



- The parking supply beneath Building 5 would accommodate the residential units contained in Building 5 as well as those from Building 1, with 25 standard stalls and 1 ADA stall remaining to serve Retail and Restaurant Employees.
- The parking supply beneath Building 4(a/b) would accommodate the residential units in Building 4(a), Building 2, and Building 3, with 97 standard stalls and 2 ADA stalls remaining to serve Office Employees during the day and Restaurant Patrons at night.

PARKING MANAGEMENT PLAN – DECEMBER WEEKDAY

The parking shortfall during this period could be accommodated through stacking vehicles in drive aisles through the use of valet or attendant-assist parking during peak periods. Given the limited number of spaces needed (16) the striped parking shortfall could likely be accommodated within the parking supply under Building 4(a/b). If this option is selected, a stacking plan would be required by the City. Walker could provide a stacking plan to identify the number of vehicles that could be stack parked and where they would be located.

A similar option would be to valet park up to 20 cars using resident parking spaces. Only one spaces per residential unit needs to be an assigned spaces, which mean 35 of the total 55 would be assigned. Valet staff could use the remaining 20 spaces without the need to stack them within the aisle of the parking supply. The projected parking shortfall under the peak condition results in a 16-space shortfall. The shared parking supply supplemented by these 20 spaces would provide adequate parking under peak conditions.

The AVSP also allows for the use of off-site parking. This is one option to help meet a possible shortfall for employees of the site. If this option is selected the City requires proof of the agreement. If this option is selected, Walker suggests that Retail and Restaurant Employees be moved off-site. During the peak period they generate combined parking demand as follows:

- 11:00 AM – 24 spaces
- 12:00 PM – 25 spaces
- 1:00 PM – 25 spaces

This recommendation provides for an on-site surplus of parking without staffing costs. Leasing off-site parking would be an expense, but that could be offset if parking spaces on-site were made available in the evening (when there is a surplus) for neighboring developments.