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MONTEREY PARK ORANGE ONTARIO SAN DIEGO CULVER CITY

TECHNICAL MEMORANDUM

Date: July 12, 2023

To: Glenn Michitsch, LEED AP, Senior Planner – City of Calabasas Community Development Department

From: Ryan Kelly, TE, Senior Engineer – KOA Corporation

Subject: The Commons at Calabasas – Future Commercial Development Parking Assessment

KOA Corporation (KOA) conducted a Shared Parking Analysis for the proposed new commercial land-use components of The Commons Lane (the “Commons” and “Project Site”), located at 4799 Commons Way in the City of Calabasas (the “City”). The existing Project Site is developed with a shopping center with a combination of retail, supermarket/grocery, pharmacy, restaurant, and movie theater land-use components. The existing Project Site includes 1,059 automobile parking spaces in surface lots that surround the center. The existing site plan is provided in Attachment A.

The Commons at Calabasas, LLC (the “Owner”) proposes to construct two new mixed-use buildings (referred herein as Buildings A and B) with up to 119 residential apartment units and up to 24,163 square feet of new commercial uses (the “Project”). To accommodate the Project, the 33,091 square-foot movie theater will be removed and replaced with a 101-dwelling unit residential apartment building (“Building A”), which will include 2,033 square feet of ground-floor retail space. In addition, the Project will replace a portion of the shopping center’s surface parking lot with four new interrelated buildings (“Buildings B”) that include up to 18 residential apartment dwelling units, up to 10,172 square feet of retail space, up to 11,958 square feet of counter-service and table-service restaurant space, and up to 3,112 square feet of outdoor dining area. The Project will provide subterranean parking underneath each respective building to serve the proposed residential uses in compliance with the Calabasas Municipal Code (CMC). Parking for existing commercial land uses will remain and the proposed new commercial uses will be provided within the reconfigured surface parking lots. The Project will remove 139 existing commercial automobile parking spaces and add 11 new commercial automobile parking spaces, resulting in a net loss of 128 parking spaces and a future total supply of 931 automobile parking spaces to be shared among the commercial land-use components. In total, the decommissioning of the movie theater and the addition of up to 24,163 square feet of new commercial uses will result in a net decrease of approximately 8,928 square feet of commercial-generating parking demand. The Project site plan is shown in Attachment B.

Pursuant to CMC Section 17.28.050.B, the Project requests a Shared Parking reduction based on a shared parking analysis. This Shared Parking Analysis evaluates the anticipated peak automobile parking demands of the Project’s commercial land-use components and compares them with the proposed parking supply of 931 spaces. In this analysis, the shared parking demands of the Project’s commercial uses have been analyzed using the methodology and parking demand variation data from the Urban Land Institute (ULI) *Shared Parking* (3rd Edition, 2020) manual, while also accounting for the Project’s potential captive demands related to its residential uses.

PROJECT COMMERCIAL LAND USE DESCRIPTION

The Project commercial land uses will consist of the existing shopping center’s commercial land uses (minus the movie theater), ground-floor retail space proposed in Building A, and retail and restaurant space proposed in Buildings B. Some of the existing and proposed restaurants also include outdoor dining areas. The existing shopping center commercial land-use components and sizes are listed in Attachment C, while the proposed commercial land-use components are detailed in Attachment D. All necessary utility rooms and hallways have been included in the land-use component gross floor area totals.

The Project’s commercial components and sizes are summarized in Table 1, which includes existing and proposed uses. As shown, following development of the Project, the Commons will include 209,319 square feet of total shopping center building gross floor area and 15,037 square feet of outdoor dining area. Per the CMC Section 17.12.195, shopping centers are required to provide 1 automobile parking space for each 250 square feet of gross floor area. While shopping centers include such uses as retail space, supermarkets/grocery stores, pharmacies, and restaurants, the City requires that any restaurant space in excess of 10 percent of a shopping center’s gross floor area must provide parking at the appropriate parking requirement rate. The “table service” rate of 1 automobile parking space for each 100 square feet was utilized for the fine/casual dining restaurant space in excess of 10 percent of the center’s gross floor area, and the “counter service” rate of 1 automobile parking space for each 180 square feet was used for the fast casual/fast food restaurant space in excess of 10 percent of the center’s gross floor area. These rates align with the parking rates outlined in CMC Section 17.28.040 for stand-alone “table service” and “counter service” restaurant uses and are considered appropriate for the analysis herein. Per the same CMC section, 0 automobile parking spaces are required for outdoor dining areas 250 square feet or less in size, and parking is required for only the outdoor dining floor area in excess of 250 square feet. The difference between the total outdoor dining area and outdoor dining area to be parked is shown in Table 1, as well as in Attachments C and D.

Table 1: Project Commercial Land Use Description

Description/Land Use	Building Gross Floor Area ¹	Outdoor Dining Area ¹	Outdoor Dining Area to be Parked ¹
Existing Shopping Center (to remain)	140,491 sf	--	--
Existing Fine/Casual Dining Restaurants ² (to remain)	27,166 sf	8,091 sf	6,621 sf
Existing Fast Casual/Fast Food Restaurants ³ (to remain)	17,499 sf	3,834 sf	2,880 sf
Future Building A Retail	2,033 sf	--	--
Future Buildings B Retail	10,172 sf	--	--
Future Buildings B Fine/Casual Dining Restaurants ^{2,4}	9,235 sf	3,112 sf	2,362 sf
Future Buildings B Fast Casual/Fast Food Restaurants ³	2,723 sf	0 sf	0 sf
TOTAL	209,319 sf	15,037 sf	11,863 sf

¹ sf = Square feet of gross floor area.

² Fine/casual dining restaurants align generally with the City’s “table service” restaurant designation.

³ Fast casual/fast food restaurants align generally with the City’s “counter service” restaurant designation.

⁴ Fine/casual dining total includes 2,105 sf café listed separately in the Transportation Impact Analysis.

SHARED PARKING ANALYSIS METHODOLOGY

The first step in developing the shared parking profiles for the Project was to determine the required parking for the commercial land-use components as a series of stand-alone individual uses (shopping center, fine/casual dining restaurant [table service], fast casual/fast food restaurant [counter service], and restaurant outdoor dining area), based on the parking requirements described above from the CMC. This step was accomplished through the use of appropriate off-street parking requirement ratios contained in the CMC. The parking ratios utilized as a base for this analysis are listed in Table 2.

In order to determine the amount of restaurant space for which automobile parking will be provided at the appropriate table service and counter service parking ratios, 10 percent of the total shopping center gross floor area (20,932 square feet) was deducted from the total future with Project restaurant gross floor area (56,623 square feet) which results in 35,691 square feet of restaurant space that would be required to be parked according to the restaurant table service or counter service parking ratios provided in Table 2. Of the 35,691 square feet, 22,945 square feet is proposed for fine/casual dining (table service) restaurants and 12,746 square feet is proposed for fast casual/fast food (counter service) restaurants. The split between table service and counter service restaurant space was determined proportionally, based on the total future gross floor areas for these two restaurant types (36,401 square feet and 20,222 square feet, respectively). In addition, given that the CMC is silent regarding parking for outdoor dining areas within shopping centers (parking requirements are based solely on building gross floor area), this analysis assumes the required parking for outdoor dining areas will be calculated per the guidance included in note 3 of Table 2.

Table 2: City of Calabasas Municipal Code Parking Requirement Ratios

Land Use	Ratio ¹
Shopping centers ²	1 space per 250 sf
Restaurants - table service	1 space per 100 sf
Restaurants - counter service	1 space per 180 sf
Outdoor dining ³	1 space per 250 sf
¹ sf = Square feet of gross floor area. ² Where restaurants exceed 10 percent of the total gross floor area, that portion of restaurant space in excess of 10 percent of the center's gross floor area shall be calculated separately. ³ 0 spaces for areas 250 sf or less in size. 1 space for each 250 sf of floor area over 250 sf in size.	

As shown in Table 3 below, the maximum required parking for each commercial land-use component of the Project was then calculated. Based on the stand-alone requirements of the individual land uses and assuming all Project users would access/egress the site via personal automobiles with no internal captive parking demands, driving adjustments for alternative modes and carpooling, etc., the Project's commercial land uses would require a total of 1,043 parking spaces under the CMC.

The stand-alone CMC maximum parking requirement of 1,043 spaces was then used to develop shared parking profiles based on the methodology and parking demand variation pattern data provided in the ULI *Shared Parking* (3rd Edition, 2020) manual. Unlike the CMC parking ratios, the ULI manual factors in and considers parking demand fluctuations for different commercial uses based on month of the year, time-of-day, weekday versus weekend, and customer/visitor versus employee; and adjustments for mode split, average vehicle ridership, and captive market demands that more accurately reflect actual parking demand for the Project as compared to the CMC parking ratios. The shared parking analysis was performed using the Shared Parking Calculation Model (Excel spreadsheet) developed by the ULI, International Council of Shopping Centers, and National Parking Association and included as part the 3rd Edition of *Shared Parking*. The Project's detailed shared parking analysis output worksheets are included in Attachment E. It should be noted that the shared parking calculations in Attachment E do not account for the on-site captive parking demands associated with the Project's residential use, discussed toward the end of this technical memorandum, which result in less parking demand for the commercial uses.

