MOTT MACDONALD

The Village at San Antonio Center
Shared Parking Analysis

Final Report

Mott MacDonald
2077 Gateway Place, Suite 550
San Jose CA 95110

The Village at San Antonio Center
Shared Parking Analysis

City of Mountain View

Final Report

November 2021

Issue and revision record

Revision	Date	Originator	Checkout	Approver	Descriptor
1	05/25/2021	RN	JN	TA	Draft Report
2	09/28/2021	RN	JN	TA	Draft Final Report
3	11/02/2021	RN	JN	TA	Final Report

Information class: **Standard**

Contents

Tables

Figures

1 Introduction

This report presents the results of a 'shared parking' analysis for 'The Village San Antonio Center' mixed-use redevelopment project in the City of Mountain View, California.

1.1 Project Background

The Village at San Antonio Center is an ongoing mixed-use redevelopment project located in the northwestern part of the City of Mountain View. The Village at San Antonio Center is a portion of the San Antonio Precise Plan area, whose core consists of an approximately 123-acre area that is within or adjacent to the limits generally bounded by El Camino Real to the south, San Antonio Road to the west, California Street to the north, and Showers Drive to the east. **Figure 1** shows the San Antonio Precise Plan area location, boundaries and vicinity map. The Village at San Antonio Center is undergoing progressive redevelopment in three phases – Phases 1, 2 and 3 – which are illustrated in **Figure 2**.

An Environmental Impact Report (EIR) was approved by the City of Mountain View for Phase 1 of the San Antonio Village Center in 2010. Construction of Phase 1 (which included 99,876 square feet of retail commercial space, 35,081 square feet restaurant floor area, and 330 residential dwelling units) was completed in 2013. An EIR was then approved by the City for Phase 2 redevelopment in 2014. In 2015, the City adopted the "San Antonio Precise Plan" which serves as the regulatory framework that contains development policies, principles and criteria specific to the overall plan area that includes all three project development phases.

Phase 2 of the San Antonio Village Center was constructed by the end of 2019. A proposed Phase 3 development is also being currently processed for planning approvals. Phase 2 as-constructed land uses, and Phase 3 proposed land uses are summarized in the following land use summary table.

	Land Use	
Land Use Type	**Qty.**	**Units**
Phase 2 (as-constructed)		
Retail	57,093	sf
Restaurant	35,462	sf
Office	360,909	sf
Hotel	167	rooms
Hotel Rest	5,280	sf
Cinema	1,150	seats
Phase 3 (as proposed)		
Office	169,382	sf
Retail	12,970	sf
Total Spaces		
Notes: sf = Square Feet		

