

MEMORANDUM



1420 Spring Hill Road,
Suite 610,
Tysons, VA 22102
703-917-6620
WellsandAssociates.com

To: City of Fairfax Zoning Department

From: Michael J. Workosky, PTP, TOPS, TSOS
John F. Cavan, P.E., PTOE

Re: Willowwood Plaza
N29 Apartments Phase 1
Fairfax, Virginia

Subject: Shared Parking Reduction Request

Date: Revised January 12, 2024

INTRODUCTION

This memorandum presents the results of a parking reduction study conducted for the N29 Apartments. The site (noted as Tax Map number 47-4-02-02-002) is located within the existing Willowwood Plaza office development on the north side of Eaton Place, north of Fairfax Boulevard (U.S. Route 29/50) and east of Chain Bridge Road (Route 123) as shown on Figure 1. Based on an ALTA survey conducted by IMEG, the Phase 1 portion of Willowwood Plaza is currently developed with one (1) office building that consists of 122,040 S.F. of general office uses and served by 379 surface parking spaces as shown on Figure 2.

The Applicant, Capital City Real Estate, has filed an application to rezone the property from CR (Commercial Retail) to CU (Commercial Urban) and develop the western portion of the site with 260 multifamily residential units and 5,000 S.F. of retail space (Phase 1). This portion of the site would be served by a new structured parking garage. The parking reduction request is applicable to the Phase 1 portion of the site through the use of shared parking. A copy of the site plan is shown on Figure 3.

The Applicant is requesting an overall parking reduction of 10.6 percent (or up to 84 fewer spaces) than the 796 spaces that would be required by the Ordinance for the Phase 1 uses and the existing office building. A parking supply of 712 spaces is proposed. The parking reduction is based on the sharing of spaces between the Phase 1 uses and the existing office building. A license agreement for sharing parking between the Applicant and the owner of the office building is included in the shared parking reduction application.

Sources of data for this analysis include, but are not limited to, the files and library of Wells + Associates (W+A), christopher consultants, Cozen O'Connor, Capital City Real Estate, the Institute of Transportation Engineers (ITE), Urban Land Institute (ULI), and City of Fairfax.

