

## Section 14 Parking and Loading Standards

### 14.1 Introduction

The vision for parking within the Property is to reduce the overall impact of the car by creating structured parking, shared parking and other alternatives to deemphasize the physical space and aesthetic of the parked vehicle while at the same time providing appropriate levels of parking. Areas utilized for parking will take up less space by allowing shared parking, being efficient with the size of individual parking stalls and encouraging alternative or secondary uses in parking areas such as sports courts, pedestrian plazas, and open air markets. Aesthetically, parking will be placed, screened or integrated through the use of landscaping and shading so that it does not dominate pedestrian streetscapes. The streets are planned to allow for parking to promote visitors, residents and employees to park cars and use the pedestrian friendly, urban mixed-use form planned for the Property. The initial phases of development will primarily surface park the uses in areas that can easily be replaced with additional buildings. The LUG development standards and development potential approvals will promote the urban form and land value to develop parking structures as sites develop further. Refer to *Exhibit 6.1 - Site Plan and Site Plan Development Potential*. The urban development standards minimize the parking field and emphasize the building form along the streetscape.

With regards to loading areas, the urban form will enable service lanes and other alternative loading designs to evolve as the development matures. The vision is to design the Property with an emphasis on the pedestrian. Loading will be allowed within service lanes and loading bays will be designed to ensure minimal conflicts with the building form and efficient use of sites. Loading will also be managed when the use of the front door is desired by restricting time of arrival.

With the overall goal of minimizing parking where possible and the need for vehicle usage within the Property, the following standards will accomplish the vision of mixed-use pedestrian oriented development:

- Allow on-street parking except on arterial streets
- Allow mixed-use, shared parking analysis and design
- Allow alternative paving materials to deemphasize the parking lot and reduce stormwater runoff
- Create parking ratios that allow for shared parking and minimum standards conducive to the urban setting
- Allow for efficient use of service lanes and other minor ROW for loading during off peak hours

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## Exhibit 14.1 - Parking Character



Note: photos are intended to be representative of the character and quality of the types of parking within Mesa Proving Grounds and are not intended to express specific design details, colors or materials.

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## Exhibit 14.2 - Parking Character



Note: photos are intended to be representative of the character and quality of the types of parking within Mesa Proving Grounds and are not intended to express specific design details, colors or materials.

## 14.2 Purpose and Applicability

### A. Purpose

The purpose of this section is to provide standards for vehicle and bicycle parking facilities. This section recognizes that each site has unique parking needs and provides a flexible approach for determining parking space requirements. This section provides the methods of calculating the required parking which may be accommodated on-street or off-street. Other than the ability to park the required parking on-street adjacent to the property, nothing in this section shall apply to parking on public streets.

### B. Applicability

Conformance to the standards in this section shall be required for all uses and sites. Construction or modification of any parking area, except single-family residential parking areas, shall comply with plans that have been approved by the city.

## 14.3 General Parking Standards

### A. Parking Required

No use shall provide less than the minimum number of parking spaces required. Refer to *Exhibit 14.3 - Ratios for Parking*, unless approved by the provisions herein. Parking spaces may be provided off-street or as on-street adjacent to the uses. The use of any property is conditional upon the continuance and availability of the parking as required by this section. Individual uses, projects or buildings less than 10,000 square feet in size shall be allowed to enter into an agreement with the Master Developer for parking spaces which may be provided elsewhere on the Property or accommodated for by providing an alternative to the necessity for parking. Such arrangements shall be approved by the Planning Director.

### B. Parking Standards Applicable In All LUGs

Parking is allowed only on paved parking surfaces. Pavement may be concrete, asphalt, or a porous material approved by the City Engineer. Where decomposed granite or similar porous pavement is used, it shall conform to ADA guidelines and the parking lot entrance(s) and exit(s) shall have tire cleaning strips to remove loose particles from the tires of vehicles;

1. Parking spaces shall be located on, near or contiguous to the property or use it serves.
2. Parking for uses located in one LUG may be served by parking in the same or any other LUG.
3. A curb, wheel stop, vertical element (such as bollards, pots, or other street furniture) or bumper guard at least four (4) inches in height, shall be installed to delineate the parking areas from other adjacent uses such as landscape or pedestrian pathways. Parking may overhang landscape or hardscape by two (2) feet. Parking may likewise overhang pathways by two (2) feet when the required minimum pathway width is maintained. In either case, the length of a parking stall may be reduced by two (2) feet.
4. Recreational vehicles exceeding twenty-one (21) feet in length and all boats and trailers shall not be parked in the required setbacks along street frontages, except for periods of up to forty-eight (48) hours within seven (7) consecutive days for the purpose of loading, unloading and cleaning.
5. All parking spaces shall be marked or denoted, and the paved area shall be properly drained or appropriately designed to handle stormwater retention. Changes in paving type, texture, color, curb design, tree placement, painted stripes or similar elements can be used to denote parking stalls. Parallel parking stalls along streets, service lanes or access ways do not require striping for individual parking stalls.
6. Parking spaces both required and any additional provided may be publicly or privately metered by a pay per use, lease, long term purchase or other similar agreement.

