COUNTY OF SANTA BARBARA
PLANNING AND DEVELOPMENT

MEMORANDUM

TO: Montecito Planning Commission

FROM: Alice McCurdy, 568-2518
           Deputy Director, Development Review Division

DATE: December 11, 2014

RE: Miramar Beach Resort and Bungalows Proposed Revised Project
           Case No. 14RVP-00000-00063, 14AMD-00000-00010, 14AMD-00000-00011,
           14CDP-00000-00086, 14CDP-00000-00090, 14CDP-00000-00091

Attached to this memorandum, please find an updated *Parking and Circulation Study for the Revised Miramar Hotel Project*, Associated Transportation Engineers, dated November 18, 2014. The report is updated to address the current proposed parking count of 436 spaces as compared to the originally proposed 441 spaces. The report supersedes the July 30, 2014 study that was included as Attachment-K to the staff report dated November 21, 2014. The conclusions of the report have not changed. Specifically, the updated report continues to conclude that the proposed project would require 431 spaces at peak operation, and that the proposed number of spaces would adequately serve the project.

Attachment: Parking and Circulation Study for the Revised Miramar Hotel Project dated November 18, 2014

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

November 18, 2014

14051L03

Evan Krenzien
Caruso Affiliated
101 The Grove Drive
Los Angeles, CA 90036

PARKING AND CIRCULATION STUDY FOR THE REVISED MIRAMAR HOTEL PROJECT, SANTA BARBARA COUNTY

Associated Transportation Engineers (ATE) has prepared the following parking and circulation study for the Revised Miramar Hotel Project. The study estimates the peak parking demands for the revised project statistics and evaluates the adequacy of the on-site parking supply. The study also reviews the site access and circulation plan, the valet parking operations proposed as part of the revised project, and evaluates construction traffic.

PROJECT DESCRIPTION

The Miramar Hotel Remodel Project was approved by Santa Barbara County in 2011 with 186 rooms. The project statistics have been modified since the project was originally approved. The revised project is proposing to develop a 170-room hotel (reduced from approved project) with 258 restaurant seats (same as approved project), a 400-guest banquet facility (reduced from approved project), a private beach club with 300 members (same as approved project), a spa facility and four employee housing units. The current project is proposing to provide 436 parking spaces on-site for the hotel and 72 public on-street spaces on S. Jameson Lane and Eucalyptus Lane (increase of 4 public spaces). The improvements proposed for Miramar Avenue will also create 10 additional public parking spaces. A copy of the project site plan is attached for reference. Table 1 compares the statistics for the approved project and the revised project.

Table 1
Miramar Hotel - Approved and Revised Project Statistics

Land-Use	Approved Project	Revised Project
Hotel	186 Rooms	170 Rooms
Fine Dining Restaurant (a)	258 Seats	98 Seats
Family Restaurant	(Included Above)	120 Seats
Lobby Bar	(Included Above)	40 Seats
Banquet Hall	500 Guests Max	400 Guests Max
Beach Club	300 Members	300 Members
Spa	15 Public Guests/Day	12 Public Guests/Day
Screening Room	N/A	30 Seats
Employee Housing	4 Units	4 Units
Hotel Parking Provided	494 Spaces	436 Spaces
Public Parking Provided	68 Spaces	72 Spaces (+10 Spaces on Miramar Ave.)

(a) Includes Indoor and Outdoor dining areas.

As shown, the revised project is proposing 16 less room keys, 100 less banquet guests, and 3 fewer spa guests per day when compared with the approved project. The revised project would therefore generate less traffic and result in lower parking demands than the approved project. It is noted that the proposed screening room would not be open to the public and would be used only by hotel guests and members and thus would not generate additional traffic or parking demands.

PARKING ANALYSIS

Proposed Supply

The revised Miramar Hotel Project is proposing to provide 436 parking spaces. All of the hotel parking spaces would be managed through a valet parking program, with the exception of the 18 self-park spaces located adjacent to the bungalows on Miramar Avenue. The following text describes the operations of the proposed parking areas.

