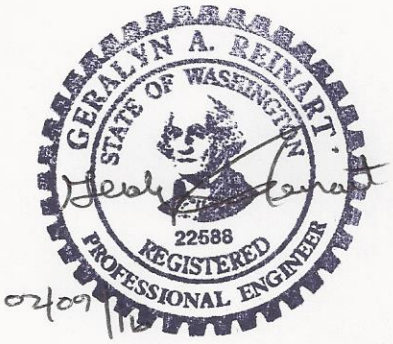
TECHNICAL MEMORANDUM

PARKING SUPPLY/DEMAND ANALYSIS
ANDERSON PARK HOTEL
REDMOND, WASHINGTON
(PRE-APP LAND-2015-01546)

February 2016

Prepared for:
B+H Architects



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TECHNICAL MEMORANDUM
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ANDERSON PARK HOTEL
REDMOND, WASHINGTON
(PRE-APP LAND-2015-01546)

February 11, 2016

TO: Min Luo, PE, Senior Engineer - Transportation
Planning and Community Development

FROM: Geralyn Reinart, P.E.

SUBJECT: Anderson Park Hotel – Parking Supply/Demand Analysis
(PRE-APP LAND-2015-01546)

Introduction/Executive Summary

The purpose of this memorandum is to provide support documentation and justification for a reduction in the minimum required parking for the proposed Anderson Park Hotel located in downtown Redmond. The hotel is intended to serve business travelers, specifically those associated with the software industry (Microsoft) and leisure visitors to the Redmond area.

The proposed Anderson Park Hotel will include 177 rooms plus some minor support amenities. Table *21.10.040C* of the current zoning code for the Downtown Anderson Park (AP) Zone would require 177 parking stalls (one per room) plus four stalls for the limited retail space for the proposed action. The current site plan proposes 117 stalls to serve the site, i.e., a reduction of about 35%. Section *21.40.010* of the Redmond Municipal Code describes the conditions under which a reduction to parking can be allowed.

The subsequent sections summarize the project scope, existing conditions in the area, the anticipated parking supply and demand for the proposed hotel, and recommendations for the parking reduction.

Project Description

The proposed project is for the construction of a six-story 177-room hotel. The project site is located in the rapidly-evolving downtown Redmond core where multi-story mixed-use buildings have recently been constructed or are currently under construction. Pedestrian amenities such as wider sidewalks, street furniture, and ground level retail and dining are some of the features that are being incorporated into new development. Reliance and the presence of non-motorized travel is becoming more prevalent as is the use of transit, with less reliance on single-occupancy motorized travel. The proposed action will provide lodging facilities in this evolving downtown environment and cater to area tourists and business visitors, specifically targeting business travelers associated with Microsoft. Amenities will be provided on-site including a lounge/library area, meeting space, a guest-only fitness room, minor retail space and a small food/beverage area for hotel guests. Parking for 117 vehicles will be provided with 27 of the stalls on the ground level and 90 stalls on a single underground level.

Access to the site will be provided from 166th Avenue NE and NE 79th Street; no access from Redmond Way is proposed. It is expected that many of the guests will use shuttle services, taxicabs, Uber/Lyft, or private limo services to travel to and from the site, and foot-travel.

Existing Conditions

The following describe the streets near the site, i.e., 166th Avenue NE, Redmond Way and NE 79th Street.

Redmond Way (aka SR-202) borders the south side of the project site and is an east-west arterial that is currently part of the Redmond couplet serving traffic in the westbound direction. The street consists of three travel lanes with on-street parking, and curb, gutter, and sidewalk on both sides of the street. Traffic signal controls many of the intersections including the street's intersection with 166th Avenue NE. The street is relatively straight and flat and the adjacent land use is primarily commercial. Street improvements are proposed that will change Redmond Way (and Cleveland Street) to a two-way street with on-street parking; these improvements are scheduled to begin in 2016.

NE 79th Street is a two-lane east-west street that borders the north side of the project site and extends from Avondale Way to the east of the project site to Redmond Way to the west of the project site. The street is striped

for one lane in each direction and on-street parking is allowed along most sections, with some turn channelization provided at select intersections. The street is relatively flat and straight and the adjacent land use is a mix of residential, commercial and recreational (park) uses. Curb, gutter, and sidewalk are provided along both sides of the street. Traffic on NE 79th Street is stop-controlled at its intersections with Redmond Way and 166th Avenue NE, and traffic signal-controlled at Avondale Way.