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7. Availability of parking for “reserved”, “guest” or other such use may be designated at any time. The designation shall be made and monitored by the Master Developer. The City shall not be responsible to make, monitor or maintain such designations.
8. Vehicle charging stations or other alternative energy solutions may be provided as part of the parking stall without additional space requirements so long as the largest typical alternative vehicle’s size is accommodated.
9. Small parking stalls may be provided for Neighborhood Electric Vehicles (NEVs) or other alternative transportation vehicles. Such parking stalls will count at a ratio of one-to-one (1:1) toward the total parking requirements.

### C. Parking Standards Applicable In Single-Family Use Areas

The following standards shall apply to all single-family dwellings:

1. Tandem parking is permitted;
2. Required parking spaces may not be located between the back of curb and the Building Setback - Street.

### D. Parking Standards Applicable For Uses Other Than Single-Family

Those uses other than single-family allowed in all LUGs shall comply with the following regulations:

1. Tandem parking may be allowed, subject to Site Plan approval;
2. Paved areas that are in a fire lane, driveway, drive-through lane or service bay and that are needed for circulation in front of loading ramps or bay doors shall not be used for parking at any time. Parking stalls that would block a building entrance from the adjacent pedestrian pathway are prohibited.

### E. Parking Ratios

The number of required vehicle and bicycle parking spaces shall be calculated for each use as follows:

#### 1. Parking Spaces

The minimum parking ratios set forth at **Exhibit 14.3** - Ratios for Parking, are applied to each use on the Property. Statements like "+ office" in the table are intended to remind the applicant to identify and include all independent uses. Parking calculations shall be provided for every separate main or primary use on the Site Plan and floor plans submitted for City approval. To accommodate an ever changing mix of uses, mixed-use projects larger than three (3) acres in size may choose to park at a ratio of one (1) vehicle parking stall per 300 gross square feet and one (1) bicycle parking stall per 3,000 gross square feet of non-residential uses in addition to the residential requirements set forth in **Exhibit 14.3** - Ratios for Parking instead of using the table to estimate the requirement for each use individually.

#### 2. Accessible Parking Spaces

The minimum number of accessible parking spaces shall conform to ADA requirements. ADA accessible routes from parking stalls within parking structures to buildings or other spaces outside of the parking structure may be provided behind (or at the rear) of parked cars, and may be within the minimum required aisle width. No additional bay width shall be required within parking structures to accommodate ADA accessible routes from parking stalls to other areas.

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## 3. Parking Calculations

If the Planning Director determines that an activity could function independent of the main use for the space, lot or building, then it must be included in the required parking calculation and must provide parking of its own except for large mixed-use sites as described above. A separate parking calculation is not required for accessory uses. Parking calculations shall follow the requirements below:

- a. When multiple uses are proposed, the fractional parking requirement for each use is added together prior to rounding,
  - b. Gross floor area shall be used for square footage calculations, except where otherwise indicated;
  - c. Net floor area may be used on an individual basis, as approved by the Planning Director
4. Bicycle Parking. The bicycle parking ratios are indicated in the columns listed in *Exhibit 14.3 - Ratios for Parking*, when required.

## F. Parking Ratio Table

*Exhibit 14.3 - Ratios for Parking* provides minimum parking requirements for uses permitted herein. Requirements for uses not specifically listed shall be determined by the Planning Director using a rational similar use. A reduction in the minimum parking required from the uses called out in *Exhibit 14.3 - Ratios for Parking* may be approved by the Planning Director for uses that do not typically utilize as much parking as suggested by the table (i.e. a regional conference center where the majority of the attendees arrive to the site by bus).

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## Exhibit 14.3 - Ratios for Parking