Primary Parking Lot (Eastern Lot). The primary parking lot, located east of the grand ballroom, would provide 226 stacked parking stalls. This lot would be used by the valet parking operators for hotel/restaurant guest parking as well as parking for beach club members. Guests and club members would enter the hotel site at the main access driveway on South Jameson Lane, drop off the vehicle at the main motor court in front of the hotel, and then the vehicles would be driven directly to the valet parking lot via the internal access connection. It is anticipated that the 226 spaces provided in this parking lot will accommodate the parking demands generated at the hotel and the beach club during the majority of the year.

Secondary Parking Lot (Western Lot). The secondary parking lot would provide 151 stacked parking spaces. A portion of the parking area would be utilized on a daily basis for employee parking. Employees would access the lot directly from the driveways on South Jameson Lane or San Ysidro Road and the employee vehicles would not be shuttled back and forth from the hotel motor court area. The remaining spaces in the parking lot could be used to accommodate overflow parking during large events held on peak summer beach days when the club is at full capacity and the hotel is fully occupied. The parking lot could be opened up during these times and event guests could be directed to the lot without going through the motor court area.

This parking area shares reciprocal access with the adjacent All Saints Church. The project is proposing to install proper striping and signage within the lot to ensure that hotel employees and/or valet drivers do not use the church parking spaces and vice versa.

Miramar Avenue Parking. The project is proposing to provide 18 parallel parking spaces adjacent to the bungalows on Miramar Avenue. These spaces would serve the adjacent bungalows and would be self-park.

Additional On-Site Parking. There are 41 additional parking spaces located throughout the site, with 17 spaces provided in the motorcourt /main entrance area, five spaces provided along the beach access road, and 19 spaces located adjacent to the oceanfront rooms and beach bar. These spaces would be managed by the valet parking attendants as necessary during peak periods when the primary lot is fully occupied.

Public Parking. A total of 62 public parking would be provided as angled parking along South Jameson Lane. A vehicle turnaround area would be constructed adjacent to the driveway for the primary parking lot to allow vehicles to return to Eucalyptus Lane and San Ysidro Road. An additional 10 pubic spaces would be provided as perpendicular parking on Eucalyptus Lane adjacent to the secondary parking lot. The improvements proposed for Miramar Avenue will provide 10 additional spaces (7 parallel on-street spaces and 3 head-in spaces in the cul-de-sac). These stalls would be unmarked and available for the public and the adjacent residences. The public parking provided under the revised project represents and increase of 14 spaces over the approved plan.

Valet Parking Operations

The project proposes to implement a valet parking program to manage parking operations. Guests would enter the site via the main driveway to access the motor court area and then a parking attendant would park the vehicle in the primary (eastern) parking lot. An internal connection would provide access to the primary parking lot thus these vehicles would not be required to circulate on South Jameson Lane.

Employees would primarily self park within a designated area in the secondary (western) parking lot. The remaining spaces in the secondary lot would be used to accommodate overflow parking on peak summer days when large events are held at the site and the primary parking area is fully occupied. It is anticipated that the secondary lot will be utilized for valet parking during peak summer periods when the beach club is at full capacity, the hotel and restaurants are fully occupied, and an event with 200 or more attendees is being held on site. During these peak event periods when the main lot becomes full, valet attendants may be required to circulate from the motor court to the secondary lot on South Jameson Lane. Additionally a parking attendant could direct guests from South Jameson Lane into the secondary parking lot where an attendant will valet park the vehicle and guests would be shuttled to the banquet hall via service carts. Per the conditions of approval, events with 200 or more attendees will not begin until 9:30 A.M. or later.

During the commuter peak hour periods, South Jameson Lane currently carries 113 vehicles during A.M. peak hour and about 184 vehicles during the P.M. peak hour. The capacity of South Jameson Lane is approximately 1,600 vehicles per hour direction (1,600 per hour eastbound + 1,600 per hour westbound). The existing volumes show that South Jameson Lane currently carries volumes at less than 15% of its capacity and operates at LOS A.

The Miramar Hotel project would add 113 vehicles to South Jameson Lane during the A.M. peak hour and 118 vehicles during the P.M. peak hour, increasing future volumes to 226 A.M. peak trips and 302 P.M. peak trips. The existing + project volumes would result in South Jameson Lane operating at less than 20% of its capacity, which equates to LOS A operations.