**Table 3: Project Commercial Uses
Maximum Parking Demand Levels based on
City of Calabasas Municipal Code Stand-Alone Parking Requirements**

Description/Land Use	Size ¹	Parking Ratio ¹	Stand-Alone Spaces
Shopping Center	173,628 sf	1 / 250 sf	695
Fine/Casual Dining Restaurant	22,945 sf	1 / 100 sf	229
Fine/Casual Dining Outdoor Dining Area ^{2,3}	8,983 sf	1 / 250 sf	36
Fast Casual/Fast Food Restaurant	12,746 sf	1 / 180 sf	71
Fast Casual/Fast Food Outdoor Dining Area ^{2,4}	2,880 sf	1 / 250 sf	12
TOTAL			1,043
¹ sf = Square feet of gross floor area. ² Per Table 3-11 of Section 17.28.040 of the CMC, outdoor dining is required to provide 0 parking spaces for areas 250 square feet or less in size, and 1 parking space for each 250 square feet of floor area over 250 square feet in size. ³ Of the 11,203 square feet of outdoor dining area associated with fine/casual dining restaurants, parking must be calculated for only 8,983 square feet per CMC Section 17.28.040. ⁴ Of the 3,834 square feet of outdoor dining area associated with fast casual/fast food restaurants, parking must be calculated for only 2,880 square feet per CMC Section 17.28.040.			

In order to utilize the Shared Parking Calculation Model for the Proposed Project analysis, the default model settings and inputs were generally utilized. However, certain modifications to the model inputs were used to account for:

- Use of the CMC parking requirement ratios to represent peak parking ratios;
- Appropriate Driving Adjustments for Project users, based on forecast travel mode split and average vehicle ridership (AVR) factors from the Southern California Association of Governments (SCAG) Regional Travel Demand Model; and
- Appropriate Non-Captive Adjustments for fast casual/fast food restaurant (counter service) land-use components

CMC PARKING RATIOS

Within the Shared Parking Calculation Model, the base parking ratios for the Project’s commercial land uses were adjusted to reflect the requirements of the CMC. For the proposed shopping center/retail component (173,628 square feet of gross floor area within existing center, Building A, and Buildings B), the ULI peak parking ratio of 4.00 spaces per 1,000 square feet of floor area is equivalent to the CMC parking requirement ratio of 1 space per 250 square feet of floor area. Therefore, the retail weekday and weekend base parking ratios, split customer/visitor versus employee, did not require adjustment for the portion of the Project parked under the CMC shopping center ratio.

However, the ULI parking demands associated with the proposed fine/casual dining (table service) restaurants (22,945 square feet of building floor area and 8,983 square feet of outdoor dining area) and proposed fast casual/fast food (counter service) restaurants (12,746 square feet of building floor area and 2,880 square feet of outdoor dining area) differ compared to the CMC ratios. Per CMC requirements, fine/casual dining restaurants require 1 space per 100 square feet of building floor area and 1 space per 250 square feet of outdoor dining area. As such, the aggregated 31,928 square feet of indoor and outdoor fine/casual dining restaurant space would require approximately 265 spaces, which equates to an average rate of approximately 8.31 spaces per 1,000 square feet. Thus, the fine/casual dining restaurant base parking ratios for weekdays and weekends, split customer/visitor versus employee, were adjusted proportionally so that the peak ratio equaled 8.31 spaces per 1,000 square feet (e.g., based on ULI ratio proportions, the peak weekend parking ratio was split 7.14 spaces per

1,000 square feet for customers/visitors and 1.17 spaces per 1,000 square feet for employees per CMC requirements). The same general principle was applied to fine/casual dining (table service) restaurant weekday parking ratios and to fast casual/fast food (counter service) restaurant weekday and weekend parking ratios. Based on these adjustments, the base parking ratios were established within the Shared Parking Calculation Model as shown in Table 4.

Table 4: Project Commercial Use Base Parking Ratios

Land Use	Base Parking Ratio				Peak Ratio	Units ¹
	Weekday (parking spaces per unit land use)		Weekend (parking spaces per unit land use)			
	Customers/ Visitors	Employees	Customers/ Visitors	Employees		
Shopping Center	2.90	0.70	3.20	0.80	4.00	ksf
Fine/Casual Dining Restaurant	6.20	1.06	7.14	1.17	8.31	ksf
Fast Casual/Fast Food Restaurant	4.44	0.72	4.55	0.72	5.27	ksf

¹ ksf = Thousands of square feet of gross floor area.

DRIVING ADJUSTMENTS

Driving Adjustments were not applied in this shared parking analysis. In order to determine appropriate Driving Adjustments to apply for the proposed commercial land uses, it was first necessary to estimate travel mode split and AVR factors for the Project using the SCAG Regional Travel Demand Model. The mode split and AVR data were calculated for the Transportation Analysis Zone (TAZ) in which the Project is located for the model base year (2016). The Project TAZ's travel mode splits for all person trips into, out of, and within the TAZ were found to be 93.9 percent personal automobile (inclusive of carpools), 1.4 percent transit, and 4.7 percent non-motorized. The SCAG Regional Model estimates a fair degree of carpooling, as the AVR for those using personal automobiles was calculated to be approximately 1.402. These metrics are based on trips of all types for the Project TAZ and, therefore, are suitable in determining Driving Adjustments for all Project populations (customers/visitors and employees).

Based on these travel mode splits and AVR for personal automobile use, the ULI *Shared Parking* manual recommends against applying Driving Adjustments for TAZs like the one containing the Project. Per the manual, Driving Adjustments "are intended for significant changes in modal split or auto occupancy." The SCAG Regional Model data do not suggest that the Project TAZ's metrics are significantly different from those of typical suburban and smaller city settings with little or no transit, free or inexpensive parking, and minimal employee ridesharing. Therefore, Driving Adjustments were not applied in this shared parking analysis.

COMMERCIAL USE CAPTIVE PARKING DEMANDS

Captive parking demands reflect the percentage of users at one component land use that are already counted as being parked for another land use at the same time (e.g., when a retail employee visits an on-site restaurant for lunch, it usually does not generate additional parking demand). The captive ratio adjustments utilized in the analysis for all proposed commercial land uses were developed using the Non-Captive Adjustment Sub-Routine in the Shared Parking Calculation Model. As described in the *Shared Parking* manual, the subroutine "determines the potential patronage of several types of uses that would come from employees of all uses, hotel guests, and residents of the project." While there are no hotel guests or residents to account for in this commercial use shared parking analysis, the subroutine determined non-captive demands based on commercial use employees. The non-captive adjustment percentages of vehicles counted as parked at a particular use who go to fast casual/fast food restaurant uses were based on the "To dining" and not "To fast food" percentages, as the former provides a much more conservative estimate of that use's parking demands. The non-captive ratios associated

with the retail, fine/casual dining restaurant, and fast casual/fast food restaurant uses were determined to range between 97 percent and 100 percent for weekdays and weekends, as shown in the summary output report in Attachment E.

SHARED PARKING ANALYSIS RESULTS

A summary of the results following the ULI *Shared Parking* analysis for the Project’s commercial uses, absent captive demand adjustments related to the on-site residential uses, is contained in Table 5. As shown, the maximum shared parking demand for the Project’s commercial uses would be approximately 924 occupied parking spaces and would occur during the afternoon peak hour on a weekend in December during the busier holiday season (more detailed hour-of-day and month-of-year results are included in Attachment E). Thus, prior to appropriate adjustments accounting for on-site residential use captive demands, the Project’s shared parking adjustment (or credit) compared to the unadjusted stand-alone requirement of 1,043 parking spaces would be 119 parking spaces (1,043 – 924 = 119 spaces). As such, even without residential use adjustments, the Project’s proposed 931 parking spaces would meet the worst-case peak parking demand in December. As shown in Table 5, the Project would have more than enough parking to meet the parking demands for the remaining 11 months of the year, which range from 630 to 756 parking spaces.

**Table 5: Project Commercial Uses Shared Parking Analysis Results Summary
(Without On-Site Residential Use Captive Demand Adjustment)**

Month	Maximum Shared Parking Demand		
	Weekday	Weekend	Overall
January	609	630	630
February	621	644	644
March	698	724	724
April	676	702	702
May	715	743	743
June	710	739	739
July	699	727	727
August	717	746	746
September	661	687	687
October	685	713	713
November	723	756	756
December	879	924	924
Late December	789	804	804
MAXIMUM	879	924	924

ON-SITE RESIDENTIAL USE CAPTIVE PARKING DEMANDS

Beyond the captive parking demands associated with the proposed commercial uses (discussed previously), there will be captive parking demands related to the Project’s apartments in Building A and Buildings B. A portion of the Project’s commercial users are expected to be on-site residents, and it is reasonable to assume that residents will not move their personal automobiles from the dedicated subterranean residential parking area to the shared commercial surface parking lots when patronizing the shopping center’s commercial uses.