166th Avenue NE is a two-lane north-south street bordering the west side of the project site that extends from Bear Creek Parkway (and Redmond Town Center) northerly into the residential areas north of downtown. The street is striped for one travel lane in each direction with a two-way left-turn lane or directional turn lanes and bike lanes along various sections of the street. Traffic signals are installed at major intersections including Redmond Way and Cleveland Street. On-street parking along 166th Avenue NE is available within Redmond Town Center.

Parking Demand

As previously noted, surface level and sub-surface parking is proposed for the hotel. City code requires one stall per room for hotels and retail requires two stalls per 1000 square feet. As such, the hotel would require 177 parking stalls per code and the limited retail space would require four parking stalls. The intent of this evaluation is to support a reduction to the code requirement that will be adequate to handle peak demand for the proposed use(s).

Section *21.40.010* of the Redmond Municipal Code describes the conditions under which a reduction to parking can be allowed as follows:

A. **"Required Off-Street Parking.**
   1. The minimum required and maximum permitted number of off-street parking spaces for each land use is noted in the Parking Ratio Column of each zone. Where calculations of parking requirements result in fractional amounts, they shall be rounded up if 0.5 or over.
   2. The Administrator may approve alternative minimum parking requirements for specific uses on specific development sites where the land use permit applicant demonstrates, through a parking study prepared by a qualified expert, that the alternative requirement will provide sufficient parking to serve the specific use without adversely impacting other uses and streets in the vicinity. The Administrator may require the recording of a covenant or other instrument restricting the use of the property to the specific use for which the alternative minimum parking requirement was approved. Where a parking study does not demonstrate that available parking stalls will adequately serve the proposed use, reductions below the minimum requirement may be

> approved if a Transportation Management Program that effectively reduces parking demand as provided in RZC 21.52.020, *Transportation Management Program*, is approved and recorded with the property."

In order to provide assurance that supply will meet the demand, the ITE Parking Generation, 4th Edition, values and the Urban Land Institute (ULI) Shared Parking, 2nd Edition, guidelines have been reviewed. Additionally, parking data collected from a local chain (Silver Cloud) for use in a similar project in the Ballard area of Seattle by the author was available for comparison. (*Note: the local data collection included three locations – Lake Union, University, and Overlake and was completed in early August of 2006 for a seven-day period*.) And finally, an extensive on-line search was conducted to find any other parking supply/demand data for similar types of developments to support the reduction.

Several different parking rates and methodologies have been reviewed in order to provide multiple perspectives of the likely parking demand for the project. The ULI Shared Parking Model software has been utilized for this process and allows the analyst to review various parking rate options besides the standard ULI values. Specifically, alternative parking rates can be inserted into the ULI software. This flexibility allowed the review of parking demand based on both ITE and ULI parking rates, along with rates derived from locally-collected data.

Table 1 summarizes the weekday and weekend hourly parking demands for hotel and retail use as provided by ULI for the generalized uses noted, showing the complementary peaking characteristics. As expected, hotel parking peak demand occurs during the late night/early morning hours, with retail parking demand peaking mid-day which allows for some limited shared parking.

TABLE 1
REPRESENTATIVE HOURLY PARKING ACCUMULATION BY PERCENTAGE OF PEAK HOUR

Hour of Day	*Weekday Retail*		*Weekday Lodging*		*Weekend Retail*		*Weekend Lodging*	
	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.
6:00 AM	1%	10%	95%	5%	1%	10%	95%	5%
7:00 AM	5%	15%	90%	30%	5%	15%	90%	30%
8:00 AM	15%	40%	80%	90%	10%	40%	80%	90%
9:00 AM	35%	75%	70%	90%	30%	75%	70%	90%
10:00 AM	65%	85%	60%	100%	50%	85%	60%	100%
11:00 AM	85%	95%	60%	100%	65%	95%	60%	100%
12:00 PM	95%	100%	55%	100%	80%	100%	55%	100%
1:00 PM	100%	100%	55%	100%	90%	100%	55%	100%
2:00 PM	95%	100%	60%	100%	100%	100%	60%	100%
3:00 PM	90%	100%	60%	100%	100%	100%	60%	100%
4:00 PM	90%	100%	65%	90%	95%	100%	65%	90%
5:00 PM	95%	95%	70%	70%	90%	95%	70%	75%
6:00 PM	95%	95%	75%	40%	80%	85%	75%	60%
7:00 PM	95%	95%	75%	20%	75%	80%	75%	55%
8:00 PM	80%	90%	80%	20%	65%	75%	80%	55%
9:00 PM	50%	75%	85%	20%	50%	65%	85%	55%
10:00 PM	30%	40%	95%	20%	35%	45%	95%	45%
11:00 PM	10%	15%	100%	10%	15%	15%	100%	45%
12:00 AM	--	--	100%	5%	--	--	100%	30%