Ratios for Parking		
Use	Vehicle Parking Minimums	Bicycle Parking Minimums
Bed and breakfast	1 space per guest bedroom	NS
Church/place of worship	1 space per 100 sf for sanctuary + school, etc.	1 per 1,500 sf
Clinic (medical, dental, veterinary)	1 space per 90 sf	1 per 12,000 sf, 2 min
Club		
Bar/tavern/nightclub/teen night club	1 space per 50 sf	1 per 1,000 sf
Lodge/club or similar	1 space per 125 sf	1 per 2,000 sf
Conference/assembly	1 space per 125 sf	1 per 2,000 sf
Childcare center	1 space per 375 sf	1 per 3,000 sf
Entertainment		
Amusement park	1 per 500 sf of public area	1 per 5,000 sf
Arcade	1 space per 150 sf	1 per 1,000 sf
Billiard establishment	1 space per 125 sf	1 space per 2,000 sf
Bowling alley	5 spaces per lane + bar, etc.	0.5 per lane
Court (tennis, racquetball, etc.)	2 per court + restaurant, etc.	0.5 per court
Golf course/clubhouse	4 spaces per green + restaurant, pro shop, etc.	0.2 per green
Golf driving range	0.5 space per tee + retail (pro shop)	1 per 10 tees
Mini-golf	1 space per hole + arcade, etc.	0.5 per hole
Museum	1 space per 250 sf	1 per 4,000 sf
Stadium/arena	0.2 space per seat + restaurant, etc.	1 per 100 seats
Team sports (volleyball, baseball, soccer, etc.)	9 per field or court	4 per field or court
Theater	1 space per 3 seats	1 per 40 seats
Fitness center	1 space per 125 sf or sum of components (courts, daycare, office, etc.), whichever is less	1 per 2,000 sf
Fraternity/sorority	0.5 spaces per bedroom	0.5 per bedroom
Hospital	1 space per bed	0.2 space per employee
Hotel/motel	1 space per unit + office, etc.	1 per 20 units
Manufacturing	1 space per 600 sf	1 per 10,000 sf
Mini-warehouse/rental storage facilities	6 total spaces	NS

**KEY:**

NS = No Standards

sf = square feet

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Use	Vehicle Parking Minimums	Bicycle Parking Minimums
Mortuary	1 space per 75 sf of assembly hall	2 spaces
Nursing home/elder care	1 space per 400 sf	0.05 per bed
Office	1 space per 300 sf	1 per 10,000 sf, 2 min
Call center	1 space per 150 sf	1 per 1,500 sf
Restaurant		
Indoor	1 space per 75 sf	1 per 1,000 sf
Outdoor	1 space per 150 sf, or 1 space per 4 seats/chairs if no patio wall	1 per 2,000 sf, or 1 per 50 seats/chairs if no patio wall
Take out only (no tables/chairs)	1 space per 375 sf	1 per 10,000 sf, 2 min
Retail		
Indoor	1 space per 375 sf	1 per 10,000 sf, 2 min
Outdoor	1 space per 500 sf	1 per 5,000 sf
Convenience store/gas	1 space per 375 sf	1 per 2,000 sf
Furniture sales	First 10,000 sf @ 1 space per 500 sf + 1 space per 5,000 sf remaining	1 per 10,000 sf
Residential		
Multi-family		
Guest	0.1 space per unit	0.2 space per unit
Studio	1 space per unit	0.5 per unit
1 Bedroom	1.5 spaces per unit	0.5 per unit
2 Bedroom	2 spaces per unit	0.5 per unit
3 Bedroom	2 spaces per unit	0.75 per unit
4 Bedroom	2 spaces per unit	0.75 per unit
Single-family	2 spaces per unit	NS
School		
Elementary/junior high	1 space per 600 sf of classroom + office	1 per 1,000 sf
Instructional	1 space per 200 sf of classroom + office	1 per 1,500 sf
High school/college	1 space per 200 sf of classroom + office	1 per 1,500 sf
Vocational	1 space per 200 sf of classroom + office	1 per 1,500 sf

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Use	Vehicle Parking Minimums	Bicycle Parking Minimums
Service	1 space per 375 sf	1 per 10,000 sf, 2 min
Financial institution	1 space per 375 sf	1 per 3,000 sf
Vehicles		
Car wash - automatic	1 space per 375 sf	4 spaces
Car wash - self serve	0.5 space per bay	NS
Sales/rental	1 space per 375 sf;	4 spaces
Services station	1 space per 375 sf;	4 spaces
Warehouse	1 space per 1,000 sf for 0 to 150,000 sf of warehouse 1 space per 2,000 sf for 150,001 to 500,000 sf of warehouse 1 space per 2,500 sf warehouse space in excess of 500,001 sf	1 per 10,000 total sf
Unspecified Industrial Use (shell building)	1 space per 500 sf for 0 to 150,000 sf of Industrial 1 space per 1,000 sf for 150,001 to 500,000 sf of Industrial 1 space per 1,500 sf Industrial space in excess of 500,001 sf	1 per 10,000 total sf

KEY:

NS = No Standards

sf = square feet

## 14.4 Parking Area Dimensions and Related Standards

Minimum dimensions for parking spaces (does not apply to public streets or service lanes):

