Attachment E

- Visitors – Based on the survey results, each visitor also generates 0.73 parking spaces, and it is estimated that visitors have the same peak temporal distribution (15 percent) as out-patients. Thus, each daily visitor would require 0.11 parking spaces.
- Mental Health Clinic – This facility provides its own parking lot, which currently operates under capacity. Because usage of this building would not change with the Kaiser reconstruction project and no parking shortfalls were observed at the site, the parking demand and supply are separated from other functions at the medical center.

To test the validity of these assumptions, these indicated parking rates were applied to the current population data provided by Kaiser. The current parking demand using these rates is within two percent of current observed conditions described above. Therefore, the parking rates are valid.

Phase 1 of the Project. After completion of Phase 1, the West Broadway MSB and Garage would be completed, and the existing garage at the M/B Site would be under demolition. As shown in **Table IV.B-19**, during Phase 1 of the project, there would be a campus-wide peak demand for about 2,597 spaces, which includes 2,060 spaces for employees and 537 spaces for patient/visitors. As shown in the table, 2,597 total parking spaces are proposed. The demolition of the 1,176 spaces on Site 4 would result in 2,347 total parking spaces, causing an interim parking supply deficit of 250 spaces. Interim valet parking at the West Broadway and Howe Street Garages would meet this parking deficit.

Phase 2 of the Project. The Replacement Hospital and the adjacent M/B Garage would be completed during Phase 2 of the reconstruction project. As shown in **Table IV.B-19**, Phase 2 of the project would generate a peak demand for about 3,044 spaces, which includes 2,447 spaces for employees and 597 spaces for patients/visitors. As shown in the table, 3,044 total parking spaces are proposed.

Buildout (Phase 3) of the Project. As shown in **Table IV.B-19**, buildout of the project would generate a peak demand for about 3,584 spaces, which includes 2,811 spaces for employees and 773 spaces for patients/visitors. As shown in the table, 3,584 total parking spaces are proposed.

TABLE IV.B-19

ESTIMATED PEAK PARKING DEMAND

	Phase 1			Phase 2			Project Buildout (Phase 3)		
Population Type	Size	Demand [b]	Supply	Size	Demand [b]	Supply	Size	Demand [b]	Supply
Employees	3,027	2,060	2,060 [b]	3,249	2,447	2,447	3,715	2,811	2,811
Patients/Visitors	5,148	537	537	5,329	597	597	6,001	773	773
TOTAL		2,597	2,597 [b]		3,044	3,044		3,584	3,584

[a] Recommended supply based on parking circulation efficiency factors, which are applied to the parking demand to ensure that there are a small number of parking spaces available to minimize circulation and driver frustration. The circulation efficiency factors also allow for some demand variability as parking demand may fluctuate with site activity. A circulation factor of 1.0 for employees and 0.90 for patients/visitors is used for interim Phase 1. A circulation factor of 0.90 for employees and 0.85 for patients/visitors is used for Phases 2 and 3.

[b] Includes 250 interim valet spaces at the West Broadway and Howe Street Garages.

SOURCE: Fehr & Peers Transportation Consultants