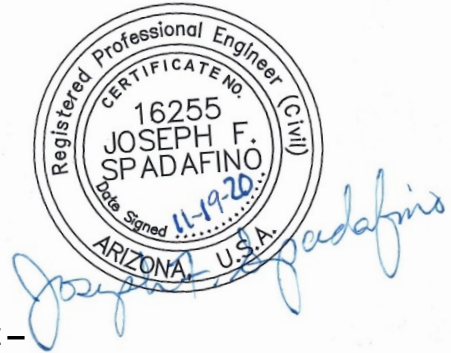




November 19, 2020

Mr. Sanjay Sardana, Chief Financial Officer  
International Education Corporation  
16485 Laguna Canyon Road, Suite 300  
Irvine, California 92618



**RE: SHARED PARKING ANALYSIS FOR THE PROPOSED UEI COLLEGE –  
1420 WEST SOUTHERN AVENUE – MESA, ARIZONA**

Dear Mr. Sardana:

CivTech is pleased to present International Education Corporation (the "**Client**") with this shared parking analysis proposed for the Fiesta Plaza, an existing shopping center, constructed in the mid-1980s, on the north side of Southern Avenue between Longmore Avenue and Stewart in the City of Mesa, Arizona. A site plan is included as **Attachment A**.

The purpose of this shared parking study is to determine if 150 parking stalls for UEI College, a trade school for young adults, can be accommodated among 600 spaces available (per the site planner), which can be used by all since they are held in common by the owners of the six (6) separate Maricopa County Assessor parcels of which the plaza is comprised. The goal is to establish an appropriate balance between the number of spaces required by the latest (5<sup>th</sup>) edition of the Institute of Transportation Engineers (ITE) *Parking Generation Manual* and City's Zoning Ordinance, those needed by the retail uses and the proposed UEI College. The two methods will be compared with a shared parking analysis. CivTech will use Article XI, Chapter 32 of the *Mesa Zoning Ordinance (MZO)* and the Shared Parking Section 11-32-5 and Section 11-32-6 to address parking reductions. This parking study was requested by the City of Mesa to provide confirmation that the existing parking stalls can accommodate the college.

**BACKGROUND**

The site proposed for the UEI College is the existing Fiesta Plaza, a retail plaza located east of Longmore Avenue, north of Southern Avenue, and west of Stewart Street in Mesa. The college plans to lease Suite D, a single-story building, with an approximate floor area of 30,000 square feet (SF) and a physical address of the 1420 West Southern Avenue. Fiesta Plaza is comprised of ten (10) buildings within six (6) parcels: Assessor Parcels Numbers (APN) 134-28-769, 134-28-770, 134-28-771, 134-28-674B, 134-28-772, and 134-28-773.

Based on a review of the pre-application narrative prepared for the project in October, CivTech learned that the college operates with three 4-hour blocks of classes starting at 8 AM and ending at 10:30 PM with one-hour breaks between them serving 125-150 students. With faculty and other staff, as many as 200 individuals may be on site at any one time. The sessions are held Monday through Friday 8 AM to 12 PM, 1 PM to 5 PM, and 6 PM to 10:30 PM with the lightest attendance

during the afternoon session, with attendance during the afternoon session usually not more than 75 students. The narrative indicates that UEI may offer Saturday classes from 8 AM to 10:30 PM in the future with an expected enrollment of between 50-75 students served by approximately 8-10 faculty. The narrative further indicates that a large (but not defined) percentage of the UEI's student takes public transportation; one of the reasons this location was selected was for its public transit routes on Southern Avenue and along Dobson and Alma School Roads, both of which are within a short walk.

**Figure 1 – Vicinity Map**



**Site Access.** There are twelve (12) accesses for vehicles to access the Plaza's parking spaces from; eight (8) are full accesses and four (4) are right in/right out accesses. Four (4) of the accesses are located along Longmore Avenue allowing full movements, four (4) accesses are located along Stewart Street allowing full movement, and another four (4) accesses are located along Southern Avenue allowing right in/right out only movements.

**Surrounding Land Use.** The proposed building is currently located within the Fiesta Plaza and is currently vacant. North of the Plaza are apartments. South and west of the Plaza are commercial developments zoned as limited commercial (LC). East of the Plaza are a mix of vacant and in-use commercial buildings also zoned as limited commercial (LC). **Figure 1** identifies the site within the Fiesta Plaza.