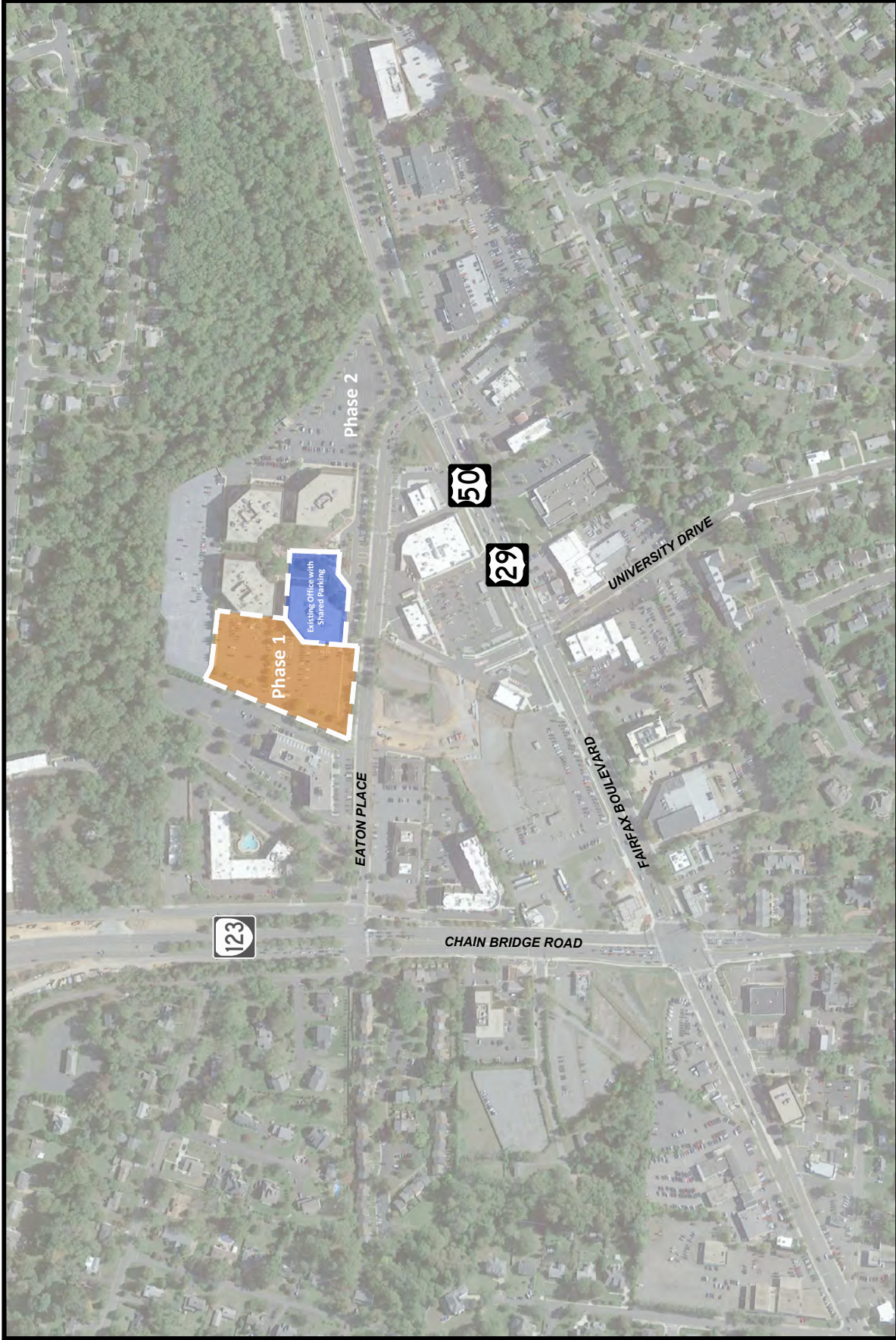


Figure 1
Site Location



NORTH
Willowwood Plaza
City of Fairfax, Virginia



← NORTH
N29 Willowwood
City of Fairfax, Virginia

Figure 2
Existing Conditions Plan



PLAN PROVIDED BY: HICKOK COLE

Figure 3

Proposed Development Plan



NORTH
N29 Willowwood
City of Fairfax, Virginia

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BACKGROUND INFORMATION

The site is currently zoned CR (Commercial Retail) and a rezoning application has been submitted to rezone the property to CU (Commercial Urban). As mentioned previously, Phase 1 would consist of 260 multifamily residential units and 5,000 S.F. of retail space.

Residential Unit Mix

Multifamily Units. The Applicant is intending to provide the following unit type ratios:

■ One (1) Bedroom Units:	164 Units (63 percent)
■ Two (2)/Three (3) Bedroom Units:	<u>96 Units (37 percent)</u>
Total	260 units

As shown above, the proposed project would provide a majority of one-bedroom units.

Proposed Mix of Uses

This parking reduction request is associated with the Phase 1 development on western portion of the site. These uses would include the multifamily residential and retail spaces. It is noted that the Phase 1 uses would share parking with the existing office building as outlined later in the report.

Proposed Parking Supply

A future parking supply of 712 parking spaces is proposed and includes the following:

- 26 existing surface spaces (dedicated to office) on off-site Parcel 47-4-02-02-002, located directly adjacent to the existing office building
- 676 spaces within proposed parking structure for this subject application of which:
 - 174 spaces dedicated to office
 - 234 spaces dedicated to multifamily (0.9 spaces per unit)
 - 268 shared spaces
- An additional ten (10) surface spaces are proposed within the subject site

TOTAL PARKING PROVIDED – 712 SPACES

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CITY OF FAIRFAX PARKING REQUIREMENTS

Chapter 110, Article 4, Section 4.2.3.E of the Zoning Ordinance (see **Attachment III**) outlines the parking requirements for multifamily residential uses as follows:

- 1 bedrooms – “1.5 spaces per unit”
- 2 or more bedrooms – “2 spaces per unit”

In addition, Section 4.2.3.D.1.c allows for a ten percent parking reduction within the CU district where structured parking is provided.

Based on the proposed unit mix, the 260 multifamily units would require 394 spaces.

