

October 26, 2021

Mr. Ryan Vande Bosche  
Senior Director, Development  
Washington Prime Group, Inc.  
111 Monument Circle, Suite 3500  
Indianapolis, IN 46204

**RE: Town Center at Aurora Phase 2  
Parking Needs Study  
Project: 096820009**

Dear Mr. Vande Bosche,

Kimley-Horn and Associates, Inc. ("Kimley-Horn") is pleased to provide the following *Parking Needs Study* for the proposed commercial developments located at the Aurora Town Center at 14200 E Alameda Ave (the "Site") in the City of Aurora, Colorado ("City"). The following analysis represents our professional opinion of the appropriate parking infrastructure required for the project based on industry-standard parking ratios, local site variables, including nearby transit, and shared parking opportunities with the existing retail center. The study has been prepared in accordance with the City of Aurora Unified Development Ordinance (UDO), Article 146-4.6.

## PROJECT SUMMARY

Washington Prime Group (the "Developer") is planning for the construction of a new hotel, multifamily residential project, and series of restaurants at the Aurora Town Center as part of their Phase 2 development. The Town Center is an enclosed, two-level regional shopping center with over 1 million square feet, including traditional mall retailers and food & beverage. Anchor tenants include JCPenney, Dillard's, and previously a Sears. A new Fieldhouse USA, an active entertainment and youth sports complex, was approved by the City as part of Phase 1, and recently completed to occupy the former Sears anchor at the north end of the shopping center.

The Site, located at 14200 E Alameda Ave., is zoned as MU-R: Mixed Use- Regional District, which is intended to promote a distinctive, unified character to ensure high quality development. Figure 1 on the next page shows the general site location, parking lots, proposed development parcel under this phase, and nearby transit station.

We understand that the development team is seeking a shared use parking variance to allow the new Phase 2 development to utilize the Town Center's existing parking lots to address the projected parking demand from the development and offset any net parking displaced. This study will evaluate whether the existing Town Center parking system is sufficient to accommodate peak mall usage, as well as demand for the new proposed development, and any current mall vacancies if they were to be filled.

According to the latest version of UDO, the newly proposed developments (restaurants, hotel, and Fieldhouse) would need to supply **218 parking stalls** to meet minimum standards, before adjustments. The UDO allows for parking reductions for the Site due to Proximity to Transit and Shared Parking. The latter, we interpret to include the possible use of the Town Center's existing parking lots. These reductions are subject to approval by the Planning Director (per Section 4.6.4 Parking Alternatives).

Figure 1. Site Location



## New Development

For commercial uses, the proposed Phase 2 includes a four story 119-room hotel containing 3,700 SF GFA (square footage of gross floor area) of restaurant and lounge space, and five new restaurants. The new restaurants and new hotel will be accommodated within the existing Town Center property inside the ring road and will utilize existing parking lots.

These new uses will result in a net loss of 163 parking stalls at the north end of the Town Center. The site is also expected to lose approximately 281 parking stalls for the proposed multifamily development, though the new demand for these units will be accommodated on the same property. The current Town Center parking lots are significantly underutilized and therefore all uses are expected to be accommodated without negatively impact any existing parking usage or access to the shopping center.

The five restaurants will range from 1,926 square feet to 7,958 square feet including a mix of full service and fast casual dining. The proposed multifamily living facility will require no parking for the purposes of this report due to the fact the building is self-parked according to UDO standards with a parking garage on site. This residential garage will also provide parking to guests for the multifamily housing.

The active entertainment venue (Field House USA) was previously approved as part of Phase 1. This venue is a single story 91,160 square foot complex hosting youth and adult sporting events, leagues, and tournaments. The Fieldhouse replaces the vacated Sears department store which previously occupied roughly 153,000 SF on two levels.

This study has been prepared to analyze the zoning and development criteria (UDO Article 146-4.6). According to the UDO, hotels must provide 1 space for every room within the property. The meeting space within the hotel is considered an accessory use with no additional parking required. The existing retail center is parked at 2 spaces for every 1,000 SF GFA. For the indoor active entertainment venue, the UDO requires 2 space for every 1,000 SF GFA – though development of the Fieldhouse was previously approved with no parking requirement as it was replacing an existing retail use. Lastly, restaurants and bars/lounges are required to have 4 spaces for every 1,000 SF GFA.

### **Transit Adjacency and Context**

The project site is within a Transit-Oriented Development (TOD) zone, located approximately 0.1 miles from RTD's Aurora's Metro Center Station, with light rail connections to the airport, Denver Tech Center, and other employment and housing. The closest local bus connection is also 0.1 miles away at Aurora Metro Center Station. Headways for RTD's R Line are approximately every 30 minutes on weekdays and weekends.

