



CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING: June 9, 2015

SUBJECT: Design Overlay Review No. 1568-15

APPLICANT: Steve Phillips
3750 Long Beach Boulevard, Suite 200
Irvine, CA 92612

PROPERTY OWNER: Sears Roebuck and Co.
3335 Beverly Road
Hoffman Estates, Illinois 60179

REQUEST: Remodel and conversion of the existing 19,774-square-foot
Sears automotive center building to restaurant uses
located on a parcel owned by Sears at the SouthBay
Pavilion shopping center

PROPERTIES INVOLVED: 20420 Avalon Boulevard

COMMISSION ACTION

☐ Concurred with staff

☐ Did not concur with staff

☐ Other

COMMISSIONERS' VOTE

<u>AYE</u>	<u>NO</u>		<u>AYE</u>	<u>NO</u>	
		Chairman Diaz			Mitoma
		Vice-Chair Madrigal			Post
		Andrews			Schaefer
		Faletogo			Thomas
		Gordon			

Item No. 12-A

I. Introduction

The applicant, is proposing the remodel and conversion of the 19,774-square-foot Sears automotive center building (including the existing 7,758-square-foot basement) to four restaurant uses. The basement area is part of Applebee's restaurant space and may be used for storage only. The proposed restaurant uses are as follows:

- Applebee's with 6,266-square-feet;
- Jersey Mike Subs with 1,700-square-feet of interior floor area and 335-square-feet of outdoor dining;
- Smash Burger with 1,925-square-feet of interior floor area and 362-square-feet of outdoor dining; and
- Chipotle with 2,125-square-feet of interior floor area and 333-square-feet of outdoor dining.

The total of proposed interior restaurant floor area is 12,016-square-feet with 1,030-square-feet of outdoor patio dining area.

The restaurants hours of operation range from 11:00 a.m. to 1:00 a.m. Monday through Sunday (refer to Exhibit No. 3). Further, all restaurants are proposing security cameras to address security concerns. Regarding the restaurants serving beer and wine with food, the CMC permits such use by right provided beer and wine are served in a bona fide restaurant. The individual restaurant would be required to obtain separate beer and wine sales approval with the California Alcoholic and Beverage Control Department.

Background

On April 26, 2011, the Planning Commission approved Conditional Use Permit No. 858-11 for exterior improvements to the Sears automotive center. However, Sears, Roebuck and Company is now proposing to convert the existing automotive center to a multi-tenant restaurant establishment. The previous exterior improvements for the Sears automotive center building resulted in the parking lot being repaved, parking spaces being restriped and the planting of trees within the parking areas to enhance the aesthetics of the built environment.

Location/Site Characteristics/Existing Development

The Sears automotive center is located within the SouthBay Pavilion shopping center between Del Amo Boulevard to the north, Leapwood Avenue to the east, Dominguez Street to the south, and Avalon Boulevard to the west. The properties included in the mall are part of a reciprocal easement agreement (REA) which covers the entire shopping center. The REA includes provisions for common driveways, parking, and maintenance requirements.

The properties to the north includes a park, a smaller shopping center, and single-family residences; to the east are apartments and light industrial uses; to the south

are commercial businesses and a hotel; and to the west are offices and commercial uses.

Zoning/General Plan/Redevelopment Area Designation

The SouthBay Pavilion shopping center is zoned CR-MUR-D (Commercial, Regional – Mixed Use Residential – Design Overlay). The subject property is designated under the General Plan Land Use as Mixed Use-Residential. Properties to the south and west are designated Regional Commercial; properties to the east are designated Light Industrial; and properties to the north are designated Regional Commercial, Recreational Open Space, and Low Density Residential.

In 2005, the MUR (Mixed Use Residential) overlay district was applied to the shopping center in anticipation of future residential development. The existing shopping center and proposed project are consistent with the Mixed Use-Residential land use designation and the CR-MUR-D zone.

Public Safety Issues

The South Bay Pavilion has its own security team that patrols the mall. Major code enforcement issues have not been reported by the City's Public Safety Division. As a condition of approval staff recommends that security cameras be installed in coordination with the Los Angeles Sheriff's Department.

II. Analysis

Parking

The applicant submitted a focused parking demand study for the entire mall area at the request of the City Traffic Engineer to determine if there is adequate parking for the proposed restaurants. The City Traffic Engineer reviewed the parking study and concurred with the study findings (refer to Exhibit No. 4). Because of the varying peaking characteristics of the South Bay Pavilions shopping center, the peak parking demand would be substantially lower than the number of spaces calculated by using the city's parking requirement for each individual land use. The parking demand parking study concluded that the weekday parking analysis for the entire center results in a minimum surplus of 864 spaces, while the weekend parking analysis results in a minimum surplus of 891 spaces. Therefore, the City Traffic Engineer determined that the number of parking spaces provided at the site would be sufficient to accommodate the parking demands of the proposed restaurants.

The CMC requires 1 parking space for every 100-square-foot of dining area. The proposed total restaurant floor area space is 13,046-square-foot requiring 130 parking spaces. The applicant is providing 150 parking spaces for the proposed restaurant use located south of the subject building meeting the CMC requirements.

Elevations

The proposed exterior elevations are being remodeled to be compatible with the existing Pavilion shopping center and will have earth tone paint colors with brick veneer and metal/fabric canopy.

Applicable Zoning Ordinance Regulations

The project site is located in the Design Overlay district and the proposed project is subject to the approval of a development plan in accordance with the Site Plan and Design Review procedures as provided in Section 9172.23.

Required Findings: Site Plan and Design Review

Pursuant to Section 9172.23(D), Site Plan and Design Review, Approving Authority Findings and Decision, the Planning Commission may recommend approval of the proposal only if the following findings can be made in the affirmative:

1. Compatibility with the General Plan, any specific plans for the area, and surrounding uses.
2. Compatibility of architecture and design with existing and anticipated development in the vicinity, including the aspects of site planning, land coverage, landscaping, appearance and scale of structures and open spaces and other features relative to a harmonious and attractive development of the area.
3. Convenience and safety of circulation for pedestrians and vehicles.
4. Attractiveness, effectiveness and restraint in signing, graphics and color.
5. Conformance to any applicable design standards and guidelines that have been adopted pursuant to Section 9172.15.

Staff has reviewed the proposed project and finds that the findings listed above can be made in the affirmative as indicated:

- a) The proposed project is consistent with the General Plan which designates the subject property for Mixed Use-Residential, including commercial uses.
- b) The subject site is zoned CR-MUR-D (Commercial, Regional – Mixed Use Residential – Design Overlay). The proposed project is consistent with the zone.
- c) The proposed project is compatible with the architecture and design of existing and anticipated development in the vicinity, including appearance, size, scale, and location.
- d) The proposed project will not obstruct vehicular and pedestrian circulation. Adequate parking will be available.
- e) The project involves no potential for any adverse effect, either individually or cumulatively.

Issues of Concern

- Issue – Landscaping screening: Currently there is little landscaping between the Chevron gas station/mini-market to the north and Sears automotive center building.

Solution: The applicant/owner will plant evergreen shrubs/plants that will screen the adjoining gas station use to the north and will enhance the aesthetic environment.

- Issue – Trash and Recycling: The mall has a trash and recycling program for regular trash and recycling items, but currently does not have a recycling program for food wastes (organic waste) generated by restaurants. Organic waste is placed in regular trash bins at the end of the work day. There may be programs to recycle organic wastes rather than disposing them in a landfill.

Solution: The applicant is encouraged to contact the South Bay Environmental Services Center (SBESC), Waste Management, or the County Sanitation Districts to determine alternatives ways to dispose of organic waste.

III. Environmental Review

Pursuant to Section 15303(c), New Construction, of the California Environmental Quality Act (CEQA) Guidelines, the project site is located in a developed, urbanized area and does not involve the use of hazardous substances other than what is typically used for new construction. Adequate public services and facilities are available and the project site is not considered environmentally sensitive. Therefore, the proposed project does not have the potential for causing a significant effect on the environment and is found to be categorically exempt.

IV. Recommendation

That the Planning Commission:

- **APPROVE** Design Overlay Review No. 1568-15 subject to the conditions attached as Exhibit "B" to the Resolution; and
- **WAIVE** further reading and **ADOPT** Resolution No. _____, **APPROVING DESIGN OVERLAY REVIEW NO. 1568-15 FOR THE REMODEL AND CONVERSION OF THE SEARS AUTOMOTIVE CENTER BUILDING TO RESTAURANT USES AT THE SOUTHBAY PAVILION LOCATED AT 20420 S. AVALON BOULEVARD.**

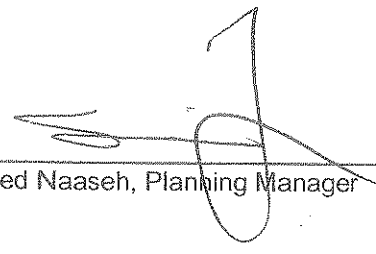
V. Exhibits

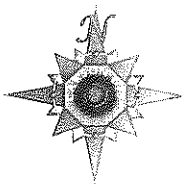
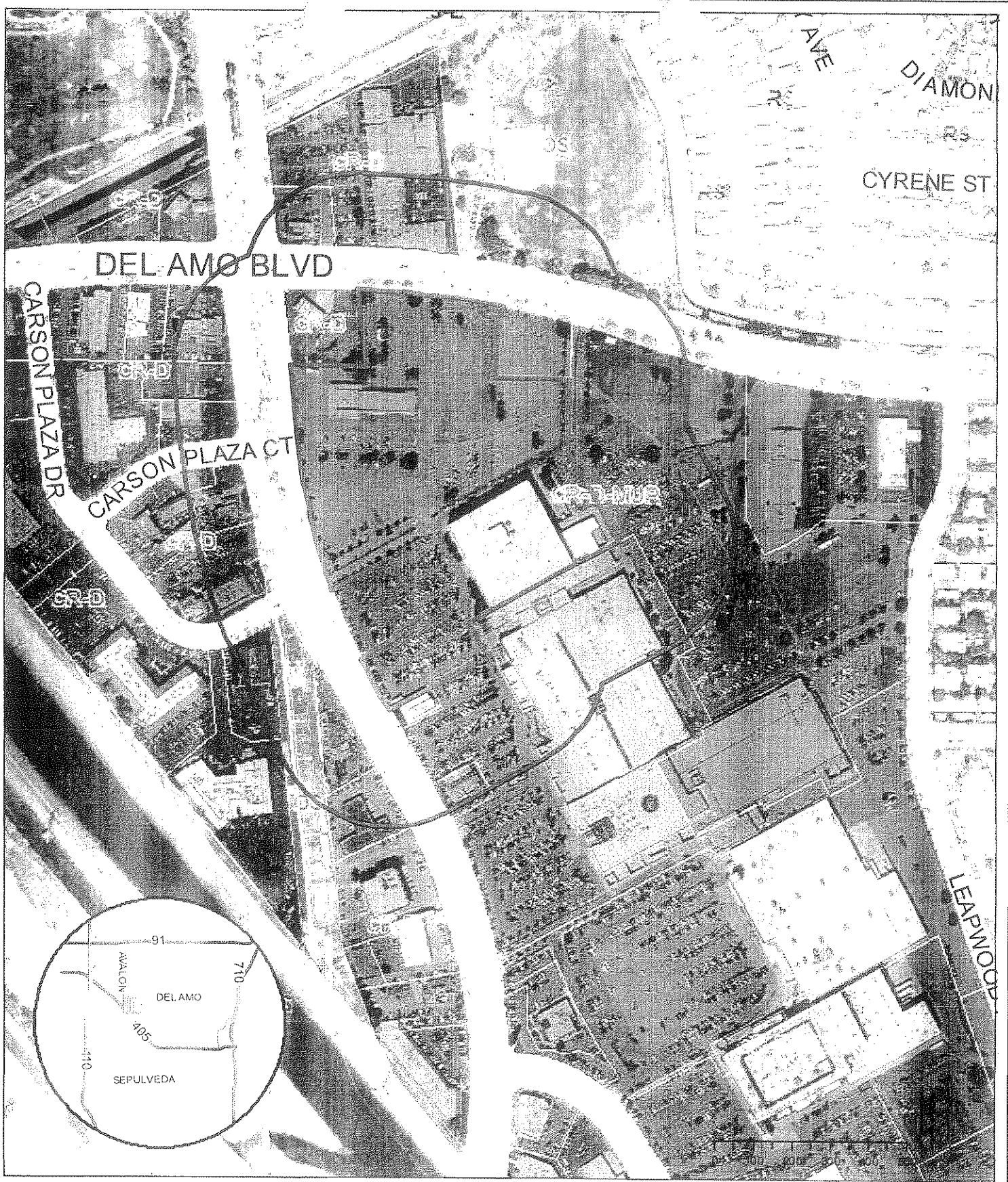
1. Zoning Map
2. Proposed Resolution
3. Restaurants Operational Statement
4. Parking Study
5. Development Plans (under separate cover)

