

FEBRUARY 11, 2021

REVISED MAY 11, 2021

The purpose of this Memorandum is to demonstrate the required parking supply for the revised development program under the proposed Amended PUD Master Development Plan, including a change in the configuration and phasing of Building A from the 2015 PUD Amendment, a change to the configuration of the open space surrounding Building A, a change in the configuration and unit count for Buildings E and F, the addition of commercial space to Buildings E and F, the elimination of the office building planned for Parcel D and the provision of surface parking on Parcel D to serve the ferry terminal and the commercial uses. As explained below, the number of parking spaces required for the current proposed uses based upon the parking ratios contained in the SEQRA Findings is 2,458 spaces. The developer's plans demonstrate that it will exceed that number by at least 186 spaces (an inventory of 2,644) and may be able to provide as many as 2,697 parking spaces, which is 239 spaces more than are required for the proposed Amended PUD Master Plan, using the parking ratios established by Planning Board. On weekdays, when the Parcel D lot will be made available to ferry commuters, the development can still provide an inventory of at least 2,644 spaces by using valet parking in lieu of the striped spaces on the Parcel D lot.

### 2011 SEQRA FINDINGS

The New York State Environmental Quality Review Act Findings Of The Planning Board Of The City Of Glen Cove Respecting The RXR Glen Isle Mixed-Use Waterfront Development Project, City Of Glen Cove, New York (the "Statement of Findings") issued in 2011 for the Garvies Point project recommended parking ratios based on Urban Land Institute ("ULI") data for mixed-use developments. In its Statement of Findings, the Planning Board also acknowledged that the Board could allow fewer parking spaces based upon "shared parking credits" in accordance with ULI data regarding mixed-use developments. Shared Parking credits take into account the fact that in mixed-use areas, different types of land uses will have different peak hours and can share parking spaces. In fact, the Planning Board concluded that, using recommended ratios and a "shared parking credit," the number of required parking spaces for the Proposed Action could be reduced by approximately 18.7% from what code would have otherwise required.

The parking rates recommended in the Statement of Findings (Transportation section, item 9 on page 123) are as follows:

- Residential Rental: 1.65 spaces per unit
- Residential Condo: 1.85 spaces per unit
- Retail: 1 space per 265 sf
- Restaurant: 19 spaces per 1,000 sf
- Spa: 6 spaces per 1,000 sf
- Office: 3.65 spaces per 1,000 sf
- Marina: .63 spaces per slip
- Park: 2.62 spaces per acre

### PROPOSED AMENDED PUD MASTER DEVELOPMENT PLAN

FEBRUARY 11, 2021

REVISED MAY 11, 2021

### PARKING SUPPLY

The proposed parking supply is detailed in Table 1. Key changes from the approved 2015 PUD Master Development Plan include:

- Road A at Sunset Beach is no longer planned, but the 31 parking spaces along this road have been replaced by an equal number of 90-degree angled spaces along Garvies Point Road adjacent to Building A so they remain convenient to Sunset Beach. There is actually a small gain in public spaces, as six of the spaces on Road A were to be reserved for valet use and these will now be regular public spaces.
- 12 spaces that were planned for Herb Hill Road have been removed. The overall public on-street inventory for the East Parcel is still planned to provide enough spaces to accommodate the public uses.
- Block D will no longer include an office building with a 250-space garage. Instead, a surface lot will provide 165 spaces in a shared-use arrangement: they will be available for ferry parking during the day on weekdays and will serve the East Parcel's commercial developments at night and on weekends.
- The redesign of Building A does not impact parking for the residential uses. As noted above, all restaurant parking is now located in the building.
- The public parking lots at Garvies Point Park and along Road D still have the option to add spaces through land-banking. The Road D parking area has not changed size. The Park lot was planned at 33 spaces with potential to add 39 in the 2015 PUD. Now it is planned at 52 spaces with a potential to add 34.

Public spaces are shown by street in Figures 2 through 4, starting on page 12. Boat trailer spaces, though not included in our parking analysis, are shown for reference in Figure 5 on page 15.

FEBRUARY 11, 2021

REVISED MAY 11, 2021

Table 1: Proposed Parking Inventory

Block/Street	Description	Base Inventory			Landbank Inventory			
		On-St and Public Off-St Spaces	Off-St and Private On-St Spaces	Total	Landbank Spaces	On-St and Public Off-St Spaces with Landbanking	Off-St and Private On-St Spaces with Landbanking	Total
Road F	Road F		10				10	
Road E	Road E		0				0	
Block E	Block E/F Garage		308				308	
Block G	Block G Garage		91				91	
Block I	I Surface Lot		119				119	
Block I	I Garage		213				213	
Block D	D Surface Lot		165		90		165	
Block H	H Garage		311				311	
Block J	J Lot		53				53	
Block J	Brewery Lot		28				28	
Dickson St	Along Block E	15				15		
Dickson St	Along Block G	5				5		
Dickson St	Along Block H	15				15		
Garvies Pt Rd	Traffic Circle to Road D	31				31		
Garvies Pt Rd	Traffic Circle to Road D	41				41		
Herb Hill Rd	Along Block H	5				5		
Herb Hill Road	Along Block J	0				0		
<b>SUBTOTAL EAST PARCEL</b>		<b>112</b>	<b>1298</b>	<b>1410</b>	*	<b>112</b>	<b>1298</b>	<b>1410</b>
B	B Garage		312				312	
A	A Garage		756				756	
Garvies Pt Rd	West from Road D	95			-1	94		
Garvies Pt Park	Transient Surface Lot	52			34	86		
Road A	Sunset Park Road	0				0		
Road D	Road D	19			20	39		
<b>SUBTOTAL WEST PARCEL</b>		<b>166</b>	<b>1068</b>	<b>1234</b>	<b>53</b>	<b>219</b>	<b>1068</b>	<b>1287</b>
<b>TOTAL</b>		<b>278</b>	<b>2366</b>	<b>2644</b>	<b>53</b>	<b>331</b>	<b>2366</b>	<b>2697</b>

\*90 valet spaces on Parcel D are excluded from the total since they are a weekday alternate to the 165-space lot, not additional.