The project site is also located near other employment opportunities, including Kaiser Permanente Aurora Centrepont Medical Offices (0.5 miles), Veteran Affairs Medical Center (1.5 miles) and Aurora's Municipal center (1.0 miles). There are current no other existing multifamily communities in the immediate area, though the site is located within roughly 0.6 mile of several single-family neighborhoods located southeast of Sable Blvd. and Exposition.

### **Existing Parking Supply and Management Approach**

The concept development plan will account for the removal of 393 parking stalls in zone H and zone I (see Attachment A for reference) to account for the new hotel and restaurants and reconfiguration of the surface parking. The newly purposed parking lot configuration will create 230 parking stalls, five of which will be designated ADA stalls each being van accessible. The other stalls are standard parking stalls in accordance with the UDO and City of Aurora. This can be seen in Figure 2 on the next page which shows the project's parking site plan focused on the parking reconfiguration. The net loss of parking stalls in this area is 163 stalls.

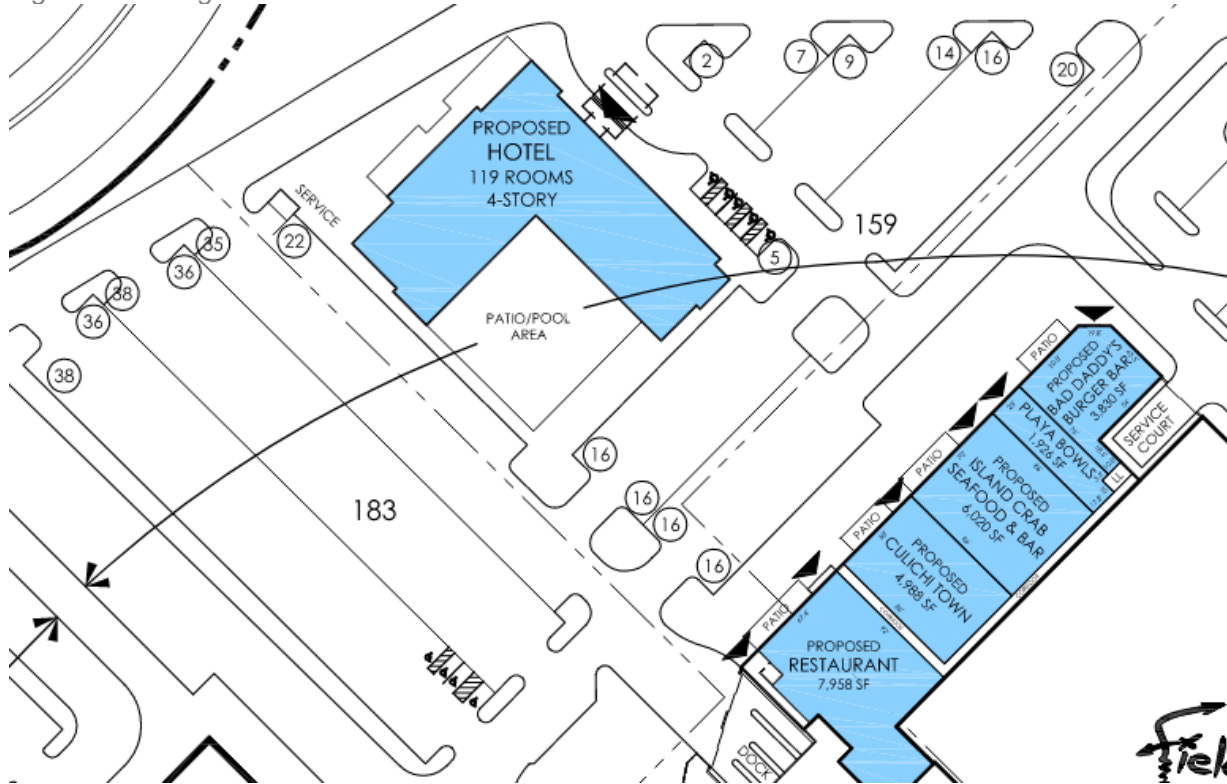
The proposed multifamily development will displace an additional 281 stalls. However, as previously mentioned, these stalls are in an overflow portion of the shopping center's parking and are not typically used. Due to the location of the mall directly on the 225 Frontage Road and East Alameda Ave there will be no on-street parking spaces currently available for any projects in Phase 2.

Aurora Town Center is a privately developed and managed property. However, the parking lots as shown in Attachment A are publicly accessible at all times of day making the parking lots available for customers, visitors, and the public. Our assessment is that these lots should be evaluated by the City as a potential shared parking opportunity and therefore available (via agreement) for shared use with the proposed Phase 2 development for the purposes of code. The new development phase will have ample parking available less than 500 ft away making the additions highly accessible for patrons and visitors.

