PLANNING COMMISSION STAFF REPORT

DATE: July 22, 2015

SUBJECT: AN APPLICATION BY 750 LOFTS, LLC. OWNER, FOR DEVELOPMENT OF A 39-UNIT HOTEL WITH ACCESSORY USES ON A 1.13-ACRE PARCEL LOCATED AT 750 NORTH PALM CANYON DRIVE, ZONE C-1/R-3/PDD 104/RESORT COMBINING ZONE/LAS PALMAS BUSINESS HISTORIC DISTRICT HD-1, (CASE 5.1350 PDD 374 GPA/CUP AND 3.3795 MAJ. (FF)

FROM: Department of Planning Services

SUMMARY

Staff is requesting to continue this application to the August 12, 2015 Planning Commission meeting so as to provide additional time to respond to comments received relative to the recirculated Initial Study/Mitigated Negative Declaration.

RECOMMENDATION

1. Table the public hearing with no public testimony at this time.

2. Continue the public hearing to August 12, 2015.

SUPPLEMENTAL INFORMATION

The applicant has provided the following additional studies and attachments in consideration of the item at the August 12, 2015 Planning Commission meeting:

- Revised Parking Study – RK Engineering Group, Inc. (dated 07/06/15)
- Architectural/Historical Appropriateness Analysis – CRM Tech (dated 07/09/15)
- High Rise Building Section (demonstrating 3:1 proximity slope)
- Letter – Emily Hemphill (dated 07/16/15)

RK engineering group, inc.

traffic engineering • transportation planning
acoustical engineering • parking studies
air quality & greenhouse gas analysis

LETTER OF TRANSMITTAL

TO: KITTRIDGE HOTELS
234 E. Colorado Boulevard, Suite 500
Pasadena, CA 91101

ATTN: Mr. Andy Carpiac

DATE: July 6, 2015
JOB NO.: 2441-2014-01
SUBJECT: Proposed 750 Lofts Project
(Updated 07/06/2015)
Parking Analysis, City of Palm Springs

WE ARE FORWARDING:

	By Messenger	X	By E-Mail
	By Blueprinter		By Fedex

NUMBER OF COPIES	DESCRIPTION
1	PDF copy for your use

SENT FOR YOUR		STATUS		PLEASE NOTE	
	Approval		Preliminary	X	Revisions
	Signature	X	Revised		Additions
X	Use		Approved		Omissions
	File		Released		Corrections

REMARKS:
Attached is a PDF copy of the Proposed 750 Lofts Project Parking Analysis (Updated 07/06/2015), City of Palm Springs.
Please call me at (949) 474-0809 extension 214 if you have any questions.

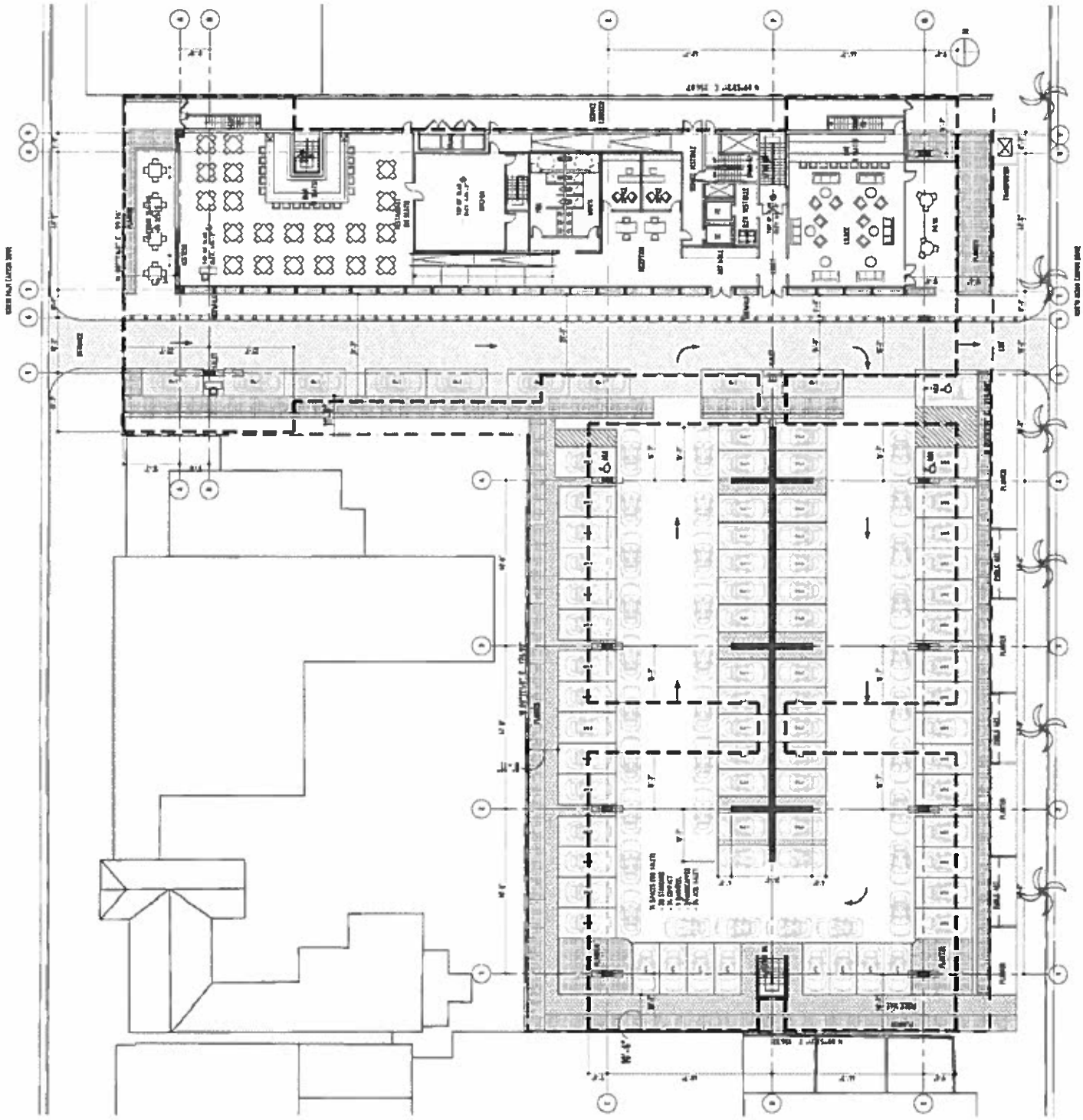
BY: _____
Alex Tabrizi, PE, TE
Associate Principal

COPIES TO:

j:rktables/RK10708TB.xls
JN:2441-2014-01

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
www.rkengineer.com

PROPOSED 750 LOFTS PROJECT
PARKING ANALYSIS (UPDATED 07/06/2015)
City of Palm Springs, California



RK engineering group, inc.

RK engineering group, inc.

traffic engineering • transportation planning
acoustical engineering • parking studies
air quality & greenhouse gas analysis

July 6, 2015

Mr. Andy Carpiac
KITTRIDGE HOTELS
234 E. Colorado Boulevard, Suite 500
Pasadena, CA 91101

Subject: Proposed 750 Lofts Project – Parking Analysis (Updated 07/06/2015), City of Palm Springs

Dear Mr. Carpiac:

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this updated Parking Analysis for the proposed 750 Lofts Project. The proposed site is located to the north of Granvia Valmonte, and is bound by North Palm Canyon Drive on the west and North Indian Canyon Drive on the east, in the City of Palm Springs, as shown in Exhibit A.

The mixed-use project will consist of construction of a proposed hotel including the following components:

- 39-room hotel;
- 2,056 square feet of spa;
- 34-seat roof-top area;
- 134 seat quality restaurant (approximately 4,722 square feet); and
- 33-seat lounge area.

The proposed project is planned to provide 74 designated off-street parking spaces and will provide valet parking services. The valet service is planned to operate for majority of the day and will enable double parking of vehicles resulting in added parking capacity. The valet service is expected to add a minimum of approximately 34 parking spaces beyond the 74 designated parking spaces. Therefore, the project is planned to provide a minimum of 108 parking spaces when accounting for the valet services.

It should be noted that an agreement was previously in place between the project site and a hotel on the same street, the Colony Palms Hotel, that allowed for overflow parking rights for the Colony Palms Hotel on the project site. That agreement expired in early 2014 and has been terminated per the original terms of the agreement, as recorded on title.

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
www.rkengineer.com

An aerial image of the site plan is shown in Exhibit B.

The multi-use nature of the proposed project provides an opportunity for shared parking within the overall project site. The City of Palm Springs Municipal Code permits a shared parking analysis for multi-use development. The location of the project site and its proximity to the downtown area create opportunities for users and visitors to access the project site by other modes of transportation such as walking, or use of public transportation such as trolley or taxi. Additionally, it is likely some hotel guests will utilize taxi or shuttles to and from the airport.

The City of Palm Springs Municipal Code parking requirements in conjunction with the Urban Land Institute (ULI) Shared Parking methodologies has been utilized to evaluate the adequacy of the parking for the overall project site. Both weekday and weekend parking demands have been evaluated, based on the hourly variations in parking demand.

Based on the City Municipal Code without any shared parking assumptions, the site is forecast to supply an excess of 30 parking spaces.

Based on the City of Palm Springs Municipal Code parking requirements, assuming a ULI shared parking methodology, the proposed project is forecast to provide more than adequate parking spaces to accommodate the maximum forecast shared parking demand of 69 parking spaces for the proposed project.

If you have any questions regarding this study, or need further review, please do not hesitate to call our office at (949) 474-0809.

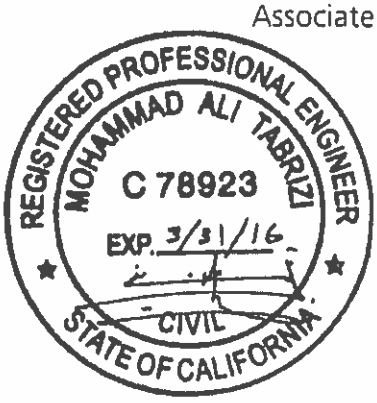
Sincerely,
RK ENGINEERING GROUP, INC.

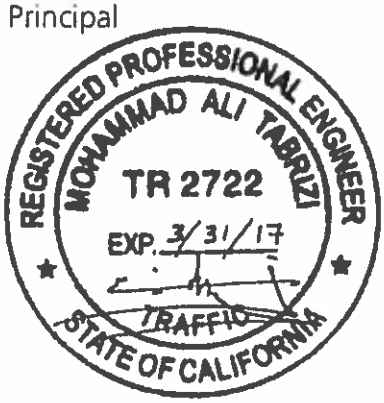
Robert Kahn, P.E., T.E.
Principal

Alex Tabrizi, P.E., T.E.
Associate Principal

Tiffany Giordano, E.I.T.
Engineer II

Attachments





TG:dt/RK10708.doc
JN:2441-2014-01

PROPOSED 750 LOFTS PROJECT
PARKING ANALYSIS
(UPDATED 07/06/2015)
City of Palm Springs, California

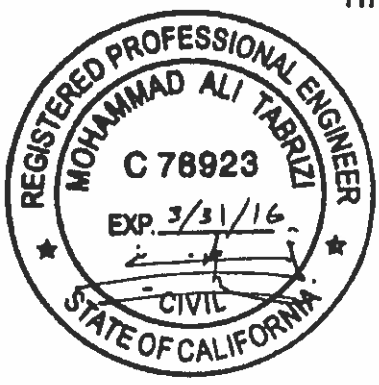
Prepared for:

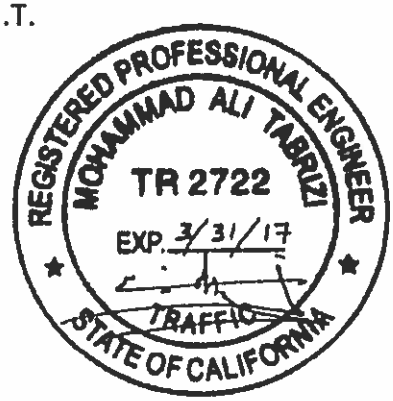
KITTRIDGE HOTELS
234 E. Colorado Boulevard, Suite 500
Pasadena, CA 91101

Prepared by:

RK ENGINEERING GROUP, INC.
4000 Westerly Place, Suite 280
Newport Beach, CA 92660

Mohammad "Alex" Tabrizi, P.E., T.E.
Robert Kahn, P.E., T.E.
Tiffany Giordano, E.I.T.





July 6, 2015

TG:dt/RK10708.doc
JN:2441-2014-01

Table of Contents

List of Attachments

Exhibits

Tables

Appendices

1.0 Project Description

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this parking analysis for the proposed 750 Lofts Project located in the City of Palm Springs. The project site is located to the north of Granvia Valmonte, and is bound by North Palm Canyon Drive on the west, and North Indian Canyon Drive on the east, as shown on Exhibit A. The proposed development will replace the existing buildings on-site. The site plan is shown in Exhibit B.

The proposed mixed-use project will include the following:

- 39-room hotel;
- 2,056 square feet of spa;
- 34-seat roof-top area;
- 134 seat quality restaurant (approximately 4,722 square feet); and
- 33-seat lounge area.

The proposed project is planned to provide 74 designated off-street parking spaces and will provide valet parking services. The valet service is planned to operate for majority of the day and will enable double parking of vehicles resulting in added parking capacity. The valet service is expected to add a minimum of approximately 34 parking spaces beyond the 74 designated parking spaces. Therefore, the project is planned to provide a minimum of 108 parking spaces when accounting for the valet services.

It should be noted that an agreement was previously in place between the project site and a hotel on the same street, the Colony Palms Hotel, that allowed for overflow parking rights for the Colony Palms Hotel on the project site. That agreement expired in early 2014 and has been terminated per the original terms of the agreement, as recorded on title. The termination records are provided in Appendix C.

The proposed project will be served by two (2) driveways; one (1) existing full access driveway on North Palm Canyon Drive, and one new (1) right-in/right-out only driveway on North Indian Canyon Drive.

The proposed project site is currently zoned as a Planned Development (PD) district by the current City of Palm Springs Zoning Map.

This analysis determines the parking requirements for the proposed project land uses based on the City of Palm Springs Municipal Code. The analysis also evaluates the shared parking demand for the proposed multi-use site utilizing the Urban Land Institute (ULI) shared parking concepts and methodology and applicable rates of hourly parking demand and utilization for each use.

Without assuming any shared parking opportunity between the uses, assuming a total of 50% parking demand adjustment associated with noncaptive and modal reduction, the total combination of the proposed uses (hotel, spa, lounge, roof-top area, and restaurant) for the proposed project would require a total of 78 off-street parking spaces based on the City of Palm Springs Municipal Code.

When accounting for the valet services, the project is planned to provide 108 off-street parking spaces. Therefore, based on the City Municipal Code without any shared parking assumptions, the site is forecast to supply an excess of 30 parking spaces.

When accounting for the shared parking conditions, the proposed project is forecast to have a maximum parking demand of 69 parking spaces occurring at 8:00 PM during the weekend conditions. Hence, assuming shared parking conditions, the proposed project is forecasted to provide a sufficient number of parking spaces. **Based upon the shared parking analysis, an adequate number of parking spaces is forecasted to be provided to accommodate the proposed land uses during any time of weekday or weekend.**

2.0 Parking Analysis

2.1 City of Palm Springs Parking Requirements

As shown in Table 1, without assuming any shared parking opportunity between the uses, the total combination of the proposed uses (hotel, spa, lounge, roof-top area, and restaurant) for the proposed project would require a total of 78 off-street parking spaces based on the City of Palm Springs Municipal Code. It should be noted the location of the project site and its proximity to the downtown area create opportunities for users and visitors to access the project site by other modes of transportation such as walking, or use of public transportation such as trolley or taxi. ULI recommends a 30% noncaptive reduction and a 60% mode adjustment for restaurants that are near resort hotels (Appendix B).

This analysis assumes a total of fifty (50) percent adjustment in parking demand associated with the restaurant, spa, lounge and roof-top area land uses to account for noncaptive and modal reductions. This estimate is conservative based on the ULI recommendations and the downtown area features.

Additionally, it is very likely some hotel guests will utilize taxi or shuttles to and from the airport.

The applicable City of Palm Springs Municipal Code Parking Requirements are included in Appendix A.

The project is planned to provide 108 off-street parking spaces with the valet services. Therefore, based on the City Municipal Code and assuming a total of 50% parking demand adjustment associated with noncaptive and modal reduction, without assuming shared parking, the site is forecast to supply an excess of 30 parking spaces.

The multi-use nature of the proposed project provides an opportunity for shared parking within the overall project site. Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking between two or more uses is the result of two conditions:

- Variations in the accumulation of vehicles by hour of day; and
- Relationships among the land uses that result in visiting multiple land uses on the same auto trip.

The key goal of shared parking analysis is to find the balance between providing adequate parking to support a development from a commercial viewpoint while minimizing the negative aspects of excessive land area or resources devoted to parking. Multi-use developments that share parking result in greater density, better pedestrian connectivity, and, in turn, reduced reliance on driving, typically because multiple destinations can be accessed by walking.

2.2 Shared Parking Parameters

RK has used procedures developed by the Urban Land Institute (ULI) from their 2005 publication, *Shared Parking, Second Edition*. This document contains the latest procedures and data with respect to parking demand and shared parking. This shared analysis utilizes the parking demand rates from the City of Palm Springs Parking Requirements for each of the proposed project's land uses.

The ULI shared parking analysis evaluates the types of land uses, parking rates, monthly variations of parking demand by land use, differences between weekday and weekend parking demand, the hourly distribution of peak parking demand for each type of land use, and captive versus non-captive parking demand within the project site. This analysis is based on a selection of ULI procedures to evaluate peak parking demand that will occur at the proposed 750 Lofts Project.

The ULI parameters were used in conjunction with the City of Palm Springs parking rates to analyze shared parking demand at the project site. The analysis is based on the following inputs and calculations for each land use:

1. **ULI peak parking demand by land use for visitors and employees**. The ULI Shared Parking model proportions the parking rates between visitors and employees for weekday and weekend conditions, each with their own parking demand characteristics. While the ULI parking rates were modified to reflect the City of Palm Springs' Municipal Code, the split between employees and visitors identified in the ULI analysis was used.

2. **ULI hourly variations of parking demand.** Throughout the day, a different percentage of employees and visitors are expected.

3. **ULI weekday versus weekend adjustment factor.** Weekdays and weekends attract a different percentage of visitors and employees based on the land use.

4. **Captive trip reductions.** As with most multi use developments, the proposed project is expected to have a small percentage of captive trips between users within the development, which further reduces the parking demand. The parking demand is reduced due the fact that multiple land uses are visited while parking only once.

5. **Modal adjustment reductions.** It is expected that some visitors may use different modes of transportation, and it is typical to take a modal adjustment for this type of development. The modal adjustment takes into account modes such as walking, biking, and other non-auto modes of transportation to and from the site for employees.

