Best Buys established using the 85th Percentile rate for ITE Land Use 863 Electronics Superstore, ITE Parking Generation, 5th Edition [2018].

APPENDIX A

ULI SHARED PARKING CALCULATION WORKSHEETS

Appendix Table A1

SHOPPING CENTER (TYPICAL DAYS)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Shopping Center (Typical Days)**				
Size	**134.893 KSF**				
Pkg Rate[2]	**4 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**540 Spaces**				
	435 Guest Spc.		**105 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	1%	4	9%	8	12
7:00 AM	5%	20	14%	14	34
8:00 AM	14%	55	36%	34	89
9:00 AM	32%	125	68%	64	189
10:00 AM	59%	231	77%	73	304
11:00 AM	77%	302	86%	81	383
12:00 PM	86%	337	90%	86	423
1:00 PM	90%	353	90%	86	439
2:00 PM	86%	337	90%	86	423
3:00 PM	81%	317	90%	86	403
4:00 PM	81%	317	90%	86	403
5:00 PM	86%	337	86%	81	418
6:00 PM	86%	337	86%	81	418
7:00 PM	86%	337	86%	81	418
8:00 PM	72%	282	81%	77	359
9:00 PM	45%	176	68%	64	240
10:00 PM	27%	105	36%	34	139
11:00 PM	9%	35	14%	14	49
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A2

SHOPPING CENTER (TYPICAL DAYS)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Shopping Center (Typical Days)**				
Size	**134.893 KSF**				
Pkg Rate[2]	**4 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**540 Spaces**				
	432 Guest Spc.		**108 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	1%	4	10%	10	14
7:00 AM	5%	20	15%	14	34
8:00 AM	10%	39	40%	39	78
9:00 AM	30%	117	75%	73	190
10:00 AM	50%	194	85%	83	277
11:00 AM	65%	253	95%	93	346
12:00 PM	80%	311	100%	97	408
1:00 PM	90%	350	100%	97	447
2:00 PM	100%	389	100%	97	486
3:00 PM	100%	389	100%	97	486
4:00 PM	95%	369	100%	97	466
5:00 PM	90%	350	95%	93	443
6:00 PM	80%	311	85%	83	394
7:00 PM	75%	292	80%	77	369
8:00 PM	65%	253	75%	73	326
9:00 PM	50%	194	65%	63	257
10:00 PM	35%	136	45%	44	180
11:00 PM	15%	59	15%	14	73
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A3

FINE/CASUAL DINING
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Fine/Casual Dining**				
Size	**38.559 KSF**				**Shared Parking Demand**
Pkg Rate[2]	**10 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**386 Spaces**				
	327 Guest Spc.		**59 Emp. Spc.**		
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	18%	10	10
8:00 AM	0%	0	45%	24	24
9:00 AM	0%	0	68%	36	36
10:00 AM	14%	41	81%	43	84
11:00 AM	36%	106	81%	43	149
12:00 PM	68%	200	81%	43	243
1:00 PM	68%	200	81%	43	243
2:00 PM	59%	174	81%	43	217
3:00 PM	36%	106	68%	36	142
4:00 PM	45%	132	68%	36	168
5:00 PM	68%	200	90%	48	248
6:00 PM	86%	253	90%	48	301
7:00 PM	90%	265	90%	48	313
8:00 PM	90%	265	90%	48	313
9:00 PM	90%	265	90%	48	313
10:00 PM	86%	253	90%	48	301
11:00 PM	68%	200	77%	41	241
12:00 AM	23%	68	32%	17	85

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A4

FINE/CASUAL DINING
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Fine/Casual Dining**				
Size	**38.559 KSF**				
Pkg Rate[2]	**10 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**386 Spaces**				
	328 Guest Spc.		**58 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	20%	11	11
8:00 AM	0%	0	30%	15	15
9:00 AM	0%	0	60%	32	32
10:00 AM	0%	0	75%	40	40
11:00 AM	15%	44	75%	40	84
12:00 PM	50%	148	75%	40	188
1:00 PM	55%	162	75%	40	202
2:00 PM	45%	133	75%	40	173
3:00 PM	45%	133	75%	40	173
4:00 PM	45%	133	75%	40	173
5:00 PM	60%	177	100%	52	229
6:00 PM	90%	266	100%	52	318
7:00 PM	95%	281	100%	52	333
8:00 PM	100%	295	100%	52	347
9:00 PM	90%	266	100%	52	318
10:00 PM	90%	266	100%	52	318
11:00 PM	90%	266	85%	44	310
12:00 AM	50%	148	50%	26	174

