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PARKING DEMAND ANALYSIS

HABIT BURGER AT LANDMARK PLAZA

Huntington Beach, California
June 12, 2025

LLG

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June 12, 2025

Scott Meinert, Project Manager
Lindle Design Group, Inc.
Midwest Studios
158 West Main Street
Lena, IL 61048

LLG Reference No. 2.25.4971.1

Subject: **Parking Demand Analysis for the Proposed**
Habit Burger at Landmark Plaza
Huntington Beach, California

Dear Mr. Meinert:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Parking Demand Analysis for Landmark Plaza that is associated with the proposed development of Habit Burger (herein after referred to as Project), a fast-food without drive-through restaurant, in place of a vacant financial institution suite. Landmark Plaza is an existing mixed-use development located north of Atlanta Avenue and west of Magnolia Street and addressed at 8871-8865 Atlanta Avenue & 20920-20981 Magnolia Street in the City of Huntington Beach, California.

Based on our understanding, a parking study has been required by the City of Huntington Beach to document the existing parking requirements and operational needs of the neighborhood shopping center and to evaluate the parking requirements of the shopping center with the proposed Project and future full occupancy. Similar to prior studies of the subject property, this report evaluates those needs based on actual field study of existing peak parking demands at the site, application of City code, and further application of the Urban Land Institute’s (ULI) *Shared Parking* methodology.

Landmark Plaza is an existing neighborhood shopping center consisting of two parcels with a total floor area of 80,220 square-feet (SF). Parcel 1 is developed with a Vons grocery store, whereas Parcel 2 is developed with an in-line shop building that is occupied by a mix of retail/commercial, service retail, office, and restaurant space, and two pad buildings occupied by a medical office and a fast-food with drive-through tenant. At the time of our parking demand field study, the retail center had a current occupancy of 75,120 SF and a vacancy of 5,100 SF. The existing parking supply for Landmark Plaza totals 388 spaces. As proposed, a fast-food restaurant (Habit Burger) would occupy 2,104 SF of Suite 48 while leaving the remaining 896 SF of Suite 48 to be converted into a new retail suite. For the purposes of this study the bifurcation of Suite 48 has been designated as Suite 48A (retail) and 48B (Habit Burger). Further, it is anticipated that the remaining 2,100 SF of floor area in retail-designated Suite 20 would be re-occupied with retail and/or retail personal service uses. Relative to the existing Del Taco, this parking study acknowledges that previously planned renovations, which included enclosing the sidewalk to create a hallway that would allow for access to the existing restrooms from the interior of the fast-food restaurant, have been completed.

The Project site currently has a reciprocal parking agreement in place between the two site parcels (per recorded Declaration of Covenants and Restrictions Affecting Land #2001086175, dated November 30, 2001).

This parking analysis evaluates the shopping center's parking requirements based on the City of Huntington Beach Municipal Code, as well as the current shared parking methodology outlined in Urban Land Institute's (ULI) *Shared Parking, 3rd Edition*.

The study focused on the following:

- ☐ Calculates the Code-based parking requirements for Landmark Plaza 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 Landmark Plaza 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 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

Landmark Plaza is an existing mixed-use development located north of Atlanta Avenue and west of Magnolia Street and addressed at 8871-8865 Atlanta Avenue & 20920-20981 Magnolia Street in the City of Huntington 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

The existing neighborhood shopping center is developed with a total floor area of 80,220 square-feet (SF) that is anchored by a 52,416 SF Vons, a 21,600 SF in-line shop building that is occupied by a mix of retail/commercial, service retail, office, and restaurant space, and two pad buildings that is developed with a 2,089 SF fast-food with drive-through and a 4,115 SF medical office building. ***Figure 2*** presents an existing aerial photograph of the site and illustrates the existing buildings and parking areas, whereas ***Figure 2A*** is the existing ALTA survey of the subject property. *Figure 2A* presents the current layout of the site, along with the identification of the two parcels that make up the site. As shown, Parcel 1 is the Vons site, whereas Parcel 2 is occupied by the remainder of the center, inclusive of the Project. Please note that *Figure 2* also presents the location of the proposed Project.

Proposed Project

As currently envisioned, the Project includes the remodel and renovation of Suite 48, an existing 3,000 SF vacant bank suite (formerly occupied by Wells Fargo Bank), with 2,104 SF being occupied by Habit Burger, a fast-food restaurant without a drive-through and 896 SF of retail as a separate suite.

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 75,120 SF is a mix of retail, grocery store, restaurant, health club, medical/dental office and bank uses consisting of the following:

- 8,880 SF of retail floor area
- 52,416 SF of grocery store floor area
- 3,420 SF of restaurant floor area
- 2,089 SF of fast-food with drive-through space

- 1,800 SF of health club floor area
- 6,515 SF of medical/dental office floor area

The remaining 5,100 SF of vacant floor area consists of the following:

- 2,100 SF of retail use in vacant-retail designated floor area (Suite 20)
- 896 SF of retail use (Suite 48A)
- 2,104 SF of proposed fast-food without drive-through (Suite 48B)

Parking Supply

Based on a field assessment conducted in May 2025, the existing on-site parking supply for the center totals 388 spaces. For detailed study purposes, the parking areas were divided into ten (10) zones as illustrated on ***Figure 3***. ***Table 2*** provides a breakdown of the parking supply provided within each zone, which are identified as Zones A through J in *Table 2.*

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, 3rd 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 is certainly applicable to a neighborhood shopping center such as Landmark Plaza. However, the survey plus shared parking methodology is concluded to be the most applicable to Landmark Plaza because the center is currently 94% occupied and the individual land use types (i.e., grocery, retail shops, bank medical/dental office, restaurant, etc.) experience peak demands at different times of the day.

CODE PARKING REQUIREMENTS

The code parking calculation for Landmark Plaza is based on the City's requirements as outlined in *Chapter 231.04 – Off-Street Parking and Loading Spaces Required* 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: 1 space per 200 SF
- Eating and Drinking Establishments:
    - ☐ With 12 seats or less, 1 space per 200 SF
    - ☐ With more than 12 seats, 1 space per 60 SF or 1 space per 100 SF when on a site with 3 or more uses
- Health Club: 1 space per 200 SF except that area designated for group instruction shall be parked at a ratio of 1 space per 100 SF
- Medical/Dental Office: 1 space per 175 SF
- Personal Service/Personal Enrichment: 1 space per 200 SF

Table 3 presents the parking code requirements for the existing development plus the parking implications associated with proposed Project. As shown, this application of City parking ratios to the existing and proposed mix of uses of Landmark Plaza results in a total parking requirement of 443 parking spaces, of which 37 spaces would be required of the one (1) vacant suite, proposed Project and creation of a new suite. With a proposed parking supply of 388 spaces, a theoretical code shortfall of 55 spaces is calculated.

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.

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 Huntington 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 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, 3rd 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 Huntington Beach Parking Ratios per *Chapter 231.04 – Off-Street Parking and Loading Spaces Required* in the City of Huntington Beach Municipal Code.

Please note that for this analysis, no monthly adjustment factors to account for variations of parking demand over the year and no alternative modes of transportation or internal capture adjustment factors were applied to provide a conservative parking demand forecast. The internal capture and alternative modes adjustment ranging between 5% and 10% would certainly be applicable to the Project given the existing residential uses located within the immediate area and existing transit route/stops (OCTA) and pedestrian and bikeway facilities located along Magnolia Street and Atlanta Avenue.

Shared Parking Ratios and Profiles

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, 3rd Edition*. The ULI publication presents hourly parking demand profiles for several general land uses: office, retail, restaurant, health club, cinema, etc. 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 1 space per 200 SF. Peak demand for retail uses occurs between 12:00 PM – 2:00 PM on weekdays, and 1:00 PM – 3:00 PM on weekends. The retail parking profile was used and applied to the vacant 2,996 SF of vacant retail designated space in Suite 20 and Suite 48A using the City's Parking Code ratio of 1 space per 200 SF of floor area.

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 for those tenants where food consumption is primarily on-site.

For fine/casual dining restaurants, the parking profile in the ULI publication was used and applied to forecast its weekday and weekend hourly demand. Peak demand for a fine/casual dining restaurant occurs between 7:00 PM – 10:00 PM on weekdays, and 8:00 PM – 9:00 PM on weekends.

According to the *Shared Parking* publication, family restaurant uses peak demand occurs between 12:00 PM – 1:00 PM on weekdays and weekends, whereas fast-food restaurant uses peak demand occurs between 12:00 PM – 2:00 PM on weekdays and weekends. The fast-food parking profile was used and applied to the proposed Project using the City's Parking Code ratio of 1 space per 100 SF of floor area.

For supermarket/grocery store uses, the parking profile in the ULI publication was used and applied to the City's Parking Code ratio of 1 space per 200 SF of floor area to forecast its weekday and weekend hourly demand. Peak demand for a supermarket/grocery store occurs between 4:00 PM – 6:00 PM on weekdays, and 11:00 AM – 2:00 PM on weekends.

For health club uses, the parking profile in the ULI publication was used and applied to the City's Parking Code ratio of 1 space per 200 SF of floor are to forecast its weekday and weekend hourly demand. The peak demand occurs between 6:00 PM – 7:00 PM on weekdays and 5:00 PM – 6:00 PM 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 1 space per 175 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 (6) 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 (7) through (8) present the re-occupancy of existing vacancy and proposed Project. Columns (9) through (11) presents the expected joint-use parking demand for the Center on an hourly basis and further presents the hourly parking surplus/deficiency (number of spaces and percent) for the proposed Project compared to the proposed parking supply of 388 spaces.

Review of *Tables 4* and *5* indicates that the future full occupancy weekday peak parking demands will occur at 2:00 PM with peak demands of 406 spaces. Based on the proposed parking supply of 388 spaces, the peak demand hours on a weekday will yield a theoretical shortfall of 18 spaces. On a weekend the peak parking demand will occur at 11:00 AM at 12:00 PM with a peak demand of 404 spaces resulting in a theoretical shortfall of 16 spaces. ***Appendix A*** contains the detailed weekday and weekend shared parking worksheets.

However, since the site is 94% occupied using the survey plus shared methodology is an applicable methodology. The following section calculates the parking requirements for the Project based on the survey plus shared approach.

SURVEY/SHARED PARKING METHODOLOGY

Key Parking Demand Field Study Findings

Given that Landmark Plaza 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 6:00 AM through 8:00 PM on Thursday, Friday, and again on Saturday, May 29, 30 and 31, 2025 respectively. ***Appendix B*** presents detailed count sheets.

The existing parking demand tables present the parking demand at Landmark Plaza for each hour during the count dates in comparison to a supply of 388 spaces. The left column of ***Tables 6***, *7*, and ***8*** present the actual site-wide parking demands observed throughout the center on the three field-study days. Column (1) of *Tables 6, 7* and *8* presents a summary of the weekday (Thursday and Friday) and weekend (Saturday) parking survey data collected at the site for Parking Zones A through J, respectively. As shown, the peak parking demand observed at the retail center on Thursday and Friday, totaled 167 *vehicles (43.0% utilization)* and 193 *vehicles (49.7% utilization)* at 2:00 PM, respectively, on both weekdays, while the peak parking demand on Saturday, was observed to total *157 vehicles (40.5% utilization)* at 1:00 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 Landmark Plaza, utilization of the actual field study data for the existing tenancies that was collected in May 2025 has been combined with ULI shared parking techniques applied to the proposed Project and vacant floor area/proposed tenant mix. ***Tables 6*** through ***8*** summarize the results of this approach.

Columns (2) through (3) present the parking accumulation characteristics of the anticipated mix of uses proposed by the Project and occupancy of existing vacant retail floor area. Column (4) presents the expected joint-use parking demand for the entire site on an hourly basis, while Column (5) summarizes the hourly parking surplus/deficiency (number of spaces and percent) for the Project compared to an adjusted parking supply of 388 spaces.

As presented in *Tables 6, 7* and *8,* the peak parking demand is 200 parking spaces, 228 spaces, and 194 spaces at 2:00 PM, 12:00 PM and 1:00 PM on a Thursday, Friday, and Saturday, respectively. Based on the existing parking supply of 388 spaces, the peak demand hours on a weekday (Friday) will yield a maximum surplus of 160 spaces *(41.2% surplus)* at 12:00 PM, whereas on a weekend (Saturday) will yield a surplus of 194 spaces *(50.0% surplus)* at 1:00 PM. *Appendix A* contains the shared parking analysis calculation worksheets.

Figures 4, 5 and ***6*** graphically illustrate the weekday (Thursday and Friday) and weekend (Saturday) 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 6, 7* and *8*, are depicted in these figures relative to a shared parking supply of 388 spaces. A review of these figures indicates that the Project's proposed parking supply of 388 spaces will adequately accommodate Landmark Plaza'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 "blended" results presented in *Tables 6, 7* and *8* indicate an adequate parking supply following full center occupancy with the proposed improvements.

Our findings above indicate that the parking supply at Landmark Plaza would be adequate in meeting the overall future parking demand, inclusive of those associated with the Project. Further, it would be reasonable and enforceable for all tenants of the center to share the parking facilities given a reciprocal parking agreement is currently in place between Project's two (2) parcels (per recorded Declaration of Covenants and Restrictions Affecting Land #2001086175, dated November 30, 2001). Therefore, we conclude that there is adequate parking on site to accommodate Landmark Plaza's proposed tenant mix, inclusive of the Project. Based on LLG's experience, the results presented as part of the survey plus share parking assessment represent the most pragmatic approach to future parking conditions.

PROJECT TRAFFIC GENERATION FORECAST

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 11th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2021].

Table 9 summarizes the trip generation rates and associated forecast for the Existing Land Use and the proposed Project for a typical weekday. As shown in the lower portion of *Table 9, c*omparison of the trips generated by the proposed Project with the traffic generation potential of the Existing Land Use indicates that on a typical weekday, the proposed Project will generate 594 more daily trips, 2 more AM peak hour trips and 12 more PM peak hour trips than the Existing Land Uses. Due to the nominal trip increase during the AM and PM commuter peak hours it can be concluded that the project would have a less than significant impact on the surrounding street system.

SUMMARY OF FINDINGS AND CONCLUSIONS

1. Landmark Plaza is an existing mixed-use development located north of Atlanta Avenue and west of Magnolia Street and addressed at 8871-8865 Atlanta Avenue & 20920-20981 Magnolia Street in the City of Huntington Beach, California. The existing center has a total floor area of 80,220 square-feet (SF) that is anchored by Vons and includes a tenant mix of retail/commercial, service retail, office, and restaurant space and fast-food/quick-serve food uses. The existing parking supply at Landmark Plaza totals 388 spaces.

2. The Project is proposing to remodel and renovation of Suite 48, an existing 3,000 SF vacant bank suite (formerly occupied by Wells Fargo Bank), with 2,104 SF being occupied by Habit Burger, a fast-food restaurant without a drive-through and 896 SF of retail as a separate suite.

3. Direct application of City parking codes to the existing and proposed mix of uses, inclusive of the proposed Project, results in a total parking requirement of 443 parking spaces. When compared against the proposed parking supply of 388 spaces the Center has a theoretical shortfall of 55 spaces.

4. Given the mix of center tenancies, a shared parking analysis has been prepared and indicates that the weekday peak parking demands will occur at 2:00 PM with a peak demand of 406 spaces. Based on the proposed parking supply of 388 spaces, the peak demand hours on a weekday will yield a theoretical shortfall of 18 spaces. On a weekend the peak parking demand will occur at 11:00 AM and 12:00 PM with a peak demand of 404 spaces resulting in a theoretical shortfall of 16 spaces.

5. 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 Landmark Plaza will be much greater than the City code assessment as well as the share parking analysis. For the proposed tenancy mix, the weekday (Thursday and Friday) and weekend day (Saturday) condition is forecast to have a surplus of 188 spaces, 160 spaces and 194 spaces, respectively.

6. Hence, it is concluded that adequate parking is provided on site to accommodate the proposed tenant mix and site modifications. Further, it would be reasonable and enforceable for all tenants to share the parking facilities given a reciprocal parking agreement is currently in place between site's two (2) parcels.

7. The proposed Project will generate 2 more AM peak hour trips and 12 more PM peak hour trips than the Existing Land Uses. Due to the nominal trip increase during the AM and PM commuter peak hours it can be concluded that the project would have a less than significant impact on the surrounding street system. As such, no further analysis is needed.

* * * * * * * * * *

We appreciate the opportunity to prepare this parking demand analysis for the proposed Landmark Plaza Project and the City of Huntington Beach. Should you have any questions or need additional assistance, please do not hesitate to call Shane Green or myself at (949) 825-6175.