- A. These dimensions shall not apply to public streets or service lanes. Refer to Section 10 of the CP for information regarding parking dimensions on public streets and service lanes.
- B. Motor vehicle parking spaces shall measure eight (8) feet six (6) inches wide by eighteen (18) feet long or by sixteen (16) feet long, with not more than a two (2) foot overhang when allowed.
- C. All parallel motor vehicle parking spaces shall measure eight (8) feet six (6) inches by twenty-two (22) feet.
- D. End spaces for motor vehicles shall provide a three (3) foot maneuvering area. Refer to *Exhibit 14.4* - Maneuvering Areas below.
- E. Parking area layout shall conform to the diagram in *Exhibit 14.4* - Maneuvering Areas and the dimensions in *Exhibit 14.5* - Parking Area Layout below.
- F. Parking areas shall conform to Americans with Disabilities Act (ADA) standards for parking spaces (dimensions, van accessible parking spaces, etc.). Parking structure vertical clearance, van accessible parking spaces, should refer to Federal ADA guidelines.
- G. Bicycle parking shall be on a two (2) feet by six (6) feet minimum paved pad per bike unless smaller dimensions or an alternative bicycle parking method is approved by the Planning Director. Alternative bicycle parking solutions that hang bicycles (in interior or exterior spaces) on walls, vertical surfaces or other means are acceptable. Bicycle parking may be provided within residences, garages, patios, private yards or accessory buildings for all residential parking requirements. Dedicated bicycle parking areas for single-family residential uses are not required. Stations for bicycle rental or storage may be used to accommodate the parking needs of multiple individual uses, buildings or projects.

**Exhibit 14.4 - Maneuvering Areas**

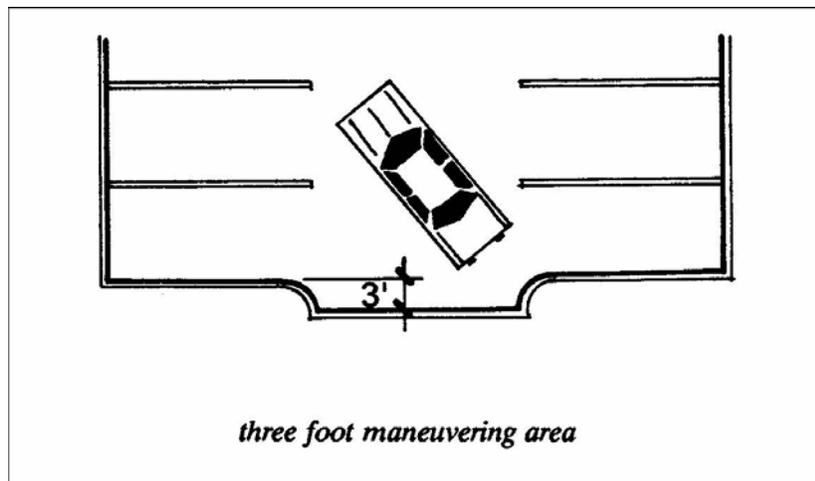
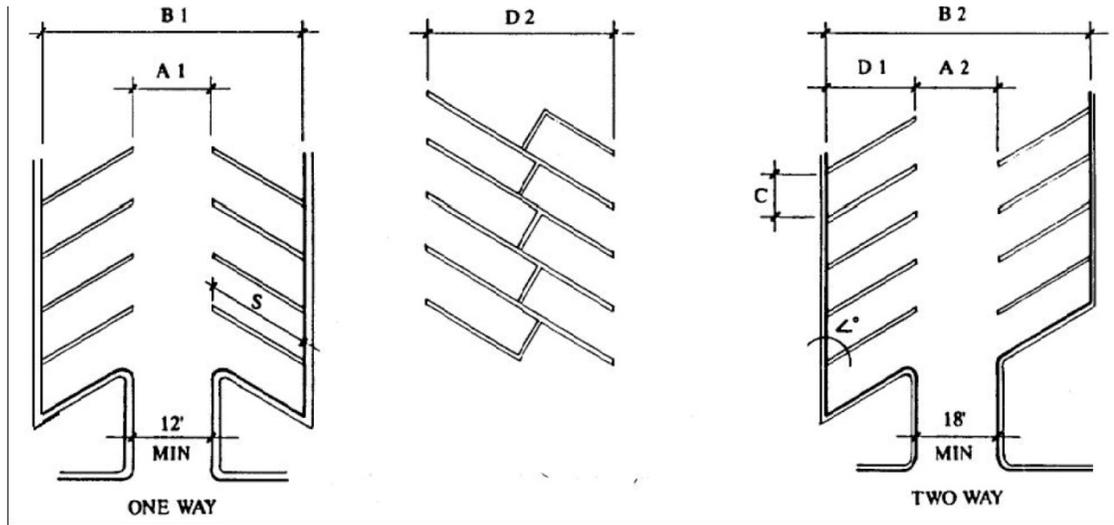


