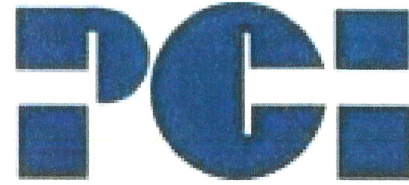


PARKING MANAGEMENT PLAN - PMP

DATE: July 11, 2019
TO: WBJH Properties
FROM: Richard Raskin, Parking Concepts, Inc.
PROPERTY: Mixed Commercial – 321 3rd Street, Huntington Beach



RECEIVED

AUG 02 2019

Dept. of Community Development

BACKGROUND

The Project is planned as a five-storey building, consisting of four-storeys at, or above, grade, and one floor of subterranean parking. The at-grade floor is also planned for parking, with an area set aside for retail, or restaurant, use. The three remaining floors will be exclusively for office use.

The overall program data for the Project is:

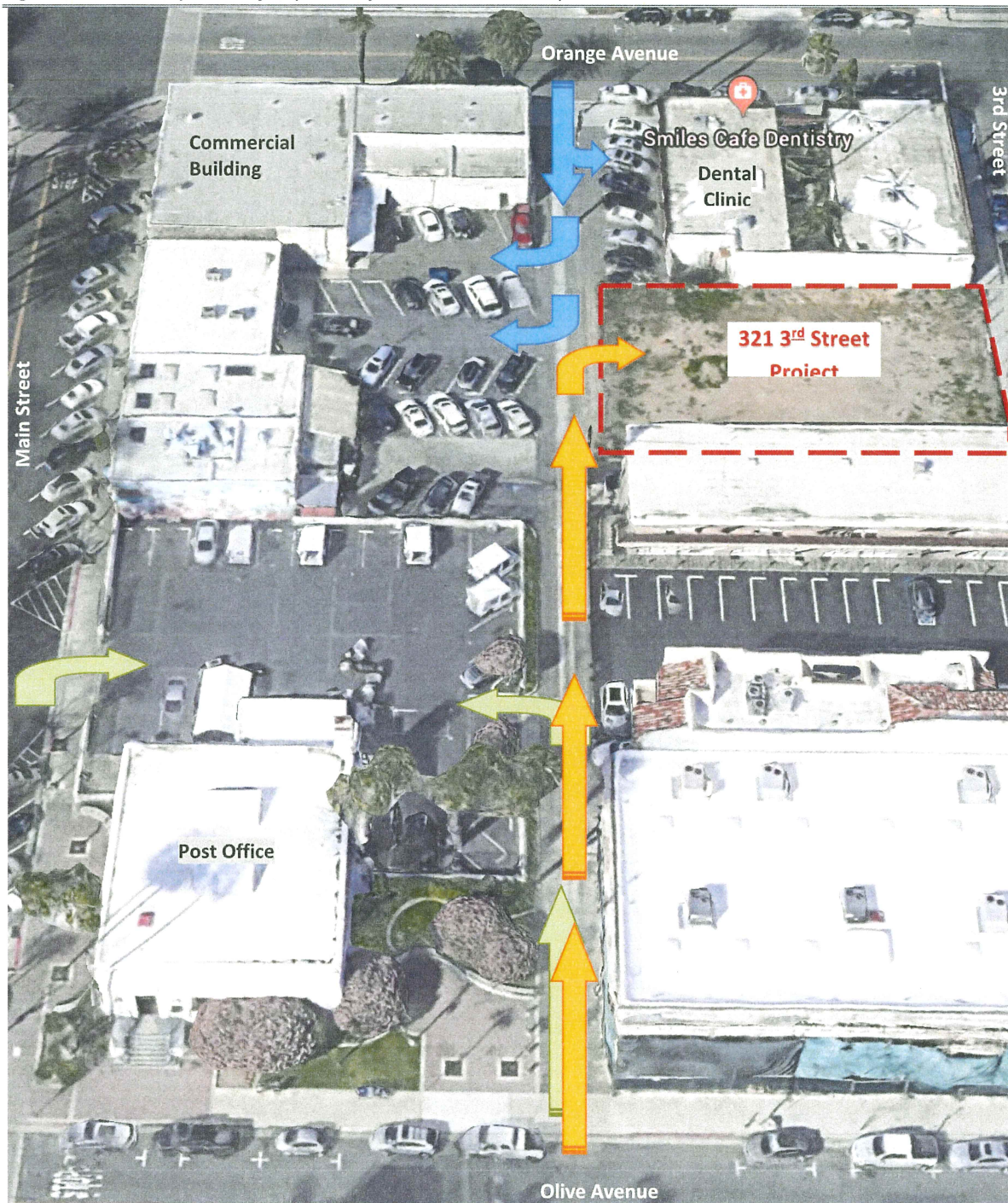
- Office GLA: 18,000 SF
- Retail GLA: 1,660 SF
- Garage: 41 parking spaces (refer to Figures 2 and 3, on pages 3 and 4)
 - two accessible spaces, upper floor;
 - 14 attendant assist spaces, utilizing stackers, or vehicle lifts (reflected in Figure 2, on page 3), upper floor; and 20 spaces in the lower level;
 - 7 single spaces, upper floor.