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A5

FAMILY RESTAURANT
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Family Restaurant**				
Size	**1.248 KSF**				**Shared Parking Demand**
Pkg Rate[2]	**10 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**12 Spaces**				
	10 Guest Spc.		**2 Emp. Spc.**		
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	18%	2	35%	1	3
7:00 AM	35%	4	53%	1	5
8:00 AM	42%	4	63%	1	5
9:00 AM	53%	5	63%	1	6
10:00 AM	60%	5	70%	1	6
11:00 AM	63%	5	70%	1	6
12:00 PM	70%	6	70%	1	7
1:00 PM	63%	5	70%	1	6
2:00 PM	35%	4	70%	1	5
3:00 PM	32%	3	53%	1	4
4:00 PM	32%	3	53%	1	4
5:00 PM	53%	5	67%	1	6
6:00 PM	56%	5	67%	1	6
7:00 PM	56%	5	67%	1	6
8:00 PM	56%	5	67%	1	6
9:00 PM	42%	4	56%	1	5
10:00 PM	39%	4	46%	1	5
11:00 PM	35%	4	46%	1	5
12:00 AM	18%	2	25%	1	3

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A6

FAMILY RESTAURANT
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Family Restaurant**				
Size	**1.248 KSF**				**Shared Parking Demand**
Pkg Rate[2]	**10 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**12 Spaces**				
	10 Guest Spc.		**2 Emp. Spc.**		
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	10%	1	50%	1	2
7:00 AM	25%	3	75%	2	5
8:00 AM	45%	5	90%	2	7
9:00 AM	70%	6	90%	2	8
10:00 AM	90%	8	100%	2	10
11:00 AM	90%	8	100%	2	10
12:00 PM	100%	9	100%	2	11
1:00 PM	85%	8	100%	2	10
2:00 PM	65%	6	100%	2	8
3:00 PM	40%	4	75%	2	6
4:00 PM	45%	5	75%	2	7
5:00 PM	60%	5	95%	2	7
6:00 PM	70%	6	95%	2	8
7:00 PM	70%	6	95%	2	8
8:00 PM	65%	6	95%	2	8
9:00 PM	30%	3	80%	2	5
10:00 PM	25%	3	65%	1	4
11:00 PM	15%	2	65%	1	3
12:00 AM	10%	1	35%	1	2

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A7

FAST-FOOD RESTAURANT
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Fast-Food Restaurant**				
Size	**0.000 KSF**				**Shared Parking Demand**
Pkg Rate[2]	**0 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**0 Spaces**				
	0 Guest Spc.		**0 Emp. Spc.**		
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	5%	0	15%	0	0
7:00 AM	10%	0	20%	0	0
8:00 AM	20%	0	30%	0	0
9:00 AM	30%	0	40%	0	0
10:00 AM	55%	0	75%	0	0
11:00 AM	85%	0	100%	0	0
12:00 PM	100%	0	100%	0	0
1:00 PM	100%	0	100%	0	0
2:00 PM	90%	0	95%	0	0
3:00 PM	60%	0	70%	0	0
4:00 PM	55%	0	60%	0	0
5:00 PM	60%	0	70%	0	0
6:00 PM	85%	0	90%	0	0
7:00 PM	80%	0	90%	0	0
8:00 PM	50%	0	60%	0	0
9:00 PM	30%	0	40%	0	0
10:00 PM	20%	0	30%	0	0
11:00 PM	10%	0	20%	0	0
12:00 AM	5%	0	20%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A8

FAST-FOOD RESTAURANT
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Fast-Food Restaurant**				
Size	**0.000 KSF**				
Pkg Rate[2]	**0 /KSF**				
Mode Adjust	**0.90**		**0.90**		
Non-Captive Ratio	**1.00**		**1.00**		
Gross Spaces	**0 Spaces**				
	0 Guest Spc.		**0 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	5%	0	14%	0	0
7:00 AM	9%	0	19%	0	0
8:00 AM	19%	0	28%	0	0
9:00 AM	28%	0	37%	0	0
10:00 AM	51%	0	70%	0	0
11:00 AM	79%	0	93%	0	0
12:00 PM	93%	0	93%	0	0
1:00 PM	93%	0	93%	0	0
2:00 PM	84%	0	89%	0	0
3:00 PM	56%	0	65%	0	0
4:00 PM	51%	0	56%	0	0
5:00 PM	56%	0	65%	0	0
6:00 PM	79%	0	84%	0	0
7:00 PM	75%	0	84%	0	0
8:00 PM	47%	0	56%	0	0
9:00 PM	28%	0	37%	0	0
10:00 PM	19%	0	28%	0	0
11:00 PM	9%	0	19%	0	0
12:00 AM	5%	0	19%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A9

OFFICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Office**				
Size	**8.365 KSF**				**Shared Parking Demand**
Pkg Rate[2]	**4 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**33 Spaces**				
	3 Visitor Spc.		**30 Emp. Spc.**		
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	0%	0	3%	1	1
7:00 AM	1%	0	30%	8	8
8:00 AM	20%	1	75%	21	22
9:00 AM	60%	2	95%	26	28
10:00 AM	100%	3	100%	27	30
11:00 AM	45%	1	100%	27	28
12:00 PM	15%	0	90%	24	24
1:00 PM	45%	1	90%	24	25
2:00 PM	100%	3	100%	27	30
3:00 PM	45%	1	100%	27	28
4:00 PM	15%	0	90%	24	24
5:00 PM	10%	0	50%	14	14
6:00 PM	5%	0	25%	7	7
7:00 PM	2%	0	10%	3	3
8:00 PM	1%	0	7%	2	2
9:00 PM	0%	0	3%	1	1
10:00 PM	0%	0	1%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A10

OFFICE
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Office**				
Size	**8.365 KSF**				**Shared Parking Demand**
Pkg Rate[2]	**4 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**33 Spaces**				
	3 Visitor Spc.		**30 Emp. Spc.**		
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	0%	0	0%	0	0
7:00 AM	2%	0	2%	1	1
8:00 AM	6%	0	6%	2	2
9:00 AM	8%	0	8%	2	2
10:00 AM	9%	0	9%	3	3
11:00 AM	10%	0	10%	3	3
12:00 PM	9%	0	9%	3	3
1:00 PM	8%	0	8%	2	2
2:00 PM	6%	0	6%	2	2
3:00 PM	4%	0	4%	1	1
4:00 PM	2%	0	2%	1	1
5:00 PM	1%	0	1%	0	0
6:00 PM	1%	0	1%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A11

CINEPLEX (TYPICAL DAYS)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Cineplex (Typical Days)**				
Size	**949.000 Seats**				
Pkg Rate[2]	**0.30 /Seat**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**288 Spaces**				
	274 Guest Spc.		**14 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	0%	0	0%	0	0
9:00 AM	0%	0	0%	0	0
10:00 AM	0%	0	0%	0	0
11:00 AM	0%	0	0%	0	0
12:00 PM	15%	37	37%	5	42
1:00 PM	33%	81	44%	5	86
2:00 PM	41%	101	44%	5	106
3:00 PM	41%	101	56%	7	108
4:00 PM	41%	101	56%	7	108
5:00 PM	44%	109	74%	9	118
6:00 PM	44%	109	74%	9	118
7:00 PM	59%	146	74%	9	155
8:00 PM	74%	183	74%	9	192
9:00 PM	74%	183	74%	9	192
10:00 PM	59%	146	74%	9	155
11:00 PM	48%	119	52%	6	125
12:00 AM	30%	74	37%	5	79

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A12

CINEPLEX (TYPICAL DAYS)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Cineplex (Typical Days)**				
Size	**949.000 Seats**				
Pkg Rate[2]	**0.30 /Seat**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**288 Spaces**				
	277 Guest Spc.		**11 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	0%	0	0%	0	0
9:00 AM	0%	0	0%	0	0
10:00 AM	0%	0	0%	0	0
11:00 AM	0%	0	0%	0	0
12:00 PM	20%	50	50%	5	55
1:00 PM	45%	113	60%	6	119
2:00 PM	55%	137	60%	6	143
3:00 PM	55%	137	75%	7	144
4:00 PM	55%	137	75%	7	144
5:00 PM	60%	149	100%	10	159
6:00 PM	60%	149	100%	10	159
7:00 PM	80%	200	100%	10	210
8:00 PM	100%	249	100%	10	259
9:00 PM	100%	249	100%	10	259
10:00 PM	100%	249	100%	10	259
11:00 PM	80%	200	70%	7	207
12:00 AM	50%	125	50%	5	130