In order to estimate the captive parking demands from the residential uses, the internal and external person trip calculations for the Project were reviewed. Project vehicle trip generation estimates were developed, based on trip generation rates and directional distributions provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) and local sources, and are included in Attachment F. As recommended in the ITE *Trip Generation Handbook* (3rd Edition, 2017), the methodology outlined in the National Cooperative Highway Research Program (NCHRP) Report 684:

Enhancing Internal Capture Estimation for Mixed-Use Developments (Transportation Research Board, 2011) was used to estimate internal trip capture between the Project’s land-use components. The Project’s weekday trip generation internal trip capture worksheets are also included in Attachment F. As shown in Attachment F, the Project’s commercial uses are expected to generate 1,110 total person trips during both peak hours. Of these 1,110 total person trips, 36 trips would be internally captured between the commercial uses and the residential uses. Thus, approximately 3.2 percent of the peak-period commercial trips are associated with the on-site residential uses and, by extension, approximately 3.2 percent of the commercial parking would be captive Project resident parking demand. As such, an on-site residential captive demand reduction of 3 percent has conservatively been applied to the commercial land-use component shared parking totals.

Based on the abovementioned on-site residential use captive demand adjustment, the shared parking analysis was refined for the Project’s commercial uses. A summary of the results of the refined shared parking analysis for the Project is provided in Table 6. As shown, the maximum demand for the Project’s commercial uses would be approximately 896 parking spaces and would occur during the afternoon peak hour on weekends in December. Therefore, through the sharing of parking spaces between the Project’s commercial land uses and presence of the on-site residential uses, the Project’s shared parking adjustment (or credit) compared to the unadjusted stand-alone requirement of 1,043 parking spaces would be 147 parking spaces (1,043 – 896 = 147 spaces). The shared parking credit relative to the maximum shared parking demand calculated absent on-site residential captive demand adjustments (924 spaces) would be 28 parking spaces.

**Table 6: Project Commercial Uses Shared Parking Analysis Results Summary
(With On-Site Residential Use Captive Demand Adjustment)**

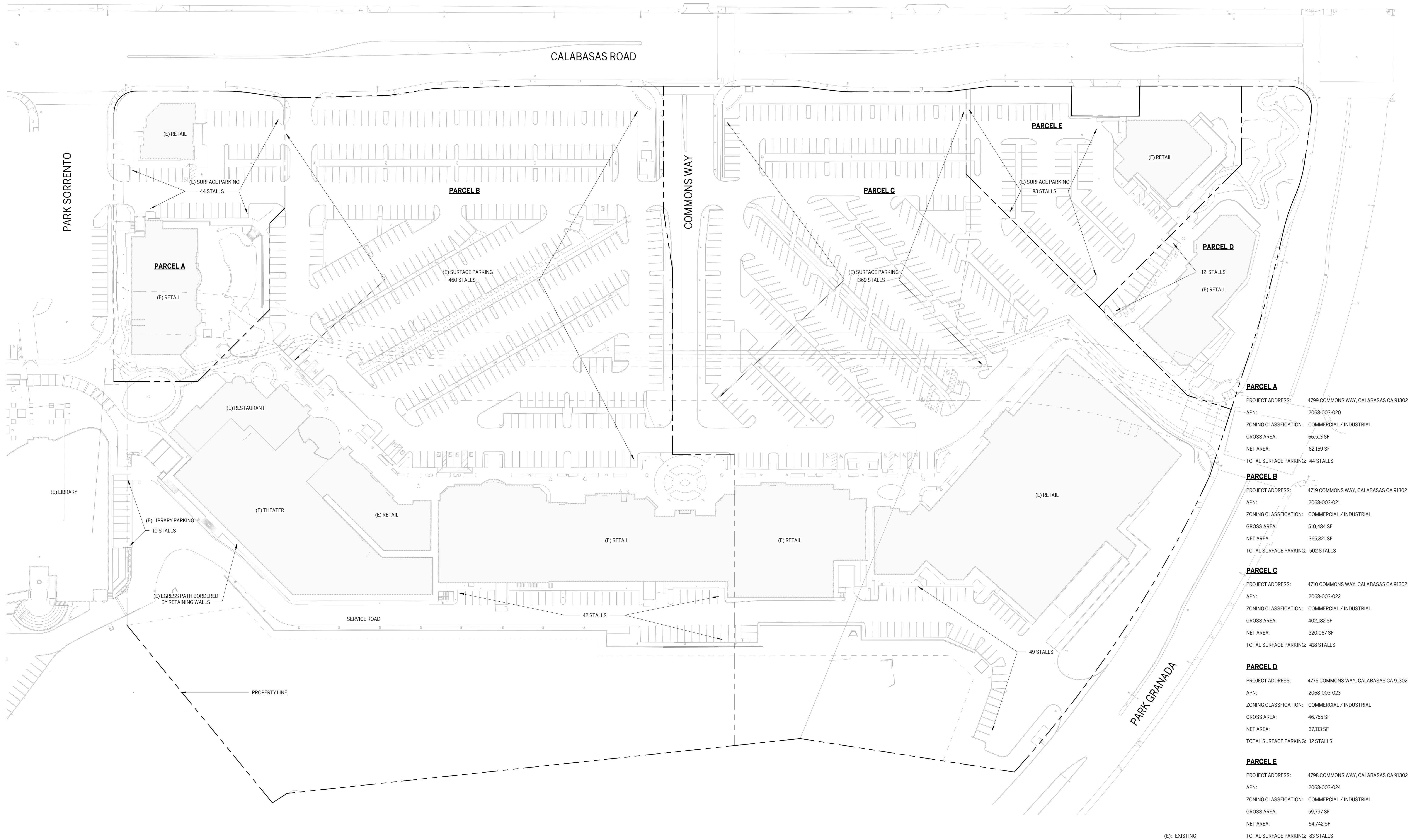
Month	Maximum Shared Parking Demand		
	Weekday	Weekend	Overall
January	591	611	611
February	602	625	625
March	677	702	702
April	656	681	681
May	694	721	721
June	689	717	717
July	678	705	705
August	695	724	724
September	641	666	666
October	664	692	692
November	701	733	733
December	853	896	896
Late December	765	780	780
MAXIMUM	853	896	896

CONCLUSIONS

As outlined in the preceding analysis, the Project’s commercial land uses are expected to have a maximum shared parking demand of approximately 896 parking spaces. This shared parking demand peak accounts for the expected travel modes and carpooling utilized by Project users, captive parking demands associated with both the Project’s commercial and residential components, and the temporal/user-related parking demand variations associated with the each individual commercial land-use component. The shared parking analysis was performed conservatively, with consideration of Driving Adjustments based on the SCAG Regional Travel Demand Model metrics and ULI guidance, captive demand adjustments based on ULI data, trip generation calculations performed per using ITE data and manual/handbook recommendations, and parking demand variation data published by the ULI.

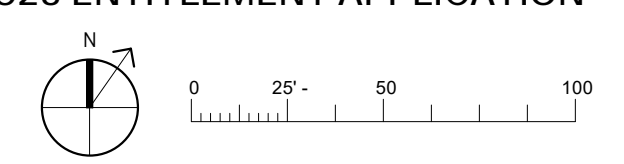
The maximum commercial land-use parking demand of 896 occupied parking spaces will be accommodated within the proposed supply of 931 automobile parking spaces. With a surplus of 35 parking spaces, the Project is not anticipated to generate adverse off-site parking effects for adjacent public roadways or within the surrounding community.