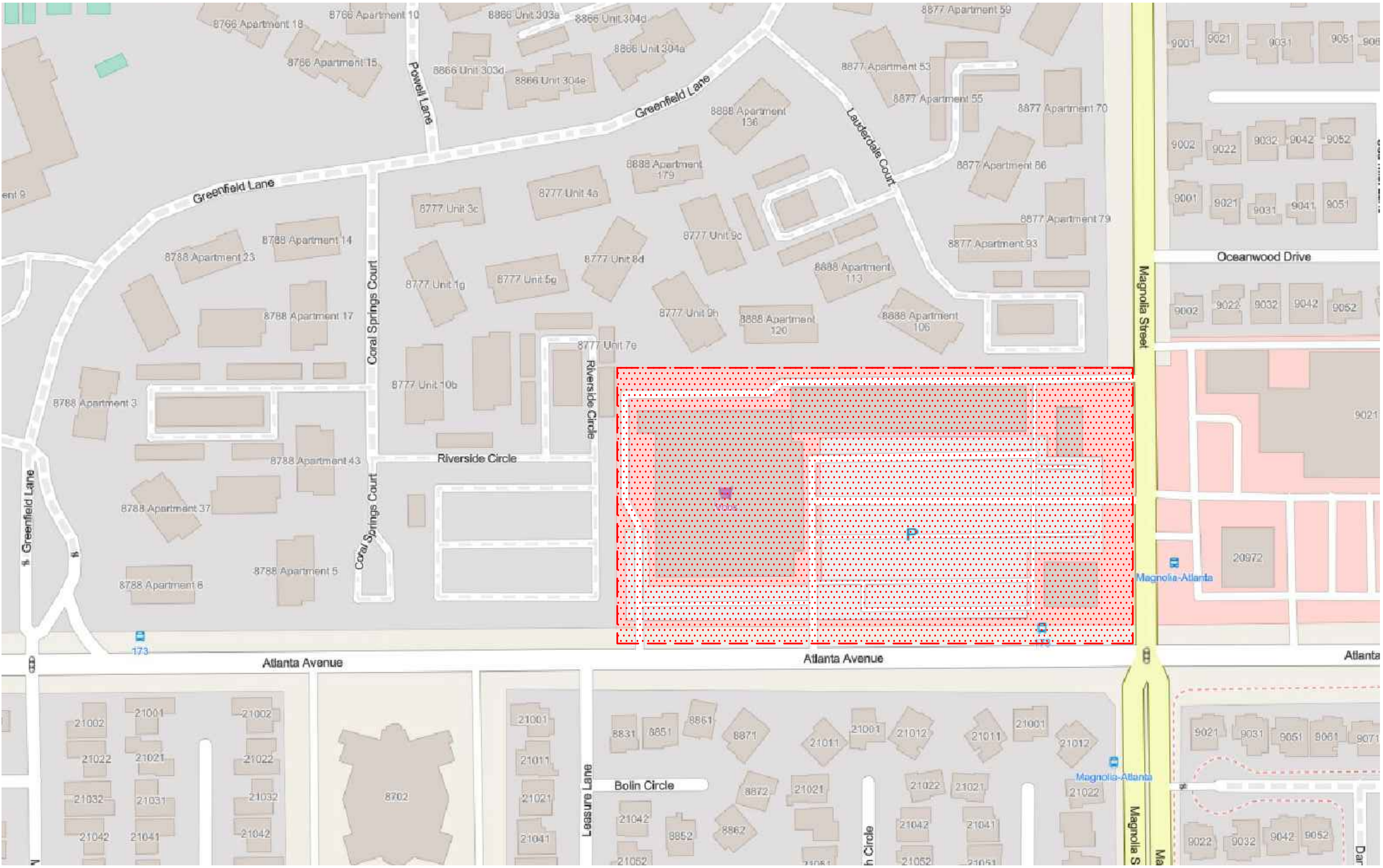
Very truly yours,
Linscott, Law & Greenspan, Engineers

Richard E. Barretto, P.E.
Principal

REGISTERED PROFESSIONAL ENGINEER
RICHARD E. BARRETTO
No. 2006
Exp. 6/30/27
TRAFFIC
STATE OF CALIFORNIA

cc: Shane S. Green, P.E., Senior Transportation Engineer

Attachments



SOURCE: OPEN STREETS

KEY

🟥 = PROJECT SITE

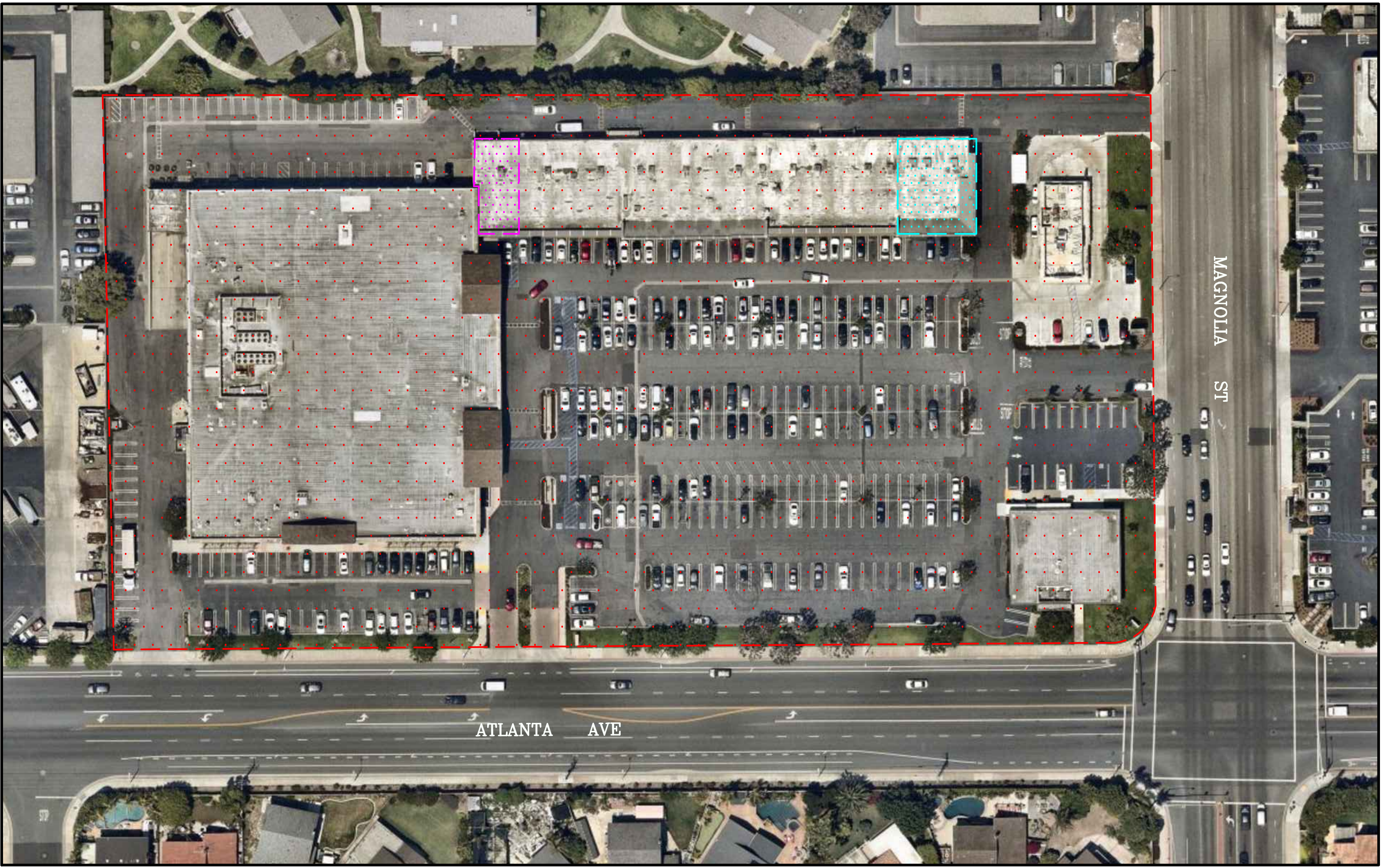
NO SCALE

FIGURE 1

VICINITY MAP

HABIT BURGER AT LANDMARK PLAZA PARKING STUDY, HUNTINGTON BEACH

n:\4900\2254971 – habit burger at landmark plaza, huntington beach\dwg\4971 f–1.dwg LDP 14:49:35 06–11–2025 aguilar



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SOURCE: NEARMAPS

KEY

🟥 = PROJECT SITE

🟦 = PROPOSED PROJECT

🟪 = VACANT SUITE

LLG

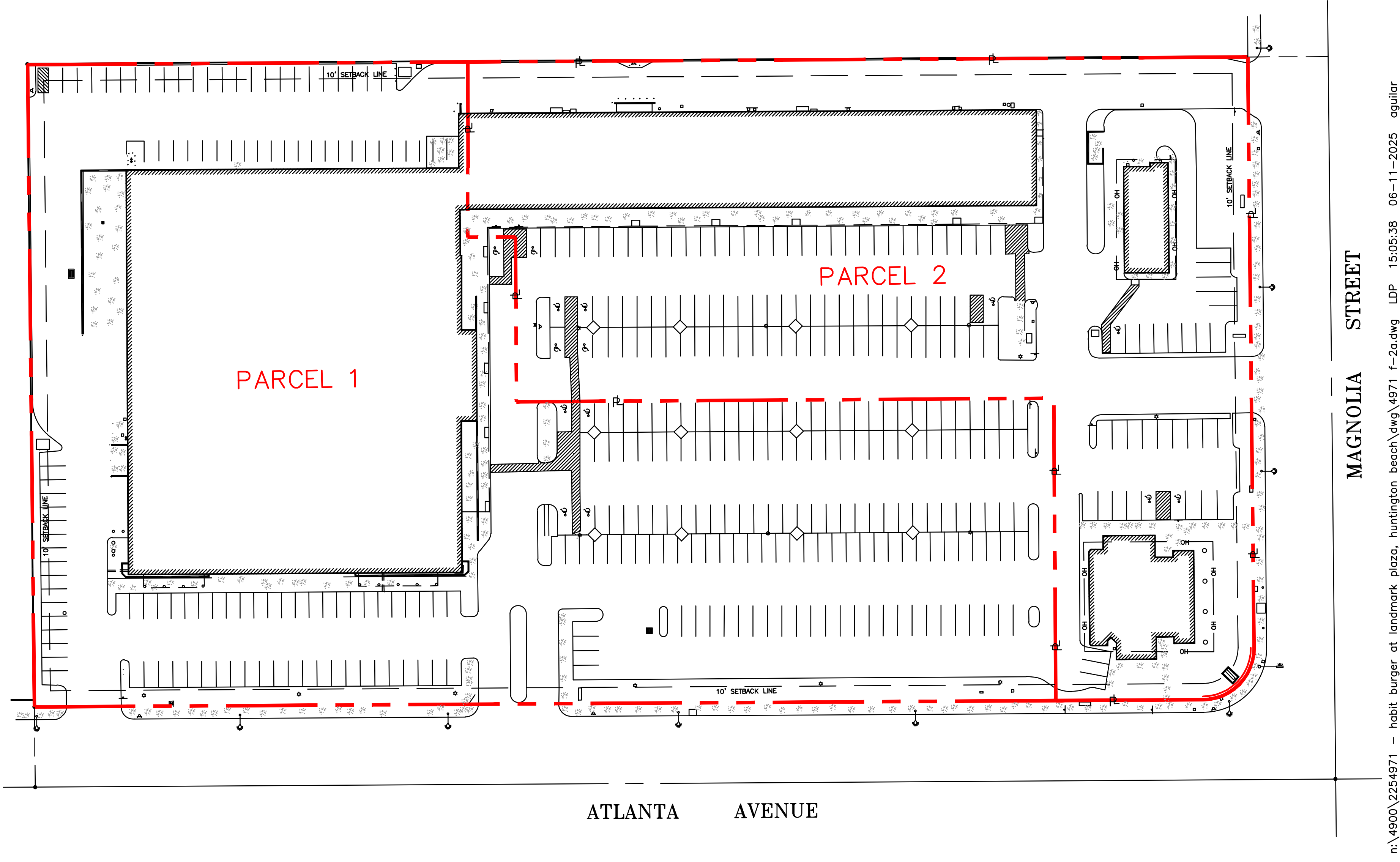
N

NO SCALE

FIGURE 2

EXISTING AERIAL PHOTOGRAPHY

HABIT BURGER AT LANDMARK PLAZA PARKING STUDY, HUNTINGTON BEACH



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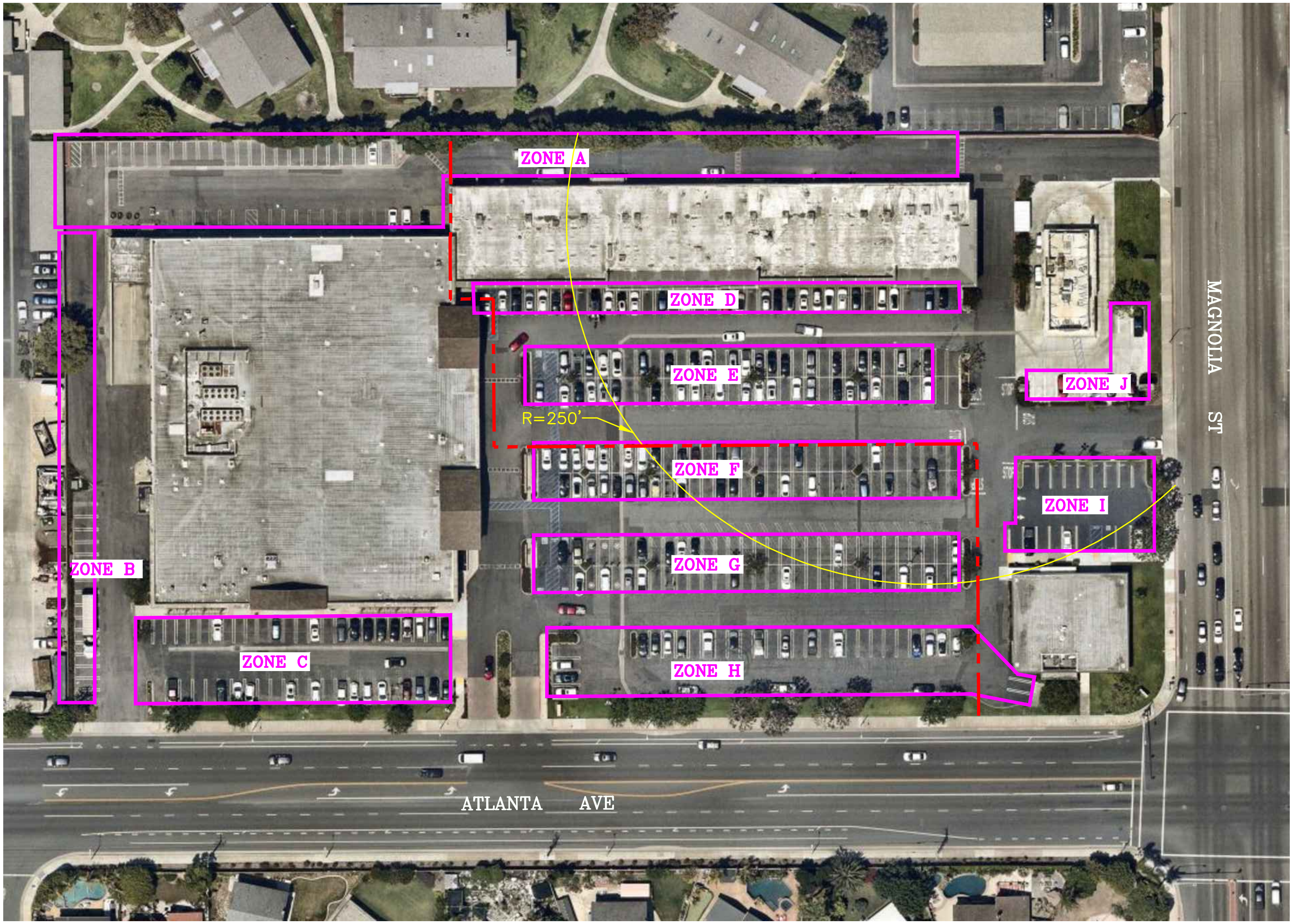
NO SCALE

FIGURE 2A

PARCEL BOUNDARY MAP

HABIT BURGER AT LANDMARK PLAZA PARKING STUDY, HUNTINGTON BEACH



KEY

ZONE A	43
ZONE B	17
ZONE C	47
ZONE D	35
ZONE E	62
ZONE F	61
ZONE G	63
ZONE H	32
ZONE I	18
ZONE J	10
TOTAL	*388*

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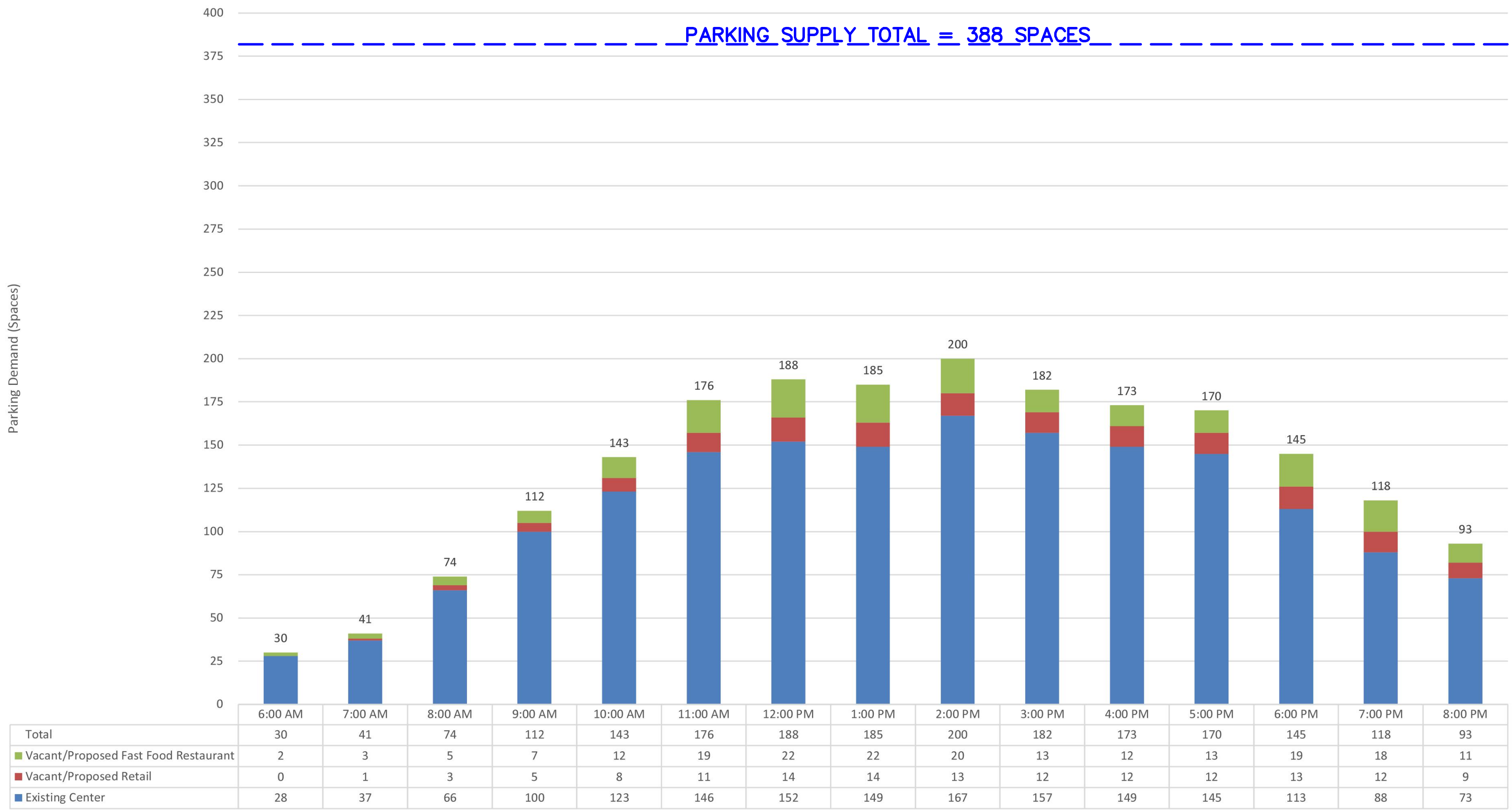
SOURCE: GOOGLE