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A13

MEDICAL/DENTAL OFFICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Medical/Dental Office**				
Size	**1.900 KSF**				
Pkg Rate[2]	**5 /KSF**				
Mode Adjust	**0.90**		**0.90**		
Non-Captive Ratio	**1.00**		**1.00**		
Gross Spaces	**10 Spaces**				
	7 Visitor Spc.		**3 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	5	60%	2	7
9:00 AM	90%	5	100%	3	8
10:00 AM	100%	6	100%	3	9
11:00 AM	100%	6	100%	3	9
12:00 PM	30%	2	100%	3	5
1:00 PM	90%	5	100%	3	8
2:00 PM	100%	6	100%	3	9
3:00 PM	100%	6	100%	3	9
4:00 PM	90%	5	100%	3	8
5:00 PM	80%	5	100%	3	8
6:00 PM	67%	5	67%	2	7
7:00 PM	30%	2	30%	1	3
8:00 PM	15%	1	15%	0	1
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A14

MEDICAL/DENTAL OFFICE
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Medical/Dental Office**				
Size	**1.900 KSF**				**Shared Parking Demand**
Pkg Rate[2]	**5 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**10 Spaces**				
	7 Visitor Spc.		**3 Emp. Spc.**		
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	5	60%	2	7
9:00 AM	90%	5	100%	3	8
10:00 AM	100%	6	100%	3	9
11:00 AM	100%	6	100%	3	9
12:00 PM	30%	2	100%	3	5
1:00 PM	0%	0	0%	0	0
2:00 PM	0%	0	0%	0	0
3:00 PM	0%	0	0%	0	0
4:00 PM	0%	0	0%	0	0
5:00 PM	0%	0	0%	0	0
6:00 PM	0%	0	0%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A15

BANK
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Bank**				
Size	**3.083 KSF**				**Shared Parking Demand**
Pkg Rate[2]	**5 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**15 Spaces**				
	10 Visitor Spc.		**5 Emp. Spc.**		
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	50%	5	60%	3	8
9:00 AM	90%	8	100%	5	13
10:00 AM	100%	9	100%	5	14
11:00 AM	50%	5	100%	5	10
12:00 PM	50%	5	100%	5	10
1:00 PM	50%	5	100%	5	10
2:00 PM	70%	6	100%	5	11
3:00 PM	50%	5	100%	5	10
4:00 PM	80%	7	100%	5	12
5:00 PM	100%	9	100%	5	14
6:00 PM	0%	0	0%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A16

BANK

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Bank**				
Size	**3.083 KSF**				**Shared Parking Demand**
Pkg Rate[2]	**5 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**15 Spaces**				
	10 Visitor Spc.		**5 Emp. Spc.**		
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	25%	3	90%	5	8
9:00 AM	40%	4	100%	5	9
10:00 AM	75%	7	100%	5	12
11:00 AM	100%	9	100%	5	14
12:00 PM	90%	8	100%	5	13
1:00 PM	0%	0	0%	0	0
2:00 PM	0%	0	0%	0	0
3:00 PM	0%	0	0%	0	0
4:00 PM	0%	0	0%	0	0
5:00 PM	0%	0	0%	0	0
6:00 PM	0%	0	0%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A17

HEALTH CLUB
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Health Club				
Size	30.963 KSF				Shared Parking Demand
Pkg Rate[2]	-- --				
Mode Adjust	0.90			0.90	
Non-Captive Ratio	1.00			1.00	
Gross Spaces	129 Spaces				
	122 Guest Spc.		7 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	70%	77	75%	5	82
7:00 AM	40%	44	75%	5	49
8:00 AM	40%	44	75%	5	49
9:00 AM	70%	77	75%	5	82
10:00 AM	70%	77	75%	5	82
11:00 AM	80%	88	75%	5	93
12:00 PM	60%	66	75%	5	71
1:00 PM	70%	77	75%	5	82
2:00 PM	70%	77	75%	5	82
3:00 PM	70%	77	75%	5	82
4:00 PM	80%	88	75%	5	93
5:00 PM	90%	99	100%	6	105
6:00 PM	100%	110	100%	6	116
7:00 PM	90%	99	75%	5	104
8:00 PM	80%	88	50%	4	92
9:00 PM	70%	77	20%	1	78
10:00 PM	35%	39	20%	1	40
11:00 PM	10%	11	20%	1	12
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A18

