

# THE MILE HOTEL AND SHOPS

## 220 MIRACLE MILE

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**ARQUITECTONICA**

3000 Coral Gables  
Bldg. #11, 22120  
US 97 21012  
305592 11751

GABLES MIRACLE MILE LLC

PROJECT # 0000.00

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220 MIRACLE MILE

CENTRAL BUSINESS DISTRICT, CORAL GABLES

A.01  
COVER

09/30/2019

## NARRATIVE

The project consists of a 120 key boutique hotel over a retail podium. The building complies with the 83.5 ft maximum height (with Mediterranean level 1 bonus). The pavilion opens to a roof garden and raised pool terrace. The pavilion is recessed from all street frontages with limited visibility from the adjacent streets. Because of the nature of contemporary boutique hotels that do not have ballrooms, we will provide any required parking off site in accordance with 5-1408 of the Zoning Code. This allows Miracle Mile not to face a garage. More so the trend in hotels, especially those without ballrooms, is that users arrive by shared mobility such as Uber or Lyft or by taxi. Applicant feels that in light of the use the request is justified. If parking were needed it would be leased from nearby municipal garages.

The building follows mediterranean classical proportions and compositional principles.

- Rectangular windows with vertical proportions follow almost exactly the size and dimensions of the windows in podium building of The Biltmore.
- The building volume is divided into three zones that create symmetry to the center. Two wings of three bays project forward to the setback line. A center recess creates a courtyard of seven bays. The mediterranean cadence of three seven and three bays is classical mediterranean and follows identically the three seven and three cadence of The Biltmore podium. The resulting courtyard of seven bays has the same proportions to that of The Biltmore.
- The cadence of odd number of bays follows the classical principle wherein the center is an open bay and not a pillar. Most hotels follow paired rooms but following the classical compositional principles the building uses odd number of bays that result in an open bay at the center .
- The building follows the principle of base, middle and top. The one story base is clearly distinguished from the main building similar to The Biltmore. Limestone pillars create a separation of the base from the piano nobile above. In addition, the rooftop pavilion creates a top. The podium projects forward of the main building. The main building is forward of the roof top pavilion which is recessed. This creates a three parts stepping profile that follows classical mediterranean composition.
- The stucco material of the main building is similar to most mediterranean buildings. The windows are bordered by box frames that emphasize their depth and form. They create a deep shadow and follow the tradition of framing the perimeter of the openings.
- In general the building follows mediterranean principles of symmetry , proportion, materiality and composition.

AFFIDAVIT

This is to certify that the building proposed in this application is an original design and not a duplicate design of an existing building.

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220 MIRACLE MILE  
CENTRAL BUSINESS DISTRICT, CORAL GABLES

A.021  
AFFIDAVIT

09/30/2019





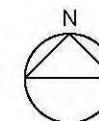
**ARQUITECTONICA**

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305.372.1175 F

PREPARED FOR: TERRANOVA CORPORATION  
PROJECT # 0000.00

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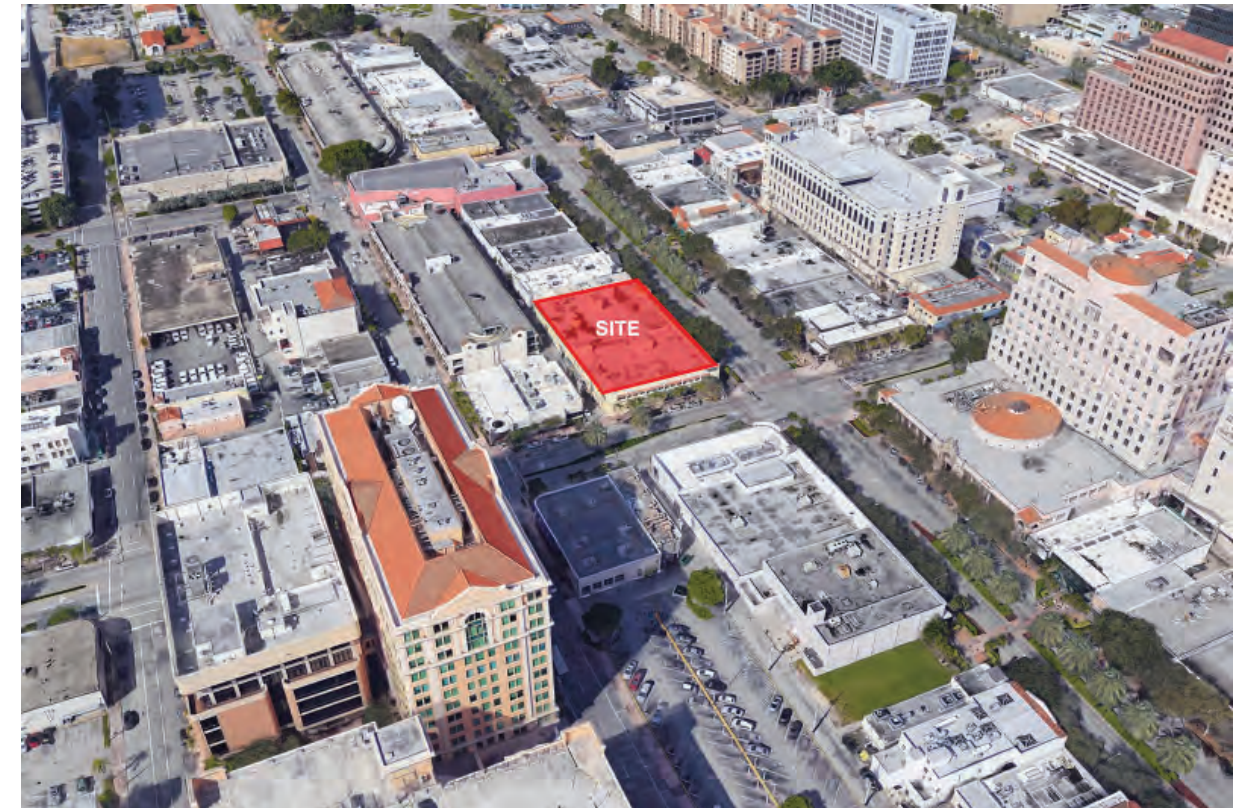
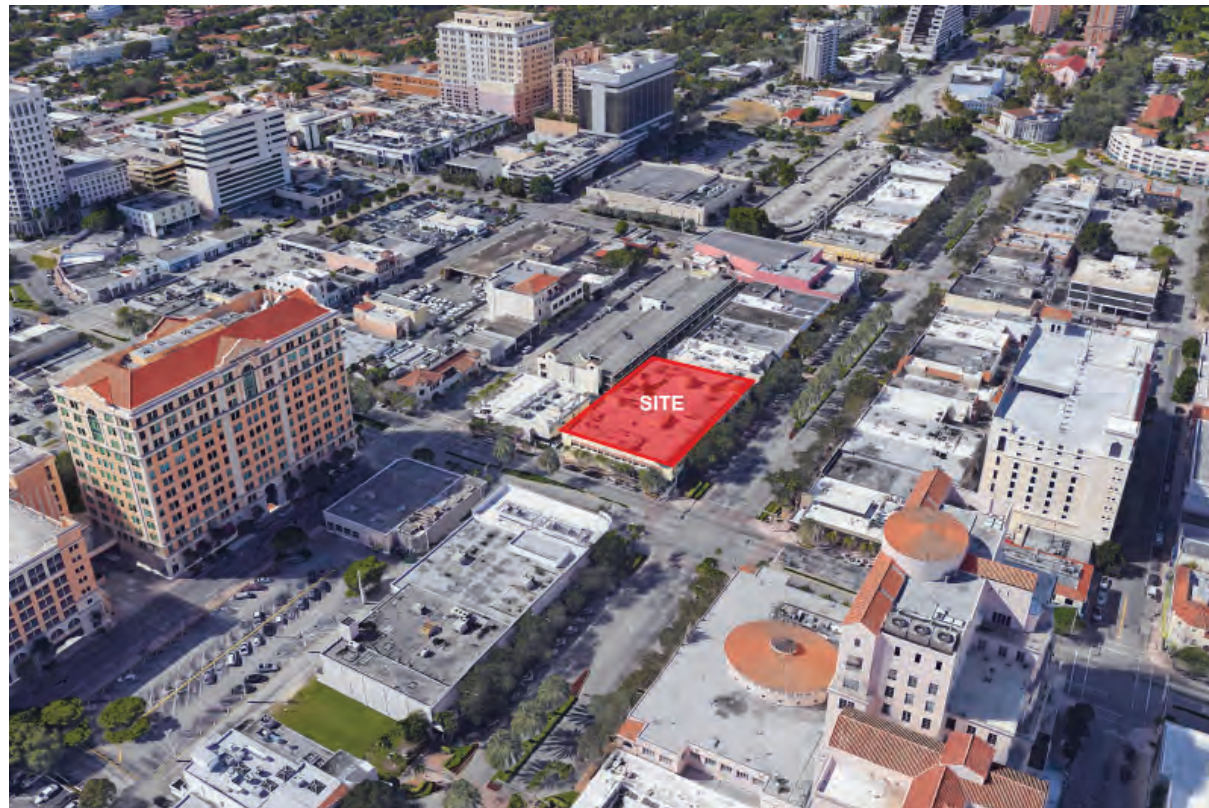
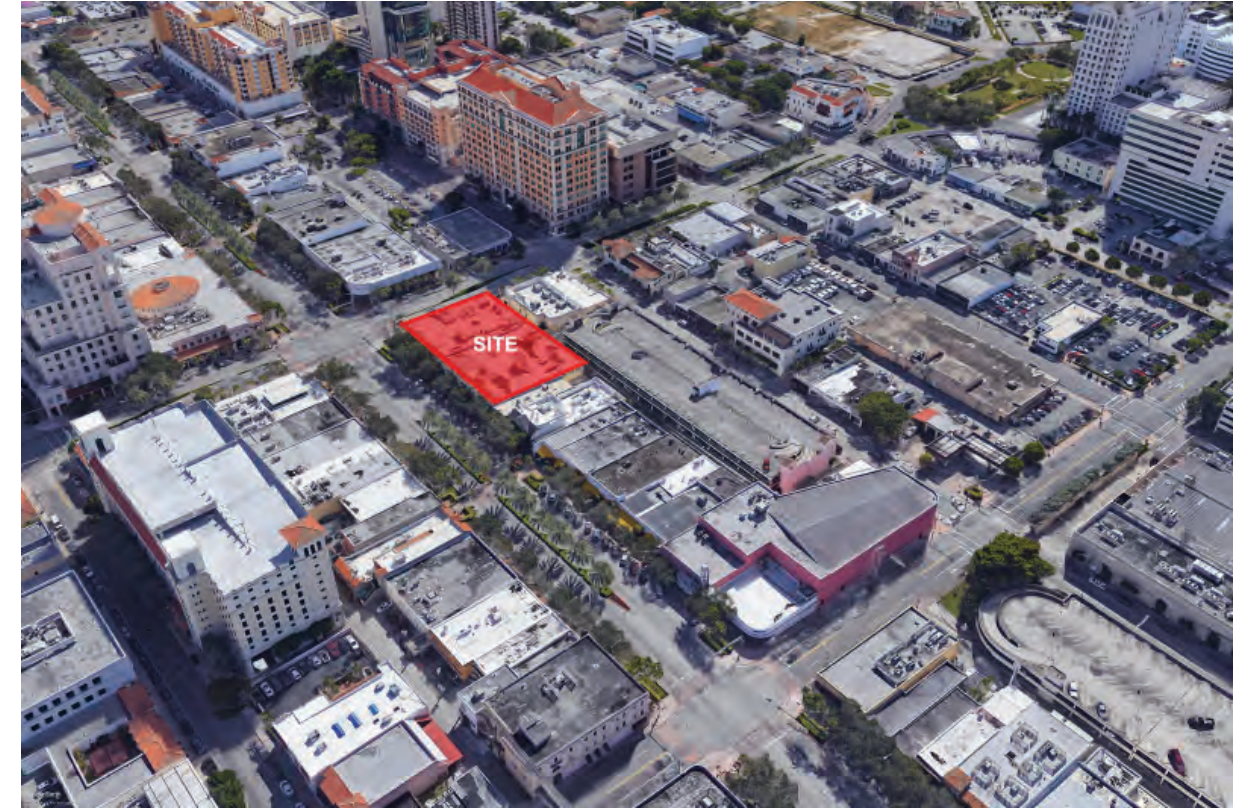
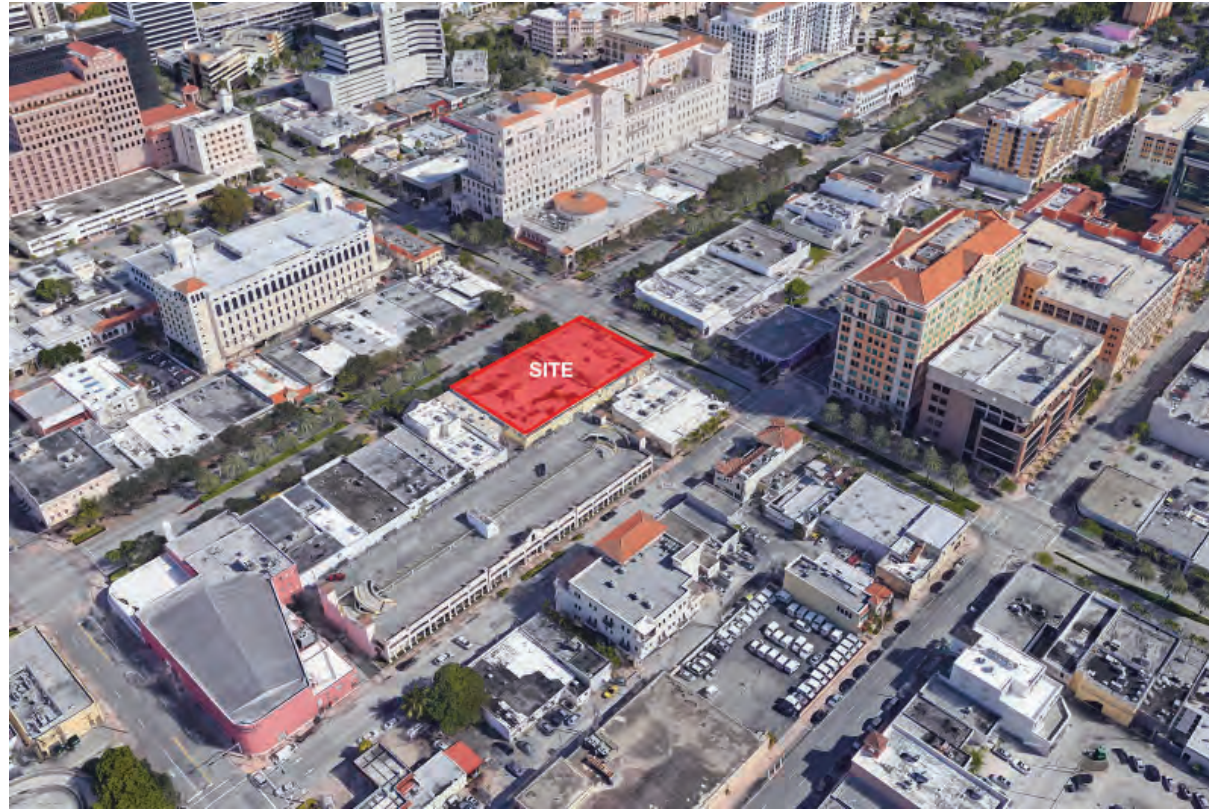
220 MIRACLE MILE  
CENTRAL BUSINESS DISTRICT, CORAL GABLES