The overflow valet lot would provide approximately 100 overflow spaces for use when large events (over 200 guests) are held at the banquet facility during peak summer months when the hotel is fully occupied and the beach club experiences peak use. Assuming full use of the 100 spaces in the valet lot with all vehicles parked by the valet, the valet operations could add an additional 50 to 100 vehicles per hour to South Jameson Lane depending on the event arrival and departure rates. These trips would be made by the valet driver from the motor court to the valet lot driveway at the beginning of the event and from the overflow lot to the motor court at the end of the event. The existing + project + valet volumes are forecast at about 326 vehicles during A.M. peak hour and 402 vehicles during the P.M. peak hour. These volumes would result in South Jameson Lane operating at 20-25% of its capacity during the highest 1-hour period (P.M. peak hour), which equates to LOS A operations.

Shared Parking Demands

A shared parking model was developed to determine the peak parking demands for the project during summer weekend periods when the hotel, restaurants and beach club would be the busiest. The concept of shared parking recognizes that a single space may serve several different uses at different times during the day. The shared parking model (attached) was developed using demand rates and time-of-day factors contained in the Urban Land Institute (ULI) Shared Parking report[1] and the Institute of Transportation Engineers (ITE) Parking Generation report[2] for the individual project uses.

The conditions of approval for the project stipulate that once completed and operational the proposed beach club can have 200 members, and that the additional 100 members can be added within 12-18 months after a review of parking has been conducted. Table 2 presents the peak shared parking demand forecasts developed for the project during the peak summer weekend periods assuming 100% occupancy of all on-site facilities and the conditioned maximum of 200 beach club members.

Table 2
Peak Shared Parking Demands - 100% Occupancy + 200 Beach Club Members

Land Use	Mid-day/Afternoon Period (11:00 A.M. - 6:00 P.M.)		Evening Period (7:00 P.M. - 12:00 A.M.)	
	Time	Parking Demand	Time	Parking Demand
Hotel Guests	2:00 P.M.	119 Spaces	8:00 P.M.	153 Spaces
Hotel Employees	2:00 P.M.	31 Spaces	8:00 P.M.	17 Spaces
Fine Dining	2:00 P.M.	14 Spaces	8:00 P.M.	31 Spaces
Family Dining	2:00 P.M.	20 Spaces	8:00 P.M.	20 Spaces
Lobby Bar	2:00 P.M.	6 Spaces	8:00 P.M.	13 Spaces
Banquet Facility	2:00 P.M.	140 Spaces	8:00 P.M.	140 Spaces
Beach Club/Spa	2:00 P.M.	64 Spaces	8:00 P.M.	6 Spaces
Employee Housing	2:00 P.M.	7 Spaces	8:00 P.M.	7 Spaces
Total Parking Demand:		401 spaces		387 spaces
Parking Provided:		436 spaces		436 spaces

[1] Shared Parking, Urban Land Institute, 2nd Edition, 2005.

[2] Parking Generation, Institute of Transportation Engineers, 2nd Edition, 2005.

The data presented in Table 2 show that the project is forecast to generate a peak shared parking demand of 401 spaces during the day and 387 spaces during the evening assuming 200 beach club members. The proposed parking supply of 436 spaces would therefore accommodate the peak demand forecasts for the project.

Table 3 presents the peak shared parking demand forecasts developed for the project during the peak summer weekend periods assuming 100% occupancy of all on-site facilities and the allowable maximum of 300 beach club members.

Table 3
Peak Shared Parking Demands - 100% Occupancy + 300 Beach Club Members

Land Use	Mid-day/Afternoon Period (11:00 A.M. - 6:00 P.M.)		Evening Period (7:00 P.M. - 12:00 A.M.)	
	Time	Parking Demand	Time	Parking Demand
Hotel Guests	2:00 P.M.	119 Spaces	7:00 P.M.	145 Spaces
Hotel Employees	2:00 P.M.	31 Spaces	7:00 P.M.	17 Spaces
Fine Dining	2:00 P.M.	14 Spaces	7:00 P.M.	30 Spaces
Family Dining	2:00 P.M.	20 Spaces	7:00 P.M.	21 Spaces
Lobby Bar	2:00 P.M.	6 Spaces	7:00 P.M.	12 Spaces
Banquet Facility	2:00 P.M.	140 Spaces	7:00 P.M.	140 Spaces
Beach Club/Spa	2:00 P.M.	94 Spaces	7:00 P.M.	19 Spaces
Employee Housing	2:00 P.M.	7 Spaces	7:00 P.M.	7 Spaces
Total Parking Demand:	431 spaces		391 spaces	
Parking Provided:	436 spaces		436 spaces	