## METHODOLOGY

This analysis will apply parking ratios published in Mesa's Zoning Ordinance (MZO) in Chapter 32 for On-Site Parking, Loading and Circulation to establish the required number of parking spaces for the development. The summation of the products of hourly parking space occupancy rates for the applicable land uses results in the development's maximum expected occupancy, which then becomes the minimum parking requirement. The plaza currently provides 684 existing parking spaces with 84 of those dedicated to the existing McDonald's restaurant and the building at the southeast corner of the plaza formerly occupied by a K-Momo retail store. With the exclusion of the 33 existing parking spaces for the McDonalds and 51 existing parking spaces for the K-Momo retail store, there are 600 total parking spaces that can be shared between the rest of the buildings. Since the proposed number of spaces for vehicles is less than the minimum required by the MZO, this analysis will determine an appropriate number of vehicle parking spaces for the proposed development through the use of the MZO, the MZO's Shared Parking analysis (introduced in Section 11-32-5), The MZO's Parking Reduction analysis (introduced in Section 11-32-6), and ITE's *Parking Generation Manual*.

## PROPOSED DEVELOPMENT

As noted, the development proposed for the UEI College located east of Longmore Avenue, north of Southern Avenue, and west of Stewart. The Client's detailed land use and parking calculations are provided as **Attachment B**, which is a spreadsheet of the existing buildings, building size, and estimated parking spaces. The college plans to lease the existing 30,000-SF Suite D on APN 134-28-769, which provides four other buildings identified as buildings A through C and E. The land uses that will generate or are already generating parking demand are summarized in the center column of **Table 1**. The quantities of the proposed land uses shown in the right column of the table represent what are now currently planned.

**Table 1 – Proposed Land Uses and Mixes**

PAD	Land Use	Quantity & Units
A	Group Commercial Developments	9,894 SF
B	Group Commercial Developments	18,645 SF
C	Group Commercial Developments	8,000 SF
D	UEI College	30,000 SF
E	Group Commercial Developments	8,100 SF
F	Super Market	51,863 SF
G	Group Commercial Developments	13,776 SF
H	Group Commercial Developments	9,474 SF
J	Carl's JR w/Drive Thru Window	4,196 SF
K	Senor Sushi Sit Down Restaurant	6,864 SF

## PARKING REQUIREMENTS

### CITY OF MESA

For the existing and proposed land uses Mesa's MZO Chapter 32 Table 11-32-3.A provides ratios for required parking spaces based on the floor area (in feet) square of the particular type of land use. **Table 2** summarizes the parking requirements for the proposed development per the City of Mesa's parking ratios.

**Table 2 – Parking Spaces Calculations**

Project Data		Motor Vehicle Spaces Required per Code	
Unit Type	Quantity Units	Ratio	Spaces
Group Commercial Developments	67,889 SF	1 per 275 SF	246.87
UEI College	30,000 SF	1 per 200 SF	150.00
Super Market	51,863 SF	1 per 375 SF	138.30
Fast Food Restaurant w/Drive Thru Window	4,196 SF	1 per 100 SF	41.96
Sit Down Restaurant	6,864 SF	1 per 75 SF	91.52
<b>Totals (rounded to nearest whole number)</b>			<b>669</b>

It has been brought to CivTech's attention that Building G1-G7, approximately 8,702 SF, is proposed to be an office space for the UEI College. Thus, CivTech calculated the office space using the City of Mesa's MZO General office building of 1 space per 375 SF and noticed that the required parking spaces was reduced to 660. Therefore, the actual required parking spaces will be 660.

### ITE

ITE's *Parking Generation Manual, 5<sup>th</sup> edition* provides recommendations for the number of spaces required for the types of land use in this development based on the floor area (in 1,000's of SF) of each land use. Average rates are provided for each land use for weekdays (Monday through Thursday) for Fridays and Saturdays. **Table 3** summarizes the parking recommendations for the proposed development. The parking calculations using the ITE method is provided in **Attachment C**.

**Table 3 – ITE Parking Generation**

Project Data				Motor Vehicle Spaces					
				Weekday (Mon - Thu)		Weekday (Friday)		Weekend (Saturday)	
Land Use	LUC	Quantity Units		#of Spaces	#of Spaces	Average Rate	#of Spaces	Average Rate	#of Spaces
Shopping Center	820	55,372 SF		1.95 Per KSF	107.98	2.61 Per KSF	144.52	2.91 Per KSF	161.13
UEI College	550	150 Students		0.4 Per Student	60.00	0.4 Per 200 SF	60.00	0.3 Per 200 SF	45.00
Super Market	850	51,863 SF		2.93 Per KSF	151.96	4.59 Per KSF	238.05	3.64 Per KSF	188.78
Carl's JR w/Drive Thru Window	934	4,196 SF		8.66 Per KSF	36.34	12.41 Per KSF	52.07	9.18 Per KSF	38.52
Senor Sushi (Sit Down Restaurant)	932	6,864 SF		9.44 Per KSF	64.80	11.33 Per KSF	77.77	12.28 Per KSF	84.29
General Office Building	710	8,702 SF		2.39 Per KSF	20.80	2.39 Per KSF	20.80	0.28 Per KSF	2.44
Day Care Center	565	2,400 SF		2.45 Per KSF	5.88	2.45 Per KSF	5.88	0 Per KSF	0.00
Medical Office	720	1,415 SF		3.23 Per KSF	4.57	3.23 Per KSF	4.57	0.56 Per KSF	0.79
<b>Totals (rounded up to nearest whole number)</b>					<b>442</b>		<b>593</b>		<b>520</b>