NO SCALE

FIGURE 3

PARKING ZONES

HABIT BURGER AT LANDMARK PLAZA PARKING STUDY, HUNTINGTON 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
Total	30	41	74	112	143	176	188	185	200	182	173	170	145	118	93
🟩 Vacant/Proposed Fast Food Restaurant	2	3	5	7	12	19	22	22	20	13	12	13	19	18	11
🟥 Vacant/Proposed Retail	0	1	3	5	8	11	14	14	13	12	12	12	13	12	9
🟦 Existing Center	28	37	66	100	123	146	152	149	167	157	149	145	113	88	73

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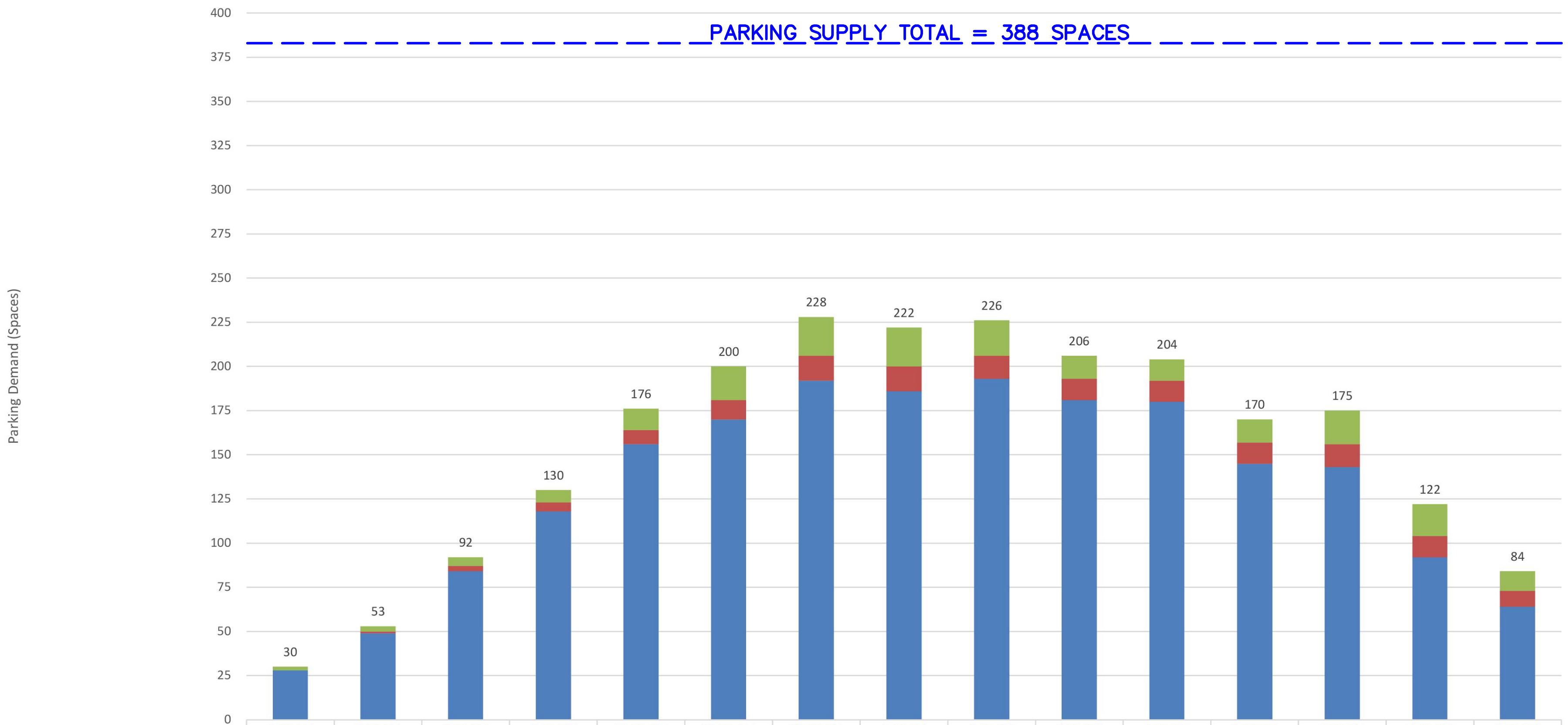
LLG

FIGURE 4

WEEKDAY (THURSDAY) SURVEY PLUS SHARED PARKING DEMAND PROFILE

HABIT BURGER AT LANDMARK PLAZA PARKING STUDY, HUNTINGTON 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
Total	30	53	92	130	176	200	228	222	226	206	204	170	175	122	84
🟩 Vacant/Proposed Fast Food Restaurant	2	3	5	7	12	19	22	22	20	13	12	13	19	18	11
🟥 Vacant/Proposed Retail	0	1	3	5	8	11	14	14	13	12	12	12	13	12	9
🟦 Existing Center	28	49	84	118	156	170	192	186	193	181	180	145	143	92	64

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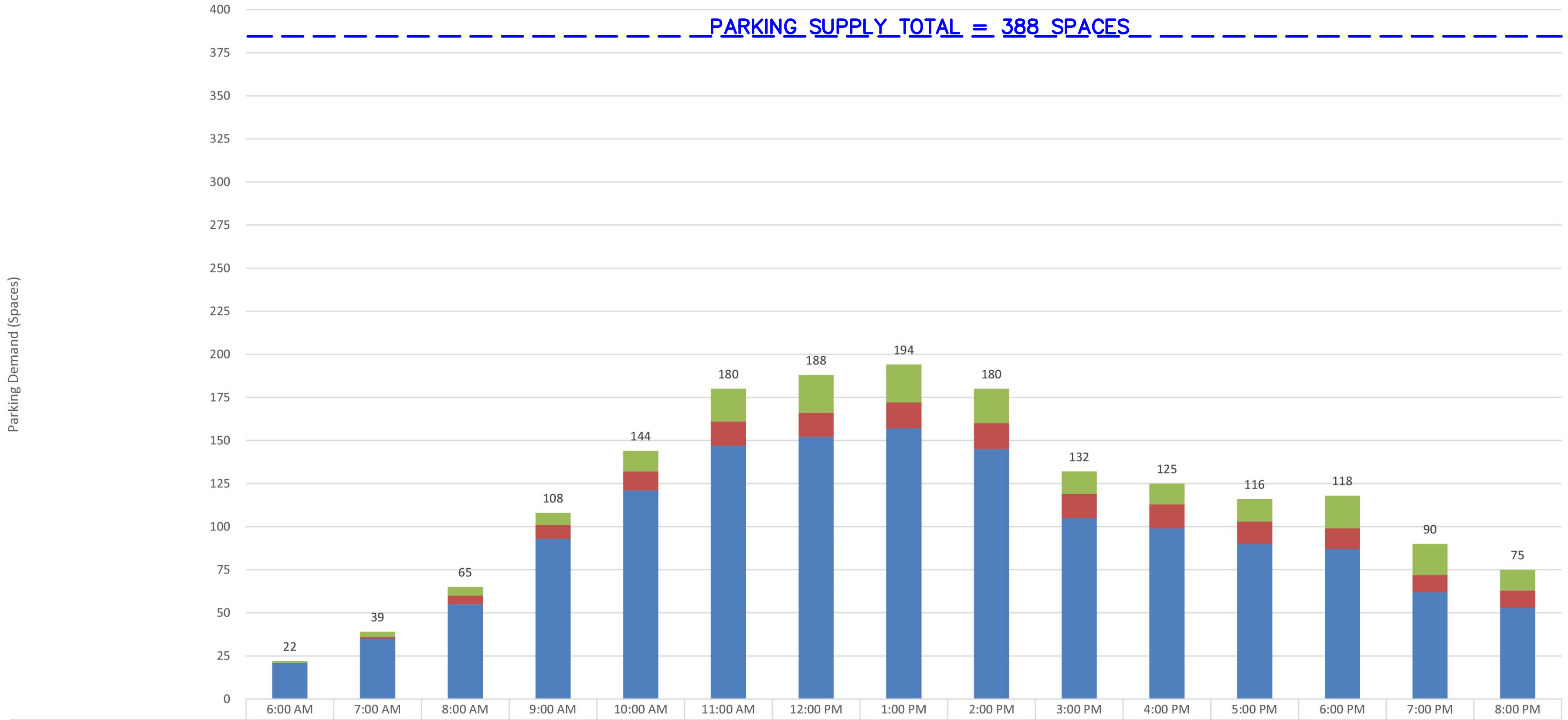
FIGURE 5

WEEKDAY (FRIDAY) SURVEY PLUS SHARED PARKING DEMAND PROFILE

HABIT BURGER AT LANDMARK PLAZA PARKING STUDY, HUNTINGTON 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
Total	22	39	65	108	144	180	188	194	180	132	125	116	118	90	75
🟩 Vacant/Proposed Fast Food Restaurant	1	3	5	7	12	19	22	22	20	13	12	13	19	18	12
🟥 Vacant/Proposed Retail	0	1	5	8	11	14	14	15	15	14	14	13	12	10	10
🟦 Existing Center	21	35	55	93	121	147	152	157	145	105	99	90	87	62	53

n:\4900\2254971 – habit burger at landmark plaza, huntington beach\dwg\4971 f–6.dwg LDP 15:24:35 06–11–2025 aguilar

LLG

FIGURE 6

WEEKDAY (SATURDAY) SURVEY PLUS SHARED PARKING DEMAND PROFILE

HABIT BURGER AT LANDMARK PLAZA PARKING STUDY, HUNTINGTON BEACH

TABLE 1

EXISTING AND PROPOSED PROJECT DEVELOPMENT SUMMARY [1]

LANDMARK PLAZA PROJECT, HUNTINGTON BEACH

Building	Tenant	Land Use	Hours of Operation	Retail	Supermarket/ Grocery	Fine & Casual Dining [2]	Fast-Food Restaurant	Health Club	Medical/ Dental Office	Building Size (SF)
16	Vons (NAP)	Supermarket	**Mon - Sun:** 6am - 11pm		52,416					52,416 SF
22	Happiness Nails	Personal Service (Retail)	**Mon - Fri:** 9:30am - 7pm, **Sat:** 9am - 7pm, **Sun:** 10am - 5pm	1,200						1,200 SF
24	HB Cycles	Retail	**Tues-Sat:** 11am - 6pm, **Sun-Mon:** Closed	2,470						2,470 SF
26	Georgio Fine Jewlery	Retail	**Tues-Fri:** 11am -5pm, **Sat:** 11am -3pm, **Sun-Mon:** Closed	830						830 SF
28	Empire Tobacco	Retail	**Mon - Sun:** 8am - 10pm	1,080						1,080 SF
30	Golden Spoon Yogurt	Fine & Casual Dining	**Mon - Sun:** 11am - 9pm			1,020				1,020 SF
32	Trends II	Personal Service (Retail)	**Mon - Sat:** 10am - 6pm, **Sun:** Closed	900						900 SF
34	Lido Cleaners	Dry Cleaning (Retail)	**Mon - Fri:** 7am - 7pm, **Sat**: 9am - 5:30pm, **Sun:** Closed	1,200						1,200 SF
36	Dr. Dennis K. Noda Optometry	Medical/Dental Office	**Mon-Tue, Thur-Fri:** 9am - 5pm, Wed,**Sun:** Closed, **Sat:** 9am - 2pm, Closed daily for lunch: 12:30pm - 1:30pm						1,200	1,200 SF
38	Thai Fix	Fine & Casual Dining	**Mon: Closed, Tues - Thur, Sun:** 11am - 9pm, Fri - Sat: 11am - 9:30pm			1,200				1,200 SF
40	The UPS Store	Retail	**Mon - Fri:** 8am - 6:30pm, **Sat:** 9am - 4pm, **Sun:** Closed	1,200						1,200 SF
42	Little Misfit	Fine & Casual Dining	**Sun - Thur:** 12pm - 12am, **Fri-Sat:** 12pm - 2am			1,200				1,200 SF
44	Club Pilates	Health Club	**Mon, Wed:** 6am - 8pm, **Tue, Thur:** 6:30am - 8:30pm, **Fri:** 7am - 7pm, **Sat - Sun:** 8am - 2:30pm					1,800		1,800 SF
46	R. Baldwin D.D.S.	Medical/Dental Office	**Mon - Fri:** 9am - 1pm, **Sat - Sun:** Closed (Temporary)						1,200	1,200 SF
54	Del Taco	Fast-Food Restaurant	Dine in: **Mon - Sun:** 6:30am to 11pm; Drive-Thru: **Mon - Thur**: 6:30am - 2am, **Fri - Sat:** 6:30am - 3am, **Sun:** 6:30am - 1am				2,089			2,089 SF
58	Edinger Medical Group	Medical/Dental Office	**Mon - Fri:** 8:30am - 5pm, **Sat-Sun:** Closed						4,115	4,115 SF
EXISTING SUBTOTAL				***8,880***	***52,416***	***3,420***	***2,089***	***1,800***	***6,515***	***75,120 SF***
20	Vacant/ Proposed Retail	Retail	--	2,100						2,100 *SF*
48	Vacant/ Proposed Retail	Retail	--	896						896 *SF*
48	Vacant/ Proposed Food	Proposed Fast-Food Restaurant	--				2,104			2,104 *SF*
VACANT/PROPOSED SUBTOTAL				***2,996***	***0***	***0***	***2,104***	***0***	***0***	***5,100 SF***
TOTAL				***11,876***	***52,416***	***3,420***	***4,193***	***1,800***	***6,515***	***80,220 SF***
PERCENT LAND USE MIX				***14.8%***	***65.3%***	***4.3%***	***5.2%***	***2.2%***	***8.2%***	***100.0%***

Notes:

[1] Source: Newmark Knight Frank tenant Roster dated May 2025, tenant information supplemented with field observations conducted by LLG on May 2025.

[2] Suite 30 has less than 12 seats while Suites 38, 42 and 54 have more than 12 seats.

TABLE 2

SUMMARY OF EXISTING PARKING SUPPLY [1]

LANDMARK PLAZA PROJECT, HUNTINGTON BEACH

Zone	Regular	Handicapped	Drive & Go	Parallel Parking	Total
A	43	0	0	--	**43**
B	17	0	0	--	**17**
C [2]	47	0	0	--	**47**
D	31	4	0	--	**35**
E [2]	58	4	0	--	**62**
F [2]	59	2	0	--	**61**
G [2]	53	4	6	--	**63**
H	32	0	0	--	**32**
I	17	1	0	--	**18**
J	9	1	0	--	**10**
TOTAL	**366**	**16**	**6**	**--**	**388**

Notes:

[1] Parking inventory of supply was conducted by LLG on Wednesday, May 28, 2025.

[2] Parking counts do not include 6 spaces used for shopping carts corral (1 spaces Zone C, 2 spaces in Zone E, 2 spaces in Zone F, and 1 space in Zone G).

TABLE 3

CITY CODE PARKING REQUIREMENTS [1]

LANDMARK PLAZA PROJECT, HUNTINGTON BEACH

Land Use	Size	City of Huntington Beach Code Parking Ratio	Spaces Required
Existing Tenant Mix			
Retail	8,880 SF	1 space per 200 SF	45
Supermarket/Grocery	52,416 SF	1 space per 200 SF	263
Fine & Casual Dining	3,420 SF	With 12 seats or less: 1 space per 200 SF; With morth than 12 seats: 1 space per 60 SF or 1 space per 100 SF when on a site with 3 or more uses	30 [2]
Fast-Food Restaurant	2,089 SF	With 12 seats or less: 1 space per 200 SF; With morth than 12 seats: 1 space per 60 SF or 1 space per 100 SF when on a site with 3 or more uses	21 [3]
Health Club	1,800 SF	1 space per 200 SF	9
Medical-Dental Office	6,515 SF	1 space per 175 SF	38
Vacant/Proposed Project			
Vacant/Proposed Retail	2,996 SF	1 space per 200 SF	15
Vacant/Proposed Fast-Food Restaurant	2,104 SF	With 12 seats or less: 1 space per 200 SF; With morth than 12 seats: 1 space per 60 SF or 1 space per 100 SF when on a site with 3 or more uses	22 [4]

A. TOTAL OCCUPIED PARKING CODE REQUIREMENT	**406**
B. TOTAL VACANT/PROPOSED PARKING CODE REQUIREMENT	**37**
C. TOTAL PARKING CODE REQUIREMENT BASED ON FULL OCCUPANCY	**443**
D. PROPOSED PARKING SUPPLY	**388**
E. PARKING SURPLUS/DEFICIENCY (+/-) BASED ON FULL OCCUPANCY (D - C)	**-55**

Notes:

[1] Source: City of Huntngton Beach Municipal Code, Chpater 231.04 - Off Street Parking and Loading Spaces Required.

[2] Suites 30 (1,020 SF) has less than 12 seats, while Suite 38 (1,200 SF) and Suite 42 (1,200 SF) have more than 12 seats. As a result, a parking demand of 30 spaces is required (1,020 SF x 1/200 + 2,400 SF x 1/100).

[3] Suite 54 (2,089 SF) has more than 12 seats. As a result, a parking demand of 21 spaces is required (2,089 SF x 1/100).

[4] It has been assumed that the future fast-food without drive-thru would have more than 12 seats.