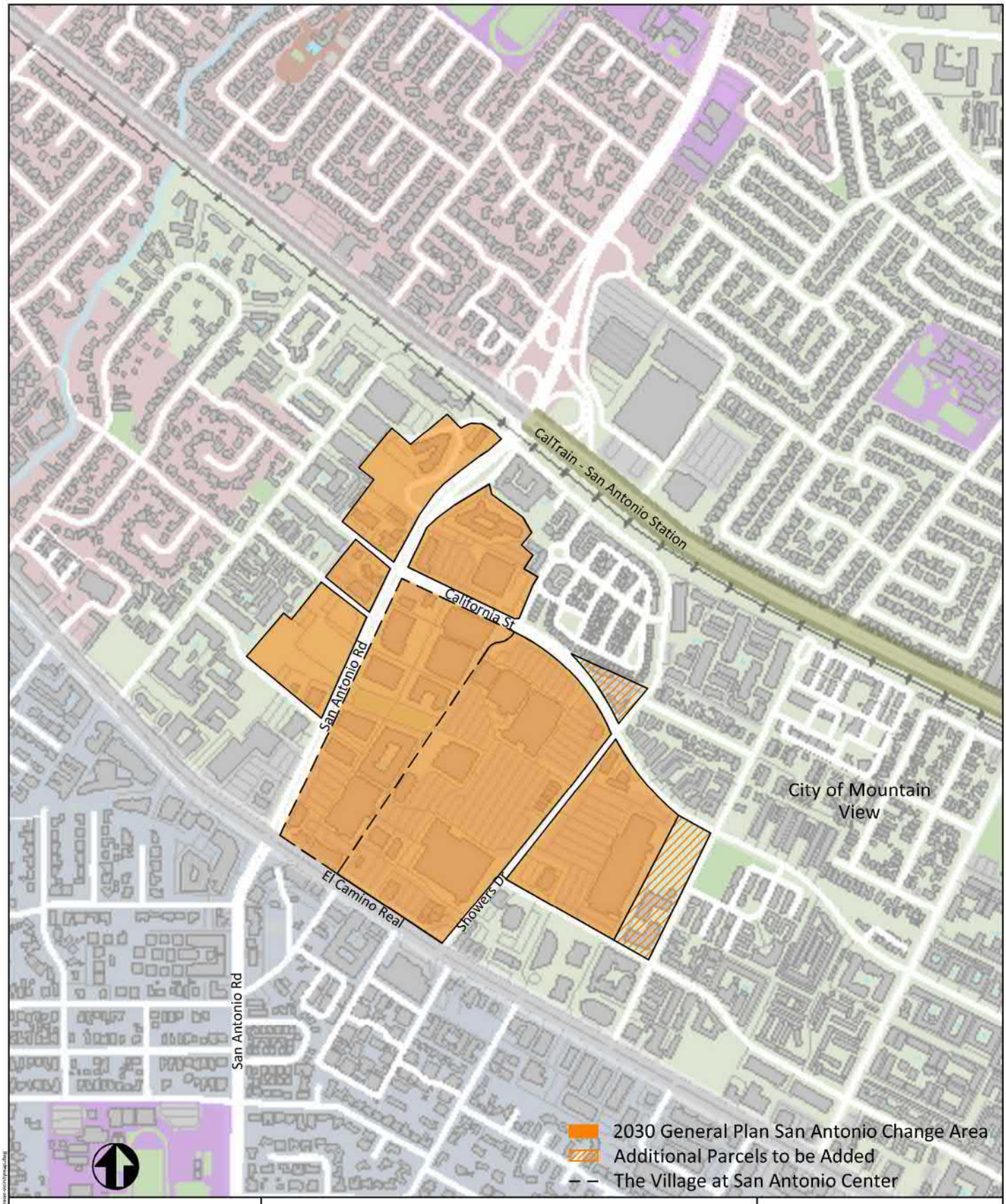


Figure 1

Map Source: Santa Clara County ArcGIS Map

San Antonio Precise Plan Area - Location and Vicinity Map

MOTT MACDONALD

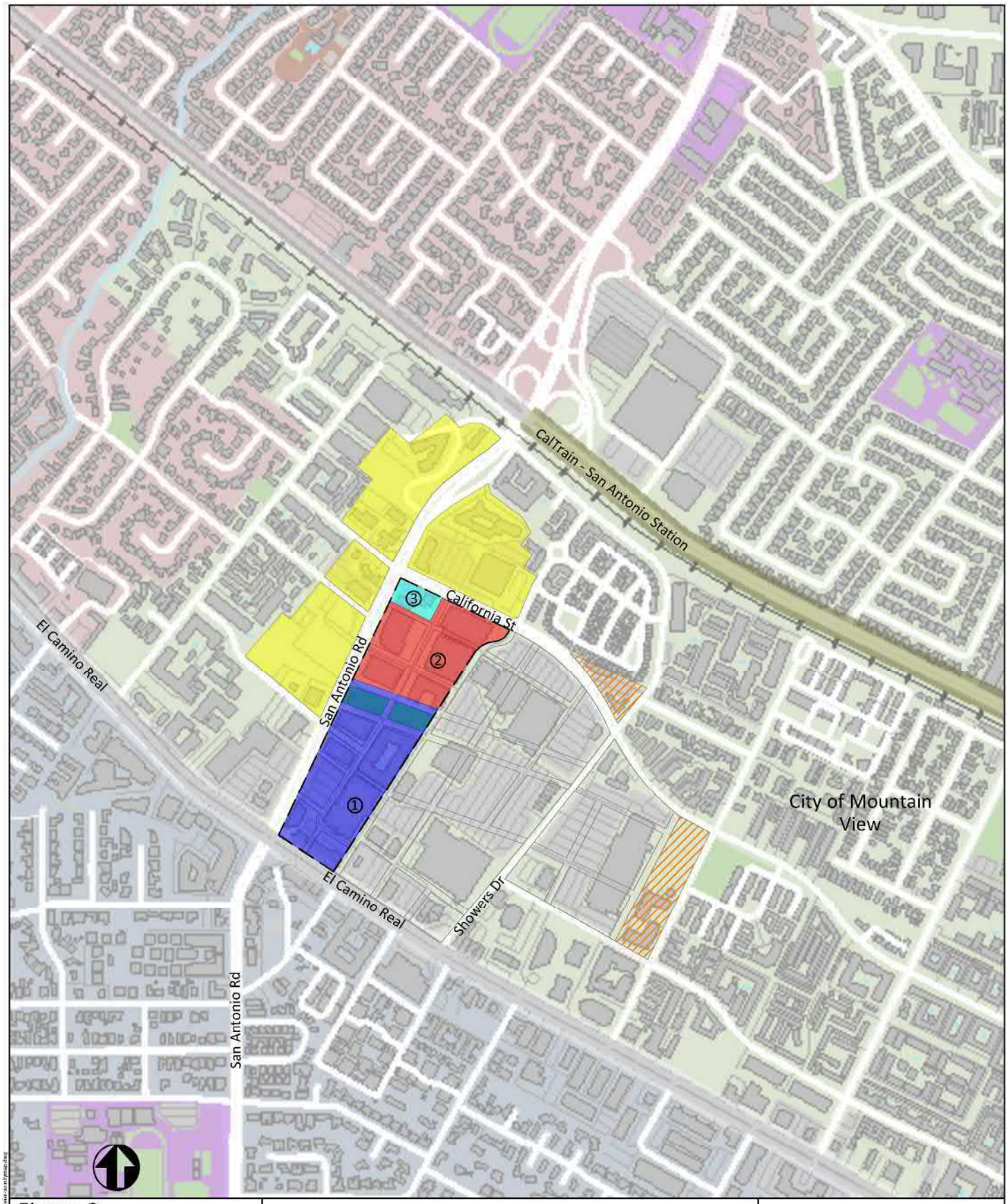


Figure 2

Legend

- Phase I ①
- Phase II ②
- Phase III ③
- Mixed-Use Corridor Subarea
- Use-Restricted Zoning
- The Village at San Antonio Center

San Antonio Precise Plan Area- Phased Development Areas

MOTT MACDONALD

Map Source: Santa Clara County ArcGIS Map

As the Village at San Antonio Center development has progressed in phases, on-site parking supply and demand characteristics is evaluated in this study for individual phases as well as cumulatively for the overall site redevelopment, while recognizing the scope for 'shared parking' between land uses as the site progresses towards full redevelopment buildout. This report was prepared in order to summarize a 'shared use parking' analysis for the overall site, completed per policy guidelines contained in the San Antonio Precise Plan, and technical guidance contained in Urban Land Institute's *Shared Parking* publication. The purpose and intent of this report is to provide sufficient analytical detail in order to ascertain that the planned total parking supply within the Plan area adequately accommodates the estimated cumulative parking demand associated with full buildout of all site development phases for the Village at San Antonio Center.

1.2 Regulatory Setting

The San Antonio Precise Plan (the Precise Plan) implements the goals and policies set forth in the City of Mountain View 2030 General Plan (General Plan) for the Precise Plan Area. Using input gathered through a separate San Antonio Precise Plan area visioning process and planning process, the Plan provides guiding principles, policies, development criteria and implementation strategies to coordinate private development and public improvements given the unique opportunities and characteristics of the Plan Area. The Plan is a regulatory document guiding how future development in the Plan Area will achieve the City General Plan vision to transform the existing regional commercial area into a mixed-use core within the broader existing residential neighborhood that surrounds it, taking into account the area's close proximity to transit services and location along two of the most heavily traveled roadway corridors in the City: El Camino Real and San Antonio Road, as well as the San Antonio Caltrain station.

The Precise Plan's 'Guiding Principle' specific to parking within the Plan area is as follows:

> ***Encourage shared parking and efficient standards.*** *Facilitate shared parking and access to parking across multiple sites; allow businesses to have access to and pool parking resources. Establish parking requirements at levels consistent with parking demand and consider the uses that share parking.*

The Precise Plan requires parking and transportation demand management (TDM) strategies to address urban design objectives for the configuration of structured parking and limitations on surface parking lots, and principles to reduce the amount of automobile travel to/from the Plan Area in order to contribute to the overall transition from a suburban style shopping center into a more urban mixed-use destination. The Precise Plan's areawide policies specific to parking and transportation demand management are as following:

- *PTDM-1.1: Provide consolidated, centralized underground garages and/or parking structures to facilitate a "park once" experience in the Mixed-Use Center subarea.*
- *PTDM-1.2: Prioritize underground parking to limit the visual impact of parking structures.*
- *PTDM-1.3: Wrap above-ground parking structures with residential or commercial uses and/or employ other design enhancements to improve their appearance.*
- *PTDM-1.4: Locate garage and service bay openings in alleys and at the rear of buildings.*
- *PTDM-1.5: Improve and coordinate connections through parking areas and with the overall circulation plan.*
- *PTDM-1.6: Provide clear wayfinding for vehicle access to parking areas.*

- *PTDM-1.7: Locate and design parking areas efficiently and consider the building uses, shared parking options, access to transit services, and tenant space size.*