Significant pedestrian cross traffic between the existing retail center and the restaurants is also probable. This means that the entire Town Center parking system is a viable option for Phase 2 visitors and employees.



Figure 2. Parking Site Plan



## REQUIRED PARKING RATIOS

Per Article 146-4.6 of the City of Aurora's Unified Development Ordinance (UDO), a total of 218 parking stalls will be required for the newly developed buildings in Phase 2, to meet the minimum requirements. (City Requirements are rounded up to the nearest whole parking stall).

Figure 3. Program Summary

Category	Average SF GLA	Rooms	City Requirement	Required Parking <sup>1</sup>
			Stalls	Stalls
Hotel <sup>2</sup>		119	1 per unit	119
Active Entertainment <sup>3</sup>	89,984		2 spaces per 1,000 sf. gfa	n/a
Restaurant	24,722		4 spaces per 1,000 sf. gfa	99
<b>Totals</b>				<b>218</b>

<sup>1</sup>The parking plan includes five van-accessible ADA stalls

<sup>2</sup>The hotel lounge, restaurant, and meeting room space is ancillary to the hotel and does not require separate parking stalls, per the UDO.

<sup>3</sup>The Fieldhouse has a smaller building square footage than Sears, which it replaces. Therefore, the Phase 1 parking requirements have already been accounted for in the Phase 1 development with a new requirement of 0 stalls. The net increase in parking with the reconstruction of the parking area due to the Fieldhouse is 6 additional spaces compare to existing with the Sears building. This is also considered to be part of the Phase 1 approval and is not reflected in the Phase 2 requirement.

As indicated on the Figure above, the Fieldhouse is assumed to have a net UDO requirement of 0 parking stalls as the Fieldhouse use is significantly smaller than the Sears store which it replaces. The total above also excludes the multi-family project which is self-parked.

The City can consider granting reductions in parking requirements per Section 146-4.6-4.6.4 for the following criteria:

- **Proximity to Transit:** The minimum number of off-street parking spaces required for redevelopment may be reduced if proposed redevelopment is located within one-quarter mile, measured by the most direct walking route, of any Regional Transportation District, or other publicly authorized transit agency transit stop as follows:
  - 30 percent reduction with a peak frequency of 15 minutes or better
  - 15 percent reduction with a peak frequency of between 16 and 30 minutes
- **Credit for Public Parking:** Per code, the Planning Director may, at his or her discretion, allow for a reduction or elimination of parking requirements if the applicant can demonstrate that adequate spaces are available in a nearby public parking lot or structure, and that the reduction or elimination of parking requirements will not result in excessive traffic congestion or on-street parking in any nearby Residential zone district.

The Town Center at Aurora is a private development and therefore the public parking credit is not directly applicable here. However, it should be noted that the Town Center functions as a public parking facility in that all spaces are open for shopping center and general visitor use (and Phase 2 visitors) without restrictions. This factor might be a consideration for granting the UDO reduction.

- **Shared Parking:** Where two or more uses listed in Table 3.2-1 (Permitted Use Table) share a parking lot or structure, the total off-street parking requirement for those uses may be reduced by the factors shown in Table 4.6-3, below.

Figure 4. Shared Parking Reduction

<b>Table 4.6-3</b> <b>Shared Parking Reduction</b> (add the requirements and divide by these factors)					
Property Use	Multifamily Residential	Public, Institutional, or Civic	Food, Beverage, Indoor Entertainment, or Lodging	Retail	Other Commercial
Multifamily residential	1.0				
Public, Institutional, or Civic	1.1	1.0			
Food, Beverage, Indoor Entertainment, or Lodging	1.1	1.2	1.0		
Retail	1.2	1.3	1.3	1.0	
Other Commercial	1.3	1.5	1.7	1.2	1.0

Additional credits may also be considered for design and operational considerations such as Shared or Fleet Vehicle Parking, Carpool or Vanpool Spaces, Car and/or Bicycle Share, Electric Vehicle Charging Stations,

and Bicycle Parking. Though the design team may provide some of these amenities on site, the primary basis for this parking reduction request is the credit for shared use of existing public parking.

The evidence provided below shows that this factor can accommodate 100% of the required parking need for the new land uses without any encroachment or burden on any existing uses, nearby neighborhoods, or any existing businesses.

## **SUPPORT FOR SHARED-USE / PUBLIC-USE PARKING VARIANCE**

### **SUPPLY/DEMAND FOR EXISTING PARKING**

For the Town Center at Aurora, we broke up the existing parking lot into ten (10) zones, as seen in Attachment A. Within each zone the number of parking spaces were counted to create the parking inventory seen in Figure 5. The percentage occupancies were created by looking back ten (10) years using GoogleEarth satellite imagery to get an accurate sample size and taking count of the number of spaces that were occupied at that given time. This percentage shows that over the sample period indicated, the most the whole parking system is being used is between 5% and 20%.