As previously noted the location of the project site and its proximity to the downtown area create opportunities for users and visitors to access the project site by other modes of transportation such as walking, or use of public transportation such as trolley or taxi. ULI recommends a 30% noncaptive reduction and a 60% mode adjustment for restaurants that are near resort hotels (Appendix B).

This analysis assumes a total of fifty (50) percent adjustment in parking demand associated with the restaurant and roof-top area land uses to account for noncaptive and modal reductions. This estimate is conservative based on the ULI recommendations and the downtown area features.

It is very likely some hotel guests will utilize taxi or shuttles to and from the airport. However, this analysis is considered conservative since it does not account for any modal or captive adjustments associated with the hotel use.

The analysis also does not account for the following ULI procedure which could potentially further reduce parking demand associated with the proposed project:

1. **ULI monthly adjustment factors.** Throughout the year, differing land uses peak during different months. For example, retail land uses are typically expected to peak during the end of the year in late December. The parking demand is reduced during the months that the land use is not expected to peak. For this project, it is assumed that the land uses will be peaking throughout the year to be conservative.

2.3 Shared Parking Results

Table 2 and 3 provide the hourly shared parking demand for the weekday and weekend, respectively, based on the number of required parking spaces determined by the City of Palm Springs Municipal Code and the ULI-based hourly parking

demand. The tables also calculate the split of demand between visitor and employees based on the ULI methodology and the City of Palm Springs Municipal Code parking rates. Table 4 provides a summary detailing the percent of parking spaces expected to be occupied throughout a typical weekday and weekend assuming shared parking conditions.

- During a typical weekday, the expected peak will occur at 9:00 PM with 68 parking spaces occupied, or 63.0% of the total supplied parking.
- During a typical weekend, the expected peak will occur at 8:00 PM with 69 parking spaces occupied, or 63.9% of the total supplied parking.

Exhibit C shows the peak shared parking demand for weekday conditions, whereas, Exhibit D shows peak shared parking demand for weekend conditions for the project site. As shown on these exhibits, peak shared parking demand can be accommodated during all times.

It should be noted that the project will provide valet services. When valet services are utilized, vehicles can be double-stacked, allowing additional parking spaces. A valet parking plan should be developed for the project site and approved by the City and the Fire Department. It should be noted that the proposed project, assuming shared parking conditions, is forecasted to provide a sufficient number of parking spaces.

The proposed 750 Lofts Project would provide a total of 108 off-street parking spaces. **Based upon the shared parking analysis, adequate number of parking spaces are forecasted to be provided to accommodate the proposed land uses during any time of weekday or weekend.**

THIS PAGE INTENTIONALLY LEFT BLANK

3.0 Conclusions

The following conclusions have been reached with respect to the proposed 750 Lofts Project:

1. The project would consist of hotel, spa, lounge, roof-top area, and restaurant uses, which are compatible from a shared parking standpoint. Peak parking demand will not occur simultaneously from all of the various uses.

2. Based on the City of Palm Springs Municipal Code and the proposed land uses, the project would require 78 parking spaces without assuming a shared parking condition.

3. Utilizing the shared parking concept as applicable to the proposed project, the shared peak parking demand for the project has been estimated to be 68 parking spaces during peak weekday conditions and 69 parking spaces during peak weekend conditions.

4. The proposed project is planned to provide 108 off-street parking spaces with the valet service in use. The valet service will allow double-stacking of vehicles, increasing the parking supply.

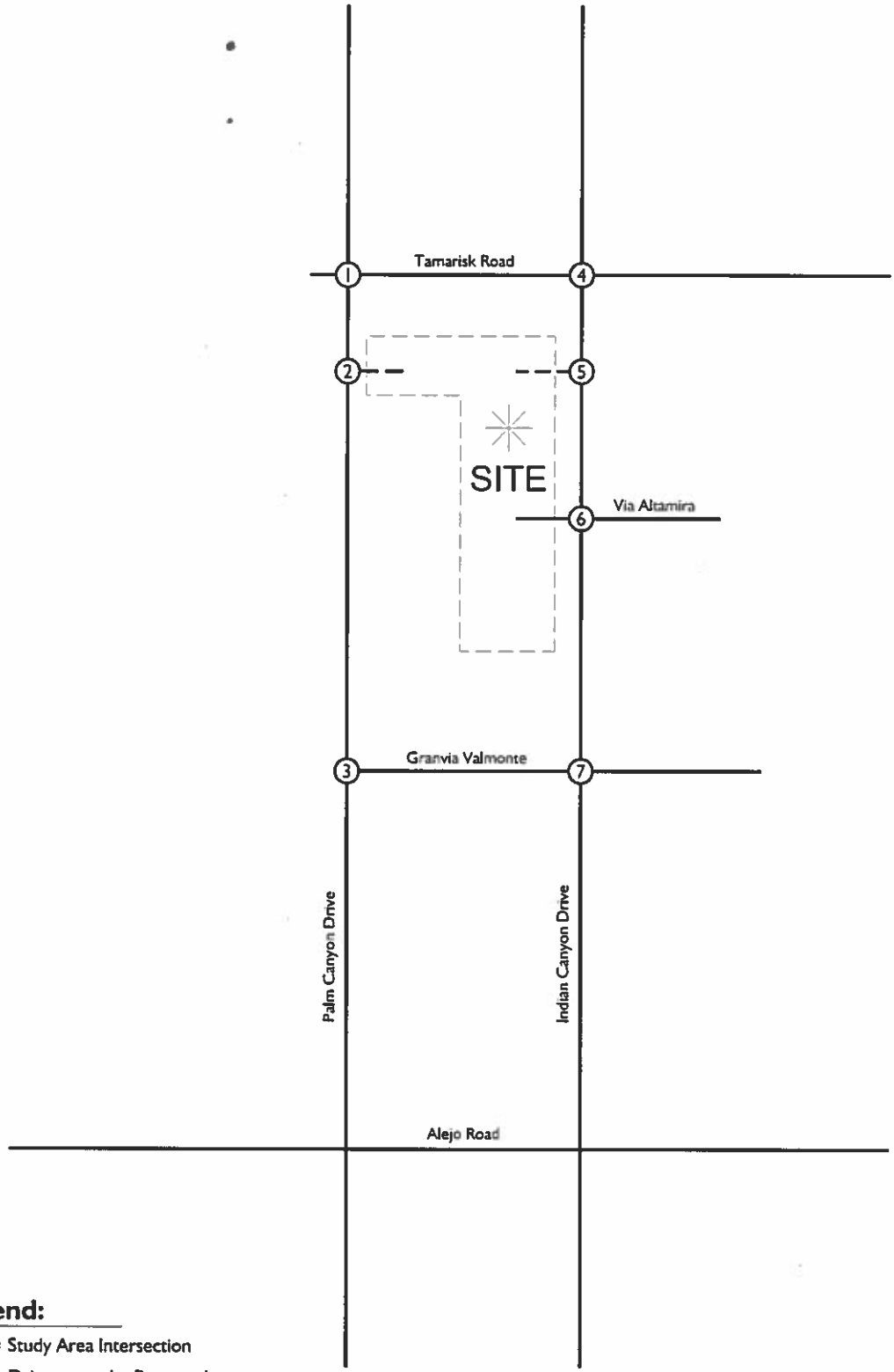
5. Based on the City of Palm Springs Municipal Code and the ULI shared parking methodology, the forecast shared parking demand for the proposed project can be accommodated by the 108 off-street parking spaces planned to be provided by the proposed project.

6. The project should monitor its peak parking demand as needed to refine parking management operations at the site.

THIS PAGE INTENTIONALLY LEFT BLANK

Exhibits

Exhibit A
Location Map



Legend:

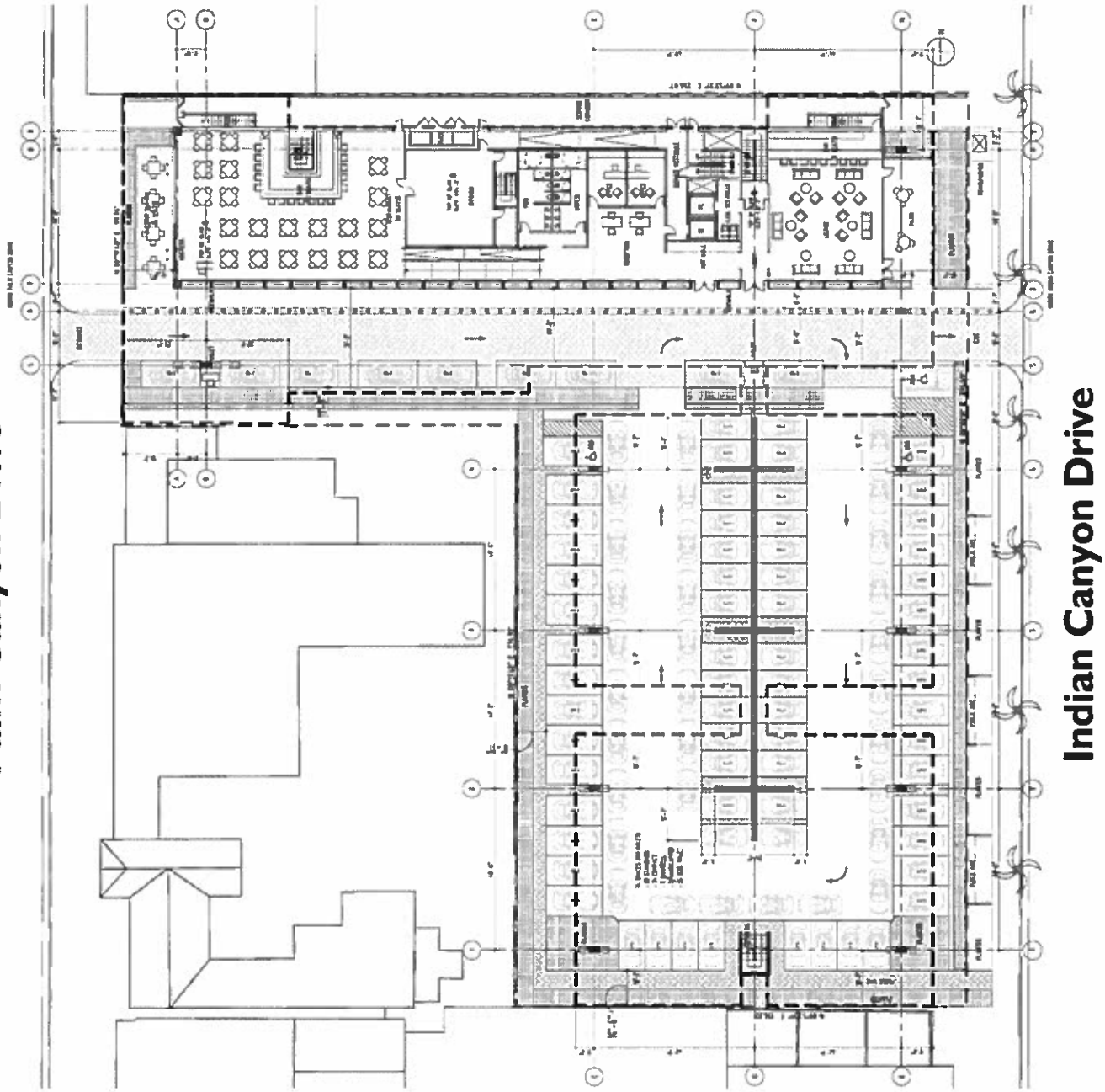
① = Study Area Intersection

—— = Driveway to be Removed

– – = Proposed Project Driveway

N

Exhibit B
Site Plan



N

Tables

Table 1
Proposed 750 Lofts Project
City of Palm Springs Municipal Code Required Parking

Land Use	Size			No. of Spaces Required
	SF (Gross)	Rooms	Seats	
Hotel [1]	N/A	39	N/A	39.0
Restaurant [2]	4,722	N/A	134	45.0
Restaurant Mode & Internal Adjustment (50%)[4]				22.0
Subtotal Restaurant				23.0
Spa [3]	2,056	N/A	N/A	7.0
Restaurant Mode & Internal Adjustment (50%)[4]				3.0
Subtotal Spa				4.0
Lounge[5]	N/A	N/A	33	11.0
Lounge Mode & Internal Adjustment (50%)[4]				5.0
Subtotal Lounge				6.0
Roof-Top Bar [5]	N/A	N/A	34	12.0
Roof-Top Bar Mode & Internal Adjustment (50%)[4]				6.0
Subtotal Roof-Top Bar				6.0
Total Proposed Project				**78.0**
Project Site Proposed Parking Spaces Provided				**108.0**
Parking in Excess Per Code				**30**

Parking Analysis is based on City of Palm Springs Municipal Code Section 93.06.00

SF = Square Feet

[1] In accordance with City of Palm Springs Municipal Code, there shall be provided one (1) garage, carport, or open parking space as an accessory for each of the first fifty (50) guest rooms in any establishment. Establishments with more than fifty (50) guest rooms shall provide 0.75 parking spaces as an accessory for each guest room in excess of fifty (50).

[2] In accordance with City of Palm Springs Municipal Code, restaurants shall provide one (1) space for each thirty-five (35) square feet of gross floor area where the public is served, or one (1) space for every three (3) seats.

[3] The City of Palm Springs does not provide a parking rate for spa land uses. The most similar land use is retail, which requires one (1) space for each three hundred (300) square feet.

[4] Due to the mixed-use nature of the proposed development, it is expected that approximately 50% of the visitors to the proposed project will be either internally captured from the hotel (25%), and therefore will not be needing an additional parking space, or will be using other modes of transportation (25%), such as walking or biking, and will not be needing a parking space. A total reduction of 50% is used conservatively, and it can be expected to be higher.

[5] In accordance with City of Palm Springs Municipal Code, cabarets, cocktail lounges, and discotheques as a separate use or within a restaurant shall provide (1) space for each thirty-five (35) square feet of gross floor area where the public is served, or one (1) space for every three (3) seats.

Table 2
Proposed 750 Lofts Project
ULI Hourly Weekday Shared Parking Analysis

Land Use	City of Palm Springs Required Parking	User	City Parking Rate With ULI-Based Split		Weekday Hourly Shared Parking Accumulation																	
					6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Hotel	39.0	Visitor	30.5	Percent Utilization	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%
				Parking Demand	29.0	29.0	27.5	24.4	21.4	21.4	19.8	19.8	21.4	21.4	22.9	24.4	25.9	25.9	27.5	29.0	29.0	30.5
		Employee	8.5	Percent Utilization	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	10%
				Parking Demand	0.4	2.6	7.7	7.7	8.5	8.5	8.5	8.5	8.5	8.5	7.7	6.0	3.4	1.7	1.7	1.7	1.7	0.9
		Total	39.0	Total Parking Demand	29.4	31.6	35.2	32.1	29.9	29.9	28.3	28.3	29.9	29.9	30.6	30.4	29.3	27.6	29.2	30.7	30.7	31.4
Restaurant	23.0	Visitor	19.5	Percent Utilization	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%
				Parking Demand	0.0	0.0	0.0	0.0	2.9	7.8	14.6	14.6	12.7	7.8	9.8	14.6	18.5	19.5	19.5	19.5	18.5	14.6
		Employee	3.5	Percent Utilization	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	65%
				Parking Demand	0.0	0.7	1.8	2.6	3.2	3.2	3.2	3.2	3.2	2.6	2.6	3.5	3.5	3.5	3.5	3.5	3.5	3.0
		Total	23.0	Total Parking Demand	0.0	0.7	1.8	2.6	6.1	11.0	17.8	17.8	15.9	10.4	12.4	18.1	22.0	23.0	23.0	23.0	22.0	17.6
Spa	4.0	Visitor	3.8	Percent Utilization	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%
				Parking Demand	2.7	1.5	1.5	2.7	2.7	3.0	2.3	2.7	2.7	2.7	3.0	3.4	3.8	3.4	3.0	2.7	1.3	0.4
		Employee	0.2	Percent Utilization	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%	20%	20%	20%
				Parking Demand	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0
		Total	4.0	Total Parking Demand	2.9	1.7	1.7	2.9	2.9	3.2	2.5	2.9	2.9	2.9	3.2	3.6	4.0	3.6	3.1	2.7	1.3	0.4
Lounge	6.0	Visitor	5.1	Percent Utilization	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%
				Parking Demand	0.0	0.0	0.0	0.0	0.8	2.0	3.8	3.8	3.3	2.0	2.6	3.8	4.8	5.1	5.1	5.1	4.8	3.8
		Employee	0.9	Percent Utilization	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%
				Parking Demand	0.0	0.2	0.5	0.7	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.9	0.9	0.9	0.9	0.9	0.9	0.8
		Total	6.0	Total Parking Demand	0.0	0.2	0.5	0.7	1.6	2.8	4.6	4.6	4.1	2.7	3.3	4.7	5.7	6.0	6.0	6.0	5.7	4.6
Rooftop Bar Area	6.0	Visitor	5.1	Percent Utilization	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%
				Parking Demand	0.0	0.0	0.0	0.0	0.8	2.0	3.8	3.8	3.3	2.0	2.6	3.8	4.8	5.1	5.1	5.1	4.8	3.8
		Employee	0.9	Percent Utilization	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%
				Parking Demand	0.0	0.2	0.5	0.7	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.9	0.9	0.9	0.9	0.9	0.9	0.8
		Total	6.0	Total Parking Demand	0.0	0.2	0.5	0.7	1.6	2.8	4.6	4.6	4.1	2.7	3.3	4.7	5.7	6.0	6.0	6.0	5.7	4.6
Weekday Forecast Shared Parking Demand					**32**	**34**	**40**	**39**	**42**	**50**	**58**	**58**	**57**	**49**	**53**	**62**	**67**	**66**	**67**	**68**	**65**	**59**
Remaining Parking Capacity (Assuming a Total Parking Capacity of 108 Spaces)					**76**	**74**	**68**	**69**	**66**	**58**	**50**	**50**	**51**	**59**	**55**	**46**	**41**	**42**	**41**	**40**	**43**	**49**