This proposed project will be owned and operated by a sole company using it as their corporate headquarters; thus, there will be no leasing to office sub tenants and ownership will be able to dictate staggered arrival and departure times to ensure minimal queuing in the alley. Queuing will be mitigated by adjusting employees' start and stop times/schedules.

ACCESS

Project employees will enter the alley, for the most part, from Olive Avenue; any resultant stacking will be both minimal and will not block other parcels. The Post Office accesses their parking lot primarily from Main Street (although some will use the alleyway to do so); the dental medical office building to the north and the adjacent commercial building to the west will have continuous uninhibited alley access to their respective parking lots from Orange Avenue. Figure 1, on the following page, provides details of each parcel's access.

Figure 1: Aerial of Proposed Project (boundary outlined in red dashes)



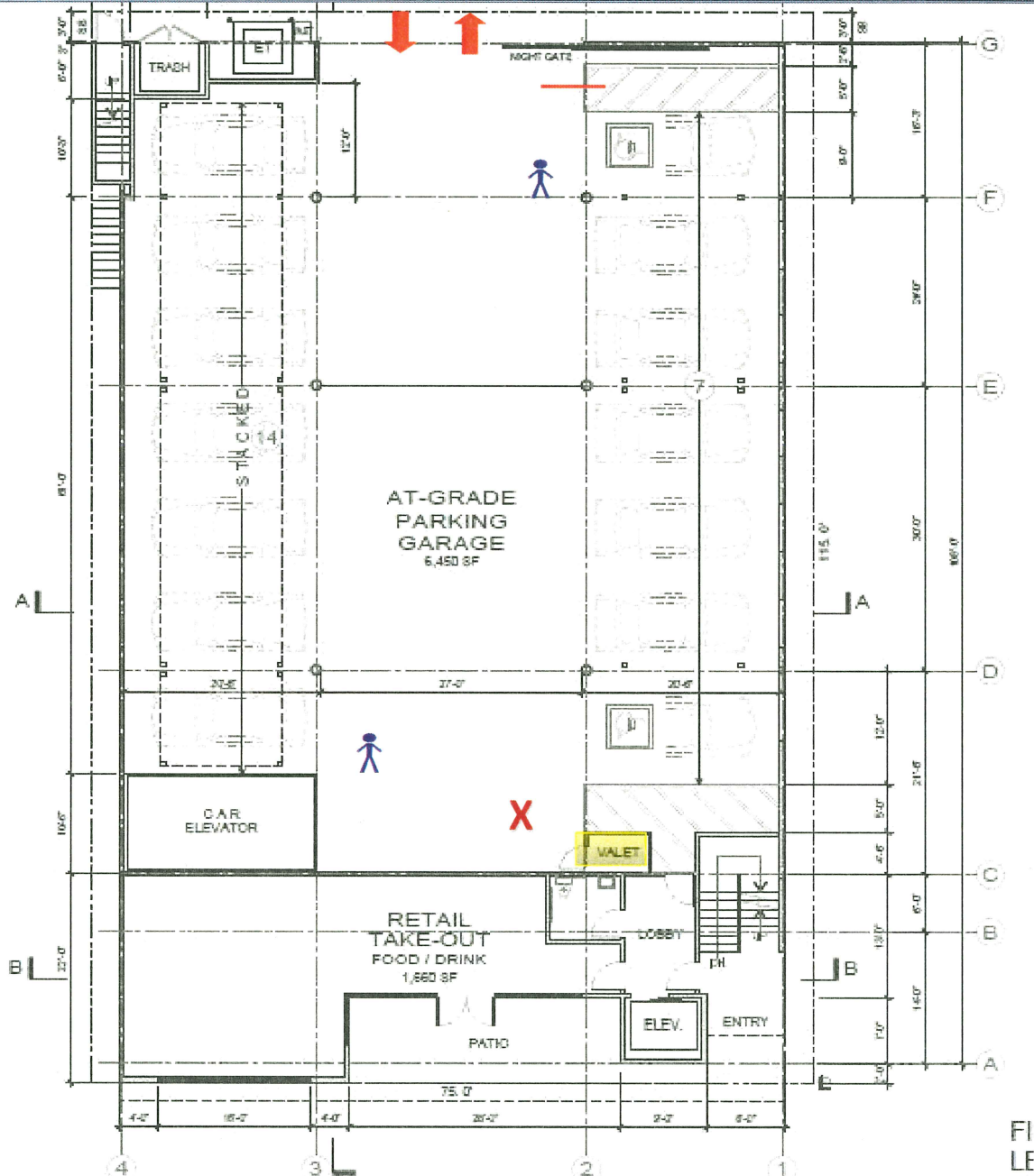
Source: Google Maps

LEGEND	
321 3 rd Street Access	
Dental Clinic & Commercial Building Access	
Post Office Access	
321 3 rd Street Project Boundary	