Using the values shown in Table 1, along with the parking statistics available from both ITE and ULI, and those locally derived, several different scenarios have been reviewed in order to provide multiple perspectives of the likely parking demand for the project. (*Note: ULI parking rates differentiate between employee and customer trips, which may have different peak parking demands, whereas ITE makes no differentiation between employee and customer trips.*)

The following peak demand parking rates provided by ITE and ULI, and those locally derived have been used to review the various scenarios.

TABLE 2
PARKING DEMAND RATES – ITE VS. ULI VS. LOCAL DATA
(STALLS PER INDEPENDENT VARIABLE)

	Weekday Retail		*Weekday Lodging*		*Weekend Retail*		*Weekend Lodging*	
ITE Rates								
Per 1000 SF:								
Ave. peak	2.55		--		2.87		--	
85th percentile	3.16		--		3.40		--	
Per occ. room:								
Ave. peak	--		0.60		--		0.66	
85th percentile	--		0.75		--		0.72	
ULI Rates	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.	Visitor	Emp.
Per 1000 SF:	2.9	0.7	--	--	3.2	0.8	--	--
Per Room:	--	--	1.0	0.25	--	--	0.9	0.18
Local Rates								
Per room:	--		0.61		--		0.59	
Per occ. Room:	--		0.70		--		0.73	

Notes:
A "business" hotel was used for the lodging facility for both ITE and ULI rates as the closest use for available data; ITE rates based on number of occupied rooms and ULI rates based on number of rooms.
"Shopping Center" (non-December, non-Friday) was used for the ITE and ULI rates for retail as the closest representative land use; no other similar uses for the proposed retail available.
Local rates **per occupied room** seasonally adjusted upward to reflect peak month of June.

The following describe the five analyses/comparisons completed for this summary using the parking rates noted above and the hourly demand provided by ULI:

1. *Parking demand for 1812 SF of retail and a 177-room lodging facility using the standard ULI rates and independent variables.*
2. *Parking demand for 1812 of retail and a 177-room lodging facility using ITE **average** peak rates and 100% occupancy.*
3. *Parking demand for 1812 SF of retail and a 177-room lodging facility using ITE **85th percentile** rates and 100% occupancy.*
4. *Parking demand for 1812 SF of retail using ITE 85th percentile rates and a 177-room lodging facility using the peak weekday and weekend parking rates **per room** collected from three area hotels.*
5. *Parking demand for 1812 SF of retail using ITE 85th percentile rates and a 177-room lodging facility using the peak weekday and weekend parking rates **per occupied room, 100% occupancy and upward adjustment for peak month** collected from three area hotels. Monthly adjustment provided by ULI.*

The following table summarizes the peak parking demand for the above described conditions. (*The ULI summary printout of each case has been attached*.)

TABLE 3
SHARED PEAK PARKING DEMAND SUMMARY

Condition		Weekday (Peak hour)	Weekend (Peak hour)
Case 1 - (1)	Retail parking demand	1	1
	Hotel parking demand	182	173
	Total peak demand	183	174
Case 2 - (2)	Retail parking demand	0	1
	Hotel parking demand	106	117
	Total peak demand	106	118
Case 3 - (3)	Retail parking demand	0	1
	Hotel parking demand	133	127
	Total peak demand	133	128
Case 4 - (4)	Retail parking demand	0	1
	Hotel parking demand	108	104
	Total peak demand	108	105
Case 5 - (5)	Retail parking demand	0	1
	Hotel parking demand	124	129
	Total peak demand	124	130

Notes:

1. Parking demand for an 1812 square foot retail space and a 177-room lodging facility using the standard ULI rates and independent variables (i.e., 2.9/0.7 and 3.2/0.8 stalls per KSF customer/employee, weekday and weekend rates respectively for retail and 1.00/0.25 and 0.90/0.18 stalls per room customer/employee, weekday and weekend rates respectively for business hotel).
2. Parking demand for an 1812 square foot retail space and a 177-room lodging facility using the standard ITE **average peak** rates and independent variables (i.e., 2.55 and 2.87 stalls per KSF weekday and weekend rates respectively for retail and 0.60 and 0.66 stalls per room weekday and weekend rates respectively for business hotel); no differentiation between customers and employees.
3. Parking demand for an 1812 square foot retail space and a 177-room lodging facility using the standard ITE **85th percentile peak** rates and independent variables (i.e., 3.16 and 3.40 stalls per KSF weekday and weekend rates respectively for retail and 0.75 and 0.72 stalls per room weekday and weekend rates respectively for business hotel); no differentiation between customers and employees.
4. Parking demand for an 1812 square foot retail space using the standard ITE **85th percentile peak** rates and independent variables (i.e., 3.16 and 3.40 stalls per KSF weekday and weekend rates respectively) for retail and a 177-room lodging facility using the weighted average peak weekday and weekend parking rates collected from three area Silver Clouds (i.e., 0.61 and 0.59 stalls **per room** weekday and weekend rates respectively); no differentiation between customers and employees.
5. Parking demand for an 1812 square foot retail space using the standard ITE **85th percentile peak** rates and independent variables (i.e., 3.16 and 3.40 stalls per KSF weekday and weekend rates respectively) for retail and a 177-room lodging facility using the weighted average peak weekday and weekend parking rates

collected from three area Silver Clouds (i.e., 0.70 and 0.73 stalls **per occupied room/seasonally adjusted** upward weekday and weekend rates respectively); no differentiation between customers and employees.

The five cases presented in the table show a range of parking demand that could occur at the site. As noted on the attached ULI summaries, peak demand would occur during the summer months in the late night/ early morning hours when hotel parking is at its peak. The use of shared parking provides minimal reduction in demand since the retail parking demand is limited and essentially non-existent when the hotel demand is greatest.

The values shown in Table 3 indicate that the ULI rates require the most parking. Use of the ITE rates for the hotel require considerably less parking, as does the use of the local data. The peak day observations for the local data differed by only 0.01 to 0.05 stalls per room from the ITE data, further supporting the use of these lower values for the proposed lodging facility.

Based on the cases presented and observations noted above, the use of the ITE rates for retail and either the locally-collected data or ITE rates for lodging appear to best represent the likely future parking demand at the site as noted in Cases 2 through 5. The peak demand for the worst of these cases (case 3 - weekday and case 5 - weekend) would differ by only three stalls (130 to 133 stalls) and clearly support the proposed parking plan reduction. This value is close to the 117 stalls currently proposed for the hotel.

As stated earlier, an on-line search was also conducted for similar parking data. A study completed for the 'Hotel Erwin' in Venice, California in 2014 indicated a peak parking demand of 0.69 stalls per room, adjusted for 100% occupancy. The Hotel Erwin contains 122 rooms, approximately 1000 square feet of meeting space, 500 square feet of café and a rooftop deck/lounge area and is located near the beach. The study was completed in March for two weekdays and the weekend during spring break when occupancy is high. This observed parking rate is consistent with the ITE rates and those collected locally for a similar type of facility and falls well within the range of these rates for peak conditions.

Proposed Parking Supply/Justification

The preceding sections quantified parking demand based on various independent variables and methodologies using ULI, ITE and local data.

The number of stalls proposed for the hotel would fall well within the range of stalls noted in Table 3, and would exceed the ITE rates for average peak demand (case 2 - weekday) and the locally collected 'per room' demand data (case 4 – weekday and weekend), and be within one stall of ITE average peak demand (case 2 – weekend). The proposed supply would be 13 to 16 stalls shy of the ITE 85th percentile demand rate (case 3 - weekday) and the locally collected 'per room' data that was seasonally adjusted upward and assumes 100% occupancy (case 5 - weekend). **It is important to note again that these analyses reviewed parking demand for the worst possible cases, i.e., the peak summer months, the 85th percentile rates (for the ITE values) and seasonally adjusted peak demand for the local data that was collected in August.**

Determining the appropriate parking supply should be based on several factors, including not only the values presented in the preceding tables, but also the regulations, policies and goals of the governing jurisdiction, location of the land use, code requirements/exceptions, and a reasonable expectation when compared to similar uses. The availability of transit service, on-street parking, pedestrian facilities, and the desire to decrease vehicular traffic are important considerations. Furthermore, the variety of transportation options available to travelers in the Puget Sound area are increasingly numerous with limousine, town car, shuttles, Uber, and Lyft available. The Redmond Transit Center is located less than one-half mile from the project site and serves numerous Metro and Sound Transit routes. Service is available not only locally, but to major destinations such as Issaquah, Bellevue, Overlake, Factoria, University of Washington (Seattle and Bothell campuses), Downtown Seattle, Renton Transit Center, and Kent Station. Access to Sea-Tac is available from Seattle via rail service or from downtown Bellevue via Sound Transit. The availability of these routes along with the walkability of the surrounding area and available amenities (food and entertainment) decrease the need for travelers to drive or rent a vehicle. Microsoft also provides shuttle/van service to and from its campus.