Table 3
Proposed 750 Lofts Project
ULI Hourly Weekend Shared Parking Analysis

Land Use	City of Palm Springs Required Parking	User	City Parking Rate With ULI-Based Split		Weekend Hourly Shared Parking Accumulation																	
					6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Hotel	39.0	Visitor	33.1	Percent Utilization	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%
				Parking Demand	31.4	31.4	29.8	26.5	23.2	23.2	21.5	21.5	23.2	23.2	24.8	26.5	28.1	28.1	29.8	31.4	31.4	33.1
		Employee	5.9	Percent Utilization	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%
				Parking Demand	0.3	1.8	5.3	5.3	5.9	5.9	5.9	5.9	5.9	5.9	5.3	4.4	3.5	3.2	3.2	3.2	2.7	2.7
		Total	39.0	Total Parking Demand	31.7	33.2	35.1	31.8	29.1	29.1	27.4	27.4	29.1	29.1	30.1	30.9	31.6	31.3	33.0	34.6	34.1	35.8
Restaurant	23.0	Visitor	19.6	Percent Utilization	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%
				Parking Demand	0.0	0.0	0.0	0.0	0.0	2.9	9.8	10.8	8.8	8.8	8.8	11.8	17.6	18.6	19.6	17.6	17.6	17.6
		Employee	3.4	Percent Utilization	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%
				Parking Demand	0.0	0.7	1.0	2.0	2.6	2.6	2.6	2.6	2.6	2.6	2.6	3.4	3.4	3.4	3.4	3.4	3.4	2.9
		Total	23.0	Total Parking Demand	0.0	0.7	1.0	2.0	2.6	5.5	12.4	13.4	11.4	11.4	11.4	15.2	21.0	22.0	23.0	21.0	21.0	20.5
Spa	4.0	Visitor	3.8	Percent Utilization	80%	45%	35%	50%	35%	50%	50%	30%	25%	30%	55%	100%	95%	60%	30%	10%	1%	1%
				Parking Demand	3.0	1.7	1.3	1.9	1.3	1.9	1.9	1.1	1.0	1.1	2.1	3.8	3.6	2.3	1.1	0.4	0.0	0.0
		Employee	0.2	Percent Utilization	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	75%	100%	100%	75%	50%	20%	20%	20%
				Parking Demand	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.1	0.0	0.0	0.0
		Total	4.0	Total Parking Demand	3.1	1.8	1.4	2.0	1.4	2.0	2.0	1.2	1.1	1.2	2.3	4.0	3.8	2.5	1.2	0.4	0.0	0.0
Lounge	6.0	Visitor	5.1	Percent Utilization	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%
				Parking Demand	0.0	0.0	0.0	0.0	0.0	0.8	2.6	2.8	2.3	2.3	2.3	3.1	4.6	4.8	5.1	4.6	4.6	4.6
		Employee	0.9	Percent Utilization	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%
				Parking Demand	0.0	0.2	0.3	0.5	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.9	0.9	0.9	0.9	0.9	0.9	0.8
		Total	6.0	Total Parking Demand	0.0	0.2	0.3	0.5	0.7	1.5	3.3	3.5	3.0	3.0	3.0	4.0	5.5	5.7	6.0	5.5	5.5	5.4
Rooftop Bar Area	6.0	Visitor	5.1	Percent Utilization	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%
				Parking Demand	0.0	0.0	0.0	0.0	0.0	0.8	2.6	2.8	2.3	2.3	2.3	3.1	4.6	4.8	5.1	4.6	4.6	4.6
		Employee	0.9	Percent Utilization	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%
				Parking Demand	0.0	0.2	0.3	0.5	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.9	0.9	0.9	0.9	0.9	0.9	0.8
		Total	6.0	Total Parking Demand	0.0	0.2	0.3	0.5	0.7	1.5	3.3	3.5	3.0	3.0	3.0	4.0	5.5	5.7	6.0	5.5	5.5	5.4
Weekend Forecast Shared Parking Demand					**35**	**36**	**38**	**37**	**35**	**40**	**48**	**49**	**48**	**48**	**50**	**58**	**67**	**67**	**69**	**67**	**66**	**67**
Remaining Parking Capacity (Assuming a Total Parking Capacity of 108 Spaces)					**73**	**72**	**70**	**71**	**73**	**68**	**60**	**59**	**60**	**60**	**58**	**50**	**41**	**41**	**39**	**41**	**42**	**41**

r:\tables\RK\07081B.xls
JN 2441 2014-01

Table 4
Proposed 750 Lofts Project
ULI Hourly Shared Parking Analysis: Summary

TIME	Weekday Forecast Parking Demand	Weekday Remaining Parking Supply	Percent Occupied	TIME	Weekend Forecast Parking Demand	Weekend Remaining Parking Supply	Percent Occupied
6:00 AM	32	76	29.6%	6:00 AM	35	73	32.4%
7:00 AM	34	74	31.5%	7:00 AM	36	72	33.3%
8:00 AM	40	68	37.0%	8:00 AM	38	70	35.2%
9:00 AM	39	69	36.1%	9:00 AM	37	71	34.3%
10:00 AM	42	66	38.9%	10:00 AM	35	73	32.4%
11:00 AM	50	58	46.3%	11:00 AM	40	68	37.0%
12:00 PM	58	50	53.7%	12:00 PM	48	60	44.4%
1:00 PM	58	50	53.7%	1:00 PM	49	59	45.4%
2:00 PM	57	51	52.8%	2:00 PM	48	60	44.4%
3:00 PM	49	59	45.4%	3:00 PM	48	60	44.4%
4:00 PM	53	55	49.1%	4:00 PM	50	58	46.3%
5:00 PM	62	46	57.4%	5:00 PM	58	50	53.7%
6:00 PM	67	41	62.0%	6:00 PM	67	41	62.0%
7:00 PM	66	42	61.1%	7:00 PM	67	41	62.0%
8:00 PM	67	41	62.0%	8:00 PM	69	39	63.9%
9:00 PM	68	40	63.0%	9:00 PM	67	41	62.0%
10:00 PM	65	43	60.2%	10:00 PM	66	42	61.1%
11:00 PM	59	49	54.6%	11:00 PM	67	41	62.0%

Appendices

Appendix A

City of Palm Springs
Parking Requirements

93.06.00 Off-street parking.

A. Intent and Purpose.

1. These regulations are intended to create properly designed and integrated off-street parking areas, with adequate capacity, circulation and landscaping organized aesthetically to positively relate to the use or building being serviced.

2. "Off-street parking" means an area together with the required number of parking spaces and improvements thereon, as required by this section, for vehicle parking and maneuvering

necessary to serve particular land uses, irrespective of the zones in which they occur.

B. General Provisions.

1. Applicability.

These standards shall apply:

a. Upon construction of any main building;

b. Upon establishment of any off-street parking;

c. Upon alteration or enlargement of an existing building (including the addition of dwelling units or guest rooms or where the use is intensified by the addition of floor space or seating capacity).

2. a. Provision of Off-Street Parking.

Off-street parking required in connection with any existing building or use shall be provided so long as such building or use remains. Any off-street parking which is permitted but not required by this Zoning Code shall comply with all regulations herein.

b. Nothing shall prohibit the employee of a particular use or building, for which off-street parking is being provided, from using such off-street parking.

3. Nonconforming Parking.

a. Buildings or uses which have insufficient off-street parking per the requirements of this Zoning Code, shall not be expanded unless sufficient additional parking spaces can be provided in accordance with the standards of this Zoning Code. Existing parking shall be counted as meeting this requirement only if it is laid out in compliance with the standards at the time of its establishment.

b. In the case where parking requirements for particular uses become equal to or more restrictive, those uses established prior to the change in parking requirements may be continued without providing additional parking, as long as there is no interruption of such use for a period greater than one hundred eighty (180) days.

c. If such use is interrupted for a greater period, and the parking is nonconforming for such use, the planning commission may require reoccupation by a use which meets the intent of the current parking requirements or may grant continued nonconforming status according to Section 94.05.06.

d. Where a use which is nonconforming according to the current parking standards is replaced by another type of use, such new use shall meet the intent of the current parking requirements.

e. Exception.

Class 1 historic structures shall be exempt from the requirement to provide additional parking or pay in-lieu fees

for any new use allowed by the Zoning Code for the zone in which the Class 1 historic structure is located.

4. Computation of Required Off-Street Parking Spaces.

When computation of the required number of parking spaces results in a fractional parking space, one (1) additional parking space shall be required for one-half (½) or more fractional parking space and any fractional space less than one-half (½) of a parking space shall not be counted.

5. Location.

a. Single- or Multiple-family Dwellings and Hotels.

Parking facilities shall be located on the same lot or building site as the buildings they are required to serve.

b. Hospitals, Rest or Convalescent Homes, Boarding or Rooming Houses and Fraternity and Sorority Houses.

Parking facilities shall be located not more than one hundred fifty (150) feet from the building they are required to serve.

i. Exception.

When approved by the planning commission, hospitals may provide parking facilities more than one hundred fifty (150) feet from the building they are required to serve; provided that, an automatic parking gate or similar method of control approved by the commission shall be installed to insure that the parking lot will not be used by other developments in the area.

c. Other Uses.

Parking facilities shall be located not more than three hundred (300) feet from the building or use they are required to serve, except as follows:

i. Note.

Distances specified in subsections (B)(5)(a), (B)(5)(b) and (B)(5)(c) of this section shall be measured from the nearest point of the parking facility to the nearest point of the building or use served by such parking.

6. Mixed Uses or Occupancies.

In the case of mixed uses or occupancies, the total number of required off-street parking spaces shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities provided for one use shall not be considered as providing the required parking facilities for any other use, unless a joint use of parking facilities has been approved by the planning commission as specified in this section.

7. Joint Use of Off-Street Parking Facilities.

In the case of uses which operate at hours not coincident with adjacent uses, parking credit may be given for the use of those adjacent parking spaces under the following conditions:

a. Sufficient evidence shall be presented to the director of planning and building demonstrating that no substantial conflict in the principal hours or periods of peak demand of the structures or uses for which the joint use is proposed will exist;

b. The credited space may not exceed the distance authorized in this section from the subject use;

c. The spaces must be attributed to the user by a covenant running with the land from the owner designating the spaces and their hours of use to the subject use; or

d. A lease agreement from the owner to the subject user specifying the spaces and their hours of use with a requirement to notify the city if the lease is broken.

8. a. In-Lieu Payments.

In the C-B-D zone, in-lieu of furnishing the parking spaces required by the provisions of this section, the parking

requirement or any portion thereof may be satisfied by the payment of such amount as may be prescribed by resolution of the city council, into the parking fund of the city prior to the issuance of a building permit. In-lieu parking may be used to satisfy requirements in other zones only if a parking district has been established to include the subject property.

b. Funds placed in the parking fund of the city, pursuant to the provisions of this section, shall be used and expended exclusively for the purpose of acquiring and developing off-street parking facilities, limited insofar as practicable to the general vicinity of the premises for which the in-lieu payments were made.

9. Uses Not Specified.

Where the parking requirement for a use is not specifically defined herein, the parking requirement for such use shall be determined by the planning commission in the manner set forth in Section 94.01.00; and such determination shall be based upon the requirement for the most comparable use specified herein.

10. Administrative Relief.

The director of planning and building may grant a reduction of width of required parking spaces by not more than six (6) inches and modification of other design standards subject to the finding that special circumstances would deprive the subject property of privileges enjoyed by other properties in the vicinity. Administrative relief from the number of parking spaces required by this section may be granted by the director of planning and building in the manner set forth in Section 94.06.01 (Minor modification).

11. Specific Parking Plan.

Economies in parking may be achieved by large or mixed use developments. The director of planning and building may approve a specific parking plan for these kinds of development under a land use permit.

C. Parking Design Standards.

1. Plot Layout Plan.

The layout plan of any proposed parking shall be completely dimensioned and shall include all of the informational requirements as set forth in the appropriate application forms.

In addition, the site plan shall indicate the following:

a. School plot plans shall indicate: number of employees (including teachers and professional staff); number of students at ultimate enrollment; and square footage of assembly areas or number of seats;

b. Plot plans for places of public assembly shall indicate, the number of seats in assembly area; or if no fixed seating, the total gross floor area of the assembly areas;

c. Multiple-residential plot plans are to indicate the number of bedrooms in each unit as well as total number of units;

d. Hospital plot plans shall indicate the number of beds and total gross floor area;

e. Automotive repair shop plans are to indicate the number of service bays and number of hydraulic lifts;

f. Restaurants, discotheques and cabarets are to indicate the square footage of area where the public is served and/or the amount of proposed seating.

2. Improvement of Parking Areas.

All parking areas shall be improved per city specifications as follows:

a. Graded for Adequate Drainage.

All drainage flows shall be carried by concrete gutters or swales.

b. The minimum pavement section shall be a minimum of two and one-half (2-1/2) inch asphalt concrete pavement over native soil, or equal. The pavement section shall be designed using

"R" values, determined by a licensed soils engineer and submitted with the fine grading plan to the city engineer for approval.

c. Parking stalls clearly delineated with a four (4) to six (6) inch stripe; "hairpin" or elongated "U" design; or other approved striping or stall delineation, except for single-family dwellings.

d. Continuous six (6) inch concrete curbs installed to serve as wheel stops for cars, edging for planting areas, and protection for walls at entrances and exits, located no closer than five (5) feet from any building, hedge or fence, except for parking garages where a two (2) foot minimum protection space is required from the nose of the space to the face of the wall.

3. Landscape Treatment.

Landscaping shall be incorporated into the design of all off-street parking areas, including covered, decked or underground parking (but which may require special landscape treatment), as follows:

a. Parking Lot Shading.

Trees, of suitable eventual size, spread and climatic conditioning, shall be placed throughout the parking area to provide adequate shade for pedestrians and vehicles. Shade trees shall be placed so as to shade the following amount of the total parking area:

Parking Spaces Required	Percentage of Total Parking Area to be Shaded
5—24 spaces	30% minimum
25—49 spaces	40% minimum
50+ spaces	50% minimum

i. Tree coverage shall be determined by the approximate crown diameter of each tree at fifteen (15) years of age.

ii. A shade plan shall be submitted with detailed landscaping plans, which shows canopies after fifteen (15) years growth to confirm the above percentages. Tree locations should not interfere with required lighting of public areas or parking areas.

b. Landscaped Planters and Perimeter Treatment.

Trees shall be placed in planters that must also include plant material such as groundcover or appropriate vines and screen shrubs. Boulders, gravel and the like, may be integrated with plant material into a well-conceived plan; berming or other aesthetic approaches integrating into the overall design are encouraged.

i. Alternative.

The planning commission may approve covered parking structures to be incorporated into the landscape shading for the purposes of providing equivalent shaded area.

c. Labeling the Plant Material.

A plant list shall be included giving the botanical and common names of the plants to be used.

d. Irrigation System.

An automatic irrigation system sufficient to sustain healthy planted areas shall be provided. Irrigation water shall be contained within property lines.

4. Lighting.

Parking lot lighting must be in accordance with Section 93.21.00, Outdoor lighting standards.

5. Bicycle Parking.

Bicycle racks or bicycle parking facilities may be required in any development submitted for architectural approval after the effective date of this Zoning Code. If required, the location and design of these facilities shall be shown on the site plan.

6. Tandem Parking.

Automobile parking so arranged as to require the moving of any vehicle in order to enter or leave any other stall shall be prohibited in any zone unless specifically approved by the director of planning and building.

7. Traffic Circulation Within Off-street Parking Areas.

Parking stalls, driveways, porte cocheres and landscape planters shall be arranged so that a free flow of vehicular traffic and adequate site clearances are permitted at all times. City standards and specifications relating to curve radii and similar maneuvering requirements shall apply.

8. On-site Turn-around.

Automobile parking so arranged as to require the backing of motor vehicles onto a major or secondary highway shall be prohibited in any zone.

9. Pedestrian Walkways.

Pedestrian walkways shall be provided between the parking area and the building or use being served.

10. Handicapped Parking Spaces (for all projects other than single-family residential development).

If parking spaces are provided for self-parking by employees or visitors, or both, then accessible spaces complying with this section and state and federal guidelines shall be provided according to the table below. These spaces need not be provided in the particular parking lot but may be provided in a different location, subject to Section 93.06.00(B) and approval by the director of planning and building, if equivalent or greater accessibility, cost and convenience is ensured.

Number of Parking Spaces Provided	**Handicap Spaces Required**
1—25 spaces	1 space
26—50 spaces	2 spaces
51—75 spaces	3 spaces
76—100 spaces	4 spaces
101—150 spaces	5 spaces
151-200 spaces	6 spaces
201—300 spaces	7 spaces
301—400 spaces	8 spaces
401—500 spaces	9 spaces
501—1000 spaces	2% of total
1001+ spaces	20, plus 1 for each 100 total spaces over 1000

At facilities providing medical care and other services for person with mobility impairments, parking space shall be provided according to the table above except as follows:

a. Outpatient Units and Facilities.

Ten (10) percent of the total number of parking spaces provided serving the unit or facility,

b. Units and Facilities That Specialize in Treatment or Services for Person With Mobility Impairments.

Twenty (20) percent of the total number of parking spaces provided serving the unit or facility.

Individual spaces shall be nine (9) feet wide plus a five (5) foot walkway at the right side; two (2) spaces can share a common walkway. Ramp access shall be provided from the parking area to the interior walkway system. One (1) in every eight (8) accessible spaces, but not less than one (1), shall be served by an eight (8) foot walkway at the right side and shall be designated as "van accessible."

11. Controlled Access to Off-street Parking Areas.

Proposed off-street parking areas designed to control public access shall require planning commission approval upon recommendation from the fire and police departments and traffic engineer. Ingress and egress design should include vehicle maneuvering and "stacking" space to avoid internal and external traffic conflict.

12. Off-street Parking Adjacent to Streets.

Where parking areas front, side or rear on a street, there shall be a landscaped boarder of not less than ten (10) feet in depth, adjacent to the property line, and a decorative solid masonry wall and/or landscaped berm at least four (4) feet in height plus adequate landscaping shall be erected between the property line and the paved parking area, unless otherwise prescribed in this Zoning Code. Such wall or berming shall be reduced to thirty (30) inches in overall height within any corner cutoff area. (See Exhibit "B," found at the end of this section).

13. Off-street Parking Abutting Residential Zones.

Where parking areas side or rear directly on a residential zone, a solid masonry wall six (6) feet in height shall be installed on the property line, such wall shall be reduced to a maximum four and one-half (4 1/2) feet in height within the front or side front area of the adjacent property, and a landscape border not less than five (5) feet in width shall be installed between the wall and the paved parking area. (See Exhibit "C," found at the end of this section).

14. Off-street Parking Abutting Nonresidential Zones.

Where parking directly abuts a nonresidential zone, there shall be a five (5) foot landscape border adjacent to the property line. (See Exhibit "D," found at the end of this section).

15. Parking Bays.

Along local and collector streets in residential, commercial and industrial zones, parking may be provided in bays opening directly into the street, subject to the approval of the planning commission. The arrangement shall be developed in accordance with current city specifications and shall conform to the following standards (See Exhibit "E," found at the end of this section).

a. Parking shall be installed at an angle of ninety (90) degrees with the street. Each stall shall be at least nine (9) feet wide and eighteen (18) feet deep, and entirely on private property.

b. There shall be a landscaped area with a minimum width of nine (9) feet between each five (5) parking spaces in a parking bay.

c. In the case of a corner lot, no bay shall be nearer than thirty (30) feet to the ultimate right-of-way lines of the intersecting local street. For intersecting streets other than local streets, no bay shall be nearer than one hundred (100) feet to the ultimate right-of-way of the intersecting major or secondary thoroughfare, and fifty (50) feet to the ultimate right-of-way line of the intersecting collector street. This dimension may be varied upon approval by the city traffic engineer where it can be determined there will not be a detrimental affect on public health, safety and welfare.

d. No parking bay or driveway opening shall be installed closer than six (6) feet to any side or rear lot line.

e. For residential and commercial zones, paving material shall be decorative paving, colored

and/or patterned to relate to the overall design.

f. For industrial zones paving material shall be six (6) inch concrete or asphalt concrete with minimum two and one-half (2 1/2) inch thickness.

g. A continuous six (6) inch concrete curb shall be installed to serve as a wheelstop, located no closer than five (5) feet from any building, wall or fence. Individual wheelstops shall be prohibited unless approved by the director of planning and building.