Exhibit 14.5 - Parking Area Layout



	PARKING ANGLE < °	CURB LENGTH C	STALL DEPTH		AISLE WIDTH		BAY WIDTH		STRIPE LENGTH S
			SINGLE D1	DOUBLE D2	ONE WAY A1	TWO WAY A2	ONE WAY B1	TWO WAY B2	
Standard Space	90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
	60°	10'	20'	40'	17'	18'	57'	58'	23'
	45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
	30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
	0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"

- H. Curb lines may be continuous and un-broken or they may jog with each parking stall.
- I. Trees in grates may be added between parking stalls. In such cases one (1) foot of width (curb length) shall be added to each of the two adjacent stalls. In such cases the tree or other vertical elements must be set back two (2) feet from the edge of the aisle or travel lane. Refer to *Exhibit 10.14 - On-Street Parking and Bicycle Lane Options - Details* for the details regarding the placement of curbs, tree grates and vertical elements within parking areas.
- J. Landscape islands, bio swales, or tree grates are permitted between parking stalls, at the head of the parking stalls (taking advantage of the two (2) foot overhang) or at the head corners of parking stalls (i.e. diamonds or keyed curbs).
- K. Aisle width shall be the same as the minimum travel lane width required.

## 14.5 Loading Zones/Areas

Loading zones may be designated on-street, in travel lanes in off-peak hours (with approval of the City Traffic Engineer), in parking areas (on-street and off-street) and may be permanent dedicated zones or "as needed" zones. Loading zones may be incorporated into parking structures, buildings or other enclosed settings. Loading docks and dedicated loading areas should be screened from view from public streets, parks and plazas. Loading docks and dedicated loading areas may be accessed in an unscreened condition from service lanes or private access ways. Screened or enclosed loading docks or areas may be accessed directly from public streets. Loading areas shall be denoted on site plans.

## 14.6 Shared Parking

Parking requirements for two (2) or more uses may be satisfied with shared parking. Shared parking may be approved only when the subject uses have inherent differences in parking activity patterns, the combined parking requirement will not exceed the available parking supply, and the right of joint use of a parking facility is evidenced by an agreement establishing joint use. Shared parking shall be subject to review and approval by the Planning Director and shall conform to the following standards:

### A. Location

It is preferred that parking shall be provided on the same or a contiguous Lot. Parking may be provided off-site with analysis that the proximity of the parking is acceptable as approved by the Planning Director during site plan review.

In cases where parking for a project is to be provided on more than one (1) lot, an agreement establishing joint use, a parking association or similar organization shall be formed by the owners of the affected parcels prior to issuance of a building permit. Documentation of the association shall be provided to the Planning Director, or designee, prior to issuance of the building permit.

### B. Shared Parking Model

The Shared Parking Model (refer to *Exhibit 14.6* - Shared Parking - Monday through Friday and *Exhibit 14.7* - Shared Parking - Saturday through Sunday) shall be used as a guide for predicting the parking required for a particular mix of uses on a site. The Planning Director can approve the use of a customized parking model. Refer to the Shared Parking Model section herein for additional information.

### C. Shared Parking Report

The calculation of shared parking requirements shall be based on a parking analysis and management plan that is submitted with the site plan.

### D. Implementation

The owner or manager of a project approved under the parking demand alternative, once built, shall maintain an accurate up-to-date record of the usage of the net floor area for the project, both occupied and vacant, according to type of use. The Planning Director, or designee, may require this record be provided when the owner applies for a new LUG designation, site plan or subdivision approval for the subject parcel.

### E. Parking Affidavit

When shared parking is permitted, the owner of the site on which the shared parking is located shall file a parking affidavit with the Planning Department. The parking affidavit shall transfer the rights to the availability of a specific number of parking spaces from one property (which can no longer take credit for them) to another for the specific hours of use supported by the parking analysis as required herein for as long as the spaces are required.

## 14.7 Shared Parking Model

This "Standard Shared Parking Model" can be used as a basis for predicting the Parking Demand for a particular mix of uses on a site. The model assumes that every separate use will actually need the full amount of parking that is called for by the ratios in the CP at some point (called the "peak" period for the use) during the day. For example, in the real world, some uses (like nightclubs) peak in the evening; others (like offices) peak in the morning or afternoon. Where different uses need parking at different times of the day, there is an opportunity for them to share parking. This means that the total number of stalls needed to serve a "mixed-use" site (the Parking Demand) may be significantly less than the number of stalls that would have to be built if each of the uses had to provide parking on its own (the Parking Required by this CP).

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The Standard Shared Parking Model is a tool for estimating the Parking Demand of a specific mix of uses. It is called “standard” because each of the demand curves represents the parking needed for an average, typical use, based on studies and observations collected over a number of years. The “curves” are represented below as a table showing the percent of the CP requirement for such uses, by hour of day.

