

Attachment K:

Parking Study & DOT Acceptance Letter

MEMORANDUM



DATE: August 10, 2015

TO: Kelvin Parker, Zoning Administrator
Planning and Development Department

FROM: Mike Bagheri *MB*
Transportation Planning and Development Manager

RE: Shared Parking Analysis
CASE: 78 North Marengo Avenue – Kimpton Hotel

The Department of Transportation (DOT) has reviewed and accepted the Kimpton Hotel Shared Parking Study for the proposed 179-room hotel with 1,985 sf meeting space, 5,630 sf banquet space, and a 2,350 sf restaurant with 800 sf outdoor dining located at 78 North Marengo Avenue.

Using the Urban Land Institute (ULI) shared parking methodology; the parking requirement is as follows:

Land Use	Amount	Units	Weekday Parking Spaces Required	Weekend Parking Spaces Required
Hotel – Business (including meeting space)*	179	rooms	72	88
Restaurant/Lounge	3,150	sf	11	3
Conference Center/Banquet Hall	5,630	sf	34	34
Employee			5	11
		Total	122	136

*Per Shared Parking, 2nd Edition: "When there is less than 20 sf of meeting space per guest room, meeting space need not be considered in a shared parking analysis."

DOT recommends that 88 off-site parking spaces be dedicated for the exclusive use by the hotel guests, and additional 48 parking spaces through a shared non-exclusive parking arrangement for a total 136 parking spaces. A shared parking plan should be submitted to DOT for the recommended parking spaces prior to the issuance of any building permits.

Kelvin Parker, Zoning Administrator
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DOT also recommends submittal of a parking demand plan to DOT for review and approval for special events when demand is expected to exceed the parking supply. We suggest the applicant to meet with city staff to establish a threshold based on number of attendees for requiring a parking demand plan.

This memorandum and conditions have been prepared based on the project scope provided to DOT. An update of this memorandum might be required if additional analysis is requested by the decision makers.

If you have any questions, please feel free to contact me at extension 7208.

Enclosed: Kimpton Hotel Parking Study Technical Memorandum, dated June 22, 2015

CC: Frederick C. Dock, Director of Transportation
John Hamblen, Parking Manager, DOT
Kevin Johnson, Senior Planner, Planning Department

MXB:clv

TECHNICAL MEMORANDUM

TO: Mr. David Reyes, City of Pasadena
Mr. Mike Bagheri, City of Pasadena
CC: Ms. Barbara Green, KHPCP
Mr. Richard McDonald, Counsel

FROM: Srinath Raju, P.E.
Chris Munoz

SUBJECT: Kimpton Hotel Parking Study

DATE: June 22, 2015

REF: RA422

Raju Associates was retained by KHP Capital Partners, the successor real estate platform of Kimpton Hotels and Resorts to conduct a parking study for the Proposed Kimpton Hotel in the City of Pasadena, CA. This memorandum documents the study methodology, analysis and results of parking demand evaluation and provides a discussion on parking provisions for hotels in urban settings based on research of current trends nationwide as well as within the City of Pasadena, CA.

PROJECT DESCRIPTION

The Proposed Project consists of approximately 179-room hotel with 1,985 square-foot meeting space, 5,630 square-foot of banquet space and a 2,350 square-foot, 140-seat quality restaurant (plus 800 square-foot outdoor dining) all located on two adjacent sites bounded by Union Street to the south, Holly Street to the north, Marengo Avenue to the west and Garfield Avenue to the east. The Project address is 78 N. Marengo Avenue in the City of Pasadena. The Project Development consisting of rehabilitation of the historic YWCA building and adjacent new construction along Union Street will not provide any on-site parking spaces. Therefore, a parking study has been performed to analyze the required parking for the Proposed Project.

GOALS & OBJECTIVES OF THE STUDY

The Memorial Park Gold Line Station is located within 2-3 blocks of the site and numerous transit lines serve multi-modal transportation corridors within walking distance of the Project. With the ever-changing landscape of traveler's choices available today including the significant rise in the use of car- and ridesharing services such as Uber, Lyft and others, the need for static parking spaces is continually getting reduced.