Note: Boat Trailer spaces are not included in inventory.

### PARKING REQUIREMENTS CALCULATION AND PARKING ADEQUACY

The proposed parking lot on Parcel D will have two uses – it will be for ferry commuters during the day on weekdays and for the East Parcel commercial uses (primarily Parcel E/F, but also overflow from Parcel J as needed) at night and on weekends. Weekday parking will be discussed in a separate section. The table below quantifies parking requirements and adequacy during the night and weekend periods when the Parcel D lot is available to restaurant-goers. The table shows the proposed land use quantities, calculation of parking required per The Findings, and parking supplies with and without landbanked spaces. The table provides separate calculations for the East and West Parcels and for Public and Residential/Commercial uses.

FEBRUARY 11, 2021

REVISED MAY 11, 2021

Please note that our analysis does not include potential sites for Workforce Housing, but these will be planned to accommodate all Findings-required parking on site.

**Table 2: Comparison of Parking Demand to Spaces Provided**

Block	Planned Uses	Zoning Requirements/ Consistency with Findings	Parking Required	Planned Inventory				Inventory with Landbank		
				Private/ Off-St	Public/ On-St	Total	Surplus/ Deficit	Valet Spaces	Total incl. Valet	Surplus/ Deficit
<b>East Parcel</b>										
<u>Res/Comm. Uses</u>										
Parcel G	55 rental units	1.65 /unit	91	91		91	0		91	0
Parcel H	177 rental units	1.65 /unit	293						311	6
	3,055 sf retail	0.0038 /sf	12	311		311	6			
Parcel I	208 rental units	1.65 /unit	344	332		332	-12		332	-12
Parcel D				165		165	165	90	165	165
Parcel E/F	172 rental units	1.65 /unit	284							
	5,059 restaurant	0.0190 /sf	97	318		318	-75		318	-75
	2,000 spa	0.006 /sf	12							
Parcel J + Brewery	5,780 sf restaurant	0.0190 /sf	110							
	2,540 sf brewery*	0.00365 /sf	10	81		81	-63		81	-63
	6,250 sf retail	0.0038 /sf	24							
<b>Subtotal - Res/Commercial</b>			<b>1277</b>	<b>1298</b>		<b>1298</b>	<b>21</b>		<b>1298</b>	<b>21</b>
<u>Public Uses</u>										
Transient Marina & Anglers Marina	84 slips	0.63 per slip	53							
Accessible Park	11 acres	2.62 per acre	29							
<b>Subtotal - Public</b>			<b>82</b>		<b>112</b>	<b>112</b>	<b>30</b>		<b>112</b>	<b>30</b>
<b>Total East Side</b>			<b>1359</b>	<b>1298</b>	<b>112</b>	<b>1410</b>	<b>51</b>	<b>0</b>	<b>1410</b>	<b>51</b>
<b>West Parcel</b>										
<u>Res/Comm. Uses</u>										
Block A1	136 condo units	1.85 /unit	252	291		291	39			
Block A3	135 condo units	1.85 /unit	250							
	6,000 sf restaurant	0.019 /sf	114	314		314	(50)			
Block A2	75 condo units	1.85 /unit	139	151		151	12			
Block B	167 condo units	1.85 /unit	312	312		312	0			
<b>Subtotal - Residential</b>			<b>1067</b>	<b>1068</b>	<b>0</b>	<b>1068</b>	<b>1</b>		<b>1068</b>	<b>1</b>
<u>Public Uses</u>										
Accessible Park	7.35 acres	2.62 per acre	20							
Sunset Beach	1.4 acres	8 per acre	12							
<b>Subtotal - Public</b>			<b>32</b>		<b>166</b>	<b>166</b>	<b>134</b>	<b>53</b>	<b>219</b>	<b>187</b>
<b>Total West Side</b>			<b>1099</b>	<b>1068</b>	<b>166</b>	<b>1234</b>	<b>135</b>	<b>53</b>	<b>1287</b>	<b>188</b>
<b>Total - East and West Sides</b>			<b>2458</b>	<b>2366</b>	<b>278</b>	<b>2644</b>	<b>186</b>	<b>53</b>	<b>2697</b>	<b>239</b>

\*90 valet stalls are shown on Parcel D. These are not included in the total parking available since they are an alternate to, not an addition to, the regular inventory on Parcel D.

FEBRUARY 11, 2021

REVISED MAY 11, 2021

Source: Walker Parking Consultants, 2020.

As shown in Table 2, when the Parcel D parking is available at night and on weekends, the East Parcel will have sufficient parking available for restaurant goers as well as for the public uses and the residents. The restaurant uses on Parcels E/F and J generate more demand than can be accommodated within those parcels, but the Parcel D lot will have enough parking for the overflow.

