

# The Village at Laguna Hills

## **Attachment g**

Parking Study (Linscott, Law & Greenspan, Engineers)



December 17, 2020

Mr. Stephen Logan  
Merlone Geier Partners  
4365 Executive Drive, Suite 1400  
San Diego, California 92121

LLG Reference: 2.19.4208.1

Subject: ***Revised***  
**Parking Study for the Village at Laguna Hills Project**  
Laguna Hills, California

Dear Mr. Logan:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the updated findings of a Parking Study we completed for the Village at Laguna Hills Project ("Project"). This letter report addresses City staff comments on the prior parking study dated September 1, 2020.

The study effort included undertaking the following key steps:

- a) Applied the square footage reported in the development tabulation provided to LLG, as required by the City's parking methodology per City Code and the *Urban Village Specific Plan* (UVSP).
- b) Applied the UVSP parking methodology to determine whether an overall/consolidated parking ratio of 4.5 spaces per 1,000 SF GLA could be used, or a Shared Parking analysis be conducted, to estimate the Project's shopping center parking requirements.
- c) Applied City Code parking ratios to calculate parking requirements for the residential units, and compared residential demand against proposed residential supply to determine any surplus or deficiency.
- d) Applied the UVSP parking model to estimate shared parking demand for non-residential components, and compared commercial demand against future commercial supply to determine any surplus or deficiency.
- e) Developed recommendations on potential parking management strategies.

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Briefly, our findings indicate that the future supply of 3,126 spaces for commercial uses and 2,813 spaces for residential components, totaling a supply of 5,939 spaces will be adequate in meeting the Project's future parking requirements.

## Project Description

**Figure 1** presents the project site plan. The Project includes modifications to the 2016 Five Lagunas approvals. As contemplated by the Project, the existing central mall facility would be demolished. The project applicant would reconstruct new facilities in what is currently the southern portion of the central mall building, along with new commercial spaces in the out lots and the development of high-density multi-family dwelling units, as further described below:

- 250,000 SF GLA of shopping center/mall uses, consisting of:
  - 99,305 SF GLA of retail
  - 60,695 SF GLA of restaurants
  - 40,000 SF GLA for a health club
  - 50,000 SF GLA for a 1,200-seat cinema
- 150-room hotel
- 465,000 SF GFA of general office
- 1,500 DU multifamily (mid-rise)

## UVSP Consolidated Parking Ratio or Shared Parking?

Based on the UVSP parking methodology, in order to simplify parking calculations for Laguna Hills Mall/shopping center (i.e., so that it would not be necessary to recalculate parking requirements for every tenant change or incidental expansion), the following should first be determined:

1. If restaurant/entertainment/cinema uses are 20% or less of the Mall/shopping center's total square footage, then a ratio of 4.5 spaces per 1,000 SF GLA should be applied to the entire GLA floor area without further consideration of the individual land use types or parking ratios.
2. If restaurant/entertainment/cinema uses exceed 20% of the Mall/shopping center's total square footage, then the Shared Parking methodology should be applied (using UVSP ratios for individual uses).

The parking methodology described above is based on ULI's *Parking Requirements for Shopping Centers* publication, which defines shopping center square footage corresponding to retail, restaurants, entertainment, and cinema uses.

**Table 1** summarizes the development tabulation for the 250,000-SF Mall/shopping center (i.e., the 250,000 SF includes retail, restaurants, health club, and cinema, but excludes hotel and office, consistent with the UVSP and ULI-based parking methodology described on the previous page), 50-room hotel, and 465,000-SF general office components of the Project.

As indicated, the restaurant, entertainment, health club, and cinema uses would comprise 60% of the total shopping center square footage (250,000 SF), which is above the 20% threshold for the application of the 4.5 spaces per 1,000 SF GLA consolidated parking ratio. This would then require that the UVSP shared parking model be applied in estimating the parking needs of the non-residential components of the Project.

The application of the UVSP shared parking model in this study is a conservative and context-sensitive approach to estimating the parking needs for the Project in its entirety and in sub-areas, taking into consideration the physical setting and reasonableness of shared parking footprints and walking distances between land use and parking facilities.

## **Parking Supply**

**Figure 2** illustrates parking structure and surface parking locations and provides a breakdown of the Project's parking supply provisions, including accessible (ADA) spaces, electric vehicle (EV), and standard spaces for non-residential and residential components of the Project.

As presented on *Table 1*, the parking supply for the commercial components of the Project totals 3,126 spaces. The proposed supply for the residential components of the Project totals 2,813 spaces located in and around the five residential buildings. The overall total supply for the Project is 5,939 spaces.

## **City Code Parking Requirements**

The bottom portion of *Table 1* presents the City Code parking calculations. This approach differs from the parking methodology established for the UVSP as it relates to the Mall (based on LLG's March 7, 2002 study prepared for the City in support of the UVSP). The application of the UVSP shared parking model in estimating the parking needs of the non-residential components of the Project is presented in the next section of this report.

City Code parking ratios for retail, restaurants, health club, cinema, hotel, general office, and multifamily residential were applied to the respective Project components to calculate the City Code parking requirements.

The non-residential components of the Project (retail, restaurants, health club, cinema, hotel, and general office) require a total of 3,432 spaces based on the direct application of City Code ratios. Compared against the total non-residential supply of 3,126 spaces, the 3,432-space Code requirement results in a Code-based deficiency of 306 spaces.

Notwithstanding the City Code parking requirements for the commercial components of the Project, the actual parking demand of these uses located within a mixed-use setting have been found to be less than what City Code would require. The Project is located next to a hospital, plus other commercial, residential, and institutional uses. This diversity in land use types creates synergy and results in shared parking needs that are less than standalone Code-based parking requirements, increases non-vehicular internal trips made by walking and bike trips between uses (i.e., hospital and medical office visitors, employees of nearby businesses, and local residents would be dining and visiting various destinations/attractions within the Project site), and could reduce overall parking demand for the Project by 30% to 50%.

Direct access to the public transit system via on-site bus stops, the Laguna Hills Transportation Center, and the Laguna Woods shuttle with designated stops on site, could result in further reducing the Project's parking needs for both employees and customers.

Based on the latest information from Urban Land Institute, ICSC, and National Parking Association, parking and avoiding "drinking and driving" are the top two reasons why more people use ride hailing services by "transportation network companies" (TNCs) like Uber and Lyft instead of driving their own vehicle. In 2018, parking operators anecdotally reported ride hailing reduced parking demand for restaurants by as much as 80%. The restaurant uses for the Project are expected to operate similarly.

The application of the City Code ratios for multifamily residential to 209 studios, 794 one-bedroom units, 472 two-bedroom units, and 25 three-bedroom units (totaling 1,500 dwelling units) results in a total City Code parking requirement of 2,810 spaces. Comparing against the proposed residential parking supply of 2,813 spaces, the 2,810-space Code requirements corresponds to a surplus of 3 spaces. Based on these findings, there will be adequate future supply to meet residential parking demand (for both residents and residential guests/visitors).