The data presented in Table 3 show that the project is forecast to generate a peak shared parking demand of 431 spaces during the day and 391 spaces during the evening assuming 300 beach club members. The proposed parking supply of 436 spaces would therefore accommodate the peak demand forecasts for the project.

Operational data provided by the project applicant indicate an average stabilized hotel occupancy rate of 76%. A shared parking model was therefore developed to forecast the parking demands of the project under typical operations. Table 4 presents the shared parking demand forecasts developed for the project during the peak weekend periods assuming the stabilized 76% occupancy rate for the hotel. It is noted that the shared parking model developed for this scenario assumes 300 beach club members.

Table 4
Peak Shared Parking Demands - 76% Hotel Occupancy

Land Use	Mid-day/Afternoon Period (11:00 A.M. - 6:00 P.M.)		Evening Period (7:00 P.M. - 12:00 A.M.)	
	Time	Parking Demand	Time	Parking Demand
Hotel Guests	2:00 P.M.	90 Spaces	7:00 P.M.	110 Spaces
Hotel Employees	2:00 P.M.	23 Spaces	7:00 P.M.	13 Spaces
Fine Dining	2:00 P.M.	14 Spaces	7:00 P.M.	30 Spaces
Family Dining	2:00 P.M.	20 Spaces	7:00 P.M.	21 Spaces
Lobby Bar	2:00 P.M.	6 Spaces	7:00 P.M.	12 Spaces
Banquet Facility	2:00 P.M.	140 Spaces	7:00 P.M.	140 Spaces
Beach Club/Spa	2:00 P.M.	94 Spaces	7:00 P.M.	19 Spaces
Employee Housing	2:00 P.M.	7 Spaces	7:00 P.M.	7 Spaces
Total Parking Demand:		394 spaces		352 spaces
Parking Provided:		436 spaces		436 spaces

The data presented in Table 4 show that the project is forecast to generate a peak shared parking demand of 394 spaces during the day and 352 spaces during the evening assuming the stabilized average occupancy. The proposed parking supply of 436 spaces would therefore accommodate the peak demand forecasts for the project assuming the stabilized average occupancy.

SITE ACCESS/CIRCULATION ANALYSIS

South Jameson Lane. Access to the project is proposed via five connections to South Jameson Lane and one connection to Miramar Avenue (see attached Site Plan for reference). The western driveway would provide access to the secondary parking lot that would be used for employee and event overflow parking. The next driveway to the east would serve as the main hotel driveway and would provide access to and from the motorcourt and valet parking area where guests would unload. The next driveway to the east would be gated and used only for large events. The next driveway to the east would be used for delivery and service vehicles and would provide public access to the homes that are located south of the site. The easternmost driveway would be gated and used for emergency access only. This driveway also provides a turnaround area for the public parking spaces located on South Jameson Lane. The number and location of the driveways provided for the site would adequately serve the traffic generated by the project.

Miramar Avenue. The east-west section of Miramar Avenue will be improved with a paved width ranging from 32 to 42 feet (the existing roadway is approximately 10 to 28 feet wide). The improved roadway section will meet County design standards and accommodate two-way traffic flow, emergency vehicle access and allow parallel parking on both sides of the street. A sidewalk will be constructed on the north side of Miramar Avenue on the Miramar hotel property and a cul-de-sac will be provided at the eastern terminus of to roadway. Montecito Fire District and Santa Barbara County staff have reviewed the cul-de-sac design and determined that it is adequate for emergency vehicle access.