- *PTDM-1.8: Allow parking regulations to make parking requirements consistent with parking demand.*
- *PTDM-1.9: Monitor parking standards and programs and adjust as needed over time to address any neighborhood impacts.*
- *PTDM-2.1: Provide convenient, secure and accessible bicycle parking.*
- *PTDM-2.2: Develop and implement transportation management standards and programs through new development to improve transit use and reduce private vehicle trips, such as transportation demand management programs and transportation management associations.*
- *PTDM-2.3: Encourage increased transit ridership and access through building design; pedestrian and bicycle access improvements; enhanced transit station amenities; and transit incentives provided by individual development projects.*
- *PTDM-2.4: Leverage trip reduction measures with the Plan's proposed multimodal improvements and transit-accessibility.*

Furthermore, the Precise Plan's Transportation Demand Management (TDM) approach combines complementary strategies to reduce overall roadway and parking demand. The Precise Plan identifies the following strategies to strike a balance between allowing travel choices and providing incentives to reduce automobile use:

- *Require TDM programs for all new development using Tier 1 with trip reduction targets consistent with the employment generation/sizes according to the standards in Precise Plan Table 2-2.*
- *Require new development using Tier 1 to join the Mountain View Transportation Management Association (TMA), or form and join a San Antonio-specific TMA.*

Furthermore, the San Antonio Precise Plan notes the following specifically with regard to "Vehicular Parking": *Certain types of land uses, development locations and TDM programs may require less parking and/or be able to share parking between uses. To recognize the objectives of the Plan's parking policies and characteristics of parking in the Plan Area, Chapter 5 provides administrative process for parking reductions for new development and/or use(s) providing any of the following (see Table 2-1).* An extract of *Table 2-1* from the San Antonio Precise Plan is shown below.

TABLE 2-1: Vehicular Parking Reduction Standards

REQUEST	APPLICATION REQUIREMENTS	POTENTIAL REDUCTION
Parking for uses with different peak periods (eg, office and restaurant)	Applicants shall submit a description of uses and analysis supporting the requested parking reduction.	Up to 20%
Caltrain or proposed Rapid Bus access – within 1,000 feet walking distance	Applicants shall provide a map or calculation, including information about onsite accessibility.	Up to 10%
Parking or TDM program	Applicants shall submit a detailed description of the parking management and/or transportation management programs that justify the reduction.	Up to 10%

1.3 Parking Analysis Methodology

Parking analysis, for purposes of this report, refers to an evaluation of vehicular parking supply against vehicular parking demands by time-of-day.

Parking supply is a physical quantity that is essentially equal to the number of parking spaces made available to legally park vehicles at any given point in time. Barring specific situations where parking supply is restricted or dynamically altered by time-of-day or day-of-the week, location or other measures, parking supply is typically considered a static or constant quantity. Parking supply information is readily extractable from site development plans and layouts. Note that the vehicle drivers' perception of parking supply is however impacted by parking lot occupancy as well. Parking lot occupancy rates refer to the proportion of total parking supply that is already 'occupied' by parked vehicles during a given time. Parking occupancy rates vary depending on the land uses served, and as a function of time-of-day, day-of the-week, season/month, etc. Typically, a parking lot is considered "full" when occupancy rates range 85% to 95%, because of arriving drivers' perceived difficulty in finding an available open parking spot within a reasonable period of time. For evaluation purposes, this shared parking analysis assumes 90% parking lot occupancy as the parking lot "full" condition, regardless of time-of-day. Therefore, only 90% of total physical parking supply is regarded as the "effective" available supply during any given time of day.