As stated in the Project Description, the Kimpton YWCA Hotel Project will not provide any parking supply on-site. The required parking spaces for the proposed development are being determined as part of this parking study. The key goals and objectives of this study include the following:

- To determine the number of parking spaces required to be "reserved" for the hotel component of the Project based on shared parking demand estimates for hotel uses, as well as current research on trends in parking provisions for hotels in urban areas
- To determine the overall number of parking spaces required for all components of the proposed development using the shared parking demand concept, and
- To identify parking supply management strategies to address the parking needs of the project for each of the components, as well as the Project as a whole

STUDY METHODOLOGY

Parking requirements per the City of Pasadena Municipal Code are determined using the parking ratios per unit of the various uses proposed as part of the overall development of the project and adding them all together. Since the Proposed Project lies within the City of Pasadena's Central District Specific Plan, the allowable 10% credit for the parking ratios is included in the calculations.

The shared parking demand of each of the components of the Proposed Project is determined using the Urban Land Institute's latest Shared Parking Model but utilizing the City of Pasadena Municipal Code parking demand ratios. Again, since the project lies within the City of Pasadena's Central District Specific Plan, the allowable 10% credit for the parking ratios are included in the

parking ratios used in the Shared Parking Model. The demands are all accumulated by time of day to obtain the peak month parking demands for the overall demand.

Utilizing the current trends in parking provisions for hotels in urban centers in Florida and Maryland as well as relevant information from local California hotels, the number of "reserved" parking spaces for the hotel component of the Project is estimated and recommended. A discussion of municipal code requirements, shared parking model-based demands and the recommended parking for "reserved spaces" for the hotel component of the project is provided in this memo.

PARKING REQUIREMENTS BASED ON CITY'S MUNICIPAL CODE

The Proposed Project consists of the following uses:

- Boutique Hotel: approximately 179 guestrooms and suites
- Restaurant: 2,350 sf (140-seat) plus 800 sf outdoor dining
- Banquet Space: 5,630 sf

The City of Pasadena Zoning Code Section 17.46.040 (Table 4.6: Off-street Parking Space requirements) provides information for use in determining the off-street parking spaces required for the Proposed Project. Specifically, the following relevant parking rates are noted:

- Hotel: 1 space per guest room (with 10% TOD reduction)
- Restaurant: 10 spaces per 1,000 sf of seating area including outdoor dining area outside of the public right-of-way (with 10% TOD reduction)
- Banquet or Assembly: 10 spaces per 1,000 sf (with 10% TOD reduction)

Table 1 presents the off-street parking spaces required per the City of Pasadena Zoning Code for the various uses proposed by the Project, as well as the overall requirements. It can be observed that the Proposed Project would require 240 off-street parking spaces per the City of Pasadena Zoning Code including the Transit-Oriented District (TOD) reductions.

**TABLE 1
SUMMARY OF OFF-STREET PARKING REQUIREMENTS**

Scenario	Description of Uses [1]	Size	City of Pasadena Zoning Code Parking Requirement [2]	Number of Spaces Required	TOD Reduction [3]	Total Spaces Required
	Hotel	179 rooms	1 space/guest room	179	(18)	161
	Restaurant Seating Area	2,350 s.f. GFA	10 spaces/1,000 s.f.	24	(2)	22
	Outdoor Dining Area	800 s.f. GFA	10 spaces/1,000 s.f.	8	(1)	7
	Banquet Hall	5,630 s.f GFA	10 spaces/1,000 s.f.	56	(6)	50
	Total			267	(27)	240

[1] Source: A Kimpton Hotel YWCA Building, Architectural Resource Group, Inc. for KHPCP

[2] Parking ratios based on City of Pasadena Zoning Code Section 17.46.040 (Table 4-6: Off-Street Parking Space Requirements)

[3] Transit-Oriented Development (TOD) reduction based on City of Pasadena Zoning Code Section 17.50.340.

SHARED PARKING METHODOLOGY

A shared parking analysis has been prepared to estimate the future parking demand of the Proposed Project. This analysis assumes robust operations at the Site and a discussion of Shared Parking Methodology is provided in the section below.