### WEEKDAY PARKING

On weekdays during the day and into early evening, some or all of the 165 spaces in the Parcel D lot will not be available. The developer is proposing to supplement the parking inventory as needed to meet weekday demand using valet parking. To determine the needed supply, we have evaluated the daytime demand using data on parking patterns found in the Urban Land Institute's *Shared Parking*<sup>1</sup> reference. This is the most comprehensive dataset available on parking, and the industry standard for projecting parking needs. The parking ratios outlined in The Findings are based on the 2005 edition of *Shared Parking*. *Shared Parking* uses research done around the U.S. on parking patterns for a variety of land uses. The research includes:

- Parking generation ratios that express the peak demand generated by a land use on weekdays and weekends. The ratios are expressed as the number of cars generated per unit of land use (square footage, residential unit, hotel key, etc.) at peak.
- Hourly parking patterns at these uses, to show the variation in demand over the course of a day on a weekdays and weekends.

The *Shared Parking* data suggest that restaurants generate less demand on a weekday than on a weekend, even during the evening peak. In comparison to the ratio recommended for weekend evenings (19 spaces per 1,000 sf, which was adopted for The Findings), ULI recommends a peak weekday demand ratio of 15.5 spaces per 1,000 sf on weekdays.

In addition, restaurants do not reach their peak demand on a weekday until 7 pm. The table below shows the typical demand pattern over the course of a weekday.

**Table 3: Hourly Restaurant Demand per ULI Shared Parking - Weekday**

Land Use		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
Fine/Casual Dining	Visitors	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%
	Employees	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%

Using data from the ULI *Shared Parking* model, we project an 86-space deficit for the Parcel E/F and J commercial uses, as shown in the following table.

<sup>1</sup> Smith, Mary. *Shared Parking* (3<sup>rd</sup> Edition). Washington, DC, Urban Land Institute, 2020.

FEBRUARY 11, 2021

REVISED MAY 11, 2021

**Table 4: Hourly Shared Parking Demand - East Parcel Commercial Uses - Weekday**

	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm
Retail - Parcel J	14	18	21	23	23	22	19	19	20	20	19
Spa/Medical - Parcel E/F	12	12	6	11	12	12	11	10	8	4	2
Brewery (Operations) Parcel J	10	10	10	10	10	10	10	6	2	0	0
Restaurants - Parcels E/F and J	<u>44</u>	<u>80</u>	<u>130</u>	<u>130</u>	<u>116</u>	<u>76</u>	<u>90</u>	<u>133</u>	<u>161</u>	<u>169</u>	<u>169</u>
<b>Total Demand</b>	<b>80</b>	<b>120</b>	<b>168</b>	<b>174</b>	<b>161</b>	<b>120</b>	<b>131</b>	<b>169</b>	<b>191</b>	<b>193</b>	<b>190</b>
Available Supply*	<u>105</u>	<u>105</u>	<u>105</u>	<u>105</u>	<u>105</u>	<u>105</u>	<u>105</u>	<u>105</u>	<u>105</u>	<u>188</u>	<u>270</u>
<b>Surplus/Deficit</b>	<b>25</b>	<b>(15)</b>	<b>(63)</b>	<b>(69)</b>	<b>(56)</b>	<b>(15)</b>	<b>(26)</b>	<b>(64)</b>	<b>(86)</b>	<b>(5)</b>	<b>80</b>

\*Supply includes:

308 spaces in Parcel E/F garage, less 284 for residents = 24 spaces for commercial use, plus

81 spaces on Parcel J and at the Brewery = 105 spaces during the day. By 7 pm, Parcel D spaces are coming on line.

We consider these to be conservative projections insofar as they assume all of the following:

- The Available Supply total assumes that all 165 spaces in the Parcel D lot are in use until 7 pm and no spaces are available to the commercial uses all day.
- The Shared Parking Model shows restaurants getting to 95% occupancy by 6 pm, likely before ferry demand declines. This is an early dinner hour for many people in the New York region given commute times.
- The demand projections take no reduction to the number of cars to account for captive market groups. A captive market is formed when people who are already parked for the day or evening in an area (generally residents, hotel guests, office workers) create a walk-in market for auxiliary uses like retail and dining. With over 1,100 Garvies Point households as well as other neighborhoods nearby, and with commuters coming off the ferry in the evening, it is likely that a reasonable percentage of the ±130 restaurant cars will be replaced by walk-ins. A percentage of “spa” and retail patrons will also be neighborhood residents, especially during the weekdays. If two percent of the households at Garvies Point patronized the restaurants on a given weekday, there would be a 22-car reduction in the projection.
- The Available Supply total assumes street parking is not used. The clip below from Table 2 shows a 30-space surplus for on-street parking after it meets The Findings’ requirements for accommodating marina, Angler Club, and park needs. As the number of people coming to the parks decreases on weekday evenings, that surplus will grow.

Block	Planned Uses	Zoning Requirements/ Consistency with Findings	Parking Required	Planned Inventory		
				Public/ On-St	Total	Surplus/ Deficit
<i>Transient Marina &amp; Anglers Marina</i>	<i>84 slips</i>	<i>0.63 per slip</i>	<i>53</i>			
<i>Accessible Park</i>	<i>11 acres</i>	<i>2.62 per acre</i>	<i>29</i>			
<b>Subtotal - Public</b>			<b>82</b>	<b>112</b>	<b>112</b>	<b>30</b>

FEBRUARY 11, 2021

REVISED MAY 11, 2021

Noting these caveats, we think the projections in Table 4 are conservative. Assuming restaurant-goers make use of the anticipated excess on-street parking, the shortage would be reduced from 69 spaces to 39 spaces at lunch hour. If park/marina demand were half of its 82-space midday peak by 6 pm, the 30-space excess supply would grow to 72 spaces and the 6 pm shortage would only be about 14 spaces.