PARKING FLOORS

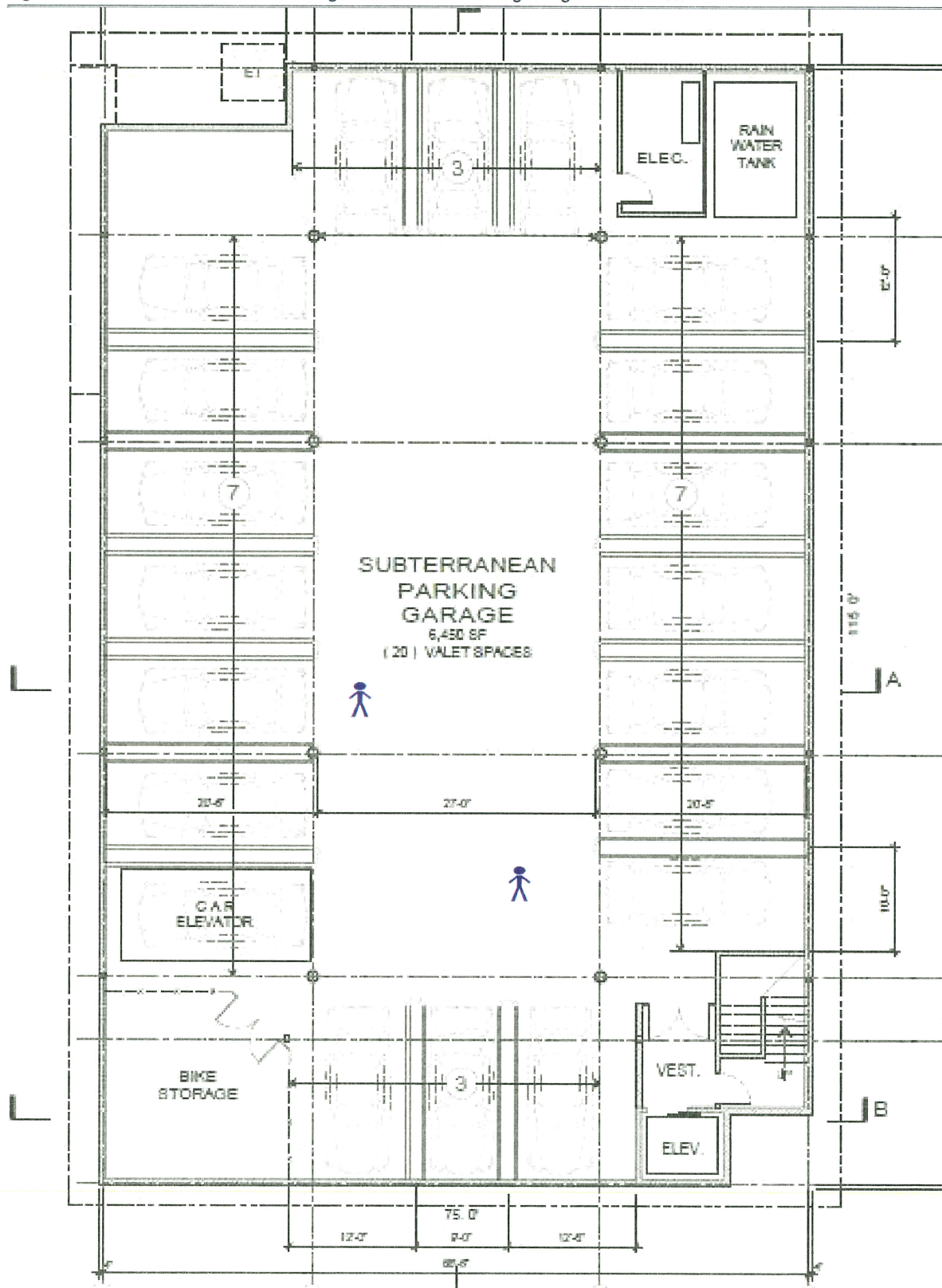
Figures 2 and 3, below and on the following page, detail the layout of the two floors that make up the Project's parking garage.

Figure 2: First Level Floor Plan - Drawing of 321 3rd Street Parking Garage – Upper Level



The valet booth (highlighted in yellow, above) will be used to store and safely secure keys and supplies.