TABLE 4
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
LANDMARK PLAZA PROJECT, HUNTINGTON BEACH

Land Use	**Retail**	**Supermarket/ Grocery**	**Fine/Casual Dining**	**Fast-Food Restaurant**	**Health Club**	**Medical/Dental Office**	**Vacant/Proposed Retail**	**Vacant/Proposed Fast Food Restaurant**	**Total Spaces = 443 Shared Parking Demand**	**Comparison w/ Parking Supply 388 Spaces**	
Size	**8.880 KSF**	**52.416 KSF**	**3.420 KSF**	**2.089 KSF**	**1.800 KSF**	**6.515 KSF**	**2.996 KSF**	**2.104 KSF**			
Pkg Rate[2]	**5 /KSF**	**5 /KSF**	**8.8 /KSF**	**10 /KSF**	**5.0 /KSF**	**5.7 /KSF**	**5.0 /KSF**	**10 /KSF**			
Gross Spaces	**45 Spc.**	**263 Spc.**	**30 Spc.**	**21 Spc.**	**9 Spc.**	**38 Spc.**	**15 Spc.**	**22 Spc.**			
										Surplus/Deficiency	
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**		**# of Spaces**	**Percent (%)**
6:00 AM	1	19	0	2	7	0	0	2	31	357	92.0%
7:00 AM	3	57	1	3	4	3	1	3	75	313	80.7%
8:00 AM	7	83	2	5	4	36	3	5	145	243	62.6%
9:00 AM	16	145	3	6	7	36	5	7	225	163	42.0%
10:00 AM	25	171	6	12	7	38	8	12	279	109	28.1%
11:00 AM	32	190	12	18	7	38	11	19	327	61	15.7%
12:00 PM	40	230	20	21	6	21	14	22	374	14	3.6%
1:00 PM	40	241	20	21	7	36	14	22	401	(13)	-3.4%
2:00 PM	39	252	18	19	7	38	13	20	406	(18)	-4.6%
3:00 PM	36	256	12	13	7	38	12	13	387	1	0.3%
4:00 PM	36	263	14	12	7	36	12	12	392	(4)	-1.0%
5:00 PM	36	263	20	13	8	33	12	13	398	(10)	-2.6%
6:00 PM	37	255	25	18	9	26	13	19	402	(14)	-3.6%
7:00 PM	34	209	26	17	8	12	12	18	336	52	13.4%
8:00 PM	28	137	26	11	7	6	9	11	235	153	39.4%
9:00 PM	20	85	26	6	6	0	7	7	157	231	59.5%
10:00 PM	8	52	25	5	3	0	3	5	101	287	74.0%
11:00 PM	4	19	20	3	1	0	2	3	52	336	86.6%
12:00 AM	0	19	7	2	0	0	0	2	30	358	92.3%

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

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

TABLE 5

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

LANDMARK PLAZA PROJECT, HUNTINGTON BEACH

Land Use	Retail	Supermarket/ Grocery	Fine/Casual Dining	Fast-Food Restaurant	Health Club	Medical/Dental Office	Vacant/Proposed Retail	Vacant/Proposed Fast Food Restaurant	Total Spaces = 443 Shared Parking Demand	Comparison w/ Parking Supply 388 Spaces	
Size	8.880 KSF	52.416 KSF	3.420 KSF	2.089 KSF	1.800 KSF	6.515 KSF	2.996 KSF	2.104 KSF			
Pkg Rate[2]	5 /KSF	5 /KSF	8.8 /KSF	10 /KSF	5.0 /KSF	5.7 /KSF	5.0 /KSF	10 /KSF			
Gross Spaces	45 Spc.	263 Spc.	30 Spc.	21 Spc.	9 Spc.	38 Spc.	15 Spc.	22 Spc.			
										Surplus/Deficiency	
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		# of Spaces	Percent (%)
6:00 AM	1	28	0	1	6	0	0	1	37	351	90.5%
7:00 AM	3	70	1	3	3	3	1	3	87	301	77.6%
8:00 AM	15	140	1	5	3	36	5	5	210	178	45.9%
9:00 AM	25	202	2	6	4	36	8	7	290	98	25.3%
10:00 AM	33	252	3	12	3	38	11	12	364	24	6.2%
11:00 AM	41	263	7	18	4	38	14	19	404	(16)	-4.1%
12:00 PM	43	263	16	21	4	21	14	22	404	(16)	-4.1%
1:00 PM	45	263	17	21	2	0	15	22	385	3	0.8%
2:00 PM	45	257	15	19	2	0	15	20	373	15	3.9%
3:00 PM	43	253	15	13	2	0	14	13	353	35	9.0%
4:00 PM	41	246	15	12	4	0	14	12	344	44	11.3%
5:00 PM	38	222	20	13	7	0	13	13	326	62	16.0%
6:00 PM	35	130	27	18	7	0	12	19	248	140	36.1%
7:00 PM	32	90	29	17	4	0	10	18	200	188	48.5%
8:00 PM	30	68	30	11	2	0	10	12	163	225	58.0%
9:00 PM	24	41	27	6	1	0	8	7	114	274	70.6%
10:00 PM	15	15	27	5	0	0	5	5	72	316	81.4%
11:00 PM	5	13	26	3	0	0	1	3	51	337	86.9%
12:00 AM	0	9	15	2	0	0	0	2	28	360	92.8%

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

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

TABLE 6

WEEKDAY (THURSDAY) SURVEY PLUS SHARED PARKING DEMAND ANALYSIS [1]

LANDMARK PLAZA PROJECT, HUNTINGTON BEACH

Land Use	**Existing Center**	**Vacant/Proposed Retail**	**Vacant/Proposed Fast Food Restaurant**	**Existing Plus Shared Parking Demand**	**Comparison w/ Parking Supply 388 Spaces**	
Size **Pkg Rate[2]**	**Thursday Actual Observed Hourly Parking Demand [3]**	**2.996 KSF** **5 /KSF**	**2.104 KSF** **10 /KSF**			
Gross Spaces		**15 Spc.**	**22 Spc.**			
Time of Day		**Number of Spaces**	**Number of Spaces**		**Surplus/Deficiency**	
					# of Spaces	**Percent (%)**
6:00 AM	28	0	2	30	358	92.3%
7:00 AM	37	1	3	41	347	89.4%
8:00 AM	66	3	5	74	314	80.9%
9:00 AM	100	5	7	112	276	71.1%
10:00 AM	123	8	12	143	245	63.1%
11:00 AM	146	11	19	176	212	54.6%
12:00 PM	152	14	22	188	200	51.5%
1:00 PM	149	14	22	185	203	52.3%
2:00 PM	167	13	20	200	188	48.5%
3:00 PM	157	12	13	182	206	53.1%
4:00 PM	149	12	12	173	215	55.4%
5:00 PM	145	12	13	170	218	56.2%
6:00 PM	113	13	19	145	243	62.6%
7:00 PM	88	12	18	118	270	69.6%
8:00 PM	73	9	11	93	295	76.0%

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

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

[3] Counts correspond to Thursday, May 29, 2025.

TABLE 7

WEEKDAY (FRIDAY) SURVEY PLUS SHARED PARKING DEMAND ANALYSIS [1]

LANDMARK PLAZA PROJECT, HUNTINGTON BEACH

Land Use	**Existing Center**	**Vacant/Proposed Retail**	**Vacant/Proposed Fast Food Restaurant**	**Existing Plus Shared Parking Demand**	**Comparison w/ Parking Supply 388 Spaces**	
Size **Pkg Rate[2]**	**Friday Actual Observed Hourly Parking Demand [3]**	**2.996 KSF** **5 /KSF**	**2.104 KSF** **10 /KSF**			
Gross Spaces		**15 Spc.**	**22 Spc.**			
					Surplus/Deficiency	
Time of Day		**Number of Spaces**	**Number of Spaces**		**# of Spaces**	**Percent (%)**
6:00 AM	28	0	2	30	358	92.3%
7:00 AM	49	1	3	53	335	86.3%
8:00 AM	84	3	5	92	296	76.3%
9:00 AM	118	5	7	130	258	66.5%
10:00 AM	156	8	12	176	212	54.6%
11:00 AM	170	11	19	200	188	48.5%
12:00 PM	192	14	22	228	160	41.2%
1:00 PM	186	14	22	222	166	42.8%
2:00 PM	193	13	20	226	162	41.8%
3:00 PM	181	12	13	206	182	46.9%
4:00 PM	180	12	12	204	184	47.4%
5:00 PM	145	12	13	170	218	56.2%
6:00 PM	143	13	19	175	213	54.9%
7:00 PM	92	12	18	122	266	68.6%
8:00 PM	64	9	11	84	304	78.4%

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

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

[3] Counts correspond to Friday, May 30, 2025.

TABLE 8
WEEKEND (SATURDAY) SURVEY PLUS SHARED PARKING DEMAND ANALYSIS [1]
LANDMARK PLAZA PROJECT, HUNTINGTON BEACH

Land Use	Existing Center	Vacant/Proposed Retail	Vacant/Proposed Fast Food Restaurant	Existing Plus Shared Parking Demand	Comparison w/ Parking Supply 388 Spaces	
Size Pkg Rate[2]	Saturday Actual Observed Hourly Parking Demand [3]	2.996 KSF 5 /KSF	2.104 KSF 10 /KSF			
Gross Spaces		15 Spc.	22 Spc.			
Time of Day		Number of Spaces	Number of Spaces		Surplus/Deficiency	
					# of Spaces	Percent (%)
6:00 AM	21	0	1	22	366	94.3%
7:00 AM	35	1	3	39	349	89.9%
8:00 AM	55	5	5	65	323	83.2%
9:00 AM	93	8	7	108	280	72.2%
10:00 AM	121	11	12	144	244	62.9%
11:00 AM	147	14	19	180	208	53.6%
12:00 PM	152	14	22	188	200	51.5%
1:00 PM	157	15	22	194	194	50.0%
2:00 PM	145	15	20	180	208	53.6%
3:00 PM	105	14	13	132	256	66.0%
4:00 PM	99	14	12	125	263	67.8%
5:00 PM	90	13	13	116	272	70.1%
6:00 PM	87	12	19	118	270	69.6%
7:00 PM	62	10	18	90	298	76.8%
8:00 PM	53	10	12	75	313	80.7%

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

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

[3] Counts correspond to Saturday, May 31, 2025.

TABLE 9

PROJECT TRIP GENERATION RATES AND FORECAST[1]

LANDMARK PLAZA PROJECT, HUNTINGTON BEACH

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Rates:							
- 822: Strip Retail Plaza Less Than 40K (TE/TSF)	54.45	60%	40%	2.36	50%	50%	6.59
- 911: Walk-In Bank (TE/TSF)	57.98[2]	--	--	--	44%	56%	12.13
- 933: Fast Food Restaurant without Drive Through Window (TE/TSF)	450.49	58%	42%	43.18	50%	50%	33.21
Existing Land Use Trip Generation:							
- Existing Walk-in Bank (3,000 SF)[3]	174	--	--	--	16	20	36
Internal Capture (5%)[4]	-9	--	--	--	-1	-1	-2
Subtotal	165	--	--	--	15	19	34
Pass-By (Daily: 25%, AM: 29%, PM: 35%)[5]	-41	--	--	--	-5	-7	-12
Existing Walk-in Bank Subtotal	*124*	--	--	--	*10*	*12*	*22*
Existing Land Use Total [A]	***124***	**--**	**--**	**--**	***10***	***12***	***22***
Proposed Project Trip Generation:							
- Habit Burger (2,104 SF)	948	--	--	--	35	35	70
Internal Capture (5%)[4]	-47	--	--	--	-2	-2	-4
Subtotal	901	--	--	--	33	33	66
Pass-By (Daily: 25%, AM: 50%, PM: 55%)[5]	-225	--	--	--	-18	-18	-36
Habit Burger Subtotal	676	--	--	--	15	15	30
- Vacant Retail (896 SF)	49	1	1	2	3	3	6
Internal Capture (5%)[4]	-2	0	0	0	0	0	0
Subtotal	47	1	1	2	3	3	6
Pass-By (Daily: 10%, AM: 10%, PM: 40%)[5]	-5	0	0	0	-1	-1	-2
Vacant Retail Subtotal	42	1	1	2	2	2	4
Proposed Project Total [B]	718	1	1	2	17	17	34
Total Net Proposed Project Trip Generation Forecast [B] – [A]	**594**	**1**	**1**	**2**	**7**	**5**	**12**

Notes:

- TE/TSF = Trip End per Thousand Square Feet

---

[1] Source*: Trip Generation, 11th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2021)].

[2] ITE does not provide a daily trip rate for ITE Land Use 911: Walk-In Bank. Therefore, the daily trip rate was estimated based on the relationship between the daily trip rate and PM peak hour trip rate of ITE Land Use 912: Drive-In Bank.

[3] Habit Burger is closed during the typical AM peak commuter hour. As such, no trips have been assigned to Habit Burger under the AM peak hour.

[4] The existing land use trip generation was adjusted to account for internal capture between the existing retail/commercial uses at Landmark Plaza and bank. The proposed project trip generation was adjusted to account for internal capture as well. For this analysis, an internal capture reduction of 5% was assumed.

[5] Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. For this analysis, the following pass-by reduction factors were used (Source: *Trip Generation Manual, 11th Edition*, ITE 2021):

- 822: Strip Retail Plaza: Daily/AM peak hour/PM peak hour = 10% (assumed)/10% (assumed)/40% (assumed)
- 911: Walk-In Bank: Daily/AM peak hour/PM peak hour = 25% (assumed)/29% (assumed)/35% (assumed)
- 933: Fast Food Restaurant without Drive Through Window: Daily/AM peak hour/PM peak hour = 25% (assumed)/50% (assumed)/55% (assumed)

APPENDIX A

ULI PARKING CALCULATION WORKSHEETS

Appendix A

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

Land Use	Shopping Center (Typical Days)														
Size Pkg Rate[2]	8.880 KSF 5 /KSF														
	Guest Parking Demand														
Mode Adjust Non-Captive Ratio	1.00 1.00														
Gross Spaces	36 Guest Spc.														
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	5%	2	1	1	1	1	1	1	1	1	1	1	2	2	2
8:00 AM	14%	5	3	3	4	3	4	4	4	4	3	3	4	5	4
9:00 AM	32%	12	7	7	8	8	9	9	8	9	8	8	9	12	10
10:00 AM	54%	19	11	12	13	13	14	14	13	14	13	13	14	19	16
11:00 AM	68%	24	14	15	17	16	17	17	17	18	16	17	18	24	20
12:00 PM	90%	32	19	20	22	21	23	23	22	23	21	22	24	32	27
1:00 PM	90%	32	19	20	22	21	23	23	22	23	21	22	24	32	27
2:00 PM	86%	31	18	19	22	21	22	22	22	23	20	21	24	31	26
3:00 PM	77%	28	17	17	20	19	20	20	20	20	18	19	21	28	24
4:00 PM	77%	28	17	17	20	19	20	20	20	20	18	19	21	28	24
5:00 PM	77%	28	17	17	20	19	20	20	20	20	18	19	21	28	24
6:00 PM	81%	29	17	18	20	19	21	21	20	21	19	20	22	29	25
7:00 PM	72%	26	15	16	18	17	19	19	18	19	17	18	20	26	22
8:00 PM	59%	21	12	13	15	14	15	15	15	15	14	14	16	21	18
9:00 PM	41%	15	9	9	11	10	11	11	11	11	10	10	11	15	13
10:00 PM	14%	5	3	3	4	3	4	4	4	4	3	3	4	5	4
11:00 PM	5%	2	1	1	1	1	1	1	1	1	1	1	2	2	2
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Land Use	Shopping Center (Typical Days)														
Size Pkg Rate[2]	8.880 KSF 5 /KSF														
	Employee Parking Demand														
Mode Adjust Non-Captive Ratio	1.00 1.00														
Gross Spaces	9 Emp. Spc.														
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	9%	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7:00 AM	14%	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8:00 AM	23%	2	1	1	2	2	2	2	2	2	2	2	2	2	2
9:00 AM	41%	4	3	3	3	3	3	3	3	3	3	3	3	4	4
10:00 AM	68%	6	4	4	5	5	5	5	5	5	5	5	5	6	6
11:00 AM	86%	8	6	6	6	6	7	7	6	7	6	6	7	8	8
12:00 PM	90%	8	6	6	6	6	7	7	6	7	6	6	7	8	8
1:00 PM	90%	8	6	6	6	6	7	7	6	7	6	6	7	8	8
2:00 PM	90%	8	6	6	6	6	7	7	6	7	6	6	7	8	8
3:00 PM	90%	8	6	6	6	6	7	7	6	7	6	6	7	8	8
4:00 PM	90%	8	6	6	6	6	7	7	6	7	6	6	7	8	8
5:00 PM	90%	8	6	6	6	6	7	7	6	7	6	6	7	8	8
6:00 PM	90%	8	6	6	6	6	7	7	6	7	6	6	7	8	8
7:00 PM	90%	8	6	6	6	6	7	7	6	7	6	6	7	8	8
8:00 PM	81%	7	5	5	6	5	6	6	6	6	5	5	6	7	7
9:00 PM	54%	5	3	4	4	4	4	4	4	4	4	4	4	5	5
10:00 PM	36%	3	2	2	2	2	2	2	2	2	2	2	3	3	3
11:00 PM	18%	2	1	1	2	2	2	2	2	2	2	2	2	2	2
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Land Use	Shopping Center (Typical Days)														
Size Pkg Rate[2]	8.880 KSF 5 /KSF														
	Shared Parking Demand														
Mode Adjust Non-Captive Ratio															
Gross Spaces	45 Total Spaces														
Time of Day	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	
6:00 AM	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
7:00 AM	3	2	2	2	2	2	2	2	2	2	2	3	3	3	
8:00 AM	7	4	4	6	5	6	6	6	6	5	5	6	7	6	
9:00 AM	16	10	10	11	11	12	12	11	12	11	11	12	16	14	
10:00 AM	25	15	16	18	18	19	19	18	19	18	18	19	25	22	
11:00 AM	32	20	21	23	22	24	24	23	25	22	23	25	32	28	
12:00 PM	40	25	26	28	27	30	30	28	30	27	28	31	40	35	
1:00 PM	40	25	26	28	27	30	30	28	30	27	28	31	40	35	
2:00 PM	39	24	25	28	27	29	29	28	30	26	27	31	39	34	
3:00 PM	36	23	23	26	25	27	27	26	27	24	25	28	36	32	
4:00 PM	36	23	23	26	25	27	27	26	27	24	25	28	36	32	
5:00 PM	36	23	23	26	25	27	27	26	27	24	25	28	36	32	
6:00 PM	37	23	24	26	25	28	28	26	28	25	26	29	37	33	
7:00 PM	34	21	22	24	23	26	26	24	26	23	24	27	34	30	
8:00 PM	28	17	18	21	19	21	21	21	21	19	19	22	28	25	
9:00 PM	20	12	13	15	14	15	15	15	15	14	14	15	20	18	
10:00 PM	8	5	5	6	5	6	6	6	6	5	5	7	8	7	
11:00 PM	4	2	2	3	3	3	3	3	3	3	3	4	4	4	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 A