HEALTH CLUB
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Health Club**				
Size	**30.963 KSF**				**Shared Parking Demand**
Pkg Rate[2]	**-- --**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**129 Spaces**				
	123 Guest Spc.		**6 Emp. Spc.**		
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	66%	73	41%	2	75
7:00 AM	37%	41	41%	2	43
8:00 AM	29%	32	41%	2	34
9:00 AM	41%	45	41%	2	47
10:00 AM	29%	32	41%	2	34
11:00 AM	41%	45	41%	2	47
12:00 PM	41%	45	41%	2	47
1:00 PM	25%	28	41%	2	30
2:00 PM	21%	23	41%	2	25
3:00 PM	25%	28	41%	2	30
4:00 PM	45%	50	62%	4	54
5:00 PM	82%	91	82%	5	96
6:00 PM	78%	86	82%	5	91
7:00 PM	49%	54	62%	4	58
8:00 PM	25%	28	41%	2	30
9:00 PM	8%	9	16%	1	10
10:00 PM	1%	1	16%	1	2
11:00 PM	1%	1	16%	1	2
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A19

SHOPPING CENTER (TYPICAL DAYS)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Shopping Center (Typical Days)**				
Size	**22.738 KSF**				
Pkg Rate[2]	**4 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**91 Spaces**				
	73 Guest Spc.		**18 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	1%	1	9%	2	3
7:00 AM	5%	4	14%	3	7
8:00 AM	14%	9	36%	5	14
9:00 AM	32%	21	68%	11	32
10:00 AM	59%	39	77%	13	52
11:00 AM	77%	50	86%	14	64
12:00 PM	86%	57	90%	14	71
1:00 PM	90%	59	90%	14	73
2:00 PM	86%	57	90%	14	71
3:00 PM	81%	53	90%	14	67
4:00 PM	81%	53	90%	14	67
5:00 PM	86%	57	86%	14	71
6:00 PM	86%	57	86%	14	71
7:00 PM	86%	57	86%	14	71
8:00 PM	72%	48	81%	14	62
9:00 PM	45%	30	68%	11	41
10:00 PM	27%	18	36%	5	23
11:00 PM	9%	6	14%	3	9
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A20

SHOPPING CENTER (TYPICAL DAYS)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Shopping Center (Typical Days)**				
Size	**22.738 KSF**				
Pkg Rate[2]	**4 /KSF**				
Mode Adjust	**0.90**		**0.90**		
Non-Captive Ratio	**1.00**		**1.00**		
Gross Spaces	**91 Spaces**				
	73 Guest Spc.		**18 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	1%	1	10%	2	3
7:00 AM	5%	4	15%	3	7
8:00 AM	10%	6	40%	6	12
9:00 AM	30%	20	75%	13	33
10:00 AM	50%	33	85%	14	47
11:00 AM	65%	42	95%	15	57
12:00 PM	80%	52	100%	16	68
1:00 PM	90%	59	100%	16	75
2:00 PM	100%	66	100%	16	82
3:00 PM	100%	66	100%	16	82
4:00 PM	95%	62	100%	16	78
5:00 PM	90%	59	95%	15	74
6:00 PM	80%	52	85%	14	66
7:00 PM	75%	50	80%	13	63
8:00 PM	65%	42	75%	13	55
9:00 PM	50%	33	65%	11	44
10:00 PM	35%	23	45%	7	30
11:00 PM	15%	10	15%	3	13
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A21

FAMILY RESTAURANT
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Family Restaurant				
Size	7.000 KSF				Shared Parking Demand
Pkg Rate[2]	10 /KSF				
Mode Adjust	0.90			0.90	
Non-Captive Ratio	1.00			1.00	
Gross Spaces	70 Spaces				
	60 Guest Spc.		10 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	18%	10	35%	4	14
7:00 AM	35%	19	53%	5	24
8:00 AM	42%	23	63%	5	28
9:00 AM	53%	29	63%	5	34
10:00 AM	60%	32	70%	6	38
11:00 AM	63%	34	70%	6	40
12:00 PM	70%	38	70%	6	44
1:00 PM	63%	34	70%	6	40
2:00 PM	35%	19	70%	6	25
3:00 PM	32%	17	53%	5	22
4:00 PM	32%	17	53%	5	22
5:00 PM	53%	29	67%	6	35
6:00 PM	56%	31	67%	6	37
7:00 PM	56%	31	67%	6	37
8:00 PM	56%	31	67%	6	37
9:00 PM	42%	23	56%	5	28
10:00 PM	39%	21	46%	5	26
11:00 PM	35%	19	46%	5	24
12:00 AM	18%	10	25%	3	13