\* KSF = 1,000 SF



Based on the proposed land uses, the development would need 660 spaces to meet Mesa's MZO requirements and just 593 spaces to meet the ITE recommendations.

## **INTERNAL CAPTURE AND ALTERNATE TRAVEL MODE REDUCTIONS**

Since the number of vehicular parking spaces required by Code is greater than the spaces to be provided, CivTech conducted on-line research to identify reasonable/supportable reduction factors that could be applied to the parking requirements that could account for internal capture and/or for the use of alternate modes of transportation (both described below). The City of Mesa's *Zoning Ordinance* Section 11-32-6 Parking Reduction only considered a reduction if the study area is within ¼ mile to ½ mile within a light rail or rapid transit. Since there are no light rail or rapid transit within ¼ mile or ½ mile from the site, no alternative mode reduction was applied to the parking spaces calculated using the MZO's rates, although as previously noted, a large percentage of the UEI students are expected to use public transportation as their mode of travel. Therefore, while a reduction for use of public transit (as defined by the City) cannot be taken, it is most likely that not all of the calculated parking spaces required by the MZO will be occupied due to use of public transit.

### INTERNAL CAPTURE

Both formal studies and general experience have proven that some reduction in customer parking should be applied to a mixed-use project due to patronage of multiple land uses. The term "captive market" has been borrowed from market researchers to describe people who are already present in the immediate vicinity and are likely patrons of a second use. The term "non-captive ratio" is also used as a reduction to parking but targets those parking at a land use in a mixed-use development who are not already counted as being parked at another of the land uses. For example, when employees of one land use visit a nearby food court or restaurant, there usually is not any additional parking demand generated. For the purposes of this study, both the captive and non-captive reductions will be considered "internal capture". Internal capture is one way of accounting for dual use users and avoiding an over calculation of the required parking. Therefore, CivTech will apply a modest reduction of 5% to the restaurant and retail parking spaces.

### SUMMARY OF REDUCTIONS

Based on the above, CivTech will apply a 5% internal capture reduction to the parking spaces for. The number of spaces required by Mesa's MZO and the ITE's *Parking Generation* as noted above are 660 and 593, respectively. Reduced by 5%, the required number of spaces would be 627 and 564, respectively.

## **SHARED PARKING MODEL**

The final step in this analysis is to apply a shared parking model to the proposed uses. For this project, the 3<sup>rd</sup> Edition of the Urban Land Institute *Shared Parking* was utilized to calculate the number of parking spaces required between the different land uses. The ULI *Shared Parking* book provides a parking ratio per land use and apply the time of day adjustment, monthly adjustment, driving adjustment, and non-captive adjustment to calculate the parking that's shared within the land uses.

**Attachment D** provides the detailed shared parking calculations for weekdays using the ULI *Shared Parking* book. The shared parking model does take into account driving adjustment factor by only considering the percent of people driving alone and carpooling as a mean of transportation to work. CivTech conduct a research on the city-data.com and identified the number of vehicles in the study area that are driving alone, carpooling, traveling by bus, or other modes. The results indicate that 71% of people are driving alone and 13.3% are carpooling.

The upper rows of **Attachment D** are the calculations for each land use per ULI's parking ratios with the monthly adjustment, driving adjustment, and noncaptive ratio applied as part of the shared parking calculation. These result in the net number of required 568 and 493 spaces for weekday and weekend analysis. The lower rows show the hourly percentages and required parking spaces for each hour. The highest total hour was rounded up to the nearest whole parking space and shown in the bottom right.

During the weekday, the shared parking model calls for a net parking demand of 568 parking spaces and 549 parking spaces during the highest peak hour, beginning at 2:00 PM. During the weekend, the shared parking model calls for a net parking demand of 493 parking spaces and 472 parking spaces during the highest hour, beginning at 2:00 PM. The 600 parking spaces proposed by the developer provide a surplus of 32 and 107 spaces for the weekday and weekend from the net parking number called for by the shared parking model. Based on the ITE recommended number after reduction of 564 spaces, the result would be a surplus of 36 spaces. Based on Mesa's MZO number after reduction of 627 spaces, the result would have a shortage of 27 spaces.