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

Land Use	Shopping Center (Typical Days)																																											
Size Pkg Rate[2]	8.880 KSF 5 /KSF																																											
	Guest Parking Demand															Employee Parking Demand															Shared Parking Demand													
Mode Adjust Non-Captive Ratio	1.00 1.00															1.00 1.00																												
Gross Spaces	36 Guest Spc.															9 Emp. Spc.															45 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7:00 AM	5%	2	1	1	1	1	1	1	1	1	1	1	2	2	2	15%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	2	2	2	2	2	2	2	2	2	2	3	3	3
8:00 AM	30%	11	6	7	8	7	8	8	8	8	7	8	8	11	9	40%	4	3	3	3	3	3	3	3	3	3	3	3	4	4	15	9	10	11	10	11	11	11	11	10	11	11	15	13
9:00 AM	50%	18	11	11	13	12	13	13	13	13	12	12	14	18	15	75%	7	5	5	6	5	6	6	6	6	5	5	6	7	7	25	16	16	19	17	19	19	19	19	17	17	20	25	22
10:00 AM	70%	25	15	15	18	17	18	18	18	18	17	17	19	25	21	85%	8	6	6	6	6	7	7	6	7	6	6	7	8	8	33	21	21	24	23	25	25	24	25	23	23	26	33	29
11:00 AM	90%	32	19	20	22	21	23	23	22	23	21	22	24	32	27	95%	9	6	6	7	7	7	7	7	7	7	7	8	9	9	41	25	26	29	28	30	30	29	30	28	29	32	41	36
12:00 PM	95%	34	20	21	24	23	24	24	24	25	22	23	26	34	29	100%	9	6	6	7	7	7	7	7	7	7	7	8	9	9	43	26	27	31	30	31	31	31	32	29	30	34	43	38
1:00 PM	100%	36	21	22	25	24	26	26	25	26	24	25	27	36	31	100%	9	6	6	7	7	7	7	7	7	7	7	8	9	9	45	27	28	32	31	33	33	32	33	31	32	35	45	40
2:00 PM	100%	36	21	22	25	24	26	26	25	26	24	25	27	36	31	100%	9	6	6	7	7	7	7	7	7	7	7	8	9	9	45	27	28	32	31	33	33	32	33	31	32	35	45	40
3:00 PM	95%	34	20	21	24	23	24	24	24	25	22	23	26	34	29	100%	9	6	6	7	7	7	7	7	7	7	7	8	9	9	43	26	27	31	30	31	31	31	32	29	30	34	43	38
4:00 PM	90%	32	19	20	22	21	23	23	22	23	21	22	24	32	27	100%	9	6	6	7	7	7	7	7	7	7	7	8	9	9	41	25	26	29	28	30	30	29	30	28	29	32	41	36
5:00 PM	80%	29	17	18	20	19	21	21	20	21	19	20	22	29	25	95%	9	6	6	7	7	7	7	7	7	7	7	8	9	9	38	23	24	27	26	28	28	27	28	26	27	30	38	34
6:00 PM	75%	27	16	16	19	18	19	19	19	20	18	19	21	27	23	85%	8	6	6	6	6	7	7	6	7	6	6	7	8	8	35	22	22	25	24	26	26	25	27	24	25	28	35	31
7:00 PM	70%	25	15	15	18	17	18	18	18	18	17	17	19	25	21	80%	7	5	5	6	5	6	6	6	6	5	5	6	7	7	32	20	20	24	22	24	24	24	24	22	22	25	32	28
8:00 PM	65%	23	14	14	16	15	17	17	16	17	15	16	17	23	20	75%	7	5	5	6	5	6	6	6	6	5	5	6	7	7	30	19	19	22	20	23	23	22	23	20	21	23	30	27
9:00 PM	50%	18	11	11	13	12	13	13	13	13	12	12	14	18	15	65%	6	4	4	5	5	5	5	5	5	5	5	5	6	6	24	15	15	18	17	18	18	18	18	17	17	19	24	21
10:00 PM	30%	11	6	7	8	7	8	8	8	8	7	8	8	11	9	45%	4	3	3	3	3	3	3	3	3	3	3	3	4	4	15	9	10	11	10	11	11	11	11	10	11	11	15	13
11:00 PM	10%	4	2	2	3	3	3	3	3	3	3	3	3	4	3	15%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	3	3	4	4	4	4	4	4	4	4	4	5	4
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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.

SUPERMARKET/GROCERY
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Supermarket/Grocery																																											
Size Pkg Rate[2]	52.416 KSF 5 /KSF																																											
	Guest Parking Demand														Employee Parking Demand														Shared Parking Demand													
Mode Adjust Non-Captive Ratio	1.00 1.00														1.00 1.00																													
Gross Spaces	221 Guest Spc.														42 Emp. Spc.														263 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	5%	11	10	9	10	10	11	10	11	10	10	10	10	11	10	20%	8	8	8	8	8	8	8	8	8	8	8	8	8	8	19	18	17	18	18	19	18	19	18	18	18	18	19	18
7:00 AM	20%	44	41	38	41	40	43	41	42	42	40	42	42	44	42	30%	13	13	12	13	13	13	13	13	13	13	13	13	13	13	57	54	50	54	53	56	54	55	55	53	55	55	57	55
8:00 AM	30%	66	61	57	62	61	64	62	63	63	61	63	63	66	63	40%	17	17	16	17	17	17	17	17	17	17	17	17	17	17	83	78	73	79	78	81	79	80	80	78	80	80	83	80
9:00 AM	50%	111	103	95	104	102	108	104	107	105	102	105	105	111	105	80%	34	34	33	34	34	34	34	34	34	34	34	34	34	34	145	137	128	138	136	142	138	141	139	136	139	139	145	139
10:00 AM	60%	133	124	114	125	122	129	125	128	126	122	126	126	133	126	90%	38	38	36	38	38	38	38	38	38	38	38	38	38	38	171	162	150	163	160	167	163	166	164	160	164	164	171	164
11:00 AM	67%	148	138	127	139	136	144	139	142	141	136	141	141	148	141	100%	42	42	40	42	42	42	42	42	42	42	42	42	42	42	190	180	167	181	178	186	181	184	183	178	183	183	190	183
12:00 PM	85%	188	175	162	177	173	182	177	180	179	173	179	179	188	179	100%	42	42	40	42	42	42	42	42	42	42	42	42	42	42	230	217	202	219	215	224	219	222	221	215	221	221	230	221
1:00 PM	90%	199	185	171	187	183	193	187	191	189	183	189	189	199	189	100%	42	42	40	42	42	42	42	42	42	42	42	42	42	42	241	227	211	229	225	235	229	233	231	225	231	231	241	231
2:00 PM	95%	210	195	181	197	193	204	197	202	200	193	200	200	210	200	100%	42	42	40	42	42	42	42	42	42	42	42	42	42	42	252	237	221	239	235	246	239	244	242	235	242	242	252	242
3:00 PM	97%	214	199	184	201	197	208	201	205	203	197	203	203	214	203	100%	42	42	40	42	42	42	42	42	42	42	42	42	42	42	256	241	224	243	239	250	243	247	245	239	245	245	256	245
4:00 PM	100%	221	206	190	208	203	214	208	212	210	203	210	210	221	210	100%	42	42	40	42	42	42	42	42	42	42	42	42	42	42	263	248	230	250	245	256	250	254	252	245	252	252	263	252
5:00 PM	100%	221	206	190	208	203	214	208	212	210	203	210	210	221	210	100%	42	42	40	42	42	42	42	42	42	42	42	42	42	42	263	248	230	250	245	256	250	254	252	245	252	252	263	252
6:00 PM	100%	221	206	190	208	203	214	208	212	210	203	210	210	221	210	80%	34	34	33	34	34	34	34	34	34	34	34	34	34	34	255	240	223	242	237	248	242	246	244	237	244	244	255	244
7:00 PM	85%	188	175	162	177	173	182	177	180	179	173	179	179	188	179	50%	21	21	20	21	21	21	21	21	21	21	21	21	21	21	209	196	182	198	194	203	198	201	200	194	200	200	209	200
8:00 PM	55%	122	113	105	115	112	118	115	117	116	112	116	116	122	116	35%	15	15	14	15	15	15	15	15	15	15	15	15	15	15	137	128	119	130	127	133	130	132	131	127	131	131	137	131
9:00 PM	35%	77	72	66	72	71	75	72	74	73	71	73	73	77	73	20%	8	8	8	8	8	8	8	8	8	8	8	8	8	8	85	80	74	80	79	83	80	82	81	79	81	81	85	81
10:00 PM	20%	44	41	38	41	40	43	41	42	42	40	42	42	44	42	20%	8	8	8	8	8	8	8	8	8	8	8	8	8	8	52	49	46	49	48	51	49	50	50	48	50	50	52	50
11:00 PM	5%	11	10	9	10	10	11	10	11	10	10	10	10	11	10	20%	8	8	8	8	8	8	8	8	8	8	8	8	8	8	19	18	17	18	18	19	18	19	18	18	18	18	19	18
12:00 AM	5%	11	10	9	10	10	11	10	11	10	10	10	10	11	10	20%	8	8	8	8	8	8	8	8	8	8	8	8	8	8	19	18	17	18	18	19	18	19	18	18	18	18	19	18

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 A

SUPERMARKET/GROCERY
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Supermarket/Grocery														
Size Pkg Rate[2]	52.416 KSF 5 /KSF														
	Guest Parking Demand														
Mode Adjust Non-Captive Ratio	1.00 1.00														
Gross Spaces	221 Guest Spc.														
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	10%	22	20	19	21	20	21	21	21	21	20	21	21	22	21
7:00 AM	25%	55	51	47	52	51	53	52	53	52	51	52	52	55	52
8:00 AM	50%	111	103	95	104	102	108	104	107	105	102	105	105	111	105
9:00 AM	75%	166	154	143	156	153	161	156	159	158	153	158	158	166	158
10:00 AM	95%	210	195	181	197	193	204	197	202	200	193	200	200	210	200
11:00 AM	100%	221	206	190	208	203	214	208	212	210	203	210	210	221	210
12:00 PM	100%	221	206	190	208	203	214	208	212	210	203	210	210	221	210
1:00 PM	100%	221	206	190	208	203	214	208	212	210	203	210	210	221	210
2:00 PM	100%	221	206	190	208	203	214	208	212	210	203	210	210	221	210
3:00 PM	100%	221	206	190	208	203	214	208	212	210	203	210	210	221	210
4:00 PM	100%	221	206	190	208	203	214	208	212	210	203	210	210	221	210
5:00 PM	90%	199	185	171	187	183	193	187	191	189	183	189	189	199	189
6:00 PM	50%	111	103	95	104	102	108	104	107	105	102	105	105	111	105
7:00 PM	33%	73	68	63	69	67	71	69	70	69	67	69	69	73	69
8:00 PM	25%	55	51	47	52	51	53	52	53	52	51	52	52	55	52
9:00 PM	15%	33	31	28	31	30	32	31	32	31	30	31	31	33	31
10:00 PM	5%	11	10	9	10	10	11	10	11	10	10	10	10	11	10
11:00 PM	4%	9	8	8	8	8	9	8	9	9	8	9	9	9	9
12:00 AM	3%	7	7	6	7	6	7	7	7	7	6	7	7	7	7

Land Use	Supermarket/Grocery														
Size Pkg Rate[2]	52.416 KSF 5 /KSF														
	Employee Parking Demand														
Mode Adjust Non-Captive Ratio	1.00 1.00														
Gross Spaces	42 Emp. Spc.														
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	15%	6	6	6	6	6	6	6	6	6	6	6	6	6	6
7:00 AM	35%	15	15	14	15	15	15	15	15	15	15	15	15	15	15
8:00 AM	70%	29	29	28	29	29	29	29	29	29	29	29	29	29	29
9:00 AM	85%	36	36	35	36	36	36	36	36	36	36	36	36	36	36
10:00 AM	100%	42	42	40	42	42	42	42	42	42	42	42	42	42	42
11:00 AM	100%	42	42	40	42	42	42	42	42	42	42	42	42	42	42
12:00 PM	100%	42	42	40	42	42	42	42	42	42	42	42	42	42	42
1:00 PM	100%	42	42	40	42	42	42	42	42	42	42	42	42	42	42
2:00 PM	85%	36	36	35	36	36	36	36	36	36	36	36	36	36	36
3:00 PM	75%	32	32	31	32	32	32	32	32	32	32	32	32	32	32
4:00 PM	60%	25	25	24	25	25	25	25	25	25	25	25	25	25	25
5:00 PM	55%	23	23	22	23	23	23	23	23	23	23	23	23	23	23
6:00 PM	45%	19	19	18	19	19	19	19	19	19	19	19	19	19	19
7:00 PM	40%	17	17	16	17	17	17	17	17	17	17	17	17	17	17
8:00 PM	30%	13	13	12	13	13	13	13	13	13	13	13	13	13	13
9:00 PM	20%	8	8	8	8	8	8	8	8	8	8	8	8	8	8
10:00 PM	10%	4	4	4	4	4	4	4	4	4	4	4	4	4	4
11:00 PM	10%	4	4	4	4	4	4	4	4	4	4	4	4	4	4
12:00 AM	5%	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Land Use	Supermarket/Grocery													
Size Pkg Rate[2]	52.416 KSF 5 /KSF													
	Shared Parking Demand													
Mode Adjust Non-Captive Ratio														
Gross Spaces	263 Total Spaces													
Time of Day	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	28	26	25	27	26	27	27	27	27	26	27	27	28	27
7:00 AM	70	66	61	67	66	68	67	68	67	66	67	67	70	67
8:00 AM	140	132	123	133	131	137	133	136	134	131	134	134	140	134
9:00 AM	202	190	178	192	189	197	192	195	194	189	194	194	202	194
10:00 AM	252	237	221	239	235	246	239	244	242	235	242	242	252	242
11:00 AM	263	248	230	250	245	256	250	254	252	245	252	252	263	252
12:00 PM	263	248	230	250	245	256	250	254	252	245	252	252	263	252
1:00 PM	263	248	230	250	245	256	250	254	252	245	252	252	263	252
2:00 PM	257	242	225	244	239	250	244	248	246	239	246	246	257	246
3:00 PM	253	238	221	240	235	246	240	244	242	235	242	242	253	242
4:00 PM	246	231	214	233	228	239	233	237	235	228	235	235	246	235
5:00 PM	222	208	193	210	206	216	210	214	212	206	212	212	222	212
6:00 PM	130	122	113	123	121	127	123	126	124	121	124	124	130	124
7:00 PM	90	85	79	86	84	88	86	87	86	84	86	86	90	86
8:00 PM	68	64	59	65	64	66	65	66	65	64	65	65	68	65
9:00 PM	41	39	36	39	38	40	39	40	39	38	39	39	41	39
10:00 PM	15	14	13	14	14	15	14	15	14	14	14	14	15	14
11:00 PM	13	12	12	12	12	13	12	13	13	12	13	13	13	13
12:00 AM	9	9	8	9	8	9	9	9	9	8	9	9	9	9

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 A

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

Land Use	Fine/Casual Dining																																											
Size Pkg Rate[2]	3.420 KSF 9 /KSF																																											
	Guest Parking Demand															Employee Parking Demand															Shared Parking Demand													
Mode Adjust Non-Captive Ratio	1.00 1.00															1.00 1.00																												
Gross Spaces	26 Guest Spc.															4 Emp. Spc.															30 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
9:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
10:00 AM	13%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	79%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	6
11:00 AM	35%	9	8	8	9	8	9	8	9	9	8	8	8	9	9	79%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	12	11	11	12	11	12	11	12	12	11	11	11	12	12
12:00 PM	65%	17	15	15	17	16	17	16	16	16	15	16	15	17	16	79%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	20	18	18	20	19	20	19	19	19	18	19	18	20	19
1:00 PM	65%	17	15	15	17	16	17	16	16	16	15	16	15	17	16	79%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	20	18	18	20	19	20	19	19	19	18	19	18	20	19
2:00 PM	57%	15	13	13	15	14	15	14	14	14	13	14	13	15	14	79%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	18	16	16	18	17	18	17	17	17	16	17	16	18	17
3:00 PM	35%	9	8	8	9	8	9	8	9	9	8	8	8	9	9	65%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	12	11	11	12	11	12	11	12	12	11	11	11	12	12
4:00 PM	44%	11	10	10	11	10	11	10	11	11	10	10	10	11	10	65%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	14	13	13	14	13	14	13	14	14	13	13	13	14	13
5:00 PM	65%	17	15	15	17	16	17	16	16	16	15	16	15	17	16	87%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	20	18	18	20	19	20	19	19	19	18	19	18	20	19
6:00 PM	83%	22	19	19	22	21	22	21	21	21	20	20	20	22	21	87%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	25	22	22	25	24	25	24	24	24	23	23	23	25	24
7:00 PM	87%	23	20	20	23	22	23	22	22	22	20	21	20	23	22	87%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	26	23	23	26	25	26	25	25	25	23	24	23	26	25
8:00 PM	87%	23	20	20	23	22	23	22	22	22	20	21	20	23	22	87%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	26	23	23	26	25	26	25	25	25	23	24	23	26	25
9:00 PM	87%	23	20	20	23	22	23	22	22	22	20	21	20	23	22	87%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	26	23	23	26	25	26	25	25	25	23	24	23	26	25
10:00 PM	83%	22	19	19	22	21	22	21	21	21	20	20	20	22	21	87%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	25	22	22	25	24	25	24	24	24	23	23	23	25	24
11:00 PM	65%	17	15	15	17	16	17	16	16	16	15	16	15	17	16	74%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	20	18	18	20	19	20	19	19	19	18	19	18	20	19
12:00 AM	22%	6	5	5	6	6	6	6	6	6	5	6	5	6	6	31%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	6	6	7	7	7	7	7	7	6	7	6	7	7