Prepared by: _____


Zak Gonzalez II, Associate Planner

Approved by: _____


Saied Naaseh, Planning Manager



City of Carson
300 Foot Radius Map
20420 Avalon Blvd

EXHIBIT NO. 01



Date Printed: Tuesday, 10/20/2010
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CITY OF CARSON
PLANNING COMMISSION
RESOLUTION NO. 15-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON APPROVING DESIGN OVERLAY REVIEW NO. 1568-15 FOR THE REMODEL AND CONVERSION OF THE SEARS AUTO CENTER BUILDING TO RESTAURANT USES AT THE SOUTHBAY PAVILION LOCATED AT 20420 AVALON BOULEVARD

THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section 1. An application was duly filed by the applicant, Steven Phillips, on behalf of the property owner, Sears Holdings Inc., with respect to real property located at 20420 Avalon Boulevard, and described in Exhibit "A" attached hereto, requesting the approval of Design Overlay Review No. 1568-15 for the remodel and conversion of the existing 19,744-square-foot Sears auto center building to 12,016-square-feet of restaurant uses with a 1,030-square-foot outdoor dining area on the Sears parcel located at the SouthBay Pavilion shopping center.

A Planning Commission meeting was duly held on June 9, 2015, at 6:30 P.M. at City Hall, Council Chambers, 701 East Carson Street, Carson, California. A notice of time, place and purpose of the aforesaid meeting was duly given.

Section 2. Evidence, both written and oral, was duly presented to and considered by the Planning Commission at the aforesaid meeting.

Section 3. The Planning Commission finds that:

- a) The proposed use and development is consistent with the General Plan, which designates the subject property for Mixed Use-Residential and commercial uses.
- b) The proposed project is part of the SouthBay Pavilion shopping center and is compatible with the architecture and design of existing and anticipated development in the area, including site planning, land coverage, landscaping, appearance, scale of structures and open space.
- c) The project site is within the SouthBay Pavilion shopping center and adequate parking spaces and circulation will be provided to assure the convenience and safety of pedestrians and vehicles. The proposed development will have direct access to Avalon Boulevard and secondary access to Del Amo Boulevard via internal driveways within the parking lot of the shopping center.
- d) A sign program for the South Bay Pavilion has been approved. All signage associated with this project will comply with the approved sign program in order to assure attractiveness and compatibility with the rest of the shopping center.

Section 4. Pursuant to Section 15303(c), New Construction, of the California Environmental Quality Act (CEQA) Guidelines, the project site is located in a developed, urbanized area and does not involve the use of hazardous substances other than what is typically used for new construction. Adequate public services and facilities are available and the project site is not considered environmentally sensitive. Therefore, the proposed project does not have the potential for causing a significant effect on the environment and is found to be categorically exempt.

EXHIBIT NO. 02

Reso DOR No. 1568-15 6-9-15 PC mtg Sears Auto Center Remodel



Section 5. Based on the aforementioned findings, the Commission hereby approves Design Overlay Review No. 1568-15 with respect to the property described in Section 1 hereof, subject to the conditions set forth in Exhibit "B" attached hereto.

Section 6. The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant.

Section 7. This action shall become final and effective fifteen days after the adoption of this Resolution unless within such time an appeal is filed with the City Clerk in accordance with the provisions of the Carson Zoning Ordinance.

PASSED, APPROVED AND ADOPTED THIS 9th DAY OF JUNE, 2015

CHAIRPERSON

ATTEST:

SECRETARY



EXHIBIT A**SCHEDULE A**

1. Commitment Date: November 18, 2014 at 7:30 A.M.
2. Policy or Policies to be issued: Amount

ALTA Standard Owner's Policy \$To be determined

Proposed Insured: To be determined
3. (A) The estate or interest in the land described in this Commitment is:

A fee as to Parcel One; an easement as to Parcel Two

(B) Title to said estate or interest at the date hereof is vested in:

Sears, Roebuck and Co., a New York corporation
4. The land referred to in this Commitment is situated in the City of Carson, County of Los Angeles, State of California, and is described as follows:

PARCEL ONE:

PARCELS 1, 2 AND 3, INCLUSIVE, IN THE CITY OF CARSON, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON PARCEL MAP NO. 71684, FILED OCTOBER 2, 2014 IN BOOK 379 OF PARCEL MAPS, PAGES 83 TO 88, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL 100 PERCENT OF THE OIL, GAS, PETROLEUM, AND OTHER HYDROCARBON SUBSTANCES WHICH LIE BELOW A PLANE PARALLEL TO AND 500 FEET BELOW THE NATURAL SURFACE OF SAID LAND WITHOUT, ANY RIGHT TO ENTER UPON THE SURFACE OF SAID LAND TO EXPLORE FOR, DEVELOP, OR REMOVE SAID SUBSTANCES, BUT WITH FULL RIGHT TO EXPLORE FOR, DEVELOP AND REMOVE THE SAME BY MEANS OF WELLS OR EQUIPMENT, HAVING SURFACE LOCATIONS OUTSIDE THE OUTER BOUNDARIES OF SAID REAL PROPERTY, IN AND UNDER OR RECOVERABLE FROM SAID REAL PROPERTY, AS EXCEPTED IN THE DEED FROM DEL AMO ESTATE COMPANY, A CORPORATION, RECORDED NOVEMBER 8, 1963 IN BOOK D2250 PAGE 752, OFFICIAL RECORDS.

PARCEL TWO:

NON-EXCLUSIVE EASEMENTS FOR INGRESS AND EGRESS, THE PASSAGE AND PARKING OF VEHICLES, THE PASSAGE AND ACCOMMODATION OF PEDESTRIANS AND FOR THE INSTALLATION, OPERATION, MAINTENANCE, REPAIR, RELOCATION AND REMOVAL OF UTILITIES AND INCIDENTAL PURPOSES, OVER AND ACROSS THE "COMMON AREAS" AS SET FORTH, DEPICTED AND DESCRIBED IN THAT CERTAIN DOCUMENT ENTITLED CONSTRUCTION, OPERATION AND RECIPROCAL EASEMENT AGREEMENT RECORDED MARCH 28, 1972 AS INSTRUMENT NO. 2971 OF OFFICIAL RECORDS; AND THAT CERTAIN FIRST AMENDMENT TO CONSTRUCTION OPERATION AND RECIPROCAL EASEMENT AGREEMENT RECORDED FEBRUARY 6, 1992 AS INSTRUMENT NO. 92-206068 OF OFFICIAL RECORDS; AND THAT CERTAIN SECOND AMENDMENT TO CONSTRUCTION OPERATION AND RECIPROCAL EASEMENT AGREEMENT RECORDED JANUARY 27, 2005 AS INSTRUMENT NO. 2005-0197780 OF OFFICIAL RECORDS; AND THAT CERTAIN THIRD AMENDMENT TO CONSTRUCTION OPERATION AND RECIPROCAL



EASEMENT AGREEMENT RECORDED JANUARY 27, 2005 AS INSTRUMENT NO. 2005-0197784 OF
OFFICIAL RECORDS; AND THAT CERTAIN FOURTH AMENDMENT TO CONSTRUCTION
OPERATION AND RECIPROCAL EASEMENT AGREEMENT RECORDED AUGUST 19, 2013 AS
INSTRUMENT NO. 2013-1212491 OF OFFICIAL RECORDS.

APN: 7381-024-006



CITY OF CARSON
DEVELOPMENT SERVICES
PLANNING DIVISION
EXHIBIT "B"

DESIGN OVERLAY REVIEW NO. 1568-15

GENERAL CONDITIONS

1. If a building permit is not issued within one year of the date of approval of Design Overlay Review No. 1568-15, said permit shall be declared null and void unless an extension of time is requested prior to expiration and approved by the Planning Commission.
2. The approved Resolution, including the Conditions of Approval contained herein, and signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.
3. The applicant shall comply with all city, county, state and federal regulations applicable to this project.
4. The applicant and property owner shall sign an Affidavit of Acceptance form and submit the document to the Planning Division within 30 days of receipt of the Planning Commission Resolution.
5. The applicant shall make any necessary site plan and design revisions to the site plan and elevations approved by the Planning Commission in order to comply with all the conditions of approval and applicable Zoning Ordinance provisions. Substantial revisions will require review by the Planning Commission.
6. The applicant shall submit two complete sets of plans and related documentation that conform to all the Conditions of Approval to be reviewed and approved by the Planning Division prior to the issuance of a building permit.
7. All buildings, grounds, parking areas and landscaping shall be maintained in a neat and orderly manner at all times.
8. Decision of the Planning Commission shall become effective and final 15 days after the date of its action unless an appeal is filed in accordance with Section 9173.4 of the Zoning Ordinance.
9. A modification of the conditions of this permit, including additions or deletions, may be considered upon filing of an application by the owner of the subject property or his/her authorized representative in accordance with Section 9173.1 of the Zoning Ordinance.
10. It is further made a condition of this approval that if any condition is violated or if any law, statute ordinance is violated, this permit may be revoked by the



Planning Commission or City Council, as may be applicable; provided the applicant has been given written notice to cease such violation and has failed to do so for a period of thirty days.

11. **Precedence of Conditions.** If any of the Conditions of Approval alter a commitment made by the applicant in another document, the conditions enumerated herein shall take precedence unless superseded by a Development Agreement, which shall govern over any conflicting provisions of any other approval.
12. **City Approvals.** All approvals by City, unless otherwise specified, shall be by the department head of the department requiring the condition. All agreements, covenants, easements, deposits and other documents required herein where City is a party shall be in a form approved by the City Attorney. The Developer shall pay the cost for review and approval of such agreements and deposit necessary funds pursuant to a deposit agreement.
13. **Deposit Account.** A trust deposit account shall be established for all deposits and fees required in all applicable conditions of approval of the project. The trust deposit shall be maintained with no deficits. The trust deposit shall be governed by a deposit agreement. The trust deposit account shall be maintained separate from other City funds and shall be non-interest bearing. City may make demands for additional deposits to cover all expenses over a period of 60 days and funds shall be deposited within 10 days of the request therefore, or work may cease on the Project.
14. The Applicant shall defend, indemnify and hold harmless the City of Carson, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, or in any way related to the approval of the City, its advisory agencies, appeal boards, or legislative body concerning to Design Overlay Review No. 1568-15. The City will promptly notify the Applicant of any such claim, action, or proceeding against the City and the Applicant will either undertake defense of the matter and pay the City's associated legal costs or will advance funds to pay for defense of the matter by the City Attorney. The City will cooperate fully in the defense. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent but should it do so, the City shall waive the indemnification herein, except, the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein. The applicant shall provide a deposit in the amount of 100 percent of the City's estimate, in its sole and absolute discretion, of the cost of litigation, including the cost of any award of attorney's fees, and shall make additional deposits as requested by the City to keep the deposit at such level. The City may ask for further security in the form of a deed of trust to land of equivalent value. If the applicant fails to provide or maintain the deposit, the City may abandon the action and the applicant shall pay all costs resulting therefrom and the City shall have no liability to the applicant.



AESTHETICS

15. There shall be no deviation of architectural design or details from the approved set of plans. Any alteration shall be first approved by the Planning Division.
16. All trash and inoperable vehicles shall be removed prior to the issuance of a building permit. The subject property shall be maintained at all times to present an attractive appearance to the satisfaction of the Planning Division.
17. Building materials shall be of matte finish in order to reduce glare and match the design of the main mall building.