## **Shared Parking**

Parking experience indicates that combining different land uses, whose parking demands peak at different times (of the day, week, and year), generally result in a parking demand that is significantly lower than "stand-alone" or "free-standing" facilities. In other words, a mixed-use development results in an overall parking need that is less than the sum of the individual peak parking requirements for each land use

(parking ratios/factors specific to each land use, or city parking code rates are typically applied to these “stand-alone” developments).

The UVSP shared parking model is based on the analytical procedures in a Shared Parking analysis that are well documented in the Urban Land Institute’s (ULI’s) *Shared Parking* publication. The publication defines Shared Parking as “parking space that can be used to serve two or more individual land uses without conflict or encroachment.” Therefore, Shared Parking calculations recognize that when different uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding the different parking profiles (by time of day or day of week) of each use comprising the mixed-use development. This is done rather than applying individual peak ratios to each land use component.

There is often an important common element between the traditional “code” and the shared parking calculation methodologies. The peak parking ratio, or “highpoint” for each land use’s time-of-day parking profile, typically equals the “code” parking ratio for that use.

### **Shared Parking Demand for Commercial Components**

Based on the UVSP-prescribed approach, because the restaurant, health club, and cinema components of the Project comprise 60% of the total shopping center square footage of 250,000 SF (excluding the hotel and general office), and exceed the 20% threshold for the application of a consolidated ratio of 4.5 spaces per 1,000 SF GLA, the UVSP shared parking model should be applied in estimating the parking needs of the non-residential components of the Project. This goes beyond simply calculating and summing “stand-alone” parking requirements for individual land uses and types of tenancies, and looks at the time-of-day operational demand picture within the actual physical setting. The objective is to estimate the peak parking requirements for the various commercial components of the Project based upon their combined parking demand patterns.

Based on the application of Table 9 in the 2002 UVSP Shared Parking model (and ULI’s *Shared Parking (3<sup>rd</sup> Edition)* publication for the hotel component that is not represented in Table 9 of the 2002 UVSP model), the following sections present a series of shared parking calculations to establish the practical “design level” parking needs for the specific full tenancy program for commercial uses. Each calculation set shows the total size of each land use category, the UVSP parking ratios applied to each column (the UVSP does not specify a ratio for hotels, so the City Code ratio of 1 space per room was applied), hourly parking profiles per UVSP for each land use type (ULI for the hotel), and the resultant hourly parking demand for weekday and weekend conditions.

Focusing on the hotel component, time-of-day factors and guest-versus-employee splits are based on, and applied exactly as required by, the 3<sup>rd</sup> Edition of ULI's *Shared Parking* publication; therefore, it was necessary for this study to express time-of-day profiles as an hourly "effective" percentage because ULI reports separate profiles between guests and employees. Hourly demand was calculated separately for guests and employees (by disaggregating the absolute peak/City Code-based demand of 150 spaces to 130 guest spaces and 20 employee spaces, then applying respective time-of-day factors for guests and employees to determine hourly demand), then guest demand was added to employee demand to calculate total demand for each hour. In this study, 100% is not reported during any hour of the derived time-of-day profile for the hotel component because 100% peak guest demand occurs at a different time compared to when 100% peak employee demand occurs, according to the 3<sup>rd</sup> Edition ULI profile for hotels.

#### Design-Level Parking Demand

**Tables 2 and 3** present the Shared Parking summaries for weekday and weekend conditions, respectively. These tables provide the demand basis for determining adequacy of the proposed supply of 3,126 spaces without applying any parking reduction factors. **Table 2** indicates a peak demand of 2,814 spaces (at 1:00 PM) under weekday conditions, which translates to a surplus of 312 spaces in comparison to the 3,126-space commercial supply. Parking surpluses would be greater during all other hours of a weekday.

**Table 3** indicates a demand of 1,702 spaces (at 1:00 PM) under weekend conditions, which is less than weekday conditions. When compared against the future supply of 3,126 spaces, the 1,702-space demand constitutes a surplus of 1,424 spaces under weekend conditions (parking surpluses would be greater during all other hours of a weekend day).

#### Shared Parking Zones 1, 2, and 3

The overall site plan was disaggregated into three different parking zones to evaluate whether the proposed supply for each sub-area would be adequate in meeting the localized shared parking needs in each zone. **Figures 3 through 5** illustrate the shared parking footprint and walking distances (between parking areas and land use) for Zones 1, 2, and 3, respectively.

**Tables 4 and 5** present the Zone 1 Shared Parking summaries for weekday and weekend conditions, respectively. These tables provide the demand basis for determining adequacy of the proposed supply of 1,516 spaces in Zone 1 without applying any parking reduction factors, as a conservative step. **Table 4** indicates a Zone 1 peak demand of 1,475 spaces (at 11:00 AM) under weekday conditions, which translates to a surplus of 41 spaces in comparison to the 1,516-space Zone 1 commercial supply. Parking surpluses would be greater during all other hours of a weekday.



*Table 5* indicates a Zone 1 demand of 466 spaces (at 12:00 PM) under weekend conditions, which is significantly less than weekday conditions. When compared against the future supply of 1,516 spaces in Zone 1, the 466-space demand constitutes a surplus of 1,050 spaces under weekend conditions (parking surpluses would be greater during all other hours of a weekend day).

For Zone 2, *Tables 6* and *7* present the Shared Parking summaries for weekday and weekend conditions, respectively. Without applying any parking reduction factors, *Table 6* indicates a Zone 2 peak demand of 998 spaces (at 7:00 PM) under weekday conditions, which translates to a surplus of 70 spaces in comparison to the 1,068-space Zone 2 commercial supply. Parking surpluses would be greater during all other hours of a weekday.

*Table 7* indicates a demand of 856 spaces (at 8:00 PM) for Zone 2 under weekend conditions, which is less than weekday conditions. When compared against the future supply of 1,068 spaces in Zone 2, the 856-space demand constitutes a surplus of 212 spaces under weekend conditions (parking surpluses would be greater during all other hours of a weekend day).

For Zone 3, *Tables 8* and *9* present the Shared Parking summaries for weekday and weekend conditions, respectively. Without applying any parking reduction factors, *Table 8* indicates a Zone 3 peak demand of 465 spaces (at 1:00 PM) under weekday conditions, which translates to a surplus of 77 spaces in comparison to the 542-space Zone 3 commercial supply. Parking surpluses would be greater during all other hours of a weekday.

*Table 9* indicates a demand of 465 spaces (at 1:00 PM) for Zone 3 under weekend conditions, which is greater than weekday conditions. When compared against the future supply of 542 spaces in Zone 3, the 465-space demand constitutes a surplus of 77 spaces under weekend conditions (parking surpluses would be greater during all other hours of a weekend day).

Based on the above, the proposed parking supply in each sub-area of the overall Project site will be adequate in meeting the estimated shared parking needs within individual Zones 1, 2, and 3. In addition, the walking distances presented in *Figures 3* through *5* are considered adequate, with most distances meeting the City's established threshold of 300 feet within shared parking settings. The implementation of parking management measures described in the next section will facilitate achieving parking efficiencies on site, as a whole, and in each shared parking zone, especially in reducing walking distances between commercial components of the Project and more remote parking locations.