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 A

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

Land Use	Fine/Casual Dining																																											
Size	3.420 KSF																																											
Pkg Rate[2]	9 /KSF																																											
	Guest Parking Demand															Employee Parking Demand															Shared Parking Demand													
Mode Adjust	1.00															1.00																												
Non-Captive Ratio	1.00															1.00																												
Gross Spaces	26 Guest Spc.															4 Emp. Spc.															30 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
10:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
11:00 AM	15%	4	4	3	4	4	4	4	4	4	4	4	4	4	4	75%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	7	7	6	7	7	7	7	7	7	7	7	7	7	7
12:00 PM	50%	13	11	11	13	12	13	12	12	12	12	12	12	13	12	75%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	16	14	14	16	15	16	15	15	15	15	15	15	16	15
1:00 PM	55%	14	12	12	14	13	14	13	13	13	12	13	12	14	13	75%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	17	15	15	17	16	17	16	16	16	15	16	15	17	16
2:00 PM	45%	12	11	10	12	11	12	11	12	12	11	11	11	12	11	75%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	15	14	13	15	14	15	14	15	15	14	14	14	15	14
3:00 PM	45%	12	11	10	12	11	12	11	12	12	11	11	11	12	11	75%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	15	14	13	15	14	15	14	15	15	14	14	14	15	14
4:00 PM	45%	12	11	10	12	11	12	11	12	12	11	11	11	12	11	75%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	15	14	13	15	14	15	14	15	15	14	14	14	15	14
5:00 PM	60%	16	14	14	16	15	16	15	15	15	14	15	14	16	15	100%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	20	18	18	20	19	20	19	19	19	18	19	18	20	19
6:00 PM	90%	23	20	20	23	22	23	22	22	22	20	21	20	23	22	100%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	27	24	24	27	26	27	26	26	26	24	25	24	27	26
7:00 PM	95%	25	22	22	25	24	25	24	24	24	22	23	22	25	24	100%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	29	26	26	29	28	29	28	28	28	26	27	26	29	28
8:00 PM	100%	26	23	23	25	24	26	24	25	25	23	24	23	26	25	100%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	30	27	27	29	28	30	28	29	29	27	28	27	30	29
9:00 PM	90%	23	20	20	23	22	23	22	22	22	20	21	20	23	22	100%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	27	24	24	27	26	27	26	26	26	24	25	24	27	26
10:00 PM	90%	23	20	20	23	22	23	22	22	22	20	21	20	23	22	100%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	27	24	24	27	26	27	26	26	26	24	25	24	27	26
11:00 PM	90%	23	20	20	23	22	23	22	22	22	20	21	20	23	22	85%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	26	23	23	26	25	26	25	25	25	23	24	23	26	25
12:00 AM	50%	13	11	11	13	12	13	12	12	12	12	12	12	13	12	50%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	15	13	13	15	14	15	14	14	14	14	14	14	15	14

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 A

FAST-FOOD RESTAURANT

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Fast-Food Restaurant																																											
Size Pkg Rate[2]	2.089 KSF 10 /KSF																																											
	Guest Parking Demand															Employee Parking Demand															Shared Parking Demand													
Mode Adjust Non-Captive Ratio	1.00 1.00															1.00 1.00																												
Gross Spaces	18 Guest Spc.															3 Emp. Spc.															21 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2
7:00 AM	10%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3
8:00 AM	20%	4	3	3	4	4	4	4	4	4	4	4	4	4	4	29%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	4	5	5	5	5	5	5	5	5	5	5	5
9:00 AM	29%	5	4	4	5	5	5	5	5	5	5	5	5	5	5	39%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	5	5	6	6	6	6	6	6	6	6	6	6	6
10:00 AM	54%	10	9	9	10	10	10	10	10	10	9	10	9	10	10	73%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	12	11	11	12	12	12	12	12	12	11	12	11	12	12
11:00 AM	83%	15	13	13	15	14	15	15	15	15	14	14	14	14	14	98%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	18	16	16	18	17	18	18	18	18	17	17	17	17	17
12:00 PM	98%	18	15	15	17	17	18	18	18	18	17	17	17	17	17	98%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	21	18	18	20	20	21	21	21	21	20	20	20	20	20
1:00 PM	98%	18	15	15	17	17	18	18	18	18	17	17	17	17	17	98%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	21	18	18	20	20	21	21	21	21	20	20	20	20	20
2:00 PM	88%	16	14	14	16	15	16	16	16	16	15	15	15	15	15	93%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	19	17	17	19	18	19	19	19	19	18	18	18	18	18
3:00 PM	59%	11	9	9	11	10	11	11	11	11	10	11	10	11	10	69%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	13	11	11	13	12	13	13	13	13	12	13	12	13	12
4:00 PM	54%	10	9	9	10	10	10	10	10	10	9	10	9	10	10	59%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	12	11	11	12	12	12	12	12	12	11	12	11	12	12
5:00 PM	59%	11	9	9	11	10	11	11	11	11	10	11	10	11	10	69%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	13	11	11	13	12	13	13	13	13	12	13	12	13	12
6:00 PM	83%	15	13	13	15	14	15	15	15	15	14	14	14	14	14	88%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	18	16	16	18	17	18	18	18	18	17	17	17	17	17
7:00 PM	78%	14	12	12	14	13	14	14	14	14	13	13	13	13	13	88%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	17	15	15	17	16	17	17	17	17	16	16	16	16	16
8:00 PM	49%	9	8	8	9	9	9	9	9	9	8	9	8	9	9	59%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	11	10	10	11	11	11	11	11	11	10	11	10	11	11
9:00 PM	29%	5	4	4	5	5	5	5	5	5	5	5	5	5	5	39%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	5	5	6	6	6	6	6	6	6	6	6	6	6
10:00 PM	20%	4	3	3	4	4	4	4	4	4	4	4	4	4	4	29%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	4	5	5	5	5	5	5	5	5	5	5	5
11:00 PM	10%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3
12:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 A

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

Land Use	Fast-Food Restaurant																																											
Size Pkg Rate[2]	2.089 KSF 10 /KSF																																											
	Guest Parking Demand															Employee Parking Demand															Shared Parking Demand													
Mode Adjust Non-Captive Ratio	1.00 1.00															1.00 1.00																												
Gross Spaces	18 Guest Spc.															3 Emp. Spc.															21 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7:00 AM	10%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3
8:00 AM	20%	4	3	3	4	4	4	4	4	4	4	4	4	4	4	30%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	4	5	5	5	5	5	5	5	5	5	5	5
9:00 AM	30%	5	4	4	5	5	5	5	5	5	5	5	5	5	5	40%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	5	5	6	6	6	6	6	6	6	6	6	6	6
10:00 AM	55%	10	9	9	10	10	10	10	10	10	9	10	9	10	10	75%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	12	11	11	12	12	12	12	12	12	11	12	11	12	12
11:00 AM	85%	15	13	13	15	14	15	15	15	15	14	14	14	14	14	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	18	16	16	18	17	18	18	18	18	17	17	17	17	17
12:00 PM	100%	18	15	15	17	17	18	18	18	18	17	17	17	17	17	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	21	18	18	20	20	21	21	21	21	20	20	20	20	20
1:00 PM	100%	18	15	15	17	17	18	18	18	18	17	17	17	17	17	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	21	18	18	20	20	21	21	21	21	20	20	20	20	20
2:00 PM	90%	16	14	14	16	15	16	16	16	16	15	15	15	15	15	95%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	19	17	17	19	18	19	19	19	19	18	18	18	18	18
3:00 PM	60%	11	9	9	11	10	11	11	11	11	10	11	10	11	10	70%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	13	11	11	13	12	13	13	13	13	12	13	12	13	12
4:00 PM	55%	10	9	9	10	10	10	10	10	10	9	10	9	10	10	60%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	12	11	11	12	12	12	12	12	12	11	12	11	12	12
5:00 PM	60%	11	9	9	11	10	11	11	11	11	10	11	10	11	10	70%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	13	11	11	13	12	13	13	13	13	12	13	12	13	12
6:00 PM	85%	15	13	13	15	14	15	15	15	15	14	14	14	14	14	90%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	18	16	16	18	17	18	18	18	18	17	17	17	17	17
7:00 PM	80%	14	12	12	14	13	14	14	14	14	13	13	13	13	13	90%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	17	15	15	17	16	17	17	17	17	16	16	16	16	16
8:00 PM	50%	9	8	8	9	9	9	9	9	9	8	9	8	9	9	60%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	11	10	10	11	11	11	11	11	11	10	11	10	11	11
9:00 PM	30%	5	4	4	5	5	5	5	5	5	5	5	5	5	5	40%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	5	5	6	6	6	6	6	6	6	6	6	6	6
10:00 PM	20%	4	3	3	4	4	4	4	4	4	4	4	4	4	4	30%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	4	5	5	5	5	5	5	5	5	5	5	5
11:00 PM	10%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3
12:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 A

HEALTH CLUB
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Health Club																																											
Size	1.800 KSF																																											
Pkg Rate[2]	5 /KSF																																											
	Guest Parking Demand															Employee Parking Demand															Shared Parking Demand													
Mode Adjust	1.00															1.00																												
Non-Captive Ratio	1.00															1.00																												
Gross Spaces	8 Guest Spc.															1 Emp. Spc.															9 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	70%	6	6	6	5	4	4	4	4	4	5	5	5	6	6	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	7	7	7	6	5	5	5	5	5	6	6	6	7	6
7:00 AM	40%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	4	4	4	4	3	3	3	3	3	3	4	4	4	3
8:00 AM	40%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	4	4	4	4	3	3	3	3	3	3	4	4	4	3
9:00 AM	70%	6	6	6	5	4	4	4	4	4	5	5	5	6	6	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	7	7	7	6	5	5	5	5	5	6	6	6	7	6
10:00 AM	70%	6	6	6	5	4	4	4	4	4	5	5	5	6	6	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	7	7	7	6	5	5	5	5	5	6	6	6	7	6
11:00 AM	80%	6	6	6	5	4	4	4	4	4	5	5	5	6	6	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	7	7	7	6	5	5	5	5	5	6	6	6	7	6
12:00 PM	60%	5	5	5	4	4	3	3	3	4	4	4	4	5	5	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	6	6	6	5	5	4	4	4	5	5	5	5	6	5
1:00 PM	70%	6	6	6	5	4	4	4	4	4	5	5	5	6	6	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	7	7	7	6	5	5	5	5	5	6	6	6	7	6
2:00 PM	70%	6	6	6	5	4	4	4	4	4	5	5	5	6	6	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	7	7	7	6	5	5	5	5	5	6	6	6	7	6
3:00 PM	70%	6	6	6	5	4	4	4	4	4	5	5	5	6	6	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	7	7	7	6	5	5	5	5	5	6	6	6	7	6
4:00 PM	80%	6	6	6	5	4	4	4	4	4	5	5	5	6	6	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	7	7	7	6	5	5	5	5	5	6	6	6	7	6
5:00 PM	90%	7	7	7	6	5	5	5	5	5	6	6	6	7	7	100%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	8	8	8	7	6	6	6	6	6	7	7	7	8	7
6:00 PM	100%	8	8	8	7	6	5	5	5	6	6	7	7	8	8	100%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	9	9	9	8	7	6	6	6	7	7	8	8	9	8
7:00 PM	90%	7	7	7	6	5	5	5	5	5	6	6	6	7	7	75%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	8	8	8	7	6	6	6	6	6	7	7	7	8	7
8:00 PM	80%	6	6	6	5	4	4	4	4	4	5	5	5	6	6	50%	1	1	1	1	1	1	1	1	1	1	1	1	1	0	7	7	7	6	5	5	5	5	5	6	6	6	7	6
9:00 PM	70%	6	6	6	5	4	4	4	4	4	5	5	5	6	6	20%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	5	4	4	4	4	4	5	5	5	6	6
10:00 PM	35%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	20%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	2	2	2	2	2	2	3	3	3	3
11:00 PM	10%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	20%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 A

HEALTH CLUB
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Health Club																																											
Size Pkg Rate[2]	1.800 KSF 5 /KSF																																											
	Guest Parking Demand															Employee Parking Demand															Shared Parking Demand													
Mode Adjust Non-Captive Ratio	1.00 1.00															1.00 1.00																												
Gross Spaces	9 Guest Spc.															0 Emp. Spc.															9 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	66%	6	6	6	5	4	4	4	4	4	5	5	5	6	6	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	5	4	4	4	4	4	5	5	5	6	6
7:00 AM	37%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	2	2	2	2	2	2	3	3	3	3
8:00 AM	29%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	2	2	2	2	2	2	3	3	3	3
9:00 AM	41%	4	4	4	3	3	3	3	3	3	3	3	3	4	4	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	3	3	3	3	3	3	3	3	3	4	4
10:00 AM	29%	3	3	3	3	2	2	2	2	2	2	3	3	3	3	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	2	2	2	2	2	2	3	3	3	3
11:00 AM	41%	4	4	4	3	3	3	3	3	3	3	3	3	4	4	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	3	3	3	3	3	3	3	3	3	4	4
12:00 PM	41%	4	4	4	3	3	3	3	3	3	3	3	3	4	4	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	3	3	3	3	3	3	3	3	3	4	4
1:00 PM	25%	2	2	2	2	1	1	1	1	1	2	2	2	2	2	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	1	1	1	1	1	2	2	2	2	2
2:00 PM	21%	2	2	2	2	1	1	1	1	1	2	2	2	2	2	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	1	1	1	1	1	2	2	2	2	2
3:00 PM	25%	2	2	2	2	1	1	1	1	1	2	2	2	2	2	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	1	1	1	1	1	2	2	2	2	2
4:00 PM	45%	4	4	4	3	3	3	3	3	3	3	3	3	4	4	62%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	3	3	3	3	3	3	3	3	3	4	4
5:00 PM	82%	7	7	7	6	5	5	5	5	5	6	6	6	7	7	82%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	6	5	5	5	5	5	6	6	6	7	7
6:00 PM	78%	7	7	7	6	5	5	5	5	5	6	6	6	7	7	82%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	6	5	5	5	5	5	6	6	6	7	7
7:00 PM	49%	4	4	4	3	3	3	3	3	3	3	3	3	4	4	62%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	3	3	3	3	3	3	3	3	3	4	4
8:00 PM	25%	2	2	2	2	1	1	1	1	1	2	2	2	2	2	41%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	1	1	1	1	1	2	2	2	2	2
9:00 PM	8%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
10:00 PM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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.

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

Land Use	Medical/Dental Office																																											
Size Pkg Rate[2]	6.515 KSF 6 /KSF																																											
	Guest Parking Demand															Employee Parking Demand															Shared Parking Demand													
Mode Adjust Non-Captive Ratio	1.00 1.00															1.00 1.00																												
Gross Spaces	25 Guest Spc.															13 Emp. Spc.															38 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20%	3	3	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	2
8:00 AM	90%	23	23	23	23	23	23	23	22	22	23	23	23	23	18	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	36	36	36	36	36	36	36	34	34	36	36	36	36	28
9:00 AM	90%	23	23	23	23	23	23	23	22	22	23	23	23	23	18	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	36	36	36	36	36	36	36	34	34	36	36	36	36	28
10:00 AM	100%	25	25	25	25	25	25	25	24	24	25	25	25	25	20	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	38	38	38	38	38	38	38	36	36	38	38	38	38	30
11:00 AM	100%	25	25	25	25	25	25	25	24	24	25	25	25	25	20	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	38	38	38	38	38	38	38	36	36	38	38	38	38	30
12:00 PM	30%	8	8	8	8	8	8	8	8	8	8	8	8	8	6	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	21	21	21	21	21	21	21	20	20	21	21	21	21	16
1:00 PM	90%	23	23	23	23	23	23	23	22	22	23	23	23	23	18	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	36	36	36	36	36	36	36	34	34	36	36	36	36	28
2:00 PM	100%	25	25	25	25	25	25	25	24	24	25	25	25	25	20	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	38	38	38	38	38	38	38	36	36	38	38	38	38	30
3:00 PM	100%	25	25	25	25	25	25	25	24	24	25	25	25	25	20	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	38	38	38	38	38	38	38	36	36	38	38	38	38	30
4:00 PM	90%	23	23	23	23	23	23	23	22	22	23	23	23	23	18	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	36	36	36	36	36	36	36	34	34	36	36	36	36	28
5:00 PM	80%	20	20	20	20	20	20	20	19	19	20	20	20	20	16	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	33	33	33	33	33	33	33	31	31	33	33	33	33	26
6:00 PM	67%	17	17	17	17	17	17	17	16	16	17	17	17	17	14	67%	9	9	9	9	9	9	9	9	9	9	9	9	9	7	26	26	26	26	26	26	26	25	25	26	26	26	26	21
7:00 PM	30%	8	8	8	8	8	8	8	8	8	8	8	8	8	6	30%	4	4	4	4	4	4	4	4	4	4	4	4	4	3	12	12	12	12	12	12	12	12	12	12	12	12	12	9
8:00 PM	15%	4	4	4	4	4	4	4	4	4	4	4	4	4	3	15%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	6	6	6	6	6	6	6	6	6	6	6	6	6	5
9:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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.