## CONCLUSIONS

From the above, the following can be concluded:

- The development proposed for the UEI College located east of Longmore Avenue, north of Southern Avenue, and west of Stewart in the City of Mesa, Arizona. The college plans to lease Suite D, a single-story building, with an approximate floor area of 30,000 square feet (SF) and a physical address of the 1420 West Southern Avenue.
- Based on Mesa's MZO number after reduction of 627 spaces, the result would have a shortage of 27 spaces.
- The result of the ULI *Shared Parking* indicate that a net number of required 568 and 493 spaces for weekday and weekend analysis.
- During the weekday, the shared parking model calls for a net parking demand of 568 parking spaces and 549 parking spaces during the highest peak hour, beginning at 2:00 PM. During the weekend, the shared parking model calls for a net parking demand of 493 parking spaces and 472 parking spaces during the highest hour, beginning at 2:00 PM.
- The 600 parking spaces proposed by the developer provide a surplus of 32 and 107 spaces for the weekday and weekend from the net parking number called for by the shared parking model.

- Based on the ITE recommended number after reduction of 564 spaces, the result would be a surplus of 36 spaces.
- Therefore, based on CivTech's experience, the number of parking spaces is sufficient for the type of development proposed.

Please contact me with any questions you may have on this analysis.

Sincerely,

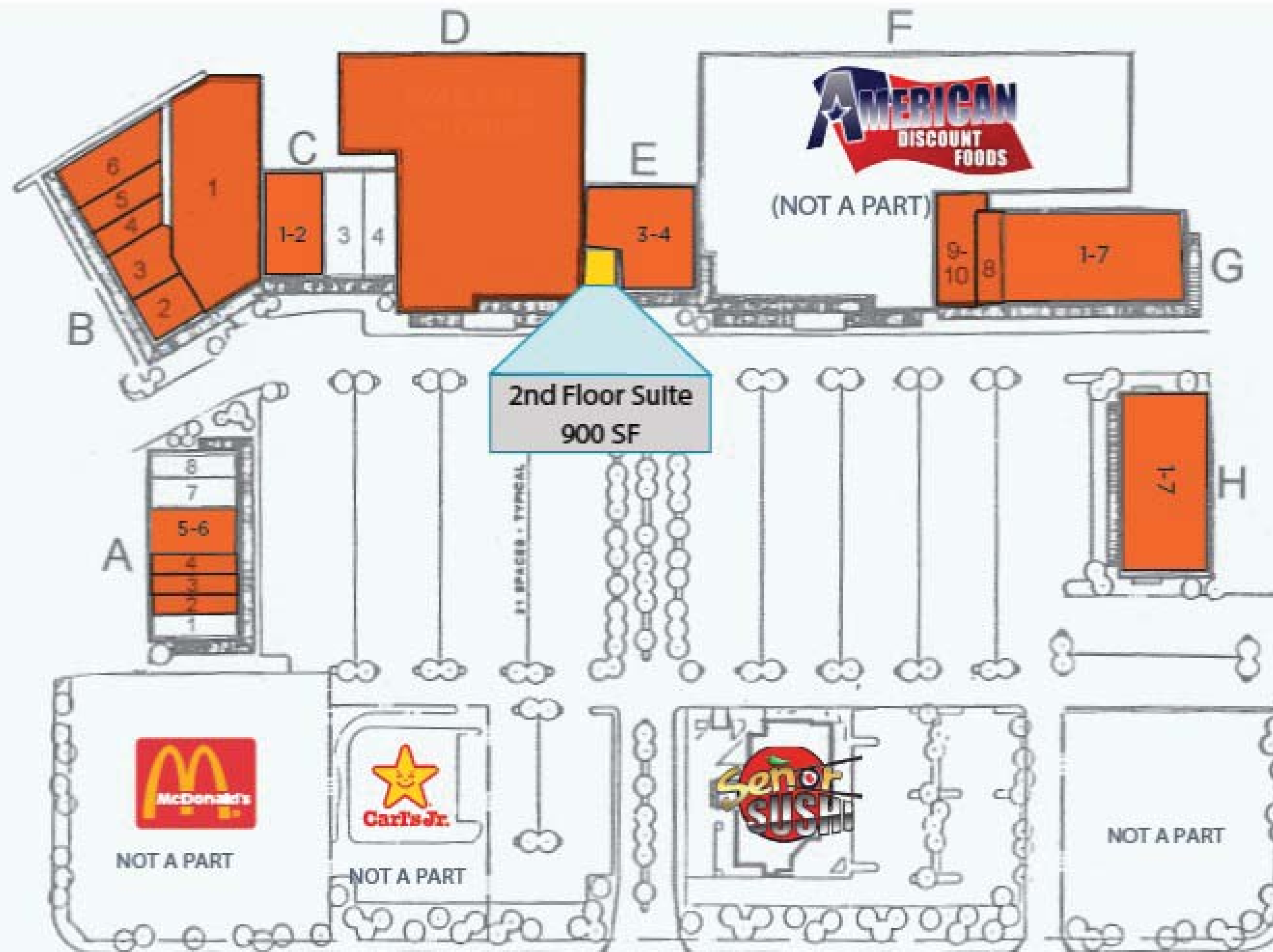
**CivTech**



Joseph F. Spadafino, P.E., PTOE  
Project Manager/Senior Traffic Engineer

Attachments (4)

- A. Site Plan
- B. Client's Land Use & Parking Calculations
- C. ITE Parking Generation
- D. ULI Shared Parking Model



### Vacant Suites


- A2 - ±1,050 SF
- A3 - ±1,050 SF
- A4 - ±1,050 SF
- A5/A6 - ±2,450 SF  
(Former Salon)
- B1 - ±10,000 SF
- B2 - ±1,562 SF
- B3 - ±1,188 SF
- B4 - ±1,283 SF
- B5 - ±1,006 SF
- B6 - ±3,325 SF
- C1/C2 - ±3,627 SF
- D1 - ±30,000 SF
- E3/E4 - ±7,200 SF
- G1/G7 - ±8,702 SF
- G8 - ±2,615 SF
- G9/G10 - ±2,459 SF
- H1/H7 - ±9,474 SF



UEI  
COLLEGE

**Fraser McClellan  
& Associates, Inc.**  
Commercial Interior Planning

## SITE PLAN

Project Name	UEI College- Mesa, Az		
Project Number	20.01.01		
Description			
Computer File			
Scale		1/8" = 1'-0" (U.N.O.)	

A-0.1  
Attachment A  
Sheet 2 of 2



Continental Fiesta Plaza

Location: NEC of Southern Ave and Longmore

BLDG#/ Suite #	Tenant Business Name	Category	Total Sq. Ft	Parking Required	Total Sq. Ft of Group Commercial	Parking Required (1/275)	Total Sq. Ft. of Anchor retail	Parking Required (1/375)	Sq. Ft of Trade School	Parking Required (1/200)	Sq. Ft of Restaurant	Parking Required (1/75)	Sq. Ft of Drive-thru Restaurant	Parking Required (1/100)