The “spots used” values in Figure 5 include all uses of the parking fields. For example, in 2014 and 2017 the images we used showed a Carnival set up in Zone B (parking lot on JCPenney’s side of building) which took up 73 and 206 stalls respectively. These obstructions were included into the figures since having objects, street vendors, and semi-trucks taking up stalls leads to the decrease into the amount of foot traffic that the mall can achieve.

Of note, an estimated seasonal adjustment factor was applied to the parking demand (based on the ULI *Shared Parking, 3<sup>rd</sup> Edition*, 2020) to adjust for the data being collected outside of the month of December, which has a 100% parking demand and also create a more level analysis, as more recent years may have been impacted by COVID-19. The assumed seasonal adjustment factors are shown below the overserved demand. Even with the seasonal factor, the highest parking demand on Friday, October 9, 2015 accounted for only 29 percent of the total supply.

Attachment B provides additional details and demonstrates that the max number of spots used within the last ten (10) years is 979 stalls which occurred on Friday October 9, 2015. An estimated seasonal adjustment was applied to the 979 observed occupied parking stalls to determine that a projected seasonal demand may be 1,420 stalls. Even with this projected maximum occurring, the Town Center parking was only at 29% capacity with a seasonal factor applied.

**Figure 5. Ten Year Analysis of Used Parking Spaces<sup>1</sup>**

Zone	# of stalls	Parking Spots Used (month/day/year)									
		6/15/10	5/4/11	10/7/12	10/6/13	6/2/14	10/9/15	5/13/17	5/31/18	9/12/19	9/29/20 <sup>1</sup>
		June	May	October	October	June	October	May	May	Sep.	Sep.
		Tuesday	Wednesday	Sunday	Sunday	Friday	Friday	Saturday	Thursday	Thursday	Tuesday
B	589	19	68	52	55	124	82	221	33	33	4
C	645	73	217	194	180	151	192	81	95	161	60
D	898	9	50	20	25	41	72	9	6	17	2
E	161	0	0	0	1	1	0	1	1	0	0
F	408	36	134	103	79	98	128	56	71	113	44
G	281	0	4	0	0	1	8	106	2	1	11
H	853	31	69	112	102	102	110	30	40	45	96
I	351	49	124	108	98	99	142	43	60	91	46
J	763	43	203	204	159	152	245	39	87	143	48
Total	4,949	260	869	783	699	769	979	588	395	604	311
Percent Occupied		5%	18%	16%	14%	16%	20%	12%	8%	12%	6%
Assumed Seasonal Factor		1.39	1.39	1.45	1.45	1.39	1.45	1.39	1.39	1.52	1.52
Projected Seasonal Demand		361	1,208	1,135	1,013	1,069	1,420	817	549	918	473

<sup>1</sup>The September 29, 2020 data does not include a COVID adjustment. This data is for informational purposes with the peak parking demand occurring in 2015 – outside of the COVID pandemic.

## Shared Parking Analysis

With the new developments being added in Phase 2 new demand will be added to the existing parking system. To evaluate future demand, Kimley-Horn prepared a parking demand projection based on the latest ULI shared parking model (see: ULI *Shared Parking, 3<sup>rd</sup> Edition*, 2020).

This model considers the existing parking needs (Phase 1) using the maximum estimated seasonal adjustment sample of 1,420 occupied stalls. The model includes a baseline of the observed parking demand on 979 stalls. Our model also includes the potential future parking need for any existing retail vacancies in the mall (59,347 SF currently unoccupied), plus the new hotel and its amenities, the newly developed active entertainment use, and the new restaurants. The multifamily project is again assumed to be self-parked.

The model projects peak parking needs for weekdays and weekends while also considering the number of spaces for both visitors and employees. Figure 6. below shows the weekday demand including existing and new uses. Figure 7 shows the same representation but for the weekends. Both tables call out the total number of spaces being used at every hour of the day. With the mall projected to be only at 29% capacity on its best day in the last ten (10) years further supports that Aurora Town Center can be readily sufficient with the amount of parking even after the loss of stalls due to the development of Phase 2.

<sup>1</sup> Zone A, occupied by the Aurora Federal Credit Union, was excluded from the study calculations because it is an outparcel under separate ownership.