ATTACHMENT A
EXISTING SITE PLAN



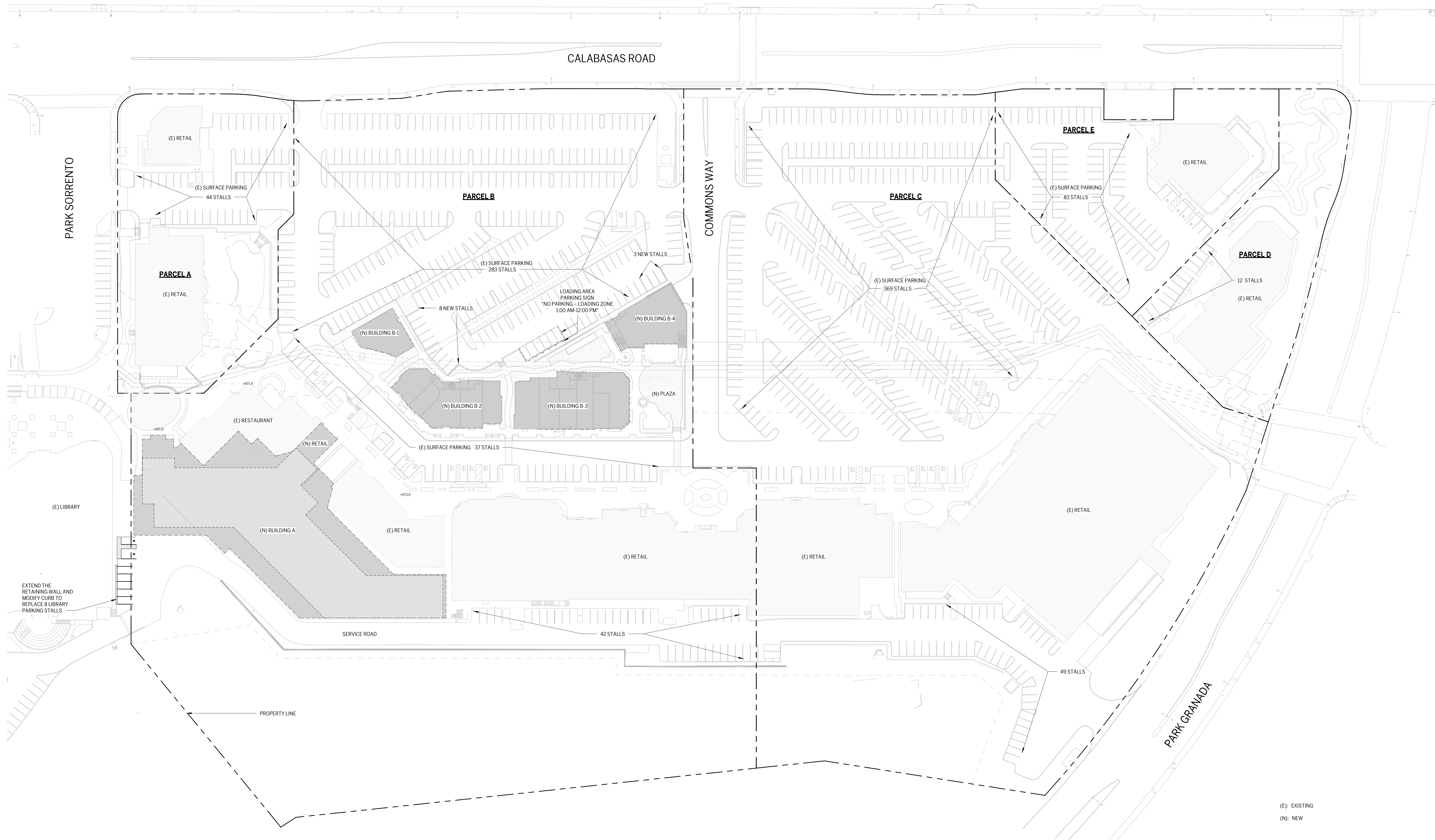
Parcel	Project Address	APN	Zoning Classification	Gross Area	Net Area	Total Surface Parking
PARCEL A	4799 COMMONS WAY, CALABASAS CA 91302	2068-003-020	COMMERCIAL / INDUSTRIAL	66,513 SF	62,159 SF	44 STALLS
PARCEL B	4719 COMMONS WAY, CALABASAS CA 91302	2068-003-021	COMMERCIAL / INDUSTRIAL	510,484 SF	365,821 SF	502 STALLS
PARCEL C	4710 COMMONS WAY, CALABASAS CA 91302	2068-003-022	COMMERCIAL / INDUSTRIAL	402,182 SF	320,067 SF	418 STALLS
PARCEL D	4776 COMMONS WAY, CALABASAS CA 91302	2068-003-023	COMMERCIAL / INDUSTRIAL	46,755 SF	37,113 SF	12 STALLS
PARCEL E	4798 COMMONS WAY, CALABASAS CA 91302	2068-003-024	COMMERCIAL / INDUSTRIAL	59,797 SF	54,742 SF	83 STALLS

(E): EXISTING



ATTACHMENT B

PROJECT SITE PLAN



(E): EXISTING
(N): NEW

ATTACHMENT C

EXISTING SHOPPING CENTER COMMERCIAL LAND-USE COMPONENTS

SPACE #	GFA	Patio	Patio to Park	GFA+ Patio	NAME	LAND USE TYPE
A-01	7,693	1,777	1,527	9,470	King's Fish House	Fine/Casual Dining Restaurant, Table Service
B-01	4,048	1,446	1,196	5,494	Crossroads Kitchen Calabasas	Fine/Casual Dining Restaurant, Table Service
B-02	1,344	220	-	1,564	Barney's Gourmet Burgers	Fine/Casual Dining Restaurant, Table Service
B-03	1,253	-	-	1,253	Starbucks Coffee	Fast Casual/Fast Food Restaurant, Counter Service
B-04	5,171	-	-	5,171	Williams-Sonoma	Retail <400,000 sf
Building B Electric Room	181	-	-	181	Building B Electric Room	Fine/Casual Dining Restaurant, Table Service
C-01	52,223	-	-	52,223	Ralphs Grocery Store	Supermarket/Grocery
D-01	2,146	-	-	2,146	Fazio Cleaners	Retail <400,000 sf
D-02 / D-03	3,644	1,480	1,230	5,124	Vacant	Fast Casual/Fast Food Restaurant, Counter Service
D-04	1,361	-	-	1,361	Crumb! Cookies	Fast Casual/Fast Food Restaurant, Counter Service
D-05	1,901	-	-	1,901	BCBC Nails	Retail <400,000 sf
Building D Electric Room	106	-	-	106	Building D Electric Room	Fast Casual/Fast Food Restaurant, Counter Service
Building D Fire Sprinkler/Boiler Room	1,105	-	-	1,105	Building D Fire Sprinkler/Boiler Room	Fast Casual/Fast Food Restaurant, Counter Service
E-01	16,848	-	-	16,848	Rite Aid Drug Store	Pharmacy
F-01	2,260	-	-	2,260	lululemon athletica (Relocation)	Retail <400,000 sf
F-02 / F-03	3,798	-	-	3,798	Polacheck's Jewelers	Retail <400,000 sf
F-04	1,167	-	-	1,167	Rolex (Polacheck's Jewelers)	Retail <400,000 sf
F-05	2,260	1,750	1,500	4,010	Vacant	Fast Casual/Fast Food Restaurant, Counter Service
F-06A	2,255	-	-	2,255	Elyse Walker	Retail <400,000 sf
F-06B	3,788	-	-	3,788	Chico's	Retail <400,000 sf
F-07A	1,914	-	-	1,914	See's Candies	Retail <400,000 sf
F-07B	2,414	-	-	2,414	Paper-Source	Retail <400,000 sf
Building F Elevator Electric & Stairwell	544	-	-	544	Building F Elevator Electric & Stairwell	Fast Casual/Fast Food Restaurant, Counter Service
Building F Hallway	1,623	-	-	1,623	Building F Hallway	Fast Casual/Fast Food Restaurant, Counter Service
G-01	29,149	-	-	29,149	Barnes & Noble	Retail <400,000 sf
H-01	1,205	-	-	1,205	Jeni's Splendid Ice Cream	Fast Casual/Fast Food Restaurant, Counter Service
H-02/H-03/H-04	3,834	-	-	3,834	Sephora	Retail <400,000 sf
H-05/H-06	2,237	-	-	2,237	Feature	Retail <400,000 sf
H-07	1,394	204	-	1,598	Fresh Brothers	Fast Casual/Fast Food Restaurant, Counter Service
Building H Electric Room	123	-	-	123	Building H Electric Room	Fast Casual/Fast Food Restaurant, Counter Service
I-01	33,091	-	-	33,091	Regency Theatres	Movie Theater
J-01	1,646	-	-	1,646	Drybar	Retail <400,000 sf
J-02	975	-	-	975	Wink Optometry	Retail <400,000 sf
J-03	4,681	2,261	2,011	6,942	Marmalade Café	Fine/Casual Dining Restaurant, Table Service
Building J Electric & Fire Sprinkler	298	-	-	298	Building J Electric & Fire Sprinkler	Fine/Casual Dining Restaurant, Table Service
K-01	4,290	1,195	945	5,485	Toscanova	Fine/Casual Dining Restaurant, Table Service
K-02	1,335	400	150	1,735	La La Land Kind Café	Fast Casual/Fast Food Restaurant, Counter Service
K-03	1,925	-	-	1,925	Sugarfish	Fine/Casual Dining Restaurant, Table Service
K-04	1,546	-	-	1,546	Pick Up Stix	Fast Casual/Fast Food Restaurant, Counter Service
K-05	2,379	1,192	942	3,571	Porta Via Calabasas	Fine/Casual Dining Restaurant, Table Service
Building K Electric & Elevator	327	-	-	327	Building K Electric & Elevator	Fine/Casual Dining Restaurant, Table Service
L	2,655	-	-	2,655	Caruso Management Office	Retail <400,000 sf
L-01	4,090	-	-	4,090	Citibank	Retail <400,000 sf
ATM	20	-	-	20	Union Bank	Retail <400,000 sf