FENCES/WALLS

18. **The existing deteriorated wooden fence separating the property to the north shall be replaced and shall conform to the requirements of the Carson Municipal Code and shall be subject to the approval of the Planning Division prior to building occupancy.**

GRAFFITI

19. The applicant shall incorporate additional landscaping to screen and block specific project areas that could be subject to graffiti, as determined by the Planning Division.
20. Graffiti shall be removed from all project areas within three (3) days of written notification by the City of Carson. Should the graffiti problem persist more than twice in any calendar year, the matter may be brought before the Planning Commission for review and further consideration of site modifications (i.e., fencing, landscaping, chemical treatment, etc.).

LANDSCAPING/IRRIGATION

21. The applicant shall submit two sets of landscaping and irrigation plans drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Planning Division prior to the issuance of any building permit.
22. The applicant shall comply with the provisions of Section 9168 of the Zoning Ordinance, "Water Efficient Landscaping."
23. Landscaping shall be provided with a permanently installed, automatic irrigation system and operated by an electrically-timed controller station set for early morning or late evening irrigation.
24. Landscaping and irrigation plans shall be stamped and signed by a licensed landscape architect and are to include, but are not limited to:
 - a. Annual flowers wherever possible;
 - b. Five and one gallon shrubs;
 - c. Flats of ground cover planted 8-inches on center; and



- d. Tree height and plant materials to be approved by the project planner prior to installation.
- 25. Installation, maintenance, and repair of all landscaping shall be the responsibility of the property owner.
- 26. **Additional landscaping shall be planted on the building planting areas facing Avalon Boulevard to enhance the existing bare landscaping. Landscaping to be planted shall be reviewed and approved by the Planning Division prior to installation.**

LIGHTING

- 27. Onsite lighting shall conform to the requirements of the Carson Municipal Code and shall be directed downward and inward so as not to cause light and glare impacts onto adjacent properties and motorists.
- 28. Per Section 9138.17(D) of the Carson Municipal Code, the applicant shall provide illumination for all storefront entries.

PARKING

- 29. The required parking shall meet all applicable standards as outlined in the Carson Municipal Code.
- 30. All parking areas and driveways shall remain clear. No encroachment into parking areas and/or driveways shall be permitted.
- 31. Compact spaces shall be properly designated pursuant to Section 9162.43 of the Zoning Ordinance.
- 32. Parking spaces shall be provided with perimeter guards as provided in Section 9162.55 of the Zoning Ordinance.
- 33. Parking spaces shall be identified (marked) as provided in Section 9162.56 of the Zoning Ordinance.
- 34. All areas used for the movement parking, loading, repair or storage of vehicles shall be paved with either:
 - a. Concrete or asphaltic concrete to a minimum thickness of three and one-half inches over four inches of crushed aggregate base; or
 - b. Other surfacing material which, in the opinion of the Director of Engineering Services, provides equivalent life, service and appearance.
- 35. Parking for the handicapped shall comply with the requirements of Section 9162.42 of the Zoning Ordinance.



SIGNS

36. All signage shall comply with the requirements of the Carson Municipal Code and the approved sign program for the South Bay Pavilion. Signs shall be reviewed and approved by the Planning Division and the South Bay Pavilion Shopping Center management prior to installation.

TRASH

37. Trash enclosure design shall comply with CMC requirements.
38. The proposed restaurant operations are encouraged to coordinate with the South Bay Environmental Services (SBESC), Waste Management or the County Sanitation District for programs that recycle food wastes rather than disposing them in a landfill.

BUILDING AND SAFETY - COUNTY OF LOS ANGELES

39. Appropriate permits shall be obtained for work that has been done on the property without required permits, or said work shall be removed. All work shall be brought into compliance with applicable codes.

BUSINESS LICENSE DEPARTMENT - CITY OF CARSON

40. Per Section 6310 of the Carson Municipal Code, all parties involved in the construction project, including but not limited to contractors and subcontractors, shall obtain a City Business License.

ENGINEERING SERVICES DEPARTMENT - CITY OF CARSON

The Department of Public Works recommends approval of the proposed project subject to the following conditions:

GENERAL

41. Any existing off-site improvements damaged during the construction shall be removed and reconstructed per City of Carson Standard plan and to the satisfaction of the City Engineer.
42. A construction permit is required for any work to be done in the public right-of-way. Construction bond for all the required improvements in the public right of way shall be submitted and approved.
43. Submit Proof of Worker's Compensation and Liability Insurance.

CERTIFICATE OF OCCUPANCY

Prior to issuance of **Certificate of Occupancy**, the proposed development is subject to the following:

44. Remove and replace any broken/damaged driveway approach within the public right of way along Avalon Boulevard abutting and serving this proposed development per City of Carson Standard and to the satisfaction of the City Engineer.



45. Remove and replace any broken or raised/sagged sidewalk, curb and gutter within the public right of way along Avalon Boulevard abutting this proposed development per City of Carson Standard and to the satisfaction of the City Engineer.
46. Repair existing sunken sewer manhole cover located off the northern Avalon Boulevard driveway approach to grade and coordinate inspection with Public Works Division within one month of project approval.

FIRE DEPARTMENT - COUNTY OF LOS ANGELES

47. Provide water mains, fire hydrants, and fire flows as required by the Fire Department.
48. All required fire hydrants shall be installed, tested and accepted prior to occupancy. Vehicular access must be provided and maintained serviceable throughout building remodel.

PUBLIC SAFETY - CITY OF CARSON

49. Ensure compliance with current seismic mitigation codes.

SHERIFF'S DEPARTMENT – COUNTY OF LOS ANGELES

50. Digital security cameras with remote internet access by the LA County Sheriff's Office shall be installed to monitor the premises. Cameras shall be maintained in working order and surveillance footage shall be maintained for a minimum of 30 days on digital media and shared with law enforcement upon request.
51. Prior to certificate of occupancy, the applicant shall pay fair share funding for a new retail enforcement car as determined by the Sheriff's Department and the City. Payment may occur at a later time as deemed necessary for the fair share funding formula to be approved by the City Council. Upon final approval by the City Council, payments shall be made in a timely manner and in full compliance with applicable requirements to be established in the fair share agreement.
52. The applicant shall execute an agreement to comply with the CC&R's approved by the City Attorney's Office and owner of the shopping center.





February 24, 2015

RE: **proposed Applebee's Neighborhood Grill & Bar
Carson, CA**

To whom it may concern:

Apple SoCal LLC is the local operating unit for parent company, Apple American Group LLC, which operates 57 restaurants in the southern California region. Nationally, Apple American Group LLC owns and operates over 470 restaurants in 24 states. With \$1.2 billion in sales annually, and employing over 31,000 people, Apple American Group LLC is the largest –and fastest growing– Applebee's franchise, and one of the two largest franchises of any concept in the country.

Apple SoCal LLC proposes to construct a 6,266 sq ft full service restaurant –designed to meet the most contemporary Applebee's standards– within the former Sears Auto Center located at 20420 Avalon Blvd. The restaurant will seat approximately 200 guests, 18 of which will be at a roughly 294 sq ft bar. The remainder of bar dining area, roughly 800 sq ft, consists of tables open to all guests. While design is not yet final, an additional 2,000 sq ft will be also dedicated to general dining. No outdoor dining will occur.

Our most current restaurants will take advantage of the landlord's exterior / parking lot site lighting, enhanced with wall-mounted sconces on 3 sides of the building at pedestrian height. The interior of the restaurant utilizes efficient, state-of-the-art LED lighting over each dining table, over the bar, and throughout the back of house. Security is provided via a system of 16 cameras (11 interior, and 5 exterior) feeding monitors in the manager's office. No security staff is employed at any hours.

Each of our Applebee's locations employ roughly 70 employees, and offers a full menu and bar service from 11:00 am - 12:00 am Sunday through Thursday, and 11:00 am - 1:00 am Friday and Saturday. On rare occasions, we may open for weekend breakfast hours for charitable events only. Deliveries will vary based on sales volume, but in general, deliveries can be expected as follows: 2 tractor trailers per week for food, 2 - 3 per week for produce, and 6 - 8 per week for beverages. Deliveries typically occur very early morning, and are prohibited altogether during meal times. Rubbish and cooking oil recovery service vehicles arrive on an as-needed basis, either after-hours or early morning.

Please feel free to contact us at (216) 525-2775 with any questions or concerns. Thank you.

Sincerely,

Patrick Eulberg

Vice President of Real Estate

cc: Andy Wielicki, Seritage Realty Trust



SMASHED FRESH. SERVED DELICIOUS.®

Statement of Operations

Company Mission: To be everyone's favorite burger place

Hours of Operations: 10:00am – 10:00pm every day

Employees: 32-35, plus 2 managers

Security: Monitored alarm system

Lighting: LED track lighting

Deliveries: Food deliveries will be 2-3 nights per week as overnight drops

WWW.SMASHBURGER.COM

3900 East Mexico Avenue, Suite 1200 | Denver, Colorado 80210 | p: 303.633.1500 | f: 303.592.3888



NISAMEX LLC

10000 N. 10th Ave.

Phoenix, AZ 85020

Phone: (602) 998-1111

Fax: (602) 998-1112



March 4, 2015

To Whom It May Concern:

1. Description of company mission.
A: A Sub above. To provide outstanding products in a clean and comfortable environment, while building relationships with our customers, and giving back to the community.
2. Hours of operation
A: 10am to 9pm Monday to Sunday.
3. Number of employees to be hired
A: 18
4. Type of security proposed (i.e. on-site/cameras) and hours of security presence.
A: Cameras.
5. Type of lighting proposed.
A: Pendant light, LED, fluorescent light.
6. Number of delivery trips expected per day, time of deliveries.
A: 0
7. Description of number of square feet for proposed dining areas (including outdoors).
A: dinning 600sq outdoor 300sq.

Sincerely,

Alvaro Garcia
President/ Owner
Nisamex, LLC, DBA Jersey Mike's Subs



CHIPOTLE MEXICAN GRILL, INC.
1401 WYNKOOP STREET, SUITE 500
DENVER, CO 80202

PHONE 303.595.4000
WEB chipotle.com

February 24, 2015

City of Carson

To whom it may concern:

At the request of Seritage Realty Trust, below please find our Statement of Operations:

1. **Mission Statement** : Steve Ells, founder, chairman and co-CEO, started Chipotle with the idea that food served fast did not have to be a typical fast food experience. Today, Chipotle continues to offer a focused menu of burritos, tacos, burrito bowls (a burrito without the tortilla) and salads made from fresh, high-quality raw ingredients, prepared using classic cooking methods and served in a distinctive atmosphere. Through our vision of Food With Integrity, Chipotle is seeking better food from using ingredients that are not only fresh, but that—where possible—are sustainably grown and raised responsibly with respect for the animals, the land, and the farmers who produce the food. In order to achieve this vision, we focus on building a special people culture that is centered on creating teams of top performers empowered to achieve high standards. This people culture not only leads to a better dining experience for our customers, it also allows us to develop future leaders from within.
2. **Hours of Operation** : We expect to be open from 11am to 10pm daily, except major holidays.
3. **Number of Employees to be hired** : A typical Chipotle restaurant hires anywhere between 30 and 35 employees.
4. **Type of security proposed** : Cameras within space at each entry and secure areas within the kitchen.
5. **Type of lighting proposed** : Exterior lighting around perimeter of premises on a time clock, emergency lighting over all exit doors and within space, new prototypical interior lighting in kitchen and dining areas.
6. **Number of delivery trips expected per day and time of deliveries** : All Chipotle restaurants in Southern CA receive deliveries in the early morning hours – after we close at 10pm and before the crew arrives the following day at 7am. A typical volume Chipotle receives 3 deliveries per week.
7. **Description of number of square feet for proposed dining areas (incl. outdoors)** : 620 SF inside, 321 SF outside (per our proposed site plan)

I hope this information proves helpful. Please feel free to reach out to me if I can be of further assistance.