Figure 6. Weekday Demand for Peak Days

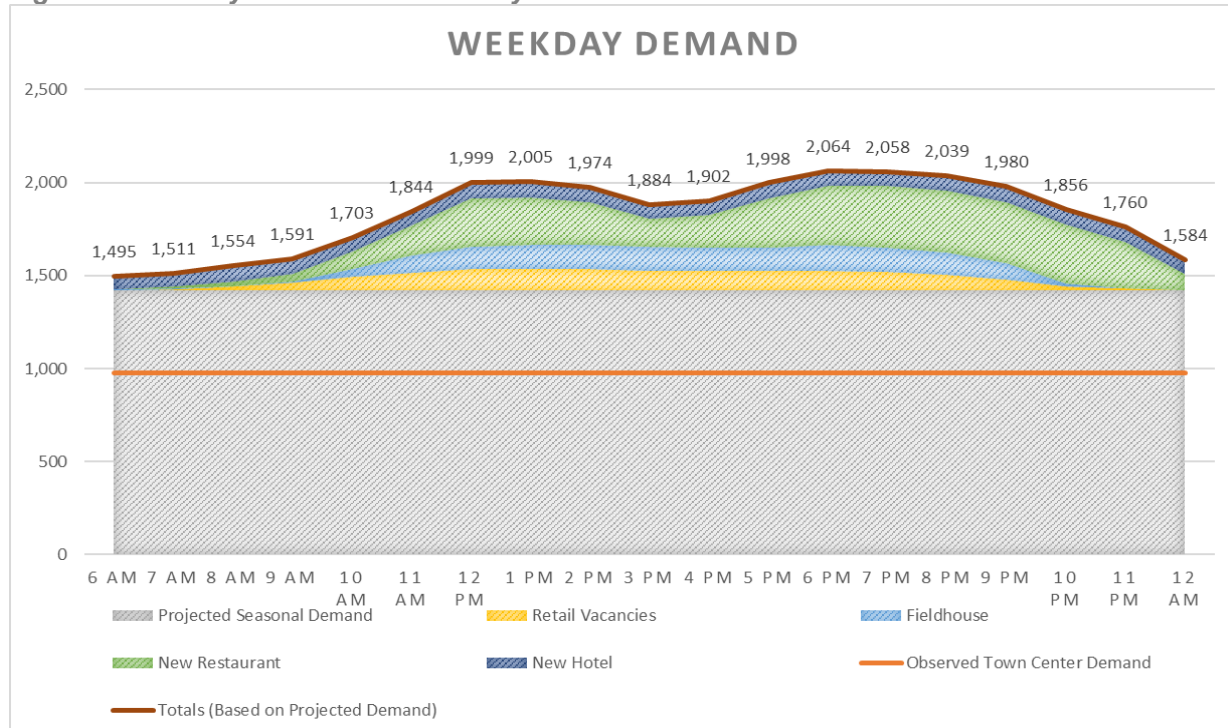
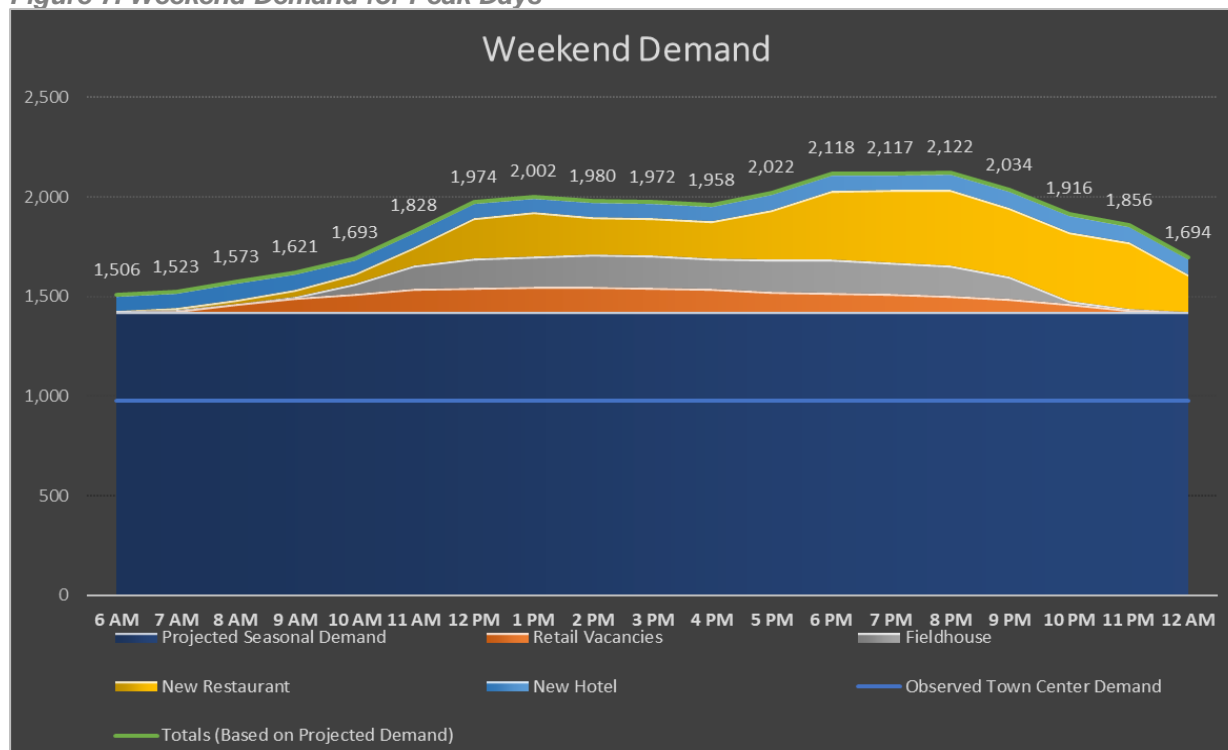