### **Parking Management Strategies**

The following parking management strategies will be implemented as part of the Project:

- Provide valet service for the hotel, retail, and restaurants
- Manage employee demand in more remote parking areas through an employee parking permit program
- Coordinate special events
- Install electronic parking counters and board in the new parking structures
- Add signage prohibiting hospital and other medical office parkers from parking on site
- Designate pick-up/drop-off areas on site
- Designate shuttle stops on site (that serve Laguna Woods, Laguna Hills Transportation Center, hospital, and medical office)
- Provide bicycle racks, bike share facilities, and EV charging stations on site

We appreciate the opportunity to provide this analysis. Please call us at 949.825.6175 if you have any questions and/or comments.

Sincerely,

**Linscott, Law & Greenspan, Engineers**



Trissa (de Jesus) Allen, P.E.  
Senior Transportation Engineer

Attachments

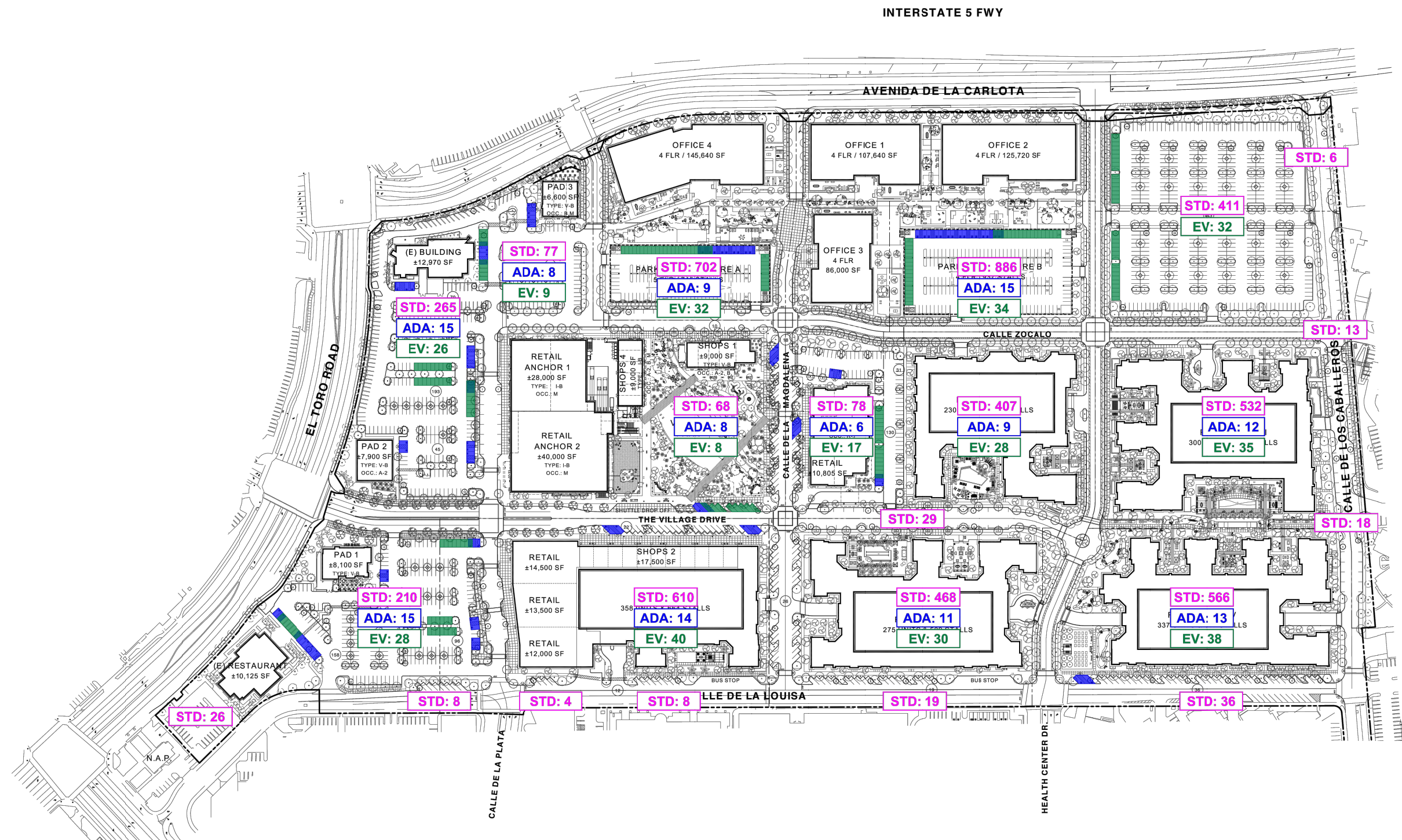




SOURCE: MERLONE GEIER PARTNERS

FIGURE 1





SOURCE: MERLONE GEIER PARTNERS

#### KEY

- BLUE = 135 ACCESSIBLE (ADA) STALLS PROVIDED
- GREEN = 357 ELECTRIC VEHICLE (EV) STALLS PROVIDED
- PINK = 5,447 STANDARD STALLS PROVIDED