Sincerely,

Ginny DiBias
Real Estate Manager
Chipotle
626.826.1693

PARKING DEMAND STUDY
SEARS AUTO CENTER REDEVELOPMENT
PROJECT AT SOUTH BAY PAVILION
Carson, California
December 18, 2014

EXHIBIT NO. 04

Engineers & Planners
Traffic
Transportation
Parking

December 18, 2014

Mr. Colin Stirrat, LEED AP
Real Estate Analyst
Seritage Realty Trust
2000 Greenwich Ave, 3rd Floor
Greenwich, CT 06830

LLG Reference No. 2.14.3539.1

Subject: **Parking Demand Analysis for the proposed Sears Auto Center
Redevelopment Project at SouthBay Pavilion**
Carson, California

Dear Mr. Stirrat:

As requested, Linscott, Law, & Greenspan, Engineers (LLG) is pleased to submit this Parking Demand Analysis for the proposed Sears Auto Center Redevelopment Project at SouthBay Pavilion, an existing regional mall that is generally located south of Del Amo Boulevard and east of Avalon Boulevard in the City of Carson, California. SouthBay Pavilion has a total floor area of approximately 1,028,469 square-feet (SF) of floor area with a parking supply of 4,640 parking spaces, anchored by Target, IKEA, Sears, and JCPenney, inclusive of the new 57,352 square-foot (SF) CineMark Theater now under construction. In addition, the mall includes a mix of 83 specialty stores and restaurants, including Old Navy, Chuck-E-Cheese's, Children's Place, Foot Action, Daniel's Jewelry, and a 24-Hour Fitness health club.

The proposed Sears Auto Center Redevelopment Project (hereinafter referred to as Project) consists of the conversion of the existing Sears Auto Center into a 20,162 SF multi-tenant retail and restaurant building. In addition to the proposed Project, an assessment of the potential implications associated with a future 4,825 SF Chick-fil-a fast-food restaurant, which will result in a net loss of 71 parking spaces.

Based on our understanding of the Project, a parking study is required by the City of Carson to determine the parking demand for the existing mall with the proposed Project and the future Chick-fil-a restaurant to ensure that adequate parking is provided at SouthBay Pavilion.

This parking analysis evaluates the retail center's parking requirements based on the City of Carson Municipal Code, as well as the methodology outlined in Urban Land

949.825.6173 f
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Philip M. Linscott, PE (1924-2009)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boorman, PE
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An LLGWS Company Founded 1965



Institute's (ULI) *Shared Parking, 2nd Edition*, and in accordance with *City of Carson Municipal Code, Chapter 1 - Zoning, Part 6 – General Development Standards, Item 9162.24 Automobile Parking Spaces Required for Mixed Uses*.

SUMMARY OF FINDINGS AND CONCLUSIONS

1. The SouthBay Pavilion is an existing regional mall with a total floor area of 1,028,469 SF of floor area commercial, which includes the new 57,352 SF CineMark Theater now under construction, and 4,640 parking spaces. The proposed Project includes the conversion of the existing 20,162 SF Sears Auto Center into a multi-tenant retail and restaurant building consisting of 8,146 SF of retail space and 12,016 SF of restaurant floor area. With the completion of the proposed Project and construction of an approved 4,825 SF Chick-fil-a restaurant, the SouthBay Pavilion will have a total floor area of 1,033,294 SF and a parking supply of 4,569 spaces (a net loss of 71 spaces is anticipated with the development of the Chick-fil-a restaurant).

It should be noted that the "Sears Parcel" of the SouthBay Pavilion will have 1,070 parking spaces and a total floor area of 211,847 SF consisting of the 172,360 SF Sears, 7,500 SF Olive Garden, 7,000 SF Buffalo Wild Wings, 8,146 SF of retail space and 12,016 SF of restaurant floor area in the former Sears Auto Center and a future 4,825 SF future Chick-fil-a restaurant (approved use yet to be built).

2. This parking demand analysis evaluates the existing tenancy condition as well as with full occupancy of the SouthBay Pavilion, including the Chick-fil-a restaurant, with the proposed Sears Auto Center Redevelopment project.
3. The results of a code-parking assessment of the "Sears Parcel" only indicates that existing and proposed mix of uses would require a total of 915 spaces when applicable City parking ratios are applied. When compared to a parking supply of 1,070 spaces within the "Sears Parcel", a parking surplus of 155 spaces is calculated. Therefore, the proposed parking supply within the "Sears Parcel" satisfies the City's parking requirements and accommodates the added demand from the proposed Project as well as the future Chick-fil-a restaurant.
4. Direct application of City parking codes to the existing and future tenant mix of SouthBay Pavilion and proposed Project results in an overall total parking requirement of 4,701 parking spaces for the entire regional mall. The entire site

has a future parking supply of 4,569 spaces, which translates to theoretical deficiency of 132 spaces when compared to city code requirements.

5. Given the mix of tenancies at SouthBay Pavilion, a shared parking analysis has been prepared and indicates that the available shared parking supply of 4,569 spaces will be sufficient to meet the projected peak parking demands of existing and proposed uses, including the proposed conversion of the existing 20,162 SF Sears Auto Center into a multi-tenant retail and restaurant building consisting of 8,146 SF of retail space and 12,016 SF of restaurant floor area. The weekday parking analysis for the entire center results in a minimum surplus of 864 spaces, while the weekend parking analysis results in a minimum surplus of 891 spaces.
6. The results of the shared parking analysis indicates that adequate parking will be provided on site to accommodate the existing mix of uses at the SouthBay Pavilion as well as the conversion of the existing 20,162 SF Sears Auto Center into a multi-tenant retail and restaurant building consisting of 8,146 SF of retail spaces and 12,016 SF of restaurant floor area, and development of a 4,825 SF Chick-fil-a restaurant.

Our method of analysis, findings, and conclusions are described in detail in the following sections of this report.

PROJECT LOCATION AND DESCRIPTION

The SouthBay Pavilion is generally located south Del Amo Boulevard, north of Dominguez Street, east of Avalon Boulevard and west of Leapwood Avenue the City of Carson, California. *Figure 1-1*, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the Project site in the context of the surrounding street system. *Figure 2-1* presents an existing aerial photograph of the site, as well as the location of the proposed Project and future Chick-fil-a restaurant within the existing mall. *Figure 2-2* presents the proposed site plan for SouthBay Pavilion, and illustrates the existing buildings and parking areas, as well as the general location of the proposed Project and future Chick-fil-a restaurant within the "Sears Parcel" of the SouthBay Pavilion.

SouthBay Pavilion is an existing 1,028,469 SF regional mall with 4,640 parking spaces¹ that is anchored by Target, IKEA, Sears, and JCPenney, inclusive of the new 57,352 SF CineMark Theater with 13 screens and 2,474 seats and a mix of 83 specialty stores and restaurants, including Old Navy, Chuck-E-Cheese's, Children's Place, Foot Action, Daniel's Jewelry, and a 24-Hour Fitness health club. The Project is proposing to convert the existing 20,162 SF Sears Auto Center into a multi-tenant retail and restaurant building. For this analysis, 8,146 SF of potential retail space is assumed to be provided within the basement level consistent with its current designation and 12,016 SF of restaurant floor area is proposed within the ground floor of the existing auto center building.

With the addition of the future Chick-fil-a restaurant and the completion of the proposed Project, SouthBay Pavilion will have a future parking supply of 4,569 parking spaces and a total floor area of 1,033,294 SF that will consist of the following land uses/tenant mix:

Existing Development

- ❑ 811,884 SF of retail use (includes Sears, JCPenny plus JCPenny Auto Center, Target and Ikea);
- ❑ 57,352 SF theatre, with 13 screens and 2,474 seats (CineMark Theatres is now under construction);
- ❑ 33,250 SF of food service use;
- ❑ 26,776 SF of restaurant space within four (4) building pads (includes Buffalo Wild Wings, Olive Garden, Tony Roma's and Chili's);
- ❑ 13,720 SF of financial service/bank uses within two (2) building pads (includes Bank of America and Chase Bank);
- ❑ 23,989 SF of office use;
- ❑ 8,415 SF of medical-dental office use; and
- ❑ 32,921 SF of health club use (24-Hour Fitness).

Future Development

- ❑ 20,162 SF former Sears Auto Center to be converted to multi-tenant building with 8,146 SF of potential retail space located within the basement level of the existing building and 12,016 SF of restaurant located within four (4) tenant suites on the ground floor; and
- ❑ 4,825 SF future Chick-fil-a restaurant (approved use yet to be built).

¹ Source: *Traffic Impact Analysis for the SouthBay Pavilion Theatre Expansion*, dated April 2013, prepared by LLG, information provided by VCG-SouthBay Pavilion, LLC and Project plans prepared by Perkowitz +Ruth.

It should be noted that upon completion of the above-referenced future development, the "Sears Parcel" will have 1,070 parking spaces and a total floor area of 211,847 SF consisting of the following mix of uses:

- ❑ 172,360 SF Sears;
- ❑ 7,500 SF Olive Garden;
- ❑ 7,000 SF Buffalo Wild Wings ;
- ❑ 20,162 SF former Sears Auto Center to be converted to multi-tenant building with 8,146 SF of potential retail space located within the basement level of the existing building and 12,016 SF of restaurant located within four (4) tenant suites on the ground floor; and
- ❑ 4,825 SF future Chick-fil-a restaurant (approved use yet to be built).

PARKING SUPPLY-DEMAND ANALYSIS

This parking analysis for the SouthBay involves determining the expected parking needs, based on the size and type of proposed development components, versus the parking supply. Typically, there are two methods that can be used to estimate the site's peak parking needs. These methods have been used in this analysis and include:

- Application of City code requirements (which typically treats each tenancy type as a "stand alone" use at maximum demand).
- Application of shared parking usage patterns by time-of-day (which recognizes that the parking demand for each tenancy type varies by time of day and day of week). The shared parking analysis starts with a code calculation for each tenancy type.

The shared parking methodology is concluded to be applicable to a development such as the SouthBay because the individual land use types (i.e., eating establishments, dental office, retail, fitness center, movie theatre, etc.) experience peak demands at different times of the day.

CODE PARKING REQUIREMENTS

The code parking calculation for SouthBay Pavilion is based on the City's requirements as outlined in *Chapter 1 - Zoning, Part 6 - General Development Standards, Item 9162.21 Parking Spaces Required* in the *City of Carson Municipal Code*. The City's Municipal Code specifies the following parking requirements:

- Theater: *1.0 spaces per 3 fixed seats*
- Retail and General Commercial: *1.0 spaces per 300 SF gross floor area*
- Food Service: *1.0 spaces per 100 SF gross floor area*
- Office, including financial services/banks and medical/dental office: *1.0 spaces per 300 SF gross floor area*
- Health Club: *1.0 spaces per 150 SF gross floor area*

Table 1-1 and *1-2*, located at the rear of this letter report following the figures, presents the direct application of the City's code to "Sears Parcel" of the SouthBay Pavilion with the inclusion of the proposed Project and future Chick-fil-a restaurant and for the entire regional mall, respectively.

"Sears Parcel" Only

Review of *Table 1-1* shows that a parking code assessment of the "Sears Parcel" for the following mix of uses would require 915 spaces (602 spaces for retail uses and 313 spaces for restaurant uses).

- ❑ 172,360 SF Sears;
- ❑ 7,500 SF Olive Garden;
- ❑ 7,000 SF Buffalo Wild Wings ;
- ❑ 20,162 SF former Sears Auto Center to be converted to multi-tenant building with 8,146 SF of potential retail space located within the basement level of the existing building and 12,016 SF of restaurant located within four (4) tenant suites on the ground floor; and
- ❑ 4,825 SF future Chick-fil-a restaurant (approved use yet to be built).

When compared to a parking supply of 1,070 spaces within the "Sears Parcel", a parking surplus of 155 spaces is calculated (1,070 spaces – 915 spaces = 155 spaces). Therefore, the proposed parking supply within the "Sears Parcel" satisfies the City's parking requirements and accommodates the added demand from the proposed Project as well as the future Chick-fil-a restaurant.

Entire Site

Review of the lower portion of *Table 1-2* identifies that the SouthBay Pavilion, when considering the entire site, with the inclusion of the proposed Project and future Chick-fil-a restaurant, will result in a total code parking requirement of 4,701 spaces. The entire site has a future supply of 4,569 spaces, which translates to a deficiency of 132 spaces when compared to city code requirements.

However, this Code-based deficiency is not realistic because the simple application of City Code parking ratios considers each tenant as a standalone use, does not take into account the actual physical setting (conducive to shared parking and “synergy” between uses), and therefore likely overstates the actual parking needs for SouthBay Pavilion.