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

Land Use	Medical/Dental Office																																											
Size Pkg Rate[2]	6.515 KSF 6 /KSF																																											
	Guest Parking Demand															Employee Parking Demand															Shared Parking Demand													
Mode Adjust Non-Captive Ratio	1.00 1.00															1.00 1.00																												
Gross Spaces	25 Guest Spc.															13 Emp. Spc.															38 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20%	3	3	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	2
8:00 AM	90%	23	23	23	23	23	23	23	22	22	23	23	23	23	18	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	36	36	36	36	36	36	36	34	34	36	36	36	36	28
9:00 AM	90%	23	23	23	23	23	23	23	22	22	23	23	23	23	18	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	36	36	36	36	36	36	36	34	34	36	36	36	36	28
10:00 AM	100%	25	25	25	25	25	25	25	24	24	25	25	25	25	20	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	38	38	38	38	38	38	38	36	36	38	38	38	38	30
11:00 AM	100%	25	25	25	25	25	25	25	24	24	25	25	25	25	20	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	38	38	38	38	38	38	38	36	36	38	38	38	38	30
12:00 PM	30%	8	8	8	8	8	8	8	8	8	8	8	8	8	6	100%	13	13	13	13	13	13	13	12	12	13	13	13	13	10	21	21	21	21	21	21	21	20	20	21	21	21	21	16
1:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 A - PROPOSED RETAIL USES

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

Land Use	Shopping Center (Typical Days)																																											
Size	2.996 KSF																																											
Pkg Rate[2]	5 /KSF																																											
	Guest Parking Demand															Employee Parking Demand															Shared Parking Demand													
Mode Adjust	1.00															1.00																												
Non-Captive Ratio	1.00															1.00																												
Gross Spaces	12 Guest Spc.															3 Emp. Spc.															15 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8:00 AM	14%	2	1	1	1	1	1	1	1	1	1	1	2	2	2	23%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	2	2	2	2	2	2	2	2	2	2	3	3	3
9:00 AM	32%	4	2	2	3	3	3	3	3	3	3	3	3	4	3	41%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	3	3	4	4	4	4	4	4	4	4	4	5	4
10:00 AM	54%	6	4	4	4	4	4	4	4	4	4	4	5	6	5	68%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	8	5	5	6	6	6	6	6	6	6	6	7	8	7
11:00 AM	68%	8	5	5	6	5	6	6	6	6	5	6	6	8	7	86%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	11	7	7	8	7	8	8	8	8	7	8	9	11	10
12:00 PM	90%	11	6	7	8	7	8	8	8	8	7	8	8	11	9	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	14	8	9	10	9	10	10	10	10	9	10	11	14	12
1:00 PM	90%	11	6	7	8	7	8	8	8	8	7	8	8	11	9	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	14	8	9	10	9	10	10	10	10	9	10	11	14	12
2:00 PM	86%	10	6	6	7	7	7	7	7	7	7	7	8	10	9	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	13	8	8	9	9	9	9	9	9	9	9	11	13	12
3:00 PM	77%	9	5	5	6	6	6	6	6	7	6	6	7	9	8	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	12	7	7	8	8	8	8	8	9	8	8	10	12	11
4:00 PM	77%	9	5	5	6	6	6	6	6	7	6	6	7	9	8	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	12	7	7	8	8	8	8	8	9	8	8	10	12	11
5:00 PM	77%	9	5	5	6	6	6	6	6	7	6	6	7	9	8	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	12	7	7	8	8	8	8	8	9	8	8	10	12	11
6:00 PM	81%	10	6	6	7	7	7	7	7	7	7	7	8	10	9	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	13	8	8	9	9	9	9	9	9	9	9	11	13	12
7:00 PM	72%	9	5	5	6	6	6	6	6	7	6	6	7	9	8	90%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	12	7	7	8	8	8	8	8	9	8	8	10	12	11
8:00 PM	59%	7	4	4	5	5	5	5	5	5	5	5	5	7	6	81%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	9	5	5	7	7	7	7	7	7	7	7	7	9	8
9:00 PM	41%	5	3	3	4	3	4	4	4	4	3	3	4	5	4	54%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	7	4	4	6	5	6	6	6	6	5	5	6	7	6
10:00 PM	14%	2	1	1	1	1	1	1	1	1	1	1	2	2	2	36%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	2	2	2	2	2	2	2	2	2	2	3	3	3
11:00 PM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 A - PROPOSED RETAIL USES

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

Land Use	**Shopping Center (Typical Days)**																																											
Size **Pkg Rate[2]**	**2.996 KSF** **5 /KSF**																																											
	Guest Parking Demand															**Employee Parking Demand**															**Shared Parking Demand**													
Mode Adjust **Non-Captive Ratio**	**1.00** **1.00**															**1.00** **1.00**																												
Gross Spaces	**12 Guest Spc.**															**3 Emp. Spc.**															**15 Total Spaces**													
Time of Day	**% Of Peak [3]**	**Peak Spaces**	**Jan Spaces**	**Feb Spaces**	**Mar Spaces**	**Apr Spaces**	**May Spaces**	**Jun Spaces**	**Jul Spaces**	**Aug Spaces**	**Sep Spaces**	**Oct Spaces**	**Nov Spaces**	**Dec Spaces**	**L. Dec Spaces**	**% Of Peak [3]**	**Peak Spaces**	**Jan Spaces**	**Feb Spaces**	**Mar Spaces**	**Apr Spaces**	**May Spaces**	**Jun Spaces**	**Jul Spaces**	**Aug Spaces**	**Sep Spaces**	**Oct Spaces**	**Nov Spaces**	**Dec Spaces**	**L. Dec Spaces**	**Peak Spaces**	**Jan Spaces**	**Feb Spaces**	**Mar Spaces**	**Apr Spaces**	**May Spaces**	**Jun Spaces**	**Jul Spaces**	**Aug Spaces**	**Sep Spaces**	**Oct Spaces**	**Nov Spaces**	**Dec Spaces**	**L. Dec Spaces**
6:00 AM	1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8:00 AM	30%	4	2	2	3	3	3	3	3	3	3	3	3	4	3	40%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	3	3	4	4	4	4	4	4	4	4	4	5	4
9:00 AM	50%	6	4	4	4	4	4	4	4	4	4	4	5	6	5	75%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	8	5	5	6	6	6	6	6	6	6	6	7	8	7
10:00 AM	70%	8	5	5	6	5	6	6	6	6	5	6	6	8	7	85%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	11	7	7	8	7	8	8	8	8	7	8	9	11	10
11:00 AM	90%	11	6	7	8	7	8	8	8	8	7	8	8	11	9	95%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	14	8	9	10	9	10	10	10	10	9	10	11	14	12
12:00 PM	95%	11	6	7	8	7	8	8	8	8	7	8	8	11	9	100%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	14	8	9	10	9	10	10	10	10	9	10	11	14	12
1:00 PM	100%	12	7	7	8	8	9	9	8	9	8	8	9	12	10	100%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	15	9	9	10	10	11	11	10	11	10	10	12	15	13
2:00 PM	100%	12	7	7	8	8	9	9	8	9	8	8	9	12	10	100%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	15	9	9	10	10	11	11	10	11	10	10	12	15	13
3:00 PM	95%	11	6	7	8	7	8	8	8	8	7	8	8	11	9	100%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	14	8	9	10	9	10	10	10	10	9	10	11	14	12
4:00 PM	90%	11	6	7	8	7	8	8	8	8	7	8	8	11	9	100%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	14	8	9	10	9	10	10	10	10	9	10	11	14	12
5:00 PM	80%	10	6	6	7	7	7	7	7	7	7	7	8	10	9	95%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	13	8	8	9	9	9	9	9	9	9	9	11	13	12
6:00 PM	75%	9	5	5	6	6	6	6	6	7	6	6	7	9	8	85%	3	2	2	2	2	2	2	2	2	2	2	3	3	3	12	7	7	8	8	8	8	8	9	8	8	10	12	11
7:00 PM	70%	8	5	5	6	5	6	6	6	6	5	6	6	8	7	80%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	10	6	6	8	7	8	8	8	8	7	8	8	10	9
8:00 PM	65%	8	5	5	6	5	6	6	6	6	5	6	6	8	7	75%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	10	6	6	8	7	8	8	8	8	7	8	8	10	9
9:00 PM	50%	6	4	4	4	4	4	4	4	4	4	4	5	6	5	65%	2	1	1	2	2	2	2	2	2	2	2	2	2	2	8	5	5	6	6	6	6	6	6	6	6	7	8	7
10:00 PM	30%	4	2	2	3	3	3	3	3	3	3	3	3	4	3	45%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	3	3	4	4	4	4	4	4	4	4	4	5	4
11:00 PM	10%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12:00 AM	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 A - PROPOSED PROJECT FAST FOOD USE

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

<table>
<tr><td>Land Use</td><td colspan="44">Fast-Food Restaurant</td></tr>
<tr><td>Size
Pkg Rate[2]</td><td colspan="44">2.104 KSF
10 /KSF</td></tr>
<tr><td></td><td colspan="15">Guest Parking Demand</td><td colspan="15">Employee Parking Demand</td><td colspan="14">Shared Parking Demand</td></tr>
<tr><td>Mode Adjust
Non-Captive Ratio</td><td colspan="15">1.00
1.00</td><td colspan="15">1.00
1.00</td><td colspan="14"></td></tr>
<tr><td>Gross Spaces</td><td colspan="15">19 Guest Spc.</td><td colspan="15">3 Emp. Spc.</td><td colspan="14">22 Total Spaces</td></tr>
<tr><td>Time of Day</td><td>% Of Peak [3]</td><td>Peak Spaces</td><td>Jan Spaces</td><td>Feb Spaces</td><td>Mar Spaces</td><td>Apr Spaces</td><td>May Spaces</td><td>Jun Spaces</td><td>Jul Spaces</td><td>Aug Spaces</td><td>Sep Spaces</td><td>Oct Spaces</td><td>Nov Spaces</td><td>Dec Spaces</td><td>L. Dec Spaces</td><td>% Of Peak [3]</td><td>Peak Spaces</td><td>Jan Spaces</td><td>Feb Spaces</td><td>Mar Spaces</td><td>Apr Spaces</td><td>May Spaces</td><td>Jun Spaces</td><td>Jul Spaces</td><td>Aug Spaces</td><td>Sep Spaces</td><td>Oct Spaces</td><td>Nov Spaces</td><td>Dec Spaces</td><td>L. Dec Spaces</td><td>Peak Spaces</td><td>Jan Spaces</td><td>Feb Spaces</td><td>Mar Spaces</td><td>Apr Spaces</td><td>May Spaces</td><td>Jun Spaces</td><td>Jul Spaces</td><td>Aug Spaces</td><td>Sep Spaces</td><td>Oct Spaces</td><td>Nov Spaces</td><td>Dec Spaces</td><td>L. Dec Spaces</td></tr>
<tr><td>6:00 AM</td><td>5%</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>20%</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td></tr>
<tr><td>7:00 AM</td><td>10%</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>20%</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td></tr>
<tr><td>8:00 AM</td><td>20%</td><td>4</td><td>3</td><td>3</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>29%</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>5</td><td>4</td><td>4</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td></tr>
<tr><td>9:00 AM</td><td>29%</td><td>6</td><td>5</td><td>5</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>39%</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>7</td><td>6</td><td>6</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td></tr>
<tr><td>10:00 AM</td><td>54%</td><td>10</td><td>9</td><td>9</td><td>10</td><td>10</td><td>10</td><td>10</td><td>10</td><td>10</td><td>9</td><td>10</td><td>9</td><td>10</td><td>10</td><td>73%</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>12</td><td>11</td><td>11</td><td>12</td><td>12</td><td>12</td><td>12</td><td>12</td><td>12</td><td>11</td><td>12</td><td>11</td><td>12</td><td>12</td></tr>
<tr><td>11:00 AM</td><td>83%</td><td>16</td><td>14</td><td>14</td><td>16</td><td>15</td><td>16</td><td>16</td><td>16</td><td>16</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td><td>98%</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>19</td><td>17</td><td>17</td><td>19</td><td>18</td><td>19</td><td>19</td><td>19</td><td>19</td><td>18</td><td>18</td><td>18</td><td>18</td><td>18</td></tr>
<tr><td>12:00 PM</td><td>98%</td><td>19</td><td>16</td><td>16</td><td>18</td><td>18</td><td>19</td><td>19</td><td>19</td><td>19</td><td>18</td><td>18</td><td>17</td><td>18</td><td>18</td><td>98%</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>22</td><td>19</td><td>19</td><td>21</td><td>21</td><td>22</td><td>22</td><td>22</td><td>22</td><td>21</td><td>21</td><td>20</td><td>21</td><td>21</td></tr>
<tr><td>1:00 PM</td><td>98%</td><td>19</td><td>16</td><td>16</td><td>18</td><td>18</td><td>19</td><td>19</td><td>19</td><td>19</td><td>18</td><td>18</td><td>17</td><td>18</td><td>18</td><td>98%</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>22</td><td>19</td><td>19</td><td>21</td><td>21</td><td>22</td><td>22</td><td>22</td><td>22</td><td>21</td><td>21</td><td>20</td><td>21</td><td>21</td></tr>
<tr><td>2:00 PM</td><td>88%</td><td>17</td><td>14</td><td>14</td><td>16</td><td>16</td><td>17</td><td>17</td><td>17</td><td>17</td><td>16</td><td>16</td><td>16</td><td>16</td><td>16</td><td>93%</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>20</td><td>17</td><td>17</td><td>19</td><td>19</td><td>20</td><td>20</td><td>20</td><td>20</td><td>19</td><td>19</td><td>19</td><td>19</td><td>19</td></tr>
<tr><td>3:00 PM</td><td>59%</td><td>11</td><td>9</td><td>9</td><td>11</td><td>10</td><td>11</td><td>11</td><td>11</td><td>11</td><td>10</td><td>11</td><td>10</td><td>11</td><td>10</td><td>69%</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>13</td><td>11</td><td>11</td><td>13</td><td>12</td><td>13</td><td>13</td><td>13</td><td>13</td><td>12</td><td>13</td><td>12</td><td>13</td><td>12</td></tr>
<tr><td>4:00 PM</td><td>54%</td><td>10</td><td>9</td><td>9</td><td>10</td><td>10</td><td>10</td><td>10</td><td>10</td><td>10</td><td>9</td><td>10</td><td>9</td><td>10</td><td>10</td><td>59%</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>12</td><td>11</td><td>11</td><td>12</td><td>12</td><td>12</td><td>12</td><td>12</td><td>12</td><td>11</td><td>12</td><td>11</td><td>12</td><td>12</td></tr>
<tr><td>5:00 PM</td><td>59%</td><td>11</td><td>9</td><td>9</td><td>11</td><td>10</td><td>11</td><td>11</td><td>11</td><td>11</td><td>10</td><td>11</td><td>10</td><td>11</td><td>10</td><td>69%</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>13</td><td>11</td><td>11</td><td>13</td><td>12</td><td>13</td><td>13</td><td>13</td><td>13</td><td>12</td><td>13</td><td>12</td><td>13</td><td>12</td></tr>
<tr><td>6:00 PM</td><td>83%</td><td>16</td><td>14</td><td>14</td><td>16</td><td>15</td><td>16</td><td>16</td><td>16</td><td>16</td><td>15</td><td>15</td><td>15</td><td>15</td><td>15</td><td>88%</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>19</td><td>17</td><td>17</td><td>19</td><td>18</td><td>19</td><td>19</td><td>19</td><td>19</td><td>18</td><td>18</td><td>18</td><td>18</td><td>18</td></tr>
<tr><td>7:00 PM</td><td>78%</td><td>15</td><td>13</td><td>13</td><td>15</td><td>14</td><td>15</td><td>15</td><td>15</td><td>15</td><td>14</td><td>14</td><td>14</td><td>14</td><td>14</td><td>88%</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>18</td><td>16</td><td>16</td><td>18</td><td>17</td><td>18</td><td>18</td><td>18</td><td>18</td><td>17</td><td>17</td><td>17</td><td>17</td><td>17</td></tr>
<tr><td>8:00 PM</td><td>49%</td><td>9</td><td>8</td><td>8</td><td>9</td><td>9</td><td>9</td><td>9</td><td>9</td><td>9</td><td>8</td><td>9</td><td>8</td><td>9</td><td>9</td><td>59%</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>11</td><td>10</td><td>10</td><td>11</td><td>11</td><td>11</td><td>11</td><td>11</td><td>11</td><td>10</td><td>11</td><td>10</td><td>11</td><td>11</td></tr>
<tr><td>9:00 PM</td><td>29%</td><td>6</td><td>5</td><td>5</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>6</td><td>39%</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>7</td><td>6</td><td>6</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td><td>7</td></tr>
<tr><td>10:00 PM</td><td>20%</td><td>4</td><td>3</td><td>3</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>4</td><td>29%</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>5</td><td>4</td><td>4</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td><td>5</td></tr>
<tr><td>11:00 PM</td><td>10%</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>20%</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td><td>3</td></tr>
<tr><td>12:00 AM</td><td>5%</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>20%</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td><td>2</td></tr>
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Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 A - PROPOSED PROJECT FAST FOOD USE

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

Land Use	Fast-Food Restaurant																																											
Size Pkg Rate[2]	2.104 KSF 10 /KSF																																											
	Guest Parking Demand															Employee Parking Demand															Shared Parking Demand													
Mode Adjust Non-Captive Ratio	1.00 1.00															1.00 1.00																												
Gross Spaces	19 Guest Spc.															3 Emp. Spc.															22 Total Spaces													
Time of Day	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	% Of Peak [3]	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces	Peak Spaces	Jan Spaces	Feb Spaces	Mar Spaces	Apr Spaces	May Spaces	Jun Spaces	Jul Spaces	Aug Spaces	Sep Spaces	Oct Spaces	Nov Spaces	Dec Spaces	L. Dec Spaces
6:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7:00 AM	10%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3
8:00 AM	20%	4	3	3	4	4	4	4	4	4	4	4	4	4	4	30%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	4	5	5	5	5	5	5	5	5	5	5	5
9:00 AM	30%	6	5	5	6	6	6	6	6	6	6	6	6	6	6	40%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	6	6	7	7	7	7	7	7	7	7	7	7	7
10:00 AM	55%	10	9	9	10	10	10	10	10	10	9	10	9	10	10	75%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	12	11	11	12	12	12	12	12	12	11	12	11	12	12
11:00 AM	85%	16	14	14	16	15	16	16	16	16	15	15	15	15	15	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	19	17	17	19	18	19	19	19	19	18	18	18	18	18
12:00 PM	100%	19	16	16	18	18	19	19	19	19	18	18	17	18	18	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	22	19	19	21	21	22	22	22	22	21	21	20	21	21
1:00 PM	100%	19	16	16	18	18	19	19	19	19	18	18	17	18	18	100%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	22	19	19	21	21	22	22	22	22	21	21	20	21	21
2:00 PM	90%	17	14	14	16	16	17	17	17	17	16	16	16	16	16	95%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	20	17	17	19	19	20	20	20	20	19	19	19	19	19
3:00 PM	60%	11	9	9	11	10	11	11	11	11	10	11	10	11	10	70%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	13	11	11	13	12	13	13	13	13	12	13	12	13	12
4:00 PM	55%	10	9	9	10	10	10	10	10	10	9	10	9	10	10	60%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	12	11	11	12	12	12	12	12	12	11	12	11	12	12
5:00 PM	60%	11	9	9	11	10	11	11	11	11	10	11	10	11	10	70%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	13	11	11	13	12	13	13	13	13	12	13	12	13	12
6:00 PM	85%	16	14	14	16	15	16	16	16	16	15	15	15	15	15	90%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	19	17	17	19	18	19	19	19	19	18	18	18	18	18
7:00 PM	80%	15	13	13	15	14	15	15	15	15	14	14	14	14	14	90%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	18	16	16	18	17	18	18	18	18	17	17	17	17	17
8:00 PM	50%	10	9	9	10	10	10	10	10	10	9	10	9	10	10	60%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	12	11	11	12	12	12	12	12	12	11	12	11	12	12
9:00 PM	30%	6	5	5	6	6	6	6	6	6	6	6	6	6	6	40%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	6	6	7	7	7	7	7	7	7	7	7	7	7
10:00 PM	20%	4	3	3	4	4	4	4	4	4	4	4	4	4	4	30%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	4	4	5	5	5	5	5	5	5	5	5	5	5
11:00 PM	10%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3
12:00 AM	5%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	20%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[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 B