ATTACHMENT D

PROPOSED COMMERCIAL LAND-USE COMPONENTS

SPACE #	GFA	Patio	Patio to Park	GFA+ Patio	LAND USE TYPE
Resi Building A - Retail	2,033	0	0		Retail <400,000 sf
Resi Building B - Retail A	871	0	0		Retail <400,000 sf
Resi Building B - Retail B	1,246	0	0		Retail <400,000 sf
Resi Building B - Retail C	1,023	0	0		Retail <400,000 sf
Resi Building B - Retail D	1,371	0	0		Fast Casual/Fast Food Restaurant, Counter Service
Resi Building B - Retail E	1,808	0	0		Retail <400,000 sf
Resi Building B - Retail F	1,209	0	0		Retail <400,000 sf
Resi Building B - Retail G	1,352	0	0		Fast Casual/Fast Food Restaurant, Counter Service
Resi Building B - Retail H	1,733	0	0		Retail <400,000 sf
Resi Building B - Retail J	848	0	0		Retail <400,000 sf
Resi Building B - Retail K	1,434	0	0		Retail <400,000 sf
Resi Building B - Restaurant I	4,527	925	675	5,452	Fine/Casual Dining Restaurant, Table Service
Resi Building B - Restaurant II	2,603	1,448	1,198	4,051	Fine/Casual Dining Restaurant, Table Service
Resi Building B - Café	2,105	739	489	2,844	Fine/Casual Dining Restaurant, Table Service

ATTACHMENT E

**ULI SHARED PARKING CALCULATION MODEL
PROJECT OUTPUT SUMMARY**

Project: The Commons at Calabasas
 Description: Proposed Project

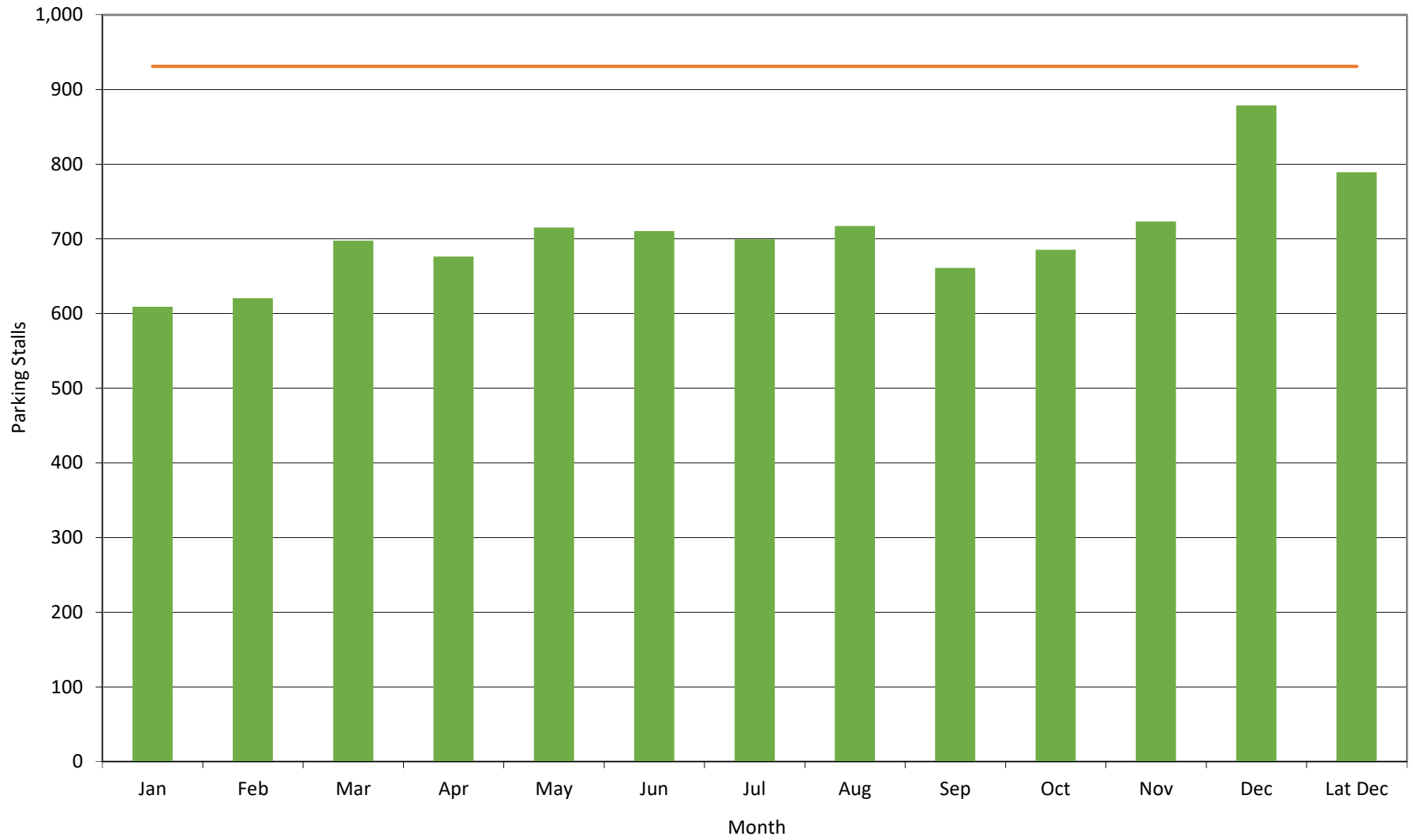
Shared Parking Demand Summary																		
Peak Month: DECEMBER -- Peak Period: 1 PM, WEEKEND																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit										1 PM	December		1 PM	December		
Retail																		
Retail (<400 ksf)	173,628	sf GLA	2.90	100%	100%	2.89	ksf GLA	3.20	100%	100%	3.19	ksf GLA	100%	100%	502	100%	100%	554
Employee			0.70	100%	100%	0.70		0.80	100%	100%	0.80		100%	100%	122	100%	100%	139
Food and Beverage																		
Fine/Casual Dining	31,928	sf GLA	6.20	100%	99%	6.12	ksf GLA	7.14	100%	98%	7.02	ksf GLA	75%	100%	147	55%	100%	123
Employee			1.06	100%	100%	1.06		1.17	100%	100%	1.17		90%	100%	31	75%	100%	29
Fast Casual/Fast Food	15,626	sf GLA	4.44	100%	97%	4.32	ksf GLA	4.55	100%	97%	4.42	ksf GLA	100%	96%	66	100%	96%	67
Employee			0.72	100%	100%	0.72		0.72	100%	100%	0.72		100%	100%	12	100%	100%	12
Entertainment and Institutions																		
Hotel and Residential																		
Office																		
Additional Land Uses																		
													Customer/Visitor	714	Customer	745		
													Employee/Resident	165	Employee/Resident	180		
													Reserved	-	Reserved	-		
													Total	879	Total	924		

Project: The Commons at Calabasas
Description: Proposed Project

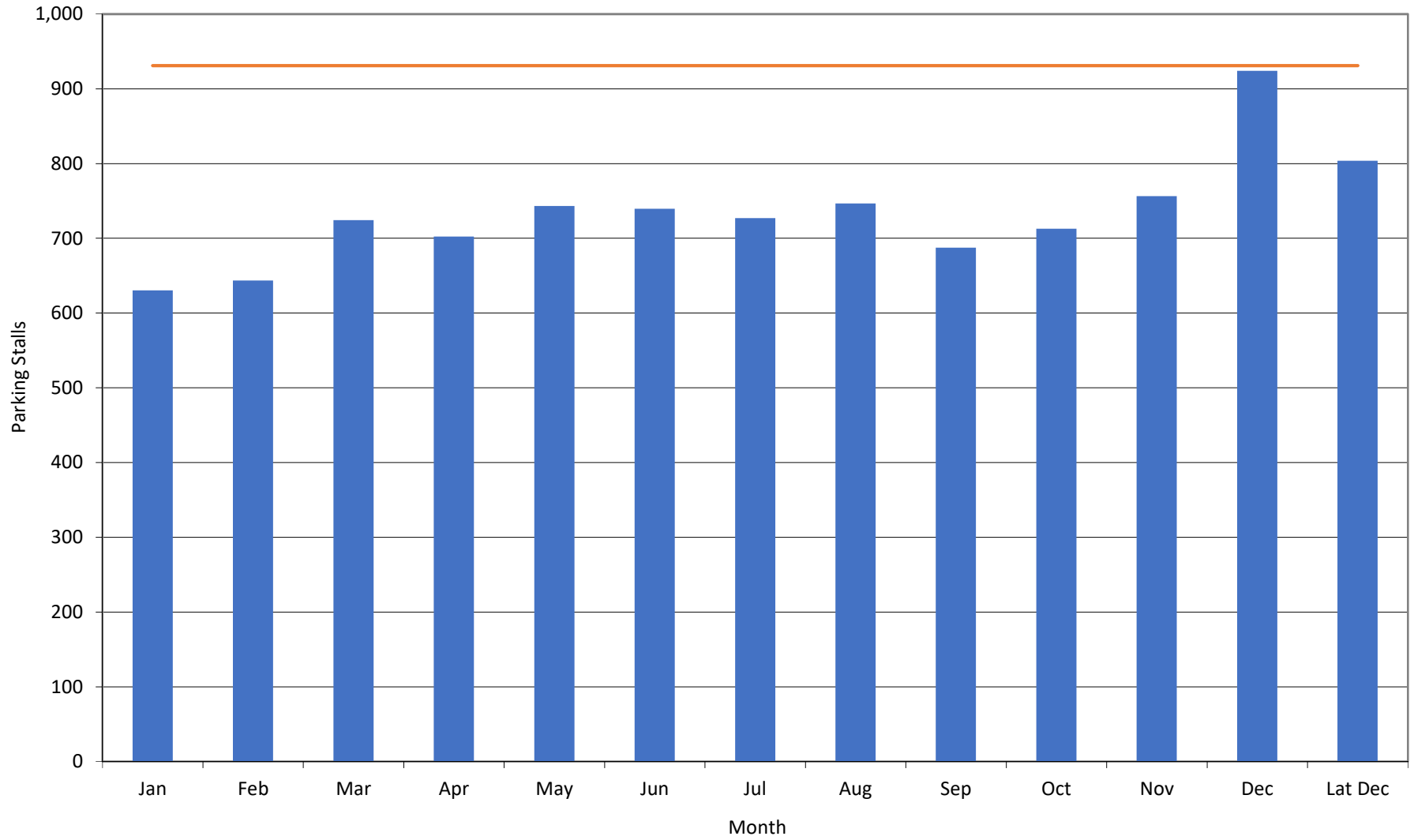
Monthly Comparison Summary								
Month	Weekday							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	12 PM	609	11 AM	462	12 PM	609	6 PM	607
February	12 PM	621	11 AM	471	12 PM	621	6 PM	617
March	12 PM	698	11 AM	529	12 PM	698	6 PM	693
April	12 PM	676	11 AM	513	12 PM	676	6 PM	672
May	12 PM	715	11 AM	542	12 PM	715	6 PM	709
June	12 PM	710	11 AM	540	12 PM	710	6 PM	703
July	12 PM	699	11 AM	531	12 PM	699	6 PM	694
August	12 PM	717	11 AM	545	12 PM	717	6 PM	710
September	12 PM	661	11 AM	503	12 PM	661	6 PM	655
October	12 PM	685	11 AM	521	12 PM	685	6 PM	679
November	12 PM	723	11 AM	552	12 PM	723	6 PM	712
December	1 PM	879	11 AM	669	1 PM	879	7 PM	866
Late December	1 PM	789	11 AM	559	1 PM	789	6 PM	691

