APPENDIX F

Shared Parking Analysis

Table A1

Hourly Variations by Percentage of Peak Hour or Daily Vehicle Count
Weekend

Cinema				Retail			TOTAL		
Size (seats) 3000				Size (ksf) 594.05					
Peak Rate[1] 0.3				Peak Rate[1] 3.21					
							Total demand based on peak rates		2807
							Total demand with turnover (10%)		3088
Peak Demand 900				Peak Demand 1907			Total proposed supply		3025
Time	%of Peak [1]		Demand	%of Peak [1]		Demand	Total demand by hour	Total demand with turnover (10%) by hour	Shortage?
6:00 AM	0%	*	0	0%	*	0	0	0	NO
7:00 AM	0%	*	0	13%		248	248	273	NO
8:00 AM	0%	*	0	27%		515	515	567	NO
9:00 AM	0%	*	0	61%		1163	1163	1279	NO
10:00 AM	0%	*	0	75%		1430	1430	1573	NO
11:00 AM	30%	*	270	90%		1716	1986	2185	NO
12:00 PM	32%		288	100%		1907	2195	2415	NO
1:00 PM	68%		612	99%		1888	2500	2750	NO
2:00 PM	64%		576	98%		1869	2445	2690	NO
3:00 PM	73%		657	88%		1678	2335	2569	NO
4:00 PM	68%		612	68%		1297	1909	2100	NO
5:00 PM	68%		612	56%		1068	1680	1848	NO
6:00 PM	77%		693	73%		1392	2085	2293	NO
7:00 PM	91%		819	52%		992	1811	1992	NO
8:00 PM	100%		900	53%		1011	1911	2102	NO
9:00 PM	95%		855	44%		839	1694	1864	NO
10:00 PM	100%		900	29%		553	1453	1598	NO
11:00 PM	77%		693	0%	*	0	693	762	NO
12:00 AM	0%	*	0	0%	*	0	0	0	NO

[1] Source: Parking Generation (3rd Edition ITE) and Fehr &Peers data.

[2] Parking variations by % of peak hour parking for *Shared Parking*, Urban Land Institute, 1983 and *Parking Generation*, Institute of Transportation Engineers, 3rd Edition.

* Denotes insufficient data avaliable for designated time periods numbers approximated

Note: If substantial space is part of the center, the projected parking demand should be re-calculated using appropriate rates.

Table A2

Hourly Variations by Percentage of Peak Hour or Daily Vehicle Count
Weekday

Cinema				Retail			TOTAL		
Size (seats) 3000				Size (ksf) 594.05					
Peak Rate[1] 0.25				Peak Rate[1] 1.84					
							Total demand based on peak rates		1840
Peak				Peak			Total demand with turnover (10%)		2024
Demand 750				Demand 1090			Total proposed supply		3025
Time	%of Peak [2]		Demand	%of Peak [2]		Demand	Total demand by hour	Total demand with turnover (10%) by hour	Shortage?
6:00 AM	0%	*	0	0%	*	0	0	0	NO
7:00 AM	0%	*	0	5%		55	55	61	NO
8:00 AM	0%	*	0	18%		196	196	216	NO
9:00 AM	0%	*	0	38%		414	414	455	NO
10:00 AM	0%	*	0	53%		578	578	636	NO
11:00 AM	25%	*	188	86%		937	1125	1238	NO
12:00 PM	25%		188	100%		1090	1278	1406	NO
1:00 PM	65%		488	98%		1068	1556	1712	NO
2:00 PM	65%		488	91%		992	1480	1628	NO
3:00 PM	65%		488	86%		937	1425	1568	NO
4:00 PM	65%		488	81%		883	1371	1508	NO
5:00 PM	65%		488	57%		621	1109	1220	NO
6:00 PM	75%		563	69%		752	1315	1446	NO
7:00 PM	80%		600	82%		894	1494	1643	NO
8:00 PM	100%		750	70%		763	1513	1664	NO
9:00 PM	85%		638	42%		458	1096	1206	NO
10:00 PM	90%		675	10%		109	784	863	NO
11:00 PM	75%		563	0%	*	0	563	619	NO
12:00 AM	0%	*	0	0%	*	0	0	0	NO

1 Source: Parking Generation (3rd Edition ITE) and Fehr &Peers data.

2 Parking variations by % of peak hour parking for Shared Parking, Urban Land Institute, 1983 and Parking Generation , Institute of Transportation Engineers, 3rd Edition.

* Denotes insufficient data available for designated time periods numbers approximated

Note: If substantial space is part of the center, the projected parking demand should be re-calculated using appropriate rates.