For retail uses, the required parking would be “1 space per 200 sq. ft. of floor area” with a ten percent reduction for being within the CU district. Therefore, the proposed 5,000 square feet (S.F.) of retail space would require 23 parking spaces based on the code ratios. The existing office building is currently served by 379 parking spaces. Based on the April 2018 determination from City staff, the existing office buildings are in conformance to City standards (see Attachment I). Therefore, the existing parking supply of 379 spaces was assumed for purposes of the office parking requirement.

Based on a strict application of the Zoning Ordinance, 796 spaces are required for the proposed Phase 1 uses as well as the existing off-site office building.

It is noted that based on the Applicant’s proffers, up to 3,020 sq. ft. of retail could be converted to up to three (3) loft-style apartment units. Under such a scenario, the Code parking requirements for the residential and retail uses would be reduced from 796 to 787 spaces and, therefore, the analysis in this memorandum would still apply. See Attachment II for additional information.

REQUESTED PARKING REDUCTION

As outlined above, Phase 1 of the planned development and existing office building would require a minimum of 796 parking spaces to meet a strict application of the Zoning Ordinance parking requirements (see Table 1). The Applicant is requesting an overall parking reduction of 10.6 percent (or up to 84 fewer spaces) than would be required by the Ordinance based on a proposed parking supply of 712 spaces.

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Specifically, the parking reduction considers the shared parking between a portion of the residential and office uses. Section 4.2.5.C.3 allows for a reduction of up to 50 percent of the residential requirement when residential and office parking are shared. Based on a residential requirement of 394 spaces, this provision would allow for a reduction of up to 197 spaces. **Thus, the proposed reduction of 84 spaces is within the limits of this provision.**

SHARED PARKING REDUCTION ANALYSIS

Shared parking is defined as “a parking space that can be used to serve two or more individual land uses without conflict or encroachment.” The approach to managing the parking demand at the Willowood Plaza is to provide a portion of dedicated parking for residents within the parking garage and take advantage of the variations in parking accumulation by residents, visitors, office workers and retail patrons.

Applying shared parking techniques provides a systematic way to apply appropriate adjustments for variations in parking demand patterns. Sharing parking resources attempts to provide a balance between providing adequate parking to support a development from a commercial viewpoint, while avoiding excessive costs, over building parking, and storm drainage and other environmental impacts.

A shared parking analysis employs the following steps as identified in the *Shared Parking, Third Edition* Manual:

1. Gather and review project data.
2. Select parking ratios.
3. Select factors and analyze differences in activity patterns.
4. Develop scenarios for critical parking need periods.
5. Adjust ratios for mode split and persons per car for each scenario.
6. Apply captive market adjustments for each scenario.
7. Calculate required parking spaces for each scenario.
8. Determine if the scenarios reflect all critical parking needs and management concerns.
9. Recommend a parking plan.

The ULI methodology has established recommended parking indices, hourly accumulations, and seasonal variations in parking for various land uses.

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Table 1
N29 Willowwood
Development Program and Code Parking Summary ⁽¹⁾

Land Use	Buildout Conditions	
	Size	Units
Retail	5,000	SF GLA
Studio/1-Bedroom	164	D.U.
2 -Bedroom or more	96	D.U.
<i>Total Residential Apartments</i>	<i>260</i>	<i>D.U.</i>

Code Parking Required	Units/Size	Ratio (min)	Adjustment Factor	Parking Required
Retail (GFA)	5,000	1.0 per 200 SF	90%	23
Office	122,040	See Footnote 2	n/a	<u>379</u>
Commercial Parking Required				402
Phase 1 Residential Apartments				
1-Bedroom	164	1.50	90%	221
2 -Bedroom or more	<u>96</u>	2.00	90%	<u>173</u>
Apartment Parking Required	260	1.52		394
Total Parking Required	796	spaces		
Total Parking Provided	712	spaces		
Difference	(84)	spaces		
Percent	-10.6%			

Notes: (1) Based on Chapter 110, Article 4 of the City of Fairfax Zoning Ordinance.