The specific tenancy mix of SouthBay Pavilion provides an opportunity to share parking spaces based on the utilization profile of each included land use component. The following section calculates the parking requirements for SouthBay Pavilion based on the shared parking methodology approach.

SHARED PARKING ANALYSIS

Shared Parking Methodology

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Due to the existing and proposed mixed-use characteristics of SouthBay Pavilion, opportunities to share parking likely occur now and can be expected to continue with full occupancy and completion of the proposed Project. The objective of this shared parking analysis is to forecast the peak parking requirements for the project based on the combined demand patterns of different tenancy types at the site.

Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. When uses share common parking footprints, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day for weekdays versus weekend days), rather than individual peak ratios as represented in the City of Carson Municipal Code. In that way, the shared parking approach starts from the City’s own code ratios and results in the “design level” parking supply needs of a site.

It should be noted that the "demand" results of the shared parking calculation are intended to be used directly for comparison to site supply. No further adjustments or contingency additions are needed because such contingencies are already built into the peak parking ratios and time of day profiles used in the calculation.

There is an important common element between the traditional "code" and the shared parking calculation methodologies; the peak parking ratios or "highpoint" for each land use's parking profile typically equals the "code" parking ratio for that use. The analytical procedures for shared parking analyses are well documented in the *Shared Parking, 2nd Edition* publication by the Urban Land Institute (ULI).

Shared parking calculations for SouthBay Pavilion utilize hourly parking accumulations developed from field studies of single developments in free-standing settings, where travel by private auto is maximized. These characteristics permit the means for calculating peak parking needs when land use types are combined. Further, the shared parking approach illustrates how, at other than peak parking demand times, an increasing surplus of spaces will service the overall needs of the center.

Key inputs in the shared parking analysis for each land use include:

- Peak parking demand by land use for visitors and employees.
- Adjustments for alternative modes of transportation, if applicable.
- Adjustment for internal capture (captive versus non-captive parking demand), if applicable.
- Hourly variations of parking demand.
- Weekday versus weekend adjustment factors
- Monthly adjustment factors to account for variations of parking demand over the year.
- City of Carson Parking Ratios per *Chapter 1 - Zoning, Part 6 – General Development Standards, Item 9162.21 Parking Spaces Required* in the *City of Carson Municipal Code*.

Please note that for this analysis, no monthly adjustment factors to account for variations of parking demand over the year and no alternative modes of transportation or internal capture adjustment factors were applied to provide a conservative parking demand forecast.



Shared Parking Ratios and Profiles

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to the SouthBay are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 2nd Edition*. The ULI publication presents hourly parking demand profiles for seven general land uses: office, retail, restaurant, cinema, residential (Central Business District: CBD and non-CBD), hotel (consisting of separate factors for guest rooms, restaurant/lounge, conference room, and convention area). These factors present a profile of parking demand over time and have been used directly, by land use type, in the analysis of this project.

Since the primary project component for the SouthBay Pavilion is retail space, the ULI retail use profiles are applied directly. In doing so, there is an intermediate step in expressing ULI profiles as a percentage of the week-long peak, thus arriving at a weekday profile and weekend profile each expressed as a percentage of the baseline parking ratio (ULI actually starts with separate ratios for weekday and weekend day, and develops profiles for each accordingly; we've found it more convenient to translate both profiles to a percent of expected maximum demand, which, for retail, turns out to be on a Saturday). The resulting profiles represent the most likely hourly parking demand profile, and are applied to the City's retail parking ratio of 1 space per 300 SF of GFA. Peak demand for retail uses occurs between 1:00 PM–2:00 PM on weekdays, and 2:00 PM–4:00 PM on weekends. From *Table 1-2*, the mix of retail uses would have a total retail floor area of 819,992 SF, inclusive of 8,146 SF of retail floor area associated with the proposed Project.

The ULI *Shared Parking* publication includes several categories for restaurants. For this analysis, the parking profile for fine/casual dining restaurant, family (quick serve-type) restaurant and fast-food restaurant were all utilized as each of the categories match the restaurant tenant mix at SouthBay Pavilion. To estimate the restaurant parking demand, a parking ratio of 1 space per 100 SF (which matches City code) is utilized. For fast-food uses peak demand occurs between 12:00 PM and 2:00 PM on weekdays and weekends. According to the *Shared Parking* publication, fine/casual dining restaurant uses are shown to experience peak demand between 7:00 PM and 10:00 PM on weekdays, and 8:00 PM and 9:00 PM on weekends, where as a family restaurant is shown to experience peak demand at noon on weekdays and weekends.

Based on a review of the current mix of food uses at SouthBay Pavilion and Project uses, the restaurant space would fall into the following categories:

- ❑ 33,250 SF of Food Use, inclusive of food court within the mall (assumed to fall under the category of casual dining);
- ❑ 26,776 SF fine/casual dining space within four (4) restaurant pads;
- ❑ 12,016 SF of Project Food Uses, assumed to fall under the category of family restaurant given tenant mix has not been determined; and
- ❑ 4,825 SF of fast-food restaurant with drive-through (future Chick-fil-a).

The ULI *Shared Parking* publication includes a cinema profile that is used in this evaluation. To estimate the theatres parking demand, a parking ratio of 1 space per 3 seats (which matched City code) is utilized and applied to the 2,474-seat, 13-screen, CineMark Theatre. A cinemas peak demand occurs between 8:00 and 10:00 PM on weekdays and weekends.

For health club uses, the parking profile in the ULI publication was used and applied to the City's Parking Code ratio of 1 space per 150 SF to forecast its weekday and weekend hourly demand of the existing 32,921 SF 24-Hour Fitness health club. Peak demand for health clubs/fitness centers occur between 6:00 PM–7:00 PM on weekdays, and 5:00 PM–6:00 PM on weekends.

For office uses, the parking profile in the ULI publication was used and applied to the City's Parking Code ratio of 1 space 300 SF of floor are to forecast its weekday and weekend hourly demand associated with 23,989 SF of office space. Peak demand for office occurs between 10:00 AM–11:00 AM and 2:00 PM–3:00 PM on weekdays, and 11:00 AM–12:00 PM on weekends.

The medical/dental office profiles were also directly derived from ULI. The peak-parking ratio for medical/dental office uses exactly equals the City's Parking Code requirement of 1 space per 300 SF of floor area. This ratio was applied to 8,419 SF of medical/dental office space.

The bank profiles were also directly derived from ULI. For bank uses peak demand occurs between 2:00 PM and 6:00 PM on weekdays, while the Saturday peak demand for bank uses occurs between 11:00 AM and 12:00 PM. The peak-parking ratio for office and bank uses exactly equals the City's Parking Code requirement of 1 space per 300 SF. This ratio was applied to 13,720 SF of financial services floor area that is provided within two bank pads that house Bank of America and Chase Bank.

Application of Shared Parking Methodology

Tables 2 and 3 presents the weekday and weekend parking demand profiles for SouthBay Pavilion based on the shared parking methodology, assuming conversion of the existing Sear Auto Center into a 20,162 SF multi-tenant retail and restaurant building and the future 4,825 SF Chick-fil-a restaurant.

Columns (1) through (9) of these tables present the parking accumulation characteristics and parking demand of the SouthBay Pavilion for the hours of 6:00 AM to midnight. Column (10) presents the expected joint-use parking demand for the entire site on an hourly basis, while Column (11) summarizes the hourly parking surplus/deficiency upon completion of the proposed Project compared to a future parking supply of 4,569 spaces. Note that the sizing (floor area or number of seats) of each land use / tenant, and recommended parking rates are included in the tabular headings of each type.

Based on our experience, the shared parking approach summarized in *Tables 2 through 3* are believed to be the most appropriate in evaluating the parking supply-demand relationships for the SouthBay Pavilion with the proposed Project. The results in these tables are the focus of this parking investigation and recommendations. *Appendix A* contains the shared parking analysis calculation worksheets for this weekday and weekend day parking scenario.

Shared Parking Analysis Results and Conclusions

Review of *Table 2* shows that the peak-parking requirement for the SouthBay Pavilion, assuming full occupancy and completion of the proposed Project, during a weekday occurs at 7:00 PM and totals 3,705 spaces. On a weekend day, the peak parking requirements for the project occurs at 5:00 PM, when a parking demand of 3,678 spaces is forecast (see *Table 3*).

Based on the future parking supply of 4,569 spaces, a surplus of 864 spaces and a surplus of 891 spaces would result during the weekday and weekend peak hours, respectively.

Given these results, we conclude that the proposed conversion of the existing Sear Auto Center into a 20,162 SF multi-tenant retail and restaurant building, plus the future 4,825 SF Chick-fil-a restaurant will not adversely impact the future parking conditions at the SouthBay Pavilion.

* * * * *

Seritage Realty Trust
December 18, 2014
Page 12

LINSCOTT
LAW &
GREENSPAN
engineers

We appreciate the opportunity to prepare this analysis for SouthBay Pavilion. Should you have any questions or need additional assistance, please do not hesitate to call me at (949) 825-6175.

Very truly yours,
Linscott, Law & Greenspan, Engineers

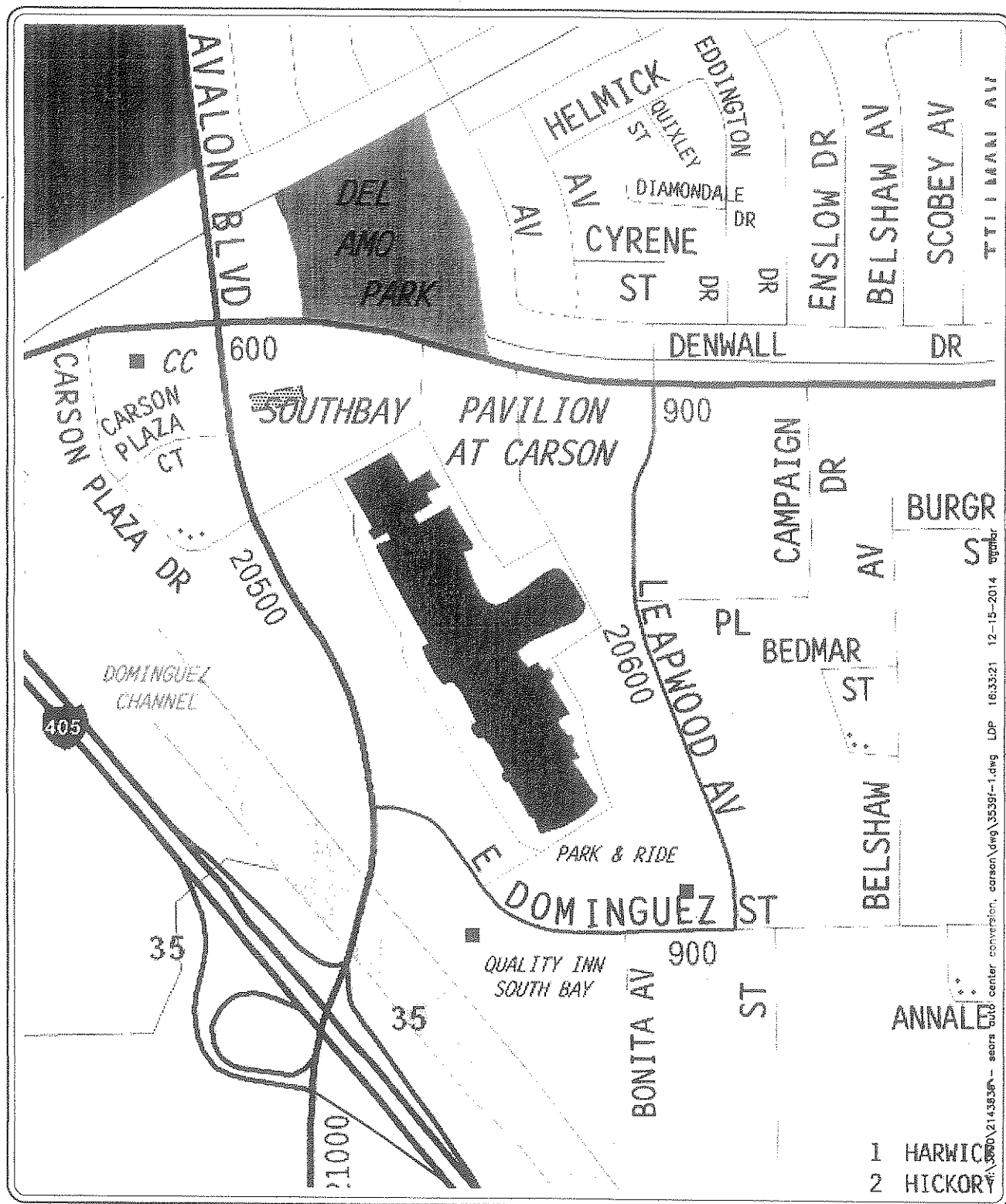


Richard E. Barretto, P.E.
Principal

cc: file
Steven C. Phillips, Howard CDM

Attachments





LINSCOTT
LAW &
GREENSPAN
engineers



NO SCALE

SOURCE: THOMAS BROS.