16. Underground, Decked and Covered Parking.

The minimum dimensions for underground, decked or covered parking shall be as required for uncovered surface area parking as specified throughout this section, except additional minimum dimensions may be necessary for specific circulation conditions resulting from underground or decked parking.

a. A level transition area between the street and a ramp serving underground or decked parking shall be provided for a distance which will provide adequate site distance at the street.

b. Landscaping shall be incorporated into parking structures to blend them into the environment. This shall include perimeter grade planting and rooftop landscaping as deemed appropriate by the planning commission.

17. Compact Car Parking.

Up to forty (40) percent of the total parking provided may be compact spaces, subject to planning commission approval. The first twenty (20) spaces of any proposal shall be standard sized spaces. Compact parking space dimensions shall be eight (8) feet by fifteen (15) feet (ninety (90) degree parking). Spaces shall be properly marked for compact cars only.

18. Drive-through Facilities.

Such facilities shall conform to the following regulations. Exceptions to these regulations may be permitted by the planning commission when existing on- or off-site conditions warrant alternative design solutions.

a. Safe on- and off-site traffic and pedestrian circulation shall be provided, including, but not limited to, traffic circulation which does not conflict with entering or exiting traffic to the site, parking or pedestrian movements.

b. A stacking area shall be provided for each service window or machine and shall provide a minimum of seven (7) tandem standing spaces inclusive of the vehicle being serviced. The standing spaces shall not extend into the public right-of-way nor interfere with any internal circulation patterns. Vehicles at service windows or machines shall be provided with a shade structure.

c. The drive-through facility shall be designed to integrate with existing or proposed structures, including roof lines, building materials, signage and landscaping.

d. Amplification equipment, lighting and location of drive-through elements and service windows shall be screened from public rights-of-way and adjacent properties.

D. Off-street Parking Requirements.

The number of off-street parking spaces required shall be no less than the following for all zones within the city of Palm Springs unless otherwise noted in this Zoning Code:

1. Automobile Rental Agencies.

One (1) space for each two hundred (200) square feet of gross floor area, plus one (1) storage parking space for each vehicle to be stored on the lot. (Number of storage spaces to be determined by the maximum number of vehicles to be stored at any one time.)

2. Automobile Service Stations.

Four (4) spaces plus four (4) spaces for each service bay. Exception: Stations with mini-marts shall provide parking at the rate of one (1) space for every two hundred (200) square feet of gross floor area within enclosed structures plus one (1) space for water/air dispensers, if provided.

Note: Submitted plans shall show the number of service bays and number of hydraulic lifts.

3. Banks, Savings and Loans, and Other Financial Institutions.

One (1) space for every two hundred (200) square feet of gross floor area. (For drive-through, see Section 93.06.00(C)(18)). Off-street parking spaces provided in the drive-through parking area may be considered as part of the required parking provision, at the discretion of the planning commission.

4. Bowling Alleys.

Five (5) spaces for each alley, plus two (2) for each billiard table, plus one (1) for each five (5) seats in any gallery.

5. Cabarets, Cocktail Lounges and Discotheques, as a Separate Use or Within a Restaurant.

One (1) space for every thirty-five (35) square feet of gross floor area where the public is served, or one (1) space for every three (3) seats.

6. Car Wash.

Four (4) spaces and stacking parking equal to five (5) times the capacity of the car wash; five (5) for every two (2) self-operated wash stalls.

7. C-B-D Zone (Central Business District) Parking Requirements.

a. Uses within the central business district (C-B-D) zone shall provide one (1) space for each three hundred (300) square feet of gross floor area where parking is to be provided on site at the time of development. Where "in-lieu" payments are used to satisfy parking requirements, then the parking requirement shall be at the ratio of one (1) space for each four hundred (400) square feet of gross floor area.

b. Mixed-use developments, which exceed twenty thousand (20,000) square feet of gross floor area, shall provide one (1) space for each three hundred twenty-five (325) square feet of gross floor area. Additional parking need not be provided for restaurants, provided that, no more than twenty-five (25) percent of the total floor area of the whole complex is devoted to restaurant use.

c. See Section 92.09.04(A) for requirements.

8. Convenience Markets, Supermarkets and Liquor Stores.

One (1) space for every two hundred (200) square feet of gross floor area.

9. Neighborhood Shopping Center (C-D-N) zone and community shopping center (C-S-C) zone uses.

One (1) space for each two hundred twenty-five (225) square feet of gross leasable floor area for all uses, including restaurants and theaters.

10. Furniture, Appliance Stores, Art Galleries and Interior Decorators.

One (1) space for every five hundred (500) square feet of gross floor area, but not less than five (5) spaces; and one (1) space for every company vehicles.

11. Game Courts.

Three (3) spaces for every one (1) court.

12. Golf Courses (full size) and Driving Ranges.

Six (6) spaces per hole plus the requirements for additional uses on the site; for driving ranges, one (1) space per tee, plus the requirements for additional uses on the site. Miniature golf, three (3) spaces per hole plus additional parking for ancillary commercial uses.

13. Gymnasiums and Health Studios.

One (1) space for each four hundred (400) square feet of gross floor area, plus one (1) for each employee.

14. Homes for the Aged, Sanitariums, Children's Homes, Asylums, Nursing and Convalescent Homes.

See Section 94.02.00(H)(7). One (1) space for each two (2) beds or one (1) space for each one thousand (1,000)

square feet of gross floor area, whichever provided the greater number, plus one (1) for each three (3) employees.

15. Hospitals.

Two (2) spaces for each bed, plus one (1) space for every vehicle owned and operated by the hospital.

16. Hotels and Clubs.

a. There shall be provided one (1) garage, carport or open parking space as an accessory for each of the first fifty (50) guest rooms in any establishment.

b. Establishments with more than fifty (50) guest rooms shall provide 0.75 garages/carports, or open parking space as an accessory for each guest room in excess of fifty (50).

Resort hotels and resort hotel complexes shall comply with the following additional standards:

c. One (1) parking space shall be provided for every sixty (60) square feet of gross floor area of dining room, bar and dancing areas, and places where the public is served. As an alternative where seating can be determined, one (1) parking space for every five (5) seats shall be provided. An additional twenty (20) percent of the above required parking spaces shall be provided for the use of the employees.

d. Commercial accessory uses shall provide one (1) parking space for each employee.

e. Parking for the single largest places of public assembly only, such as auditoriums, exhibition halls, theaters, convention facilities, meeting rooms, and other places of public assembly (excluding foyers, corridors, restrooms, kitchens, storage, and other area not used for assembly of people) shall be based on the following standards:

i. Up to thirty (30) square feet of the single largest above ancillary facility may be provided per each guest room without providing additional parking.

ii. The single large public assembly floor area in excess of thirty (30) square feet per guest room shall provide off-street parking at the ratio of one (1) space for each thirty (30) square feet or one (1) space for each six seats if the seats are fixed.

17. Manufacturing and Industrial Uses (including open industrial uses).

One (1) space for each five hundred (500) square feet of gross floor area.

18. Mini-warehousing.

Self-storage or Dead Storage. A minimum of six (6) spaces per complex; additional parking to be as required by the director of planning and building. Where a caretaker's residence is provided, a minimum of two (2) parking spaces shall be provided for the exclusive use of such residence in addition to those required for the miniwarehouse function.

19. Mixed-use Developments (with a gross floor area exceeding twenty thousand (20,000) square feet, including retail but excepting the C-B-D zone).

One (1) space for each two hundred fifty (250) square feet of gross floor area. Additional parking need not be provided for restaurants; provided that, no more than twenty-five (25) percent of the total floor area of the whole complex is devoted to restaurant use.

a. The percentage of floor area devoted to restaurant uses without additional parking may be increased by the planning commission where it finds that the nature of the use will not require increased parking, that other adequate arrangements exist to satisfy the parking demand or that other similar factors exist.

20. Mortuaries and Funeral Homes.

One (1) space for each twenty (20) square feet of floor area of assembly rooms plus one (1) per employee, plus one (1) for each car owned by such establishments.

21. Motor Vehicle or Machinery Sales.

One (1) space for each eight hundred (800) square feet of gross floor area to be clearly delineated as public parking. Plus any parking required for repairs as specified in Section 93.06.00(D)(2).

22. Motor Vehicle Repair Shops.

Four (4) spaces for each service bay or lift or one (1) space per one hundred (100) square feet of gross floor area.

23. Plant Nurseries, Building Materials, Yards and Outdoor Display Sales.

One (1) space for every five hundred (500) square feet of gross floor area and/or outdoor display area, plus one (1) space for every company vehicle.

24. Offices, Nonmedical.

One (1) space for each two hundred (200) square feet of gross floor area for facilities up to ten thousand (10,000) square feet in floor area. Nonmedical offices with a floor area which exceeds ten thousand (10,000) square feet shall provide parking at one (1) space per two hundred fifty (250) square feet of gross floor area in excess of ten thousand (10,000) square feet.

25. Offices, Medical and Dental.

One (1) space for each one hundred fifty (150) square feet of gross floor area for facilities up to ten thousand (10,000) square feet in floor area. Medical and dental offices with a floor area which exceeds ten thousand (10,000) square feet shall provide parking at one (1) space per two hundred (200) square feet of gross floor area in excess of ten thousand (10,000) square feet.

26. Private Park and Recreation Uses.

One (1) space for every three persons based upon the approved capacity of the facility.

27. Public Park and Recreation Uses.

One (1) space for each eight thousand (8,000) square feet of active recreational area within a park or playground, plus one (1) space per acre of passive recreational area within a park or playground.

28. Places of Public Assembly.

Churches, auditoriums, exhibition halls, theatres, convention facilities, meeting rooms and other places of public assembly shall provide one (1) off-street parking space for every three (3) seats, if seats are fixed; one (1) space for each twenty-four (24) square feet of assembly area, which does not include foyer, corridors, restrooms, kitchens, storage and other areas not used for assembly of people. For churches. off-street parking shall be required for primary seating only.

a. Note.

Submitted plans shall show the number of seats in assembly area; or if no fixed seating, the total gross floor area of the assembly area.

29. Residential Uses.

Note.

Submitted plans shall show the number of bedrooms in each unit as well as total number of units.

a. Single-family Homes.

Two (2) spaces for each dwelling unit, within a garage or carport. Trellises, or other construction providing a seventy (70) percent shade factor, may be used.

b. Condominiums or Residences Within a Planned Development District (PD).

i. Primary parking (per unit) shall be required as follows:

(A) Studio and efficiency units	One (1) primary space
(B) One (1) bedroom unit	One and one-quarter (1 ¼) primary spaces

(C) Two (2) bedroom units	One and one-half (1 ½) primary spaces
(D) Three (3) or more bedrooms	Three-quarters (¾) primary space per bedroom
(E) Mobile home parks	Two (2) spaces per mobile site

ii. Guest Parking.

In addition to the primary parking required above, one (1) designated parking space per each four (4) units shall be provided for guest parking, except that mobile home parks shall provide designated guest parking at a rate of one (1) space per each seven (7) units, unless guest parking can be provided on a private street.

iii. Covered Parking.

(A) One (1) covered parking space shall be provided for each unit. Trellises providing a seventy (70) percent shade factor may be used.

(B) This requirement shall not apply to existing lots of record which are substandard in area or dimension requirements as established elsewhere in the Zoning Code.

c. Apartments.

Apartment uses shall have the same requirements as condominiums for primary parking and guest parking, except that covered or enclosed parking spaces are optional.

d. Rooming, Boarding and Fraternity Houses.

One (1) space for each sleeping room or one (1) space for each two (2) beds, whichever yields the greater number.

30. Restaurants (Freestanding).

One (1) space for each thirty-five (35) square feet of gross floor area where the public is served, or one (1) space for every three (3) seats.

a. Restaurants in Large Mixed-use Commercial Complexes.

Additional parking need not be provided for restaurants in mixed-use commercial complexes (commercial, office, retail) which have a gross floor area which exceeds twenty thousand (20,000) square feet; provided that, no more than twenty-five (25) of the total floor area of the whole complex is devoted to restaurant use.

b. Note.

Submitted plans shall show the square footage of area where the public is served and/or the amount of proposed seating.

31. Retail Stores Not Otherwise Specified Herein, Including Ice Cream Parlors and Donut Shops.

One (1) space for each three hundred (300) square feet of gross floor area.

32. Schools.

a. Day Nurseries.

One (1) space for each employee plus one (1) space for each five (5) children in attendance.

b. Elementary and Intermediate.

One (1) space for each employee.

c. High Schools.

One (1) space for each eight (8) enrolled students, plus one (1) space for each employee.

d. Colleges.

One (1) space for each three (3) enrolled daytime students, plus one (1) space for each employee.

e. Trade Schools and Business Colleges.

One (1) space for each one hundred fifty (150) square feet of gross floor area.

33. Self-service Laundries.

One (1) space for every three (3) machines.

34. Wholesaling and Warehousing.

One (1) space for each eight hundred (800) square feet of gross floor area, plus one (1) space for each company truck or motor vehicle.

E. Design Dimensions. The off-street parking area design criteria, as set forth as follows, exemplify minimum dimensions necessary for traffic circulation, ingress and egress, and public safety to and through parking areas, while setting aside ample open space to integrate landscaping, lighting and pedestrian design features into the plan to create an off-street parking area aesthetically complementary to the urban environment.

In order to allow for innovative designs to be explored, alternate designs may be considered and approved by the planning commission. While this provision is not intended to allow deviation from the minimums as set forth herein, it is to provide flexibility in the application and structuring of landscaping and related environmental elements.

The following parking lot dimensions shall apply to all parking lots constructed in accordance with this Zoning Code. In event practical difficulties and hardships result from the strict enforcement of the following standards due to existing permanent buildings, or an irregular shaped parcel, administrative relief may be granted by the director of planning and building according to Section 93.06.00(B)(10) and Section 94.06.01 (Minor modifications).

Parking Dimensions—Ninety (90) Degree Angle (See Exhibit F-1 found at the end of this section).

1. Parking spaces shall be seventeen (17) feet deep (standard) and fifteen (15) feet deep (compact), except where nose-to-nose deep (see subsection E8 of this section).

2. Parking spaces shall be nine (9) feet wide (standard) and eight (8) feet wide (compact).

3. A driveway adjoining a double row of parking spaces shall be twenty-six (26) feet wide. Driveways adjoining a single row of spaces shall be twenty-four (24) feet wide.

4. Curbs shall be installed at a minimum of five (5) feet from face of walls, fences, buildings or other structures. This requirement excepts driveways that are not a part of the maneuvering area for parking.

5. Peripheral planting areas are required every ten (10) spaces. The planters shall have a minimum exterior width of nine (9) feet and provide at least six (6) foot minimum planting width.

6. Curbs shall be placed at a minimum of two feet from the face of walls, fences or buildings adjoining driveways which are not part of a maneuvering area. (See subsection E4 of this section where drive adjoins a maneuvering area).

7. Tree wells/median islands shall have a planting area of six (6) feet in diameter/width.

8. Nose-to-nose parking spaces shall be nineteen (19) feet long (standard) and seventeen (17) feet long (compact).

9. Cumulative dimensions.

(Deleted by Ord. 1300)

10. Driveway widths shall be twenty-four (24) feet minimum and constructed to city standards. The director of planning and building may require a wider driveway to accommodate needs.

11. First parking space shall be ten (10) feet minimum distance from property line adjacent to the street. The director of planning and building may require a greater distance.

12. Six (6) inch PCC curb and gutters shall be installed, except that six (6) inch PCC vertical curbs may be installed in lieu of curb and gutters if no drainage is carried along curb line. Where a six (6) inch PCC vertical curb is used, a two (2) foot wide concrete gutter section shall be installed along drainage lines. Individual wheelstops shall be prohibited unless approved by the director of planning and building.

13. Concrete walks with a minimum width of two (2) feet shall be installed adjacent to end parking spaces or end spaces may be increased to eleven (11) feet wide.

14. Curb radii shall be three (3) feet minimum.

15. One-way drives shall be fourteen (14) feet minimum wide. Two-way drives shall be twenty-four (24) feet minimum wide.

16. Cumulative dimension.

(Deleted by Ord. 1300)

17. Parallel parking spaces shall be eight (8) feet wide by twenty-four (24) feet long. The length may be reduced to eighteen (18) feet, if a six (6) foot separation (no parking area) is provided between every two (2) spaces.

18. Single-family covered parking spaces shall be ten (10) feet wide by twenty (20) feet long.

19. Handicapped Parking Spaces.

See subsection (C)(10) of Section 93.06.00.

Other dimensions as accepted by the Institute of Traffic Engineers may be approved by the director of planning and building or planning commission.

Aisle Width	Parking Angle (In Degrees) 30	Parking Angle (In Degrees) 45	Parking Angle (In Degrees) 60	Parking Angle (In Degrees) 75
One-way traffic	12′	14′	18′	20′
Two-way traffic	20′	21′	22′	22′

* These dimensions are face-of-curb to face-of-curb for curb and gutter aisles, or edge of pavement to edge of pavement for strip paved aisles.
* Nose-to-nose parking spaces shall be an additional two (2) feet in length.