(2) Based on the existing parking supply of 379 spaces

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Parking Analysis Assumptions

The shared parking assumptions are summarized below:

- The proposed 260 multifamily units would require 394 parking spaces based on the code ratios (1.5 spaces per 1-bedroom unit and 2.0 spaces for 2- or 3-bedroom unit) and applying a ten percent reduction for being within the CU zoning district.
- The proposed 5,000 square feet (S.F.) of retail space would require 23 parking spaces based on the code ratio of one (1) space per 200 S.F. floor area and applying a ten percent reduction being within for the CU zoning district.
- The existing office building requires 379 spaces based on the existing parking supply.
- A future parking supply of 712 parking spaces is proposed and includes the following:
 - 26 existing surface spaces (dedicated to office) on off-site Parcel 47-4-02-02-002
 - 676 spaces within proposed parking structure for this subject application of which:
 - 174 spaces dedicated to office
 - 234 spaces dedicated to multifamily units (0.9 spaces per unit)
 - 268 shared spaces
 - An additional ten (10) surface spaces are proposed within the subject site
- A minimum of 200 spaces would be required at all times to serve office users. It was assumed that office users would use the dedicated spaces first given the location adjacent to the office buildings. If office demand exceeded 200 spaces, the additional demand would be accommodated by the shared spaces.
- Up to 0.90 spaces per multifamily unit would be reserved at all times for each multifamily residential unit. The remaining 0.62 spaces per multifamily unit would be served by the shared parking spaces and would include surplus resident parking and visitors.
- The 23 retail parking spaces would be served by the shared parking spaces.

Shared Parking Methodology

The hourly parking demands for uses served by the shared spaces were calculated using the base rates described above and the hourly adjustment factors presented in the Urban Land Institute's (ULI) Shared Parking, Third Edition. Reserved parking spaces were treated as occupied during all hours. No additional adjustments for non-auto mode share or internal capture were assumed.

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Results

A summary of the hourly parking demands is shown in Table 2 and Figure 4. Based on the assumptions described above, a maximum of 700 parking spaces would be needed to accommodate the peak weekday parking requirement expected to occur at 10:00 AM. **The proposed parking supply of 712 spaces would provide a surplus of 12 parking spaces during this period. Thus, the proposed parking supply would adequately serve the site.**

As shown in Figure 3, parking would be available for residents in the evening and early morning when office parking demand is low. In addition, parking spaces would be available on weekends when there is low office parking demand.

As noted previously, based on the Applicant's proffers, up to 3,020 sq. ft. of retail could be converted to up to three (3) loft-style apartment units. Under such a scenario, the 1,080 spaces would be required to accommodate weekday parking demands, four (4) fewer spaces than the results described above. See Attachment I for additional information.