PARKING COUNTS

Table 1
Parking Survey Counts - Thursday (5/29/25)
Landmark Plaza, Huntington Beach

Zone	A					B					C				D					E					F					G						H					I					J					Totals				
Parking Type	R	PP	Total			R	PP	Total			R	Total			R	HC	Total			R	HC	Total			R	HC	Total			R	HC	DG	Total			R	PP	Total			R	HC	Total			R	HC	Total			R	HC	PP	DG	Total
Capacity	43	--	43	%	(+/-)	17	--	17	%	(+/-)	47	47	%	(+/-)	31	4	35	%	(+/-)	58	4	62	%	(+/-)	59	2	61	%	(+/-)	53	4	6	63	%	(+/-)	32	--	32	%	(+/-)	17	1	18	%	(+/-)	9	1	10	%	(+/-)	366	16	--	6	388
6:00 AM	0	0	0	0%	43	0	0	0	0%	17	3	3	9%	44	5	0	5	14%	30	6	0	6	10%	56	1	0	1	2%	60	4	1	0	5	8%	58	7	1	8	25%	24	0	0	0	0%	18	0	0	0	0%	10	26	1	1	0	28
7:00 AM	1	0	1	3%	42	0	0	0	0%	17	4	4	11%	43	3	0	3	9%	32	6	1	7	11%	55	4	1	5	8%	56	4	1	0	5	8%	58	10	1	11	34%	21	0	0	0	0%	18	1	0	1	10%	9	33	3	1	0	37
8:00 AM	0	0	0	0%	43	0	0	0	0%	17	7	7	20%	40	7	1	8	23%	27	9	0	9	15%	53	16	1	17	28%	44	8	2	0	10	16%	53	12	1	13	41%	19	0	0	0	0%	18	2	0	2	20%	8	61	4	1	0	66
9:00 AM	3	2	5	14%	38	0	0	0	0%	17	10	10	29%	37	11	1	12	34%	23	16	0	16	26%	46	15	1	16	26%	45	19	2	0	21	33%	42	15	2	17	53%	15	1	0	1	6%	17	2	0	2	20%	8	92	4	4	0	100
10:00 AM	3	3	6	17%	37	0	0	0	0%	17	12	12	34%	35	17	2	19	54%	16	20	2	22	35%	40	18	1	19	31%	42	18	3	0	21	33%	42	15	2	17	53%	15	5	0	5	28%	13	2	0	2	20%	8	110	8	5	0	123
11:00 AM	4	2	6	17%	37	0	0	0	0%	17	17	17	49%	30	18	2	20	57%	15	28	1	29	47%	33	18	2	20	33%	41	23	3	1	27	43%	36	15	3	18	56%	14	6	0	6	33%	12	3	0	3	30%	7	132	8	5	1	146
12:00 PM	4	3	7	20%	36	0	0	0	0%	17	16	16	46%	31	17	3	20	57%	15	25	4	29	47%	33	22	1	23	38%	38	23	3	0	26	41%	37	17	5	22	69%	10	4	0	4	22%	14	5	0	5	50%	5	133	11	8	0	152
1:00 PM	3	3	6	17%	37	0	0	0	0%	17	20	20	57%	27	15	3	18	51%	17	24	2	26	42%	36	26	2	28	46%	33	18	4	0	22	35%	41	17	5	22	69%	10	0	0	0	0%	18	6	1	7	70%	3	129	12	8	0	149
2:00 PM	4	3	7	20%	36	0	0	0	0%	17	14	14	40%	33	24	3	27	77%	8	34	2	36	58%	26	23	1	24	39%	37	28	2	1	31	49%	32	18	3	21	66%	11	3	0	3	17%	15	4	0	4	40%	6	152	8	6	1	167
3:00 PM	3	3	6	17%	37	1	0	1	3%	16	16	16	46%	31	16	3	19	54%	16	27	4	31	50%	31	27	2	29	48%	32	25	3	0	28	44%	35	15	4	19	59%	13	5	0	5	28%	13	3	0	3	30%	7	138	12	7	0	157
4:00 PM	2	4	6	17%	37	0	0	0	0%	17	14	14	40%	33	19	2	21	60%	14	32	1	33	53%	29	23	1	24	39%	37	24	4	0	28	44%	35	14	2	16	50%	16	5	0	5	28%	13	1	1	2	20%	8	134	9	6	0	149
5:00 PM	1	4	5	14%	38	0	0	0	0%	17	15	15	43%	32	18	1	19	54%	16	41	2	43	69%	19	21	0	21	34%	40	19	2	0	21	33%	42	13	3	16	50%	16	1	0	1	6%	17	4	0	4	40%	6	133	5	7	0	145
6:00 PM	1	2	3	9%	40	0	0	0	0%	17	9	9	26%	38	13	2	15	43%	20	34	3	37	60%	25	19	1	20	33%	41	14	1	1	16	25%	47	10	0	10	31%	22	0	0	0	0%	18	3	0	3	30%	7	103	7	2	1	113
7:00 PM	0	2	2	6%	41	0	0	0	0%	17	7	7	20%	40	12	0	12	34%	23	28	1	29	47%	33	15	1	16	26%	45	12	1	2	15	24%	48	4	0	4	13%	28	1	0	1	6%	17	2	0	2	20%	8	81	3	2	2	88
8:00 PM	0	1	1	3%	42	0	0	0	0%	17	5	5	14%	42	12	0	12	34%	23	19	1	20	32%	42	18	2	20	33%	41	9	2	0	11	17%	52	1	0	1	3%	31	0	0	0	0%	18	3	0	3	30%	7	67	5	1	0	73

R = Regular
PP = Parallel Parking
HC = Handicap
DG = Drive & Go for Online Order

Table 1
Parking Survey Counts - Friday (5/30/25)
Landmark Plaza, Huntington Beach

Zone	A					B					C				D				
Parking Type	R	PP	Total	%	(+/-)	R	PP	Total	%	(+/-)	R	Total	%	(+/-)	R	HC	Total	%	(+/-)
Capacity	43	--	43			17	--	17			47	47			31	4	35		
6:00 AM	0	0	0	0%	43	0	0	0	0%	17	5	5	14%	42	4	0	4	11%	31
7:00 AM	1	1	2	6%	41	0	0	0	0%	17	6	6	17%	41	4	0	4	11%	31
8:00 AM	0	2	2	6%	41	0	0	0	0%	17	7	7	20%	40	7	0	7	20%	28
9:00 AM	2	4	6	17%	37	0	0	0	0%	17	11	11	31%	36	8	3	11	31%	24
10:00 AM	3	5	8	23%	35	0	0	0	0%	17	17	17	49%	30	16	3	19	54%	16
11:00 AM	3	2	5	14%	38	1	0	1	3%	16	19	19	54%	28	15	3	18	51%	17
12:00 PM	5	2	7	20%	36	0	0	0	0%	17	22	22	63%	25	22	3	25	71%	10
1:00 PM	4	4	8	23%	35	0	0	0	0%	17	19	19	54%	28	22	3	25	71%	10
2:00 PM	2	2	4	11%	39	0	2	2	6%	15	24	24	69%	23	22	2	24	69%	11
3:00 PM	2	2	4	11%	39	1	0	1	3%	16	22	22	63%	25	22	2	24	69%	11
4:00 PM	1	3	4	11%	39	0	0	0	0%	17	20	20	57%	27	25	3	28	80%	7
5:00 PM	1	4	5	14%	38	0	2	2	6%	15	16	16	46%	31	21	2	23	66%	12
6:00 PM	1	2	3	9%	40	0	1	1	3%	16	17	17	49%	30	23	2	25	71%	10
7:00 PM	0	4	4	11%	39	0	1	1	3%	16	11	11	31%	36	12	0	12	34%	23
8:00 PM	0	2	2	6%	41	0	0	0	0%	17	10	10	29%	37	6	0	6	17%	29

Zone	E					F					G					
Parking Type	R	HC	Total	%	(+/-)	R	HC	Total	%	(+/-)	R	HC	DG	Total	%	(+/-)
Capacity	58	4	62			59	2	61			53	4	6	63		
6:00 AM	7	0	7	11%	55	2	0	2	3%	59	4	0	0	4	6%	59
7:00 AM	12	0	12	19%	50	4	0	4	7%	57	7	1	0	8	13%	55
8:00 AM	22	0	22	35%	40	15	0	15	25%	46	9	2	0	11	17%	52
9:00 AM	25	1	26	42%	36	17	1	18	30%	43	19	3	0	22	35%	41
10:00 AM	30	1	31	50%	31	27	1	28	46%	33	18	4	1	23	37%	40
11:00 AM	34	1	35	56%	27	31	1	32	52%	29	19	3	1	23	37%	40
12:00 PM	37	2	39	63%	23	29	2	31	51%	30	30	4	2	36	57%	27
1:00 PM	31	2	33	53%	29	36	2	38	62%	23	32	4	2	38	60%	25
2:00 PM	38	2	40	65%	22	32	2	34	56%	27	29	4	0	33	52%	30
3:00 PM	42	2	44	71%	18	26	2	28	46%	33	27	4	1	32	51%	31
4:00 PM	38	2	40	65%	22	29	2	31	51%	30	25	3	2	30	48%	33
5:00 PM	31	1	32	52%	30	23	1	24	39%	37	23	2	2	27	43%	36
6:00 PM	34	2	36	58%	26	27	2	29	48%	32	16	4	0	20	32%	43
7:00 PM	25	0	25	40%	37	18	0	18	30%	43	10	3	1	14	22%	49
8:00 PM	19	1	20	32%	42	9	1	10	16%	51	8	1	0	9	14%	54

Zone	H					I					J					Totals				
Parking Type	R	PP	Total	%	(+/-)	R	HC	Total	%	(+/-)	R	HC	Total	%	(+/-)	R	HC	PP	DG	Total
Capacity	32	--	32			17	1	18			9	1	10			366	16	--	6	388
6:00 AM	6	0	6	19%	26	0	0	0	0%	18	0	0	0	0%	10	28	0	0	0	28
7:00 AM	10	2	12	38%	20	0	0	0	0%	18	1	0	1	10%	9	45	1	3	0	49
8:00 AM	15	2	17	53%	15	0	0	0	0%	18	3	0	3	30%	7	78	2	4	0	84
9:00 AM	18	2	20	63%	12	1	0	1	6%	17	3	0	3	30%	7	104	8	6	0	118
10:00 AM	19	3	22	69%	10	5	0	5	28%	13	3	0	3	30%	7	138	9	8	1	156
11:00 AM	25	4	29	91%	3	3	0	3	17%	15	5	0	5	50%	5	155	8	6	1	170
12:00 PM	21	3	24	75%	8	4	0	4	22%	14	4	0	4	40%	6	174	11	5	2	192
1:00 PM	17	4	21	66%	11	2	0	2	11%	16	2	0	2	20%	8	165	11	8	2	186
2:00 PM	21	4	25	78%	7	2	0	2	11%	16	5	0	5	50%	5	175	10	8	0	193
3:00 PM	17	4	21	66%	11	3	0	3	17%	15	2	0	2	20%	8	164	10	6	1	181
4:00 PM	16	4	20	63%	12	4	0	4	22%	14	3	0	3	30%	7	161	10	7	2	180
5:00 PM	11	3	14	44%	18	0	0	0	0%	18	2	0	2	20%	8	128	6	9	2	145
6:00 PM	8	2	10	31%	22	0	0	0	0%	18	2	0	2	20%	8	128	10	5	0	143
7:00 PM	2	2	4	13%	28	0	0	0	0%	18	3	0	3	30%	7	81	3	7	1	92
8:00 PM	2	2	4	13%	28	0	0	0	0%	18	3	0	3	30%	7	57	3	4	0	64

R = Regular
PP = Parallel Parking
HC = Handicap
DG = Drive & Go for Online Order

Table 1
Parking Survey Counts - Saturday (5/31/25)
Landmark Plaza, Huntington Beach

Zone	A					B					C				D				
Parking Type	R	PP	Total	%	(+/-)	R	PP	Total	%	(+/-)	R	Total	%	(+/-)	R	HC	Total	%	(+/-)
Capacity	43	--	43			17	--	17			47	47			31	4	35		
6:00 AM	0	0	0	0%	43	0	0	0	0%	17	2	2	6%	45	2	0	2	6%	33
7:00 AM	0	0	0	0%	43	0	0	0	0%	17	4	4	11%	43	4	0	4	11%	31
8:00 AM	2	0	2	6%	41	0	0	0	0%	17	9	9	26%	38	6	1	7	20%	28
9:00 AM	1	2	3	9%	40	0	0	0	0%	17	10	10	29%	37	15	2	17	49%	18
10:00 AM	1	3	4	11%	39	0	1	1	3%	16	11	11	31%	36	20	2	22	63%	13
11:00 AM	2	5	7	20%	36	0	0	0	0%	17	15	15	43%	32	18	2	20	57%	15
12:00 PM	1	3	4	11%	39	0	0	0	0%	17	19	19	54%	28	15	2	17	49%	18
1:00 PM	2	2	4	11%	39	0	0	0	0%	17	27	27	77%	20	18	2	20	57%	15
2:00 PM	2	1	3	9%	40	0	0	0	0%	17	24	24	69%	23	17	2	19	54%	16
3:00 PM	1	2	3	9%	40	0	0	0	0%	17	19	19	54%	28	12	2	14	40%	21
4:00 PM	1	2	3	9%	40	0	0	0	0%	17	19	19	54%	28	9	0	9	26%	26
5:00 PM	1	1	2	6%	41	0	0	0	0%	17	17	17	49%	30	6	2	8	23%	27
6:00 PM	0	1	1	3%	42	0	0	0	0%	17	14	14	40%	33	11	1	12	34%	23
7:00 PM	0	1	1	3%	42	0	0	0	0%	17	10	10	29%	37	6	1	7	20%	28
8:00 PM	0	1	1	3%	42	0	0	0	0%	17	8	8	23%	39	9	0	9	26%	26

Zone	E					F					G					
Parking Type	R	HC	Total	%	(+/-)	R	HC	Total	%	(+/-)	R	HC	DG	Total	%	(+/-)
Capacity	58	4	62			59	2	61			53	4	6	63		
6:00 AM	3	0	3	5%	59	5	0	5	8%	56	2	0	0	2	3%	61
7:00 AM	8	0	8	13%	54	6	1	7	11%	54	3	1	0	4	6%	59
8:00 AM	9	0	9	15%	53	8	0	8	13%	53	7	1	0	8	13%	55
9:00 AM	21	0	21	34%	41	17	0	17	28%	44	7	2	0	9	14%	54
10:00 AM	28	2	30	48%	32	18	1	19	31%	42	13	4	2	19	30%	44
11:00 AM	37	2	39	63%	23	23	2	25	41%	36	17	3	1	21	33%	42
12:00 PM	34	3	37	60%	25	30	2	32	52%	29	16	3	2	21	33%	42
1:00 PM	33	3	36	58%	26	27	1	28	46%	33	19	3	2	24	38%	39
2:00 PM	31	2	33	53%	29	23	2	25	41%	36	18	4	2	24	38%	39
3:00 PM	22	2	24	39%	38	16	2	18	30%	43	14	3	1	18	29%	45
4:00 PM	23	2	25	40%	37	17	0	17	28%	44	18	4	0	22	35%	41
5:00 PM	21	0	21	34%	41	18	1	19	31%	42	9	3	1	13	21%	50
6:00 PM	20	1	21	34%	41	17	1	18	30%	43	11	0	3	14	22%	49
7:00 PM	21	1	22	35%	40	10	0	10	16%	51	5	0	0	5	8%	58
8:00 PM	10	0	10	16%	52	15	0	15	25%	46	6	0	0	6	10%	57

Zone	H					I					J					Totals				
Parking Type	R	PP	Total	%	(+/-)	R	HC	Total	%	(+/-)	R	HC	Total	%	(+/-)	R	HC	PP	DG	Total
Capacity	32	--	32			17	1	18			9	1	10			366	16	--	6	388
6:00 AM	7	0	7	22%	25	0	0	0	0%	18	0	0	0	0%	10	21	0	0	0	21
7:00 AM	8	0	8	25%	24	0	0	0	0%	18	0	0	0	0%	10	33	2	0	0	35
8:00 AM	9	0	9	28%	23	2	0	2	11%	16	1	0	1	10%	9	53	2	0	0	55
9:00 AM	11	2	13	41%	19	1	0	1	6%	17	2	0	2	20%	8	85	4	4	0	93
10:00 AM	11	2	13	41%	19	1	0	1	6%	17	1	0	1	10%	9	104	9	6	2	121
11:00 AM	12	4	16	50%	16	0	0	0	0%	18	4	0	4	40%	6	128	9	9	1	147
12:00 PM	13	4	17	53%	15	1	0	1	6%	17	4	0	4	40%	6	133	10	7	2	152
1:00 PM	11	3	14	44%	18	3	0	3	17%	15	1	0	1	10%	9	141	9	5	2	157
2:00 PM	9	3	12	38%	20	1	0	1	6%	17	3	1	4	40%	6	128	11	4	2	145
3:00 PM	5	3	8	25%	24	1	0	1	6%	17	0	0	0	0%	10	90	9	5	1	105
4:00 PM	0	3	3	9%	29	1	0	1	6%	17	0	0	0	0%	10	88	6	5	0	99
5:00 PM	3	4	7	22%	25	0	0	0	0%	18	2	1	3	30%	7	77	7	5	1	90
6:00 PM	2	2	4	13%	28	0	0	0	0%	18	2	1	3	30%	7	77	4	3	3	87
7:00 PM	2	2	4	13%	28	0	0	0	0%	18	2	1	3	30%	7	56	3	3	0	62
8:00 PM	0	2	2	6%	30	0	0	0	0%	18	2	0	2	20%	8	50	0	3	0	53

R = Regular
PP = Parallel Parking
HC = Handicap
DG = Drive & Go for Online Order