The *Shared Parking*, Second Edition, published in 2005 by ULI and the International Council of Shopping Centers (ICSC), is a nationally-accepted document that provides implementation parameters for the "shared parking" phenomenon. The Shared Parking concept involves the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share these parking resources is the result of two conditions, namely:

1. Variations in the distribution of accumulation of vehicles by hour and day and season, of various land uses, and
2. Internal capture or relationships amongst various land uses that result in patronage of multiple land uses on the same automobile 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 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 connections, and, in turn, reduced reliance on driving.

Utilizing the methodology contained in *Shared Parking*, Second Edition, Urban Land Institute (ULI), 2005 and the ULI's Shared Parking Model, a shared parking analysis was performed for the Proposed Project. The Shared Parking Model provides parameters that describe the variation of parking demand rates by weekday/weekend day, variation of demand by time of day and month of year for various land uses.

For the purposes of this study, the shared parking analysis was performed using the City of Pasadena parking code requirement ratios. The City's parking ratios include a Transit-Oriented Development (TOD) reduction of 10%. The City of Pasadena has created a Central District

Transit-Oriented Area which includes the Project. Developments within this area require fewer parking spaces by code in order to encourage transit usage in conjunction with a pedestrian-oriented environment.

The ULI Shared Parking model is based on national standards and reflects the overall parking demand of a mixed-use development. The shared parking model for estimating peak weekday and weekend demand for the Project was developed using the framework for methodology and the parking demand characteristics for each of the uses within the Center provided by the ULI's Shared Parking document.

FUTURE WITH PROJECT PARKING DEMAND ESTIMATES

The shared parking model was utilized along with the proposed sizes of the various components of the Project to obtain the weekday and weekend peak parking demands by time of day. The peak parking conditions for the Project are estimated based on the parking demand profiles for weekdays and weekend days of all the months in a year.

The future parking demand profiles of the Project Components were obtained from the shared parking demand model, as noted above, to estimate the future-with-project parking demands using the City of Pasadena zoning code requirements for parking ratios. Table 2 summarizes the peak parking demands on weekdays and weekend days for each month of the year. Detailed Shared Parking demand profile development worksheets are attached in Appendix A.

The peak parking demands for the hotel component of the Project from the shared parking model results were examined and the 85th percentile of these peak demands on weekdays and weekends was determined. This percentile analysis could be a relevant consideration in the assessment of "reserved" parking requirements for the hotel component of the Project.

TABLE 2
SHARED PARKING SUMMARY - KIMPTON HOTEL PROJECT

Month Peak Hour	WEEKDAY												
	January 9PM	February 9PM	March 9PM	April 9PM	May 9PM	June 9PM	July 9PM	August 9PM	September 9PM	October 9PM	November 9PM	December 9PM	Late December 12PM
Hotel-Guest Room - 179 rooms	51	62	66	65	67	72	71	67	67	67	59	48	23
Employee	5	5	5	5	5	5	5	5	5	5	5	5	24
Restaurant/Lounge/Outdoor Seating - 3,150 s.f.	10	10	11	11	11	11	12	12	11	11	11	12	17
Conference Ctr/Banquet - 5,630 s.f.	34	34	34	34	34	34	34	34	34	34	34	34	22
Total	100	111	116	115	117	122	122	118	117	117	109	99	86
Hotel (Guest Room)	51	62	66	65	67	72	71	67	67	67	59	48	23
Demand Rate per room	0.28	0.35	0.37	0.36	0.37	0.40	0.40	0.37	0.37	0.37	0.33	0.27	0.13

Month Peak Hour	WEEKEND												
	January 9PM	February 9PM	March 9PM	April 9PM	May 9PM	June 9PM	July 9PM	August 9PM	September 9PM	October 9PM	November 9PM	December 9PM	Late December 9PM
Hotel-Guest Room - 179 rooms	62	75	80	79	81	88	86	81	82	82	71	59	44
Employee	11	11	11	11	11	11	11	11	11	11	11	11	11
Restaurant/Lounge/Outdoor Seating - 3,150 s.f.	3	3	3	3	3	3	3	3	3	3	3	3	3
Conference Ctr/Banquet - 5,630 s.f.	34	34	34	34	34	34	34	34	34	34	34	34	34
Total	110	123	128	127	129	136	134	129	130	130	119	107	92
Hotel (Guest Room)	62	75	80	79	81	88	86	81	82	82	71	59	44
Demand Rate per room	0.35	0.42	0.45	0.44	0.45	0.49	0.48	0.45	0.46	0.46	0.40	0.33	0.25