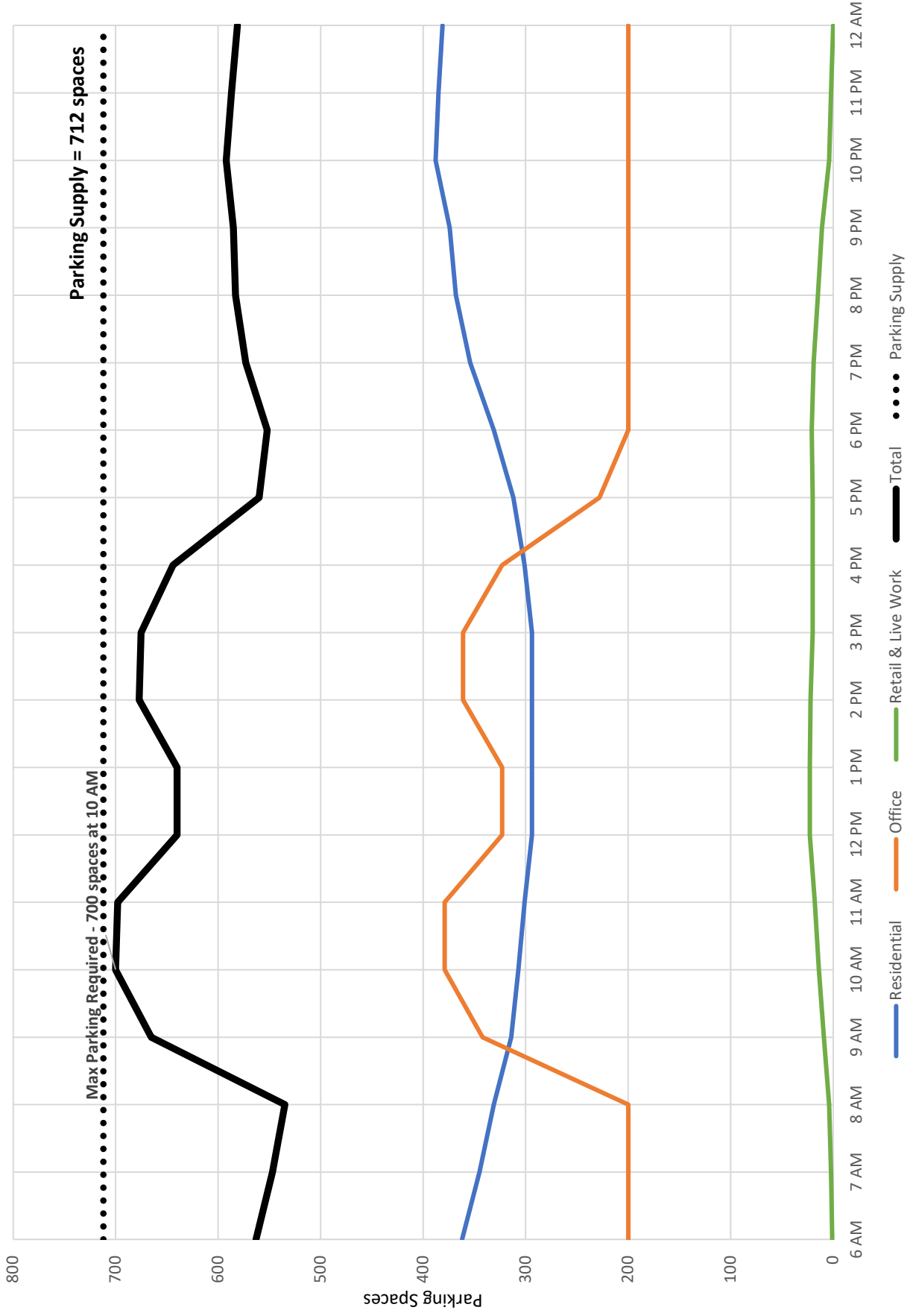
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Table 2
N29 Willowwood
Weekday Shared Parking Demand

	Hour of Day																		
	6 AM	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
Retail	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%
Visitors																			
Employee	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
Residential Apartments	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Visitors																			
Residents	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%
Retail - Within Shared Spaces	1	2	4	9	14	18	23	23	22	20	20	20	21	19	15	11	4	2	-
Employee	-	-	-	142	179	179	123	123	161	161	123	28	-	-	-	-	-	-	-
Office - Within Dedicated Spaces	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200
Visitors	-	3	6	6	6	6	6	6	6	6	6	11	16	26	26	26	26	21	13
Residential - Shared Spaces	128	108	91	74	67	61	54	54	54	54	61	67	81	94	108	114	128	130	134
Residents	234	234	234	234	234	234	234	234	234	234	234	234	234	234	234	234	234	234	234
Totals Parking Required	563	547	535	665	700	698	640	640	677	675	644	560	552	573	583	585	592	587	581
Difference	149	165	177	47	12	14	72	72	35	37	68	152	160	139	129	127	120	125	131

Office Parking Summary	
Spaces Required by Office	379 spaces
Dedicated Garage Spaces	200 spaces
Balance in Shared Area	179 spaces
Assumed to be in shared area 23 spaces	
Retail Parking Summary	
Assumed to be in shared area 23 spaces	
Multifamily Residential Parking Summary	
Number of Units	260 units
Total Parking Required	394 spaces
Dedicated Residential Spaces	234 spaces
Balance in Shared Area	160 spaces
Visitors in Shared in Shared Area	26 spaces
Residents in Shared in Shared Area	134 spaces
0.9 Reserved Spaces per Unit	
Summary	
Parking Supply	712 spaces
Maximum Parking Demand (10 AM)	700 spaces
Difference	12 spaces