Parking demand is essentially a 'derived' demand quantity, recognizing that land use drives traffic demand (both vehicular and other modes), and vehicular traffic demand drives parking demand. Vehicular parking demands are therefore computed as a function of the size and type of land uses that ultimately drive the need for parking. Parking demand is typically a dynamic phenomenon that changes based on a number of variables including, but not limited to, land use types, interaction between land uses, land use occupancies, time-of-day, day-of-the-week, etc. Two types of parking demand estimation techniques are used for comparison purposes in this evaluation, described as follows:

City Code Based Parking

City of Mountain View parking codes (supported by City zoning ordinance) are typically used to estimate parking demand for high-level site planning purposes. These code-based parking rates are defined based on land use types only, and are based upon rule-of-thumb or historic parking demand rates (for example, a rate of 1 parking space per 300 square feet of office space). As such, there is no time-of-day or day-of-the-week sensitivities to these static rates. For these reasons, these rates are known to over-estimate overall site parking demands, especially in complex mixed-use urban development settings that support shared parking and public transit. **Table 1** summarizes typical City code based typical parking rates, for reference purposes.

Table 1: City Code-based Parking Rates

TYPE /USE	Rate Unit	Parking Rate
OFFICE (EXCL. SERVICES)	Spaces per 1,000 sf	3.333/1000
COMMERCIAL RETAIL	Spaces per 1,000 sf	5.555/1000
HOTEL	Spaces per room key	KEY + 25
CINEMA	Seats per space	SEAT/3.5
RESTAURANT	Spaces per 100 sf	10/1000
RESTAURANT (HOTEL)	Spaces per 100 sf	10/1000
Notes: sf = square feet *The "10/1000" parking rate for restuarant (hotel) uses represents a rate of "10 spaces per 1,000 square feet" which is equivalent to the indicated rate unit of "1 space per 100 sf".* *Hotel rate is 1 space per room (or key) plus 25 employee spaces*		

Urban Land Institute's 'Shared Parking' Methodology

The San Antonio Precise Plan guiding principle both supports and encourages shared parking for the overall plan area. This analysis therefore relied on Urban Land Institute (ULI) publication *Shared Parking, 3rd Edition*, which represents an industry standard in shared parking evaluation. The aforementioned publication provides parking demand rates by land use type, as well as time-of-day factors for parking demand distributions for typical 'weekday' and 'weekend' conditions[1].

The Urban Land Institute (ULI) publication *Shared Parking, 3rd Edition* defines shared parking as "*the use of parking space to serve two or more individual land uses without conflict or encroachment*", and that the ability to share parking spaces is the result of two conditions - 1) "*variations in the accumulation of vehicles by hour, by day or by season at the individual land uses*," and, 2) "*relationships among the land uses that result in visiting multiple land uses on the same auto trip*."

[1] *The ULI Shared parking analysis used in the study did not assume monthly reduction factors, driving adjustments and non-captive adjustments for parking rates. For these reasons, the analysis as presented in this report is on the conservative side.*

2 Shared Parking Analysis

This chapter presents a description of shared parking analysis for the project that includes proposed development of Phases 2 and 3.

2.1 Parking Supply Analysis

Parking supply data was identified from "as-built" plans for Phase 2, and proposed conceptual plans for Phase 3. **Figure 3** illustrates the location of the proposed parking under Phases 2 and 3. **Figure 4** illustrates the walking distances between Phase 3 site and adjacent parking facilities. **Table 2** illustrates the parking supply summary.

Table 2: Phase 2 and Phase-3 Parking Supply Summary

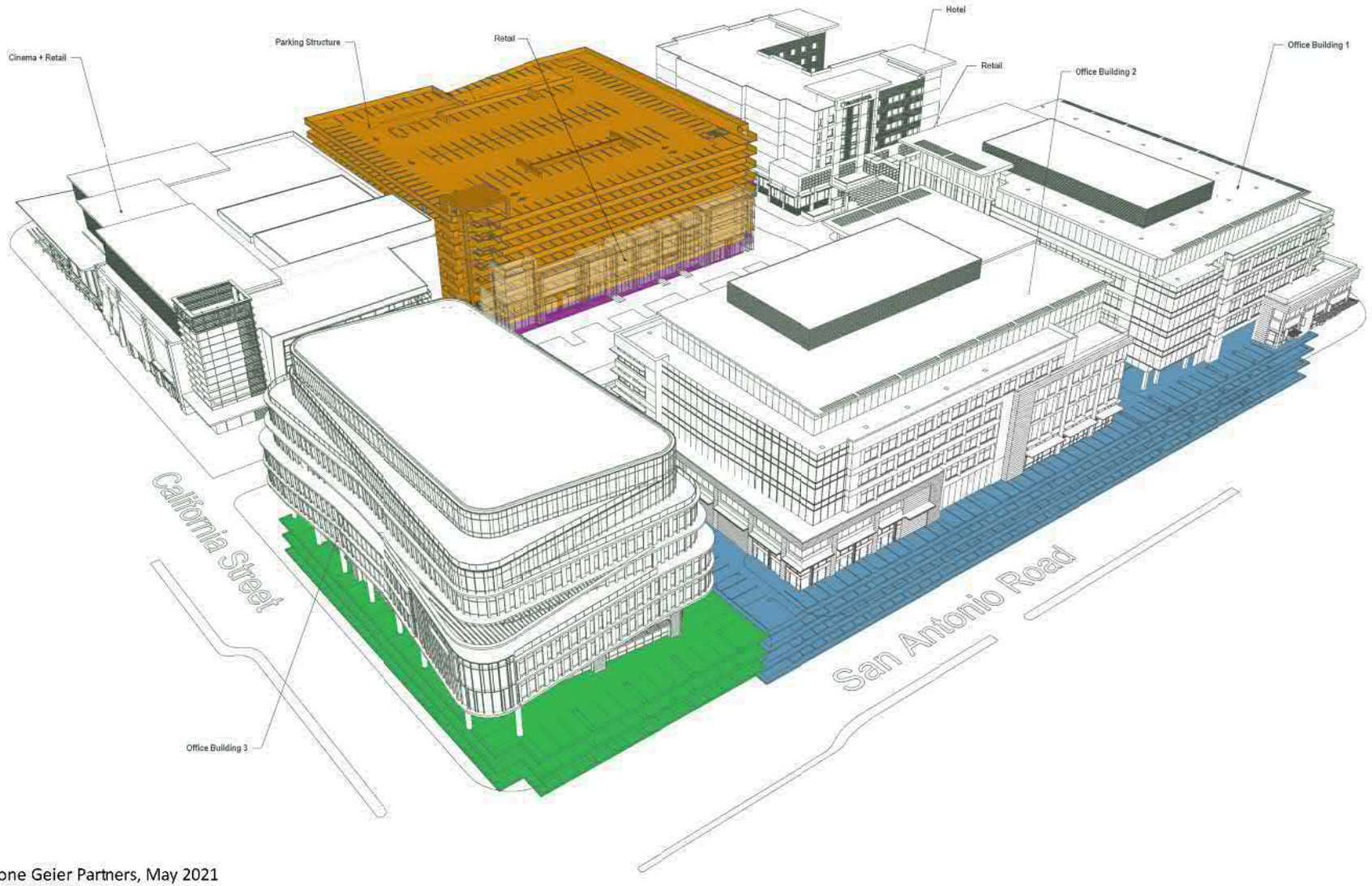
Phase	Location/Type	Demand Served	Reserved Parking Spaces	Unreserved Parking Spaces	Total Spaces
Phase 2	Phase-2 Subterranean Parking	Phase-2 Office	910		910
	Phase-2 Subterranean Parking	Phase-2 Office	264		264
	Phase-2 Structure Parking	Hotel	192		192
	Phase-2 Structure Parking	Phase-1 allocation		46	46
	Phase-2 Structure Parking	Phases 2 & 3 All uses		1,138	1,138
	Surface Parking	On-street Parking		36	36
Phase-2 Total			**1,366**	**1,220**	**2,586**
Phase 3	Phase-3 Subterranean Parking	Phase-3 Office	280		**280**
TOTAL (Phase-2 + Phase-3)			**1,646**	**1,220**	**2,866**