A.03  
AERIAL

09/30/2019









MIRACLE MILE





PONCE DE LEON



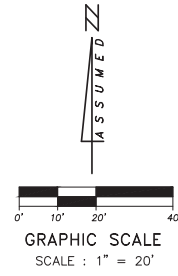




# ALTA/NSPS LAND TITLE SURVEY

of  
220 MIRACLE MILE, CORAL GABLES,  
MIAMI-DADE COUNTY, FLORIDA 33134

for  
TERRANOVA CORPORATION

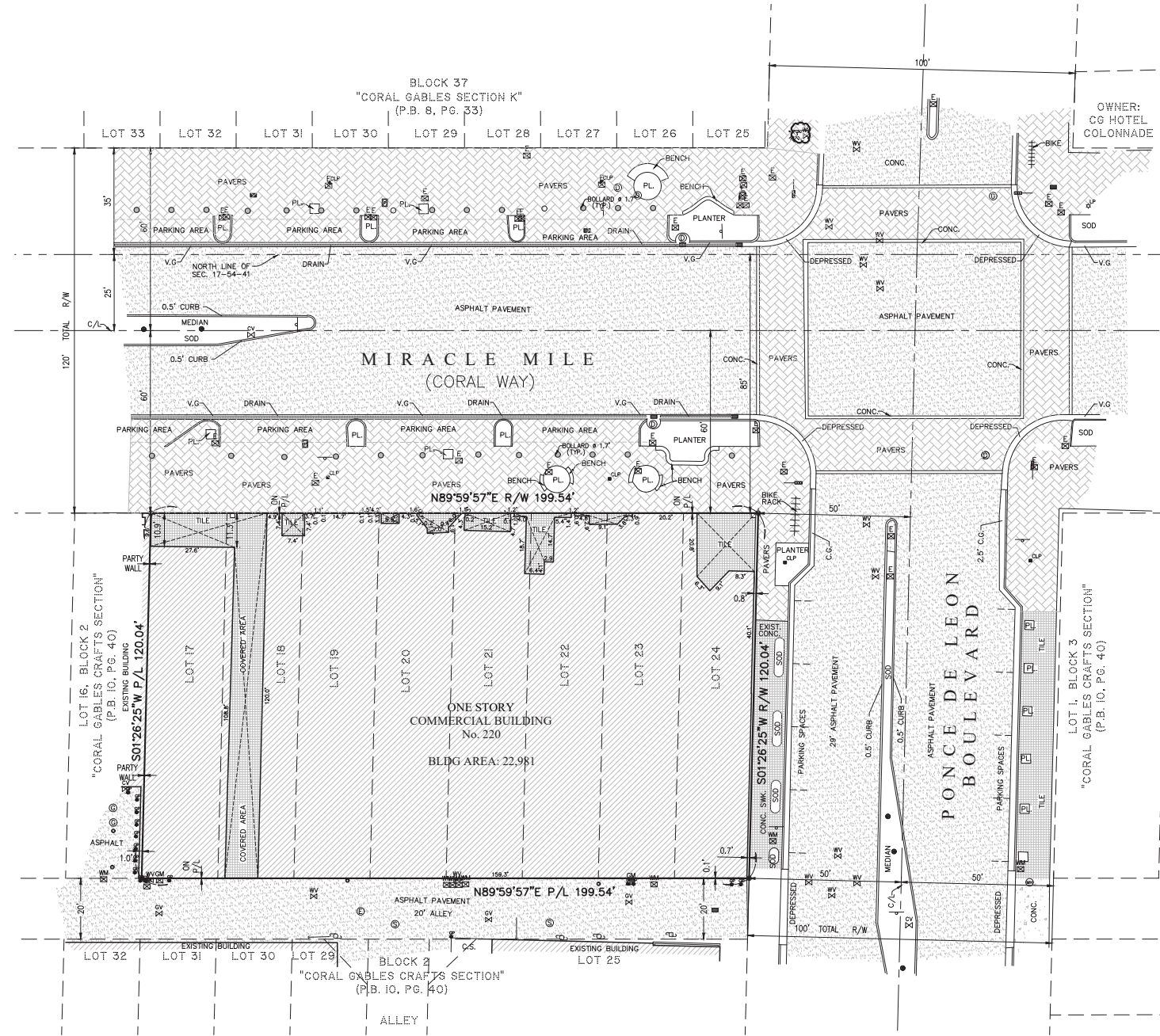


### ABBREVIATIONS

- A Arc Length
- A/C Air Conditioner Pad
- ASPH. Asphalt
- B.M. Benchmark
- C.B.S. Concrete Block Structure
- C.G. Curb & Gutter
- CH Chord Distance
- C/L Center Line
- C.L.F. Chain Link Fence
- CONC. Concrete
- C.S. Concrete Slab
- D.W.Y. Driveway
- E.T.P. Electric Transformer Pad
- F.F.E. Finished Floor Elevation
- F.I.P. Found Iron Pipe
- F.N.D. Found Nail & Disc
- F.R. Found Rebar
- I.D. Identification
- INV. Inverts
- L.F.E. Lowest Floor Elevation
- M.W.L. Monument Line
- P.B. Plot Book
- P.C.P. Permanent Control Point
- P.C. Page
- P.L. Planter
- P/L Property Line
- P.O.B. Point of Beginning
- P.O.C. Point of Commencement
- P.R.M. Permanent Reference Monument
- R/W Right-of-Way Line
- SWK. Sidewalk
- T.B.M. Temporary Benchmark
- V.G. Valley Gutter
- W.F. Wood Fence
- U.E. Utility Easement
- P/S Parking Spaces

### LEGEND

- BNBN Back Flow Preventer
- CLP Concrete Light Pole
- MLP Metal Light Pole
- GW Guy Wire
- UPP Utility Power Pole
- FH Fire Hydrant
- WM Water Meter
- EB Electric Box
- TB Telephone Box
- SM Sewer Manhole
- OUH Overhead Utility Lines
- LP Light Pole
- GV Gas Valve
- WV Water Valve
- WMH Water Manhole
- TMH Telephone Manhole
- MW Monitoring Well
- CLF Chain Link Fence
- PM Parking Meter
- UM Unknown Manhole
- SV Sewer Valve
- MB Mail Box
- SE Spot Elevation
- TB.M. Temporary Benchmark
- 1.5'-15'-10' Diameter-Height-Spread
- Right-of-Way Lines
- Property Corner
- Sign
- CB Catch Basin
- DM Drainage Manhole
- WF Wood Fence
- IF Iron Fence
- ICV Irrigation Control Valve
- C.B.S. Wall
- CO Clean Out
- GP Guard Pole
- AR Awning/Roof