Figure 4 - Hourly Parking Requirements



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CONCLUSIONS

Based on the documentation provided herein, the following can be concluded:

1. A parking reduction is proposed for the Phase 1 uses which include 260 multifamily residential units and 5,000 S.F. of retail space. The parking reduction is based on the nature of the proposed residential uses and the sharing of spaces between Phase 1 uses and the existing office building.
2. Based on a strict application of the Zoning Ordinance, 796 spaces are required for the proposed Phase 1 uses as well as the existing off-site office building.
3. A future parking supply of 712 parking spaces is proposed and includes parking within the subject site as well as parking on the office parcel.
4. The Applicant is requesting an overall parking reduction of 10.6 percent reduction (or up to 84 fewer spaces) than would be required by the Ordinance.
5. Based on the shared parking analysis, a maximum of 700 parking spaces would be needed to accommodate the peak weekday parking requirement expected to occur at 10:00 AM. Parking would be available for residents in the evening and early morning when office parking demand is low. In addition, parking spaces would be available on weekends when there is low office parking demand.
6. The proposed parking reduction is compatible with parking reduction criteria outlined in Zoning Ordinance Section 4.2.5.C.3.

Questions regarding this document should be directed to Wells + Associates.

At achment I
April 2018 Parking Determination

ZONING LETTER



City of Fairfax, Virginia

10455 Armstrong Street • Fairfax, VA 22030-3630
703-385-7930 • www.fairfaxva.gov

April 12, 2018

JoAnna L. Ball, Paralegal
Grossberg, Yochelson, Fox & Beyda LLP
1200 New Hampshire Avenue NW, Suite 555
Washington, DC 20036-6814

RE: 10300 and 10306 Eaton Place
Tax Map Parcels 47-4-02-02-000A & 001; 47-4-02-02-002

Dear Ms. Ball:

In response to your request for information regarding the compliance of the above-referenced property with the applicable sections of the Zoning Ordinance for the City of Fairfax, I have prepared the following summary:

The subject property is located within the CR Commercial Retail District and the Architectural Control Overlay District. The CR District allows for offices, general business and retail establishments and applicable accessory uses. The Principal Use Table (enclosed) lists uses allowed in each zoning district. Please follow the column title "CR" to find all uses that are either permitted by-right (P) or with a special use approval (S). The regulations regarding the allowed uses in the CR District, and the use standards, can be found in the Code of the City of Fairfax, Chapter 110 Article 3. The standards for site development, including minimum required parking (enclosed), can be found in Article 4.

Development on the property is also subject to review under the Erosion and Sediment Control regulations of City Code Section 110-6.12 and the Storm Drainage Facility requirements of Section 110-4.16. There is a portion of the property (south of Eaton Place, parcel 000A) within the bounds of the Resource Protection Area and that would be subject to Chesapeake Bay Preservation Area regulations of Section 110-6.13. The same area is also within the bounds of the official city floodplain that is subject to Section 110-4.15. The City's Zoning Ordinance in its entirety may be accessed online at www.fairfaxva.gov.

The following land use approvals have been granted for the subject site and the approval documents are enclosed:

V-949-84-1 Variance to the parking setback requirement subject to the condition that 1,576 parking spaces be provided.
Approved 11/6/84.

- V-953-84-1 Variance to allow building height at 74 feet instead of 60 feet.
Approved 12/11/84.
- V-974-85-1 Variance to allow fill and parking in a portion of the floodplain.
Approved 3/6/85.

Architectural review approvals have been provided as follows and the approval documents are enclosed:


- #499-85-1 Construction of two office buildings (phase 1), 7/31/85.
- #504-85-1 Construction of Commonwealth Corporate Center (phase 2), 9/4/85.
- #537-86-1 Construction of four, five-story office buildings in two phases, 6/18/86.
- #537-86-2 Changes to rear facades of four office buildings, 2/3/86.
- #537-87-2 Alter exterior facades of four office buildings, 3/18/87.
- #537-88-5 Build a new entrance, 4/20/88.
- #537-88-4 Amend approved landscape design to include the rear of Fairfax Shopping Center, 1/6/88.
- #537-12-9 Approved Master Sign Plan, 5/23/12.
- #A-537-12-10 Approved change from revolving to swinging doors.
- #14100115 Installation of LED lighting fixtures in parking lot.