1420 W Southern Avenue														
A-1	Philly Steak & Wings	group commercial center	1,447	5.3	1,447	5.3								
A-1	Eye Imagination	group commercial center	1,415	5.1	1,415	5.1								
A-1	Vacant	group commercial center	1,050	3.8	1,050	3.8								
A-1	Vacant	group commercial center	1,050	3.8	1,050	3.8								
A-1	Vacant	group commercial center	1,050	3.8	1,050	3.8								
A-1	Vacant	group commercial center	1,050	3.8	1,050	3.8								
A-1	Vacant	group commercial center	1,400	5.1	1,400	5.1								
A-1	Vacant	group commercial center	1,432	5.2	1,432	5.2								
B1	Vacant	group commercial center	10,000	36.4	10,000	36.4								
B2	Vacant	group commercial center	1,562	5.7	1,562	5.7								
B3	Vacant	group commercial center	1,469	5.3	1,469	5.3								
B4	Vacant	group commercial center	1,283	4.7	1,283	4.7								
B5	Vacant	group commercial center	1,006	3.7	1,006	3.7								
B6	Vacant	group commercial center	3,325	12.1	3,325	12.1								
C1	Vacant	group commercial center	1,984	7.2	1,984	7.2								
C2	Vacant	group commercial center	1,643	6.0	1,643	6.0								
C3	Kids Play Learning	group commercial center	2,400	8.7	2,400	8.7								
C4	Vacant	group commercial center	1,973	7.2	1,973	7.2								
D	Proposed Trade School	trade school	30,000	150.0					30,000	150.0				
E3	Vacant	group commercial center	3,000	10.9	3,000	10.9								
E4	Vacant	group commercial center	4,200	15.3	4,200	15.3								
Tower	Vacant	group commercial center	900	3.3	900	3.3								
1352 W Southern Avenue														
G1-G7	Proposed Trade School Offices	group commercial center	8,702	23.2	8,702			23.2						
G8	Vacant	group commercial center	2,615	9.5	2,615	9.5								
G9-G10	Vacant	group commercial center	2,459	8.9	2,459	8.9								
H1	Vacant	group commercial center	2,147	7.8	2,147	7.8								
H2-H3	Vacant	group commercial center	2,100	7.6	2,100	7.6								
H4	Vacant	group commercial center	1,050	3.8	1,050	3.8								
H6-H7	Vacant	group commercial center	4,177	15.2	4,177	15.2								
1356 W Southern Avenue														
	Senor Sushi	Restaurant	6,864	91.5							6864	91.5		
1460 W Southern Avenue														
	McDonalds (NAP of site plan calcs)	Drive-thru restaurant	4,130	41.3									4,130	41.3
1440 W Southern Avenue														
	Carls Jr.	Drive-thru restaurant	4,196	42.0									4,196	42.0
1346 W Southern Avenue														
	K-MOMO (NAP of site plan calcs)	Big Anchor	18,647	49.7			18,647	49.7						
1360 W Southern Ave														
	American Discount	Big Anchor	51,863	138.3			51,863	138.3						
TOTAL Required by Zoning Ordinance =			108,883	660.2	67,889	215	70,510	188	30,000	150	6,864	92	8,326	83