However, in order to plan for a worst-case scenario the developer has proposed creating a valet option for up to 90 cars in a flexible arrangement. With this extra inventory included, the demand on the East Parcel are met even in the worst-case scenario:

FEBRUARY 11, 2021

REVISED MAY 11, 2021

**Table 5: Comparison of Parking Demand to Spaces Provided – East Parcel (Weekday Peak – 6 pm)**

Block	Planned Uses	Zoning Requirements/ Consistency with Findings	Parking Required	Planned Inventory				Valet Spaces	Total incl. Valet	Surplus/ Deficit
				Private/ Off-St	Public/ On-St	Total	Surplus/ Deficit			
<b>East Parcel</b>										
<u>Res/Comm. Uses</u>										
Parcel G	55 rental units	1.65 /unit	91	91		91	0		91	0
Parcel H	177 rental units	1.65 /unit	293	311		311	6		311	6
	3,055 sf retail	0.0038 /sf	12							
Parcel I	208 rental units	1.65 /unit	344	332		332	-12		332	-12
Valet - Parcel D and Garages						0	0	90	90	90
Parcel E/F	172 rental units	1.65 /unit	284							
	5,059 restaurant	0.0190 /sf	74	318		318	-48		318	-48
	2,000 spa	0.006 /sf	8							
Parcel J + Brewery	5,780 sf restaurant	0.0190 /sf	87							
	2,540 sf brewery*	0.00365 /sf	2	81		81	-28		81	-28
	6,250 sf retail	0.0038 /sf	20							
<b>Subtotal - Res/Commercial</b>			<b>1215</b>	<b>1133</b>		<b>1133</b>	<b>-82</b>	<b>90</b>	<b>1223</b>	<b>8</b>
<u>Public Uses</u>										
Transient Marina & Anglers Marina	84 slips	0.63 per slip	53							
Accessible Park	11 acres	2.62 per acre	29							
<b>Subtotal - Public</b>			<b>82</b>		<b>112</b>	<b>112</b>	<b>30</b>		<b>112</b>	<b>30</b>
<b>Total East Side</b>			<b>1297</b>	<b>1133</b>	<b>112</b>	<b>1245</b>	<b>-52</b>	<b>90</b>	<b>1335</b>	<b>38</b>
<b>West Parcel</b>										
<u>Res/Comm. Uses</u>										
Block A1	136 condo units	1.85 /unit	252	291		291	39		291	39
Block A3	135 condo units	1.85 /unit	250	314		314	(50)		314	(50)
	6,000 sf restaurant	0.019 /sf	114							
Block A2	75 condo units	1.85 /unit	139	151		151	12		151	12
Block B	167 condo units	1.85 /unit	312	312		312	0		312	0
<b>Subtotal - Residential</b>			<b>1,067</b>	<b>1068</b>	<b>0</b>	<b>1068</b>	<b>1</b>		<b>1068</b>	<b>1</b>
<u>Public Uses</u>										
Accessible Park	7.35 acres	2.62 per acre	20							
Sunset Beach	1.4 acres	8 per acre	12							
<b>Subtotal - Public</b>			<b>32</b>		<b>166</b>	<b>166</b>	<b>134</b>	<b>53</b>	<b>219</b>	<b>187</b>
<b>Total West Side</b>			<b>1099</b>	<b>1068</b>	<b>166</b>	<b>1234</b>	<b>135</b>	<b>53</b>	<b>1287</b>	<b>188</b>
<b>Total - East and West Sides</b>			<b>2396</b>	<b>2201</b>	<b>278</b>	<b>2479</b>	<b>83</b>	<b>143</b>	<b>2622</b>	<b>226</b>

**VALET PLAN**

As noted in the previous section, we believe the weekday deficit will be less than 40 cars; however, to prepare for a worst case scenario the applicant is prepared to accommodate 86 cars using valet parking when Parcel D is