KEY

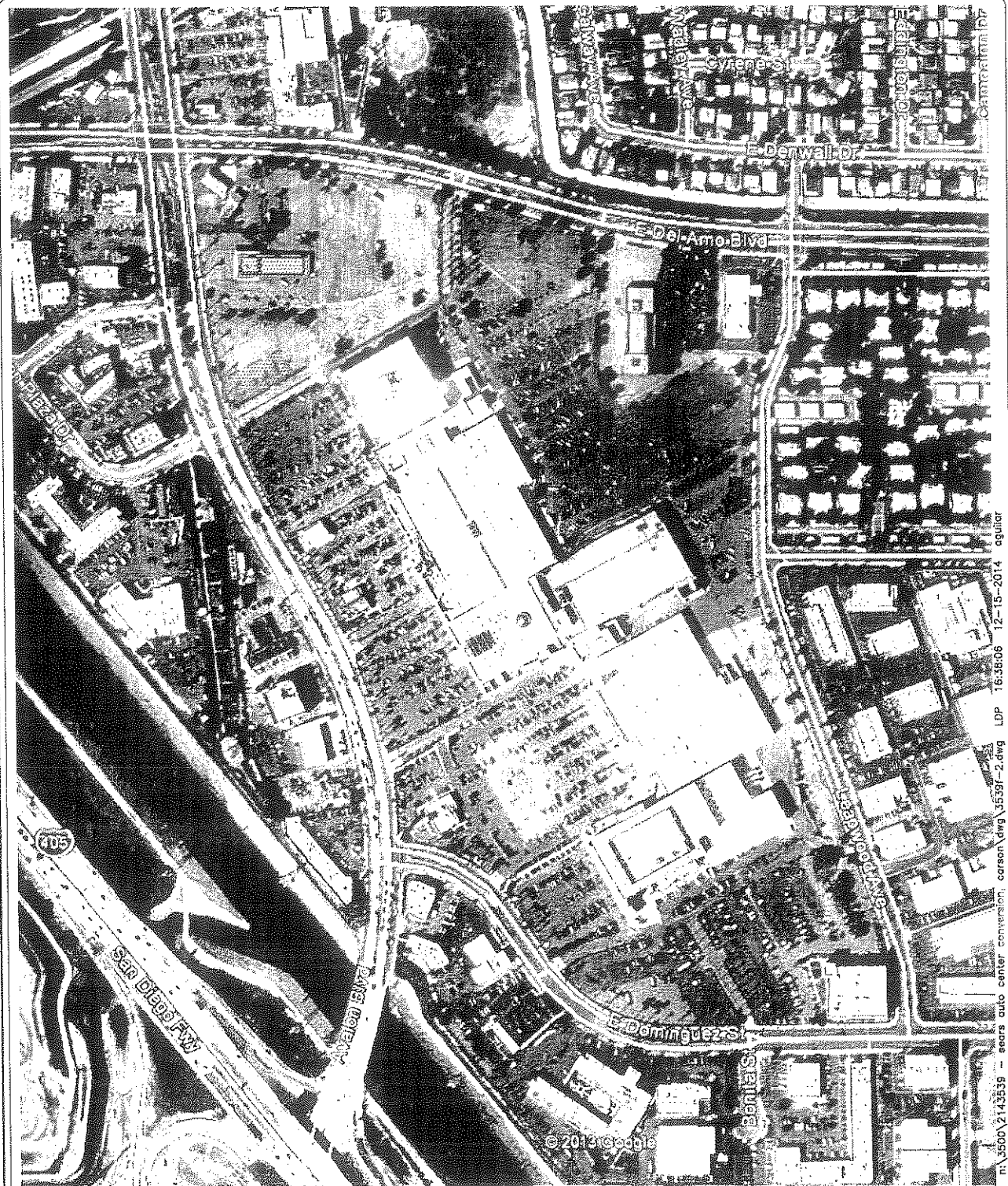
= PROJECT SITE

FIGURE 1

VICINITY MAP

SEARS AUTO CENTER CONVERSION, CARSON

35



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engineers



NO SCALE

SOURCE: GOOGLE EARTH
KEY




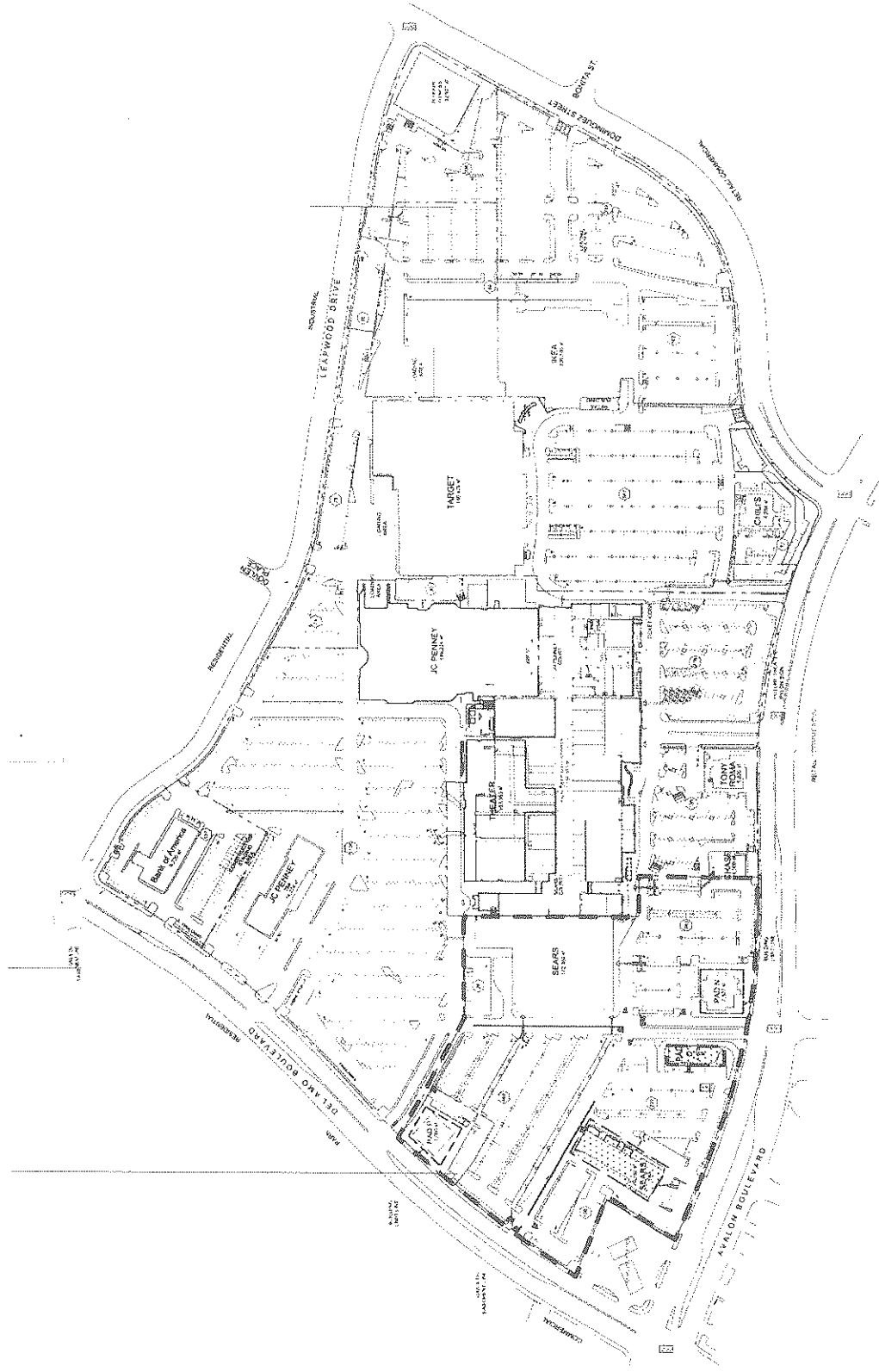
-  = PROJECT SITE
-  = FUTURE CHICK-FIL-A
-  = SEARS PARCEL

FIGURE 2

EXISTING AERIAL SITE PLAN
SEARS AUTO CENTER CONVERSION, CARSON



SOURCE: PERKOWITZ & RUTH ARCHITECTS

FIGURE 3

PROPOSED SITE PLAN
SEARS AUTO CENTER CONVERSION, CARSON

- KEY
- [Hatched Box] = PROJECT SITE
 - [Box with 'F'] = FUTURE CHICK-FIL-A
 - [Box with 'S'] = SEARS PARCEL



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GREENSPAN
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TABLE 1-1
CITY CODE PARKING REQUIREMENT – “SEARS PARCEL” ONLY
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Size ²	City of Carson Code Parking Ratio ³	Spaces Required
<u>Existing</u>			
Retail	172,360 SF	1 spaces per 300 sf of GFA	575
Restaurant Pads	14,500 SF	1 spaces per 300 sf of GFA	145
Subtotal:	186,860 SF		Subtotal: 720
<u>Future</u>			
Project Retail	8,146 SF	1 spaces per 300 sf of GFA	27
Project Food	12,016 SF	1 space per 100 sf of GFA	120
Restaurant Pads	4,825 SF	1 spaces per 300 sf of GFA	48
Subtotal:	24,987 SF		Subtotal: 195
TOTAL:	211,847 SF		TOTAL: 915
A. TOTAL PARKING CODE REQUIREMENT			915
B. TOTAL PARKING PROVIDED			1,070
C. PARKING SURPLUS/DEFICIENCY (+/-) (B – A)			+155

² Source: *Traffic Impact Analysis for the South Bay Pavilion Theatre Expansion*, dated April 2013, prepared by LLG, information provided by VCG-South Bay Pavilion, LLC and plans prepared by Perkowitz + Ruth.

³ Source: City of Carson Municipal Code.

**TABLE 1-2
CITY CODE PARKING REQUIREMENT – ENTIRE SITE
SEARS AUTO CENTER REDEVELOPMENT AT SOUTHBAY PAVILION, CARSON**

Land Use	Size ⁴	City of Carson Code Parking Ratio ⁵	Spaces Required
<u>Existing</u>			
Theatre	57,352 ⁶ SF	1 spaces per 3 fixed seats	825
Retail	811,884 SF	1 spaces per 300 sf of GFA	2,706
Food Service	33,250 SF	1 space per 100 sf of GFA	333
Restaurant Pads	26,776 SF	1 spaces per 300 sf of GFA	268
Office	23,989 SF	1 spaces per 300 sf of GFA	80
Banks Pads	13,720 SF	1 spaces per 300 sf of GFA	46
Medical-Dental Office	8,415 SF	1 spaces per 300 sf of GFA	28
Health Club	32,921 SF	1 space per 150 sf of GFA	220
Subtotal:	1,008,307 SF	Subtotal:	4,506
<u>Future</u>			
Project Retail	8,146 SF	1 spaces per 300 sf of GFA	27
Project Food	12,016 SF	1 space per 100 sf of GFA	120
Restaurant Pads	4,825 SF	1 spaces per 300 sf of GFA	48
Subtotal:	24,987 SF	Subtotal:	195
TOTAL:	1,033,294 SF	TOTAL:	4,701
C. TOTAL PARKING CODE REQUIREMENT			4,701
D. TOTAL PARKING PROVIDED			4,569
C. PARKING SURPLUS/DEFICIENCY (+/-) (B – A)			-132

⁴ Source: Traffic Impact Analysis for the SouthBay Pavilion Theatre Expansion, dated April 2013, prepared by LLG, information provided by VCG-SouthBay Pavilion, LLC and Project plans prepared by Perkowitz + Ruth.