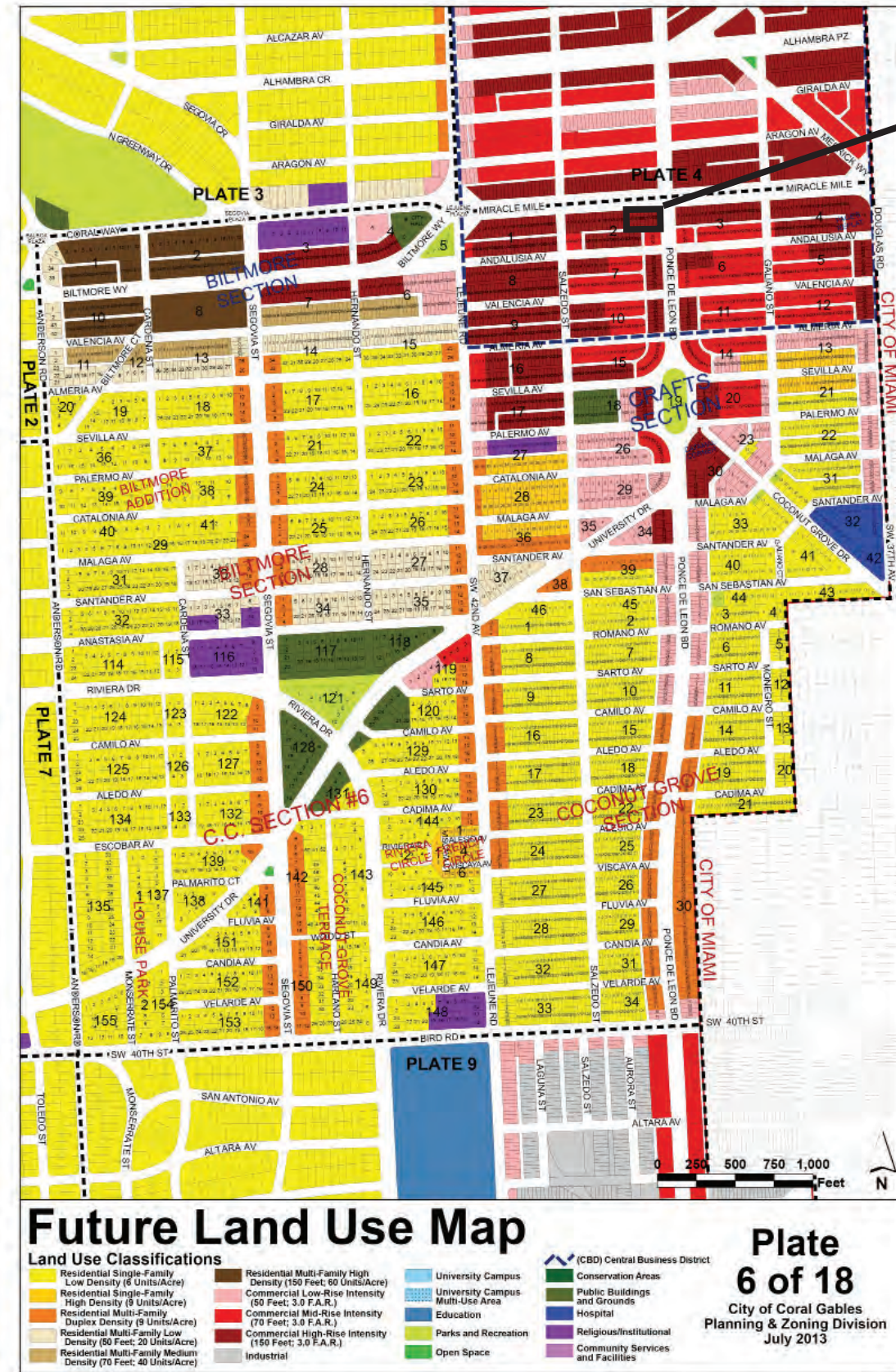
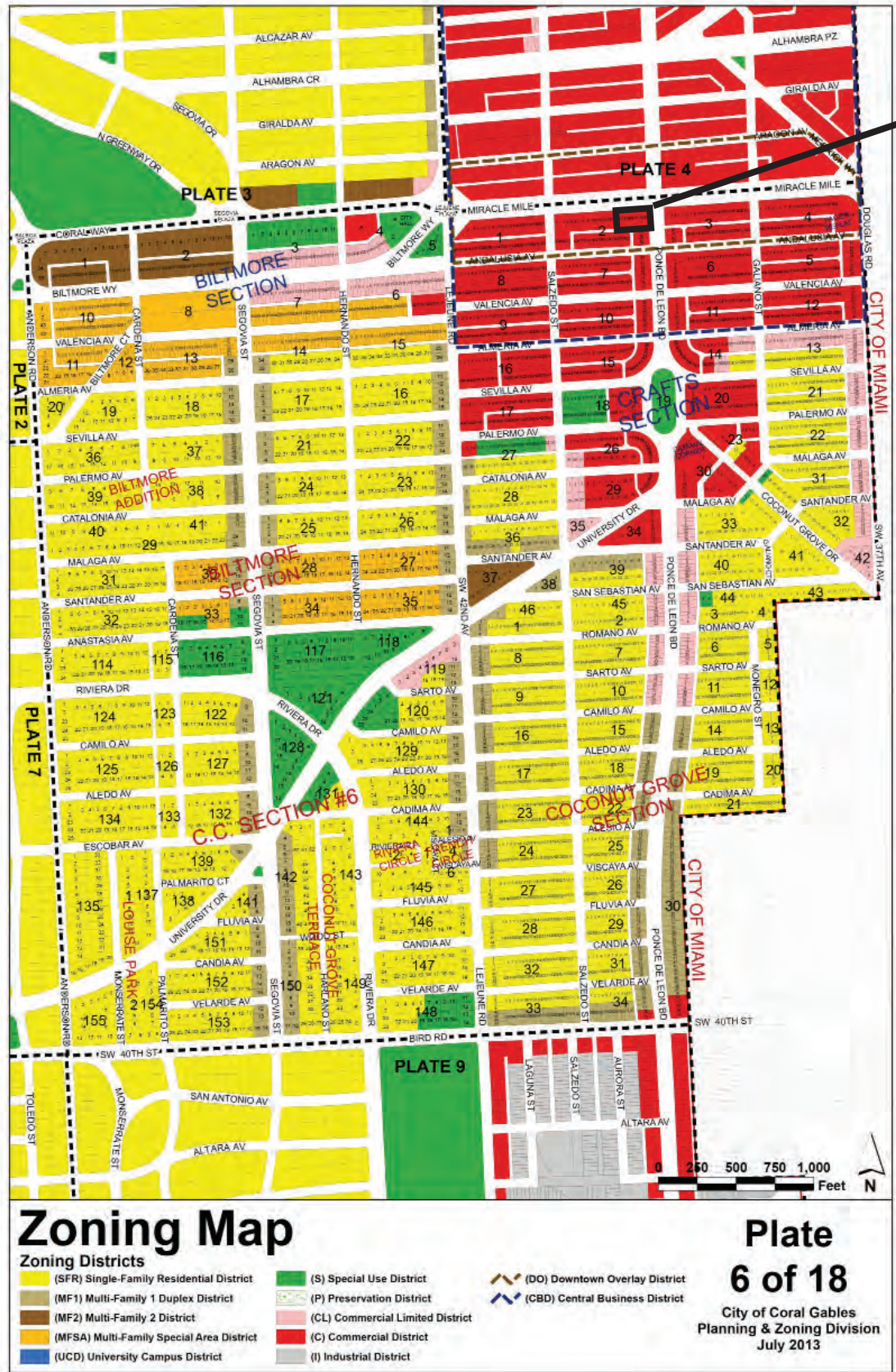
**J. Bonfil & Associates, Inc.**  
REGISTERED LAND SURVEYORS & MAPPERS  
Florida Certificate of Authorization LB3398  
7100 S.W. 99th Avenue Suite 104  
Miami, Florida 33173 (305) 598-8383

ALTA/NSPS LAND TITLE SURVEY  
220 MIRACLE MILE, CORAL GABLES,  
MIAMI-DADE COUNTY, FLORIDA 33134  
for  
TERRANOVA CORPORATION

| REVISIONS | BY |
|-----------|----|
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|              |                 |
|--------------|-----------------|
| Project:     | 18-0275         |
| Job:         | 18-0275         |
| Date:        | 10-16-2018      |
| Drawn:       | G.P. J.S., J.B. |
| Checked:     | J.S.            |
| Scale:       | AS SHOWN        |
| Field Book:  | FILE            |
| SHEET 2 OF 2 |                 |







# CITY OF CORAL GABLES ZONING ANALYSIS

| Site Data Summary:          |                                 |
|-----------------------------|---------------------------------|
| Lot Size:                   | 23,940 SF                       |
| Frontage:                   | 320 ft                          |
| Current Zoning Designation: | C - Commercial                  |
| Current Zoning FAR:         | 3.0                             |
| Land Use:                   | Commercial High Rise Intensity  |
| District:                   | Downtown Overlay District       |
| Future Zoning FAR:          | 3.2 or 3.81 with TDRs           |
| FEMA Zone:                  | Zone X                          |
| Lot Coverage:               | No specified lot coverage       |
| Height Restriction:         | 83.5 ft with Level 1 Med. bonus |

|                  | Required:   | Proposed:  |
|------------------|---|--|
| <b>Setbacks:</b> | None up to fifteen (15) feet in height  | None up to fifteen (15) feet in height                           |
| <b>Front:</b>    | Ten (10) feet above (15) feet   | Ten (10) feet above (15) feet                                    |
|                  | None up to forty five (45) feet in height   | None up to forty five (45) feet in height                        |
|                  | Fifteen (15) feet greater than forty-five (45) feet in height                             | None up to forty five (45) feet in height                        |
| <b>Side:</b>     | Plus additional one (1) foot for each three (3) feet of height above forty-five (45) feet | Twenty six (26) feet greater than forty-five (45) feet in height |
|                  | None abutting a dedicated alley or street   |  |
| <b>Rear:</b>     | Ten (10) feet not abutting dedicated alley or   | None   |

|                                | Required:                     | Proposed:             |
|--------------------------------|-------------------------------|-----------------------|
| <b>Open Space Requirement:</b> | 10% for commercial properties | Ground Floor 2,484 SF |
| Percentage of Lot Area         | 23,940 * 0.1 = 2,394          |                       |

|                                      | Allowed:                              | Proposed:                             |
|--------------------------------------|---------------------------------------|---------------------------------------|
| <b>Floor Area Ratio Calculation:</b> |                                       |                                       |
| Lot Area (S.F.)                      | 23,940                                | 23,940                                |
| FAR:                                 | 4.0                                   | 3.81                                  |
|                                      | with architectural incentives & TDR's | with architectural incentives & TDR's |
| Total (S.F.)                         | 95,760                                | 91,242                                |

|                          | Allowed:                                 | Proposed:                                |
|--------------------------|--|--|
| <b>Building Heights:</b> | 7 stories / 83.5 ft w level 1 Med. bonus | 7 stories / 83.5 ft w level 1 Med. bonus |

|                               | Required:         | Proposed: |
|-------------------------------|-------------------|-----------|
| <b>Loading Summary:</b>       | <100,000 S.F. = 0 | 0         |
| Non-Residential or Mixed Use: |                   |           |

Parking - required parking shall be provided for each use on a building site

| Uses   | Required                   |
|--|----------------------------|
| Hotel (1.125/room) 120 rooms                           | 135 spaces                 |
| Retail on ground floor (1/250 sq. ft.) 15,882 sq. ft.  | 63 spaces                  |
| Retail on 2nd floor (1/250 sq. ft.) 7,820 sq. ft.      | 31 spaces                  |
| Restaurant on rooftop (12/1,000 sq. ft.) 3,520 sq. ft. | 42 spaces                  |
| <b>Total off-street parking</b>                        | <b>271 spaces required</b> |
| <b>86 spaces via remote parking</b>                    |                            |

\* (1) pursuant to shared parking study prepared by David and Plummer & Assoc.; and (2) required parking to be provided off-site in accordance with 5-1408 of the Zoning Code.

| FAR Calculation                |   |
|--------------------------------|---|
| Base FAR                       | 3.0000  |
| Mediterranean Bonus 1          | 0.2000  |
| Transfer of Development Rights | 0.8000  |
| <b>Total FAR</b>               | <b>4.0</b>                                      |
| FAR                            | [23,940sf Area of Site] x [4.0 FAR] = 95,760 sf |

| Level    | Retail / F&B sf  | Retail / F&B Terrace sf | Hotel Keys | Hotel sf         | Hotel Terrace sf | GSF               | FAR              |
|----------|------------------|-------------------------|------------|------------------|------------------|-------------------|------------------|
| Roof     | 3,520 sf         | 4,200 sf                | 0          | 740 sf           | 4,900 sf         | 13,360 sf         | 4,260 sf         |
| Level 06 | 0 sf             | 0 sf                    | 30         | 14,270 sf        | 0 sf             | 14,270 sf         | 14,270 sf        |
| Level 05 | 0 sf             | 0 sf                    | 30         | 14,270 sf        | 0 sf             | 14,270 sf         | 14,270 sf        |
| Level 04 | 0 sf             | 0 sf                    | 30         | 14,270 sf        | 0 sf             | 14,270 sf         | 14,270 sf        |
| Level 03 | 0 sf             | 0 sf                    | 30         | 14,270 sf        | 0 sf             | 14,270 sf         | 14,270 sf        |
| Level 02 | 7,820 sf         | 3,320 sf                | 0          | 6,200 sf         | 2,190 sf         | 19,530 sf         | 14,020 sf        |
| Level 01 | 15,882 sf        | 0 sf                    | 0          | 0 sf             | 0 sf             | 15,882 sf         | 15,882 sf        |
|          | <b>27,222 sf</b> | <b>7,520 sf</b>         | <b>120</b> | <b>64,020 sf</b> | <b>7,090 sf</b>  | <b>105,852 sf</b> | <b>91,242 sf</b> |