Providing one stall per room is clearly an overly conservative value given today's societal values and the City's vision where people no longer rely on, or feel the need for, auto ownership. The use of public transportation or the convenience of an 'app' (Uber/Lyft) to provide service when and where it is needed supports this vision. Assuming that all guests will drive to the hotel and that the hotel would be fully occupied 100% of the time and the subsequent requirement for more parking stalls is highly improbable. (*Note: typical hotel occupancy is around 70%.)* The trend and vision for Redmond suggests an urban setting where transient business users engage a 'new mobility' consisting of shared vehicles, bicycles and smartphone technology, none of which require parking.

Since additional permanent parking would be difficult to achieve under the current site layout, on-street parking could be utilized on those rare occasions when on-site parking is not sufficient. The surrounding streets (NE 79th Street, 168th Avenue NE, and Redmond Way) all have parking available that could be utilized during the peak demand conditions to accommodate additional parking off-site. Since this demand would occur during the late night/early morning hours, it would not conflict with the demands of adjacent office or retail during the day. The ability to utilize on-street parking would assist in mitigating the occasional peak periods when the parking demand may exceed the supply by thirteen to sixteen stalls (Cases 3 and 5).

I trust that the above information has provided you with the additional information necessary to complete your review. Please let me know if I can be of further service or answer any other questions.

Attachments

Attachments:

ULI Parking Demand Summaries

(Cases 1 through 5)

Case 1 1/2

Table
Anderson Park Hotel
Standard ULI rates

2/10/2016

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 8 AM, WEEKDAY

			Weekday					Weekend					Weekday			Weekend		
Land Use	Project Data Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 8 AM	Peak Mo Adj June	Estimated Parking Demand	Peak Hr Adj 11 PM	Peak Mo Adj June	Estimated Parking Demand
Community Shopping Center (<400 ksf)	1,812	sf GLA	2.90	1.00	1.00	2.90	/ksf GLA	3.20	1.00	1.00	3.20	/ksf GLA	0.15	0.67	1	0.15	0.67	1
Employee			0.70	1.00	1.00	0.70	/ksf GLA	0.80	1.00	1.00	0.80	/ksf GLA	0.40	0.80	0	0.15	0.80	0
Hotel-Business	177	rooms	1.00	1.00	1.00	1.00	/rooms	0.90	1.00	1.00	0.90	/rooms	0.80	1.00	141	1.00	1.00	159
Employee			0.25	1.00	1.00	0.25	/rooms	0.18	1.00	1.00	0.18	/rooms	0.90	1.00	41	0.45	1.00	14
													Customer		142	Customer		160
													Employee		41	Employee		14
													Reserved		0	Reserved		0
													Total		183	Total		174

Case 1 2/2

Table
Anderson Park Hotel
Standard ULI rates

2/10/2016

June
Weekday Estimated Peak-Hour Parking Demand

	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 8 AM	AM Peak Hr 8 AM	PM Peak Hr 4 PM	Eve Peak Hr 11 PM
Community Shopping Center (<400 ksf)	67%	-	-	1	1	2	3	3	3	3	3	3	3	3	3	3	2	1	-	-	1	1	3	-
Employee	80%	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	1	-
Hotel-Business	100%	168	159	141	124	106	106	97	97	106	106	115	124	133	133	142	150	168	177	177	141	141	115	177
Employee	100%	2	13	41	41	45	45	45	45	45	45	41	32	18	9	9	9	9	5	2	41	41	41	5
TOTAL DEMAND	Customer	168	159	142	125	108	109	100	100	109	109	118	127	136	136	145	152	169	177	177	142	142	118	177
	Employee	2	13	41	42	46	46	46	46	46	46	42	33	19	10	10	10	9	5	2	41	41	42	5
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		170	172	183	167	154	155	146	146	155	155	160	160	155	146	155	162	178	182	179	183	183	160	182
																					183	183	160	182

Footnote(s):