Exhibit A

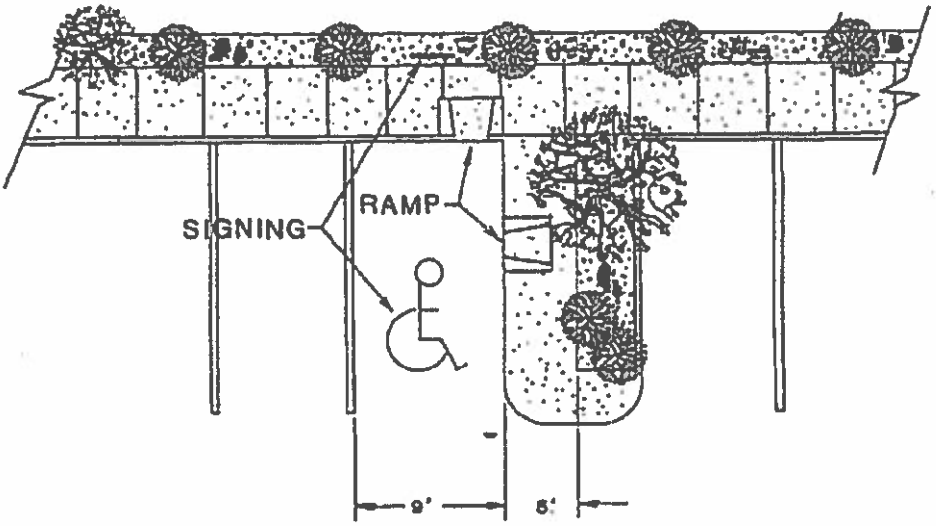


Exhibit B

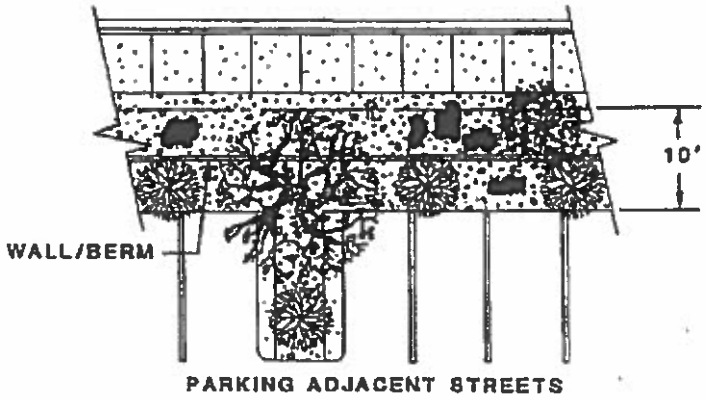


Exhibit C

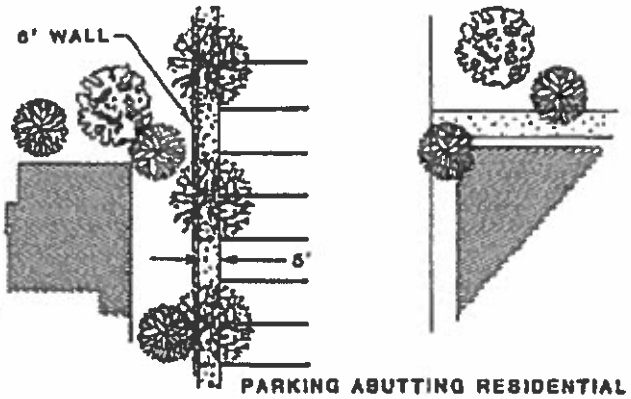


Exhibit D. Parking Abutting Non-Residential

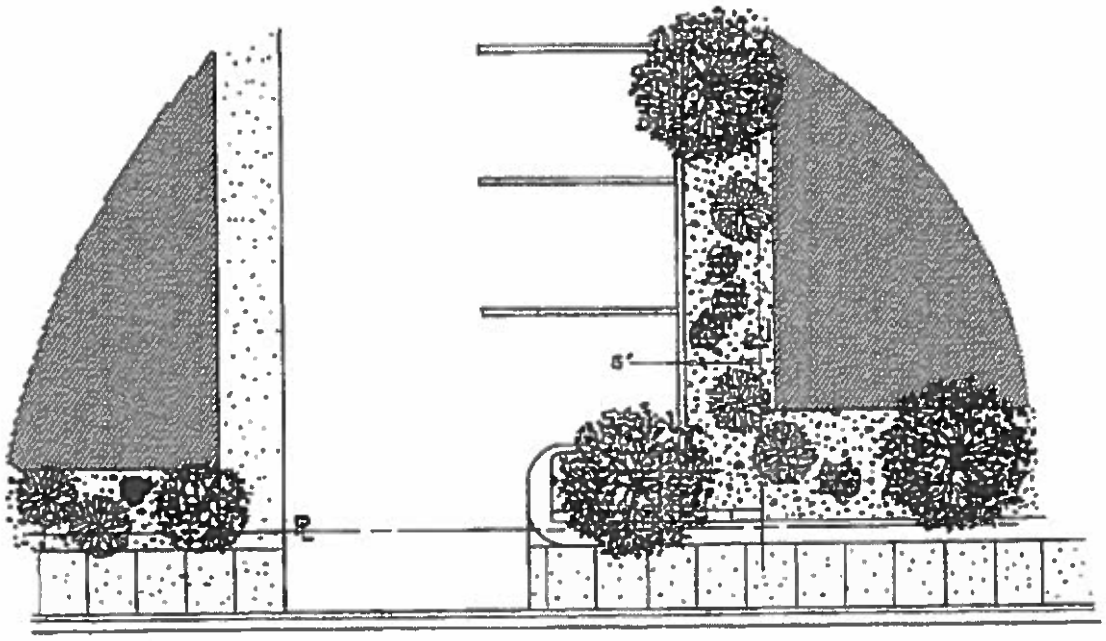
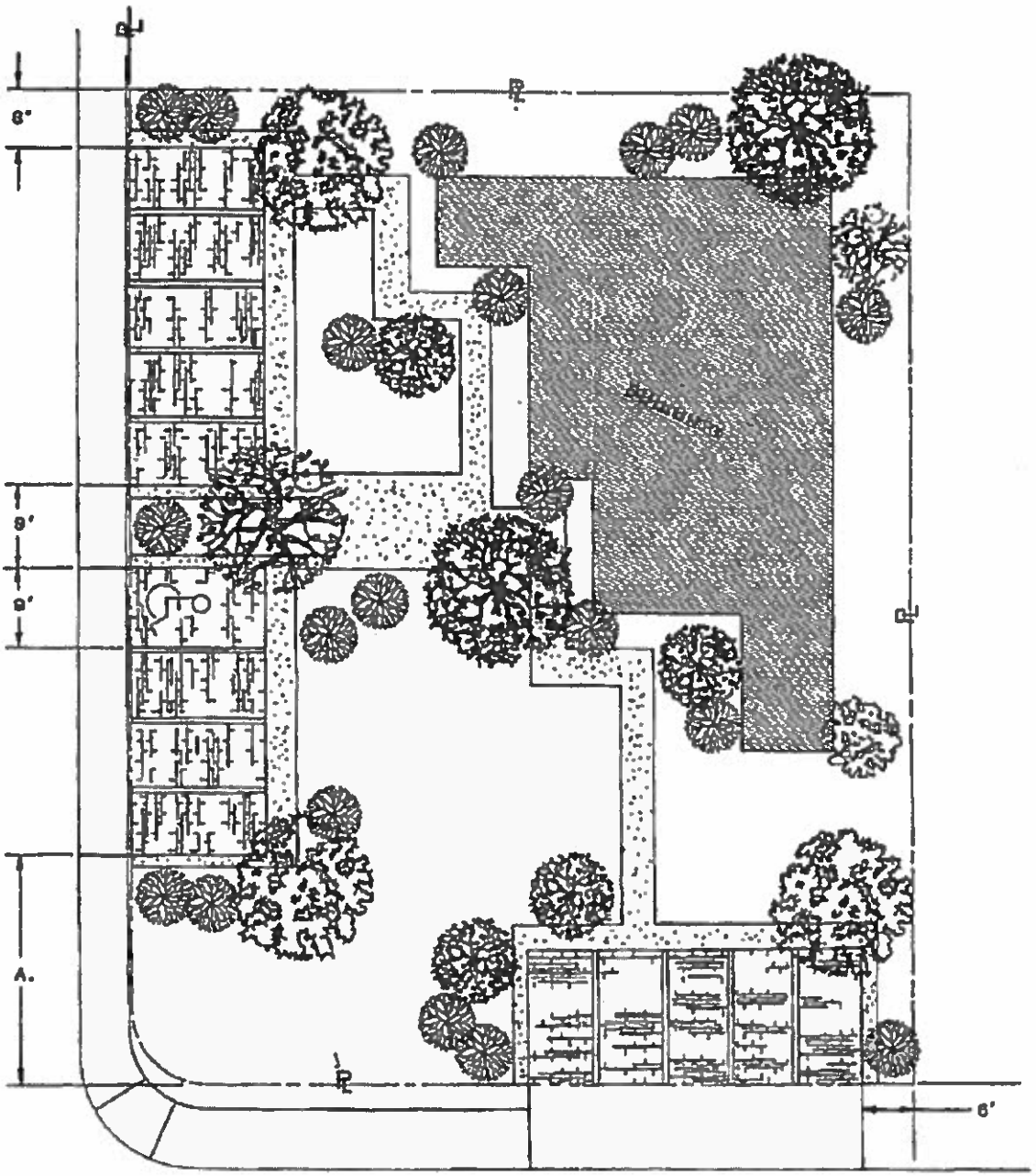
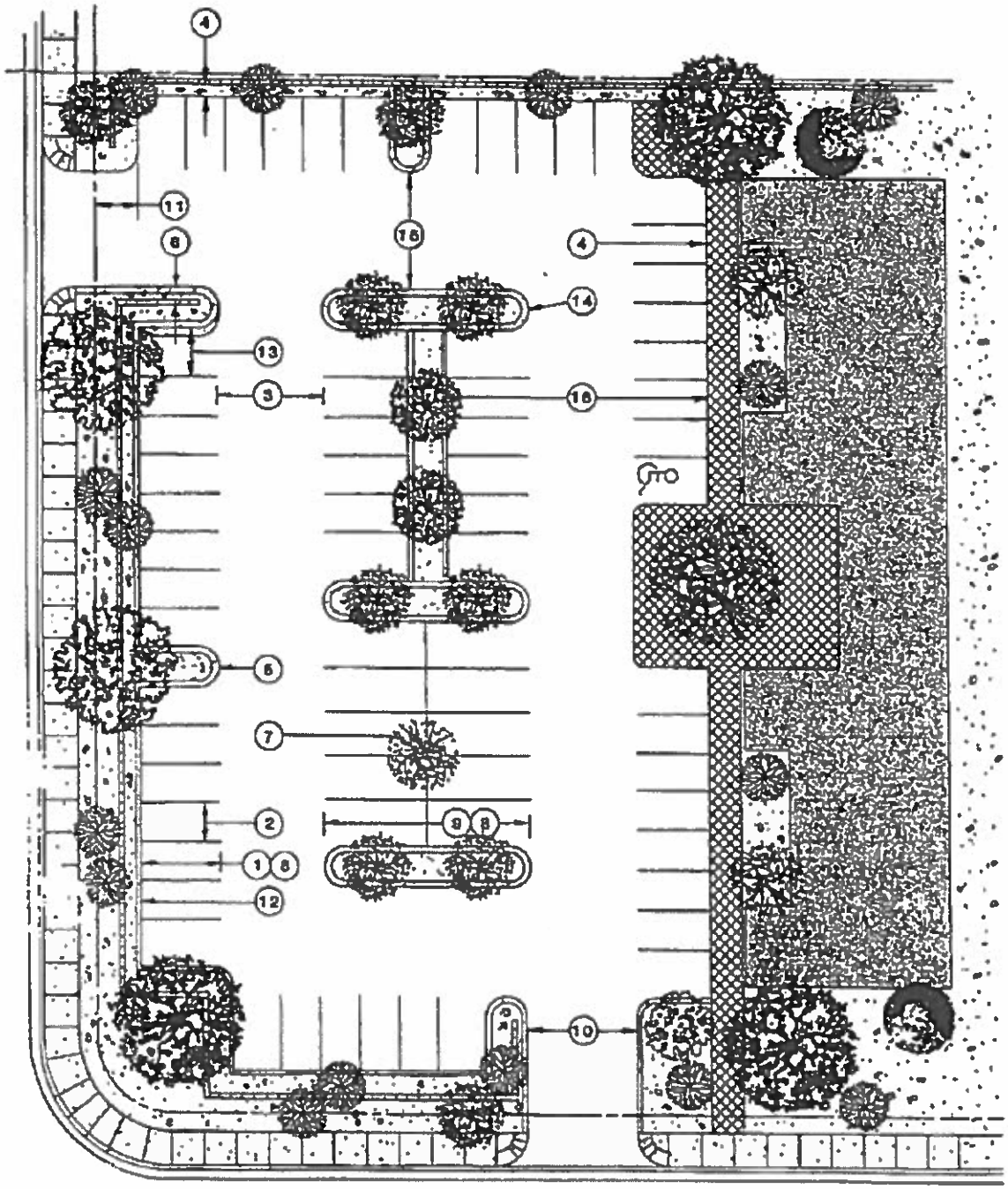


Exhibit E. Bay Parking



A. : 30' FROM LOCAL STREET
50' FROM COLLECTOR STREET
100' FROM SECONDARY OR MAJOR THOROUGHFARE

Exhibit F. Parking Design Dimensions

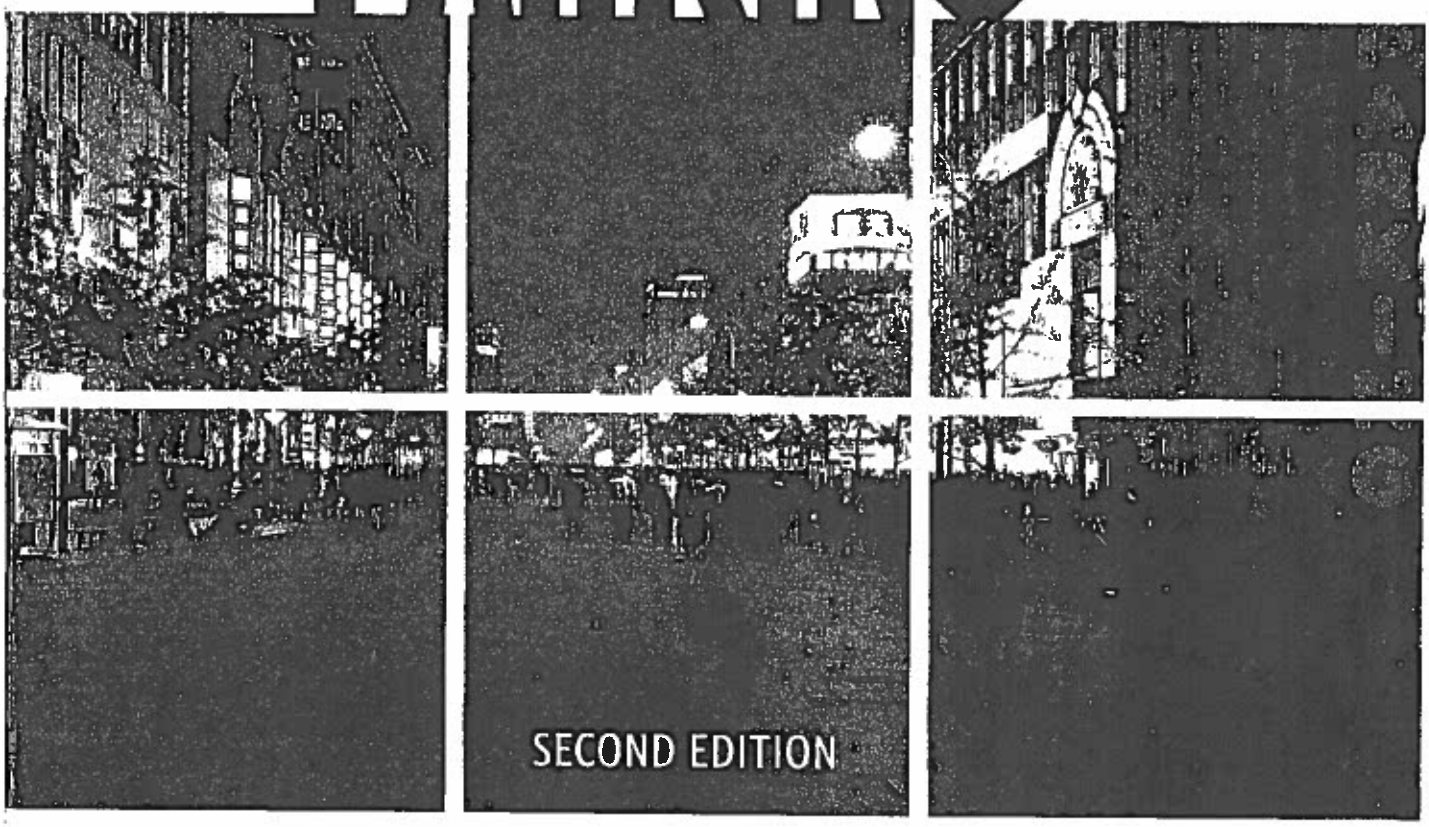


(Ord. 1840 § 1, 2014; Ord. 1590 §§ 15, 16, 2000; Ord. 1565, 1999; Ord. 1553, 1998; Ord. 1551, 1995; Ord. 1418, 1992; Ord. 1366, 1991; Ord. 1347, 1990; Ord. 1300, 1988; Ord. 1294, 1988)

Appendix B

Urban Land Institute (ULI)
Shared Parking Methodology

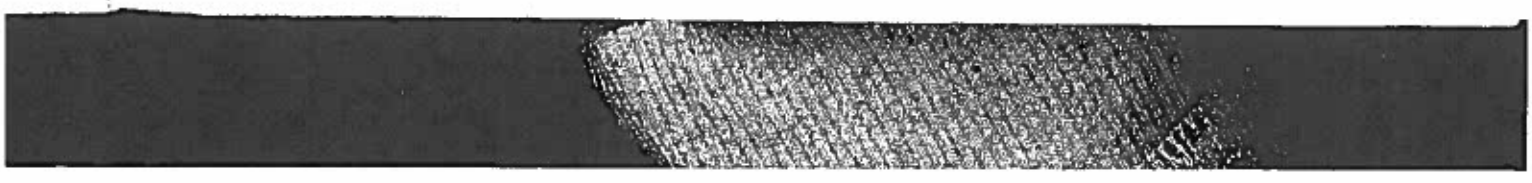
SHARED PARKING



Mary S. Smith

Urban Land Institute

International Council of Shopping Centers



Introduction

Chapter 1

The Concept of Shared Parking

Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

- variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and
- relationships among the land uses that result in visiting multiple land uses on the same auto trip.

Although the ULI methodology for shared parking analysis was developed in the early 1980s,[1] the concept of shared parking was already well established: a fundamental principle of downtown planning from the earliest days of the automobile has always been to share parking resources rather than to allocate parking for each use or building. The resurgence of many central cities resulting from the addition of vibrant residential, retail, restaurant, and entertainment developments continues to rely heavily on shared parking for economic viability. In addition, mixed-use projects in many different settings have benefited from shared parking.

Parking is a key element of any site development plan. Parking can consume 50 percent or more of the building and land area of a development. An oversupply of parking can result in excess storm drainage impacts and unnecessarily high expenses (surface stalls can cost $2,000 to $3,000 per space and structured spaces $15,000 to $25,000 or more). Insufficient parking can result in the intrusion of parking into neighborhoods or adjoining properties, excessive vehicle circulation, and unhappy users. Ultimately, great parking alone won't make a mixed-use project successful; however, inadequate or poorly designed parking can limit its potential success.