## TDR Sending sites

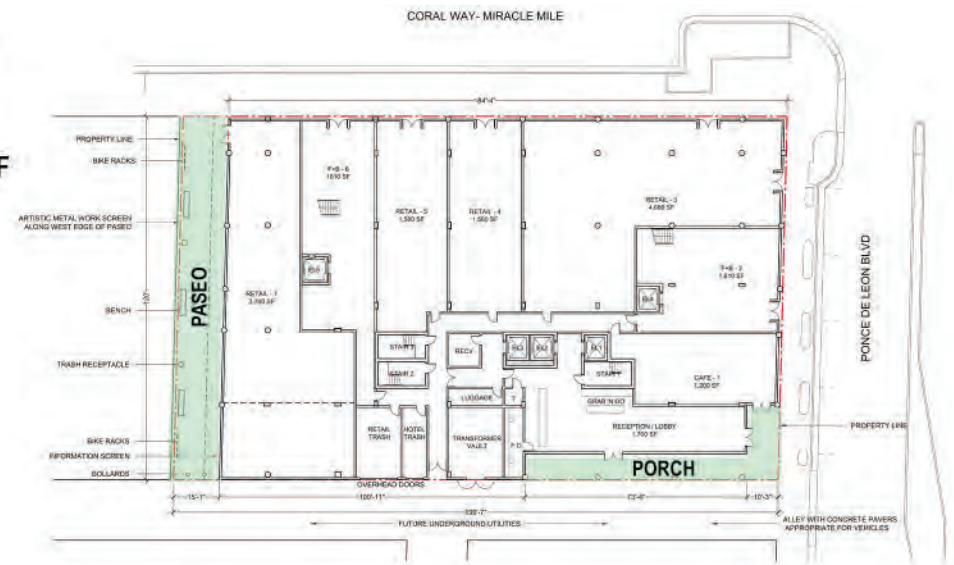
|                           |                             |
|---------------------------|-----------------------------|
| PROPERTY ADDRESS          | 348 MIRACLE MILE            |
| LOT SIZE                  | 12,000 SF                   |
| PERMISSIBLE FAR           | 12,000 SF X 3.5 = 42,000 SF |
| EXISTING FAR OF BUILDING  | 12,076 SF                   |
| TOTAL AIR RIGHTS          | 42,000 - 12,076 = 29,924    |
| PRIOR TRANSFERS (IN 2001) | 22,415 SF                   |
| AVAILABLE TDRs            | 29,924 - 22,415 = 7,509 SF  |



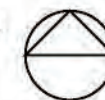
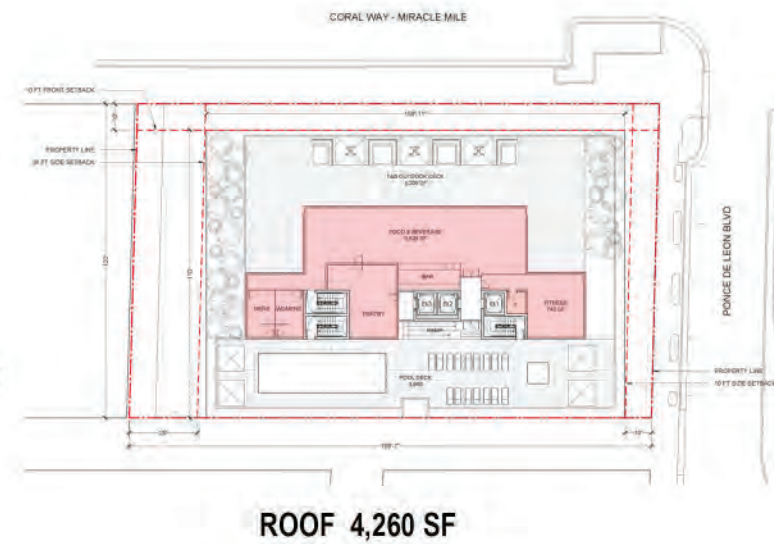
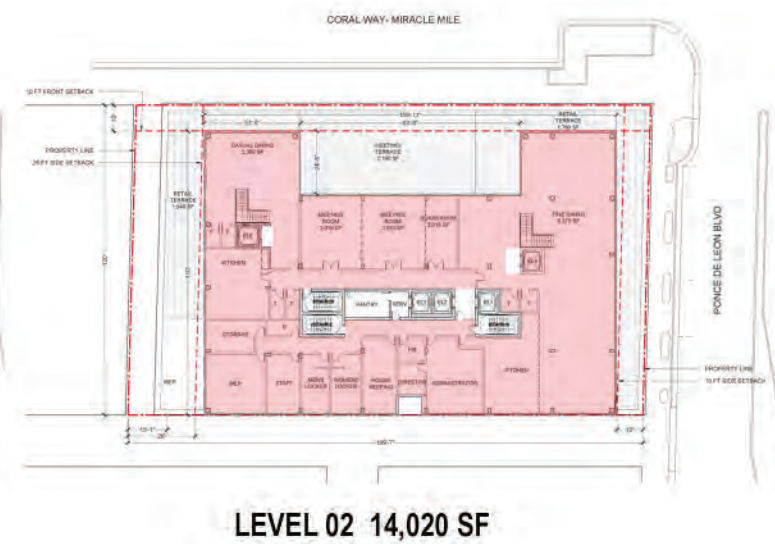
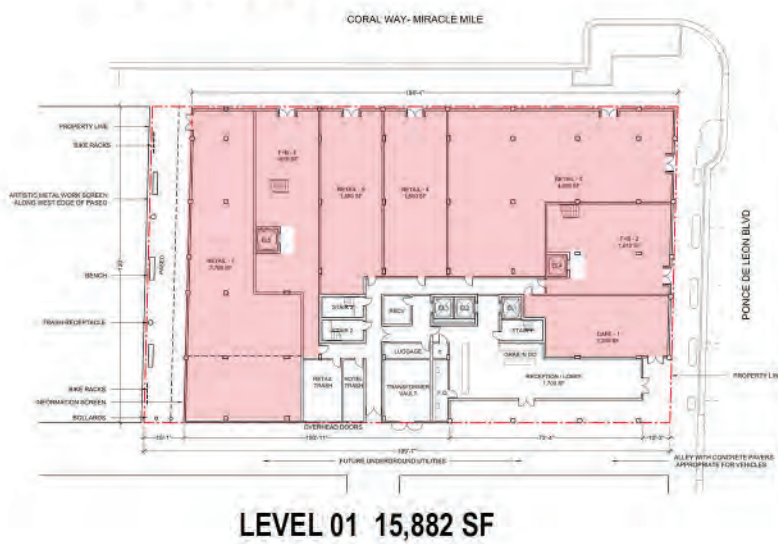
| Floor Area Ratio Allowed |  |        |
|--------------------------|--|--------|
| Lot SF                   | FAR                                      | Total  |
| 23,940                   | 4.0 (w architectural incentives & TDR's) | 95,760 |
| FAR Summary              |  |        |
| Allowable FAR            |  | 95,760 |
| Proposed FAR             |  | 91,242 |
| Difference               |  | -4,518 |

|                       | Floor Area Per Level |               |
|-----------------------|----------------------|---------------|
|                       | Mixed Use            |               |
|                       | Retail               | Hotel         |
| Roof                  | 3,520                | 740           |
| Level 06              | 0                    | 14,270        |
| Level 05              | 0                    | 14,270        |
| Level 04              | 0                    | 14,270        |
| Level 03              | 0                    | 14,270        |
| Level 02              | 7,820                | 6,200         |
| Level 01              | 15,882               | 0             |
| <b>Total</b>          | <b>27,222</b>        | <b>64,020</b> |
| <b>Combined Total</b> | <b>91,242</b>        |               |

**Open Space**  
 LEVEL 01 PASEO 1,810  
 PORCH(75%) 674  
**2,484 SF**



**FAR DIAGRAMS**

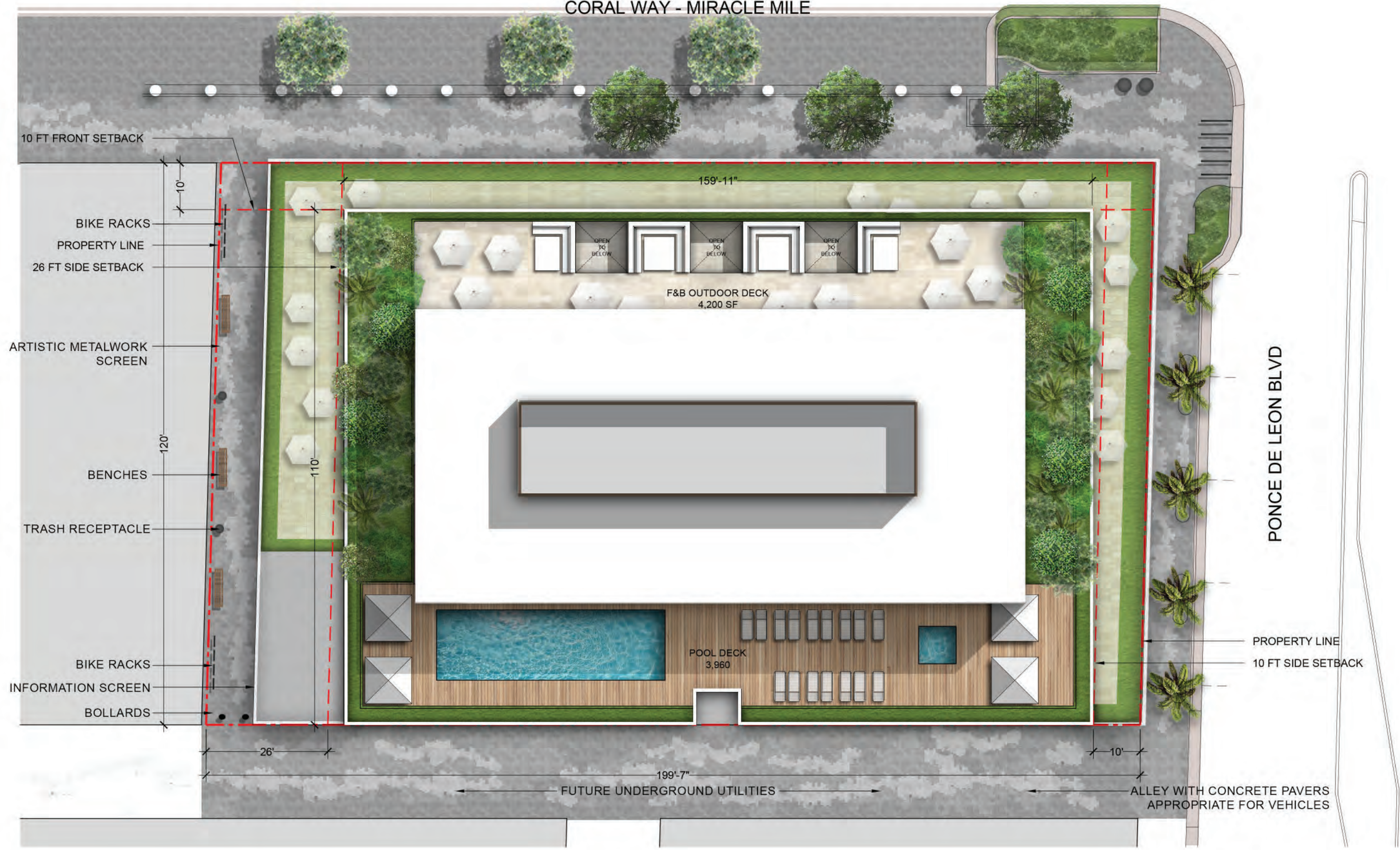








CORAL WAY - MIRACLE MILE



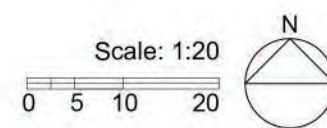
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PROJECT # 0000.00