A total of 18 parallel parking will be provided on the north side of Miramar Avenue. These spaces will be located on Miramar hotel property and outside of the public right-of-way and as such, will be reserved for the hotel and are included in the hotel parking count. The parking spaces provided on the south side of the Miramar Avenue and at the cul-de-sac terminus are in the public right of way and will be unmarked, public and resident parking. A total of 10 new public stalls (7 parallel, and 3 head in at the cul-de-sac) will be created on the south side of the street in the public right of way as a result of the reconfiguration and widening of Miramar Avenue.

When improved, the east-west segment of Miramar Avenue will provide access to 8 single family homes on the south side of the road, 18 parking spaces for the Miramar hotel bungalows on the north side of the road, and public/resident parking spaces on the south side of the road and at the cul-de-sac. Based on these land uses, it is estimated that the traffic volumes experienced on this roadway section would be approximately 270 average daily trips (ADT). None of the Miramar Hotel truck deliveries will be made via Miramar Avenue (all truck deliveries for the hotel will use South Jameson Lane and the private beach access road). Almost all of the traffic on the roadway will be passenger cars, with infrequent deliveries to the residences via small trucks (UPS/FedEx). Given the significant improvements and the low volumes forecast for Miramar Avenue, the roadway will operate acceptably with the revised Miramar hotel project.

CONSTRUCTION TRUCK TRAFFIC

Construction of the revised project will require approximately 35,000 net cubic yards (9,450 tons) of earth material delivered to the site which is an increase in 25,000 cubic yards of import material when compared to the approved project. The approved project included a below grade parking lot in which the excavated material would have been used for site grading. The revised project proposes at grade parking lots thus more material will need to be imported to the site for grading. The revised project and increase in import material will not impact the overall construction schedule which is anticipated to be completed over an 18-20 month period.

The import of material to the site will require approximately 1,750 truck trips assuming a capacity of 20 cubic yards per truck (a net increase of 1,375 truck trips when compared to the approved project). The increase in truck traffic related to import fill would be off set by the reduction in the amount of concrete poured on site (approximately 13,011 cubic yards less

than the approved project) and steel reinforcing (approximately 1,283 less tons of steel) which equates to approximately 1,430 total truck trips. Based on this information, the revised project should be approximately neutral in terms of construction truck traffic when compared to the approved plan.

This concludes our parking and circulation analysis for the revised Miramar Hotel Project.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Principal Transportation Planner

SAS/MMF

Attachments

MIRAMAR BEACH RESORT
AND BUNGALOWS
SITE PARKING EXHIBIT

NOVEMBER 13, 2014

ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT SITE PLAN

FIGURE 1

MMF - #14051

MIRAMAR HOTEL PARKING (#10045)
SHARED PARKING CALCULATIONS (100% OCCUPANCY + 200 MAXIMUM BEACH CLUB MEMBERS)
JULY 30, 2014

Land Use	Size	Units	Parking Rate	Peak Demand
Hotel (a) - Guests	170	rooms	1.00	170
Hotel (b) - Employees	170	rooms	0.18	31
Fine Dining (c)	98	Seats	0.32	31
Family Dining (d)	120	Seats	0.25	30
Lobby Bar (c)	40	Seats	0.32	13
Banquet (e)	400	guests	0.35	140
Tennis/Beach Club (f)	200	members	0.30	60
Spa	12	visitors	0.30	4
Employee Housing (g)	4	units	1.65	7