Figure 3: Subterranean Floor Plan - Drawing of 321 3rd Street Parking Garage – Lower Level



PARKING OPERATION

Central Operating Description

Access to and from the parking garage is in the alley, behind the building, running parallel to 3rd Street. There is a single entrance lane and a single exit lane (refer to red arrows in Figure 2).

Access to and from each of the two parking floors is via a vehicle elevator located in the southwest corner of the parking floors.

Garage operating hours are 7:00 am to 6:00 pm, Monday through Friday. If there is need to extend hours, or days of the week, Property Management will make appropriate changes. Parking attendants are scheduled from 7:00 am to 6:00 pm, each day of the week. There will be two attendants stationed on upper parking floor, and two stationed on lower parking floor (represented in Figures 2 and 3 by blue stick figures). Note: The recommended four attendants are solely for the weekday parking operation; weekend and holiday activity will require reduced staffing; parking administrative and maintenance functions may require additional staffing.

Arrivals

Building tenant's employees' start times will be staggered by a minimum of 30 minutes, over the period of 7:00 am to 9:00 am, to prevent queuing in the alley. Arriving parkers will enter the garage at the grade-level floor. They will proceed to the parking attendant station (X on Figure 2), and adjacent to the Project's lobby, where they will be greeted by an attendant. The attendant will hand the arriving parker a claim ticket, and the parker will surrender their vehicle and vehicle keys. Parker will proceed into the lobby and then to their destination.

One of the attendants will park the vehicle on one of the available stackers, or vehicle lifts, and then raise the lift, exposing the lower space for another parked vehicle. Exceptions will be for parkers who have indicated that their stay will be limited. Their vehicles will be kept off of the lift to expedite departure. Once all of the lifts are occupied, attendants will then park vehicles in the spaces under the lifts.

We have timed lift operations. The average time for both raising and for lowering a vehicle is 25 seconds.

Vehicles that arrive during peak activity times, or once all of the spaces on or below the lifts are occupied will be brought into the vehicle elevator and delivered to the lower floor where the attendants will park them in available parking spaces.

During a peak arrival time, one attendant from the lower level will come up to the upper level and bring queuing vehicles into vehicle elevator, one at a time, to send them to lower level and provide relief for the upper level operation. We anticipate stacking up to eight vehicles on the first floor, if needed, to reduce queuing in the alleyway.

The average time for greeting an arriving vehicle, opening a door, exchanging tickets and keys, moving a car to the elevator, sending it below, taking the vehicle out from the elevator and parking it is three minutes and 20 seconds. If a lift is involved the time involved is one minute and 45 seconds. The difference in times is a result of the amount of time required to move a vehicle between floors using the vehicle elevator. Delivering a claimed car is very close in time.

Departures

Parkers' departures will be handled in reverse of the above. Departing parkers will approach attendant at parking attendant stand and turn in their claim ticket. Attendant will identify vehicle's location. If it parked on lower level, attendant will utilize radio and call for its retrieval. Vehicle will be retrieved and brought to vehicle elevator and sent to upper floor. At upper floor, attendants will bring vehicle out of elevator and move it to exit area. Owner will then get into vehicle and exit the garage.

If requested vehicle is on a lift, one attendant will move vehicle parked below, while second attendant will operate the lift and lower claimed vehicle. As before, vehicle will be moved to exit area; owner will then get into vehicle and exit the garage.

Vehicles will not be left in aisle areas and vehicles on lifts above empty spaces will be brought down and moved into the empty spaces, as time permits.

Vehicle lifts will be lowered at end of day to facilitate the start of the next day's operation.

At a minimum, one attendant will remain until the last vehicle is claimed. An attendant will be scheduled on Saturdays and Sundays, if necessary, to accommodate weekend activity.

Operating Requirements

Outside gate will be closed, secured and locked at end of day.

At no time will anyone other than a trained, certified and insured attendant move vehicles, operate the vehicle lifts or the vehicle elevator.

There will be appropriate signage directing parkers to the parking attendant station when arriving or when retrieving vehicles.

Regular weekly and monthly preventive maintenance will be performed on the vehicle lifts to ensure mechanical integrity.

CONCLUSION

The Project will be owned and operated by one company, using it as their corporate headquarters. There will be no leasing to office sub tenants and ownership will dictate staggered arrival and departure times, ensuring minimal queuing in the alley. Arrivals will be via alley from Olive Avenue and will not significantly interfere with, or encounter, traffic to other destinations in the immediate area.

This operation will be fairly straight forward and uncomplicated. As the Project is being leased, parking rules and regulations will be issued to incoming tenant employees.

Suggested parking operation staffing levels and scheduled times will be quickly adjusted to meet actual demand.

Please contact me with any questions.

Best regards



Richard Raskin

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