These curves can be adapted to fit the specific needs of a major tenant on the site. The advantage of doing this is that the model will be more accurate in predicting that tenant’s share of the parking throughout the day. The disadvantage is that the model will be unique, and may not work as well if that tenant is replaced by an average, typical user in the future. In addition to changing the curves, one might also consider the impact of transit availability (reliable mass transit serving the site), trip reduction programs (van and carpooling, etc.) and captive market effects (where users serve patrons who are already on-site), as well as any users who might need more parking than the CP ratios require. Modifications to the Standard Shared Parking Model should be based on a “parking analysis and management study” submitted to the City of Mesa with as part of the Site Plan approval process or the approval of a shared parking model. A Parking Analysis and Management Study may be approved by the Planner Director and become the shared parking model for a site or area.

## 14.8 Parking Analysis and Management Study

This section allows for the submittal of a professional Parking Analysis and Management Study where an applicant is basing his parking on the predicted demand, rather than on the amount required by the CP. To assist in the process, below are methods to prepare a more detailed description of the elements in such a study, in a format that could be adapted as needed for each site:

### A. Analysis

A review of the existing and proposed parking conditions on the site, including:

1. A brief history of the phases of site development, with details of City approvals.
2. An overview of the current parking situation including any parking problems that exist on the site, based on personal interviews with tenants, managers and owners, and on direct observations and counts by the consultant.
3. A comparison of the parking required by the CP with the parking provided, both for current and proposed uses on the site.
4. An estimate of the parking demand for the site, along with the methodology (tables, graphs, assumptions, etc.) supporting that estimate.
5. A discussion of the probable scenarios and problems that will need to be addressed if the parking is provided in relation to demand, as proposed.
6. Any special conditions to protect the public interest recommended by the consultant if the project is approved as proposed.

### B. Management

A summary of all implementation strategies needed to deal with the anticipated problems mentioned in Section 14.8A 5 above, promoting any or all of the following, for example:

1. Ride sharing (incentives for carpools, vanpooling, set up programs to encourage high occupancy vehicles through specific incentives and policies, etc.).
2. Transit use (utilize flexible subsidies and fringe benefits, locate transit stops strategically, etc.).
3. Alternative styles of transportation (encourage bicycles, motorcycles, walking, consider market rates for employee parking, promote off-peak trips, etc.).

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4. Convenient pedestrian circulation on-site (quality design of walkways, consider trams, create parking zones, cluster uses sharing customers, etc.).
5. Efficient use of parking (supply a mix of short-term and long-term parking, cluster uses sharing parking minimize reserved spaces, consider permits, etc.).
6. Effective management (assign administrative responsibility for program to one person, section or company, achieve consistency in policy and enforcement, undertake periodic monitoring, file update reports with City, review impact of new tenants, etc.).

### C. To use the model, take the following steps:

1. Verify that all uses on-site have equal access to all parking spaces on-site, that there are cross access easements across all property lines, and that there are no legal impediments to sharing the parking.
2. List all uses on the site.
3. Parking Required: Calculate the parking required for each use according to the ratios in the CP.
4. Adjust for transit, trip reduction, captive market or surplus need effects; if you change the model, state your assumptions clearly.
5. Group the uses according to the categories in *Exhibit 14.6* - Shared Parking - Monday through Friday and *Exhibit 14.7* - Shared Parking - Saturday through Sunday.
6. Add up the total number of spaces required for each group.
7. Multiply that number times the percent shown in the *Exhibit 14.6* - Shared Parking - Monday through Friday and *Exhibit 14.7* - Shared Parking - Saturday through Sunday ("80" means 80% or .8 of the CP requirement) for each hour for each group.
8. Add up the total number of spaces needed by hour of day.
9. Parking Demand: Find the maximum number of spaces needed by hour of day: this will represent the minimum number of spaces that the particular mix will actually need.

Parking Provided: Add between 5% (for larger sites with stable Demand throughout the year) and 10% (for small sites with a Demand that fluctuates throughout the year) to the Parking Demand to get a realistic estimate of the amount of parking you should provide for this mix of uses. The determination of large or small site and degree of seasonal fluctuation of demand shall be per the Planning Director.