June
Weekend Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 11 PM	AM Peak Hr 8 AM	PM Peak Hr 5 PM	Eve Peak Hr 11 PM
Community Shopping Center (<400 ksf)	67%	-	-	-	1	2	3	3	4	4	4	4	4	3	3	3	2	1	1	-	1	-	4	1
Employee	80%	-	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	-	-	-	-	-	1	-
Hotel-Business	100%	151	143	127	111	95	95	87	87	95	95	103	111	119	119	127	135	151	159	159	159	127	111	159
Employee	100%	2	10	29	29	32	32	32	32	32	32	29	24	19	18	18	18	14	14	10	14	29	24	14
TOTAL DEMAND	Customer	151	143	127	112	97	98	90	91	99	99	107	115	122	122	130	137	152	160	159	160	127	115	160
	Employee	2	10	29	30	33	33	33	33	33	33	30	25	20	19	19	19	14	14	10	14	29	25	14
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		153	153	156	142	130	131	123	124	132	132	137	140	142	141	149	156	166	174	169	174	156	140	174
																					174	156	140	174

Case 2 1/2

Table
Anderson Park Hotel
ITE Rates, Average Peak

2/10/2016

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 11 PM, WEEKEND

			Weekday					Weekend					Weekday			Weekend		
Land Use	Project Data Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 11 PM	Peak Mo Adj June	Estimated Parking Demand	Peak Hr Adj 11 PM	Peak Mo Adj June	Estimated Parking Demand
Community Shopping Center (<400 ksf)	1,812	sf GLA	2.55	1.00	1.00	2.55	/ksf GLA	2.87	1.00	1.00	2.87	/ksf GLA	0.10	0.67	0	0.15	0.67	1
Employee			0.00	1.00	1.00	0.00	/ksf GLA	0.00	1.00	1.00	0.00	/ksf GLA	0.15	0.80	0	0.15	0.80	0
Hotel-Business	177	rooms	0.60	1.00	1.00	0.60	/rooms	0.66	1.00	1.00	0.66	/rooms	1.00	1.00	106	1.00	1.00	117
Employee			0.00	1.00	1.00	0.00	/rooms	0.00	1.00	1.00	0.00	/rooms	0.10	1.00	0	0.45	1.00	0
													Customer		106	Customer		118
													Employee		0	Employee		0
													Reserved		0	Reserved		0
													Total		106	Total		118

ULI base data have been modified from default values.

Case 2 2/2

2/10/2016

Table
Anderson Park Hotel
ITE Rates, Average Peak

June
Weekday Estimated Peak-Hour Parking Demand

	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 11 PM	AM Peak Hr 6 AM	PM Peak Hr 5 PM	Eve Peak Hr 11 PM
Community Shopping Center (<400 ksf)	67%	-	-	1	1	2	3	3	3	3	3	3	3	3	3	3	2	1	-	-	-	-	3	-
Employee	80%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hotel-Business	100%	101	95	85	74	64	64	58	58	64	64	69	74	80	80	85	90	101	106	106	106	101	74	106
TOTAL DEMAND	Customer	101	95	86	75	66	67	61	61	67	67	72	77	83	83	88	92	102	106	106	106	101	77	106
	Employee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		101	95	86	75	66	67	61	61	67	67	72	77	83	83	88	92	102	106	106	106	101	77	106
																					106	101	77	106

ULI base data have been modified from default values.

Footnote(s):

June
Weekend Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 11 PM	AM Peak Hr 6 AM	PM Peak Hr 5 PM	Eve Peak Hr 11 PM
Community Shopping Center (<400 ksf)	67%	-	-	-	1	2	2	3	3	3	3	3	3	3	3	2	2	1	1	-	1	-	3	1
Employee	80%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hotel-Business	100%	111	105	94	82	70	70	64	64	70	70	76	82	88	88	94	99	111	117	117	117	111	82	117
TOTAL DEMAND	Customer	111	105	94	83	72	72	67	67	73	73	79	85	91	91	96	101	112	118	117	118	111	85	118
	Employee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		111	105	94	83	72	72	67	67	73	73	79	85	91	91	96	101	112	118	117	118	111	85	118
																					118	111	85	118

ULI base data have been modified from default values.