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220 MIRACLE MILE  
CENTRAL BUSINESS DISTRICT, CORAL GABLES

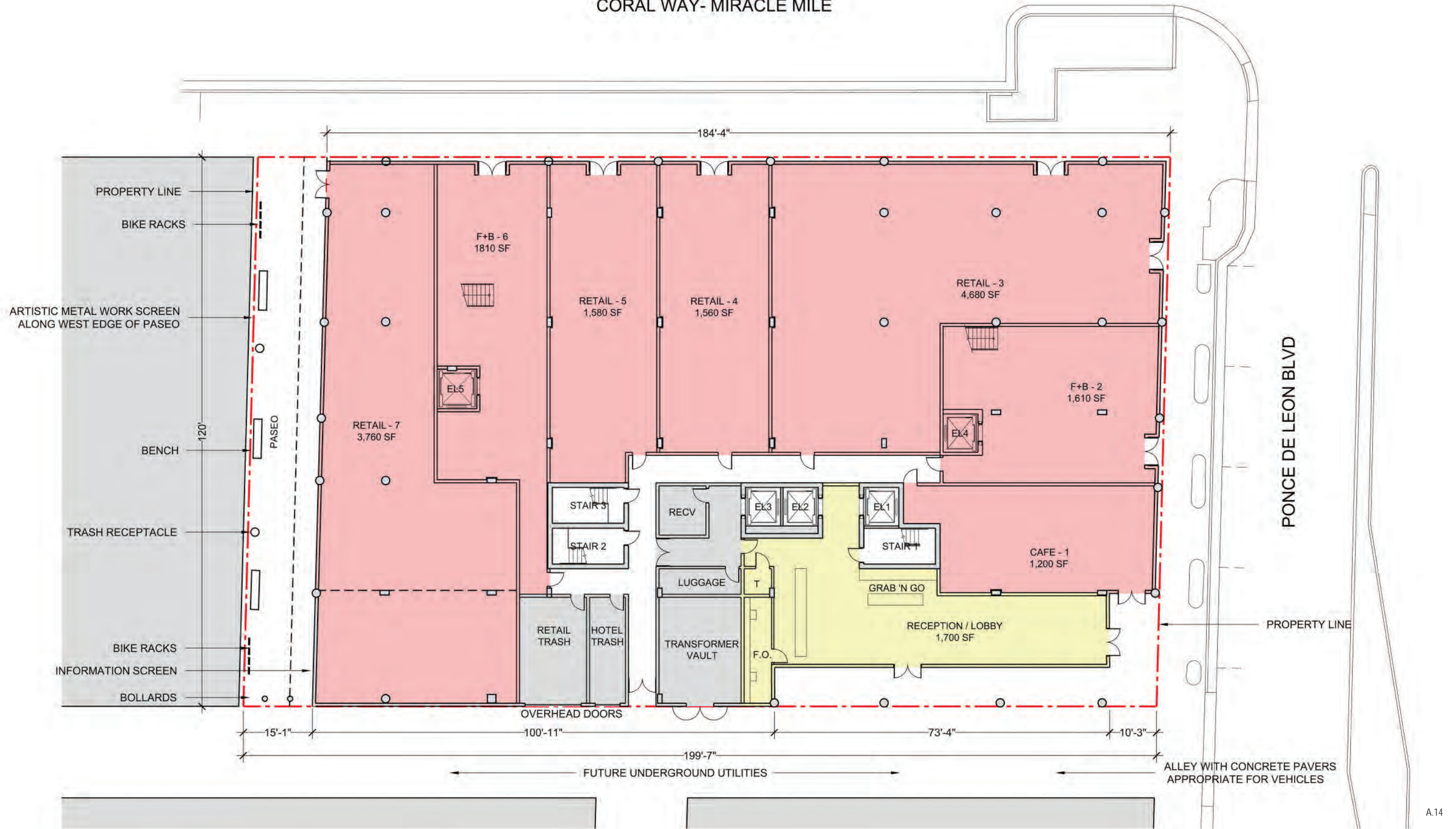


A.13  
SITE PLAN

09/30/2019



CORAL WAY- MIRACLE MILE



A.14







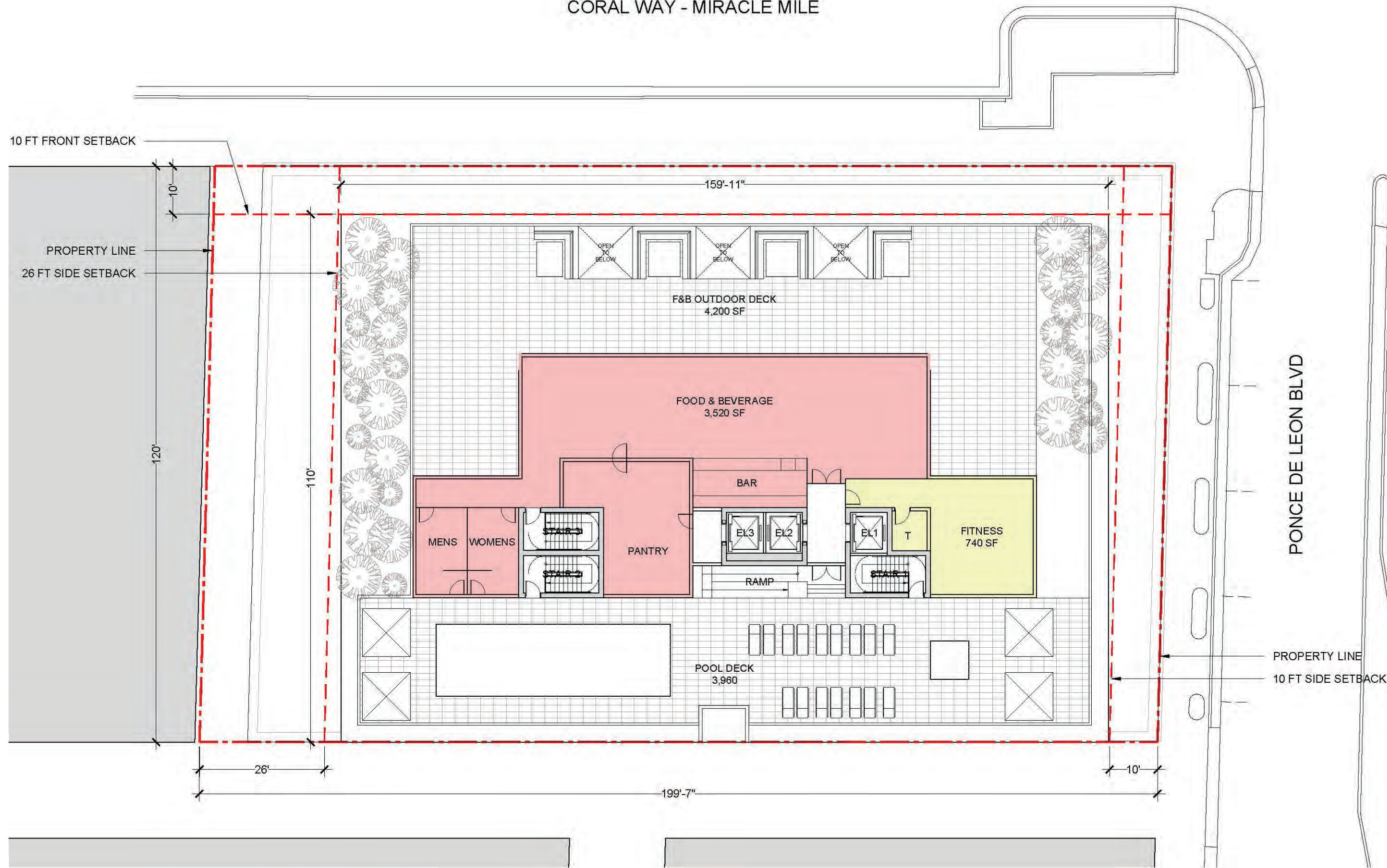
CORAL WAY- MIRACLE MILE



A.16

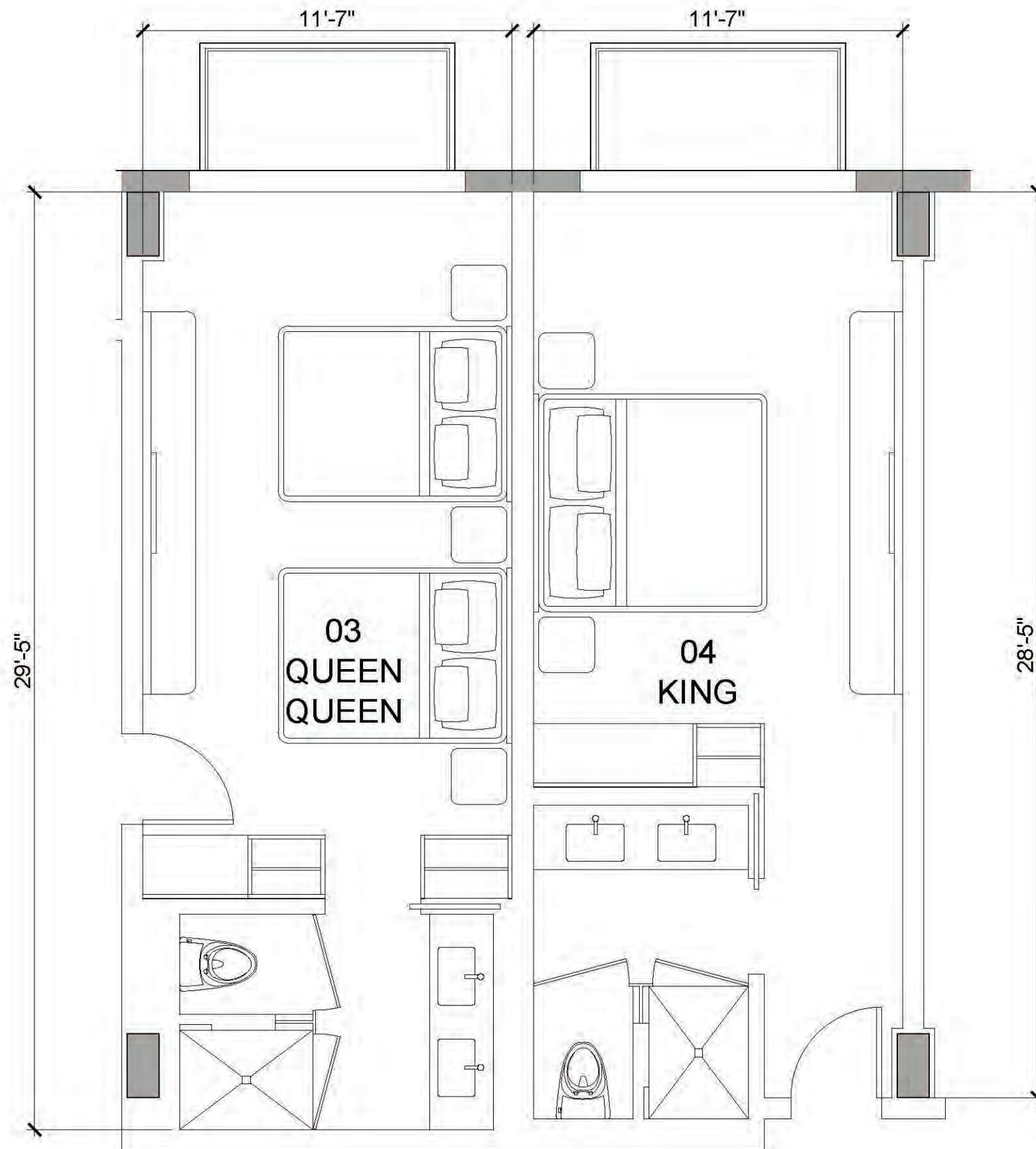


CORAL WAY - MIRACLE MILE