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## Exhibit 14.6 - Shared Parking – Monday through Friday

SHARED PARKING: MONDAY THROUGH FRIDAY																		
TYPE OF USE	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
ATHLETIC																		
health club/spa	45	35	45	50	45	45	45	40	40	70	100	100	85	75	20	15	5	0
team sports/court	45	35	45	50	45	45	45	40	40	70	100	100	85	75	20	15	5	0
kid playland	0	0	0	40	50	70	80	80	50	60	80	90	100	100	40	5	2	0
AUTO SALES/SERVICE	20	63	93	100	100	90	90	97	93	77	47	23	7	7	3	3	0	0
BANK	20	63	93	100	100	90	90	97	93	77	47	23	7	7	3	3	0	0
BAR	0	0	2	10	10	20	20	10	15	25	40	50	70	90	100	100	100	100
BOWLING ALLEY	0	0	15	20	20	25	30	35	40	40	50	100	100	100	70	40	10	5
CAR WASH	20	63	93	100	100	90	90	97	93	77	47	23	7	7	3	3	0	0
CONFERENCE	0	50	100	100	100	100	100	100	100	100	100	100	100	100	100	50	0	0
CONVENIENCE/GAS	80	100	100	50	40	50	40	40	50	60	100	100	90	80	80	70	50	20
DAY CARE	60	100	80	30	30	50	25	25	25	80	95	25	10	0	0	0	0	0
GOLF																		
course	100	100	95	90	90	85	90	95	95	95	95	80	60	5	5	2	2	0
driving range	40	90	100	95	50	100	60	50	50	40	70	90	90	80	40	10	2	0
mini-golf	0	0	10	10	20	30	30	25	20	25	25	40	60	100	100	80	30	2
HOSPITAL																		
patients/visits	0	0	50	100	90	50	30	30	30	30	40	80	100	100	60	20	10	10
doctors/shift	100	100	70	60	70	70	60	60	60	80	80	50	50	40	30	25	20	20
emp/shift	60	80	90	100	100	100	100	100	100	90	80	80	60	50	40	30	25	25
HOTEL/MOTEL	85	65	55	45	35	30	30	35	35	45	60	70	75	90	95	100	100	100
LODGE/CLUB	0	0	2	10	10	20	20	10	15	25	40	50	70	90	100	100	100	100
MANUFACTURING	75	85	100	100	90	80	85	95	95	95	50	25	10	10	5	5	2	2
MORTUARY	0	0	5	5	2	1	2	5	2	2	1	1	10	20	20	10	0	0
MUSEUM	8	18	42	68	87	97	100	97	95	87	79	82	89	87	61	32	13	0
OFFICE																		
medical clinic	10	60	100	100	100	80	100	100	100	100	80	10	5	0	0	0	0	0
general	20	63	93	100	100	90	90	97	93	77	47	23	7	7	3	3	0	0
call center	20	60	100	100	100	100	100	100	100	100	100	100	100	100	100	90	50	30
POOL/BILLIARDS	0	0	5	15	25	30	25	25	25	25	30	40	60	100	100	100	50	20
RESTAURANT																		
general	2	5	10	20	30	50	70	60	60	50	70	90	100	100	100	90	70	50
drive-thru	30	40	10	20	30	70	70	40	30	35	70	100	100	70	40	30	10	5
take-out	0	5	10	20	80	90	100	50	25	30	60	65	70	65	30	15	5	0
RESIDENTIAL																		
bed & breakfast	100	100	50	20	10	10	10	10	15	25	50	60	80	90	100	100	100	100
nursing home	20	60	100	100	100	100	100	100	100	100	100	50	20	20	20	20	20	20
single family	87	79	73	68	59	60	59	60	61	66	77	85	94	96	98	99	100	100
elderly apts.	100	90	85	80	70	70	70	70	70	75	85	90	95	95	100	100	100	100
apartments	87	79	73	68	59	60	59	60	61	66	77	85	94	96	98	99	100	100
fraternity/sorority	87	79	73	68	59	60	59	60	61	66	77	85	94	96	98	99	100	100
RETAIL	8	18	42	68	87	97	100	97	95	87	79	82	89	87	61	32	13	0
SCHOOL																		
elementary / jr. high	25	80	100	100	100	80	75	95	95	85	70	25	15	10	5	5	2	2
high school / college	50	100	100	100	95	70	95	95	85	35	50	20	70	80	80	50	30	15
STADIUM/ARENA	0	0	0	0	0	0	0	0	0	2	5	20	100	100	100	100	50	1
THEATER																		
movie	0	0	0	0	0	30	70	70	70	70	70	60	90	100	100	100	80	70
live performance	0	0	2	5	5	5	60	70	70	70	5	5	90	100	100	100	2	0
VIDEO ARCADE	0	0	10	10	15	40	30	10	10	40	60	80	100	100	100	50	20	10
WAREHOUSE/R&D	75	85	100	100	90	80	85	95	95	95	50	25	10	5	2	0	0	0
WORSHIP, PLACE OF	0	0	5	5	2	1	2	5	2	2	1	1	10	20	20	10	0	0