Table A3

Hourly Variations by Percentage of Peak Hour or Daily Vehicle Count
Weekday with Supermarket

Cinema				Retail				Supermarket				TOTAL		
Size (seats)	3000			Size (ksf)	544.05			Size (ksf)	50					
Peak Rate [1]	0.25			Peak Rate [1]	1.86			Peak Rate [1]	4.36			Total demand based on peak rates		1978
Peak Demand	750			Peak Demand	1010			Peak Demand	218			Total demand with turnover (10%)		2176
												Total proposed supply		3025
Time	%of Peak [2]		Demand	%of Peak [2]		Demand		%of Peak [2]		Demand		Total demand by hour by hour	Total demand with turnover (10%)	Shortage?
6:00 AM	0%	*	0	0%	*	0		0%	*	0		0	0	NO
7:00 AM	0%	*	0	5%		51		20%	*	44		95	104	NO
8:00 AM	0%	*	0	18%		182		20%	*	44		226	248	NO
9:00 AM	0%	*	0	38%		384		20%	*	44		428	470	NO
10:00 AM	0%	*	0	53%		535		58%		126		661	728	NO
11:00 AM	25%	*	188	86%		869		66%		144		1201	1321	NO
12:00 PM	25%		188	100%		1010		93%		203		1401	1541	NO
1:00 PM	65%		488	98%		990		100%		218		1696	1866	NO
2:00 PM	65%		488	91%		919		90%		196		1603	1764	NO
3:00 PM	65%		488	86%		869		94%		205		1562	1719	NO
4:00 PM	65%		488	81%		818		97%		211		1517	1669	NO
5:00 PM	65%		488	57%		576		82%		179		1243	1368	NO
6:00 PM	75%		563	69%		697		62%		135		1395	1535	NO
7:00 PM	80%		600	82%		828		47%		102		1530	1683	NO
8:00 PM	100%		750	70%		707		30%	*	65		1522	1675	NO
9:00 PM	85%		638	42%		424		20%	*	44		1106	1216	NO
10:00 PM	90%		675	10%		101		10%	*	22		798	878	NO
11:00 PM	75%		563	0%	*	0		0%	*	0		563	619	NO
12:00 AM	0%	*	0	0%	*	0		0%	*	0		0	0	NO

1 Source: Parking Generation (3rd Edition ITE) and Fehr &Peers data.

2 Parking variations by % of peak hour parking for Shared Parking, Urban Land Institute, 1983 and Parking Generation , Institute of Transportation Engineers, 3rd Edition.

* Denotes insufficient data available for designated time periods numbers approximated

Note: If substantial space is part of the center, the projected parking demand should be re-calculated using appropriate rates

Table A4

Hourly Variations by Percentage of Peak Hour or Daily Vehicle Count
Weekend with Supermarket

Cinema				Retail				Supermarket				TOTAL			
Size (seats)	3000			Size (ksf)	544.05			Size (ksf)	50						
Peak Rate [1]	0.3			Peak Rate [1]	3.20			Peak Rate [1]	4 75						
Peak Demand	900			Peak Demand	1741			Peak Demand	238			Total demand based on peak rates		2879	
												Total demand with turnover (10%)		3167	
												Total proposed supply		3025	
Time	%of Peak [2]		Demand	%of Peak [2]		Demand		%of Peak [2]		Demand		Total demand by hour	Total demand with turnover (10%) by hour		Shortage?
6:00 AM	0%	*	0	0%	*	0		0%	*	0		0	0		NO
7:00 AM	0%	*	0	13%		226		20%	*	48		274	302		NO
8:00 AM	0%	*	0	27%		470		30%	*	71		541	595		NO
9:00 AM	0%	*	0	61%		1062		40%	*	95		1157	1273		NO
10:00 AM	0%	*	0	75%		1306		50%	*	119		1425	1568		NO
11:00 AM	30%	*	270	90%		1567		70%	*	167		2004	2205		NO
12:00 PM	32%		288	100%		1741		91%		217		2246	2471		NO
1:00 PM	68%		612	99%		1724		100%		238		2574	2831		NO
2:00 PM	64%		576	98%		1706		95%		226		2508	2760		NO
3:00 PM	73%		657	88%		1532		98%		233		2422	2664		NO
4:00 PM	68%		612	68%		1184		89%		212		2008	2208		NO
5:00 PM	68%		612	56%		975		72%		171		1758	1934		NO
6:00 PM	77%		693	73%		1271		72%		171		2135	2348		NO
7:00 PM	91%		819	52%		905		50%	*	119		1843	2028		NO
8:00 PM	100%		900	53%		923		30%	*	71		1894	2083		NO
9:00 PM	95%		855	44%		766		20%	*	48		1669	1837		NO
10:00 PM	100%		900	29%		505		10%	*	24		1429	1572		NO
11:00 PM	77%		693	0%	*	0		0%	*	0		693	762		NO
12:00 AM	0%	*	0	0%	*	0		0%	*	0		0	0		NO

1 Source: Parking Generation (3rd Edition ITE) and Fehr &Peers data.

2 Parking variations by % of peak hour parking for Shared Parking, Urban Land Institute 1983 and Parking Generation , Institute of Transportation Engineers 3rd Edition.

* Denotes insufficient data available for designated time periods numbers approximated

Note: If substantial space is part of the center the projected parking demand should be re-calculated using appropriate rates