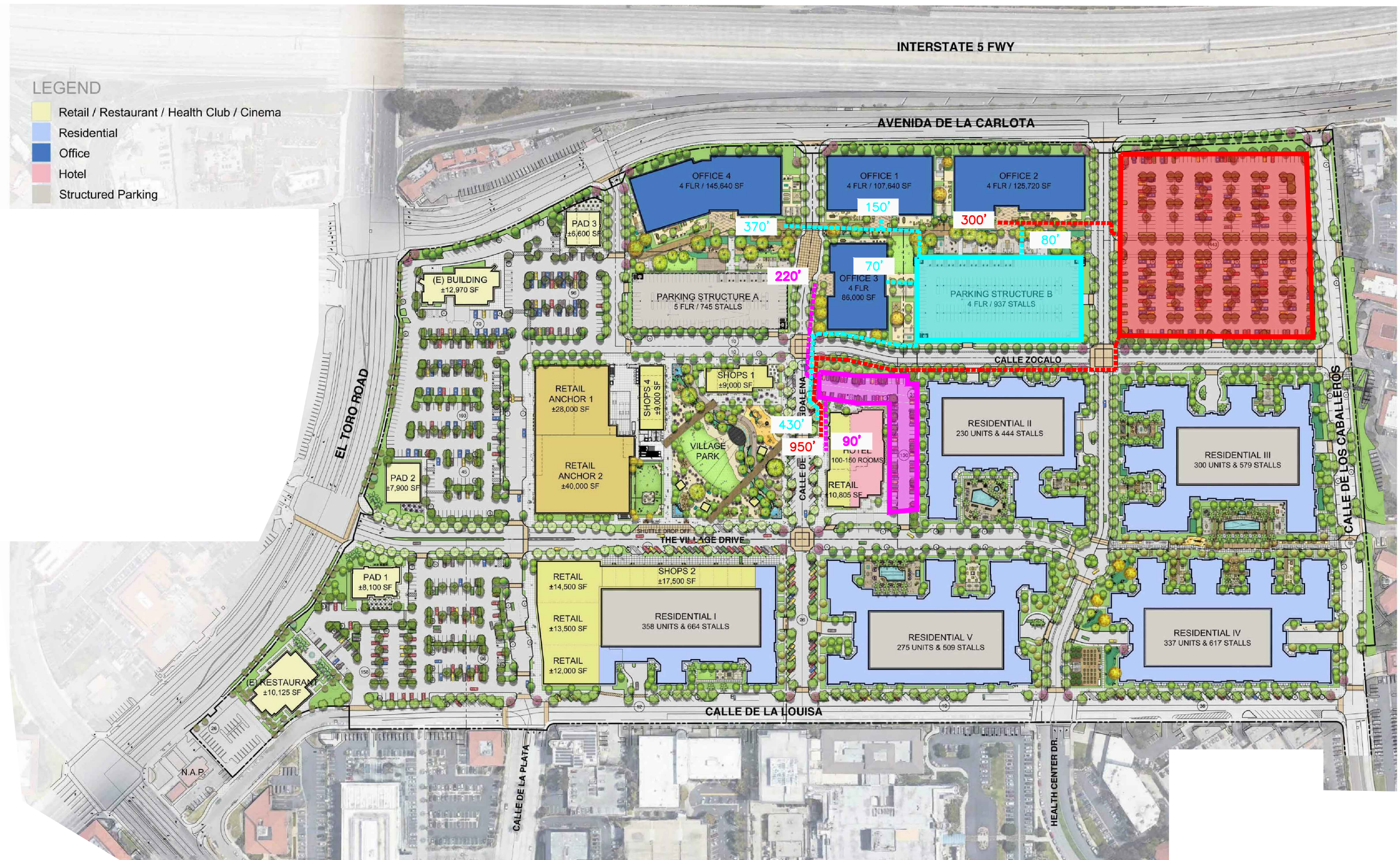
FIGURE 2

PROPOSED PARKING SUPPLY  
VILLAGE AT LAGUNA HILLS



NO SCALE





SOURCE: MERLONE GEIER PARTNERS

#### KEY

XXX' ..... = WALKING DISTANCE BETWEEN PARKING AND LAND USE

FIGURE 3

SHARED PARKING ZONE 1  
VILLAGE AT LAGUNA HILLS



NO SCALE





SOURCE: MERLONE GEIER PARTNERS

**KEY**

XXX' ..... = WALKING DISTANCE BETWEEN PARKING AND LAND USE



NO SCALE

**FIGURE 4**

**SHARED PARKING ZONE 2**  
VILLAGE AT LAGUNA HILLS





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SOURCE: MERLONE GEIER PARTNERS

KEY

XXX' ----- = WALKING DISTANCE BETWEEN PARKING AND LAND USE

**FIGURE 5**

**SHARED PARKING ZONE 3**  
VILLAGE AT LAGUNA HILLS

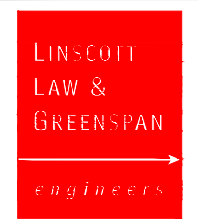






TABLE 2  
FUTURE CONDITIONS (Non-Residential Components Only)  
WEEKDAY SHARED PARKING DEMAND ANALYSIS  
Village at Laguna Hills

Land Use	Retail		Family Restaurant		Fast Casual /Take-out		Fine Dining		Cinema		Health Club		Hotel		General Office			Comparison w/ Non-Residential Supply of 3,126 Spaces
Size	99.305 KSF		15.174 KSF		36.417 KSF		9.104 KSF		1,200 Seats		40.000 KSF		150 Rms		465.000 KSF		Total Spaces	
Pkg Rate	4.50 /KSF		12.0 /KSF		12.00 /KSF		12.0 /KSF		0.30 /Seat		6.50 /KSF		1 /Rm		3.33 /KSF			
Gross Spaces (Guests + Emp)	447 Spc.		182 Spc.		437 Spc.		109 Spc.		360 Spc.		260 Spc.		150 Spc.		1,548 Spc.			
Time of Day	T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		3 <sup>rd</sup> Ed Spc. ULI		T. 9 Spc. UVSP		Shared Pkg Demand	Surplus (Deficiency)
6:00 AM	0	0%	0	0%	0	0%	0	0%	0	0%	208	80%	126	84%	46	3%	380	2,746
7:00 AM	36	8%	4	2%	9	2%	2	2%	0	0%	208	80%	123	82%	310	20%	692	2,434
8:00 AM	76	17%	9	5%	22	5%	5	5%	0	0%	169	65%	124	83%	975	63%	1,380	1,746
9:00 AM	179	40%	18	10%	44	10%	11	10%	0	0%	143	55%	111	74%	1,440	93%	1,946	1,180
10:00 AM	291	65%	36	20%	87	20%	22	20%	0	0%	130	50%	98	65%	1,548	100%	2,212	914
11:00 AM	371	83%	55	30%	131	30%	33	30%	36	10%	104	40%	98	65%	1,548	100%	2,376	750
12:00 PM	411	92%	182	100%	437	100%	109	100%	54	15%	104	40%	92	61%	1,393	90%	2,782	344
1:00 PM	425	95%	182	100%	437	100%	109	100%	72	20%	104	40%	92	61%	1,393	90%	2,814	312
2:00 PM	411	92%	109	60%	262	60%	65	60%	108	30%	78	30%	98	65%	1,502	97%	2,633	493
3:00 PM	402	90%	109	60%	262	60%	65	60%	126	35%	130	50%	98	65%	1,440	93%	2,632	494
4:00 PM	371	83%	91	50%	219	50%	55	50%	126	35%	174	67%	99	66%	1,192	77%	2,327	799
5:00 PM	335	75%	127	70%	306	70%	76	70%	180	50%	234	90%	105	70%	728	47%	2,091	1,035
6:00 PM	349	78%	164	90%	393	90%	98	90%	198	55%	260	100%	106	71%	356	23%	1,924	1,202
7:00 PM	380	85%	182	100%	437	100%	109	100%	216	60%	247	95%	102	68%	108	7%	1,781	1,345
8:00 PM	371	83%	182	100%	437	100%	109	100%	288	80%	130	50%	108	72%	108	7%	1,733	1,393
9:00 PM	259	58%	182	100%	437	100%	109	100%	324	90%	26	10%	115	77%	46	3%	1,498	1,628
10:00 PM	134	30%	164	90%	393	90%	98	90%	288	80%	26	10%	128	85%	46	3%	1,277	1,849
11:00 PM	54	12%	127	70%	306	70%	76	70%	198	55%	0	0%	132	88%	0	0%	893	2,233
12:00 AM	0	0%	91	50%	219	50%	55	50%	144	40%	0	0%	131	87%	0	0%	640	2,486

Total Gross Spaces (Unadjusted): 3,493

Weekday Peak Demand: 2,814

Total Adjusted Spaces: 3,493 0% Reduction due to Adjustments

Parking Supply: 3,126

Weekday Shared Peak Demand: 2,814 19% Reduction due to Sharing

Weekday Parking Surplus or (Deficiency): 312

19% Total Reduction from Gross Spaces

TABLE 3  
FUTURE CONDITIONS (Non-Residential Components Only)  
WEEKEND SHARED PARKING DEMAND ANALYSIS  
Village at Laguna Hills