## Continental Fiesta Plaza

ITE Parking Generation 5th Edition

Shopping Center	55.372 KSF
UEI College	150 Students
Super Market	51.863 KSF
Carl's JR	4.196 KSF
Senor Sushi	6.864 KSF
General office	8.702 KSF
Day Care Center	2.400 KSF
Medical Office	1.415 KSF

Land Uses	LUC	Rates		
		Non December		
		Mon-Thu	Fri	Sat
Shopping Center	820	1.95	2.61	2.91
UEI College	550	0.4	0.4	0.3
Super Market	850	2.93	4.59	3.64
Carl's JR	934	8.66	12.41	9.18
Senor Sushi	932	9.44	11.33	12.28
General office	710	2.39	2.39	0.28
Day Care Center	565	2.45	2.45	0
Medical Office	720	3.23	3.23	0.56

Land Uses	LUC	Parking		
		Non December		
		Mon-Thu	Fri	Sat
Shopping Center	815	107.98	144.52	161.13
UEI College	550	60.00	60.00	45.00
Super Market	850	151.96	238.05	188.78
Carl's JR	934	36.34	52.07	38.52
Senor Sushi	932	64.80	77.77	84.29
General office	710	20.80	20.80	2.44
Day Care Center	565	5.88	5.88	0.00
Medical Office	720	4.57	4.57	0.79
<b>Total</b>		442	593	520

PEAK USE SHARED PARKING CALCULATIONS-WEEKDAY \*Parking does not include McDonalds and K-Momo Buildings\*