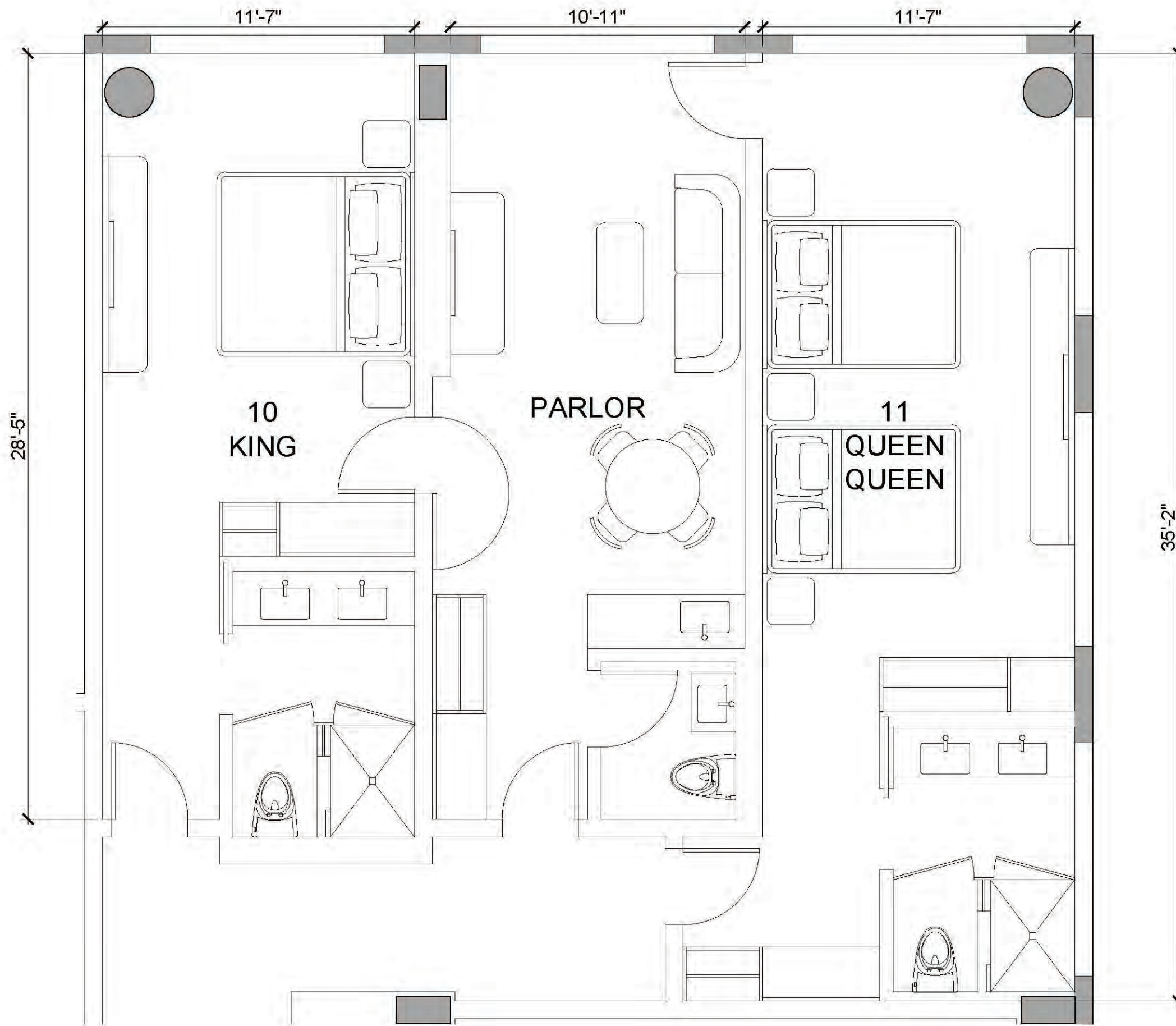
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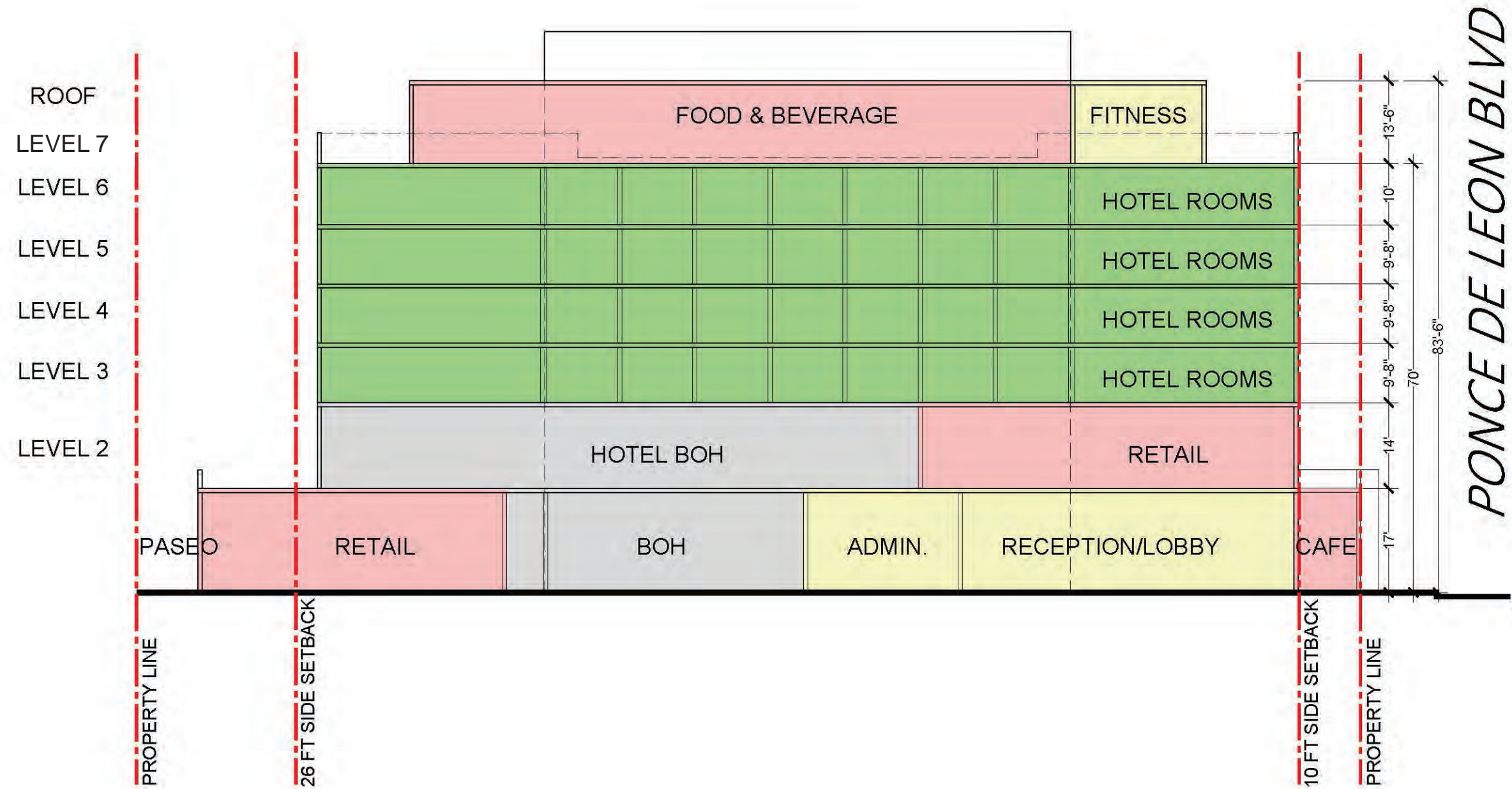
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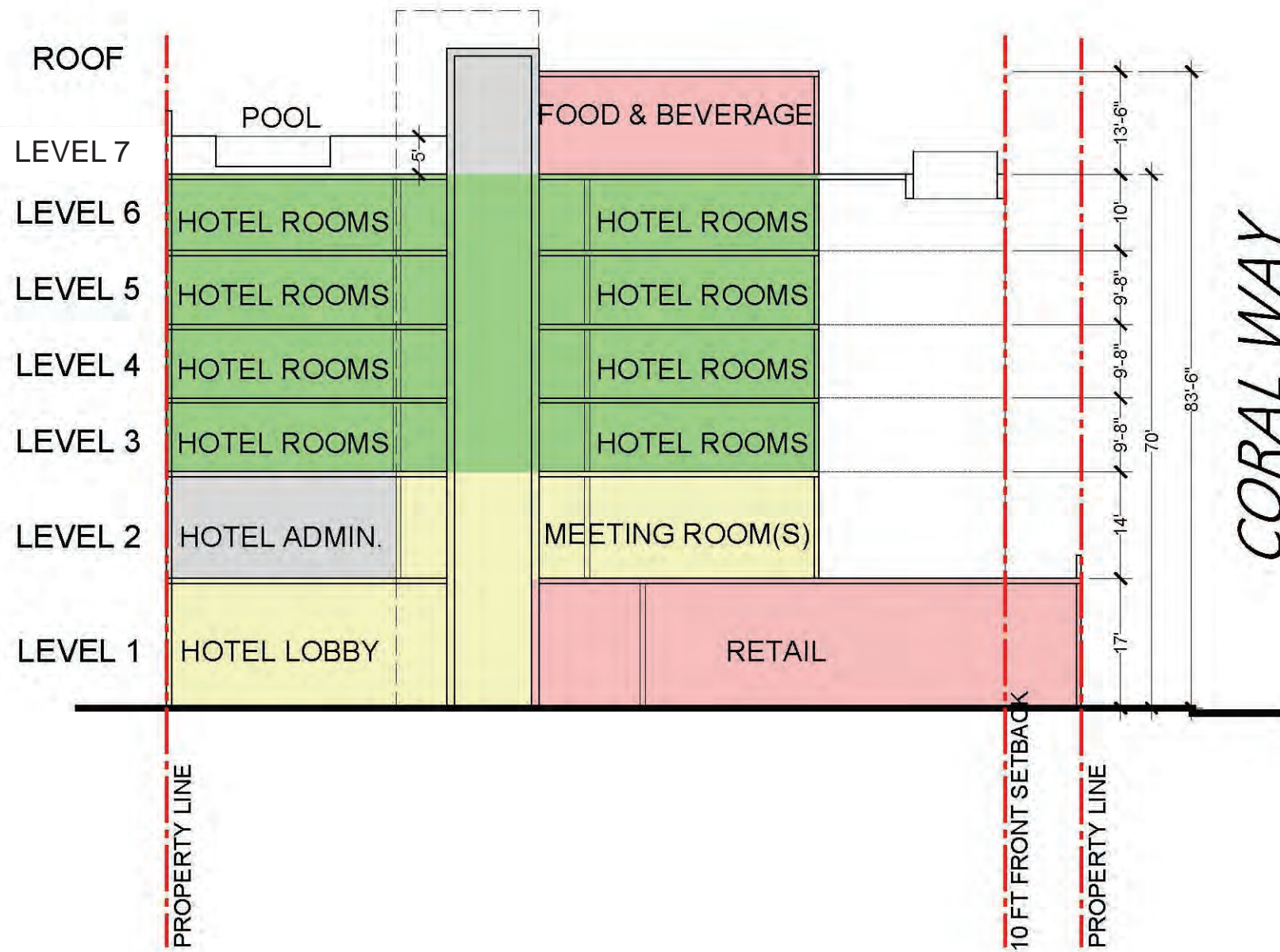


A.19

















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CENTRAL BUSINESS DISTRICT, CORAL GABLES