Source: Based on shared parking model from *Shared Parking*, Second Edition, the Urban Land Institute and the International Council of Shopping Centers, 2006

85th Percentile Hotel Guest Peak Parking Demand = 80 spaces

From Table 2, the following relevant observations can be made from the shared parking model:

- The peak parking demand for the Proposed Project as a whole is estimated to occur on a June weekend day at 9 PM. This overall peak demand is estimated to be 136 spaces.
- At the peak time of a peak weekend day of the summer month, the hotel component of the Project is estimated to generate a parking demand of 88 spaces (parking ratio of **0.49/room**).
- The 85th - percentile of peak parking demands for Hotel Guests from the shared parking model results was estimated to be 80 spaces.
- The Restaurant and Banquet space in the Hotel is estimated to generate a peak demand of 37 spaces.

RELEVANT RESEARCH ON HOTEL PARKING REQUIREMENTS

The City of Pasadena, amongst many cities has encoded minimum parking requirements within the municipal zoning code. These parking requirements represent a powerful tool for shaping a city's transportation and development character. The collective ability of communities to use zoning and other tools to shape development character and transportation conditions around shared values and goals have far-reaching impacts.

The minimum requirements for parking spaces as a means of mitigating the impact of increased parking demand on nearby streets, drafted several decades ago has resulted in a high level of redundancy in parking supply of adjacent land uses, particularly in urban areas. This over-requiring of parking supply in urban centers has created a number of unwanted effects including discouraging alternatives to auto travel, reducing in-fill development viability, and eroding pedestrian environment among others. As traditional urban land use patterns and transportation options have regained market favor, many municipalities around the country are adding and evaluating options to reduce minimum parking requirements in these areas.

Numerous cities have reduced minimum parking requirements to incentivize good hotel development. Hotels require parking to serve guests and patrons of the hotel and accessory uses. One of the key factors that affects hotel parking demand is the percentage of guests checking-in with a car. The decision to rent a car is influenced by many factors including walking distance to restaurants, shopping, entertainment and/or convention or meeting space. Therefore, location of the facility is a key determinant. Other factors that influence the rental car choice include purpose of trip, length of stay, cost of parking and visitor profile, and these factors are more difficult to analyze.

The Greater Miami Convention and Visitors Bureau (GMCVB) and the Greater Miami & Beaches Hotel Association (GMBHA) along with the City of Miami Beach Planning Department conducted surveys at 14 hotels to determine the percentage of hotel guests that checked in with a car. Table 3 summarizes the results from that survey.

**TABLE 3
HOTEL GUESTS WITH CARS**

Hotel in Miami Beach	Annual Percentage of Guests who Check In with a Car	Address
Cambean Hospitality (Carlton, Clifton, Majestic, Lords hotels)	10%	Collins Av./Ocean Dr./ 6 - 14 St.
Richmond Hotel	15%	1757 Collins Ave.
Dream South Beach	20%	1111 Collins Ave.
Mondrian South Beach	20%	1100 West Ave.
South Beach Marriott	25%	161 Ocean Dr.
Shelborne	30%	1801 Collins Ave.
Miami Beach Resort and Spa	30%	4833 Collins Ave.
Eden Roc	35%	4525 Collins Ave.
W South Beach	25%-40%	2201 Collins Ave.
The Palms Hotel and Spa	45%	3025 Collins Ave.
Grand Beach Hotel	50%	4835 Collins Ave.

Source: Memorandum titled "Discussion on the Parking Requirement and How we can incentivize for Hotel Development", by Mr. Jorge M. Gonzalez, City Manager, City of Miami Beach, dated March 28, 2012. Survey by GMCVB & GMBHA.

It can be observed from Table 3 that the annual percentage of guests who checked in with a car ranged from 10% to 50% among all hotels surveyed. This statistic is highly relevant for consideration in determining the requirement for "number of reserved spaces" for the proposed YWCA Kimpton Hotel.