Land Use	Discount Stores / Superstores <sup>(1)</sup>				Fast Casual/fast food <sup>(2)</sup>				Medical / Dental office <sup>(3)</sup>				Daycare Center <sup>(3)</sup>				Supermarket / Grocery <sup>(4)</sup>				Office < 25,000 SF <sup>(5)</sup>				UEI College <sup>(5)</sup>				NET Parking Demand	Parking available at full occupancy and peak events	Parking Surplus/ Shortage at full occupancy
Quantities	53,925 SF spaces				12,507 SF spaces				1,415 SF spaces				2,400 SF spaces				51,863 SF spaces				8,702 SF spaces				30,000 SF spaces						
Parking Rate	4.75	per	1000	SF	14.7	per	1000	SF	4.60	per	1000	SF	3.50	per	1000	SF	4.75	per	1000	SF	2.9	per	1000	SF	1	per	200	SF			
Driving Adjustment (6)	84%				84%				84%				84%				84%				84%				84%						
Non-Captive Ratio	75%				10% spaces				99% spaces				100% spaces				100% spaces				100% spaces				100% spaces						
Adjusted Parking Rate	3.0	Per	1000	SF	1.2	per	1000	SF	3.8	per	1000	SF	3.0	per	1000	SF	4.0	per	1000	SF	2.4	per	1000	SF	1.0	per	200	SF			
Monthly Adjustment Parking Demand After Peak & Month Reductions	162 Spaces				15 Spaces				5 Spaces				7 Spaces				208.00 Spaces				21 Spaces				150 Spaces						
Time of Day	% of Peak		# of Spaces		% of Peak		# of Spaces		% of Peak		# of Spaces		% of Peak		# of Spaces		% of Peak		# of Spaces		% of Peak		# of Spaces		% of Peak		# of Spaces		PEAK Parking Demand		
6:00 AM	15%		24.30		5%		0.75		0%		0.00		0%		0.00		5%		10.40		0%		0.00		100%		150.00		185		
7:00 AM	35%		56.70		10%		1.50		0%		0.00		2%		0.10		20%		41.60		1%		0.21		100%		150.00		250		
8:00 AM	45%		72.90		20%		3.00		90%		4.50		25%		1.25		30%		62.40		20%		4.20		100%		150.00		298		
9:00 AM	65%		105.30		30%		4.50		90%		4.50		75%		3.75		50%		104.00		60%		12.60		100%		150.00		385		
10:00 AM	75%		121.50		55%		8.25		100%		5.00		20%		1.00		60%		124.80		100%		21.00		100%		150.00		432		
11:00 AM	85%		137.70		85%		12.75		100%		5.00		20%		1.00		67%		139.36		45%		9.45		100%		150.00		455		
12:00 PM	100%		162.00		100%		15.00		30%		1.50		20%		1.00		85%		176.80		15%		3.15		100%		150.00		509		
1:00 PM	100%		162.00		100%		15.00		90%		4.50		20%		1.00		90%		187.20		45%		9.45		100%		150.00		529		
2:00 PM	100%		162.00		90%		13.50		100%		5.00		20%		1.00		95%		197.60		95%		19.95		100%		150.00		549		
3:00 PM	100%		162.00		60%		9.00		100%		5.00		20%		1.00		97%		201.76		45%		9.45		100%		150.00		538		
4:00 PM	95%		153.90		55%		8.25		90%		4.50		100%		5.00		100%		208.00		15%		3.15		100%		150.00		533		
5:00 PM	85%		137.70		60%		9.00		80%		4.00		50%		2.50		100%		208.00		10%		2.10		100%		150.00		513		
6:00 PM	75%		121.50		85%		12.75		67%		3.35		20%		1.00		100%		208.00		5%		1.05		100%		150.00		498		
7:00 PM	60%		97.20		80%		12.00		30%		1.50		5%		0.25		85%		176.80		2%		0.42		100%		150.00		438		
8:00 PM	45%		72.90		50%		7.50		15%		0.75		0%		0.00		55%		114.40		1%		0.21		100%		150.00		346		
9:00 PM	30%		48.60		30%		4.50		0%		0.00		0%		0.00		35%		72.80		0%		0.00		100%		150.00		276		
10:00 PM	10%		16.20		20%		3.00		0%		0.00		0%		0.00		20%		41.60		0%		0.00		100%		150.00		211		
11:00 PM	5%		8.10		10%		1.50		0%		0.00		0%		0.00		5%		10.40		0%		0.00		100%		150.00		170		
MIDNIGHT	1%		1.62		5%		0.75		0%		0.00		0%		0.00		5%		10.40		0%		0.00		100%		150.00		163		
																549			51.00												

1. Urban Land Institute (ULI), Shared Parking 3rd Edition Figure 2-4 Weekday Time-of-Day Adjustment, Discount Stores Visitors  
2. Urban Land Institute (ULI), Shared Parking 3rd Edition Figure 2-4 Weekday Time-of-Day Adjustment, Fast Food/Fast Casual Visitors  
3. Urban Land Institute (ULI), Shared Parking 3rd Edition Figure 2-4 Weekday Time-of-Day Adjustment, Medical Visitors  
4. Urban Land Institute (ULI), Shared Parking 3rd Edition Figure 2-4 Weekday Time-of-Day Adjustment, Supermarket Visitors  
5. ULI does not have rates for a college. This is based on the Mesa's Zoning Ordinances.  
6. Driving Adjustment Based on the City-Data.com Means of Travel to Work iin the Continental Fiesta Plaza (71% drive alone + 13.3% carpool)

PEAK USE SHARED PARKING CALCULATIONS-WEEKEND \*Parking does not include McDonalds and K-Momo Buildings\*