⁵ Source: City of Carson Municipal Code.

⁶ The future CineMark Theatre will have 13 screens and 2,474 seats.

TABLE 2
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTHBAY PAVILION, CARSON

Land Use	General Retail, includes Project Retail	Fine/Casual Dining	Project Food Uses/Restaurants [2]	Fast-Food Restaurant [4]	Cine/Mark Theatre	Health Club	Office	Medical/Dental Office	Bank	Total Spaces = Shared Parking Demand	Comparison w/ Parking Supply 4,569 Spaces Surplus (Deficiency)
Size Pkg Rate[3]	820,030 KSF 3.33 /KSF	60,026 KSF 10.00 /KSF	12,016 KSF 10.00 /KSF	4,825 KSF 10.00 /KSF	2,474 Seats 0.33 /Seat	32,921 KSF 6.67 /KSF	23,989 KSF 3.33 /KSF	8,419 KSF 3.33 /KSF	13,720 KSF 3.33 /KSF	4,701 46 Sps.	
Gross Spaces	2,733 Sps.	601 Sps.	120 Sps.	48 Sps.	825 Sps.	220 Sps.	80 Sps.	28 Sps.	46 Sps.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	70	0	25	3	0	155	2	0	0	255	4,314
7:00 AM	184	17	45	5	0	93	22	0	0	366	4,203
8:00 AM	499	41	54	10	0	93	57	22	25	801	3,768
9:00 AM	1,066	63	66	15	0	155	74	26	43	1,508	3,061
10:00 AM	1,708	146	74	28	0	155	80	28	46	2,265	2,304
11:00 AM	2,153	258	77	42	0	176	77	28	31	2,842	1,727
12:00 PM	2,372	421	84	48	133	134	68	15	31	3,306	1,263
1:00 PM	2,460	421	77	48	277	155	70	26	31	3,565	1,004
2:00 PM	2,372	375	48	44	339	155	80	28	37	3,478	1,091
3:00 PM	2,262	246	42	30	344	155	77	28	31	3,215	1,354
4:00 PM	2,262	292	42	27	344	176	68	26	40	3,277	1,292
5:00 PM	2,351	429	66	30	375	199	38	24	46	3,558	1,011
6:00 PM	2,351	521	69	41	375	220	19	19	0	3,615	954
7:00 PM	2,351	541	69	39	493	196	7	9	0	3,785	864
8:00 PM	2,015	541	69	25	610	173	5	4	0	3,442	1,127
9:00 PM	1,352	541	53	15	610	148	2	0	0	2,721	1,848
10:00 PM	786	521	48	10	493	75	1	0	0	1,934	2,635
11:00 PM	272	417	44	5	397	24	0	0	0	1,159	3,410
12:00 AM	0	146	23	3	250	0	0	0	0	422	4,147

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Floor area is representative of the potential food uses associated with the proposed project.

[3] Parking rates for all land uses based on City Code and ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

[4] Floor area represents future Chick-fil-a restaurant pad.

TABLE 3
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTHBAY PAVILION, CARSON

Land Use	General Retail, includes Project Retail	Fine/Casual Dining	Project Food Uses/Restaurants [2]	Fast-Food Restaurant [4]	CineMark Theatre	Health Club	Office	Medical/Dental Office	Bank	Total Spaces = 4,701 Shared	Comparison w/ Parking Supply 4,569 Spaces
Size Pkg Rate[3]	820,030 KSF 3.33 /KSF	60,026 KSF 10.00 /KSF	12,016 KSF 10.00 /KSF	4,825 KSF 10.00 /KSF	2,474 Seats 0.33 /Seat	32,921 KSF 6.67 /KSF	23,989 KSF 3.33 /KSF	8,419 KSF 3.33 /KSF	13,720 KSF 3.33 /KSF		
Gross Spaces	2,733 Spc.	601 Spc.	120 Spc.	48 Spc.	825 Spc.	220 Spc.	80 Spc.	28 Spc.	46 Spc.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	77	0	19	3	0	143	0	0	0	242	4,327
7:00 AM	191	18	40	5	0	82	1	0	0	337	4,232
8:00 AM	438	27	62	10	0	65	4	22	22	650	3,919
9:00 AM	1,066	54	87	14	0	90	6	26	28	1,371	3,198
10:00 AM	1,558	68	110	26	0	65	8	28	39	1,902	2,667
11:00 AM	1,941	145	110	39	0	90	8	28	46	2,407	2,162
12:00 PM	2,296	324	120	45	175	90	8	15	43	3,116	1,453
1:00 PM	2,514	349	105	45	376	57	6	0	0	3,452	1,117
2:00 PM	2,733	298	84	40	456	48	4	0	0	3,663	906
3:00 PM	2,733	298	55	28	460	57	3	0	0	3,634	935
4:00 PM	2,624	298	60	25	460	101	1	0	0	3,569	1,000
5:00 PM	2,487	397	78	28	507	180	1	0	0	3,678	891
6:00 PM	2,214	550	88	38	507	172	1	0	0	3,570	999
7:00 PM	2,078	575	88	37	666	109	0	0	0	3,553	1,016
8:00 PM	1,831	601	83	23	825	57	0	0	0	3,420	1,149
9:00 PM	1,449	550	45	14	825	19	0	0	0	2,902	1,667
10:00 PM	1,011	550	38	10	825	4	0	0	0	2,438	2,131
11:00 PM	410	537	27	5	657	4	0	0	0	1,640	2,929
12:00 AM	0	301	16	3	413	0	0	0	0	733	3,836

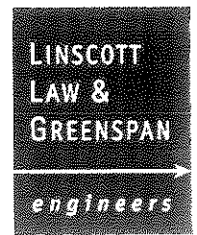
Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Floor area is representative of the potential food uses associated with the proposed project.

[3] Parking rates for all land uses based on City Code and ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

[4] Floor area represents future Chick-fil-a restaurant pad.



APPENDIX A
ULI SHARED PARKING CALCULATION WORKSHEETS

Appendix Table A-1

SHOPPING CENTER (TYPICAL DAYS)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Shopping Center (Typical Days)				
Size	820.030 KSF				Shared Parking Demand
Pkg Rate[2]	3.33 /KSF				
Gross	2733 Spaces				
Spaces	2202 Guest Spc.		531 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	22	9%	48	70
7:00 AM	5%	110	14%	74	184
8:00 AM	14%	308	36%	191	499
9:00 AM	32%	705	68%	361	1066
10:00 AM	59%	1299	77%	409	1708
11:00 AM	77%	1696	86%	457	2153
12:00 PM	86%	1894	90%	478	2372
1:00 PM	90%	1982	90%	478	2460
2:00 PM	86%	1894	90%	478	2372
3:00 PM	81%	1784	90%	478	2262
4:00 PM	81%	1784	90%	478	2262
5:00 PM	86%	1894	86%	457	2351
6:00 PM	86%	1894	86%	457	2351
7:00 PM	86%	1894	86%	457	2351
8:00 PM	72%	1585	81%	430	2015
9:00 PM	45%	991	68%	361	1352
10:00 PM	27%	595	36%	191	786
11:00 PM	9%	198	14%	74	272
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-2

SHOPPING CENTER (TYPICAL DAYS)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Shopping Center (Typical Days)				
Size	820.030 KSF				Shared Parking Demand
Pkg Rate[2]	3.33 /KSF				
Gross Spaces	2733 Spaces				
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	22	10%	55	77
7:00 AM	5%	109	15%	82	191
8:00 AM	10%	219	40%	219	438
9:00 AM	30%	656	75%	410	1066
10:00 AM	50%	1093	85%	465	1558
11:00 AM	65%	1421	95%	520	1941
12:00 PM	80%	1749	100%	547	2296
1:00 PM	90%	1967	100%	547	2514
2:00 PM	100%	2186	100%	547	2733
3:00 PM	100%	2186	100%	547	2733
4:00 PM	95%	2077	100%	547	2624
5:00 PM	90%	1967	95%	520	2487
6:00 PM	80%	1749	85%	465	2214
7:00 PM	75%	1640	80%	438	2078
8:00 PM	65%	1421	75%	410	1831
9:00 PM	50%	1093	65%	356	1449
10:00 PM	35%	765	45%	246	1011
11:00 PM	15%	328	15%	82	410
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-3

FINE/CASUAL DINING
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Fine/Casual Dining				
Size	60,026 KSF				Shared Parking Demand
Pkg Rate[2]	10.00 /KSF				
Gross Spaces	601 Spaces				
	509 Guest Spc.		92 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	18%	17	17
8:00 AM	0%	0	45%	41	41
9:00 AM	0%	0	68%	63	63
10:00 AM	14%	71	81%	75	146
11:00 AM	36%	183	81%	75	258
12:00 PM	68%	346	81%	75	421
1:00 PM	68%	346	81%	75	421
2:00 PM	59%	300	81%	75	375
3:00 PM	36%	183	68%	63	246
4:00 PM	45%	229	68%	63	292
5:00 PM	68%	346	90%	83	429
6:00 PM	86%	438	90%	83	521
7:00 PM	90%	458	90%	83	541
8:00 PM	90%	458	90%	83	541
9:00 PM	90%	458	90%	83	541
10:00 PM	86%	438	90%	83	521
11:00 PM	68%	346	77%	71	417
12:00 AM	23%	117	32%	29	146

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-4

FINE/CASUAL DINING
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTHBY PAVILION, CARSON

Land Use	Fine/Casual Dining				
Size	60.026 KSF				Shared Parking Demand
Pkg Rate[2]	10.00 /KSF				
Gross	601 Spaces				
Spaces	511 Guest Spc.		90 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	20%	18	18
8:00 AM	0%	0	30%	27	27
9:00 AM	0%	0	60%	54	54
10:00 AM	0%	0	75%	68	68
11:00 AM	15%	77	75%	68	145
12:00 PM	50%	256	75%	68	324
1:00 PM	55%	281	75%	68	349
2:00 PM	45%	230	75%	68	298
3:00 PM	45%	230	75%	68	298
4:00 PM	45%	230	75%	68	298
5:00 PM	60%	307	100%	90	397
6:00 PM	90%	460	100%	90	550
7:00 PM	95%	485	100%	90	575
8:00 PM	100%	511	100%	90	601
9:00 PM	90%	460	100%	90	550
10:00 PM	90%	460	100%	90	550
11:00 PM	90%	460	85%	77	537
12:00 AM	50%	256	50%	45	301

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-5

FAMILY RESTAURANT
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Family Restaurant				
Size	12,016 KSF				Shared Parking Demand
Pkg Rate[2]	10.00 /KSF				
Gross Spaces	120 Spaces				
	103 Guest Spc.		17 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	18%	19	35%	6	25
7:00 AM	35%	36	53%	9	45
8:00 AM	42%	43	63%	11	54
9:00 AM	53%	55	63%	11	66
10:00 AM	60%	62	70%	12	74
11:00 AM	63%	65	70%	12	77
12:00 PM	70%	72	70%	12	84
1:00 PM	63%	65	70%	12	77
2:00 PM	35%	36	70%	12	48
3:00 PM	32%	33	53%	9	42
4:00 PM	32%	33	53%	9	42
5:00 PM	53%	55	67%	11	66
6:00 PM	56%	58	67%	11	69
7:00 PM	56%	58	67%	11	69
8:00 PM	56%	58	67%	11	69
9:00 PM	42%	43	56%	10	53
10:00 PM	39%	40	46%	8	48
11:00 PM	35%	36	46%	8	44
12:00 AM	18%	19	25%	4	23