Time of Day	Hotel (Guests)	Hotel (Employees)	Fine-Dining Restaurant	Family-Dining Restaurant	Lobby Bar	Banquet Hall	Tennis/Beach Club +Spa	Employee Housing	Total Weekend Accumulation	Parking Provided	Reserve Parking
6:00 a.m.	162	2	0	3	0	0	0	7	174	441	267
7:00 a.m.	162	9	0	8	0	70	3	7	259	441	182
8:00 a.m.	153	28	0	14	0	140	6	7	348	441	93
9:00 a.m.	136	28	0	21	0	140	19	7	351	441	90
10:00 a.m.	119	31	0	27	0	140	29	7	353	441	88
11:00 a.m.	119	31	5	27	2	140	48	7	379	441	62
12:00 Noon	111	31	16	30	6	140	54	7	395	441	46
1:00 p.m.	111	31	17	26	7	140	60	7	399	441	42
2:00 p.m.	119	31	14	20	6	140	64	7	401	441	40
3:00 p.m.	119	31	14	12	6	140	64	7	393	441	48
4:00 p.m.	128	28	14	14	6	140	60	7	397	441	44
5:00 p.m.	136	23	19	18	8	140	48	7	399	441	42
6:00 p.m.	145	12	28	21	12	140	32	7	397	441	44
7:00 p.m.	145	17	30	21	12	140	13	7	385	441	56
8:00 p.m.	153	17	31	20	13	140	6	7	387	441	54
9:00 p.m.	162	14	28	9	12	70	6	7	308	441	133
10:00 p.m.	162	14	28	8	12	0	6	7	234	441	207
11:00 p.m.	170	14	28	5	12	0	3	7	239	441	202
12:00 a.m.	170	9	16	3	6	0	0	7	211	441	230

(a) ULI Parking Rates;Time of Day Factors (Hotel-Leisure)
(b) ULI Parking Rates;Time of Day Factors (Hotel-Employees)
(c) ITE Parking Demand Rates (Quality Restaurant) and ULI Time of Day Factors (Fine/Casual Dining), assumes 30% of guests are affiliated with hotel
(d) ITE Parking Demand Rates (High Turnover Restaurant) and ULI Time of Day Factors (Family Dining Restaurant), assumes 30% of guests are affiliated with hotel
(e) ATE Parking and Time of Day Rates, assumes 30% of guests are affiliated with hotel and a 2.0 AVO for public guests
(f) ATE Parking and Time of Day Rates
(g) ULI Parking Demand Factor (Residential, Rented)

MIRAMAR HOTEL PARKING (#10045)
SHARED PARKING CALCULATIONS (100% OCCUPANCY + 300 BEACH CLUB MEMBERS)
JULY 30, 2014

Land Use	Size	Units	Parking Rate	Peak Demand
Hotel (a) - Guests	170	rooms	1.00	170
Hotel (b) - Employees	170	rooms	0.18	31
Fine Dining (c)	98	Seats	0.32	31
Family Dining (d)	120	Seats	0.25	30
Lobby Bar (c)	40	Seats	0.32	13
Banquet (e)	400	guests	0.35	140
Tennis/Beach Club (f)	300	members	0.30	90
Spa	12	visitors	0.30	4
Employee Housing (g)	4	units	1.65	7

Time of Day	Hotel (Guests)	Hotel (Employees)	Fine-Dining Restaurant	Family-Dining Restaurant	Lobby Bar	Banquet Hall	Tennis/Beach Club +Spa	Employee Housing	Total Weekend Accumulation	Parking Provided	Reserve Parking
6:00 a.m.	162	2	0	3	0	0	0	7	174	441	267
7:00 a.m.	162	9	0	8	0	70	5	7	261	441	180
8:00 a.m.	153	28	0	14	0	140	9	7	351	441	90
9:00 a.m.	136	28	0	21	0	140	28	7	360	441	81
10:00 a.m.	119	31	0	27	0	140	42	7	366	441	75
11:00 a.m.	119	31	5	27	2	140	70	7	401	441	40
12:00 Noon	111	31	16	30	6	140	80	7	421	441	20
1:00 p.m.	111	31	17	26	7	140	89	7	428	441	13
2:00 p.m.	119	31	14	20	6	140	94	7	431	441	10
3:00 p.m.	119	31	14	12	6	140	94	7	423	441	18
4:00 p.m.	128	28	14	14	6	140	89	7	426	441	15
5:00 p.m.	136	23	19	18	8	140	70	7	421	441	20
6:00 p.m.	145	12	28	21	12	140	47	7	412	441	29
7:00 p.m.	145	17	30	21	12	140	19	7	391	441	50
8:00 p.m.	153	17	31	20	13	140	9	7	390	441	51
9:00 p.m.	162	14	28	9	12	70	9	7	311	441	130
10:00 p.m.	162	14	28	8	12	0	5	7	236	441	205
11:00 p.m.	170	14	28	5	12	0	5	7	241	441	200
12:00 a.m.	170	9	16	3	6	0	0	7	211	441	230