A.23

CONTEXT ELEVATION  
PONCE DE LEON

09/30/2019



















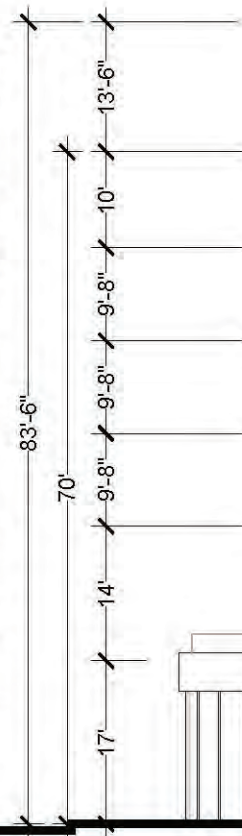








PONCE DE LEON BLVD



ROOF  
LEVEL 7  
LEVEL 6  
LEVEL 5  
LEVEL 4  
LEVEL 3  
LEVEL 2



ROOF

LEVEL 7

LEVEL 6

LEVEL 5

LEVEL 4

LEVEL 3

LEVEL 2



CORAL WAY



ROOF

LEVEL 7

LEVEL 6

LEVEL 5

LEVEL 4

LEVEL 3

LEVEL 2



PONCE DE LEON BLVD



CORAL WAY











Google Earth

**ARQUITECTONICA**

GABLES MIRACLE MILE LLC

PROJECT # 0000.00

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220 MIRACLE MILE  
CENTRAL BUSINESS DISTRICT, CORAL GABLES

A.35  
PERSPECTIVE VIEW

09/30/2019

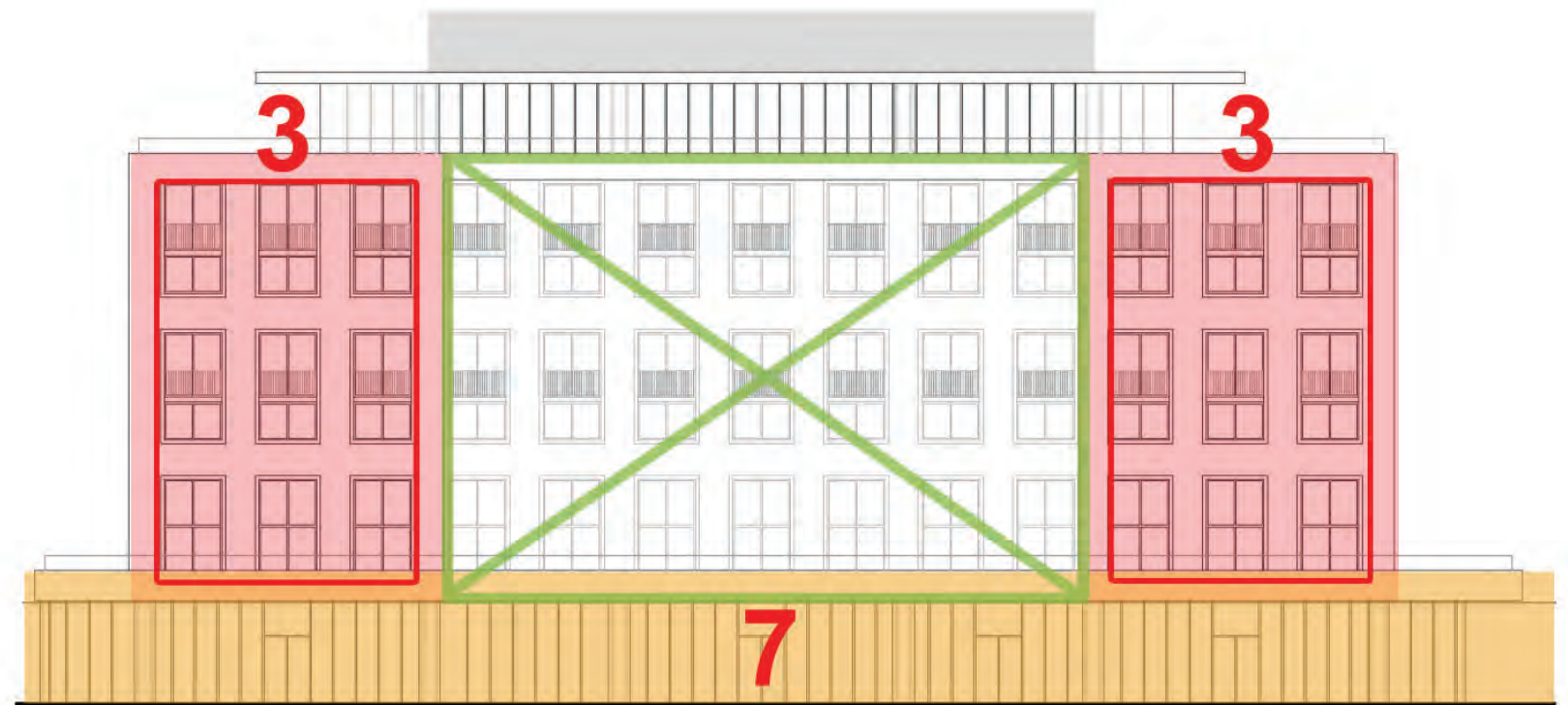
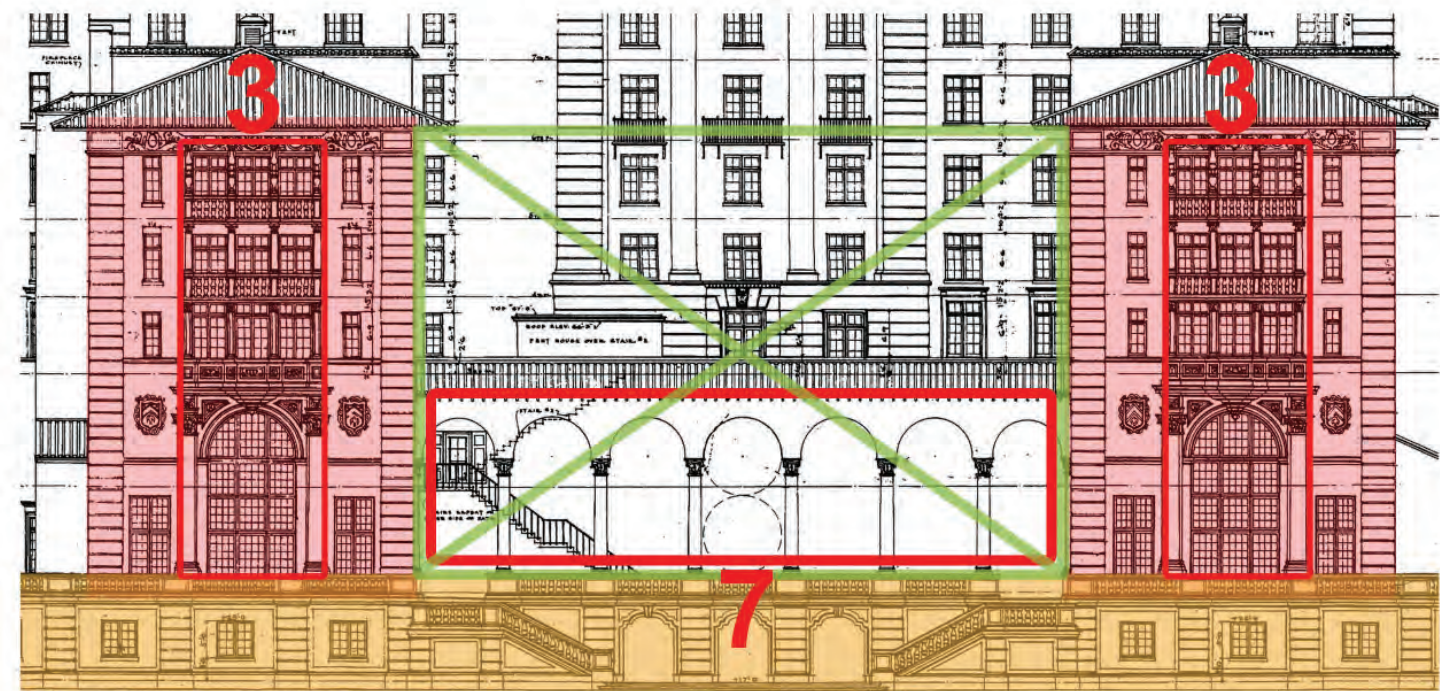


## HISTORICAL REFERENCE

The proposed design makes reference to the proportion and scale of elements of the Biltmore Hotel.

The major building components consist of 2 end towers, a base and a center court as seen in the Biltmore's south elevation.

The openings are simialrly organized in odd number bays to create center openings instead of center solids.





# HISTORICAL REFERENCE

Proportions of the building elements are derived from the Biltmore Hotel. Openings are arranged to create vertical rectangular proportion. Similar frame elements are also used throughout the project.

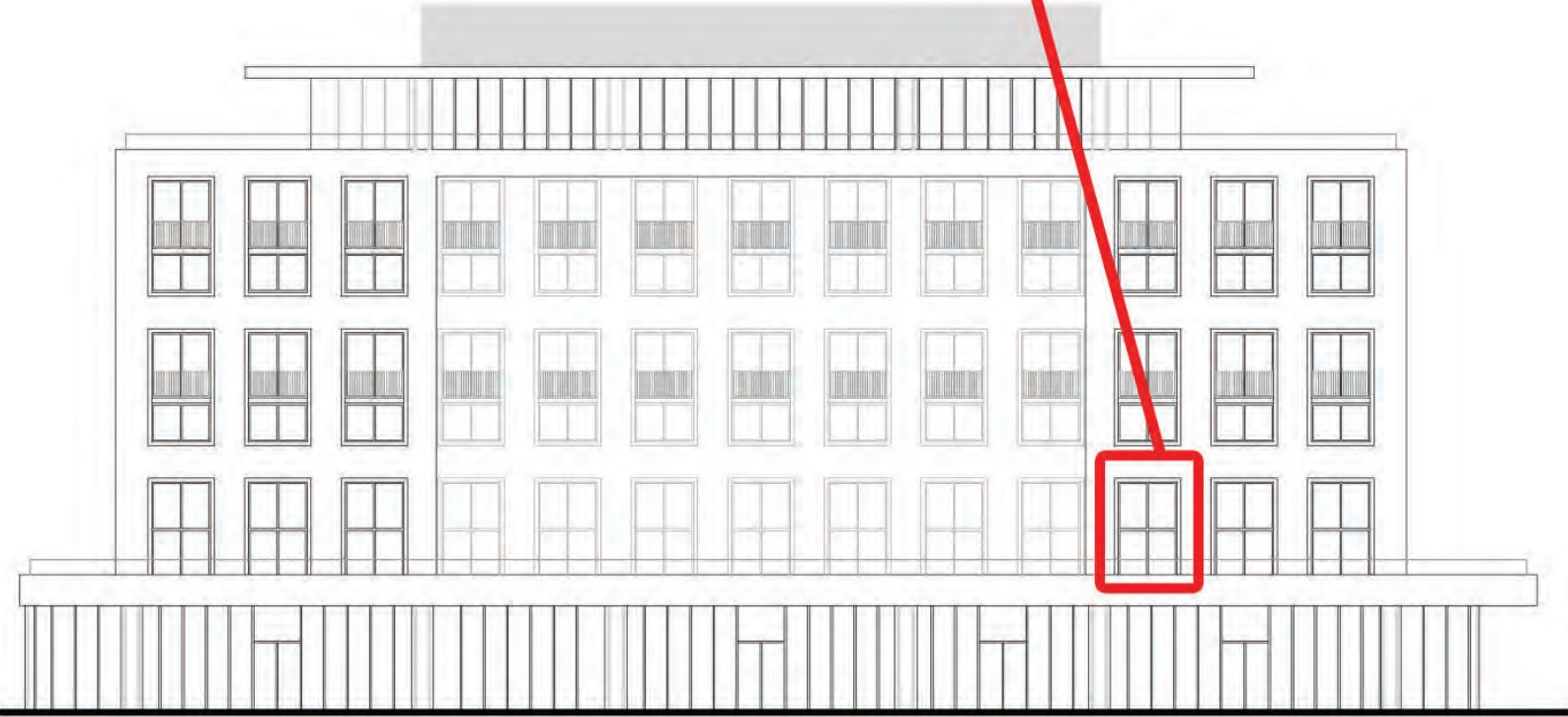
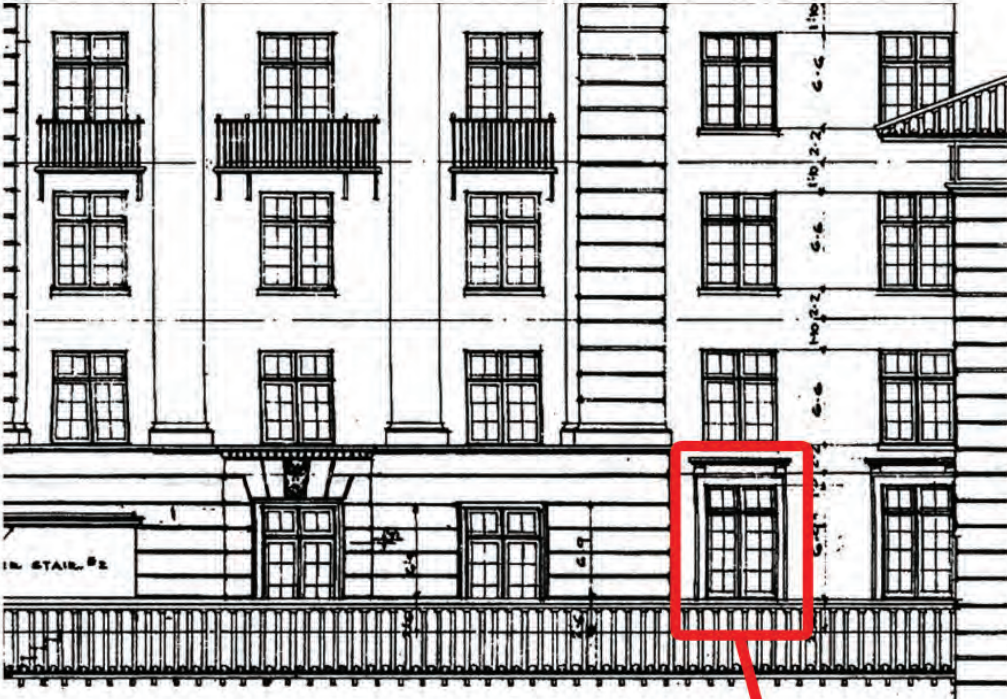