COMMUNITY PLAN

Exhibit 14.7 - Shared Parking - Saturday through Sunday

SHARED PARKING: SATURDAY THROUGH SUNDAY																		
TYPE OF USE	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
ATHLETIC																		
health club/spa	5	20	45	60	55	40	40	35	35	50	45	35	25	20	15	5	0	0
team sports/court	5	20	45	60	55	40	40	35	35	50	45	35	25	20	15	5	0	0
kid playland	0	0	0	10	10	40	40	20	20	30	60	90	100	100	40	5	2	0
AUTO SALES/SERVICE	7	20	25	25	35	35	30	20	15	15	5	2	2	0	0	0	0	0
BANK	7	20	25	25	35	35	30	20	15	15	5	2	2	0	0	0	0	0
BAR	0	0	2	5	5	10	20	10	15	25	40	50	70	90	100	100	100	100
BOWLING ALLEY	0	0	40	40	40	30	20	25	30	30	20	20	50	80	90	80	40	10
CAR WASH	7	20	25	25	35	35	30	20	15	15	5	2	2	0	0	0	0	0
CONFERENCE	0	30	50	50	50	50	50	50	50	50	20	0	0	0	0	0	0	0
CONVENIENCE/GAS	10	10	15	20	30	50	50	50	40	50	60	60	60	70	60	30	20	10
DAY CARE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GOLF																		
course	100	100	95	90	90	85	90	95	95	95	95	80	60	5	5	2	2	0
driving range	40	90	100	95	50	100	60	50	50	40	70	90	90	80	40	10	2	0
mini-golf	0	0	10	10	20	30	30	25	20	25	25	40	60	100	100	80	30	2
HOSPITAL																		
patients/visits	0	0	50	100	90	50	30	30	30	30	40	80	100	100	60	20	10	10
doctors/shift	100	100	70	60	70	70	60	60	60	80	80	50	50	40	30	25	20	20
emp/shift	60	80	90	100	100	100	100	100	100	90	80	80	60	50	40	30	25	25
HOTEL/MOTEL	70	60	50	40	35	30	30	35	40	50	60	70	80	90	95	100	100	100
LODGE/CLUB	0	0	2	5	5	10	20	10	15	25	40	50	70	90	100	100	100	100
MANUFACTURING	5	25	50	50	45	40	40	35	30	25	20	10	5	2	0	0	0	0
MORTUARY	10	30	90	100	100	50	20	10	5	5	5	30	40	40	20	10	2	0
MUSEUM	3	10	30	45	73	85	95	100	100	90	75	65	60	55	40	38	13	0
OFFICE																		
medical clinic	0	20	80	90	90	60	20	10	10	10	50	0	0	0	0	0	0	0
general	7	20	25	25	35	35	30	20	15	15	5	2	2	0	0	0	0	0
call center	20	20	30	30	40	40	50	50	50	50	40	30	10	10	5	5	5	5
POOL/BILLIARDS	0	0	5	10	15	20	20	25	25	35	40	50	60	100	100	100	50	20
RESTAURANT																		
general	2	3	6	8	10	30	45	45	45	45	60	90	95	100	100	95	85	70
drive-thru	2	3	6	8	10	30	45	45	45	45	60	90	95	100	100	95	85	70
take-out	2	3	6	8	10	30	45	45	45	45	60	90	95	100	100	95	85	70
RESIDENTIAL																		
bed & breakfast	100	100	50	20	10	10	10	10	15	25	50	60	80	90	100	100	100	100
nursing home	20	25	50	50	50	50	50	50	50	50	50	30	20	20	20	20	20	20
single family	95	88	81	74	71	71	70	71	73	75	81	85	87	92	95	96	98	100
elderly apts.	100	90	85	80	70	70	70	70	70	75	85	90	95	95	100	100	100	100
apartments	95	88	81	74	71	71	70	71	73	75	81	85	87	92	95	96	98	100
fraternity/sorority	95	88	81	74	71	71	70	71	73	75	81	85	87	92	95	96	98	100
RETAIL	3	10	30	45	73	85	95	100	100	90	75	65	60	55	40	38	13	0
SCHOOL																		
elementary / jr. high	2	5	10	15	10	10	15	10	10	5	2	2	0	0	0	0	0	0
high school / college	0	5	40	40	20	10	30	30	30	20	10	5	5	5	2	0	0	0
STADIUM/ARENA	0	0	0	0	2	50	100	100	100	100	5	20	100	100	100	100	50	1
THEATER																		
movie	0	0	0	0	0	30	70	70	70	70	70	80	90	100	100	100	80	70
live performance	0	0	2	5	5	5	60	100	100	100	5	5	90	100	100	100	2	0
VIDEO ARCADE	0	0	20	30	40	60	70	70	90	90	100	100	100	100	100	90	50	10
WAREHOUSE/R&D	5	25	50	50	45	40	40	35	30	25	20	10	0	0	0	0	0	0
WORSHIP, PLACE OF	10	30	90	100	100	50	20	10	5	5	5	30	40	40	20	10	2	0