Monthly Comparison Summary								
Month	Weekend							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	1 PM	630	11 AM	505	1 PM	630	6 PM	603
February	1 PM	644	11 AM	518	1 PM	644	6 PM	613
March	1 PM	724	11 AM	582	1 PM	724	6 PM	687
April	1 PM	702	11 AM	565	1 PM	702	6 PM	666
May	1 PM	743	11 AM	599	1 PM	743	6 PM	703
June	1 PM	739	11 AM	599	1 PM	739	6 PM	695
July	1 PM	727	11 AM	586	1 PM	727	6 PM	687
August	1 PM	746	11 AM	604	1 PM	746	6 PM	702
September	1 PM	687	11 AM	556	1 PM	687	6 PM	649
October	1 PM	713	11 AM	576	1 PM	713	6 PM	672
November	1 PM	756	11 AM	619	1 PM	756	6 PM	702
December	1 PM	924	11 AM	734	1 PM	924	6 PM	786
Late December	1 PM	804	11 AM	537	1 PM	804	6 PM	739

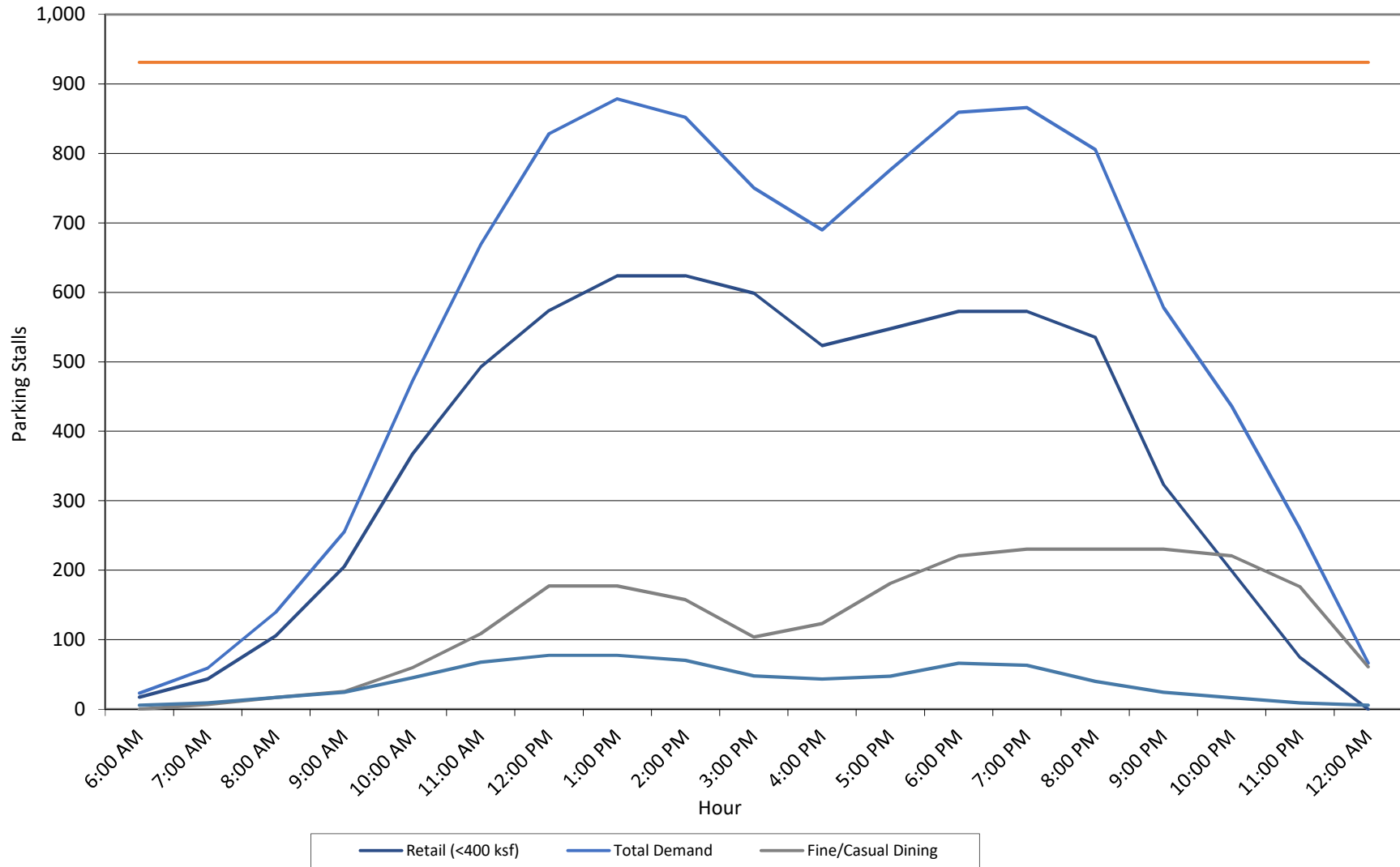
Weekday Month-by-Month Estimated Parking Demand



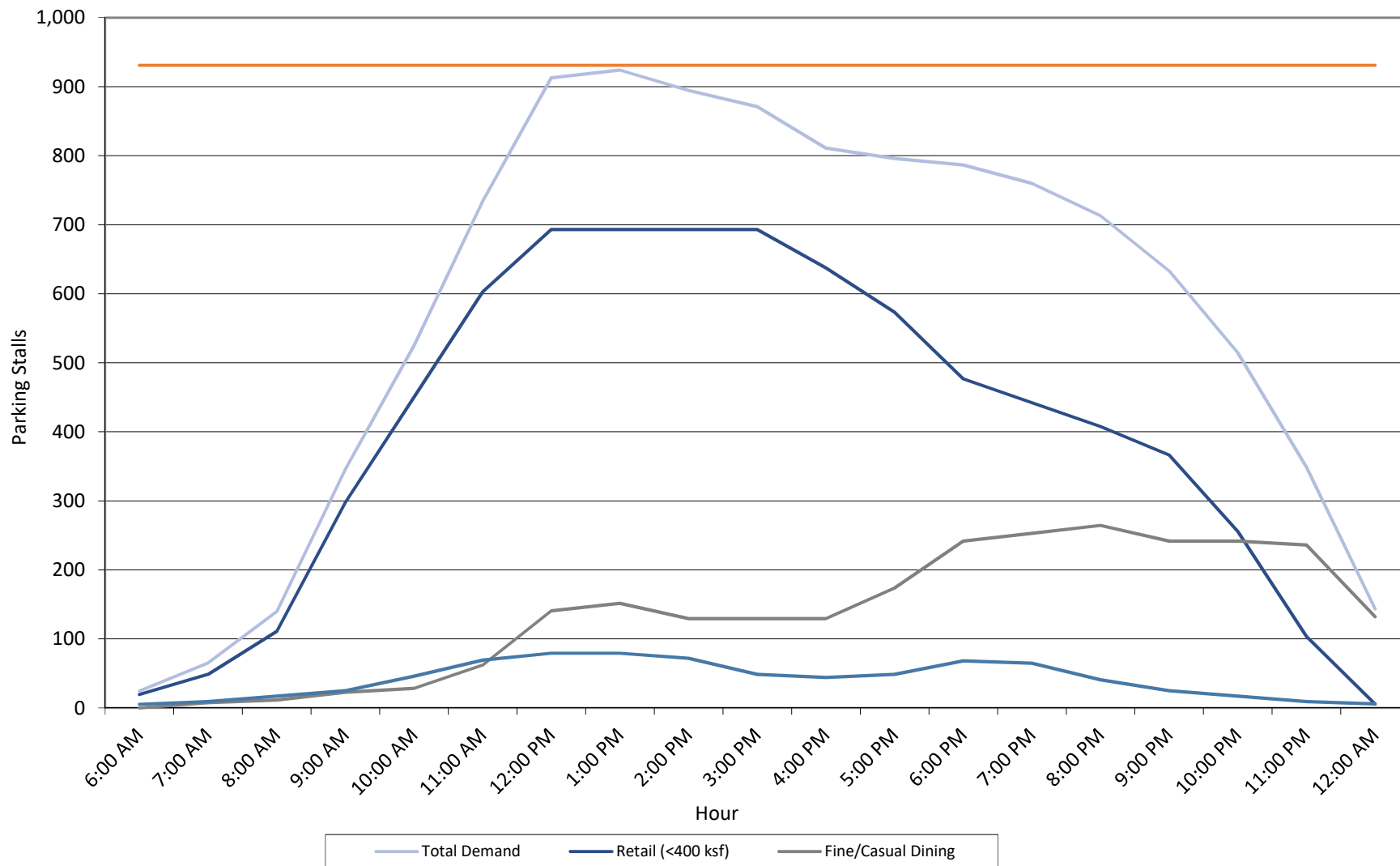
Weekend Month-by-Month Estimated Parking Demand