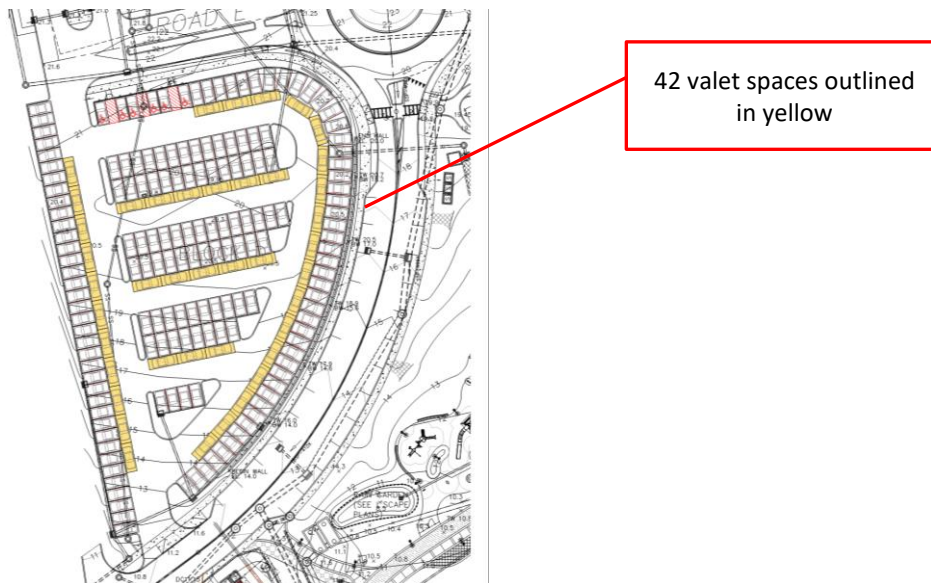
FEBRUARY 11, 2021

REVISED MAY 11, 2021

allocated to ferry parkers during the weekday. Because of the unknowns in relation to ferry demand and the extent of the weekday daytime shortages, the valet plan should be flexible. In examining opportunities to create valet parking, we note the following:

- Parcel D is a good location for valet parking. With ferry cars parked all day, use of the aisles for valet cars will be streamlined.
- Parcel D may be sufficient to accommodate all valet needs, especially before Parcel J is built out. If additional valet space is needed, aisle parking can be made available in the residential garages in Buildings E/F, H and/or I.
- Parcel D can accommodate an extra 42 cars as shown in the diagram below.

Figure 1: Valet Parking Configuration, Parcel D



If Parcel D is not sufficient to accommodate the cars, the remaining valet spaces can be created as needed in the residential garages. Although residential garages do have some turnover during a weekday, they are still easy locations for a valet operation. The table below summarizes Walker’s site studies. Our studies did not attempt to maximize the available aisle space. Even without dense use of the aisles, the three buildings can offer more valet parking than the 48 spaces needed to complement the 42 in Parcel D. The developer’s valet manager may recommend using some parking in Building I to support the Brewery while keeping some spaces available in Building E/F or H for the E/F Parcel restaurant.

Table 6: Valet Inventory, Residential Buildings

	Building E/F	Building H	Building I
L1 Level	24	14	
Grade Level	20	24	27
Total per building	44	38	27
Total all			109

FEBRUARY 11, 2021

REVISED MAY 11, 2021

Finally, we have looked at the possibility of using stackers on Parcel D. With stackers it would be easy to create 90 spaces all in one location. If demand is routinely as high as projected here, and over many hours a day, stackers may end up being a good operational tool. However, stackers may be less desirable for the public and would make self-park impossible even on weekends. Walker recommends keeping this option available for the longer term as a back-up plan if demand is routinely at the top end of our worst-case scenario.

## SUMMARY

The public and private parking supplies on the East and West parcels are adequate on weekends for their respective land uses. On weekdays, if the ferry parking is fully utilized there will be a shortage of up to 86 spaces for the commercial uses on the East Parcel, but this shortage may be reduced if surplus on-street parking can be used; the on-street system is planned to have a surplus of 30 spaces beyond the requirements of The Findings for public parking to serve the marinas and parkland. The surplus will be greater by evening as people leave the parks and marinas.

If on-street parking is shared, the deficit may be accommodated within the 42-space valet capacity in Parcel D. In a worst-case scenario, the 86-space deficit could be accommodated by supplementing the Parcel D valet with valet parking in the residential buildings.

A parking or property manager can gauge the available weekday surpluses on a regular basis and determine when occupancies are high enough to warrant starting or expanding a valet operation. In particular, before Parcel E/F opens and before Parcel J retail opens, occupancy should be reviewed for adequacy to meet projected demand. When new land uses are not opening but ferry use is increasing and/or parking occupancy is increasing for other reasons, occupancy over 90 percent (85 percent on-street) should trigger implementation or expansion of the valet operation. Planning the operation this way allows parking resources to be efficiently utilized, but also assures that a solution is in place before shortages occur.