Land Use	Retail		Family Restaurant		Fast Casual /Take-out		Fine Dining		Cinema		Health Club		Hotel		General Office			Comparison w/ Non-Residential Supply of 3,126 Spaces
Size	99.305 KSF		15.174 KSF		36.417 KSF		9.104 KSF		1,200 Seats		40.000 KSF		150 Rms		465.000 KSF		Total Spaces	
Pkg Rate	4.50 /KSF		12.0 /KSF		12.00 /KSF		12.0 /KSF		0.30 /Seat		6.50 /KSF		1 /Rm		3.33 /KSF			
Gross Spaces (Guests + Emp)	447 Spc.		182 Spc.		437 Spc.		109 Spc.		360 Spc.		260 Spc.		150 Spc.		1,548 Spc.		3,493	
Time of Day	T. 9		T. 9		T. 9		T. 9		T. 9		T. 9		3 <sup>rd</sup> Ed		T. 9		Shared Pkg Demand	Surplus (Deficiency)
	Spc.	UVSP	Spc.	UVSP	Spc.	UVSP	Spc.	UVSP	Spc.	UVSP	Spc.	UVSP	Spc.	ULI	Spc.	UVSP		
6:00 AM	0	0%	0	0%	0	0%	0	0%	0	0%	26	10%	126	84%	0	0%	152	2,974
7:00 AM	13	3%	4	2%	9	2%	2	2%	0	0%	78	30%	123	82%	46	3%	275	2,851
8:00 AM	45	10%	5	3%	13	3%	3	3%	0	0%	221	85%	124	83%	155	10%	566	2,560
9:00 AM	134	30%	11	6%	26	6%	7	6%	0	0%	182	70%	111	74%	201	13%	672	2,454
10:00 AM	201	45%	15	8%	35	8%	9	8%	0	0%	130	50%	98	65%	201	13%	689	2,437
11:00 AM	326	73%	82	45%	197	45%	49	45%	36	10%	169	65%	98	65%	263	17%	1,220	1,906
12:00 PM	380	85%	182	100%	437	100%	109	100%	90	25%	117	45%	92	61%	263	17%	1,670	1,456
1:00 PM	425	95%	182	100%	437	100%	109	100%	126	35%	130	50%	92	61%	201	13%	1,702	1,424
2:00 PM	447	100%	82	45%	197	45%	49	45%	198	55%	117	45%	98	65%	155	10%	1,343	1,783
3:00 PM	447	100%	82	45%	197	45%	49	45%	306	85%	130	50%	98	65%	108	7%	1,417	1,709
4:00 PM	402	90%	82	45%	197	45%	49	45%	306	85%	130	50%	99	66%	108	7%	1,373	1,753
5:00 PM	335	75%	109	60%	262	60%	65	60%	306	85%	117	45%	105	70%	46	3%	1,345	1,781
6:00 PM	291	65%	164	90%	393	90%	98	90%	306	85%	65	25%	106	71%	46	3%	1,469	1,657
7:00 PM	268	60%	173	95%	415	95%	104	95%	324	90%	26	10%	102	68%	46	3%	1,458	1,668
8:00 PM	246	55%	182	100%	437	100%	109	100%	360	100%	13	5%	108	72%	46	3%	1,501	1,625
9:00 PM	179	40%	182	100%	437	100%	109	100%	360	100%	0	0%	115	77%	0	0%	1,382	1,744
10:00 PM	170	38%	173	95%	415	95%	104	95%	360	100%	0	0%	128	85%	0	0%	1,350	1,776
11:00 PM	58	13%	155	85%	371	85%	93	85%	342	95%	0	0%	132	88%	0	0%	1,151	1,975
12:00 AM	0	0%	127	70%	306	70%	76	70%	216	60%	0	0%	131	87%	0	0%	856	2,270

Total Gross Spaces (Unadjusted): 3,493

Weekend Peak Demand: 1,702

Total Adjusted Spaces: 3,493 0% Reduction due to Adjustments

Parking Supply: 3,126

Weekend Shared Peak Demand: 1,702 51% Reduction due to Sharing

Weekend Parking Surplus or (Deficiency): 1,424

51% Total Reduction from Gross Spaces

TABLE 4  
ZONE 1 FUTURE CONDITIONS (Non-Residential Components Only)  
WEEKDAY SHARED PARKING DEMAND ANALYSIS  
Village at Laguna Hills

Land Use	Retail		Family Restaurant		Fast Casual /Take-out		Fine Dining		Cinema		Health Club		Hotel		General Office		Total Spaces	Comparison w/ Non-Residential Supply of 1,516 Spaces
Size Pkg Rate	10.805 KSF 4.50 /KSF		0.000 KSF 12.0 /KSF		9.200 KSF 12.00 /KSF		0.000 KSF 12.0 /KSF		0 Seats 12.00 /Seat		0.000 KSF 12.00 /KSF		150 Rms 1 /Rm		391.360 KSF 3.33 /KSF			
Gross Spaces (Guests + Emp)	49 Spc.		0 Spc.		110 Spc.		0 Spc.		0 Spc.		0 Spc.		150 Spc.		1,303 Spc.			
Time of Day	T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		3 <sup>rd</sup> Ed Spc. ULI		T. 9 Spc. UVSP		Shared Pkg Demand	Surplus (Deficiency)
6:00 AM	0	0%	0	0%	0	0%	0	0%	0	0%	0	80%	126	84%	39	3%	165	1,351
7:00 AM	4	8%	0	2%	2	2%	0	2%	0	0%	0	80%	123	82%	261	20%	390	1,126
8:00 AM	8	17%	0	5%	6	5%	0	5%	0	0%	0	65%	124	83%	821	63%	959	557
9:00 AM	20	40%	0	10%	11	10%	0	10%	0	0%	0	55%	111	74%	1,212	93%	1,354	162
10:00 AM	32	65%	0	20%	22	20%	0	20%	0	0%	0	50%	98	65%	1,303	100%	1,455	61
11:00 AM	41	83%	0	30%	33	30%	0	30%	0	10%	0	40%	98	65%	1,303	100%	1,475	41
12:00 PM	45	92%	0	100%	110	100%	0	100%	0	15%	0	40%	92	61%	1,173	90%	1,420	96
1:00 PM	47	95%	0	100%	110	100%	0	100%	0	20%	0	40%	92	61%	1,173	90%	1,422	94
2:00 PM	45	92%	0	60%	66	60%	0	60%	0	30%	0	30%	98	65%	1,264	97%	1,473	43
3:00 PM	44	90%	0	60%	66	60%	0	60%	0	35%	0	50%	98	65%	1,212	93%	1,420	96
4:00 PM	41	83%	0	50%	55	50%	0	50%	0	35%	0	67%	99	66%	1,003	77%	1,198	318
5:00 PM	37	75%	0	70%	77	70%	0	70%	0	50%	0	90%	105	70%	612	47%	831	685
6:00 PM	38	78%	0	90%	99	90%	0	90%	0	55%	0	100%	106	71%	300	23%	543	973
7:00 PM	42	85%	0	100%	110	100%	0	100%	0	60%	0	95%	102	68%	91	7%	345	1,171
8:00 PM	41	83%	0	100%	110	100%	0	100%	0	80%	0	50%	108	72%	91	7%	350	1,166
9:00 PM	28	58%	0	100%	110	100%	0	100%	0	90%	0	10%	115	77%	39	3%	292	1,224
10:00 PM	15	30%	0	90%	99	90%	0	90%	0	80%	0	10%	128	85%	39	3%	281	1,235
11:00 PM	6	12%	0	70%	77	70%	0	70%	0	55%	0	0%	132	88%	0	0%	215	1,301
12:00 AM	0	0%	0	50%	55	50%	0	50%	0	40%	0	0%	131	87%	0	0%	186	1,330