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A22

FAMILY RESTAURANT
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Family Restaurant**				
Size	**7.000 KSF**				
Pkg Rate[2]	**10 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**70 Spaces**				
	60 Guest Spc.		**10 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	10%	5	50%	5	10
7:00 AM	25%	14	75%	7	21
8:00 AM	45%	24	90%	8	32
9:00 AM	70%	38	90%	8	46
10:00 AM	90%	49	100%	9	58
11:00 AM	90%	49	100%	9	58
12:00 PM	100%	54	100%	9	63
1:00 PM	85%	46	100%	9	55
2:00 PM	65%	35	100%	9	44
3:00 PM	40%	22	75%	7	29
4:00 PM	45%	24	75%	7	31
5:00 PM	60%	32	95%	9	41
6:00 PM	70%	38	95%	9	47
7:00 PM	70%	38	95%	9	47
8:00 PM	65%	35	95%	9	44
9:00 PM	30%	16	80%	7	23
10:00 PM	25%	14	65%	6	20
11:00 PM	15%	8	65%	6	14
12:00 AM	10%	5	35%	4	9

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A23

FAST-FOOD RESTAURANT
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Fast-Food Restaurant**				
Size	**9.341 KSF**				
Pkg Rate[2]	**10 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**93 Spaces**				
	79 Guest Spc.		**14 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	5%	4	15%	2	6
7:00 AM	10%	7	20%	3	10
8:00 AM	20%	14	30%	4	18
9:00 AM	30%	22	40%	5	27
10:00 AM	55%	39	75%	10	49
11:00 AM	85%	60	100%	13	73
12:00 PM	100%	71	100%	13	84
1:00 PM	100%	71	100%	13	84
2:00 PM	90%	64	95%	12	76
3:00 PM	60%	42	70%	9	51
4:00 PM	55%	39	60%	7	46
5:00 PM	60%	42	70%	9	51
6:00 PM	85%	60	90%	12	72
7:00 PM	80%	57	90%	12	69
8:00 PM	50%	36	60%	7	43
9:00 PM	30%	22	40%	5	27
10:00 PM	20%	14	30%	4	18
11:00 PM	10%	7	20%	3	10
12:00 AM	5%	4	20%	3	7

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A24

FAST-FOOD RESTAURANT
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Fast-Food Restaurant**				
Size	**9.341 KSF**				
Pkg Rate[2]	**10 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**93 Spaces**				
	80 Guest Spc.		**13 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	5%	4	14%	2	6
7:00 AM	9%	6	19%	2	8
8:00 AM	19%	14	28%	4	18
9:00 AM	28%	20	37%	5	25
10:00 AM	51%	37	70%	8	45
11:00 AM	79%	57	93%	11	68
12:00 PM	93%	67	93%	11	78
1:00 PM	93%	67	93%	11	78
2:00 PM	84%	60	89%	11	71
3:00 PM	56%	41	65%	7	48
4:00 PM	51%	37	56%	6	43
5:00 PM	56%	41	65%	7	48
6:00 PM	79%	57	84%	10	67
7:00 PM	75%	54	84%	10	64
8:00 PM	47%	34	56%	6	40
9:00 PM	28%	20	37%	5	25
10:00 PM	19%	14	28%	4	18
11:00 PM	9%	6	19%	2	8
12:00 AM	5%	4	19%	2	6

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A25

OFFICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Office				
Size	1.839 KSF				Shared Parking Demand
Pkg Rate[2]	4 /KSF				
Mode Adjust	0.90			0.90	
Non-Captive Ratio	1.00			1.00	
Gross Spaces	7 Spaces				
	1 Visitor Spc.		6 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	3%	0	0
7:00 AM	1%	0	30%	2	2
8:00 AM	20%	0	75%	5	5
9:00 AM	60%	1	95%	5	6
10:00 AM	100%	1	100%	5	6
11:00 AM	45%	0	100%	5	5
12:00 PM	15%	0	90%	5	5
1:00 PM	45%	0	90%	5	5
2:00 PM	100%	1	100%	5	6
3:00 PM	45%	0	100%	5	5
4:00 PM	15%	0	90%	5	5
5:00 PM	10%	0	50%	3	3
6:00 PM	5%	0	25%	2	2
7:00 PM	2%	0	10%	1	1
8:00 PM	1%	0	7%	0	0
9:00 PM	0%	0	3%	0	0
10:00 PM	0%	0	1%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A26