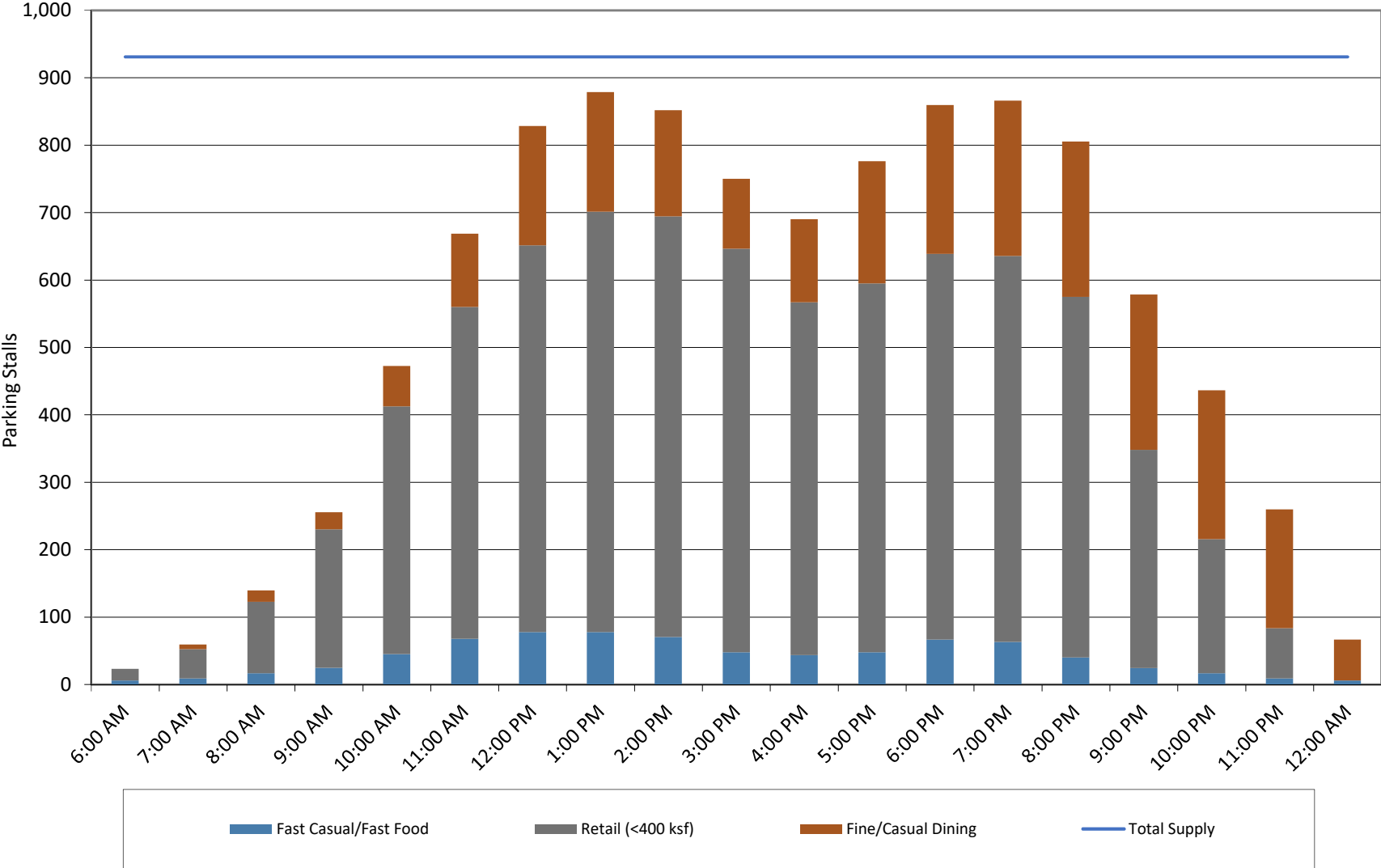
Peak Month Daily Parking Demand by Hour (Weekday)



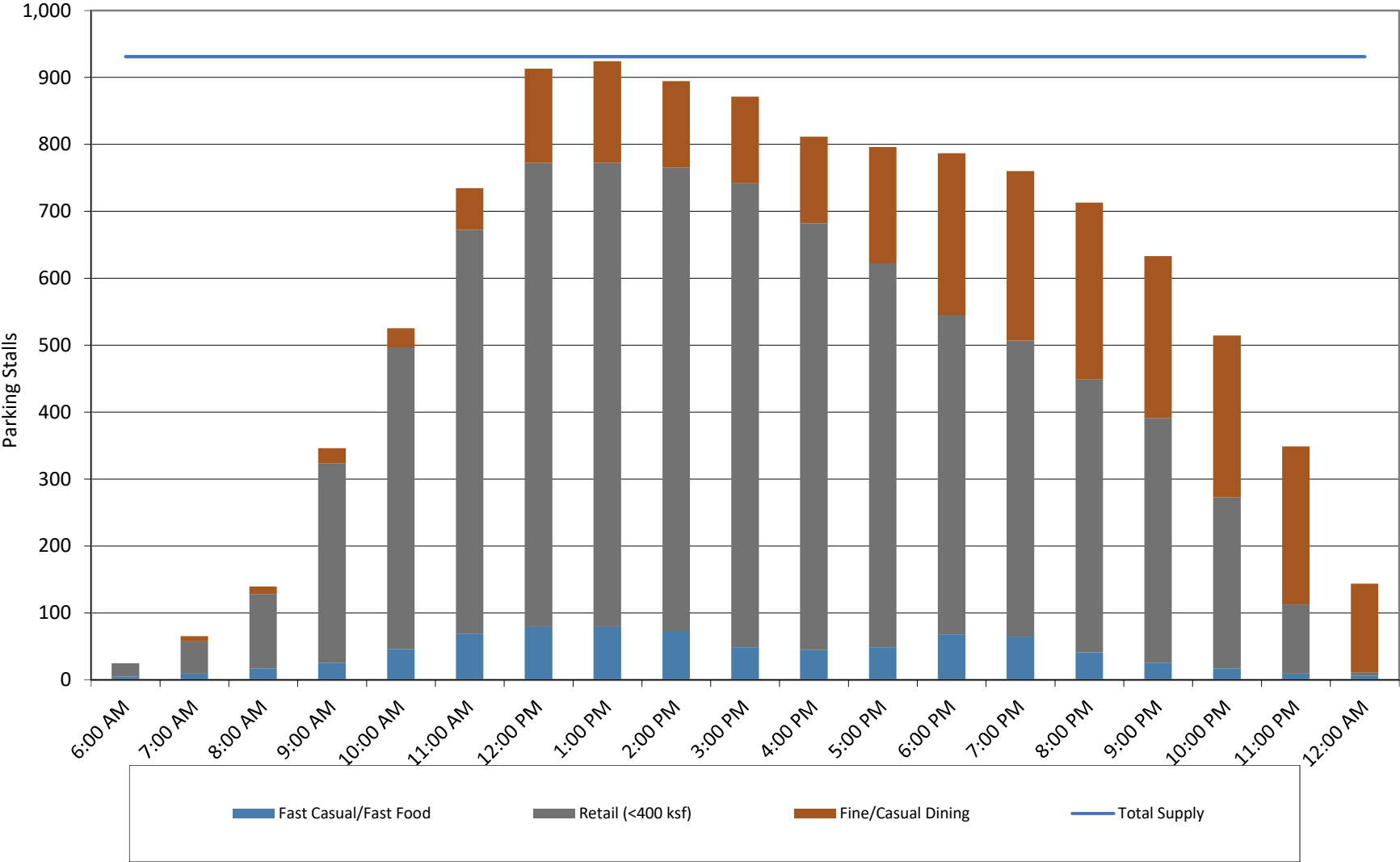
Peak Month Daily Parking Demand by Hour (Weekend)