FEBRUARY 11, 2021

REVISED MAY 11, 2021

**APPENDIX: PARKING SUPPLY CHANGES AND PUBLIC SUPPLY LAYOUTS**

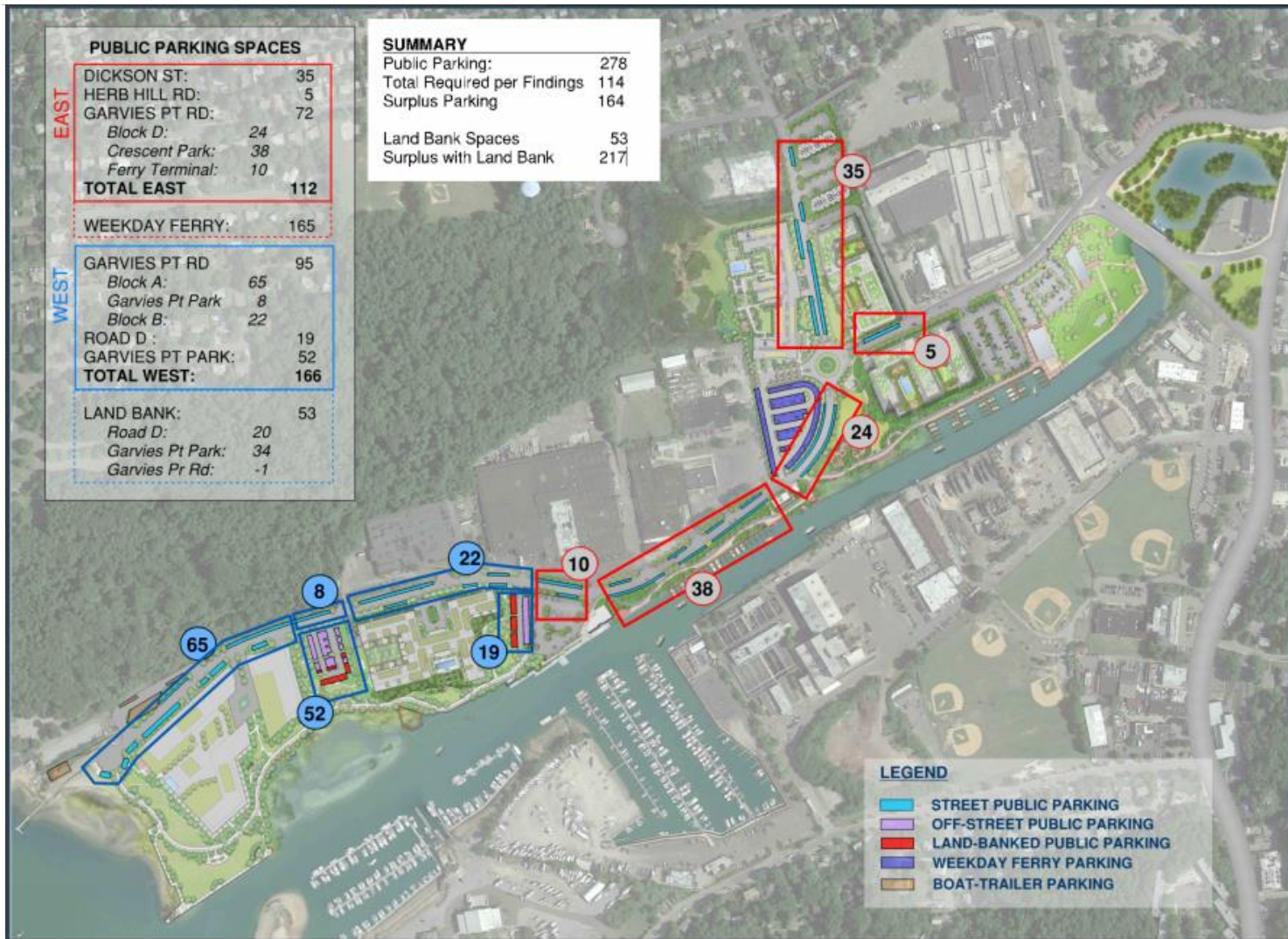
Table 7: 2015-2020 Comparison of Inventory

Type	Roadway/Facility	2015			2020		
		Inventory	Landbank	Total	2020	Landbank	Total
<b>Public</b>							
	Herb Hill Road	17		17	5		5
	Dickson Street	35		35	35		35
	Garvies Point Road	125	-1	124	167	-1	166
	Sunset Park Road	25 *	3	28	0		0
	Road D	19	20	39	19	20	39
	Garvies Point Park	<u>33</u>	<u>39</u>	<u>72</u>	<u>52</u>	<u>34</u>	<u>86</u>
	<b>Subtotal</b>	<b>254</b>	<b>61</b>	<b>315</b>	<b>278</b>	<b>53</b>	<b>331</b>
<b>Private</b>							
	Road E	19		19	0		0
	Road F	10		10	10		10
	Block I/J	119		119	119		119
	Block E lot	77		77			0
	Block F lot	98		98			0
	Block G lot	90		90	91		91
	A1 Garage	705		705	756		756
	B2 Garage	309		309	312		312
	D Garage/Lot	250		250	165	90 **	255
	E Garage	93		93	308		308
	H Garage	311		311	311		311
	I Garage	213		213	213		213
	Brewery Lot	0		0	28		28
	Block J Lot	<u>0</u>		<u>0</u>	<u>53</u>		<u>53</u>
	<b>Subtotal</b>	<b>2294</b>		<b>2294</b>	<b>2366</b>		<b>2366</b>
	<b>Total</b>	<b>2548</b>	<b>61</b>	<b>2609</b>	<b>2644</b>	<b>53</b>	<b>2697</b>