Total Gross Spaces (Unadjusted): 1,612

Weekday Peak Demand: 1,475

Total Adjusted Spaces: 1,612 0% Reduction due to Adjustments

Parking Supply: 1,516

Weekday Shared Peak Demand: 1,475 8% Reduction due to Sharing

Weekday Parking Surplus or (Deficiency): 41

8% Total Reduction from Gross Spaces

TABLE 5  
ZONE 1 FUTURE CONDITIONS (Non-Residential Components Only)  
WEEKEND SHARED PARKING DEMAND ANALYSIS  
Village at Laguna Hills

Land Use	Retail		Family Restaurant		Fast Casual /Take-out		Fine Dining		Cinema		Health Club		Hotel		General Office		Total Spaces	Comparison w/ Non-Residential Supply of 1,516 Spaces
Size	10.805 KSF		0.000 KSF		9.200 KSF		0.000 KSF		0 Seats		0.000 KSF		150 Rms		391.360 KSF			
Pkg Rate	4.50 /KSF		12.0 /KSF		12.00 /KSF		12.0 /KSF		12.00 /Seat		12.00 /KSF		1 /Rm		3.33 /KSF			
Gross Spaces (Guests + Emp)	49 Spc.		0 Spc.		110 Spc.		0 Spc.		0 Spc.		0 Spc.		150 Spc.		1,303 Spc.		1,612	
Time of Day	T. 9		T. 9		T. 9		T. 9		T. 9		T. 9		3 <sup>rd</sup> Ed		T. 9		Shared Pkg Demand	Surplus (Deficiency)
	Spc.	UVSP	Spc.	UVSP	Spc.	UVSP	Spc.	UVSP	Spc.	UVSP	Spc.	UVSP	Spc.	ULI	Spc.	UVSP		
6:00 AM	0	0%	0	0%	0	0%	0	0%	0	0%	0	10%	126	84%	0	0%	126	1,390
7:00 AM	1	3%	0	2%	2	2%	0	2%	0	0%	0	30%	123	82%	39	3%	165	1,351
8:00 AM	5	10%	0	3%	3	3%	0	3%	0	0%	0	85%	124	83%	130	10%	262	1,254
9:00 AM	15	30%	0	6%	7	6%	0	6%	0	0%	0	70%	111	74%	169	13%	302	1,214
10:00 AM	22	45%	0	8%	9	8%	0	8%	0	0%	0	50%	98	65%	169	13%	298	1,218
11:00 AM	36	73%	0	45%	50	45%	0	45%	0	10%	0	65%	98	65%	222	17%	406	1,110
12:00 PM	42	85%	0	100%	110	100%	0	100%	0	25%	0	45%	92	61%	222	17%	466	1,050
1:00 PM	47	95%	0	100%	110	100%	0	100%	0	35%	0	50%	92	61%	169	13%	418	1,098
2:00 PM	49	100%	0	45%	50	45%	0	45%	0	55%	0	45%	98	65%	130	10%	327	1,189
3:00 PM	49	100%	0	45%	50	45%	0	45%	0	85%	0	50%	98	65%	91	7%	288	1,228
4:00 PM	44	90%	0	45%	50	45%	0	45%	0	85%	0	50%	99	66%	91	7%	284	1,232
5:00 PM	37	75%	0	60%	66	60%	0	60%	0	85%	0	45%	105	70%	39	3%	247	1,269
6:00 PM	32	65%	0	90%	99	90%	0	90%	0	85%	0	25%	106	71%	39	3%	276	1,240
7:00 PM	29	60%	0	95%	105	95%	0	95%	0	90%	0	10%	102	68%	39	3%	275	1,241
8:00 PM	27	55%	0	100%	110	100%	0	100%	0	100%	0	5%	108	72%	39	3%	284	1,232
9:00 PM	20	40%	0	100%	110	100%	0	100%	0	100%	0	0%	115	77%	0	0%	245	1,271
10:00 PM	19	38%	0	95%	105	95%	0	95%	0	100%	0	0%	128	85%	0	0%	252	1,264
11:00 PM	6	13%	0	85%	94	85%	0	85%	0	95%	0	0%	132	88%	0	0%	232	1,284
12:00 AM	0	0%	0	70%	77	70%	0	70%	0	60%	0	0%	131	87%	0	0%	208	1,308

Total Gross Spaces (Unadjusted): 309

Weekend Peak Demand: 466

Total Adjusted Spaces: 1,612 -422% Reduction due to Adjustments

Parking Supply: 1,516

Weekend Shared Peak Demand: 466 371% Reduction due to Sharing

Weekend Parking Surplus or (Deficiency): 1,050

-51% Total Reduction from Gross Spaces

TABLE 6  
ZONE 2 FUTURE CONDITIONS (Non-Residential Components Only)  
WEEKDAY SHARED PARKING DEMAND ANALYSIS  
Village at Laguna Hills