The key goal of shared parking analysis, then, is to find the balance between providing adequate parking to support a development from a commercial viewpoint and minimizing the negative aspects of excessive land area or resources devoted to parking. Mixed-use developments that share parking result in greater density, better pedestrian connec-

tions, and, in turn, reduced reliance on driving, typically because multiple destinations can be accessed by walking. Higher-density development, especially on infill sites, is also more likely to support alternative modes of travel, including transit and carpools.

Concern for the negative impacts of growth has stimulated a search for better ways to develop land. "Smart growth" is a collection of planning principles and strategies designed to facilitate development without sprawl. Smart growth projects typically are designed to create transportation options and reduce driving, especially for short trips. Walkable live/work/play environments, located near established transportation and infrastructure resources, are central to the concept. Some communities are questioning the economic costs of abandoning infrastructure in the city only to rebuild it further out.[2] Ironically, a critical element of such pedestrian-oriented districts is adequate parking.

One of the hottest real estate trends is known as "place making," the development of town centers and urban villages with mixed uses in pedestrian-friendly settings. Another significant trend today is transit-oriented development, which seeks to cluster development near transit stations. With housing located within walking distance of rail transit, some trips and, in turn, some parking spaces can be eliminated.

Shared parking is a critical factor in the success of all these development approaches, and thus the importance of shared parking will continue to grow in future years. This report aims to provide planners, engineers, developers, and agencies with tools to better quantify and understand how shared parking can be successful.

Objective of the Second Edition

The widely accepted methodology for shared parking analysis was established in 1983 with the publication of the first edition of *Shared Parking*. Two decades later, ULI and ICSC convened a working group of parking experts to examine the question of whether shared parking is still appropriate, given changes in society, transportation, and mixed-use development trends. The consensus was that the underlying concept and methodology are still viable, but that an update of the default factors would be appropriate. The following three examples illustrate how changing trends have affected parking needs.

- When *Shared Parking* was first published, a multiscreen cinema complex had two or three screens. By the late 1990s, new cinema developments had as many as 30 screens. It is far less likely that every seat in a 30-screen cineplex is filled than in a two- or three-screen cinema. The proliferation of these complexes has had a profound impact on the movie industry, and the parking needs of cineplexes will be discussed later in this report.
- Changing lifestyles have led to a significant increase in the proportion of family meals eaten outside the home, which has caused a marked increase in the proportion of newly developed space that is occupied by restaurants. In 1955, 25 percent of expenditures for food in the United States was spent in restaurants (both limited and full service); in 2003, restaurants' share of the food dollar was 46.4 percent.[3]
- As more women have joined the workforce, there has been an increase in the proportion of shopping trips that occur in evenings and a significant increase in "trip-chaining," owing to commuters making multiple stops to drop off or pick up children at daycare and to take care of household errands.

A committee of the Institute of Transportation Engineers (ITE) also agreed that the methodology recommended in the first edition of *Shared Parking* is still the correct approach to shared parking analysis, but it called for updating some default values.[4] It found that almost half of all local governments had incorporated shared parking into local codes, either directly or as an option, and many of those codes cited the ULI shared parking methodology.

The development of updated references on the parking needs of individual land uses also made an update of *Shared*

Parking timely. In 1998, ULI and ICSC commissioned an update of *Parking Requirements for Shopping Centers*, the most widely recognized reference regarding that land use. That reference's second edition recommended a 10 percent reduction in the parking ratio for centers over 600,000 square feet and modified its recommendations for centers with more than 10 percent of GLA in restaurant, entertainment, or cineplex uses.[5] In particular, when more than 20 percent of the space in centers is allocated to those uses, shared parking analysis should be employed to determine the appropriate number of parking spaces.

ITE also has updated its *Trip Generation*[6] and *Parking Generation*[7] publications. The third edition of *Parking Generation* includes four times as much data as the second edition, with over 100 land uses now incorporated. This document provides much-needed information on the parking needs of individual land uses, but it simply provides statistical analysis of the data. It makes no recommendations regarding appropriate parking ratios to be used in parking studies, including shared parking analysis. In fact, the limited data in many land use classifications are not statistically reliable, and professional experience and judgment must be employed in their use. One of the purposes of this report is to formulate recommendations regarding the parking ratios to be used in shared parking analysis, using, to the extent appropriate, the data found in *Parking Generation*. Both documents are complementary.

ULI and ICSC concluded that the timely coordination of an updated *Shared Parking* publication with these other documents would result in a vastly improved set of tools for transportation planners to determine the appropriate number of parking spaces for mixed-use developments.

Definition of Terms

A key to understanding the shared parking methodology is the definition of terms and assumptions inherent in the use of those terms.

Parking ratio is the number of parking spaces that should be provided per unit of land use, if parking serves only that land use. The ratios recommended herein are based on the expected peak accumulation of vehicles at the peak hour on a design day (see below), assuming nearly 100 percent modal split to auto use and minimal ridesharing. The recommended ratios also include consideration of effective supply issues.

Parking accumulation is the number of parked vehicles observed at a site.

Parking supply is the total number of spaces available to serve a destination. It may include spaces that are on site, off site, on street, or shared with other uses.

Effective parking supply is the number of occupied spaces at optimum operating efficiency. A parking facility will be perceived as full at somewhat less than its actual capacity, generally in the range of 85–95 percent occupancy. (The range is because regular users learn where spaces are likely to be available at a particular time of day and thus require less of an extra cushion than unfamiliar users.) It is appropriate to have a small cushion of spaces over the expected peak-hour accumulation of vehicles. The cushion reduces the need to search the entire system for the last few parking spaces, thus reducing patron frustration. It further provides for operating fluctuations, misparked vehicles, snow cover, vehicle maneuvers, and vacancies created by reserving spaces for specific users, such as disabled parking. The effective supply cushion in a system also provides for unusual peaks in activities.

A design day or design hour is one that recurs frequently enough to justify providing spaces for that level of parking activity. One does not build for an average day and have insufficient supply for the peak (if not multiple) hours on 50 percent of the days in a year. Conversely, it is not appropriate to design for the peak accumulation of vehicles ever observed at any site with that land use. That peak accumula-

tion might last only for an hour or so, while there are 8,760 hours in a year. A traffic engineer does not design a street system to handle the peak volume that would ever occur; instead, the level of activity that represents the 85th or 90th percentile of observed traffic volumes in peak hours on average days is used for design. This second edition of *Shared Parking* uses the 85th percentile of peak-hour observations for recommended parking ratios, unless otherwise noted. See chapter 3 for further discussion of design hour issues.

Mode adjustment is employed to adjust the base parking ratios for local transportation characteristics. Two factors must be considered in such adjustments: modal split for private auto and auto occupancy, both of which are terms commonly used in transportation planning. The parking ratios herein assume that nearly all users arrive by private auto with typical auto occupancy for the specific use. It should be noted that even in locations without transit, some walking and dropoffs occur, as well as some ridesharing. The base ratios are appropriate for conditions of free parking and negligible use of public transit. The mode adjustment then reflects local transit availability, parking fees, ride sharing programs, and so on. See chapter 3 for further discussion of mode adjustments.

Modal split is the percentage of persons arriving at a destination in different modes of transportation. Among the modes that may be available are commuter rail, light rail, bus, private automobile (including trucks, vans, and SUVs used for personal transportation), carpools and vanpools, walking, and bicycling. The percentage of persons who arrive at the destination by private automobile is generally called "auto mode split" and includes both driver and passengers.

Auto occupancy is the average number of persons per private automobile arriving at the destination. Vehicle occupancy (as employed in transportation planning) refers to the average number of persons per vehicle including all vehicle types, such as public and chartered buses.

Noncaptive ratio is an estimate of the percentage of parkers at a land use in a mixed-use development or district who are not already counted as being parked at another of the land uses. For example, when employees of one land use visit a nearby food court or coffee store, there usually is not any additional parking demand generated. See chapter 3 for further discussion.

Units of Land Uses

Parking ratios are generally stated as a ratio of *x* spaces per *y* units, with the unit being the most statistically valid independent variable for that land use. In the vast majority of uses, the unit is square feet of building area. Other units that may be used are employees, dwelling units, hotel rooms, or seats. This publication uses the most widely accepted independent variable, generally in accordance with *Parking Generation*. The following terms describe specific formulas for parking ratios.

Gross Floor Area (GFA): Total gross floor area, including exterior building walls of all floors of a building or structure. Also referred to as gross square feet or GSF.

Gross Leasable Area (GLA): The portion of GFA that is available for leasing to a tenant. Generally, GLA is equal to GFA less "common" areas that are not leased to tenants, including spaces for circulation to and from tenant spaces (lobbies, elevator cores, stairs, corridors, atriums, and so on), utility/mechanical spaces, and parking areas.

Net Floor Area (NFA): Total floor area, excluding exterior building walls.

Net Rental Area (NRA): The portion of NFA that is rentable to a tenant. Also called net leasable area.

Thus, GFA and GLA are calculated out-to-out of exterior walls, while NFA and NRA are calculated between interior faces of exterior walls. GLA is commonly used for shopping centers, but GFA or NFA is more commonly used for office uses. No matter what calculation method is employed, the

vehicular parking and loading areas and the floor area occupied by mechanical, electrical, communications, and security equipment are deducted from the floor area for the purpose of calculating parking needs.

Organization of This Report

Chapter 2 of this report presents key findings, including the recommended default values for shared parking analysis. Chapter 3 discusses the methodology, with an example analysis, and chapter 4 discusses the parking needs of individual land uses and the derivation of the default values. Chapter 5 presents case studies, while chapter 6 discusses the design, operation, and management of shared parking.

Notes

1. ULI-the Urban Land Institute, *Shared Parking* (Washington, D.C.: ULI-the Urban Land Institute, 1983).

2. "About Smart Growth," www.smartgrowth.org/about (October 2003).

3. 2004 Restaurant Industry Forecast, National Restaurant Association.

4. ITE Technical Council Committee 6F-52, *Shared Parking Planning Guidelines* (Washington, D.C.: Institute of Transportation Engineers, 1995).

5. ULI-the Urban Land Institute and the International Council of Shopping Centers, *Parking Requirements for Shopping Centers*, 2nd ed. (Washington, D.C.: ULI-the Urban Land Institute, 1999).

6. ITE Technical Council Committee, *Trip Generation*, 7th ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).

7. ITE Technical Council Committee, *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).

Table 2-2 Summary of Recommended Base Parking Ratios (Spaces per Unit Land Use)

Land Use	Weekday		Weekend		Unit	Source
	Visitor	Employee	Visitor	Employee		
Community Shopping Center (<400,000 sq. ft.)	2.9	0.7	3.2	0.8	/ksf[1] GLA	1
Regional Shopping Center (400,000 to 600,000 sq. ft.)	Sliding scale between 400,000 and 600,000 sq. ft.				/ksf GLA	1
Super Regional Shopping Center (>600,000 sq. ft.)	3.2	0.8	3.6	0.9	/ksf GLA	1
Fine/Casual Dining	15.25	2.75	17.0	3.0	/ksf GLA	2, 3
Family Restaurant	9.0	1.5	12.75	2.25	/ksf GLA	3
Fast-Food Restaurant	12.75	2.25	12.0	2.0	/ksf GLA	3
Nightclub	15.25	1.25	17.5	1.5	/ksf GLA	3
Active Entertainment	Custom to each tenant					
Cineplex	0.19	0.01	0.26	0.01	/seat	3, 2
Performing Arts Theater	0.3	0.07	0.33	0.07	/seat	2
Arena	0.27	0.03	0.3	0.03	/seat	3
Pro Football Stadium	0.3	0.01	0.3	0.01	/seat	3
Pro Baseball Stadium	0.31	0.01	0.34	0.01	/seat	3
Health Club	6.6	0.4	5.5	0.25	/ksf GFA	3, 4
Convention Center	5.5	0.5	5.5	0.5	/ksf GLA	3
Hotel—Business	1.0	0.25	0.9	0.18	/room	2, 3
Hotel—Leisure	0.9	0.25	1.0	0.18	/room	2, 3
Restaurant/Lounge	10.0	—	10.0	—	/ksf GLA	2, 3, 5
Conference Center/Banquet (20 to 50 sq. ft./guest room)	30.0	—	30.0	—	/ksf GLA	2, 3, 5
Convention Space (>50 sq. ft./guest room)	20.0	—	10.0	—	/ksf GLA	2, 3, 5
Residential, Rental	0.15	1.5[2]	0.15	1.5[2]	/unit	2
Residential, Owned	0.15	1.7[2]	0.15	1.7[2]	/unit	2
Office (<25,000 sq. ft.)	0.3	3.5	0.03	0.35	/ksf GFA	2
Office (25,000 to 100,000 sq. ft.) Sliding scale between					/ksf GFA	2
25,000 sq. ft.:	0.3	3.5	0.03	0.35		
100,000 sq. ft.:	0.25	3.15	0.03	0.32		
Office (100,000 to 500,000 sq. ft.) Sliding scale between					/ksf GFA	2
100,000 sq. ft.:	0.25	3.15	0.03	0.32		
500,000 sq. ft.:	0.2	2.6	0.02	0.26		
Office >500,000 sq. ft.	0.2	2.6	0.02	0.26	/ksf GFA	2
Data Processing Office	0.25	5.75	0.03	0.58	/ksf GFA	2, 3
Medical/Dental Office	3.0	1.5	3.0	1.5	/ksf GFA	2, 3
Bank, Branch with Drive-in	3.0	1.6	3.0	1.6	/ksf GFA	2

Notes

Ratios based on peak parking spaces required with virtually 100% auto use and typical ridesharing for suburban conditions.

[1] /ksf = per thousand sq. ft.

[2] 1.0 spaces reserved for residents' sole use, 24 hours a day; remainder shared with visitors and other uses.

Sources:

1. *Parking Requirements for Shopping Centers*, 2nd ed. (Washington, D.C.: ULI–the Urban Land Institute, 1999).
2. *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).
3. Data collected by team members.
4. John W. Dorsett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004.
5. Gerald Salzman, "Hotel Parking: How Much Is Enough?" *Urban Land*, January 1988.

Table 2-3 Recommended Monthly Adjustment Factors for Customer/Visitor Parking

Land Use	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Late DEC	Source
Shopping Center	56%	57%	64%	63%	66%	67%	64%	69%	64%	66%	72%	100%	80%	1, 3
Restaurant	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%	1
Fast Food	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%	1
Nightclub	84%	86%	98%	90%	90%	91%	94%	96%	92%	98%	96%	100%	95%	1
Cineplex Weekdays	27%	21%	20%	19%	27%	41%	55%	40%	15%	15%	25%	23%	100%	3
Cineplex Weekends	71%	59%	67%	58%	71%	82%	92%	75%	51%	62%	78%	67%	100%	3
Performing Arts Theater	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	100%	100%	2
Arena	90%	100%	100%	100%	100%	75%	—	—	60%	65%	90%	95%	95%	2
Pro Football Stadium[1]	—	—	—	—	—	—	—	67%	—	—	—	100%	100%	2
Pro Baseball Stadium	—	—	—	100%	100%	100%	100%	100%	100%	100%	—	—	—	2
Health Club	100%	95%	85%	70%	65%	65%	65%	70%	80%	85%	85%	90%	95%	2, 4
Convention Center[2]	75%	100%	90%	55%	60%	50%	45%	75%	80%	85%	100%	60%	—	2
Hotel—Business	71%	85%	91%	90%	92%	100%	98%	92%	93%	93%	81%	67%	50%	5
Hotel—Leisure	90%	100%	100%	100%	90%	90%	100%	100%	75%	75%	75%	50%	100%	5
Restaurant/Lounge	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%	1
Meeting/Banquet (20 to 50 sq. ft./guest room)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	2
Convention (>50 sq. ft./guest room)	75%	100%	90%	55%	60%	50%	45%	75%	80%	85%	100%	60%	—	2
Residential	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	2
Office, Bank	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%	2, 6

Notes

December = December 1–24, Late December = December 25–31

[1]Because there is only one weeknight game and no Saturday games per NFL team September through November and activity patterns are modified at adjacent uses due to the crowds expected, this category is not considered a "design day" for parking planning.

[2]Many convention centers are completely dark between Christmas and New Year's Day

Sources:

1. U.S. Census Bureau, unadjusted estimates of monthly retail and food service sales, 1999–2002.
2. Data collected by team members
3. *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004)
4. John W. Dorsett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004
5. Smith Travel Research, www.wwstar.com
6. Parking study conducted by Patton Harris Rust & Associates for the Peterson Companies, 2001

Table 2-4 Recommended Monthly Adjustment Factors for Employee Parking

Land Use	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Late DEC	Source
Shopping Center	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	90%	100%	90%	1, 2
Restaurant	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	1, 2
Fast Food	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	1, 2
Nightclub	90%	90%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	2
Cineplex Weekdays	50%	50%	50%	50%	50%	75%	75%	75%	50%	50%	50%	50%	100%	3, 2
Cineplex Weekends	80%	80%	80%	80%	80%	100%	100%	90%	80%	80%	80%	80%	100%	3, 2
Performing Arts Theater	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	2
Arena	100%	100%	100%	100%	100%	75%	10%	10%	75%	75%	100%	100%	100%	2, 2
Pro Football Stadium[1]	10%	10%	10%	10%	10%	10%	10%	100%	10%	10%	10%	100%	100%	2
Pro Baseball Stadium	10%	10%	10%	10%	100%	100%	100%	100%	100%	100%	10%	10%	10%	2
Health Club	100%	100%	95%	80%	75%	75%	75%	80%	90%	95%	95%	100%	100%	4, 2
Convention Center	85%	100%	100%	65%	70%	60%	55%	85%	90%	95%	100%	70%	10%	5, 2
Hotel	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	2
Residential	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	2, 2
Office, Bank	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%	6

Notes

December = December 1-24, Late December = December 25-31.

[1]Because there is only one weeknight game and no Saturday games per NFL team September through November, and activity patterns are modified at adjacent uses due to the crowds expected, this category is not considered a "design day" for parking planning.

Sources:

1. U.S. Census Bureau, unadjusted estimates of monthly retail and food service sales, 1999-2002.
2. Data adjusted by team members.
3. *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).
4. John W. Dorsett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004.
5. Smith Travel Research, www.wwstar.com.
6. Parking study conducted by Patton Harris Rust & Associates for the Peterson Companies, 2001.