Figure 7. Weekend Demand for Peak Days





Overall, we conclude that the total projected future demand will be less than 2,200 stalls during the peak weekend with a seasonal adjustment factor included.

The table below shows a summary of the existing supply and demand conditions that are anticipated before and after Phase 2 construction based on the observed parking demand.

**Figure 8. Summary Table**

Zone	Percent Parking Used Before Phase 2	Parking Stalls Displaced	Number of New Stalls
B	2%	0	0
C	4%	0	0
D	1%	0	0
E	0%	0	0
F	3%	0	0
G	0%	281	0
H	2%	288	159
I	3%	109	75
J	5%	0	0
Totals	20%	678	234
Net Loss		444	
Number of Spots (After Phase 2)		4,505	
<b>Projected Demand</b>			
Weekday Peak Time (Seasonally adjusted)	6pm	2,064	
Weekend Peak Time (Seasonally Adjusted)	8pm	2,122	
<b>Projected Maximum % of Parking Used After Completion of Phase 2</b>			<b>47%</b>

<sup>1</sup>Summary table is based on observed parking.

With these findings we conclude that the existing Town Center has ample parking available to accommodate both displaced parking stalls and new demand added by Phase 2. We do not foresee any negative parking impacts on the Town Center or the surrounding businesses of approving the development with a shared use parking waiver.

## SUMMARY AND CONCLUSIONS

Based on the above analysis, Kimley-Horn recommends approval of the Phase 2 development with a 100% parking waiver or reduction assuming a satisfactory easement or shared parking agreement between the existing retail center and the proposed new uses. This finding can be approved by the Planning Director based on the criteria set forth under the City of Aurora Unified Development Ordinance. Given that the subject property is only 0.1 miles from Aurora Metro Center Station, this study further supports that the subject property's overall supply of spaces is more than adequate to support the project's parking reduction. The proposed 4,405 spaces provided will support the parking demand for patrons, visitors, and employees without impacting surrounding businesses or neighborhoods. Further, we believe that this parking analysis will be adequate to support more development of Town Center in the future.

Please feel free to reach out with any questions regarding this analysis.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



By: Jeremiah Simpson  
Parking and Mobility Planner



By: Curtis Rowe, P.E., PTOE  
Vice President

**Enclosures:**

- A. Site Plan (from 2021-06-10)
- B. Historical Parking Survey (6/15/2010 to 9/29/2020 from 2021-06-10)
- C. Selected *Shared Parking* Summary Tables

ATTACHMENT A: SITE PLAN



## ATTACHMENT B: HISTORICAL OCCUPANCY SURVEY

ZONE <sup>1</sup>	Number of Spots	Parking Spaces being Used (month-year)									
		6/15/2010	5/4/2011	10/7/2012	10/6/2013	6/2/2014	10/9/2015	5/13/2017	5/31/2018	9/12/2019	9/29/2020 <sup>2</sup>
B	589	19	68	52	55	124	82	221	33	33	4
C	645	73	217	184	180	151	192	81	95	161	60
D	898	9	50	20	25	41	72	9	6	17	2
E	161	0	0	0	1	1	0	1	1	0	0
F	408	36	134	103	79	98	128	58	71	113	44
G	281	0	4	0	0	1	8	106	2	1	11
H	853	31	69	112	102	102	110	30	40	45	96
I	351	49	124	108	98	99	142	43	60	91	46
J	763	43	203	204	159	152	245	39	87	143	48
<b>TOTAL</b>	<b>4949</b>	<b>260</b>	<b>869</b>	<b>783</b>	<b>699</b>	<b>769</b>	<b>979</b>	<b>588</b>	<b>395</b>	<b>604</b>	<b>311</b>
<b>SEASONAL FACTOR ADJ.</b>		<b>361</b>	<b>1208</b>	<b>1135</b>	<b>1013</b>	<b>1069</b>	<b>1420</b>	<b>817</b>	<b>549</b>	<b>918</b>	<b>473</b>