Parking supply for each phase is described as follows:

2.1.1 Phase-2 Parking Supply

With Phase 2, an addition of 2,586 parking spaces are provided, as shown in Table 2. This includes 1,174 parking spaces 'reserved' for the proposed Phase 2 Office uses, 192 parking spaces reserved for hotel use, and 1,220 spaces (1,184 from Phase 2 buildings and 36 on-street) that are considered open to general public parking. Up to 264 spaces from the reserved office parking spaces are made available (valet-assisted) to general public parking during weekday after-work hours and weekends. Furthermore, 46 spaces[2] proposed in Phase-2 are considered open and available to the previously constructed Phase-1 land uses. Note that the 'non-office' parking supply that is open and available for general parking was not categorized by land use or by proximity to specific uses/buildings. Essentially all parking spaces not explicitly reserved for office or hotel use, are considered available/open to all non-office employees and patrons of the site because of the overall mixed-use nature of the site and pedestrian accessibility between parking sites and buildings.

[2] *Phase-1, which completed construction in 2013, is known to have a net parking deficiency of 46 spaces under worst-case typical weekday peak hour conditions. Phase-2 parking supply is intended to address parking deficiencies from Phase 1 as well.*



Source: Merlone Geier Partners, May 2021

Figure 3

Legend

- Reserved Subterranean Parking for Phase 2 Office
- Reserved Subterranean Parking for Phase 2 Hotel
- Unreserved Parking for Phase 2 (and other uses)
- Reserved Subterranean Parking for Phase 3 Office

The Village at San Antonio Center - Phase-2 and Phase-3 Parking Areas

MOTT MACDONALD

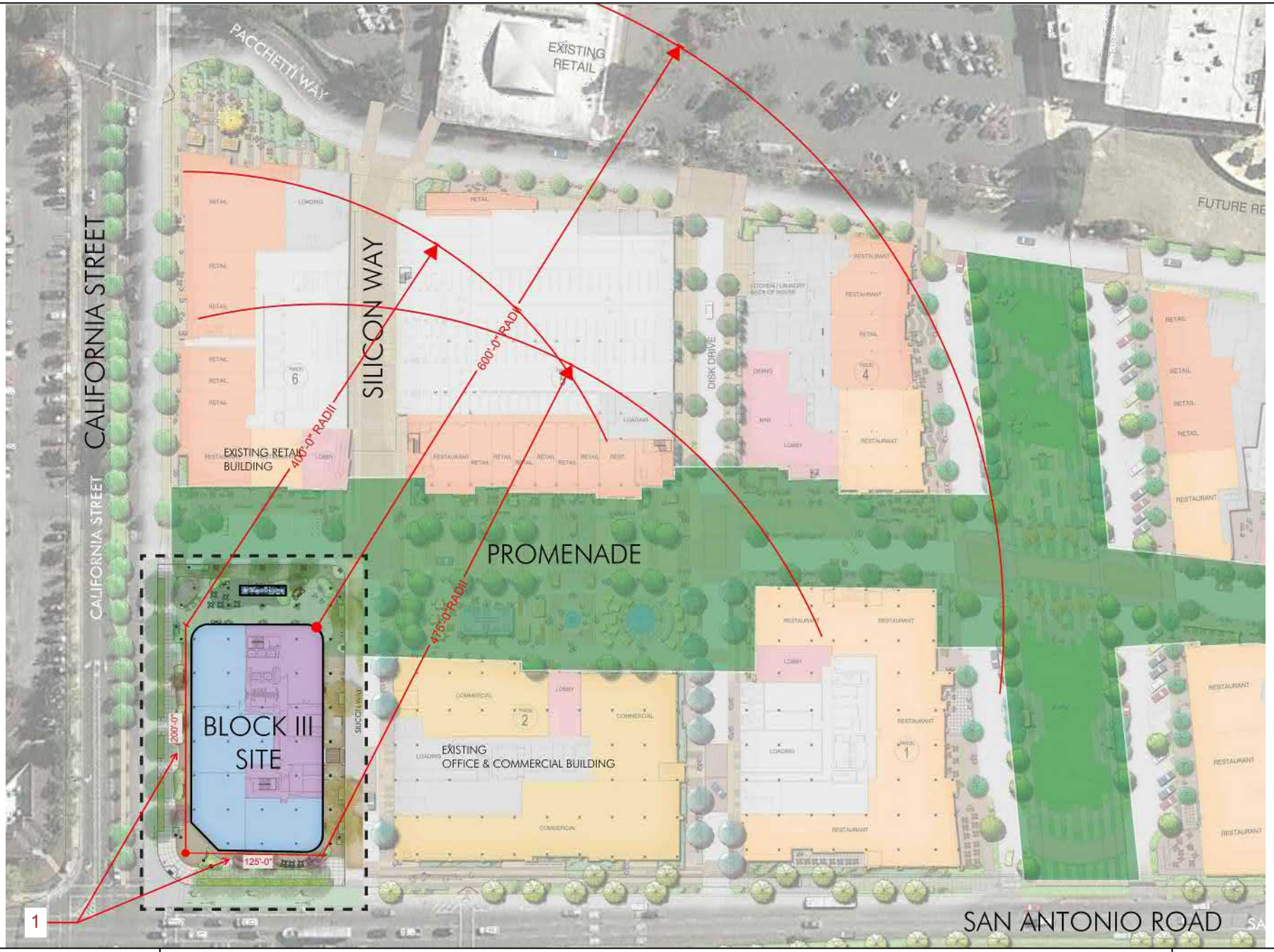


Figure 4

1 Total distance of 600': travel from intersection to corner of building + radius'

Source: Merlone Geier Partners

PHASE-3
WALKING DISTANCE TO/FROM PARKING FACILITIES

MOTT MACDONALD

2.1.2 Phase-3 Parking Supply

With Phase 3, an addition of 280 parking spaces is envisioned. All of these spaces are considered 'reserved' for the proposed Phase 3 office uses.

Between Phases 2 and 3 (and inclusive of 36 on-street parking spaces), a grand total of 2,866 parking spaces are provided, which is regarded as the total parking supply in this analysis.

2.2 Parking Demand Analysis

2.2.1 City Code-based Parking Demand Estimation

Table 3 provides a summary estimate of Phase 2 and Phase 3 parking demands based on City of Mountain View parking code-based rates.

Table 3: City Code-based Parking Demand Estimates

TYPE /USE	AREA / SF USE	PARKING RATIO	PARKING REQUIRED	Units
PHASE-2				
OFFICE (EXCL. SERVICES)	360,909 SF	3.333/1000	1,203	spaces
COMMERCIAL RETAIL	28,200 SF	5.555/1000	157	spaces
HOTEL	167 KEY	KEY + 25	192	spaces
RETAIL (LESS BLDG 3 @ 10,000 SF)	28,893 SF	5.555/1000	161	spaces
CINEMA (ACTUAL BUILT)	1,150 SEATS	SEAT/3.5	329	spaces
RESTAURANT	35,462 SF	10/1000	355	spaces
RESTAURANT (HOTEL)	5280 SF	10/1000	53	spaces
PARKING REQUIRED FROM SOUTH PHASE (1)			46	spaces
TOTAL PARKING STALLS REQUIRED			**2,496**	**spaces**
PHASE-3				
OFFICE	169,382 SF	3.333/1000	565	spaces
RETAIL (EXCL. SERVICES)	12,970 SF	5.555/1000	72	spaces
TOTAL PARKING STALLS REQUIRED			**637**	**spaces**
COMBINED - PHASE 2 & PHASE 3				
TOTAL PARKING REQUIRED			**3,133**	**spaces**

As shown in Table 3, the computation of parking requirements for Phase-2 and Phase-3 land use based on parking codes yield a total of 3,133 spaces. Note that Phase-3 includes 12,970 square feet of retail commercial floor area, and the applicant does not propose to include any restaurant floor space in Phase-3 since substantial restaurant floor space (35,462 square feet) is already proposed in Phase-2. Should any restaurant space be included within Phase-3 retail floor space, the applicant has indicated that the total restaurant floor space between Phases 2 and 3 would not exceed 35,462 square feet. For purposes of this parking analysis, all of Phase-3 retail parking demand is estimated based on rates for general retail commercial space, with no restaurant space.