OFFICE
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Office**				
Size	**1.839 KSF**				**Shared Parking Demand**
Pkg Rate[2]	**4 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**7 Spaces**				
	1 Visitor Spc.		**6 Emp. Spc.**		
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	0%	0	0%	0	0
7:00 AM	2%	0	2%	0	0
8:00 AM	6%	0	6%	0	0
9:00 AM	8%	0	8%	0	0
10:00 AM	9%	0	9%	1	1
11:00 AM	10%	0	10%	1	1
12:00 PM	9%	0	9%	1	1
1:00 PM	8%	0	8%	0	0
2:00 PM	6%	0	6%	0	0
3:00 PM	4%	0	4%	0	0
4:00 PM	2%	0	2%	0	0
5:00 PM	1%	0	1%	0	0
6:00 PM	1%	0	1%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on City code.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A27

SHOPPING CENTER (TYPICAL DAYS)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Shopping Center (Typical Days)**				
Size	**-35.895 KSF**				
Pkg Rate[2]	**3.03 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross	**-109 Spaces**				
Spaces	**-88 Guest Spc.**		**-21 Emp. Spc.**		**Shared**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	**Parking Demand**
6:00 AM	1%	-1	9%	-2	-3
7:00 AM	5%	-4	14%	-3	-7
8:00 AM	14%	-11	36%	-7	-18
9:00 AM	32%	-25	68%	-13	-38
10:00 AM	59%	-47	77%	-14	-61
11:00 AM	77%	-61	86%	-16	-77
12:00 PM	86%	-68	90%	-17	-85
1:00 PM	90%	-71	90%	-17	-88
2:00 PM	86%	-68	90%	-17	-85
3:00 PM	81%	-64	90%	-17	-81
4:00 PM	81%	-64	90%	-17	-81
5:00 PM	86%	-68	86%	-16	-84
6:00 PM	86%	-68	86%	-16	-84
7:00 PM	86%	-68	86%	-16	-84
8:00 PM	72%	-57	81%	-15	-72
9:00 PM	45%	-36	68%	-13	-49
10:00 PM	27%	-22	36%	-7	-29
11:00 PM	9%	-7	14%	-3	-10
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rate from ITE Land Use 863 Electronics Superstore (5th Editions Parking Generation, ITE, 2018)

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A28

SHOPPING CENTER (TYPICAL DAYS)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	**Shopping Center (Typical Days)**				
Size	**-35.895 KSF**				
Pkg Rate[2]	**3.03 /KSF**				
Mode Adjust	**0.90**			**0.90**	
Non-Captive Ratio	**1.00**			**1.00**	
Gross Spaces	**-109 Spaces**				
	-87 Guest Spc.		**-22 Emp. Spc.**		**Shared Parking Demand**
Time of Day	**% Of Peak [3]**	**# Of Spaces**	**% Of Peak [3]**	**# Of Spaces**	
6:00 AM	1%	-1	10%	-2	-3
7:00 AM	5%	-4	15%	-3	-7
8:00 AM	10%	-8	40%	-8	-16
9:00 AM	30%	-23	75%	-15	-38
10:00 AM	50%	-40	85%	-17	-57
11:00 AM	65%	-51	95%	-19	-70
12:00 PM	80%	-63	100%	-20	-83
1:00 PM	90%	-70	100%	-20	-90
2:00 PM	100%	-78	100%	-20	-98
3:00 PM	100%	-78	100%	-20	-98
4:00 PM	95%	-75	100%	-20	-95
5:00 PM	90%	-70	95%	-19	-89
6:00 PM	80%	-63	85%	-17	-80
7:00 PM	75%	-59	80%	-16	-75
8:00 PM	65%	-51	75%	-15	-66
9:00 PM	50%	-40	65%	-13	-53
10:00 PM	35%	-27	45%	-9	-36
11:00 PM	15%	-12	15%	-3	-15
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rate from ITE Land Use 863 Electronics Superstore (5th Editions Parking Generation, ITE, 2018)

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.