\*Excluding 6 valet spaces in base inventory and 8 in landbank inventory

\*\*Excluded from Total

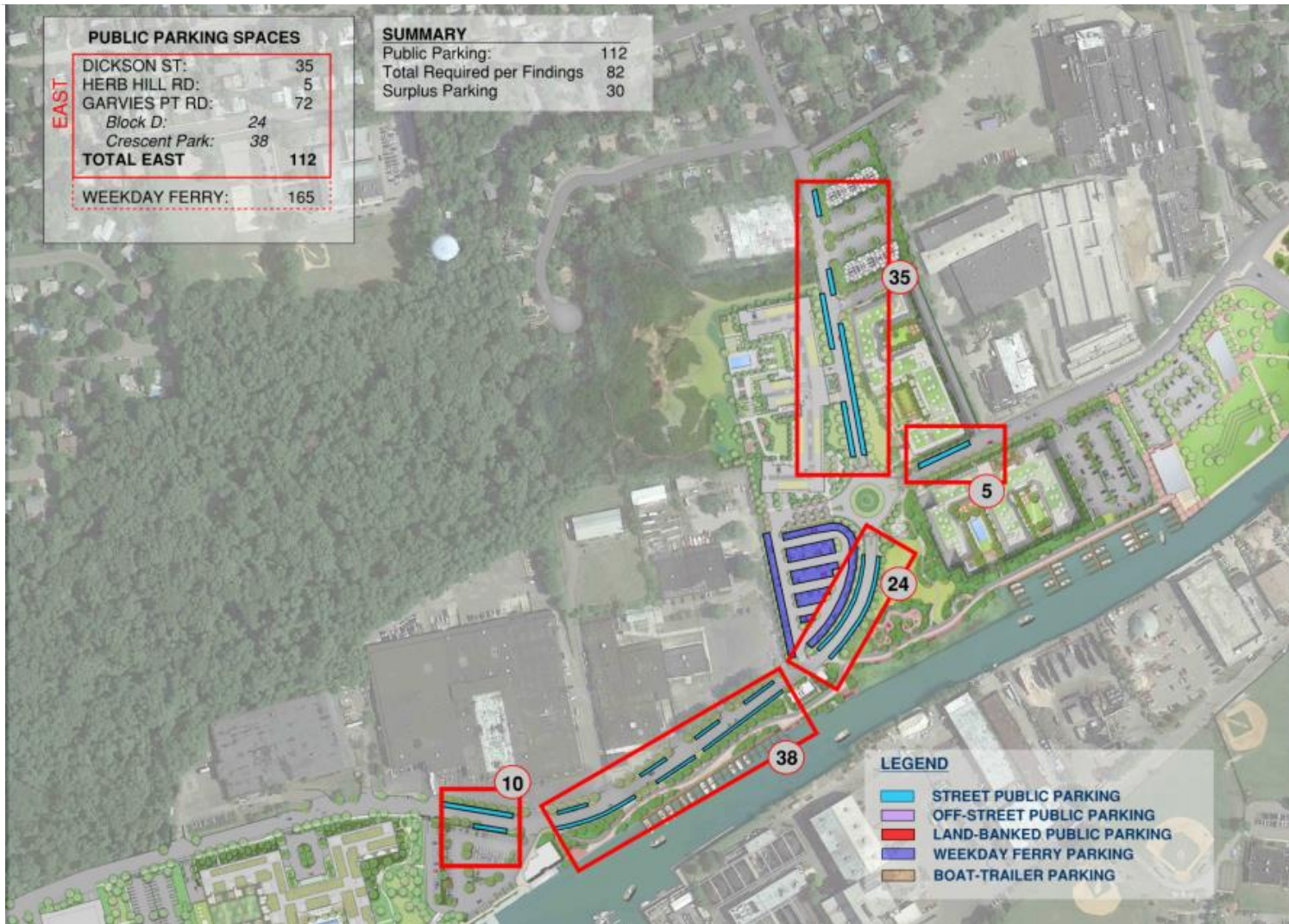
Figure 2: Public Parking Inventories - Whole Site



Source: Base drawing courtesy of MPFP, inventories and summaries by Walker.