Land Use	Retail		Family Restaurant		Fast Casual /Take-out		Fine Dining		Cinema		Health Club		Hotel		General Office		Total Spaces	Comparison w/ Non-Residential Supply of 1,068 Spaces
Size	31.000 KSF		15.000 KSF		18.270 KSF		0.000 KSF		1,200 Seats		40.000 KSF		0 Rms		73.640 KSF			
Pkg Rate	4.50 /KSF		12.0 /KSF		12.00 /KSF		12.0 /KSF		0.30 /Seat		6.50 /KSF		1 /Rm		3.33 /KSF			
Gross Spaces (Guests + Emp)	140 Spc.		180 Spc.		219 Spc.		0 Spc.		360 Spc.		260 Spc.		0 Spc.		245 Spc.		1,404	
Time of Day	T. 9		T. 9		T. 9		T. 9		T. 9		T. 9		3 <sup>rd</sup> Ed		T. 9		Shared Pkg Demand	Surplus (Deficiency)
	Spc.	UVSP	Spc.	UVSP	Spc.	UVSP	Spc.	UVSP	Spc.	UVSP	Spc.	UVSP	Spc.	ULI	Spc.	UVSP		
6:00 AM	0	0%	0	0%	0	0%	0	0%	0	0%	208	80%	0	84%	7	3%	215	853
7:00 AM	11	8%	4	2%	4	2%	0	2%	0	0%	208	80%	0	82%	49	20%	276	792
8:00 AM	24	17%	9	5%	11	5%	0	5%	0	0%	169	65%	0	83%	154	63%	367	701
9:00 AM	56	40%	18	10%	22	10%	0	10%	0	0%	143	55%	0	74%	228	93%	467	601
10:00 AM	91	65%	36	20%	44	20%	0	20%	0	0%	130	50%	0	65%	245	100%	546	522
11:00 AM	116	83%	54	30%	66	30%	0	30%	36	10%	104	40%	0	65%	245	100%	621	447
12:00 PM	129	92%	180	100%	219	100%	0	100%	54	15%	104	40%	0	61%	221	90%	907	161
1:00 PM	133	95%	180	100%	219	100%	0	100%	72	20%	104	40%	0	61%	221	90%	929	139
2:00 PM	129	92%	108	60%	131	60%	0	60%	108	30%	78	30%	0	65%	238	97%	792	276
3:00 PM	126	90%	108	60%	131	60%	0	60%	126	35%	130	50%	0	65%	228	93%	849	219
4:00 PM	116	83%	90	50%	110	50%	0	50%	126	35%	174	67%	0	66%	189	77%	805	263
5:00 PM	105	75%	126	70%	153	70%	0	70%	180	50%	234	90%	0	70%	115	47%	913	155
6:00 PM	109	78%	162	90%	197	90%	0	90%	198	55%	260	100%	0	71%	56	23%	982	86
7:00 PM	119	85%	180	100%	219	100%	0	100%	216	60%	247	95%	0	68%	17	7%	998	70
8:00 PM	116	83%	180	100%	219	100%	0	100%	288	80%	130	50%	0	72%	17	7%	950	118
9:00 PM	81	58%	180	100%	219	100%	0	100%	324	90%	26	10%	0	77%	7	3%	837	231
10:00 PM	42	30%	162	90%	197	90%	0	90%	288	80%	26	10%	0	85%	7	3%	722	346
11:00 PM	17	12%	126	70%	153	70%	0	70%	198	55%	0	0%	0	88%	0	0%	494	574
12:00 AM	0	0%	90	50%	110	50%	0	50%	144	40%	0	0%	0	87%	0	0%	344	724

Total Gross Spaces (Unadjusted): 1,294

Weekday Peak Demand: 998

Total Adjusted Spaces: 1,404 -9% Reduction due to Adjustments

Parking Supply: 1,068

Weekday Shared Peak Demand: 998 32% Reduction due to Sharing

Weekday Parking Surplus or (Deficiency): 70

23% Total Reduction from Gross Spaces



TABLE 7  
ZONE 2 FUTURE CONDITIONS (Non-Residential Components Only)  
WEEKEND SHARED PARKING DEMAND ANALYSIS  
Village at Laguna Hills

Land Use	Retail		Family Restaurant		Fast Casual /Take-out		Fine Dining		Cinema		Health Club		Hotel		General Office		Total Spaces	Comparison w/ Non-Residential Supply of 1,068 Spaces
Size	31.000 KSF		15.000 KSF		18.270 KSF		0.000 KSF		1,200 Seats		40.000 KSF		0 Rms		73.640 KSF			
Pkg Rate	4.50 /KSF		12.0 /KSF		12.00 /KSF		12.0 /KSF		0.30 /Seat		6.50 /KSF		1 /Rm		3.33 /KSF			
Gross Spaces (Guests + Emp)	140 Spc.		180 Spc.		219 Spc.		0 Spc.		360 Spc.		260 Spc.		0 Spc.		245 Spc.			
Time of Day	T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		3 <sup>rd</sup> Ed Spc. ULI		T. 9 Spc. UVSP		Shared Pkg Demand	Surplus (Deficiency)
6:00 AM	0	0%	0	0%	0	0%	0	0%	0	0%	26	10%	0	84%	0	0%	26	1,042
7:00 AM	4	3%	4	2%	4	2%	0	2%	0	0%	78	30%	0	82%	7	3%	97	971
8:00 AM	14	10%	5	3%	7	3%	0	3%	0	0%	221	85%	0	83%	25	10%	272	796
9:00 AM	42	30%	11	6%	13	6%	0	6%	0	0%	182	70%	0	74%	32	13%	280	788
10:00 AM	63	45%	14	8%	18	8%	0	8%	0	0%	130	50%	0	65%	32	13%	257	811
11:00 AM	102	73%	81	45%	99	45%	0	45%	36	10%	169	65%	0	65%	42	17%	529	539
12:00 PM	119	85%	180	100%	219	100%	0	100%	90	25%	117	45%	0	61%	42	17%	767	301
1:00 PM	133	95%	180	100%	219	100%	0	100%	126	35%	130	50%	0	61%	32	13%	820	248
2:00 PM	140	100%	81	45%	99	45%	0	45%	198	55%	117	45%	0	65%	25	10%	660	408
3:00 PM	140	100%	81	45%	99	45%	0	45%	306	85%	130	50%	0	65%	17	7%	773	295
4:00 PM	126	90%	81	45%	99	45%	0	45%	306	85%	130	50%	0	66%	17	7%	759	309
5:00 PM	105	75%	108	60%	131	60%	0	60%	306	85%	117	45%	0	70%	7	3%	774	294
6:00 PM	91	65%	162	90%	197	90%	0	90%	306	85%	65	25%	0	71%	7	3%	828	240
7:00 PM	84	60%	171	95%	208	95%	0	95%	324	90%	26	10%	0	68%	7	3%	820	248
8:00 PM	77	55%	180	100%	219	100%	0	100%	360	100%	13	5%	0	72%	7	3%	856	212
9:00 PM	56	40%	180	100%	219	100%	0	100%	360	100%	0	0%	0	77%	0	0%	815	253
10:00 PM	53	38%	171	95%	208	95%	0	95%	360	100%	0	0%	0	85%	0	0%	792	276
11:00 PM	18	13%	153	85%	186	85%	0	85%	342	95%	0	0%	0	88%	0	0%	699	369
12:00 AM	0	0%	126	70%	153	70%	0	70%	216	60%	0	0%	0	87%	0	0%	495	573

Total Gross Spaces (Unadjusted): 1,294

Weekend Peak Demand: 856

Total Adjusted Spaces: 1,404 -9% Reduction due to Adjustments

Parking Supply: 1,068

Weekend Shared Peak Demand: 856 43% Reduction due to Sharing

Weekend Parking Surplus or (Deficiency): 212

34% Total Reduction from Gross Spaces

TABLE 8  
ZONE 3 FUTURE CONDITIONS (Non-Residential Components Only)  
WEEKDAY SHARED PARKING DEMAND ANALYSIS  
Village at Laguna Hills