MINIMUM PARKING REQUIREMENTS IN URBAN AREAS

A review of parking requirements for hotels in various cities and urban areas from around the country was conducted. It was observed that most of them have a lower parking requirement for the dense, walkable urban districts than the City of Pasadena's requirement of one space per hotel room (0.9/room in the TOD). The Institute of Transportation Engineers (ITE) Parking Generation Manual reflects a similar level of parking as the existing City of Pasadena code – however, this may reflect a more suburban, auto-oriented type of hotel and consequently would be less applicable for the Proposed Kimpton Hotel in Pasadena. This research is consistent with the other cities surveyed, which generally have a parking requirement of one space per guest room in suburban areas and a lower parking requirement for urban districts.

Table 4 lists the minimum parking requirements for hotel guest rooms in walkable urban areas of each city surveyed. It can be observed from Table 4 that the minimum parking requirements for hotels in walkable urban areas range from "none required" to 0.5 parking spaces/ guest room in Florida, "none required per guest room" in Philadelphia, PA and Savannah, GA, 0.66 parking spaces per guest room in Charleston, SC and 0.33 spaces per guest room in New Orleans, LA and Montgomery County, MD.

TABLE 4
MINIMUM PARKING REQUIREMENT FOR HOTELS IN URBAN AREAS

Urban Center	Minimum Parking Ratio/Guestroom
Orlando, FL	0.50
Miami, FL	0.50
Ft. Lauderdale, FL	None Required
Tampa, FL	0.33
St. Petersburg, FL	0.25
Ft. Myers, FL	0.50
Charleston, SC	0.66
Philadelphia, PA	None Required
New Orleans, LA	0.33
Savannah, GA	None Required
Montgomery County, MD	0.33
Miami Beach, FL	0.50
Average at all Urban Centers where specific requirements exist	0.43

PARKING ANALYSIS OF CALIFORNIA HOTELS

Data from seven hotels in California including three of them in the City of Pasadena were compiled to examine the current functional characteristics of these facilities. This data includes the name of the hotel, number of guest rooms, reserved (or otherwise) parking supply (broken down by on-site, off-site and total), total annual occupied nights and total annual parking covers for the Year 2014. Utilizing this data, an analysis of parking conditions was prepared.

Table 5 presents all the data assembled and relevant parking analysis including number of hotel rooms, annual percent occupancy of hotel rooms, parking supply ratio per guest room and average parking demand per occupied guest room.

From Table 5, the following observations can be made:

- Of the seven hotels, three are located in the City of Pasadena, two in San Francisco and one each in the Cities of Los Angeles and San Diego
- The hotels in Pasadena range in size from 296 to 350 rooms, while those in San Francisco range in size from 130 to 221 rooms and those in Los Angeles and San Diego have 74 and 183 rooms, respectively.
- In 2014, the percent annual occupancy of the hotel rooms in Pasadena range from 78% to 91%, while that in San Francisco range from approximately 87 to 90%. The hotels in LA and San Diego range in percent annual room occupancy of 90% and 79%, respectively.
- The provision of parking supply per guest room ranges from 0.25 in San Francisco to 0.68 in Los Angeles. The average annual parking demand per guest room ranges from 0.17 to 0.57 spaces per guest room.
- The Hilton, Pasadena and Sheraton, Pasadena Hotels experienced an average annual parking demand of 0.31 and 0.39 spaces per guest room, while the Westin, Pasadena Hotel had an average annual parking cover ratio of 0.57 spaces per guest room

TABLE 5
PARKING SUPPLY & DEMAND - CALIFORNIA HOTELS ANALYSIS (2014 CONDITIONS)