Land Use	Discount Stores / Superstores <sup>(1)</sup>				Fast Casual/fast food <sup>(2)</sup>				Medical / Dental office <sup>(3)</sup>				Daycare Center <sup>(3)</sup>				Supermarket / Grocery <sup>(4)</sup>				Office < 25,000 SF <sup>(5)</sup>				UEI College <sup>(5)</sup>				NET Parking Demand	Parking available at full occupancy and peak events	Parking Surplus/ Shortage at full occupancy
Quantities	53,925 SF spaces				12,507 SF spaces				1,415 SF spaces				2,400 SF spaces				51,863 SF spaces				8,702 SF spaces				30,000 SF spaces						
Parking Rate	4.75	per	1000	SF	14.7	per	1000	SF	4.60	per	1000	SF	3.50	per	1000	SF	4.75	per	1000	SF	2.9	per	1000	SF	1	per	200	SF			
Driving Adjustment (6)	84%				84%				84%				84%				84%				84%				84%						
Non-Captive Ratio	75%				10% spaces				99% spaces				100% spaces				100% spaces				100% spaces				100% spaces						
Adjusted Parking Rate	3.0	Per	1000	SF	1.2	per	1000	SF	3.8	per	1000	SF	3.0	per	1000	SF	4.0	per	1000	SF	2.4	per	1000	SF	0.5	per	200	SF			
Monthly Adjustment Parking Demand After Peak & Month Reductions	162 Spaces				15 Spaces				5 Spaces				7 Spaces				208.00 Spaces				21 Spaces				75 Spaces						
Time of Day	% of Peak		# of Spaces		% of Peak		# of Spaces		% of Peak		# of Spaces		% of Peak		# of Spaces		% of Peak		# of Spaces		% of Peak		# of Spaces		% of Peak		# of Spaces		PEAK Parking Demand		
6:00 AM	10%		16.20		5%		0.75		0%		0.00		0%		0.00		10%		20.80		0%		0.00		100%		75.00		113		
7:00 AM	15%		24.30		10%		1.50		0%		0.00		2%		0.10		25%		52.00		20%		4.20		100%		75.00		157		
8:00 AM	20%		32.40		20%		3.00		90%		4.50		25%		1.25		50%		104.00		60%		12.60		100%		75.00		233		
9:00 AM	30%		48.60		30%		4.50		90%		4.50		75%		3.75		75%		156.00		80%		16.80		100%		75.00		309		
10:00 AM	45%		72.90		55%		8.25		100%		5.00		20%		1.00		95%		197.60		90%		18.90		100%		75.00		379		
11:00 AM	65%		105.30		85%		12.75		100%		5.00		20%		1.00		100%		208.00		100%		21.00		100%		75.00		428		
12:00 PM	85%		137.70		100%		15.00		30%		1.50		20%		1.00		100%		208.00		90%		18.90		100%		75.00		457		
1:00 PM	95%		153.90		100%		15.00		0%		0.00		20%		1.00		100%		208.00		80%		16.80		100%		75.00		470		
2:00 PM	100%		162.00		90%		13.50		0%		0.00		20%		1.00		100%		208.00		60%		12.60		100%		75.00		472		
3:00 PM	100%		162.00		60%		9.00		0%		0.00		20%		1.00		100%		208.00		40%		8.40		100%		75.00		463		
4:00 PM	100%		162.00		55%		8.25		0%		0.00		100%		5.00		100%		208.00		20%		4.20		100%		75.00		462		
5:00 PM	95%		153.90		60%		9.00		0%		0.00		50%		2.50		90%		187.20		10%		2.10		100%		75.00		430		
6:00 PM	80%		129.60		85%		12.75		0%		0.00		20%		1.00		50%		104.00		5%		1.05		100%		75.00		323		
7:00 PM	60%		97.20		80%		12.00		0%		0.00		5%		0.25		33%		68.64		0%		0.00		100%		75.00		253		
8:00 PM	45%		72.90		50%		7.50		0%		0.00		0%		0.00		25%		52.00		0%		0.00		100%		75.00		207		
9:00 PM	30%		48.60		30%		4.50		0%		0.00		0%		0.00		15%		31.20		0%		0.00		100%		75.00		159		
10:00 PM	10%		16.20		20%		3.00		0%		0.00		0%		0.00		5%		10.40		0%		0.00		100%		75.00		105		
11:00 PM	5%		8.10		10%		1.50		0%		0.00		0%		0.00		4%		8.32		0%		0.00		100%		75.00		93		
MIDNIGHT	1%		1.62		5%		0.75		0%		0.00		0%		0.00		3%		6.24		0%		0.00		100%		75.00		84		
																472			128.00												

1. Urban Land Institute (ULI), Shared Parking 3rd Edition Figure 2-5 Weekend Time-of-Day Adjustment, Discount Stores Visitors  
2. Urban Land Institute (ULI), Shared Parking 3rd Edition Figure 2-5 Weekend Time-of-Day Adjustment, Fast Food/Fast Casual Visitors  
3. Urban Land Institute (ULI), Shared Parking 3rd Edition Figure 2-5 Weekend Time-of-Day Adjustment, Medical Visitors  
4. Urban Land Institute (ULI), Shared Parking 3rd Edition Figure 2-5 Weekend Time-of-Day Adjustment, Supermarket Visitors  
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