Appendix Exhibit 1 illustrates further that the applicant-requested 8.6% reduction from City code-based parking requirement of 3,133 spaces matches the actual parking supply of 2,866 spaces provided in Phases 2 and 3.

2.2.2 ULI-based Parking Demand Estimation

Weekday and weekend parking demand rates were obtained from *ULI Shared Parking, 3rd Edition* for individual uses on a "per unit" basis (either per 1,000 sq. ft. basis or other appropriate unit basis) and then parking demands computed by time-of-day for individual user/trip types (customer, employee, visitor, guest, etc.). The individual uses' parking demands[3] were then aggregated by time-of-day and the resulting total parking demand estimate subtracted from parking supply by time-of-day in order to determine whether there is a parking surplus (i.e. demand is lower than supply) or parking deficiency (i.e. demand exceeds supply) by time-of-day. This determination was completed for Phase-2 only, Phase-3 only, and Phases 2 and 3 combined sites, under both weekday and weekend conditions.

2.3 Shared Parking Analysis Summary

Table 4 and **Table 5** comprehensively summarize the shared parking analysis under weekday and weekend conditions, respectively. Both parking supply data and parking demand data distribution by time-of-day for weekday and weekend conditions are shown Tables 4 and 5, respectively. The shared parking analysis basically compares available parking supply by time of day to parking demand by time of day in order to estimate either a net surplus or net deficiency during any given time of day. The estimated "highest parking deficiency" or the "lowest parking surplus" is then reported as the critical peak hour parking surplus or deficiency for that phase/condition.

For reference purposes, **Appendix Exhibit 2** shows a simplistic side-by-side comparison of Phase 2 and Phase 3 parking demand estimates based on City-code based and *ULI Shared Parking* rates based rates (use of average daily rates without consideration of time-of day).

[3] *ULI's Shared Parking manual provides data from actual case-studies that show reduction in field-counted aggregate parking demand at mixed-use sites compared to the sum of the estimated parking demands for individual uses. Such parking demand reductions for mixed-use could range anywhere between 5% and 30% depending on the type, size and complementary nature of uses in question. For mixed-use internalization purposes, note that this study conservatively assumes a nominal 5% reduction in unadjusted parking demands for retail/restaurant uses only.*

TABLE 4
THE VILLAGE AT SAN ANTONIO CENTER, CITY OF MOUNTAIN VIEW
SHARED PARKING ANALYSIS - WEEKDAY SUMMARY

	Actual/Proposed Use Qty.	Units	Unadjusted Parking Supply	Parking Demand Rate (Source: *ULI Shared Parking, 3rd Edition*) Type	Rate	Unit	Unadjusted Parking Demand	WEEKDAY TIME-OF-DAY DISTRIBUTION 6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Midnight	Pk.Hr	Notes
Phase-1 Net Parking "Demand" (Deficiency)							46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46		Phase-1 "deficiency" is an unserved Phase-1 "demand"
Phase 2																											
Retail	28,893	sf		Customer	2.90	spaces per ksf	84	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%		
				Employee	0.70	spaces per ksf	21	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%		
				Total	3.60	spaces per ksf	**105**	**3**	**8**	**18**	**39**	**67**	**83**	**105**	**105**	**101**	**93**	**93**	**93**	**97**	**89**	**74**	**51**	**21**	**9**	**0**		
Restaurant	35,462	sf		Customer	15.25	spaces per ksf	541	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	75%	25%		
				Employee	2.15	spaces per ksf	77	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%		
				Total	17.40	spaces per ksf	**618**	**174**	**329**	**394**	**476**	**537**	**564**	**618**	**564**	**348**	**302**	**302**	**479**	**506**	**506**	**506**	**387**	**348**	**456**	**163**		
Office	360,909	sf		Employee	2.60	spaces per ksf	939	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%				
				Visitor	0.20	spaces per ksf	73	0%	1%	20%	60%	100%	45%	15%	45%	95%	45%	15%	10%	5%	2%	1%	0%	0%				
				Total (No TDM)	2.80	spaces per ksf	**1,011**	**29**	**142**	**485**	**889**	**1,012**	**972**	**810**	**831**	**962**	**925**	**810**	**571**	**239**	**143**	**48**	**29**	**10**	**0**	**0**		
			1,174	Office Employee/Visitor Reserved				1,174	1,174	1,174	1,174	1,174	1,174	1,174	1,174	1,174	1,174	1,174	1,174	910	910	910	910	910	910	910		
				Open Public (valet)				0	0	0	0	0	0	0	0	0	0	0	0	264	264	264	264	264	264	264		Part of office parking is open to public after work hours
Office Parking Supply minus Office Demand (No TDM reduction assumed)								1,028	915	572	168	45	85	247	226	95	132	247	486	580	676	771	790	809	819	819	45	At/above 90% occupancy, supply is considered "full"
Commercial	28,200	sf		Customer	2.90	spaces per ksf	82	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%		Includes Spaces 104, 205
				Employee	0.70	spaces per ksf	20	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%		
				Total	3.60	spaces per ksf	**102**	**3**	**8**	**18**	**38**	**65**	**81**	**102**	**102**	**98**	**90**	**90**	**90**	**94**	**86**	**72**	**49**	**21**	**9**	**0**		
Hotel	167	rooms		Guest	1.00	space per room	167	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%		131,500 sf is the proposed hotel area
				Employee	0.15	space per room	26	10%	30%	100%	100%	100%	100%	100%	100%	100%	100%	70%	70%	40%	20%	20%	20%	20%	10%	5%		
				Total	1.15	space per room	**193**	**162**	**159**	**160**	**143**	**127**	**127**	**118**	**118**	**127**	**127**	**127**	**136**	**136**	**131**	**139**	**148**	**164**	**170**	**169**		
			192	Hotel Reserved				192	192	192	192	192	192	192	192	192	192	192	192	192	192	192	192	192	192	192		
Hotel Parking Supply minus Hotel Demand								11	14	13	30	46	46	55	55	46	46	46	37	37	42	34	25	9	3	4	3	At/above 90% occupancy, supply is considered "full"
Hotel Restaurant	5,280	sf		Customer	15.25	spaces per ksf	81	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	75%	25%		
				Employee	2.15	spaces per ksf	12	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%		
				Total	17.40	spaces per ksf	**92**	**27**	**50**	**60**	**72**	**81**	**85**	**93**	**85**	**53**	**46**	**46**	**73**	**77**	**77**	**77**	**59**	**53**	**69**	**25**		
Cinema	1,150	seats		Customer	0.15	space per seat	173							20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%		Proposed cinema theater area is 51,833 sf
				Employee	0.01	space per seat	12						10%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%		
				Total	0.16	space per seat	**184**	**0**	**0**	**0**	**0**	**0**	**2**	**41**	**86**	**103**	**105**	**105**	**116**	**116**	**151**	**185**	**185**	**151**	**121**	**76**		
Non-Office & Non-Hotel Parking Demand							**1,101**	**207**	**395**	**490**	**625**	**750**	**815**	**959**	**942**	**703**	**636**	**636**	**851**	**890**	**909**	**914**	**731**	**594**	**664**	**264**		
Non-Office & Non-Hotel Parking Demand (with 5% reduction for mixed-use internalization)								**198**	**378**	**469**	**598**	**717**	**779**	**918**	**904**	**676**	**612**	**612**	**818**	**856**	**875**	**882**	**707**	**575**	**641**	**256**		
Non-Office & Non-Hotel Parking Supply			1,220					1,220	1,220	1,220	1,220	1,220	1,220	1,220	1,220	1,220	1,220	1,220	1,220	1,484	1,484	1,484	1,484	1,484	1,484	1,484		
Non-Office, Non-Hotel Parking Supply minus Demand								900	720	629	500	381	319	180	194	422	486	486	280	480	461	454	629	761	695	1,080	180	At/above 90% occupancy, supply is considered "full"
Phase-2 Total Parking Demand (No TDM reduction)							**2,305**	**389**	**682**	**1,113**	**1,647**	**1,872**	**1,878**	**1,855**	**1,853**	**1,756**	**1,664**	**1,549**	**1,516**	**1,231**	**1,154**	**1,061**	**875**	**733**	**805**	**426**		
Phase-2 Total Parking Supply			2,586					2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586		
Phase-2 Supply minus Demand (No TDM reduction)								1,938	1,645	1,214	680	455	449	472	474	571	663	778	811	1,096	1,173	1,266	1,452	1,594	1,522	1,901	449	At/above 90% occupancy, supply is considered "full"
Phase 3																											
Retail	12,970	sf		Customer	2.90	spaces per ksf	38	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%		
				Employee	0.70	spaces per ksf	10	10%	15%	25%	45%	75%	95%	100%	100%	100%	100%	100%	100%	100%	100%	90%	60%	40%	20%	0%		
				Total	3.60	spaces per ksf	**47**	**2**	**4**	**9**	**18**	**31**	**38**	**48**	**48**	**47**	**43**	**43**	**43**	**45**	**41**	**34**	**24**	**10**	**4**	**0**		
Office	169,382	sf		Employee	2.60	spaces per ksf	441	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%				
				Visitor	0.20	spaces per ksf	34	0%	1%	20%	60%	100%	45%	15%	45%	95%	45%	15%	10%	5%	2%	1%	0%	0%				
				Total (No TDM)	2.80	spaces per ksf	**475**	**14**	**67**	**228**	**418**	**475**	**457**	**380**	**391**	**452**	**435**	**380**	**268**	**112**	**67**	**23**	**14**	**5**	**0**	**0**		
			280	Office Employee/Visitor Reserved				280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280		
				Open Public (valet)				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Ph-3 Office parking assumed not open to public after work hours
Office Parking Supply minus Office Demand (No TDM reduction assumed)								238	185	24	-166	-223	-205	-128	-139	-200	-183	-128	-16	140	185	229	238	247	252	252	-223	At/above 90% occupancy, supply is considered "full"
Open (Non-Reserved) Parking Supply			0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Non-Office Parking Supply minus Demand								-2	-4	-9	-18	-31	-38	-48	-48	-47	-43	-43	-43	-45	-41	-34	-24	-10	-4	0	-48	At/above 90% occupancy, supply is considered "full"
Phase-3 Total Parking Demand (No TDM reduction)							**522**	**16**	**71**	**237**	**436**	**506**	**495**	**428**	**439**	**499**	**478**	**423**	**311**	**157**	**108**	**57**	**38**	**15**	**4**	**0**		
Phase-3 Total Parking Supply			280					280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280		
Phase-3 Supply minus Demand (No TDM reduction)								236	181	15	-184	-254	-243	-176	-187	-247	-226	-171	-59	95	144	195	214	237	248	252	-254	At/above 90% occupancy, supply is considered "full"
(Phase-2 Non-office, Non-Hotel Supply minus Demand) + (Phase-3 Supply minus Demand)								1,136	901	644	316	127	76	4	7	175	260	315	221	575	605	649	843	998	943	1,332		
Phase-2 + Phase-3 Parking Demand (with Phase-1 'unserved demand' included)							**2,873**	**451**	**799**	**1,396**	**2,129**	**2,424**	**2,419**	**2,329**	**2,338**	**2,301**	**2,188**	**2,018**	**1,873**	**1,434**	**1,308**	**1,164**	**959**	**794**	**855**	**472**		
Phase-2 + Phase-3 Parking Supply			2,866					2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866		
Phase-2 + Phase-3 Supply minus Demand (No TDM reduction)								2,128	1,780	1,183	450	155	160	250	241	278	391	561	706	1,145	1,271	1,415	1,620	1,785	1,724	2,107	155	At/above 90% occupancy, supply is considered "full"