Location	Hotel Wilshire Los Angeles, CA	Hilton Pasadena Pasadena, CA	Sheraton Pasadena Pasadena, CA	Palomar San Diego San Diego, CA	Hotel Tomo San Francisco, CA	Tuscan Inn San Francisco, CA	Westin Pasadena Pasadena, CA
Total Rooms	74	296	311	183	130	221	350
Onsite Parking Supply	50	-	590*	-	33	-	36
Offsite Parking Supply	-	124	-	100	-	80	-
Total Parking Supply	50	124	590*	100	33	80	36
Parking Supply per Guestroom	0.68	0.42	N/A	0.55	0.25	0.36	-
Occupied Room Nights	24,417	90,682	N/A	52,815	41,327	72,926	116,432
Percent Occupancy	90.3%	77.6%	N/A	79.0%	87.1%	90.4%	91.1%
Annual Parking Covers	12,616	28,571	45,000	19,231	7,151	15,679	28,692
Parking Demand (Avg) per Occupied Room	0.5	0.31	0.39	0.37	0.17	0.21	0.57
							Average Supply 0.45
							Average Demand 0.36

*Parking lot shared with Convention Center.

DISCUSSION AND CONCLUSIONS

A detailed parking study has been conducted including the following key analysis elements:

- Parking requirements analysis using the City of Pasadena Municipal Zoning Code requirements for off-street parking. Per the municipal code requirements, it was determined that the YWCA Kimpton Hotel Project as a whole, would require 240 parking spaces including 161 spaces for the hotel component.
- Detailed Shared Parking Demand Analysis using the state-of-the-art model and procedures set forth by the Urban Land Institute was conducted. Per the Shared Parking Model, the Proposed Project as a whole would generate a peak parking demand of 136 parking spaces including 88 spaces for hotel guests (0.49 spaces per guest room).
- The 85th – percentile analysis of the peak parking demands on weekdays and weekend days of all months from the shared parking model results was conducted. It was determined that the 85th – percentile hotel guest peak parking demand was 80 spaces.
- Minimum parking requirements from urban center locations in various cities in different states were examined. They ranged from “none required” to 0.5 spaces per room (with only Charleston, SC having a 0.66 spaces per guest room requirement) with an average requirement of 0.43 spaces per guest room in jurisdictions with specific parking requirements.
- Parking supply and demand analyses from seven hotels in California were conducted. It was observed that the parking supply provisions (where data was explicitly available) ranged from 0.25 to 0.55 spaces per guest room with the City of Los Angeles Hotel with only 74 rooms having a supply ratio of 0.68 spaces per guest room. The average annual parking demands estimated using annual occupancy and parking covers data ranged from 0.17 spaces per guest room in a San Francisco Hotel to 0.57 spaces per occupied guest room at Westin, Pasadena with an average annual parking demand ratio per guest room of 0.36 spaces per guest room from all seven California Hotels surveyed.

The YWCA Kimpton Hotel proposes to include approximately 179 guest rooms. Reserved parking spaces for the Project to accommodate the guests would be required in area parking structures within walking distance (~800 feet) of the Proposed Hotel. While valet service would be offered on-site along Marengo Avenue, shared parking concept works primarily on the assumption that nearby parking facilities (within 800 feet) of the proposed use are required and available.

It is important to consider the 85th percentile of the peak parking demands on weekdays and weekend days from the shared parking model results for the proposed project. For example, a research study report prepared by the Urban Land Institute (ULI) and the International Council of Shopping Centers (ICSC) recommends that the parking requirements for shopping centers be based on the 20th busiest hour of the year. These parking requirements provide a surplus of parking spaces during all but 19 hours of the more than 3000 hours per year during which a shopping center is open.

Based on all the parking analyses detailed in this report, it is recommended that the YWCA Kimpton Hotel provide 80 "reserved" spaces for hotel guests at a reserved parking ratio of 0.45 spaces per guest room (85th percentile of all peak demands). This would accommodate all but 6 weekend peak parking demand days of the year for the hotel guests. All the other users including patrons of the restaurant and banquet space as well as hotel employees would utilize various parking supply options available in the nearby parking structures/lots on an as-needed basis. The event-based parking needs associated with banquet space for larger than typical events would also be coordinated with the nearby parking operators on an as-needed basis.

Further, as stated earlier, the Memorial Park Gold Line Station is located within 2-3 blocks of the site and numerous transit lines serve multi-modal transportation corridors within walking distance of the Project. With the ever-changing landscape of traveler's choices available today including the significant rise in the use of car- and ridesharing services such as Uber, Lyft and others, the need for static parking spaces is continually getting reduced.