Table 2-5 Recommended Time-of-Day Factors for Weekdays

Land Use	User	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight	Source
Shopping Center—Typical	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	—	1
Peak December	Customer	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	—	1
Late December	Customer	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	—	1
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	—	2
Fine/Casual Dining	Customer	—	—	—	—	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%	2
	Employee	—	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%	2
Family Restaurant	Customer	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%	25%	2
	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%	2
Fast Food	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%	3
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%	2
Nightclub	Customer	—	—	—	—	—	—	—	—	—	—	—	—	25%	50%	75%	100%	100%	100%	100%	2
	Employee	—	—	—	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%	2
Cineplex—Typical	Customer	—	—	—	—	—	—	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%	2,6
Late December	Customer	—	—	—	—	—	—	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	85%	70%	55%	2,6
	Employee	—	—	—	—	—	—	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%	2
Performing Arts Theater	Customer	—	—	—	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	100%	100%	—	—	—	2
No matinee	Employee	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%	2
Arena	Customer	—	—	—	1%	1%	1%	1%	1%	1%	1%	1%	1%	10%	25%	100%	100%	85%	—	—	2
No matinee	Employee	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%	2
Stadium	Customer	—	—	—	1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	—	2
8 p.m. start	Employee	—	10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%	2
Health Club	Customer	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%	—	2,4
	Employee	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%	20%	20%	20%	—	2,4
Convention Center	Visitor	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	2
	Employee	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	—	—	2
Hotel—Business	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%	5
Hotel—Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%	2
Restaurant/Lounge	Customer	—	10%	30%	30%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%	5,3
Conference/Banquet	Customer	—	—	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	—	—	2
Convention	Customer	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	2
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	10%	5%	2
Residential	Guest	—	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%	2
Residential	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	2
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%	2
Office	Visitor	—	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	—	—	—	—	2
Office	Employee	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	—	—	3
Medical/Dental Office	Visitor	—	—	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	—	—	—	—	2
	Employee	—	—	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	—	—	—	—	2
Bank	Customer	—	—	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%	—	—	—	—	—	—	—	3
	Employee	—	—	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	—	—	—	—	—	—	—	2

Sources:
1. Confidential data provided by shopping center managers.
2. Developed by team members.
3. *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).
4. John W. Dorsett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004.
5. Gerald Salzman, "Hotel Parking: How Much Is Enough?" *Urban Land*, January 1988.
6. Parking study conducted by Patton Harris Rust & Associates for the Peterson Companies, 2001.

Table 2-6 Recommended Time-of-Day Factors for Weekends

Land Use	User	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight	Source
Shopping Center—Typical	Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	—	1
Peak December	Customer	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	—	1
Late December	Customer	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	—	1
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	—	2
Fine/Casual Dining	Customer	—	—	—	—	—	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%	50%	2
	Employee	—	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%	50%	2
Family Restaurant	Customer	10%	25%	45%	70%	90%	90%	100%	85%	65%	40%	45%	60%	70%	70%	65%	30%	25%	15%	10%	2
	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%	2
Fast Food	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%	3
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%	2
Nightclub	Customer	—	—	—	—	—	—	—	—	—	—	—	—	25%	50%	75%	100%	100%	100%	100%	2
	Employee	—	—	—	5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%	2
Cineplex—Typical	Customer	—	—	—	—	—	—	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	100%	80%	50%	2, 6
Late December	Customer	—	—	—	—	—	—	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	100%	85%	70%	2, 6
	Employee	—	—	—	—	—	—	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%	2
Performing Arts Theater	Customer	—	—	—	1%	1%	1%	1%	17%	67%	67%	1%	1%	1%	25%	100%	100%	—	—	—	7
With matinee	Employee	—	10%	10%	20%	20%	20%	30%	100%	100%	100%	30%	30%	100%	100%	100%	100%	30%	10%	5%	2
Arena (two shows)	Customer	—	—	—	1%	1%	1%	1%	25%	95%	95%	81%	1%	1%	25%	100%	100%	—	—	—	2
	Employee	—	10%	10%	20%	20%	20%	30%	100%	100%	100%	100%	30%	100%	100%	100%	100%	30%	10%	5%	2
Stadium (1 p.m. start; see	Customer	—	—	1%	1%	5%	5%	50%	100%	100%	85%	25%	—	—	—	—	—	—	—	—	2
weekday for evening game)	Employee	—	5%	10%	20%	30%	30%	100%	100%	100%	100%	25%	10%	5%	5%	—	—	—	—	—	2
Health Club	Customer	80%	45%	35%	50%	35%	50%	50%	30%	25%	30%	55%	100%	95%	60%	30%	10%	1%	1%	—	2, 4
	Employee	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	75%	100%	100%	75%	50%	20%	20%	20%	—	2, 4
Convention Center	Visitor	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	2
	Employee	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%	—	—	2
Hotel—Business	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%	5
Hotel—Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%	2
Restaurant/Lounge	Customer	—	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%	5
Conference/Banquet	Customer	—	—	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	—	—	5
Convention	Customer	—	—	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%	—	—	—	2
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%	30%	5
Residential	Guest	—	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%	2
Residential	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	2
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%	2
Office	Visitor	—	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	—	—	—	—	—	—	2
Office	Employee	—	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	—	—	—	—	—	—	3
Medical/Dental Office	Visitor	—	—	90%	90%	100%	100%	30%	—	—	—	—	—	—	—	—	—	—	—	—	2
	Employee	—	—	60%	100%	100%	100%	100%	—	—	—	—	—	—	—	—	—	—	—	—	2
Bank	Customer	—	—	25%	40%	75%	100%	90%	—	—	—	—	—	—	—	—	—	—	—	—	3
	Employee	—	—	90%	100%	100%	100%	100%	—	—	—	—	—	—	—	—	—	—	—	—	2

Sources:
1. Confidential data provided by shopping center managers.
2. Developed by team members.
3. *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).
4. John W. Dorsett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004.
5. Gerald Saltzman, "Hotel Parking: How Much Is Enough?" *Urban Land*, January 1988.
6. Parking study conducted by Fatton Hones Rust & Associates for the Peterson Companies, 2001.

should be modified for resort hotels, which have distinct tourist seasons. Suggested factors for hotels in climates that attract winter tourists are provided for resort hotels, but these may not be suitable for resorts in northern climes that only have summer seasons. Monthly factors for restaurants are the same as those for non-hotel-based restaurants, because the parking need is based on nonguest patronage. The monthly factors for hotel convention centers are the same as those for freestanding convention centers.

The time-of-day factors developed in the 1988 study have been used for each component, with an additional set of factors for guest rooms at resort hotels to reflect the greater presence of vehicles there during the daytime. The time-of-day figures in *Parking Generation* reflect overall parking occupancy. To check the reasonableness of these factors, projections of parking accumulation for the average size of each component in each ITE subtype are shown in Table 4-17. Meeting and convention space where reported by seats rather than square feet were converted using 40 seats/ksf.

Table 4-17 Hotel Parking Needs Projections Using Recommended Default Values

	Office Park		Full-Service		Airport		Business		Resort	
	WD	WE	WD	WE	WD	WE	WD	WE	WD	WE
	Salzman	Salzman	ITE Avg.	ITE Avg.	Salzman	Salzman	Suburban	Suburban	Resort	Resort
Rooms	300	300	350	350	300	300	130	130	450	450
Guest Room Mode Adjustment	66%	77%	66%	77%	54%	59%	66%	77%	66%	77%
Restaurant ksf[1]	7.350	7.350	8.575	8.575	7.350	7.350	1.050	1.050	13.125	13.125
Percent Noncaptive	90%	30%	90%	30%	90%	30%	90%	30%	30%	30%
Mode Adjustment	70%	60%	70%	60%	70%	60%	70%	60%	60%	60%
Meeting Room ksf	7.000	7.000	—	—	7.000	7.000	1.310	1.310	—	—
Percent Noncaptive	60%	70%	60%	70%	60%	70%	60%	70%	60%	70%
Mode Adjustment	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%
Convention ksf	—	—	20.400	20.400	—	—	—	—	31.175	31.175
Percent Noncaptive	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%
Mode Adjustment	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%
Estimated Peak-Hour Demand	304	252	322	289	264	210	105	97	470	393
Peak Hour	9 p.m.	9 p.m.	Noon	9 a.m.	5 p.m.	9 p.m.	8 a.m.	8 a.m.	Noon	8 a.m.
Overall Ratio: Spaces per Room	1.0	0.8	0.9	0.8	0.9	0.7	0.8	0.7	1.0	0.9
ITE 85th Percentile	1.1	0.9	1.1	—	—	—	0.7	0.7	1.86	—

Notes
[1] ksf = thousand sq. ft.
WD = Weekdays
WE = Weekends

Appendix C

Shared Parking Termination

DOC # 2014-0450511
11/25/2014 08:00 AM Fees: $27.00
Page 1 of 5
Recorded in Official Records
County of Riverside
Larry W. Ward
Assessor, County Clerk & Recorder

This document was electronically submitted to the County of Riverside for recording
Receipted by: LJONES

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

Elkins Kalt Weintraub Reuben Gartside LLP
2049 Century Park East, Suite 2700
Los Angeles, California 90067
Attention: Scott M. Kalt, Esq.

(Space above this line is for recorder's use)

TERMINATION OF MEMORANDUM OF AMENDED AND RESTATED AMENDMENT TO PARKING LEASE

This TERMINATION OF MEMORANDUM OF AMENDED AND RESTATED AMENDMENT TO PARKING LEASE dated Jan 27, 20 12 (this "**Termination Memorandum**") will acknowledge that the Memorandum of Amended and Restated Amendment to Parking Lease dated January 26, 2012 by and between PACIFICA COLONY PALMS LOFTS, LLC, a California limited liability company ("**Landlord**") and PACIFICA COLONY PALMS, LLC, a California limited liability company, ("**Tenant**"), recorded on Feb. 1, 2012 in the Official Records of Riverside County as Instrument No. 2012-0046999 and pertaining to the real property described on Exhibit "A" attached hereto (the "**Memorandum**") has been terminated and is of no further force or effect (and that the parking lease agreement described in such Memorandum has expired or been terminated).

[Signature Page Follows]

ACCOMMODATION ONLY
13640 ACC

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

Elkins Kalt Weintraub Reuben Gartside LLP
2049 Century Park East, Suite 2700
Los Angeles, California 90067
Attention: Scott M. Kalt, Esq.

(Space above this line is for recorder's use)

TERMINATION OF MEMORANDUM OF AMENDED AND RESTATED AMENDMENT TO PARKING LEASE

This TERMINATION OF MEMORANDUM OF AMENDED AND RESTATED AMENDMENT TO PARKING LEASE dated Jan 27, , 2012 (this "**Termination Memorandum**") will acknowledge that the Memorandum of Amended and Restated Amendment to Parking Lease dated January 26, 2012 by and between PACIFICA COLONY PALMS LOFTS, LLC, a California limited liability company ("**Landlord**") and PACIFICA COLONY PALMS, LLC, a California limited liability company, ("**Tenant**"), recorded on Feb. 1, 2012 in the Official Records of Riverside County as Instrument No. 2012-0046999 and pertaining to the real property described on Exhibit "A" attached hereto (the "**Memorandum**") has been terminated and is of no further force or effect (and that the parking lease agreement described in such Memorandum has expired or been terminated).

[Signature Page Follows]

ACCOMMODATION ONLY
13640 ACC

11674969-X49

IN WITNESS WHEREOF, Landlord and Tenant have executed and delivered this Termination Memorandum as of the day and year first above written.

TENANT:

PACIFICA COLONY PALMS, LLC,
a California limited liability company

By: _____
Name: ANDRE CARBIAC
Title: MBR/MEMBER

LANDLORD:

PACIFICA COLONY PALMS LOFTS, LLC,
a California limited liability company

By: PALM CANYON DESIGNS LLC,
a California limited liability company,
its Member

By: _____
Carol Blum, its MGR

By: _____
Clifford Lord, Jr., its Mgr

LANDLORD'S ACKNOWLEDGEMENT

STATE OF California)
)
COUNTY OF Los Angeles)

On Jan 27, 2012, before me, Arthur Ono, a Notary Public, personally appeared Carol Blum and Clifford Lord, JR, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) ~~is~~/are subscribed to the within instrument, and acknowledged to me that ~~he/she~~/they executed the same in ~~his/her~~/their authorized capacity(ies), and that by ~~his/her~~/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

ARTHUR ONO
NOTARY PUBLIC - CALIFORNIA
COMMISSION # 1909400
LOS ANGELES COUNTY
My Comm. Exp. October 19, 2014

Notary Public

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } *S.S.*

On January 31, 2012 before me, Jefferson C. Javier, a Notary Public in and for said County and State, personally appeared, ANDRE CARPIAC A/KA ANDY CARPIAC

_____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

JEFFERSON C. JAVIER
Commission # 1797698
Notary Public - California
Los Angeles County
My Comm. Expires May 10, 2012

(Notary Seal)

EXHIBIT "A"

LEGAL DESCRIPTION

Parcel 1 of Parcel Map No. 17049, in the City of Palm Springs, County of Riverside, State of California, as shown by Map on File in Book 94 of Parcel Maps, Page 17, Records of Riverside County, California.

CRM TECH
1016 East Cooley Drive, Suite A/B
Colton, CA 92324

July 9, 2015

Andy Carpiac
Anda Realty Partners
234 East Colorado Boulevard, Suite 502
Pasadena, CA 91101

Re: Architectural/Historical Compatibility Analysis
750 Lofts Hotel Project, 750 North Palm Canyon Drive
City of Palm Springs, Riverside County, California
CRM TECH Project No. 2950

Dear Mr. Carpiac:

At your request, CRM TECH has completed an architectural/historical appropriateness analysis on the proposed 750 Lofts Hotel project in the City of Palm Springs, Riverside County, California. The project seeks to replace an existing office building in the northern portion of downtown Palm Springs with a new mix-use hotel. The project site is located at 750 North Palm Canyon Drive, within the boundaries of the Las Palmas Business Historic District (Fig. 1), which was officially established by the Palm Springs City Council through Resolution No. 15858 in 1986.

The analysis is required by the City of Palm Springs, as the lead agency for the project, pursuant to the California Environmental Quality Act (CEQA; PRC §21000, et seq.) and the City's Historic Preservation Ordinance (Palm Springs Municipal Code §8.05). The purpose of the analysis is to assist the City in determining whether the proposed new hotel would potentially compromise the historic integrity of the Las Palmas Business Historic District and thus cause a "substantial adverse change in the significance of a historical resource" (PRC §21084.1).

In order to accomplish this objective, CRM TECH principal investigator/architectural historian Bai "Tom" Tang (see p. 5 for qualifications) reviewed existing documentation on the Las Palmas Business Historic District, pursued historical and architectural-historical research on the project vicinity, and conducted a field inspection of the district, including the project site, on July 7, 2015. The following analysis is based on the findings from these research procedures.

It is well known that the architectural history of Palm Springs has been largely dominated by two distinctive styles over the past century. During its early years of glamour (1920s-1930s), Palm Springs embraced mainly the Spanish/Mediterranean-inspired styles, as exemplified by many of the luxurious hotels frequented by the rich and famous from Hollywood. Since the 1940s, the home-grown Desert Modern architecture has prevailed in Palm Springs, for residential and commercial developments as well as public and institutional buildings. With the endorsement and participation by such distinguished architects as Albert Frey, Richard Neutra, John Porter Clark, Williams F. Cody, Paul R. Williams, E. Stuart Williams, and A. Quincy Jones, the Desert Modern style has defined Palm Springs' architectural landscape to the present time.

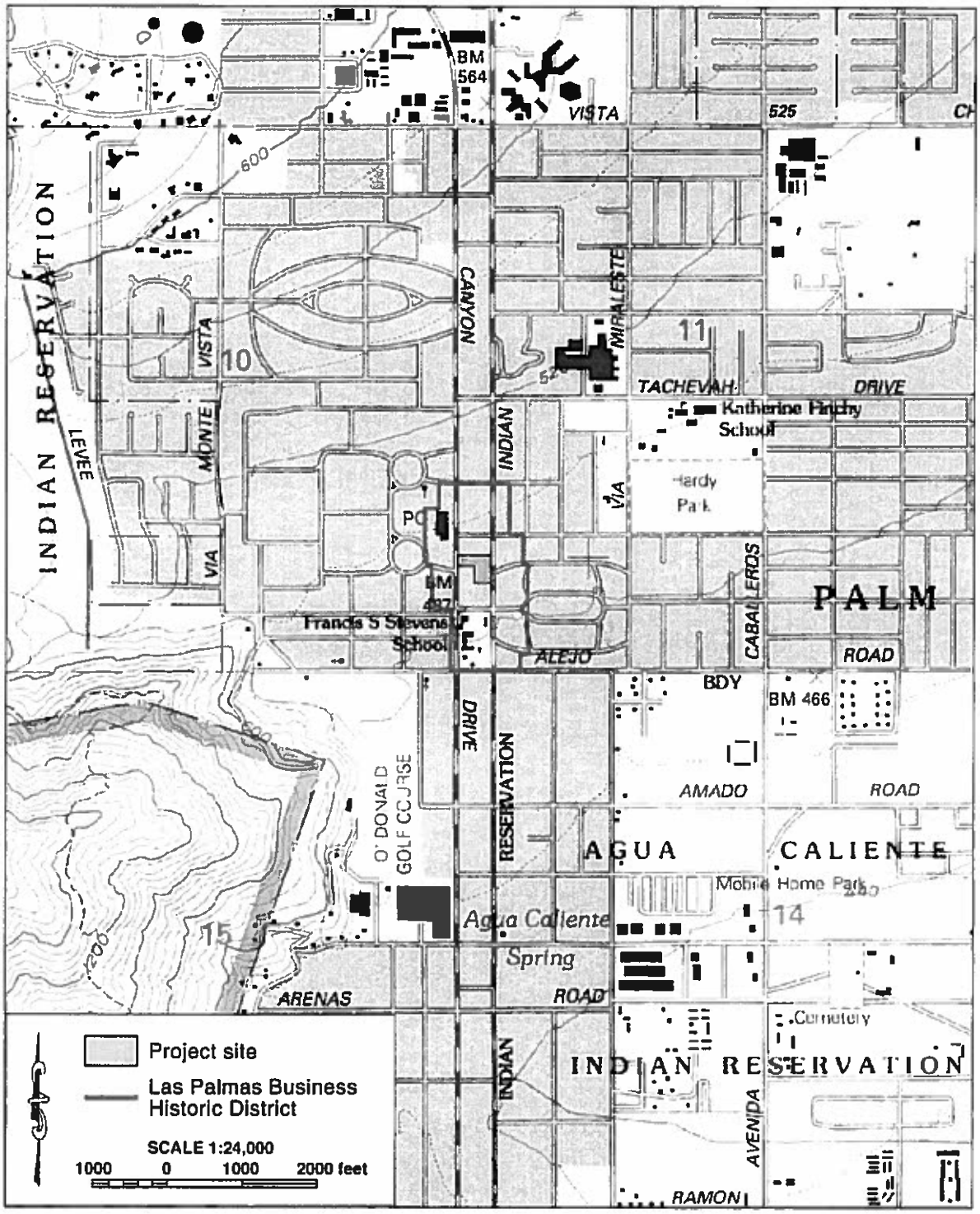


Figure 1. Location of the 750 Lofts Hotel project. (Based on USGS Palm Springs, Calif., 1:24,000 quadrangle)

As delineated in Resolution No. 15858, the Las Palmas Business Historic District encompasses some of the best preserved examples of Spanish Eclectic architecture in the city, and almost all of the buildings identified in the resolution as contributing elements of the district are specimens of that style. Considering that in 1986 the Desert Modern movement had not yet reached the generally recognized 50-year age threshold to be considered potentially historic, the emphasis of Resolution No. 15858 is not difficult to understand.