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-6

FAMILY RESTAURANT
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Family Restaurant				
Size	12,016 KSF				Shared Parking Demand
Pkg Rate[2]	10.00 /KSF				
Gross	120 Spaces				
Spaces	102 Guest Spc.		18 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	10%	10	50%	9	19
7:00 AM	25%	26	75%	14	40
8:00 AM	45%	46	90%	16	62
9:00 AM	70%	71	90%	16	87
10:00 AM	90%	92	100%	18	110
11:00 AM	90%	92	100%	18	110
12:00 PM	100%	102	100%	18	120
1:00 PM	85%	87	100%	18	105
2:00 PM	65%	66	100%	18	84
3:00 PM	40%	41	75%	14	55
4:00 PM	45%	46	75%	14	60
5:00 PM	60%	61	95%	17	78
6:00 PM	70%	71	95%	17	88
7:00 PM	70%	71	95%	17	88
8:00 PM	65%	66	95%	17	83
9:00 PM	30%	31	80%	14	45
10:00 PM	25%	26	65%	12	38
11:00 PM	15%	15	65%	12	27
12:00 AM	10%	10	35%	6	16

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-7

FAST-FOOD RESTAURANT
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTHBY AV PAVILION, CARSON

Land Use	Fast-Food Restaurant				
Size	4.825 KSF				Shared Parking Demand
Pkg Rate[2]	10.00 /KSF				
Gross Spaces	48 Spaces				
	41 Guest Spc.		7 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	5%	2	15%	1	3
7:00 AM	10%	4	20%	1	5
8:00 AM	20%	8	30%	2	10
9:00 AM	30%	12	40%	3	15
10:00 AM	55%	23	75%	5	28
11:00 AM	85%	35	100%	7	42
12:00 PM	100%	41	100%	7	48
1:00 PM	100%	41	100%	7	48
2:00 PM	90%	37	95%	7	44
3:00 PM	60%	25	70%	5	30
4:00 PM	55%	23	60%	4	27
5:00 PM	60%	25	70%	5	30
6:00 PM	85%	35	90%	6	41
7:00 PM	80%	33	90%	6	39
8:00 PM	50%	21	60%	4	25
9:00 PM	30%	12	40%	3	15
10:00 PM	20%	8	30%	2	10
11:00 PM	10%	4	20%	1	5
12:00 AM	5%	2	20%	1	3

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-8

FAST-FOOD RESTAURANT
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

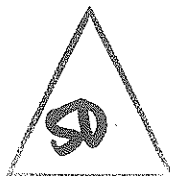
Land Use	Fast-Food Restaurant				
Size	4.825 KSF				Shared Parking Demand
Pkg Rate[2]	10.00 /KSF				
Gross Spaces	48 Spaces				
	41 Guest Spc.		7 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	5%	2	14%	1	3
7:00 AM	9%	4	19%	1	5
8:00 AM	19%	8	28%	2	10
9:00 AM	28%	11	37%	3	14
10:00 AM	51%	21	70%	5	26
11:00 AM	79%	32	93%	7	39
12:00 PM	93%	38	93%	7	45
1:00 PM	93%	38	93%	7	45
2:00 PM	84%	34	89%	6	40
3:00 PM	56%	23	65%	5	28
4:00 PM	51%	21	56%	4	25
5:00 PM	56%	23	65%	5	28
6:00 PM	79%	32	84%	6	38
7:00 PM	75%	31	84%	6	37
8:00 PM	47%	19	56%	4	23
9:00 PM	28%	11	37%	3	14
10:00 PM	19%	8	28%	2	10
11:00 PM	9%	4	19%	1	5
12:00 AM	5%	2	19%	1	3

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.



Appendix Table A-9

CINEPLEX (TYPICAL DAYS)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Cineplex (Typical Days)				
Size	2,474 Seats				Shared Parking Demand
Pkg Rate[2]	0.33 /Seat				
Gross Spaces	825 Spaces				
	784 Guest Spc.		41 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	0%	0	0%	0	0
9:00 AM	0%	0	0%	0	0
10:00 AM	0%	0	0%	0	0
11:00 AM	0%	0	0%	0	0
12:00 PM	15%	118	37%	15	133
1:00 PM	33%	259	44%	18	277
2:00 PM	41%	321	44%	18	339
3:00 PM	41%	321	56%	23	344
4:00 PM	41%	321	56%	23	344
5:00 PM	44%	345	74%	30	375
6:00 PM	44%	345	74%	30	375
7:00 PM	59%	463	74%	30	493
8:00 PM	74%	580	74%	30	610
9:00 PM	74%	580	74%	30	610
10:00 PM	59%	463	74%	30	493
11:00 PM	48%	376	52%	21	397
12:00 AM	30%	235	37%	15	250

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-10

CINEPLEX (TYPICAL DAYS)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Cineplex (Typical Days)				
Size	2,474 Seats				Shared Parking Demand
Pkg Rate[2]	0.33 /Seat				
Gross Spaces	825 Spaces				
	794 Guest Spc.		31 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	0%	0	0%	0	0
9:00 AM	0%	0	0%	0	0
10:00 AM	0%	0	0%	0	0
11:00 AM	0%	0	0%	0	0
12:00 PM	20%	159	50%	16	175
1:00 PM	45%	357	60%	19	376
2:00 PM	55%	437	60%	19	456
3:00 PM	55%	437	75%	23	460
4:00 PM	55%	437	75%	23	460
5:00 PM	60%	476	100%	31	507
6:00 PM	60%	476	100%	31	507
7:00 PM	80%	635	100%	31	666
8:00 PM	100%	794	100%	31	825
9:00 PM	100%	794	100%	31	825
10:00 PM	100%	794	100%	31	825
11:00 PM	80%	635	70%	22	657
12:00 AM	50%	397	50%	16	413

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-11

HEALTH CLUB
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Health Club				
Size	32,921 KSF				Shared Parking Demand
Pkg Rate[2]	6.67 /KSF				
Gross	220 Spaces				
Spaces	207 Guest Spc.		13 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	70%	145	75%	10	155
7:00 AM	40%	83	75%	10	93
8:00 AM	40%	83	75%	10	93
9:00 AM	70%	145	75%	10	155
10:00 AM	70%	145	75%	10	155
11:00 AM	80%	166	75%	10	176
12:00 PM	60%	124	75%	10	134
1:00 PM	70%	145	75%	10	155
2:00 PM	70%	145	75%	10	155
3:00 PM	70%	145	75%	10	155
4:00 PM	80%	166	75%	10	176
5:00 PM	90%	186	100%	13	199
6:00 PM	100%	207	100%	13	220
7:00 PM	90%	186	75%	10	196
8:00 PM	80%	166	50%	7	173
9:00 PM	70%	145	20%	3	148
10:00 PM	35%	72	20%	3	75
11:00 PM	10%	21	20%	3	24
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-12

HEALTH CLUB
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTHBY PAVILION, CARSON

Land Use	Health Club				Shared Parking Demand
Size	32,921 KSF				
Pkg Rate[2]	6.67 /KSF				
Gross Spaces	220 Spaces				
	210 Guest Spc.		10 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	66%	139	41%	4	143
7:00 AM	37%	78	41%	4	82
8:00 AM	29%	61	41%	4	65
9:00 AM	41%	86	41%	4	90
10:00 AM	29%	61	41%	4	65
11:00 AM	41%	86	41%	4	90
12:00 PM	41%	86	41%	4	90
1:00 PM	25%	53	41%	4	57
2:00 PM	21%	44	41%	4	48
3:00 PM	25%	53	41%	4	57
4:00 PM	45%	95	62%	6	101
5:00 PM	82%	172	82%	8	180
6:00 PM	78%	164	82%	8	172
7:00 PM	49%	103	62%	6	109
8:00 PM	25%	53	41%	4	57
9:00 PM	8%	17	16%	2	19
10:00 PM	1%	2	16%	2	4
11:00 PM	1%	2	16%	2	4
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-13

OFFICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTHBY AVENUE, CARSON

Land Use	Office				
Size	23,989 KSF				Shared Parking Demand
Pkg Rate[2]	3 /KSF				
Gross Spaces	80 Spaces				
	6 Visitor Spc.		74 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	3%	2	2
7:00 AM	1%	0	30%	22	22
8:00 AM	20%	1	75%	56	57
9:00 AM	60%	4	95%	70	74
10:00 AM	100%	6	100%	74	80
11:00 AM	45%	3	100%	74	77
12:00 PM	15%	1	90%	67	68
1:00 PM	45%	3	90%	67	70
2:00 PM	100%	6	100%	74	80
3:00 PM	45%	3	100%	74	77
4:00 PM	15%	1	90%	67	68
5:00 PM	10%	1	50%	37	38
6:00 PM	5%	0	25%	19	19
7:00 PM	2%	0	10%	7	7
8:00 PM	1%	0	7%	5	5
9:00 PM	0%	0	3%	2	2
10:00 PM	0%	0	1%	1	1
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-14

OFFICE
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Office				Shared Parking Demand
Size	23,989 KSF				
Pkg Rate[2]	3 /KSF				
Gross Spaces	80 Spaces				
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	2%	0	2%	1	1
8:00 AM	6%	0	6%	4	4
9:00 AM	8%	0	8%	6	6
10:00 AM	9%	1	9%	7	8
11:00 AM	10%	1	10%	7	8
12:00 PM	9%	1	9%	7	8
1:00 PM	8%	0	8%	6	6
2:00 PM	6%	0	6%	4	4
3:00 PM	4%	0	4%	3	3
4:00 PM	2%	0	2%	1	1
5:00 PM	1%	0	1%	1	1
6:00 PM	1%	0	1%	1	1
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-15

MEDICAL/DENTAL OFFICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Medical/Dental Office				
Size	8,419 KSF				Shared Parking Demand
Pkg Rate[2]	3.33 /KSF				
Gross Spaces	28 Spaces				
	19 Visitor Spc.		9 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	17	60%	5	22
9:00 AM	90%	17	100%	9	26
10:00 AM	100%	19	100%	9	28
11:00 AM	100%	19	100%	9	28
12:00 PM	30%	6	100%	9	15
1:00 PM	90%	17	100%	9	26
2:00 PM	100%	19	100%	9	28
3:00 PM	100%	19	100%	9	28
4:00 PM	90%	17	100%	9	26
5:00 PM	80%	15	100%	9	24
6:00 PM	67%	13	67%	6	19
7:00 PM	30%	6	30%	3	9
8:00 PM	15%	3	15%	1	4
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-16

MEDICAL/DENTAL OFFICE
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTHBY PAVILION, CARSON

Land Use	Medical/Dental Office				
Size	8,419 KSF				Shared Parking Demand
Pkg Rate[2]	3.33 /KSF				
Gross	28 Spaces				
Spaces	19 Visitor Spc.		9 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	17	60%	5	22
9:00 AM	90%	17	100%	9	26
10:00 AM	100%	19	100%	9	28
11:00 AM	100%	19	100%	9	28
12:00 PM	30%	6	100%	9	15
1:00 PM	0%	0	0%	0	0
2:00 PM	0%	0	0%	0	0
3:00 PM	0%	0	0%	0	0
4:00 PM	0%	0	0%	0	0
5:00 PM	0%	0	0%	0	0
6:00 PM	0%	0	0%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-15

BANK
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Bank				
Size	13,720 KSF				Shared Parking Demand
Pkg Rate[2]	3.33 /KSF				
Gross Spaces	46 Spaces				
	30 Visitor Spc.		16 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	50%	15	60%	10	25
9:00 AM	90%	27	100%	16	43
10:00 AM	100%	30	100%	16	46
11:00 AM	50%	15	100%	16	31
12:00 PM	50%	15	100%	16	31
1:00 PM	50%	15	100%	16	31
2:00 PM	70%	21	100%	16	37
3:00 PM	50%	15	100%	16	31
4:00 PM	80%	24	100%	16	40
5:00 PM	100%	30	100%	16	46
6:00 PM	0%	0	0%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.



Appendix Table A-16

BANK
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
SEARS AUTO CENTER REDEVELOPMENT AT SOUTH BAY PAVILION, CARSON

Land Use	Bank				
Size	13,720 KSF				Shared Parking Demand
Pkg Rate[2]	3.33 /KSF				
Gross Spaces	46 Spaces				
	30 Visitor Spc.		16 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	25%	8	90%	14	22
9:00 AM	40%	12	100%	16	28
10:00 AM	75%	23	100%	16	39
11:00 AM	100%	30	100%	16	46
12:00 PM	90%	27	100%	16	43
1:00 PM	0%	0	0%	0	0
2:00 PM	0%	0	0%	0	0
3:00 PM	0%	0	0%	0	0
4:00 PM	0%	0	0%	0	0
5:00 PM	0%	0	0%	0	0
6:00 PM	0%	0	0%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.