Table
Anderson Park Hotel
ITE Rates, 85th percentile peak

2/10/2016

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 11 PM, WEEKDAY

			Weekday					Weekend					Weekday			Weekend		
Land Use	Project Data Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 11 PM	Peak Mo Adj June	Estimated Parking Demand	Peak Hr Adj 11 PM	Peak Mo Adj June	Estimated Parking Demand
Community Shopping Center (<400 ksf)	1,812	sf GLA	3.16	1.00	1.00	3.16	/ksf GLA	3.40	1.00	1.00	3.40	/ksf GLA	0.10	0.67	0	0.15	0.67	1
Employee			0.00	1.00	1.00	0.00	/ksf GLA	0.00	1.00	1.00	0.00	/ksf GLA	0.15	0.80	0	0.15	0.80	0
Hotel-Business	177	rooms	0.75	1.00	1.00	0.75	/rooms	0.72	1.00	1.00	0.72	/rooms	1.00	1.00	133	1.00	1.00	127
Employee			0.00	1.00	1.00	0.00	/rooms	0.00	1.00	1.00	0.00	/rooms	0.10	1.00	0	0.45	1.00	0
														Customer	133		Customer	128
														Employee	0		Employee	0
														Reserved	0		Reserved	0
														Total	133		Total	128

ULI base data have been modified from default values.

Case 3 2/2

2/10/2016

Table
Anderson Park Hotel
ITE Rates, 85th percentile peak

June
Weekday Estimated Peak-Hour Parking Demand

	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 11 PM	AM Peak Hr 6 AM	PM Peak Hr 5 PM	Eve Peak Hr 11 PM
Community Shopping Center (<400 ksf)	67%	-	-	1	1	3	3	4	4	4	4	4	4	4	4	3	2	1	-	-	-	-	4	-
Employee	80%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hotel-Business	100%	126	120	106	93	80	80	73	73	80	80	86	93	100	100	106	113	126	133	133	133	126	93	133
TOTAL DEMAND	Customer	126	120	107	94	83	83	77	77	84	84	90	97	104	104	109	115	127	133	133	133	126	97	133
	Employee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		126	120	107	94	83	83	77	77	84	84	90	97	104	104	109	115	127	133	133	133	126	97	133
ULI base data have been modified from default values.																					133	126	97	133

Footnote(s):

June
Weekend Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 11 PM	AM Peak Hr 6 AM	PM Peak Hr 5 PM	Eve Peak Hr 11 PM
Community Shopping Center (<400 ksf)	67%	-	-	-	1	2	3	3	4	4	4	4	4	3	3	3	2	1	1	-	1	-	4	1
Employee	80%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hotel-Business	100%	121	114	102	89	76	76	70	70	76	76	83	89	95	95	102	108	121	127	127	127	121	89	127
TOTAL DEMAND	Customer	121	114	102	90	78	79	73	74	80	80	87	93	98	98	105	110	122	128	127	128	121	93	128
	Employee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		121	114	102	90	78	79	73	74	80	80	87	93	98	98	105	110	122	128	127	128	121	93	128
ULI base data have been modified from default values.																					128	121	93	128

Case 1 1/2

Table
Anderson Park Hotel
Local hotel data, ITE 85th percentile for retail

2/10/2016

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 11 PM, WEEKDAY

			Weekday					Weekend					Weekday			Weekend		
Land Use	Project Data Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 11 PM	Peak Mo Adj June	Estimated Parking Demand	Peak Hr Adj 11 PM	Peak Mo Adj June	Estimated Parking Demand
Community Shopping Center (<400 ksf)	1,812	sf GLA	3.16	1.00	1.00	3.16	/ksf GLA	3.40	1.00	1.00	3.40	/ksf GLA	0.10	0.67	0	0.15	0.67	1
Employee			0.00	1.00	1.00	0.00	/ksf GLA	0.00	1.00	1.00	0.00	/ksf GLA	0.15	0.80	0	0.15	0.80	0
Hotel-Business	177	rooms	0.61	1.00	1.00	0.61	/rooms	0.59	1.00	1.00	0.59	/rooms	1.00	1.00	108	1.00	1.00	104
Employee			0.00	1.00	1.00	0.00	/rooms	0.00	1.00	1.00	0.00	/rooms	0.10	1.00	0	0.45	1.00	0
													Customer		108	Customer		105
													Employee		0	Employee		0
													Reserved		0	Reserved		0
													Total		108	Total		105

ULI base data have been modified from default values.