Notes:

Source of Parking Rates and Distribution: *Urban Land Institute (ULI) Shared Pa rking (3rd Edition)*

Phase-1 Apartments parking is regarded exclusive reserved parking, and therefore not considered in this analysis.

ULI-based Land Use Designations for Parking rate and time-of-day distribution factors:

Retail/Commercial Use = "Community Shopping Center (<400,000 sq.ft.)"

Restaurant = "Family Restaurant"

Hotel Restaurant = "Family Restaurant"

Office = "Office (>500,000 sq.ft.)" (since Phase-2 + Phase-3 Office totals exceed 500KSF)

Hotel = "Business Hotel"

Cinema = "Cineplex"

The ULI *Shared Parking* methodology for "mixed-use" centers suggests parking demand reduction ranging from 5% to 40% depending on the type, mix and size of uses. This analysis conservatively assumes a nominal 5% parking demand reduction for retail/restaurant uses only.

MOTT MACDONALD

TABLE 5
THE VILLAGE AT SAN ANTONIO CENTER, CITY OF MOUNTAIN VIEW
SHARED PARKING ANALYSIS - WEEKEND SUMMARY

	Actual/Proposed Use Qty.	Units	Unadjusted Parking Supply	Parking Demand Rate (Source: *ULI Shared Parking, 3rd Edition*) Type	Rate	Unit	Unadjusted Parking Demand	WEEKEND TIME-OF-DAY DISTRIBUTION 6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	Midnight	Pk.Hr	Notes
Phase-1 Net Parking "Demand" (Deficiency)								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Phase 2																											
Retail	28,893	sf		Customer	3.20	spaces per ksf	93	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%		
				Employee	0.80	spaces per ksf	24	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%		
				Total	4.00	spaces per ksf	**116**	**4**	**9**	**38**	**65**	**86**	**107**	**113**	**117**	**117**	**113**	**108**	**98**	**91**	**85**	**79**	**63**	**39**	**13**	**0**		
Restaurant	35,462	sf		Customer	15.00	spaces per ksf	532	10%	25%	45%	70%	90%	90%	100%	85%	65%	40%	45%	60%	70%	70%	65%	30%	25%	15%	10%		
				Employee	2.10	spaces per ksf	75	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%		
				Total	17.10	spaces per ksf	**607**	**91**	**190**	**307**	**440**	**554**	**554**	**607**	**528**	**421**	**270**	**296**	**391**	**444**	**444**	**418**	**220**	**182**	**129**	**80**		
Office	360,909	sf		Employee	0.26	spaces per ksf	94		20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%								
				Visitor	0.02	spaces per ksf	8		20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%								
				Total	0.28	spaces per ksf	**102**	**0**	**21**	**62**	**82**	**92**	**102**	**92**	**82**	**62**	**41**	**21**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**0**		No TDM necessary/assumed for weekends
			1,174	Office Employee/Visitor Reserved				910	910	910	910	910	910	910	910	910	910	910	910	910	910	910	910	910	910		
				Open Public (valet)				264	264	264	264	264	264	264	264	264	264	264	264	264	264	264	264	264	264		Office parking opened up for other uses throughout weekend
Office Parking Supply minus Office Demand								819	798	757	737	727	717	727	737	757	778	798	808	813	819	819	819	819	819	819	717	At/above 90% occupancy, supply is considered "full"
Commercial	28,200	sf		Customer	3.20	spaces per ksf	91	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%		Includes Spaces 104, 205
				Employee	0.80	spaces per ksf	23	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%		
				Total	4.00	spaces per ksf	**113**	**4**	**8**	**37**	**63**	**84**	**104**	**110**	**114**	**114**	**110**	**105**	**95**	**88**	**83**	**77**	**61**	**38**	**13**	**0**		
Hotel	167	rooms		Guest	1.00	space per room	167	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%		131,500 sf is the proposed hotel area
				Employee	0.15	space per room	26	10%	10%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	60%	10%	0%		
				Total	1.15	space per room	**193**	**162**	**153**	**150**	**143**	**127**	**127**	**118**	**118**	**127**	**127**	**135**	**143**	**152**	**152**	**160**	**168**	**175**	**170**	**167**		
			192					192	192	192	192	192	192	192	192	192	192	192	192	192	192	192	192	192	192	192		
Hotel Parking Supply minus Hotel Demand								11	20	23	30	46	46	55	55	46	46	38	30	21	21	13	5	-2	3	6	-2	At/above 90% occupancy, supply is considered "full"
Hotel Restaurant	5,280	sf		Customer	15.00	spaces per ksf	80	10%	25%	45%	70%	90%	90%	100%	85%	65%	40%	45%	60%	70%	70%	65%	30%	25%	15%	10%		
				Employee	2.10	spaces per ksf	12	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%		
				Total	17.10	spaces per ksf	**91**	**14**	**29**	**47**	**67**	**84**	**84**	**92**	**80**	**64**	**41**	**45**	**60**	**68**	**68**	**64**	**34**	**28**	**20**	**13**		
Cinema	1,150	seats		Customer	0.24	space per seat	276							20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	100%	80%	50%		Proposed cinema theater area is 51,833 sf
				Employee	0.01	space per seat	12							50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%		
				Total	0.25	space per seat	**288**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**132**	**159**	**161**	**161**	**178**	**178**	**233**	**288**	**288**	**288**	**230**	**144**		
Non-Office & Non-Hotel Parking Demand							**1,215**	**113**	**236**	**429**	**635**	**808**	**849**	**984**	**971**	**875**	**695**	**715**	**822**	**869**	**913**	**926**	**666**	**575**	**405**	**237**		
Non-Office & Non-Hotel Parking Demand (with 5% reduction for mixed-use internalization)								**109**	**226**	**410**	**607**	**772**	**811**	**943**	**934**	**843**	**671**	**690**	**793**	**838**	**883**	**898**	**649**	**563**	**398**	**233**		
Non-Office & Non-Hotel Parking Supply			1,220					1,484	1,484	1,484	1,484	1,484	1,484	1,484	1,484	1,484	1,484	1,484	1,484	1,484	1,484	1,484	1,484	1,484	1,484	1,484		
Non-Office, Non-Hotel Parking Supply minus Demand								1,227	1,110	926	729	564	525	393	402	493	665	646	543	498	453	438	687	773	938	1,103	393	At/above 90% occupancy, supply is considered "full"
Phase-2 Total Parking Demand							**1,510**	**275**	**410**	**641**	**860**	**1,027**	**1,078**	**1,194**	**1,171**	**1,064**	**863**	**871**	**976**	**1,027**	**1,065**	**1,086**	**834**	**750**	**575**	**404**		
Phase-2 Total Parking Supply			2,586					2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586	2,586		
Phase-2 Supply minus Demand								2,052	1,917	1,686	1,467	1,300	1,249	1,133	1,156	1,263	1,464	1,456	1,351	1,300	1,262	1,241	1,493	1,577	1,752	1,923	1,133	At/above 90% occupancy, supply is considered "full"
Phase 3																											
Retail	12,970	sf		Customer	3.20	spaces per ksf	42	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%		
				Employee	0.80	spaces per ksf	11	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%		
				Total	4.00	spaces per ksf	**52**	**2**	**4**	**17**	**30**	**39**	**49**	**51**	**53**	**53**	**51**	**49**	**45**	**41**	**39**	**36**	**29**	**18**	**6**	**0**		
Office	169,382	sf		Employee	0.26	spaces per ksf	45		20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%								
				Visitor	0.02	spaces per ksf	4		20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%								
				Total	0.28	spaces per ksf	**48**	**0**	**10**	**30**	**40**	**45**	**49**	**45**	**40**	**30**	**20**	**10**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**		No TDM necessary/assumed for weekends
			280	Office Employee/Visitor Reserved				280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280		
				Open Public (valet)				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Office Parking Supply minus Office Demand								252	242	222	212	207	203	207	212	222	232	242	247	249	252	252	252	252	252	252	203	At/above 90% occupancy, supply is considered "full"
Other (Non-Office) Parking Demand							**52**	**2**	**4**	**17**	**30**	**39**	**49**	**51**	**53**	**53**	**51**	**49**	**45**	**41**	**39**	**36**	**29**	**18**	**6**	**0**		
Other (Non-Office) Parking Demand (with 5% reduction for mixed-use internalization)								**2**	**4**	**17**	**29**	**38**	**47**	**49**	**51**	**51**	**49**	**47**	**43**	**39**	**38**	**35**	**28**	**18**	**6**	**0**		
Open (Non-Reserved) Parking Supply			0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Non-Office Parking Supply minus Demand								-2	-4	-17	-29	-38	-47	-49	-51	-51	-49	-47	-43	-39	-38	-35	-28	-18	-6	0	-51	At/above 90% occupancy, supply is considered "full"
Phase-3 Total Parking Demand							**100**	**2**	**14**	**47**	**70**	**84**	**98**	**96**	**93**	**83**	**71**	**59**	**50**	**44**	**39**	**36**	**29**	**18**	**6**	**0**		
Phase-3 Total Parking Supply			280					280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280	280		
Phase-3 Supply minus Demand								250	238	205	182	168	154	156	159	169	181	193	202	208	213	216	223	234	246	252	154	At/above 90% occupancy, supply is considered "full"
Phase-2 + Phase-3 Parking Demand							**1,610**	**277**	**424**	**688**	**930**	**1,111**	**1,176**	**1,290**	**1,264**	**1,147**	**934**	**930**	**1,026**	**1,071**	**1,104**	**1,122**	**863**	**768**	**581**	**404**		
Phase-2 + Phase-3 Parking Supply			2,866					2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866	2,866		
Phase-2 + Phase-3 Supply minus Demand								2,302	2,155	1,891	1,649	1,468	1,403	1,289	1,315	1,432	1,645	1,649	1,553	1,508	1,475	1,457	1,716	1,811	1,998	2,175	1,289	At/above 90% occupancy, supply is considered "full"

Notes:

Source of Parking Rates and Distribution: *Urban Land Institute (ULI) Shared Parking (3rd Edition)*

Phase-1 Apartments parking is regarded exclusive reserved parking, and therefore not considered in this analysis.

ULI-based Land Use Designations for Parking rate and time-of-day distribution factors:

Retail/Commercial Use = "Community Shopping Center (<400,000 sq.ft.)"
Restaurant = "Family Restaurant"
Hotel Restaurant = "Family Restaurant"
Office = "Office (>500,000 sq.ft.)"
Hotel = "Business Hotel"
Cinema = "Cineplex"

The ULI *Shared Parking* methodology for "mixed-use" centers suggests parking demand reduction ranging from 5% to 40% depending on the type, mix and size of uses. This analysis conservatively assumes a nominal 5% parking demand reduction for retail/restaurant uses only.

MOTT MACDONALD

3 Findings & Recommendations

This section describes a summary of shared parking analysis findings and recommendations.

3.1 Summary of Findings

Table 6 presents a summary of the detailed evaluation presented in Tables 4 and 5.

Table 6: Shared Parking Analysis Summary

Land Use	Total Parking Supply (# of spaces)	WEEKDAY		WEEKEND	
		Peak Hour Parking Surplus or Deficiency (# of spaces)	Peak Hour of Surplus or Deficiency	Peak Hour Parking Surplus or Deficiency (# of spaces)	Peak Hour of Surplus or Deficiency
Phase-1	-	-46	12 Noon to 1 PM	0	12 Noon to 1 PM
Phase-2					
Phase-2 Office (Reserved)	1,174	45	10 AM to 11 AM	717	11 AM to 12 Noon
Phase-2 Hotel (Reserved)	192	3	11 PM to 12 midnight	-2	10 PM to 11 PM
Phase-2 Other (Unreserved)	1,220	180	12 Noon to 1 PM	393	12 Noon to 1 PM
Phase-2 Total	2,586	449	11 AM to 12 Noon	1,133	12 Noon to 1 PM
Phase-3	280	-254	10 AM to 11 AM	154	11 AM to 12 Noon
Phase-2 + Phase-3 Grand Total	2,866	155	11 AM to 12 Noon	1,289	12 Noon to 1 PM

Notes: Only 90% of the physical parking supply is used as the 'effective available parking supply' for purposes of this analysis.

Red text indicates parking deficiency (i.e. demand is greater than supply) and green text indicates parking surplus (i.e. demand is lower than supply)

The hour of "lowest parking surplus" or "highest parking deficiency" is considered the "peak hour" in this table.

3.1.1 Phase 1 Findings

As shown in Table 6, the Phase-1 site, by itself, is known to have a net City code-based parking deficiency of 46 spaces for the critical weekday peak hour conditions. The Phase-1 deficiency of 46 spaces is regarded as a net 'unserved' Phase-1 weekday peak hour "demand" for 46 spaces in this evaluation. Note that Phase-2 parking supply includes 46 open public parking spaces dedicated to address this Phase-1 need. Specifically, the Phase-2 parking structure which allocates up to 1,220 unreserved spaces, is located within a reasonable walking distance of 800-1,000 feet from Phase 1 where the deficiencies occur. No Phase-1 deficiency is assumed under weekend conditions.