Peak Month Daily Parking Demand by Hour (Weekday)



Peak Month Daily Parking Demand by Hour (Weekend)



ATTACHMENT F

PROJECT WEEKDAY PEAK-HOUR TRIP GENERATION SUMMARY

**THE COMMONS AT CALABASAS
PROPOSED PROJECT
WEEKDAY PEAK-HOUR TRIP GENERATION RATES AND SUMMARY¹**

Land Use/Trip Type	ITE Code	Intensity ²	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates								
Multifamily Housing (Low-Rise)/Vehicle	220	1 du	24%	76%	0.40	63%	37%	0.51
Multifamily Housing (Mid-Rise)/Vehicle	221	1 du	23%	77%	0.37	61%	39%	0.39
Shopping Center (>150k)/Vehicle	820	1 ksf	62%	38%	0.84	48%	52%	3.40
Fast Casual Restaurant/Vehicle	930	1 ksf	50%	50%	1.43	55%	45%	12.55
Fine Dining Restaurant/Vehicle ³	931	1 ksf	80%	20%	0.73	67%	33%	7.80
Affordable Housing - Family (LADOT Average/Vehicle)	--	1 du	38%	62%	0.52	55%	45%	0.38
Trip Generation Summary								
Description	Size	AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
PROPOSED USES								
<i>Residential</i>								
Multifamily Housing (Low-Rise) Baseline Vehicle Trips	18 du		2	5	7	6	3	9
Multifamily Housing (Mid-Rise) Baseline Vehicle Trips	89 du		8	25	33	21	14	35
Affordable Housing Baseline Vehicle Trips	12 du		2	4	6	3	2	5
Total Residential Baseline Vehicle Trips	119 du		12	34	46	30	19	49
Residential Person Trips ⁴			12	34	46	30	19	49
Residential Internal Person Trips ⁵			0	5	5	19	12	31
Residential External Person Trips ⁵			12	29	41	11	7	18
Residential External Trips by Vehicle (includes pass-by trips) ⁶			12	29	41	11	7	18
Residential External Trips by Transit ⁶			0	0	0	0	0	0
Residential External Trips by Walk/Bicycle ⁵			0	0	0	0	0	0
<i>Retail</i>								
Shopping Center (>150k) Baseline Vehicle Trips	173.628 ksf		91	55	146	283	307	590
Retail Total Person Trips ⁴			91	55	146	283	307	590
Retail Total Internal Person Trips ⁵			2	7	9	62	74	136
Retail Total External Person Trips ⁵			89	48	137	221	233	454
Retail External Trips by Vehicle (includes pass-by trips) ⁶			89	48	137	221	233	454
Retail External Trips by Transit ⁶			0	0	0	0	0	0
Retail External Trips by Walk/Bicycle ⁵			0	0	0	0	0	0
<i>Restaurant</i>								
Fast Casual Restaurant Baseline Vehicle Trips	12.746 ksf		9	9	18	88	72	160
Fine Dining Restaurant Baseline Vehicle Trips	22.945 ksf		14	3	17	120	59	179
Total Restaurant Baseline Vehicle Trips	35.691 ksf		23	12	35	208	131	339
Restaurant Total Person Trips ⁴			23	12	35	208	131	339
Restaurant Total Internal Person Trips ⁵			12	2	14	64	59	123
Restaurant Total External Person Trips ⁵			11	10	21	144	72	216
Restaurant External Trips by Vehicle (includes pass-by trips) ⁶			11	10	21	144	72	216
Restaurant External Trips by Transit ⁶			0	0	0	0	0	0
Restaurant External Trips by Walk/Bicycle ⁵			0	0	0	0	0	0
Proposed Project Total External Trips by Vehicle (incl. Pass-By Trips)			112	87	199	376	312	688

Notes:

- ITE *Trip Generation Manual* (11th Edition, 2021) trip generation rates and directional distributions applied for Land Use Codes 220 (Multifamily Housing [Low-Rise]), 221 (Multifamily Housing [Mid-Rise]), 820 (Shopping Center [>150k]), 930 (Fast Casual Restaurant), and 931 (Fine Dining Restaurant) to develop baseline vehicle trips for each proposed land use. The General Urban/Suburban setting and "Not Close to Rail Transit" land use subcategory were selected. Trip generation rates and directional distributions for the 12 affordable housing dwelling units were provided in the LADOT *Transportation Assessment Guidelines* (August 2022).
ITE *Trip Generation Handbook* (3rd Edition, 2017) recommended methodology for estimating the trip generation of a mixed-use development utilized for the Proposed Project land uses. The ITE methodology follows the recommended procedures from the National Cooperative Highway Research Program (NCHRP) Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* (Transportation Research Board, 2011). The NCHRP 684 Internal Trip Capture Estimation Tool spreadsheet provided on the ITE website was used, with worksheets attached on the following pages for the Proposed Project scenario.
- du = Dwelling Units; ksf = Thousands of Square Feet of Gross Floor Area or Gross Leasable Floor Area.
- Directional distribution for the AM peak-hour of adjacent street traffic not provided for Land Use Code 931 (Quality Restaurant). Directional distribution of the AM peak hour of generator assumed.
- See Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends and Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends from the NCHRP Report 684 Internal Trip Capture Estimation Tool for the Proposed Project scenario.
- See Table 9-A (D): Internal and External Trips Summary (Entering Trips), Table 9-A (O): Internal and External Trips Summary (Exiting Trips), Table 9-P (D): Internal and External Trips Summary (Entering Trips), and Table 9-P (O): Internal and External Trips Summary (Exiting Trips) from the NCHRP Report 684 Internal Trip Capture Estimation Tool for the Proposed Project scenario.
- The ITE *Trip Generation Handbook* provides no guidance for estimating daily trips for mixed-use developments. Therefore, daily trips for each land use's subcategory (person trips, internal person trips, external person trips, external trips by mode) were estimated by developing a Daily-to-(AM+PM peak hour) factor based on the land use's baseline vehicle trips and applying this factor to each subcategory's combined (AM+PM) peak-hour trips.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	The Commons At Calabasas	Organization:	KOA Corporation
Project Location:	4799 Commons Way, Calabasas	Performed By:	RJK
Scenario Description:	Proposed Project	Date:	15-Feb-23
Analysis Year:	--	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	173,628	sf	146	91	55
Restaurant	930, 931	35,691	sf	35	23	12
Cinema/Entertainment				0		
Residential	220, 221, Aff	119	du	46	12	34
Hotel				0		
All Other Land Uses ²				0		
				227	126	101

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	0		7	0	0	0
Restaurant	0	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	5	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	227	126	101
Internal Capture Percentage	12%	11%	14%
External Vehicle-Trips ⁵	199	112	87
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	13%
Restaurant	52%	17%
Cinema/Entertainment	N/A	N/A
Residential	0%	15%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	The Commons At Calabasas
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	91	91	1.00	55	55
Restaurant	1.00	23	23	1.00	12	12
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	12	12	1.00	34	34
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	16		7	0	8	0
Restaurant	4	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	7	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		29	5	0	0	0
Retail	0		12	0	0	0
Restaurant	0	7		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	15	5	0		0
Hotel	0	4	1	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	2	89	91	89	0	0
Restaurant	12	11	23	11	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	12	12	12	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	7	48	55	48	0	0
Restaurant	2	10	12	10	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	29	34	29	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
²Person-Trips
³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	The Commons At Calabasas			Organization:	KOA Corporation
Project Location:	4799 Commons Way, Calabasas			Performed By:	RJK
Scenario Description:	Proposed Project			Date:	15-Feb-23
Analysis Year:	--			Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	173,628	sf	590	283	307
Restaurant	930, 931	35,691	sf	339	208	131
Cinema/Entertainment				0		
Residential	220, 221, Aff	119	du	49	30	19
Hotel				0		
All Other Land Uses ²				0		
				978	521	457

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	0		60	0	14	0
Restaurant	0	54		0	5	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	8	4	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	978	521	457
Internal Capture Percentage	30%	28%	32%
External Vehicle-Trips ⁵	688	376	312
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	22%	24%
Restaurant	31%	45%
Cinema/Entertainment	N/A	N/A
Residential	63%	63%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	The Commons At Calabasas
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	283	283	1.00	307	307
Restaurant	1.00	208	208	1.00	131	131
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	30	30	1.00	19	19
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	6		89	12	80	15
Restaurant	4	54		10	24	9
Cinema/Entertainment	0	0	0		0	0
Residential	1	8	4	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		23	4	0	1	0
Retail	0		60	0	14	0
Restaurant	0	142		0	5	0
Cinema/Entertainment	0	11	6		1	0
Residential	0	28	29	0		0
Hotel	0	6	10	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	62	221	283	221	0	0
Restaurant	64	144	208	144	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	19	11	30	11	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	74	233	307	233	0	0
Restaurant	59	72	131	72	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	12	7	19	7	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%