Case 4 2/2

2/10/2016

Table
Anderson Park Hotel
Local hotel data, ITE 85th percentile for retail

June
Weekday Estimated Peak-Hour Parking Demand

	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 11 PM	AM Peak Hr 6 AM	PM Peak Hr 5 PM	Eve Peak Hr 11 PM
Community Shopping Center (<400 ksf)	67%	-	-	1	1	3	3	4	4	4	4	4	4	4	4	3	2	1	-	-	-	-	4	-
Employee	80%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hotel-Business	100%	103	97	86	76	65	65	59	59	65	65	70	76	81	81	86	92	103	108	108	108	103	76	108
TOTAL DEMAND	Customer	103	97	87	77	68	68	63	63	69	69	74	80	85	85	89	94	104	108	108	108	103	80	108
	Employee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		103	97	87	77	68	68	63	63	69	69	74	80	85	85	89	94	104	108	108	108	103	80	108
																					108	103	80	108

ULI base data have been modified from default values.
Footnote(s):

June
Weekend Estimated Peak-Hour Parking Demand

	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 11 PM	AM Peak Hr 6 AM	PM Peak Hr 5 PM	Eve Peak Hr 11 PM
Community Shopping Center (<400 ksf)	67%	-	-	-	1	2	3	3	4	4	4	4	4	3	3	3	2	1	1	-	1	-	4	1
Employee	80%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hotel-Business	100%	99	94	83	73	62	62	57	57	62	62	68	73	78	78	83	88	99	104	104	104	99	73	104
TOTAL DEMAND	Customer	99	94	83	74	64	65	60	61	66	66	72	77	81	81	86	90	100	105	104	105	99	77	105
	Employee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		99	94	83	74	64	65	60	61	66	66	72	77	81	81	86	90	100	105	104	105	99	77	105
																					105	99	77	105

ULI base data have been modified from default values.

Case 5 1/2

2/10/2016

Table
Anderson Park Hotel
Local Hotel Data (per occ. Room)

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 11 PM, WEEKEND

			Weekday					Weekend					Weekday			Weekend		
Land Use	Project Data Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 11 PM	Peak Mo Adj June	Estimated Parking Demand	Peak Hr Adj 11 PM	Peak Mo Adj June	Estimated Parking Demand
Community Shopping Center (<400 ksf)	1,812	sf GLA	3.16	1.00	1.00	3.16	/ksf GLA	3.40	1.00	1.00	3.40	/ksf GLA	0.10	0.67	0	0.15	0.67	1
Employee			0.00	1.00	1.00	0.00	/ksf GLA	0.00	1.00	1.00	0.00	/ksf GLA	0.15	0.80	0	0.15	0.80	0
Hotel-Business	177	rooms	0.70	1.00	1.00	0.70	/rooms	0.73	1.00	1.00	0.73	/rooms	1.00	1.00	124	1.00	1.00	129
Employee			0.00	1.00	1.00	0.00	/rooms	0.00	1.00	1.00	0.00	/rooms	0.10	1.00	0	0.45	1.00	0
													Customer		124	Customer		130
													Employee		0	Employee		0
													Reserved		0	Reserved		0
													Total		124	Total		130

ULI base data have been modified from default values.

Case 5 2/2

2/10/2016

Table
Anderson Park Hotel
Local Hotel Data (per occ. Room)

June
Weekday Estimated Peak-Hour Parking Demand

	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 11 PM	AM Peak Hr 6 AM	PM Peak Hr 5 PM	Eve Peak Hr 11 PM
Community Shopping Center (<400 ksf)	67%	-	-	1	1	3	3	4	4	4	4	4	4	4	4	3	2	1	-	-	-	-	4	-
Employee	80%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hotel-Business	100%	118	111	99	87	74	74	68	68	74	74	81	87	93	93	99	105	118	124	124	124	118	87	124
TOTAL DEMAND	Customer	118	111	100	88	77	77	72	72	78	78	85	91	97	97	102	107	119	124	124	124	118	91	124
	Employee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		118	111	100	88	77	77	72	72	78	78	85	91	97	97	102	107	119	124	124	124	118	91	124
																					124	118	91	124

ULI base data have been modified from default values.

Footnote(s):

June
Weekend Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 11 PM	AM Peak Hr 6 AM	PM Peak Hr 5 PM	Eve Peak Hr 11 PM
Community Shopping Center (<400 ksf)	67%	-	-	-	1	2	3	3	4	4	4	4	4	3	3	3	2	1	1	-	1	-	4	1
Employee	80%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hotel-Business	100%	123	116	103	90	77	77	71	71	77	77	84	90	97	97	103	110	123	129	129	129	123	90	129
TOTAL DEMAND	Customer	123	116	103	91	79	80	74	75	81	81	88	94	100	100	106	112	124	130	129	130	123	94	130
	Employee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		123	116	103	91	79	80	74	75	81	81	88	94	100	100	106	112	124	130	129	130	123	94	130
																					130	123	94	130

ULI base data have been modified from default values.