Land Use	Retail		Family Restaurant		Fast Casual /Take-out		Fine Dining		Cinema		Health Club		Hotel		General Office		Total Spaces	Comparison w/ Non-Residential Supply of 542 Spaces		
Size	57.500 KSF		0.000 KSF		8.100 KSF		10.125 KSF		0 Seats		0.000 KSF		0 Rms		0.000 KSF				478	
Pkg Rate	4.50 /KSF		12.0 /KSF		12.00 /KSF		12.0 /KSF		0.30 /Seat		1.00 /KSF		1 /Rm		3.33 /KSF					
Gross Spaces (Guests + Emp)	259 Spc.		0 Spc.		97 Spc.		122 Spc.		0 Spc.		0 Spc.		0 Spc.		0 Spc.		Shared Pkg Demand	Surplus (Deficiency)		
Time of Day	T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		3 <sup>rd</sup> Ed Spc. ULI		T. 9 Spc. UVSP					
6:00 AM	0	0%	0	0%	0	0%	0	0%	0	0%	0	80%	0	84%	0	3%			0	542
7:00 AM	21	8%	0	2%	2	2%	2	2%	0	0%	0	80%	0	82%	0	20%			25	517
8:00 AM	44	17%	0	5%	5	5%	6	5%	0	0%	0	65%	0	83%	0	63%			55	487
9:00 AM	104	40%	0	10%	10	10%	12	10%	0	0%	0	55%	0	74%	0	93%			126	416
10:00 AM	168	65%	0	20%	19	20%	24	20%	0	0%	0	50%	0	65%	0	100%			211	331
11:00 AM	215	83%	0	30%	29	30%	37	30%	0	10%	0	40%	0	65%	0	100%			281	261
12:00 PM	238	92%	0	100%	97	100%	122	100%	0	15%	0	40%	0	61%	0	90%			457	85
1:00 PM	246	95%	0	100%	97	100%	122	100%	0	20%	0	40%	0	61%	0	90%			465	77
2:00 PM	238	92%	0	60%	58	60%	73	60%	0	30%	0	30%	0	65%	0	97%			369	173
3:00 PM	233	90%	0	60%	58	60%	73	60%	0	35%	0	50%	0	65%	0	93%			364	178
4:00 PM	215	83%	0	50%	49	50%	61	50%	0	35%	0	67%	0	66%	0	77%			325	217
5:00 PM	194	75%	0	70%	68	70%	85	70%	0	50%	0	90%	0	70%	0	47%			347	195
6:00 PM	202	78%	0	90%	87	90%	110	90%	0	55%	0	100%	0	71%	0	23%			399	143
7:00 PM	220	85%	0	100%	97	100%	122	100%	0	60%	0	95%	0	68%	0	7%			439	103
8:00 PM	215	83%	0	100%	97	100%	122	100%	0	80%	0	50%	0	72%	0	7%			434	108
9:00 PM	150	58%	0	100%	97	100%	122	100%	0	90%	0	10%	0	77%	0	3%	369	173		
10:00 PM	78	30%	0	90%	87	90%	110	90%	0	80%	0	10%	0	85%	0	3%	275	267		
11:00 PM	31	12%	0	70%	68	70%	85	70%	0	55%	0	0%	0	88%	0	0%	184	358		
12:00 AM	0	0%	0	50%	49	50%	61	50%	0	40%	0	0%	0	87%	0	0%	110	432		

Total Gross Spaces (Unadjusted): 628

Weekday Peak Demand: 465

Total Adjusted Spaces: 478 24% Reduction due to Adjustments

Parking Supply: 542

Weekday Shared Peak Demand: 465 2% Reduction due to Sharing

Weekday Parking Surplus or (Deficiency): 77

26% Total Reduction from Gross Spaces

TABLE 9  
ZONE 3 FUTURE CONDITIONS (Non-Residential Components Only)  
WEEKEND SHARED PARKING DEMAND ANALYSIS  
Village at Laguna Hills

Land Use	Retail		Family Restaurant		Fast Casual /Take-out		Fine Dining		Cinema		Health Club		Hotel		General Office		Total Spaces	Comparison w/ Non-Residential Supply of 542 Spaces
Size	57.500 KSF		0.000 KSF		8.100 KSF		10.125 KSF		0 Seats		0.000 KSF		0 Rms		0.000 KSF			
Pkg Rate	4.50 /KSF		12.0 /KSF		12.00 /KSF		12.0 /KSF		0.30 /Seat		1.00 /KSF		1 /Rm		3.33 /KSF			
Gross Spaces (Guests + Emp)	259 Spc.		0 Spc.		97 Spc.		122 Spc.		0 Spc.		0 Spc.		0 Spc.		0 Spc.			
Time of Day	T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		T. 9 Spc. UVSP		3 <sup>rd</sup> Ed Spc. ULI		T. 9 Spc. UVSP		Shared Pkg Demand	Surplus (Deficiency)
6:00 AM	0	0%	0	0%	0	0%	0	0%	0	0%	0	10%	0	84%	0	0%	0	542
7:00 AM	8	3%	0	2%	2	2%	2	2%	0	0%	0	30%	0	82%	0	3%	12	530
8:00 AM	26	10%	0	3%	3	3%	4	3%	0	0%	0	85%	0	83%	0	10%	33	509
9:00 AM	78	30%	0	6%	6	6%	7	6%	0	0%	0	70%	0	74%	0	13%	91	451
10:00 AM	117	45%	0	8%	8	8%	10	8%	0	0%	0	50%	0	65%	0	13%	135	407
11:00 AM	189	73%	0	45%	44	45%	55	45%	0	10%	0	65%	0	65%	0	17%	288	254
12:00 PM	220	85%	0	100%	97	100%	122	100%	0	25%	0	45%	0	61%	0	17%	439	103
1:00 PM	246	95%	0	100%	97	100%	122	100%	0	35%	0	50%	0	61%	0	13%	465	77
2:00 PM	259	100%	0	45%	44	45%	55	45%	0	55%	0	45%	0	65%	0	10%	358	184
3:00 PM	259	100%	0	45%	44	45%	55	45%	0	85%	0	50%	0	65%	0	7%	358	184
4:00 PM	233	90%	0	45%	44	45%	55	45%	0	85%	0	50%	0	66%	0	7%	332	210
5:00 PM	194	75%	0	60%	58	60%	73	60%	0	85%	0	45%	0	70%	0	3%	325	217
6:00 PM	168	65%	0	90%	87	90%	110	90%	0	85%	0	25%	0	71%	0	3%	365	177
7:00 PM	155	60%	0	95%	92	95%	116	95%	0	90%	0	10%	0	68%	0	3%	363	179
8:00 PM	142	55%	0	100%	97	100%	122	100%	0	100%	0	5%	0	72%	0	3%	361	181
9:00 PM	104	40%	0	100%	97	100%	122	100%	0	100%	0	0%	0	77%	0	0%	323	219
10:00 PM	98	38%	0	95%	92	95%	116	95%	0	100%	0	0%	0	85%	0	0%	306	236
11:00 PM	34	13%	0	85%	82	85%	104	85%	0	95%	0	0%	0	88%	0	0%	220	322
12:00 AM	0	0%	0	70%	68	70%	85	70%	0	60%	0	0%	0	87%	0	0%	153	389

Total Gross Spaces (Unadjusted): 628

Weekend Peak Demand: 465

Total Adjusted Spaces: 478 24% Reduction due to Adjustments

Parking Supply: 542

Weekend Shared Peak Demand: 465 2% Reduction due to Sharing

Weekend Parking Surplus or (Deficiency): 77

26% Total Reduction from Gross Spaces