NOTES:
Cars driving through lot are not counted
Semi truck taking up 3 spots and another truck taking 3
Vehicles for construction in fenced area(41) there are also dumpsters and trailers taking up (12)
Parking lot not lined
Dumpster taking up three spots (included)
Loader taking up three spots (included)
Eight spots taken up by obstructions (dumpster (2 spots taken) / vendor (6 spots taken))
Street vendor taking up four spots
Sixteen spots taken up by storage containers (included)
Six spots taken by what looks to be a box (included)
Construction site, since no spaces marked out counted # of cars/semis on property
Carnival taking place (2014 took 73 spaces and 2017 took 206)
Dumpster taking up seven spaces (included)
Eleven spaces take up by dumpsters
Carnival staging area (blocked off/inaccessible spaces)
Dumpster taking three spots (included) and unknown pile taking up six spot (not included)
Construction dumpsters and semi taking up fourteen spots (included)

Notes:

<sup>1</sup> Zone A, occupied by the Aurora Federal Credit Union, was excluded from the study calculations because it is an outparcel under separate ownership.

<sup>2</sup> The data collected on September 29, 2020 occurred during the COVID-19 pandemic and does not represent "normal" conditions.



ATTACHMENT C: SHARED PARKING SUMMARY TABLES

New Projected Demand

Weekday Estimated Peak-Hour Parking Demand																								
Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 6 PM	AM Peak Hr 11 AM	PM Peak Hr 1 PM	Eve Peak Hr 6 PM
Retail																								
Retail (400 to 600 ksf)	67%	1	5	14	33	56	70	93	93	89	79	79	78	83	73	60	41	14	5	0	83	70	93	83
Employee	77%	2	4	6	11	18	23	25	25	25	25	25	25	25	25	22	15	10	5	0	25	23	25	25
Food and Beverage																								
Fine/Casual Dining	94%	0	0	0	0	41	109	204	204	177	109	136	206	262	275	275	275	262	206	69	262	109	204	262
Employee	100%	0	10	26	39	47	47	47	47	47	39	39	52	52	52	52	52	52	44	18	52	47	47	52
Fast Casual/Fast Food	95%	0	0	0	1	1	2	2	2	2	1	1	1	2	2	1	1	0	0	0	2	2	2	2
Employee	100%	1	1	1	2	3	4	4	4	4	3	2	3	4	4	2	2	1	1	1	4	4	4	4
Entertainment and Institutions																								
Active Entertainment	100%	0	0	0	0	31	81	106	112	118	118	112	115	122	115	109	79	12	0	0	122	81	112	122
Employee	100%	1	1	1	4	11	14	14	14	14	14	14	14	14	14	14	11	1	1	1	14	14	14	14
Hotel and Residential																								
Hotel-Business	100%	67	64	57	49	42	42	39	39	42	42	46	49	53	53	57	60	67	71	71	53	42	39	53
Hotel-Leisure	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Hotel Employees	100%	2	5	18	18	18	18	18	18	18	18	12	12	7	4	4	4	4	2	1	7	18	18	7
Restaurant/Lounge	92%	0	1	4	1	1	1	13	13	4	1	1	4	7	8	9	9	8	5	4	7	1	13	7
Meeting/Banquet (0 to 20 sq ft/key)	100%	0	0	3	6	6	6	7	7	7	7	11	11	11	11	11	11	5	0	0	11	6	7	11
Meeting/Banquet (20 to 50 sq ft/key)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Meeting/Banquet (50 to 100 sq ft/key)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Convention (100 to 200 sq ft/key)	55%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Convention (> 200 sq ft/key)	55%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Restaurant/Meeting Employees	100%	1	1	4	7	7	7	7	7	7	7	7	7	4	3	3	1	0	0	0	4	7	7	4
Office																								
Additional Land Uses																								
Customer/Visitor Employee/Resident Reserved		68	70	78	90	179	311	464	471	439	358	383	465	538	537	522	476	368	287	144	538	311	471	538
		5	22	56	80	104	113	114	114	114	105	100	113	106	101	97	84	68	52	21	106	113	114	106
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		73	91	134	171	283	424	579	585	554	464	482	578	644	638	619	560	436	340	164	644	424	585	644