The Proposed Project does not provide any on-site parking supply and intends to provide valet services along Marengo Avenue for its guests and patrons. Several large parking structures are located within walking distance to the Site. It is recommended that the Project consider obtaining agreements with nearby parking operators for the 80 "reserved" parking spaces for hotel guests.

APPENDIX A

Recommended Parking Ratios					
Spaces required per unit land use					
Land Use	Weekday		Weekend		Unit
	Visitor	Employee	Visitor	Employee	
Community Shopping Center (<400 ksf)	2.42	0.58	2.40	0.60	/ksf GLA
Regional Shopping Center (400 to 600 ksf)	Linear 2.9<x<3.2				/ksf GLA
Super Regional Shopping Center (>600 ksf)	3.20	0.80	3.20	0.80	/ksf GLA
Fine/Casual Dining Restaurant	8.47	1.53	8.50	1.50	/ksf GLA
Family Restaurant	9.00	1.50	12.75	2.25	/ksf GLA
Fast Food Restaurant	8.50	1.50	8.50	1.50	/ksf GLA
Nightclub	15.25	1.25	17.50	1.50	/ksf GLA
Cineplex	0.19	0.01	0.19	0.01	/seat
Performing Arts Theater	0.30	0.07	0.33	0.07	/seat
Arena	0.27	0.03	0.30	0.03	/seat
Pro Football Stadium	0.30	0.01	0.30	0.01	/seat
Pro Baseball Stadium	0.31	0.01	0.34	0.01	/seat
Health Club	4.71	0.29	4.78	0.22	/ksf GLA
Convention Center	5.50	0.50	5.50	0.50	/ksf GLA
Hotel-Business	0.72	0.18	0.75	0.15	/room
Hotel-Leisure	0.78	0.22	0.85	0.15	/room
Restaurant/Lounge	9.00		9.00		/ksf GLA
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	9.00		9.00		/ksf GLA
Convention Space (>50 sq ft/guest room)	20.00		10.00		/ksf GLA
Residential, Rental, Shared Spaces *	0.00	1.26	0.00	1.26	/unit
Residential, Owned, Shared Spaces *	0.15	1.7	0.15	1.7	/unit
Office <25 ksf	0.30	3.5	0.03	0.35	/unit
Office 25 to 100 ksf	Linear 0.3<x<0.25				/ksf GLA
Office 100 to 500 ksf	Linear 0.25<x<0.2				/ksf GLA
Office >500 ksf	0.20	2.60	0.02	0.26	/ksf GLA
Data Processing Office	0.25	5.75	0.03	0.58	/ksf GLA
Medical/Dental Office	3.00	1.50	3.00	1.50	/ksf GLA
Bank (Branch) with Drive-In	3.00	1.60	3.00	1.60	/ksf GLA

Description: Kimpton Hotel & Restaurant - YWCA, Pasadena (using City Code Parking Ratios)