(a) ULI Parking Rates:Time of Day Factors (Hotel-Leisure)

(b) ULI Parking Rates:Time of Day Factors (Hotel-Employees)

(c) ITE Parking Demand Rates (Quality Restaurant) and ULI Time of Day Factors (Fine/Casual Dining), assumes 30% of guests are affiliated with hotel

(d) ITE Parking Demand Rates (High Turnover Restaurant) and ULI Time of Day Factors (Family Dining Restaurant), assumes 30% of guests are affiliated with hotel

(e) ATE Parking and Time of Day Rates, assumes 30% of guests are affiliated with hotel and a 2.0 AVO for public guests

(f) ATE Parking and Time of Day Rates

(g) ULI Parking Demand Factor (Residential, Rented)

MIRAMAR HOTEL PARKING (#10045)
SHARED PARKING CALCULATIONS (76% HOTEL OCCUPANCY + 300 BEACH CLUB MEMBERS)
JULY 30, 2014

Land Use	Size	Units	Parking Rate	Peak Demand
Hotel (a) - Guests	129	rooms	1.00	129
Hotel (b) - Employees	129	rooms	0.18	23
Fine Dining (c)	98	Seats	0.32	31
Family Dining (d)	120	Seats	0.25	30
Lobby Bar (c)	40	Seats	0.32	13
Banquet (e)	400	guests	0.35	140
Tennis/Beach Club (f)	300	members	0.30	90
Spa	12	visitors	0.30	4
Employee Housing (g)	4	units	1.65	7

Time of Day	Hotel (Guests)	Hotel (Employees)	Fine-Dining Restaurant	Family-Dining Restaurant	Lobby Bar	Banquet Hall	Tennis/Beach Club +Spa	Employee Housing	Total Weekend Accumulation	Parking Provided	Reserve Parking
6:00 a.m.	123	1	0	3	0	0	0	7	134	441	307
7:00 a.m.	123	7	0	8	0	70	5	7	220	441	221
8:00 a.m.	116	21	0	14	0	140	9	7	307	441	134
9:00 a.m.	103	21	0	21	0	140	28	7	320	441	121
10:00 a.m.	90	23	0	27	0	140	42	7	329	441	112
11:00 a.m.	90	23	5	27	2	140	70	7	364	441	77
12:00 Noon	84	23	16	30	6	140	80	7	386	441	55
1:00 p.m.	84	23	17	26	7	140	89	7	393	441	48
2:00 p.m.	90	23	14	20	6	140	94	7	394	441	47
3:00 p.m.	90	23	14	12	6	140	94	7	386	441	55
4:00 p.m.	97	21	14	14	6	140	89	7	388	441	53
5:00 p.m.	103	17	19	18	8	140	70	7	382	441	59
6:00 p.m.	110	9	28	21	12	140	47	7	374	441	67
7:00 p.m.	110	13	30	21	12	140	19	7	352	441	89
8:00 p.m.	116	13	31	20	13	140	9	7	349	441	92
9:00 p.m.	123	10	28	9	12	70	9	7	268	441	173
10:00 p.m.	123	10	28	8	12	0	5	7	193	441	248
11:00 p.m.	129	10	28	5	12	0	5	7	196	441	245
12:00 a.m.	129	7	16	3	6	0	0	7	168	441	273

(a) ULI Parking Rates;Time of Day Factors (Hotel-Leisure)

(b) ULI Parking Rates;Time of Day Factors (Hotel-Employees)

(c) ITE Parking Demand Rates (Quality Restaurant) and ULI Time of Day Factors (Fine/Casual Dining), assumes 30% of guests are affiliated with hotel

(d) ITE Parking Demand Rates (High Turnover Restaurant) and ULI Time of Day Factors (Family Dining Restaurant), assumes 30% of guests are affiliated with hotel

(e) ATE Parking and Time of Day Rates, assumes 30% of guests are affiliated with hotel and a 2.0 AVO for public guests

(f) ATE Parking and Time of Day Rates

(g) ULI Parking Demand Factor (Residential, Rented)