Weekend Estimated Peak-Hour Parking Demand																								
Land Use	Monthly Adjustment	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 8 PM	AM Peak Hr 11 AM	PM Peak Hr 5 PM	Eve Peak Hr 8 PM
Retail																								
Retail (400 to 600 ksf)	67%	1	5	30	49	69	89	94	99	99	94	89	77	72	68	63	48	29	10	0	63	89	77	63
Employee	77%	3	4	12	22	25	28	29	29	29	29	29	28	25	23	22	19	13	4	0	22	28	28	22
Food and Beverage																								
Fine/Casual Dining	94%	0	0	0	0	0	46	155	170	139	139	139	190	285	301	317	285	285	285	159	317	46	190	317
Employee	100%	0	11	17	34	43	43	43	43	43	43	43	57	57	57	57	57	57	48	29	57	43	57	57
Fast Casual/Fast Food	95%	0	0	0	1	1	2	2	2	2	1	1	1	2	2	1	1	0	0	0	1	2	1	1
Employee	100%	1	1	1	2	3	4	4	4	4	3	2	3	4	4	2	2	1	1	1	2	4	3	2
Entertainment and Institutions																								
Active Entertainment	100%	0	0	0	0	38	99	129	137	144	144	137	141	148	141	133	96	15	0	0	133	99	141	133
Employee	100%	1	1	1	5	14	18	18	18	18	18	18	18	18	18	18	14	2	1	1	18	18	18	18
Hotel and Residential																								
Hotel-Business	100%	78	74	66	58	49	49	45	45	49	49	54	58	62	62	66	70	78	82	82	66	49	58	66
Hotel-Leisure	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Hotel Employees	100%	2	5	18	18	18	18	18	18	18	18	12	12	7	4	4	4	4	2	1	4	18	12	4
Restaurant/Lounge	92%	0	0	1	0	0	0	4	4	1	0	0	1	2	3	3	3	3	2	1	3	0	1	3
Meeting/Banquet (0 to 20 sq ft/key)	100%	0	0	3	5	5	5	6	6	6	6	6	9	9	9	9	9	4	0	0	9	5	9	9
Meeting/Banquet (20 to 50 sq ft/key)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Meeting/Banquet (50 to 100 sq ft/key)	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Convention (100 to 200 sq ft/key)	55%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Convention (> 200 sq ft/key)	55%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Restaurant/Meeting Employees	100%	1	1	4	7	7	7	7	7	7	7	7	7	7	7	7	7	4	1	1	7	7	7	7
Office																								
Additional Land Uses																								
	Customer/Visitor	79	80	100	114	164	291	435	463	441	434	426	477	581	584	592	512	415	379	242	592	291	477	592
	Employee/Resident	7	24	53	87	109	117	119	119	119	118	112	125	118	113	110	102	81	57	32	110	117	125	110
	Reserved	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		86	103	153	201	273	408	554	582	560	552	538	602	698	697	702	614	496	436	274	702	408	602	702



ATTACHMENT C: SHARED PARKING SUMMARY TABLES

New Demand Plus Peak Existing Demand

Weekday Estimated Peak-Hour Parking Demand																			
User Group	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Observed Town Center Demand	979	979	979	979	979	979	979	979	979	979	979	979	979	979	979	979	979	979	979
Projected Seasonal Demand	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420
Retail Vacancies	3	8	20	44	74	93	118	118	113	104	104	103	107	98	82	56	24	10	0
Fieldhouse	1	1	1	4	42	95	120	126	132	132	126	129	136	129	123	89	14	1	1
New Restaurant	1	11	28	41	92	162	258	258	230	152	179	263	319	333	331	330	315	252	88
New Hotel	70	71	86	82	75	74	84	84	78	75	74	83	82	78	83	84	84	78	75
Totals (Based on Projected Demand)	1,495	1,511	1,554	1,591	1,703	1,844	1,999	2,005	1,974	1,884	1,902	1,998	2,064	2,058	2,039	1,980	1,856	1,760	1,584
Totals (Based on Observed Demand)	1,054	1,070	1,113	1,150	1,262	1,403	1,558	1,564	1,533	1,443	1,461	1,557	1,623	1,617	1,598	1,539	1,415	1,319	1,143

Weekend Estimated Peak-Hour Parking Demand																			
User Group	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Observed Town Center Demand	979	979	979	979	979	979	979	979	979	979	979	979	979	979	979	979	979	979	979
Projected Seasonal Demand	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420	1,420
Retail Vacancies	4	9	41	71	94	117	123	128	128	123	118	105	97	91	85	67	42	14	0
Fieldhouse	1	1	1	5	51	117	147	155	162	162	155	159	166	159	151	110	17	1	1
New Restaurant	1	12	19	37	47	95	204	219	188	186	186	251	348	364	378	345	344	335	188
New Hotel	81	81	92	88	80	80	80	80	81	80	79	87	87	84	88	92	93	87	85
Totals (Based on Projected Demand)	1,506	1,523	1,573	1,621	1,693	1,828	1,974	2,002	1,980	1,972	1,958	2,022	2,118	2,117	2,122	2,034	1,916	1,856	1,694
Totals (Based on Observed Demand)	1,065	1,082	1,132	1,180	1,252	1,387	1,533	1,561	1,539	1,531	1,517	1,581	1,677	1,676	1,681	1,593	1,475	1,415	1,253