The site plan (#1267) was approved for Commonwealth Corporate Center on April 7, 1986 (excerpts enclosed) to allow office uses. Subsequent changes to the zoning ordinance may have rendered aspects of the development legally nonconforming. The current zoning regulations regarding legal nonconformities may be found in Article 7 of the zoning ordinance, and a copy is enclosed.

Currently, there are no known zoning violations on the subject site.

If you have any further questions or concerns, please contact me at (703) 385-7820.

Sincerely,


Michelle D. Coleman
Zoning Administrator

Enclosures

Bonnie Griggs

From: Coleman, Michelle <michelle.coleman@fairfaxva.gov>
Sent: Friday, March 30, 2018 2:11 PM
To: Bonnie Griggs
Subject: RE: 10300 Eaton Pl & 10316 Eaton Pl, Fairfax VA
Attachments: Xerox Scan

Hello Bonnie,
There isn't an expedited process for responding to requests for compliance letters.

Here is a little information, although this is not the final ZCL response:
Willowood I & II – located at 10300 and 10306 Eaton Place is zoned for commercial use which includes office and retail. As I mentioned on the phone I haven't yet found any approved changes to the site plans that have occurred since the last compliance letter that was produced in 2006. Attached are the certificates for the "building shell" that were issued in 1988 (very poor quality in the original documents). Although there may be some nonconforming site features, the City is unaware of any known zoning violations at this time.

Intend to have the final formal letters to you by end of next week.
Have a great Easter weekend!



Michelle Coleman
Zoning Administrator/Deputy Director
Community Development and Planning

703.385.7820 Office

From: Bonnie Griggs [mailto:bgriggs@bockandclark.com]
Sent: Friday, March 30, 2018 11:15 AM
To: Coleman, Michelle <michelle.coleman@fairfaxva.gov>
Subject: FW: 10300 Eaton Pl & 10316 Eaton Pl, Fairfax VA

Ms. Coleman,

I hope you are well today. I have question regarding ZCL #18-00181 & 18-00182. I was wondering if there is a way to expedite the request and what the fee would be? Also can you provide a copy of the certificate of occupancies for both properties. If a copy is not available can you tell me if the lack of a copy will cause any adverse or enforcement action against the property?

Respectfully,

Bonnie Griggs
Research Assistant
Bock & Clark Corporation - an NV5 Company
3000 S. Berry Rd, Ste 150
Norman OK 73072

Bonnie Griggs

From: Coleman, Michelle <michelle.coleman@fairfaxva.gov>
Sent: Monday, April 16, 2018 12:47 PM
To: Bonnie Griggs
Cc: ball@gyfb.com
Subject: RE: Zoning Compliance Letter 10300 & 10306 Eaton Place
Attachments: willowwood ZCL ltr supplement plat SP384.pdf; willowwood ZCL ltr supplement SP455.pdf; willowwood ZCL ltr supplement variance plan.pdf; willowwood ZCL ltr supplement variance.pdf

Good afternoon Bonnie.

The variance approved on November 6, 1984 included a condition that 1,576 parking spaces would be provided on the subject property to satisfy the total required parking for the proposed development on 24.4864 acres. The application form for the variance includes the total acreage of the subject property and will be sent along with the mailed hard copy. This was not included in last week's emailed Zoning Compliance Letter (ZCL) response. Unfortunately the tabulation on the variance plan that appears to represent the parking tabulation is not easy to read and there isn't a clearer copy. The zoomed-image of the tabulation is included with the hard copy. However, there are better tabulations on the plats and site plan that were part of the ZCL response and the 11x17s being mailed should be a little easier to read.

The plats and site plan approved in 1985 show that based on net floor area a total of 1,472 ps were required and a total of 1,576 parking spaces were provided which satisfied the variance condition and yielded 394 parking spaces per building where 368 spaces were required. Consequently, in order to achieve full compliance the existing parking must provide the minimum required number of parking spaces on each parcel and for the overall development total as shown on the plat/plan.