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 9 PM, WEEKEND

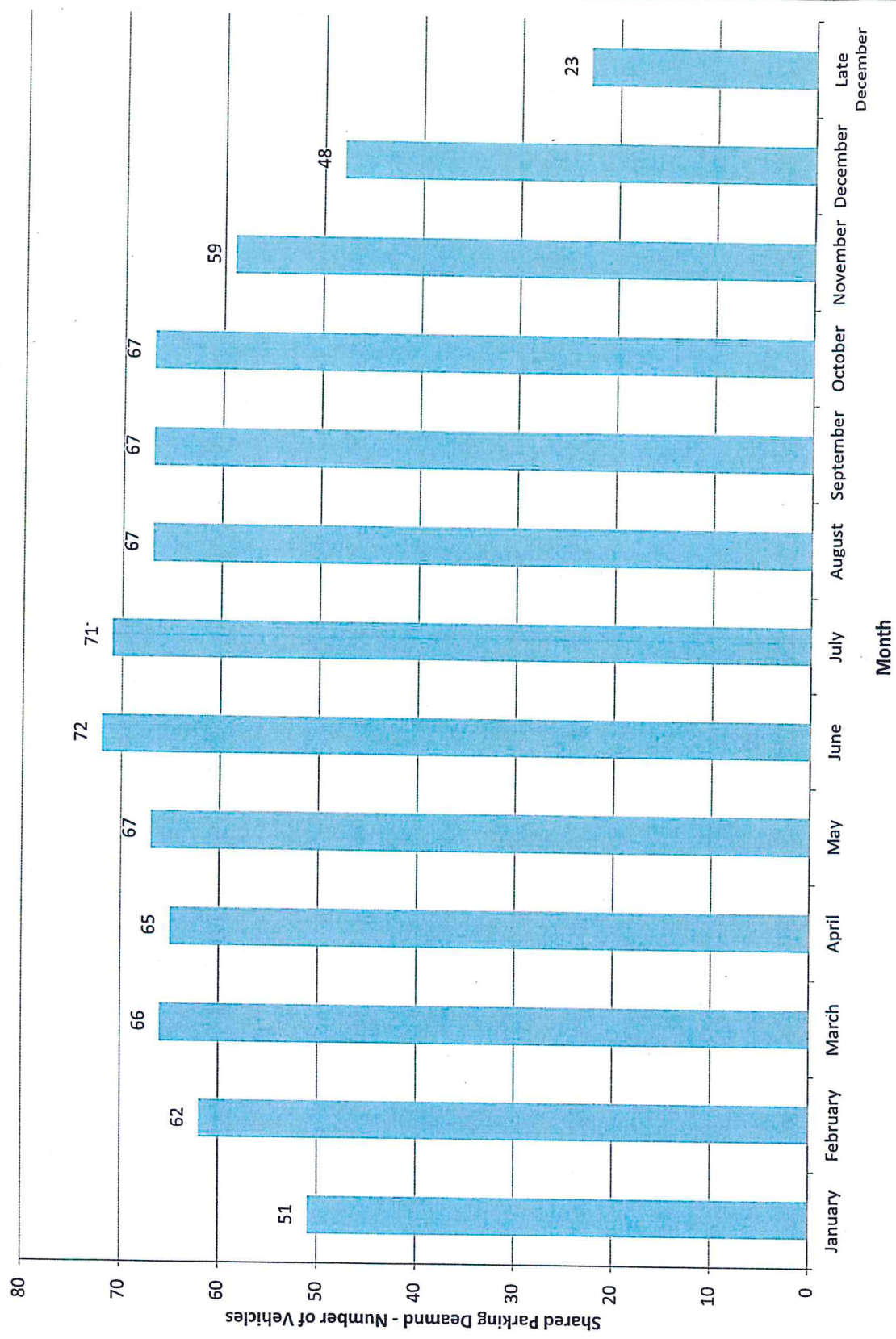
Land Use	Project Data		Weekday		Weekend		Project Rate	Unit	Project Rate	Unit	Weekday		Weekend		Estimated Parking Demand	Peak Hr Adj 9 PM	Weekend		Estimated Parking Demand	
	Quantity	Unit	/rooms	/rooms	/rooms	/rooms					Adj	June	Adj	June			Peak Mo	Adj		June
Hotel-Business	179	rooms	0.48	/rooms	0.58	/rooms	0.85	/rooms	0.85	/rooms	1.00	1.00	0.85	1.00	72	0.85	1.00	1.00	88	
Restaurant/Lounge	3,150	sf GLA	5.67	/ksf GLA	1.62	/ksf GLA	0.67	/ksf GLA	0.67	/ksf GLA	0.95	0.95	0.67	0.95	11	0.67	0.95	0.95	3	
Conference Ctr/Banquet Employee	5,630	sf GLA	6.08	/ksf GLA	6.08	/ksf GLA	1.00	/ksf GLA	1.00	/ksf GLA	1.00	1.00	1.00	1.00	34	1.00	1.00	1.00	34	
			0.14	/rooms	0.11	/rooms	0.20	/rooms	0.20	/rooms	1.00	1.00	0.55	1.00	5	0.55	1.00	1.00	11	
											Customer	Employee	Reserved	Total	117	Customer	Employee	Reserved	Total	
											5	0	0	122	125	11	0	0	136	

ULI base data have been modified from default values.

Shared Parking Reduction 50%

44%

Hotel Shared Parking Summary - Weekday



Hotel Shared Parking Summary - Weekend