On the 600-800 block of North Palm Canyon Drive, however, the buildings in existence today are predominantly Modernist in character, including the 1980s-vintage Bianco-Liddy Building that will be replaced by the proposed hotel (Fig. 2). Although two Spanish Eclectic landmarks, namely the Pacific Building at 139 Tamarisk Road and the Pepper Tree Inn at 622 North Palm Canyon Drive, anchor the northern and southern ends of the eastern side of the block, respectively, the majority of the buildings on both sides of Palm Canyon Drive are of later vintage and express one variety of Modernism or another.

On the same block of Indian Canyon Drive, the streetscape is dominated by five large clusters of buildings that occupy the entire block except the eastern portion of the project site, which is currently a paved parking lot. Four of these properties represent the Spanish Eclectic style, while

Figure 2. Existing buildings in the immediate vicinity of the project site. *Clockwise from top left*: the project site (*far left in this panel*) and adjacent properties on the south, view to the northeast; adjacent properties on the north, view to the north; properties across Palm Canyon Drive, view to the northwest from the project site; properties across Palm Canyon Drive, view to the southwest. (Photographs taken on July 7, 2015)

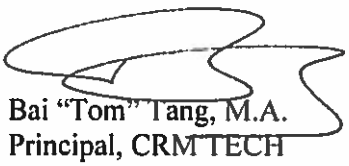
the fifth, namely the Movie Colony Hotel at 726 North Indian Canyon Drive, directly across the street from the project site, is designed in the Desert Modern style.

Today, Palm Springs architecture is much better known around the world for its very own Desert Modern heritage than for the borrowed Spanish/Mediterranean tradition. With the Modernist buildings gradually "coming of age" since 1986, the character of the Las Palmas Business Historic District is now defined as much by these mid-20th century creations as by the older, Spanish-style heirlooms recognized in Resolution No. 15858.

Based on architectural drawings and renditions you have provided, the exterior design of the proposed hotel, with its rectilinear forms, prominent horizontal planes, dramatic cantilevers, and large, unmodulated surfaces, pays much homage to the mid-20th century Modernist movement. Horizontal in exterior emphasis, mostly two stories tall, and featuring plain, flat walls in a muted color tone, the hotel would be compatible in design, height, massing, and texture to the existing Desert Modern-style commercial buildings on the surrounding properties, and thus would be consistent to the overall characteristics of the Las Palmas Business Historic District. Therefore, it is our opinion that the proposed project would not adversely affect the historic integrity of the district, and would not constitute a "substantial adverse change in the significance of a historical resource."

Thank you for this opportunity to be of service. If you have any questions or need further information regarding this project, please do not hesitate to contact me at (909) 824-6400 or by e-mail at ttang@crmtech.us.

Sincerely,



Bai "Tom" Tang, M.A.
Principal, CRM TECH

STATEMENT OF QUALIFICATIONS

PRINCIPAL INVESTIGATOR/HISTORIAN/ARCHITECTURAL HISTORIAN
Bai "Tom" Tang, M.A.

Education

1988-1993	Graduate Program in Public History/Historic Preservation, UC Riverside.
1987	M.A., American History, Yale University, New Haven, Connecticut.
1982	B.A., History, Northwestern University, Xi'an, China.
2000	"Introduction to Section 106 Review," presented by the Advisory Council on Historic Preservation and the University of Nevada, Reno.
1994	"Assessing the Significance of Historic Archaeological Sites," presented by the Historic Preservation Program, University of Nevada, Reno.

Professional Experience

2002-	Principal Investigator, CRM TECH, Riverside/Colton, California.
1993-2002	Project Historian/Architectural Historian, CRM TECH, Riverside, California.
1993-1997	Project Historian, Greenwood and Associates, Pacific Palisades, California.
1991-1993	Project Historian, Archaeological Research Unit, UC Riverside.
1990	Intern Researcher, California State Office of Historic Preservation, Sacramento.
1990-1992	Teaching Assistant, History of Modern World, UC Riverside.
1988-1993	Research Assistant, American Social History, UC Riverside.
1985-1988	Research Assistant, Modern Chinese History, Yale University.
1985-1986	Teaching Assistant, Modern Chinese History, Yale University.
1982-1985	Lecturer, History, Xi'an Foreign Languages Institute, Xi'an, China.

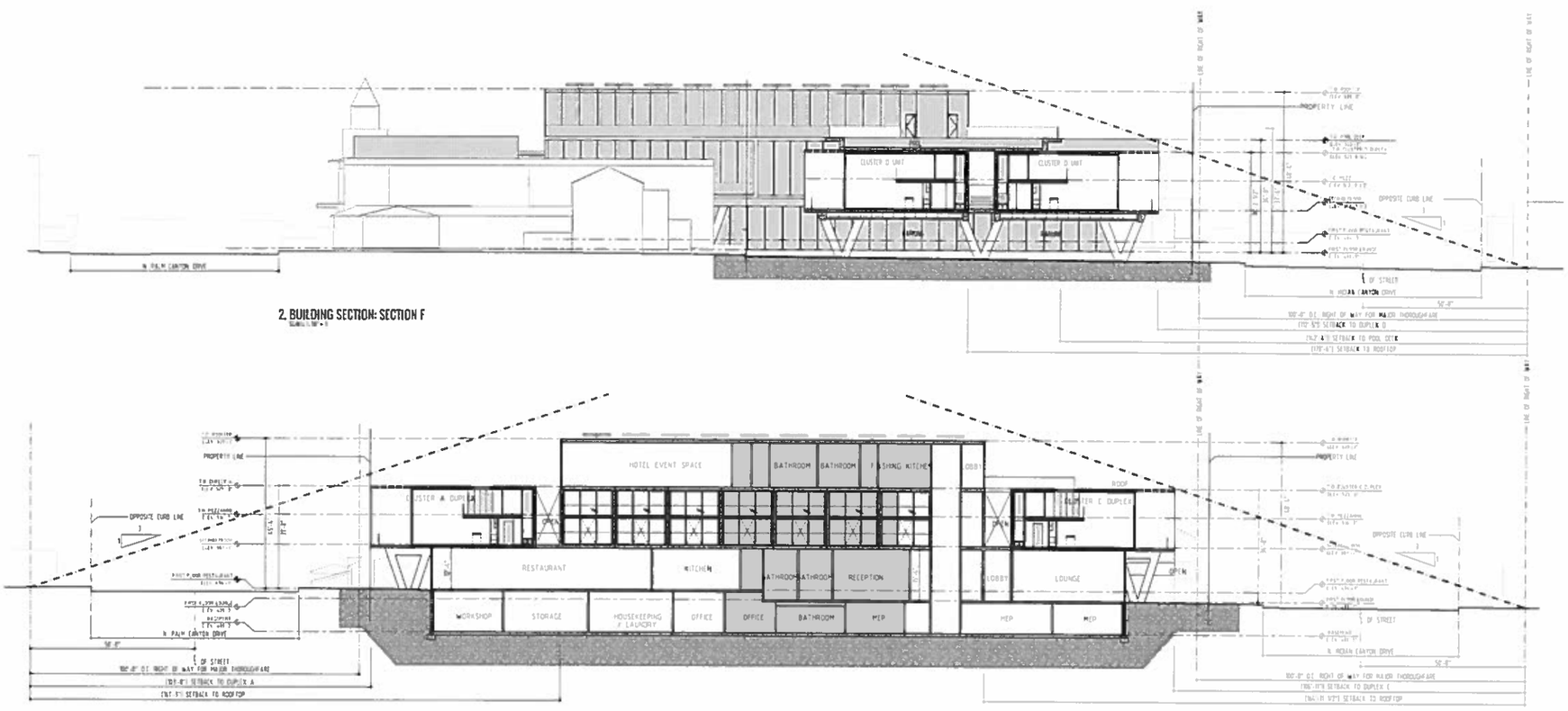
Honors and Awards

1988-1990	University of California Graduate Fellowship, UC Riverside.
1985-1987	Yale University Fellowship, Yale University Graduate School.
1980, 1981	President's Honor List, Northwestern University, Xi'an, China.

Cultural Resources Management Reports

Preliminary Analyses and Recommendations Regarding California's Cultural Resources Inventory System (With Special Reference to Condition 14 of NPS 1990 Program Review Report). California State Office of Historic Preservation working paper, Sacramento, September 1990.

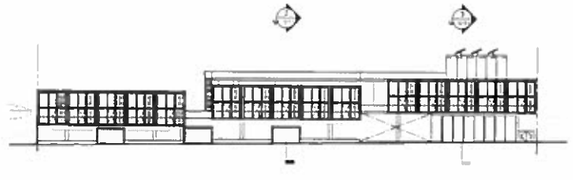
Numerous cultural resources management reports with the Archaeological Research Unit, Greenwood and Associates, and CRM TECH, since October 1991.



2. BUILDING SECTION: SECTION F

3. BUILDING SECTION: SECTION E (OPP)

NOTE: RIGHT-OF-WAY CONFIRMED WITH DAVID KNOLL AT DEPT OF PLANNING, CITY OF PALM SPRINGS



1. BUILDING ELEVATION: EAST ELEVATION (KEY)

soma

soma

Cioffi

kpff

CESG

JULY 07, 2025

SCHEMATIC DESIGN

REVIEW

BUILDING SECTION
SECTION E & F
BUILDING HEIGHTS

SK-12.03

3rd /LIBRARY-TITLE BLOCK ARCH D.dwg

Emily Perri Hemphill
Attorney-at-Law
P.O. Box 1008
Rancho Mirage, CA 92270
760-880-4292
ephemphill@aol.com

July 16, 2015

Flinn Fagg
Planning Director
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92662

RE: 750 Lofts Project (Case 5.1350PDD/GPA/CUP/ and 3.3795MAJ)

Dear Mr. Fagg:

This office represents the applicant in the above referenced case. On behalf of my client, I would like to offer the following responses to comments that have been lodged with respect to this Project, and ask that this letter be made a part of the record and provided to the Planning Commission and City Council prior to their respective action on this matter.

PARKING

There has been much discussion about the adequacy of parking, as raised by the ABCD comment letter. There was also discussion of this issue at the Planning Commission, however, much of that discussion centered around parking issues in the neighborhood, and the Planning Commissioners correctly observed that a single project cannot be saddled with the obligation to solve the neighborhood's existing parking problem. Rather, each project must provide adequate parking for itself only.

There was also a mention that the subject property was being used for parking by a neighboring property, suggesting that the current Project would displace that parking. This statement is incorrect. The Colony Palms Hotel once had an agreement with this property owner for overflow parking, however, that agreement expired in 2014 and no parking has been provided on this Property since that time to satisfy the parking requirement of neighboring businesses.

With respect to the adequacy of parking for the Project, we have submitted a report, completed by RK Engineering Group, parking and traffic engineers, a copy of which was provided to staff for distribution to the Council. That report clearly shows that whether judged based on the City's parking requirement, or on ULI standards, the Project has provided more than adequate parking to serve the proposed development, with a total of 108 parking spaces for a 39 room hotel project.

COMPATIBILITY WITH SURROUNDING DEVELOPMENT

The proposed Project is located in an area marked by eclectic development styles and materials. Surrounding building materials range from stucco and painted brick to steel, marble and cement. Building styles in the area similarly vary widely from multi story office buildings and hotels to single story low rise shops and restaurants. Architectural styles in the area include spanish as well as modern, and a structure at 803 N. Palm Canyon with a similar design aesthetic as that being proposed. Given this eclectic mix of style and materials, the modern design proposed by the Project adds to the evolution of modern design in the area.

Further, the Project site is currently occupied by a vacant, run down office building which contributes nothing to the City economically, and is an eye sore which degrades the area. The proposed Project would remove that eye sore, and replace it with a vibrant development that relates well to both Palm Canyon and Indian Canyon Drive, thereby adding energy to the area, as well as adding to the City's economy via job creation, generation of transient occupancy tax and by providing a high quality hotel experience close to the City's downtown core.

HISTORIC IMPACTS

The City's HSPB reviewed the Project and voted to approve it, contrary to what ABCD seems to assert. HSPB did ask that the Project be conditioned to reduce its height along Indian Canyon to 20 feet. Since that time, the Project applicant has reduced building heights in all areas, including Indian. As we were able to reduce Indian Avenue heights to an average height of 31'7" (with height varying slightly at different points of the structure), we asked historic preservation consultants CRM Tech to review the revised drawing for the Project. A copy of their report has been submitted to Planning Staff for distribution to the Council. Their report concludes that the current plan for the Project "would not adversely affect the historic integrity of the district, and would not constitute a 'substantial adverse change in the significance of a historical resource.'" We therefore request that the Council approve the Project, with the proposed height along Indian Avenue.

BUILDING HEIGHT

ABCD claims that the City may not modify the strict standards of the high rise ordinance. This claim is incorrect in that the high-rise ordinance by its terms states: "The city council may alter the provisions of this section upon finding that the intent of this section is met." [PSMC 93.04.00(G).]

To determine if the intent of the section is met, it is important to understand the building's design. The height of the building at Palm Canyon Drive and Indian Canyon is 31' and an average of 31'7" respectively. This is below the 35 feet required to trigger the City's high rise ordinance. [PSMC 93.040.00.] The only portion of the building that triggers the high rise ordinance are the limited rooftop facilities which include a small fitness center, finishing kitchen and a fully enclosed event space of just over 1700 square feet. The maximum height of these rooftop facilities is 48'4", which does trigger the high rise ordinance. However, the facilities that trigger the high rise ordinance are located in the central portion of the roof, and are therefore setback far more than the building, itself. The high rise ordinance asks for three feet of setback for every one foot of vertical rise, with the setback measured from the right of way line on the opposite side of the abutting street [PSMC 93.04.00(C)(1).] The portion of the building with a height of 48'4", therefore would require a setback from each street of approximately 145 feet. As proposed, the portion of the proposed building that triggers the high rise ordinance is set back from Palm Canyon

161 feet, and is set back from Indian Canyon nearly 165 feet, measured as required by the ordinance. The limited portion of the building that actually triggers the high rise ordinance is therefore well within the setback requirements of that ordinance. It is therefore reasonable to conclude that the building meets the intent of the ordinance as to set backs.

OPEN SPACE

The High Rise Ordinance asks for 60% of the site area to be developed with "usable landscaped open space and outdoor living and recreation area". Contrary to the comments provided at the Planning Commission, to qualify as "open space" the usable recreation area does NOT have to be at ground level. In fact, the City's CBD zoning code, which clarifies the open space requirement for hotel uses, indicates that "open space" includes balconies, terraces, roof decks and other similar features which are usable by the occupants of the primary use. [PSMC 92.09.03(C)(3)(b).] The open space calculation for this Project contained in the staff report to the Planning Commission failed to take into account those open space elements which are not at ground level. When all eligible open space elements are included in the calculation, the open space for this Project is 62% (see attached calculation.) The Project therefore meets both the intent and the letter of the high rise ordinance as to open space.

NOISE

The Project is conditioned to comply with the City's Noise ordinance, and has established operational rules for the roof top facilities that will assure compliance. Specifically, the pool, itself is open only from 8 a.m. to 10 p.m., and is designed to feature the low-key, relaxing pool environment consistent with other uptown Palm Springs hotel destinations. Any special events which occur at the pool area will be limited to the 8a.m. to 10 p.m. pool operations hours. Special events, such as wedding receptions, which occur in the rooftop event area, which is totally enclosed, may be allowed to continue until 1 a.m. on a case by case basis, however, all events will be required to comply with the City's noise ordinance, which defines acceptable noise levels for the area. Given the restrictions on use of the roof top facilities, and their distance from surrounding land uses, there is simply no evidence to suggest that noise impacts from these facilities will be significant.

PUBLIC BENEFIT

The Project will result in the creation of jobs in the downtown area and a new source of transient occupancy tax for the City. Among the more unique public benefits which results directly from the Project's design is the public Art Walk. The Art Walk is a permanent part of the Project, and will feature rotating exhibits, focusing primarily on local artists. Therefore, the Project's proposed public benefit creates not only an opportunity for the public to enjoy the art walk on display, but the applicant intends for this public art walk to give local artists the opportunity to display their work through the use of rotating exhibits. This creates opportunities for local artists and encourages a dynamic energy around the project which benefits the commercial neighborhood in which the project is located.

The Project will also result in an increased vibrancy in the Historic District as the hotel component adds the opportunity to place visitors directly within the Historic District, thereby making it more likely that the District will be appreciated by the visitors to our city. The mixed use component, particularly the outdoor dining, brings energy to the area that encourages pedestrian traffic within the district in a way which is currently lacking.

The Project's design also responds to a unique historic problem in this area of the City. Much of the current development along the Palm Canyon/Indian corridor "turns its back" on Indian Canyon, making that important thoroughfare seem like a series of "back doors." To truly revitalize this area, it is critical that development in this area begin to treat the Indian Canyon frontage with the same respect that is afforded the Palm Canyon frontage. This Project, as proposed, does exactly that, making its entry on Indian as inviting as its entry on Palm Canyon. The project includes a very high-end library/lounge establishment on Indian Canyon, similar to the various new library/lounge establishments that are being built in top world class cities of the United States such as New York and San Francisco. The library/lounge will be separately branded and will serve high quality food and beverage offerings and will be a showcase space for the project, thereby upgrading the character of development on the Indian Canyon corridor with this important food and beverage destination.

In addition to creating an important entry on Indian Canyon Drive, the Project is also designed to provide a pedestrian pass through from Palm Canyon Drive to Indian Canyon. This gives the visitor the opportunity to see the Art Walk and its local art works, increases the synergy between Palm Canyon Drive and Indian Canyon, and further takes away the "back door" feel that currently exists on Indian Canyon Drive by encouraging pedestrians to pass through to Indian, and giving them something to do once there.

SUMMARY

Contrary to the assertions of ABCD, therefore, the Project does provide public benefits which would result from the approval of the PDD, consistent with the City's policy. The Project revitalizes what is now a dilapidated office building which provides no economic support to the community, and turns it into a vibrant mixed use development which will bring more visitors to the Historic District, will encourage public art and local artists, and will help to revitalize Indian Canyon. The Project's design meets the intent of the high rise ordinance by making its tallest component a small part of the Project footprint, and setting that component back from the surrounding streets further than required by the ordinance. The Project's modern design is responsive to the City's historic district and furthers the development of this signature style of architecture for which the City has become known. The Project provides exciting dining opportunities that complement the City's core downtown development while encouraging visitors to extend their exploration of the City to the area north of downtown and within this Historic District. These benefits, coupled with the jobs created and the TOT generated, makes the Project a true asset to the City, and for these reasons we request the City's approval.

Sincerely,

Emily Perri Hemphill