The site plan pages that I numbered 13 thru 18 in last week's emailed response will be sent in 11x17-sized pages with the ZCL hard copy to you and Ms. Ball. The information is also attached to this message for reference.

Hope this answers your question.



Michelle Coleman
Zoning Administrator/Deputy Director
Community Development and Planning

703.385.7820 Office

From: Bonnie Griggs [mailto:bgriggs@bockandclark.com]
Sent: Friday, April 13, 2018 12:25 PM
To: Coleman, Michelle <michelle.coleman@fairfaxva.gov>
Subject: RE: Zoning Compliance Letter 10300 & 10306 Eaton Place

Michelle,

Can you tell me is it clear that so long as the buildings we are researching have the required amount of parking there is no issue if the other buildings do not have theirs?

At achment II
Supplemental Parking Analysis
(Residential Option)

Table II-1
 N29 Willowwood
 Development Program and Code Parking Summary ⁽¹⁾

Land Use	Buildout Conditions	
	Size	Units
Retail	1,980	SF GLA
Studio/1-Bedroom	164	D.U.
2 -Bedroom or more	99	D.U.
<i>Total Residential Apartments</i>	<i>263</i>	<i>D.U.</i>

Code Parking Required	Units/Size	Ratio (min)	Adjustment Factor	Parking Required
Retail (GFA)	1,980	1.0 per 200 SF	90%	9
Office	122,040	See Footnote 2	n/a	<u>379</u>
Commercial Parking Required				388
Phase 1 Residential Apartments				
1-Bedroom	164	1.50	90%	221
2 -Bedroom or more	<u>99</u>	2.00	90%	<u>178</u>
Apartment Parking Required	263	1.52		399
Total Parking Required	787 spaces			
Total Parking Provided	712 spaces			
Difference	(75) spaces			
Percent	-9.5%			

Notes: (1) Based on Chapter 110, Article 4 of the City of Fairfax Zoning Ordinance.

(2) Based on the existing parking supply of 379 spaces

Table II-2
 N29 Willowwood
 Weekday Shared Parking Demand

	Hour of Day																			
	6 AM	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	
Retail																				
Visitors	1%	5%	15%	35%	60%	75%	100%	100%	95%	85%	85%	85%	90%	80%	65%	45%	15%	5%	0%	
Employee	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%	
Residential Apartments																				
Visitors	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%	
Residents	95%	80%	67%	55%	50%	45%	40%	40%	40%	40%	45%	50%	60%	70%	80%	85%	95%	97%	100%	
Retail - Within Shared Spaces	1	1	2	4	6	6	7	9	9	8	8	8	8	9	8	6	5	2	1	
Office - Within Dedicated Spaces	-	-	-	142	179	179	179	123	123	161	123	28	-	-	-	-	-	-	-	
Office - Within Dedicated Spaces	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Residential	-	3	6	6	6	6	6	6	6	6	6	11	16	26	26	26	26	21	13	
Residential - Shared Spaces	130	109	92	75	68	62	62	55	55	55	62	68	82	96	109	116	130	132	136	
Residential - Dedicated Spaces	237	237	237	237	237	237	237	237	237	237	237	237	237	237	237	237	237	237	237	
Totals Parking Required	568	550	537	664	696	691	630	630	668	667	636	552	544	567	578	584	595	591	586	
Difference	144	162	175	48	16	21	82	82	44	45	76	160	168	145	134	128	117	121	126	

Office Parking Summary
 Spaces Required by Office 379 spaces
 Dedicated Garage Spaces 200 spaces
 Balance in Shared Area 179 spaces

Retail Parking Summary
 Assumed to be in shared area 9 spaces

Multifamily Residential Parking Summary
 Number of Units 263 units
 Total Parking Required 399 spaces
 Dedicated Residential Spaces 237 spaces
 Balance in Shared Area 162 spaces
 Visitors in Shared in Shared Area 26 spaces
 Residents in Shared in Shared Area 136 spaces

0.9 Reserved Spaces per Unit

Summary
 Parking Supply 712 spaces
 Maximum Parking Demand (10 AM) 696 spaces
 Difference 16 spaces