3.1.2 Phase-2 Findings

With a proposed supply of 1,174 reserved office parking spaces (with up to 264 spaces made available to general public parking by valet during weekday after-work hours and weekends), the Phase 2 office spaces are not projected to experience a parking deficiency during any time-of-day, regardless of weekday or weekends. A small parking surplus of approximately 45

spaces is projected during the weekday 10:00-11:00 AM period, even with no travel demand management (TDM) programs in place. During weekend mid-day periods, an office parking surplus of approximately 717 office spaces may be available.

For the Phase-2 hotel use, 192 reserved parking spaces are allocated (including 25 spaces for hotel employees), and these reserved spaces by themselves are projected to experience a small parking deficiency of 2 spaces during weekend late night hours. Note however, excess parking is available during late nights from other uses to accommodate this small deficiency.

With a proposed general parking (i.e. non-reserved) supply of 1,220 spaces for other Phase-2 uses (available for both 'non-office' and 'non-hotel' uses), a minimum parking surplus of 180 spaces is projected during weekday mid-day conditions and 393 spaces during weekend mid-day conditions.

The overall Phase-2 site (inclusive of office, hotel and other uses) is projected to have a parking surplus of over 449 spaces during weekday 11:00 AM-12:00 noon conditions (with no TDM programs for office use) and 1,133 spaces during weekend mid-day conditions.

3.1.3 Phase-3 Findings

The Phase-3 site is predominantly office use. With 280 incremental spaces proposed to be added with the Phase 3 site, the Phase-3 site by itself, is projected to experience a parking deficiency of 254 spaces during the weekday 10:00-11:00 AM period, with no TDM measures in place. However, as shown in Table 4, the parking 'surplus' available from Phase-2 unreserved spaces exceeds the excess parking demands from Phase-3 during all times of day. Therefore, it is determined that the total supply of 1,220 unreserved parking spaces in Phase-2 satisfies the weekday excess demands from the Phase 3 site. Note again that the Phase 2 parking facilities are within a reasonable walking distance (less than 600 feet) from Phase 3. Phase-3 site by itself is projected to experience a parking surplus of 154 spaces during the weekend mid-day period.

3.1.4 Cumulative Findings

The overall Phase-2 and Phase-3 sites that between them provide a grand total of 2,866 total parking spaces (including both reserved and unreserved spaces, and on-street spaces), are projected to experience a parking surplus of approximately 155 spaces during weekday mid-day (11:00 AM-12:00 Noon) conditions assuming no TDM programs are in place, and accounting for unserved parking demands from Phase-1. The overall site is expected to experience a surplus of 1,289 spaces over the weekend mid-day period.

3.2 Summary

The shared parking analysis presented in the preceding sections indicate that the planned total parking supply of 2,866 parking spaces between Phases 2 and 3, which is approximately 8.6% below the City parking code-based requirement for total parking spaces, is projected to be adequate to accommodate the estimated actual parking demands associated with the overall Village at San Antonio Center 3-phase redevelopment project at full buildout. Note again that the San Antonio Precise Plan supports shared parking characteristics and parking supply reduction requests based on such shared parking considerations, both as a matter of policy and

planning. Specifically, the applicant-requested parking reduction is permitted by City of Mountain View policy under the San Antonio Precise Plan (the relevant SAPP *Table 2-1* is included in Section 1.2 of this report for reference) and as substantiated based on the shared parking analysis discussed in this report. While up to 20% parking reduction may be requested under the SAPP, the applicant has only requested an 8.6% parking reduction per this shared parking analysis.

The planned total parking supply is projected to be adequate to accommodate the estimated cumulative total parking demand at San Antonio center full buildout as noted above, however, the applicant has agreed to commission a parking supply/demand evaluation at the time the Phase 2 and Phase 3 sites reach 90% building floor area occupancy, and as appropriate institute a valet parking program pending findings from such subsequent evaluation.

The potential consideration of proximity to bus and rail transit stations and additional travel demand management (TDM) programs, which are both supported at a policy level by the San Antonio Precise Plan would further reinforce the adequacy of the proposed 2,866 total vehicular parking spaces from Phases 2 and 3 of the Village at San Antonio Center project. The current office land use has implemented an employee shuttle program, in addition to multiple other TDM measures to further reduce office trips and resulting office parking demand. These resulting TDM parking reductions are not factored into this conservative evaluation, but expected to further reduce office parking demands.

Appendix

Exhibit 1 – City Code-based Parking Requirements

Exhibit 2 – Comparison of City Code based and *ULI Shared Parking* based Parking Demand Estimates

APPENDIX EXHIBIT 1

PARKING REQUIREMENTS

TOTAL PARKING REQUIRED: PHASE 2

TYPE /USE	AREA / SF USE	PARKING RATIO	PARKING REQUIRED	
OFFICE (EXCL. SERVICES)	360,909 SF	3.333/1000	1203	STALLS
COMMERCIAL RETAIL	28,200 SF	5.555/1000	157	STALLS
HOTEL	167 KEY	KEY + 25	192	STALLS
RETAIL (LESS BLDG 3 @ 10,000 SF)	28,893 SF	5.555/1000	161	STALLS
CINEMA (ACTUAL BUILT)	1,150 SEATS	SEAT/3.5	329	STALLS
RESTAURANT	35,462 SF	10/1000	355	STALLS
RESTAURANT (HOTEL)	5280 SF	10/1000	53	STALLS
PARKING REQUIRED FROM SOUTH PHASE (1)			46	STALLS
TOTAL PARKING STALLS REQUIRED			**2496**	**STALLS**
TOTAL PARKING STALLS REQUIRED W/ 8.5% REDUCTION			**2284**	**STALLS**
TOTAL PARKING PROVIDED PHASE 2*			**2586**	**STALLS**

* DOES NOT INCLUDE (42) TANDEM STALLS IN BLOCK 2

TOTAL PARKING REQUIRED: PHASE 3

TYPE /USE	AREA / SF USE	PARKING RATIO	PARKING REQUIRED	
OFFICE	169,382 SF	3.333/1000	565	STALLS
RETAIL (EXCL. SERVICES)	12,970 SF	5.555/1000	72	STALLS
TOTAL PARKING STALLS REQUIRED			**637**	**STALLS**
TOTAL PARKING PROVIDED IN PHASE 3 SUBTERRANEAN PARKING GARAGE (2 LVLS)			**280**	**STALLS**

COMBINED - PHASE 2 & PHASE 3

TOTAL PARKING REQUIRED	**3133**	**STALLS**
PROPOSED SHARED PARKING REDUCTION 8.6% (below the 20% allowed per SAPP)	(267)	STALLS
TOTAL PARKING REQUIRED COMBINED	**2866**	**STALLS**
TOTAL PARKING PROVIDED	**2866**	**STALLS**

APPENDIX EXHIBIT 2

TYPE /USE	AREA (sf)	City Parking Code-based			*ULI Shared Parking* based		
		Rate	Unit	Parking Spaces	Rate	Unit	Parking Spaces
PHASE-2							
OFFICE (EXCL. SERVICES)	360,909	3.333	per KSF	1,203	2.80	per KSF	1,011
COMMERCIAL RETAIL	28,200	5.555	per KSF	157	3.60	per KSF	102
HOTEL	167	1.000	per room +25	192	1.15	per room	192
RETAIL (LESS BLDG 3 @ 10,000 SF)	28,893	5.555	per KSF	161	3.60	per KSF	104
CINEMA seats	1,150	0.286	per seat +25	329	0.16	per seat	184
RESTAURANT	35,462	1.000	per 100 sf	355	17.40	per KSF	617
RESTAURANT (HOTEL)	5,280	1.000	per 100 sf	53	17.40	per KSF	92
PARKING REQUIRED FROM PHASE 1				46			46
TOTAL PARKING DEMAND ESTIMATE				**2,496**			**2,348**
PHASE-3							
OFFICE	169,382	3.333	per KSF	565	2.80	per KSF	474
RETAIL (EXCL. SERVICES)	12,970	5.555	per KSF	72	3.60	per KSF	47
TOTAL PARKING DEMAND ESTIMATE				**637**			**521**
COMBINED - PHASE 2 & PHASE 3							
TOTAL PARKING DEMAND ESTIMATE				**3,133**			**2,869**

mottmac.com