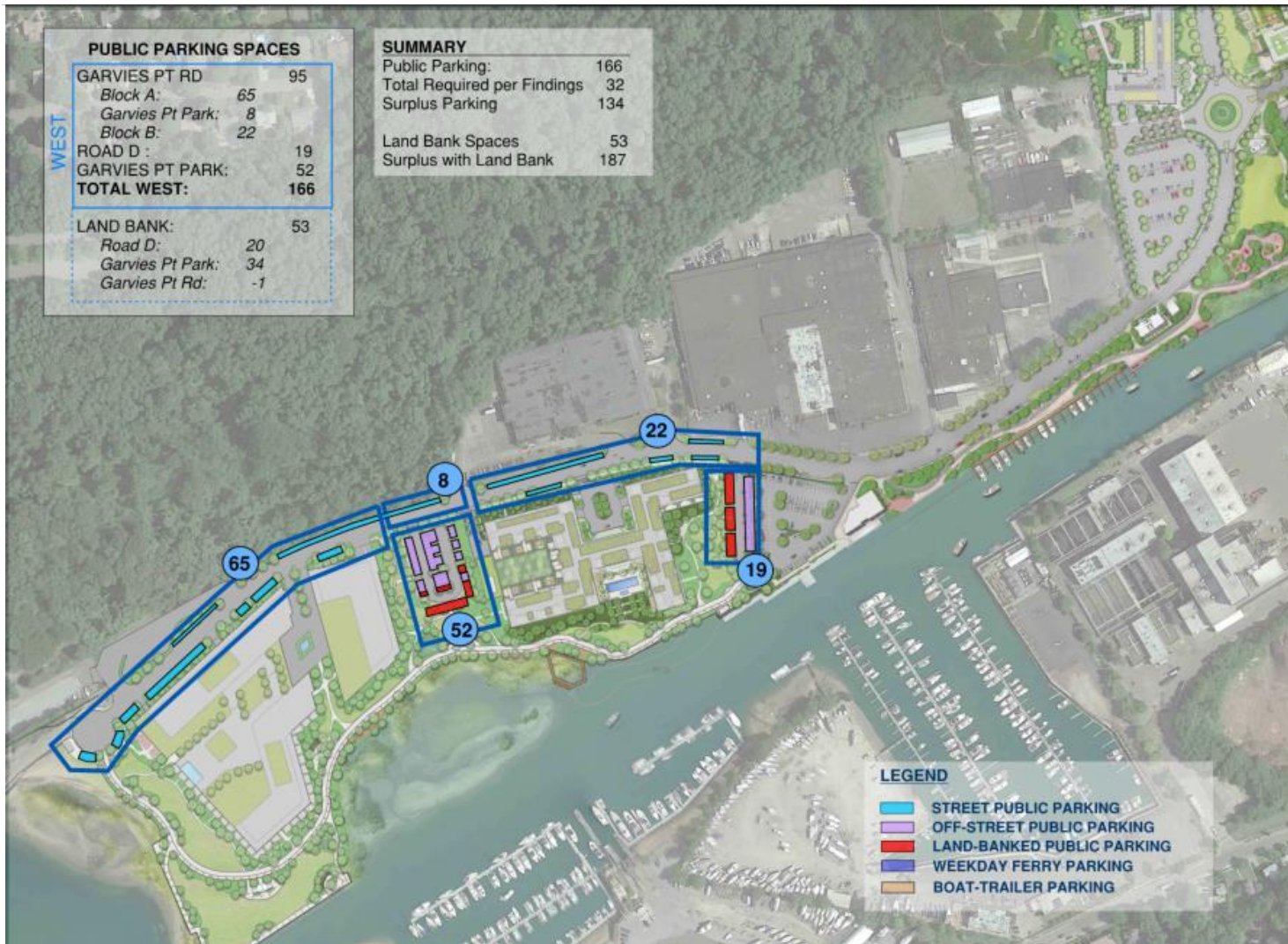


Figure 3: Parking Summary – East



Source: Base drawing courtesy of MPFP, inventories and summaries by Walker.

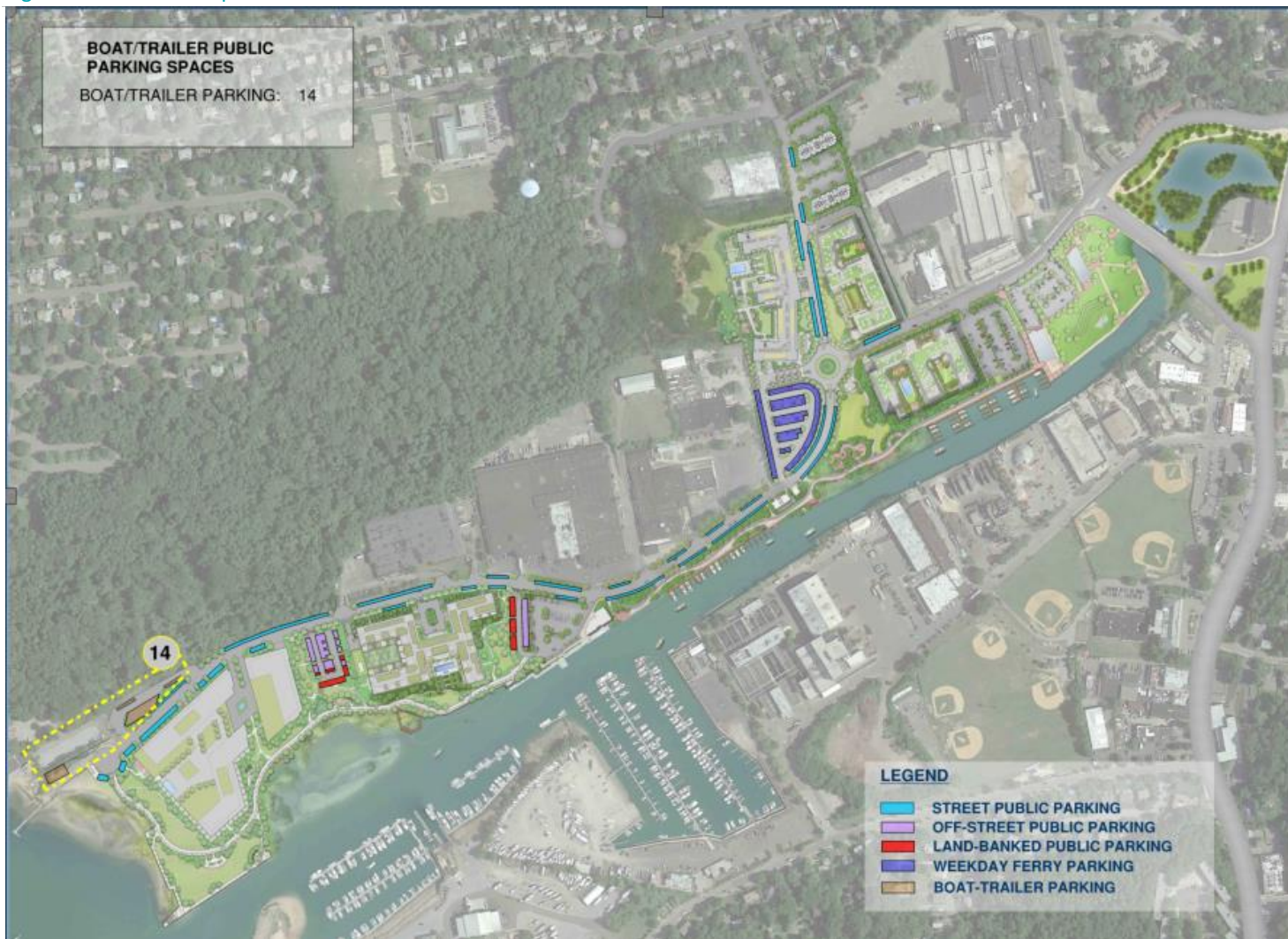
Figure 4: Parking Summary – West



Source: Base drawing courtesy of MPFP, inventories and summaries by Walker.



Figure 5: Boat Trailer Spaces



Source: Base drawing courtesy of MPFP, inventories and summaries by Walker.