Table 1

|    |   |   |   |   |  |
|----|---|---|---|---|--|
| 1. | ✓ | ✓ | ✓ | Architectural elements on building facades. | <p>Similar exterior architectural relief elements shall be provided on all sides of all buildings. No blank walls shall be permitted unless required pursuant to applicable City, State and Federal requirements (i.e., Fire and Life Safety Code, etc).</p> <p>Parking garages shall include exterior architectural treatments compatible with buildings or structures that occupy the same property and/or street.</p> |
|----|---|---|---|---|--|

**Requirement satisfied** The project does not have blank facades. The building contains window openings and vertical breaks of glass on all sides. See adjacent elevations.

|    |  |   |   |  |   |
|----|--|---|---|--|---|
| 2. |  | ✓ | ✓ | Architectural relief elements at street level. | <p>On any building facades fronting streets, where an adjoining pedestrian sidewalk is located, one (1) or more of the following design features shall be included at the street level:</p> <ol style="list-style-type: none"> <li>Display windows or retail display area;</li> <li>Landscaping; and/or</li> <li>Architectural relief elements or ornamentation.</li> </ol> |
|----|--|---|---|--|---|

**Requirement satisfied** All street level facades have retail display windows and clear glass with views into retail, restaurants and hotel lobby. See adjacent elevations.

|    |   |   |   |   |  |
|----|---|---|---|---|--|
| 3. | ✓ | ✓ | ✓ | Architectural elements located on the top of buildings. | <p>Exclusion from height. The following shall be excluded from computation of building height in C, A and M-Use Districts:</p> <ol style="list-style-type: none"> <li>Air-conditioning equipment room.</li> <li>Elevator shafts.</li> <li>Elevator mechanical equipment rooms.</li> <li>Parapets.</li> </ol> <p>Roof structures used only for ornamental and/or aesthetic purposes not exceeding a combined area of twenty-five (25%) percent of the floor area immediately below. Such exclusion shall be subject to the provisions that no such structure shall exceed a height of more than twenty-five (25) feet above the roof, except for commercial buildings in the Central Business District (CBD) where no such structure shall exceed one-third (1/3) of the allowable total building height.</p> |
|----|---|---|---|---|--|

**Requirement satisfied** Mechanical parapet is < 25% of floor below. Height of mechanical parapet does not exceed 1/3 of building height.

|    |   |   |   |                  |  |
|----|---|---|---|------------------|--|
| 4. | ✓ | ✓ | ✓ | Bicycle storage. | <p>To encourage the use of bicycles, bicycle storage facilities (racks) shall be provided. A minimum of five (5) bicycle storage spaces shall be provided for each two hundred and fifty (250) parking spaces or fraction thereof.</p> |
|----|---|---|---|------------------|--|

**Requirement satisfied** Bicycle racks will be provided in the Paseo.

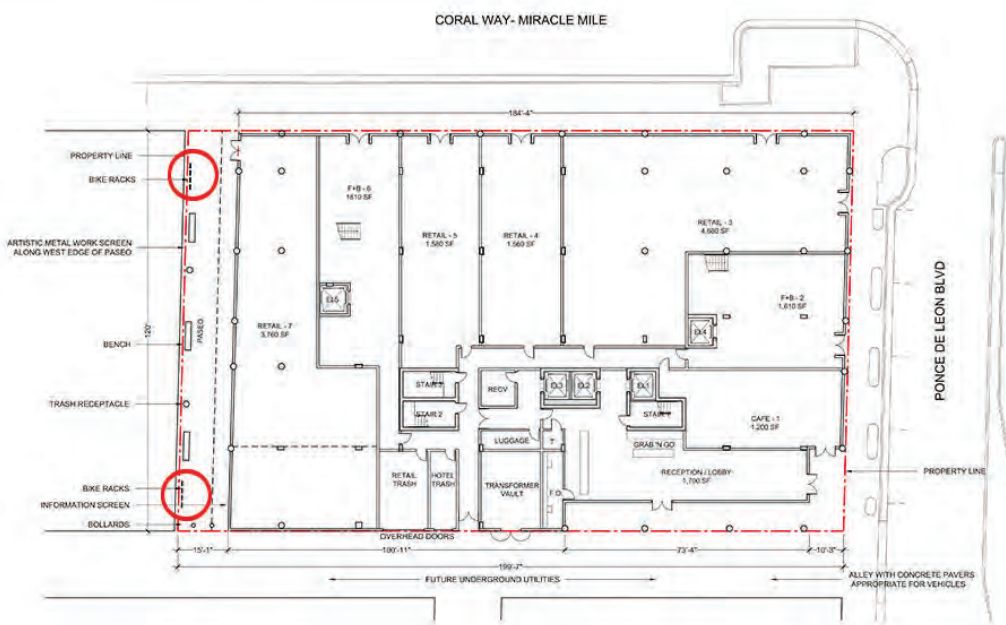




Table 1

|    |   |   |   |                   |  |
|----|---|---|---|-------------------|--|
| 5. | ✓ | ✓ | ✓ | Building facades. | Facades in excess of one hundred and fifty (150) feet in length shall incorporate vertical breaks, stepbacks or variations in bulk/massing at a minimum of one hundred (100) foot intervals. |
|----|---|---|---|-------------------|--|

Requirement satisfied

See adjacent diagram →

|    |   |   |   |                        |  |
|----|---|---|---|------------------------|--|
| 6. | ✓ | ✓ | ✓ | Building lot coverage. | No minimum or maximum building lot coverage is required. |
|----|---|---|---|------------------------|--|

Requirement satisfied

|    |   |   |   |                           |   |
|----|---|---|---|---------------------------|---|
| 7. | ✓ | ✓ | ✓ | Drive through facilities. | Drive through facilities including but not limited to banking facilities, restaurants, pharmacies, dry cleaners, etc. are prohibited access to/from Ponce de Leon Boulevard from S.W. 8 <sup>th</sup> Street to Bird Road, Miracle Mile from Douglas Avenue to LeJeune Road, and Alhambra Circle from Douglas Avenue to LeJeune Road. |
|----|---|---|---|---------------------------|---|

Requirement satisfied

The project does not contain drive through facilities.

|    |   |   |   |                            |  |
|----|---|---|---|----------------------------|--|
| 8. | ✓ | ✓ | ✓ | Landscape open space area. | Each property shall provide the following minimum ground-level landscape open area (percentage based upon total lot area):<br>a. Five (5%) percent for nonresidential properties;<br>b. Ten (10%) percent for mixed use properties; and<br>c. Twenty-five (25%) percent for residential properties.<br>The total area shall be based upon the total lot area. This landscape area can be provided at street level, within the public right-of-way, planter boxes, planters, etc. |
|----|---|---|---|----------------------------|--|

Requirement satisfied

Open space requirement of 10% has been met.  
Required: 2,394 sf Provided: 2,547 sf

|    |   |   |   |                   |  |
|----|---|---|---|-------------------|--|
| 9. | ✓ | ✓ | ✓ | Lighting, street. | Street lighting shall be provided and located on all streets/rights-of-way. The type of fixture shall be the approved City of Coral Gables light fixture and location/spacing, etc. shall be the subject to review and approval by the Department of Public Works. |
|----|---|---|---|-------------------|--|

Requirement satisfied

Lighting will be provided as required.

|     |   |   |   |                  |  |
|-----|---|---|---|------------------|--|
| 10. | ✓ | ✓ | ✓ | Parking garages. | Ground floor parking as a part of a multi-use building shall not front on a primary street. ADA parking is permitted on the ground floor. Ground floor parking is permitted on secondary/side streets and shall be fully enclosed within the structure and/or shall be surrounded by retail uses and/or residential units. Ground floor parking is permitted on alley frontages.<br><br>Parking facilities shall strive to accommodate pedestrian access to all adjacent street(s) and alleys. |
|-----|---|---|---|------------------|--|

Requirement satisfied

The project does not have on site parking structure

Item 5 Building facades



plane created by

- 1) Vertical pillars which project 1ft forward of glazing
- 2) Vertical recessed entries at every tenant space

Length of building above is broken by a large recess 83ft wide and 24.5ft deep which creates a grand central court

Item 8 Open space

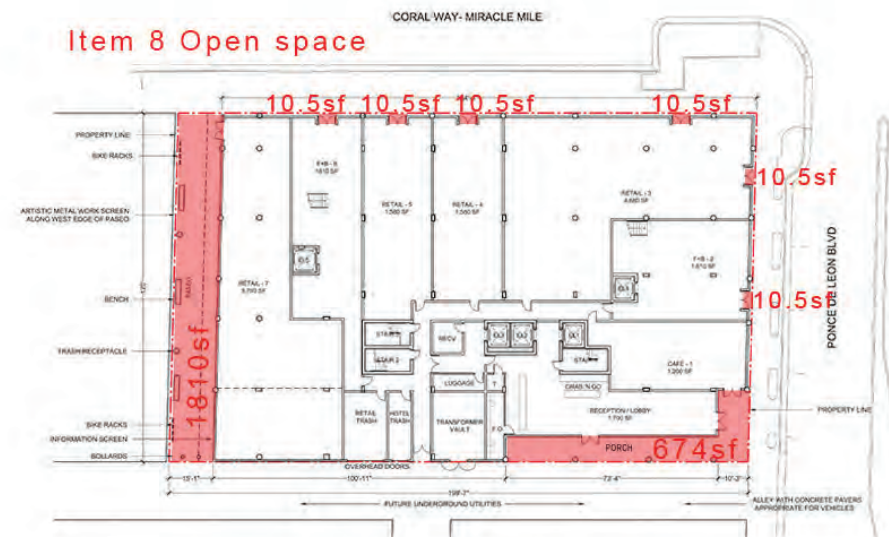




Table 1

|     |   |   |   |                 |  |
|-----|---|---|---|-----------------|--|
| 11. | ✓ | ✓ | ✓ | Porte-cocheres. | Porte-cocheres are prohibited access to/from Ponce de Leon Boulevard from S.W. 8 <sup>th</sup> Street to Bird Road, Miracle Mile from Douglas Avenue to LeJeune Road, and Alhambra Circle from Douglas Avenue to LeJeune Road. |
|-----|---|---|---|-----------------|--|

Requirement satisfied There is no porte-cochere access from Ponce de Leon or Miracle Mile.

|     |  |   |   |                               |  |
|-----|--|---|---|-------------------------------|--|
| 12. |  | ✓ | ✓ | Sidewalks/ pedestrian access. | All buildings, except accessory buildings, shall have their main pedestrian entrances oriented towards adjoining streets.<br><br>Pedestrian pathways and/or sidewalks shall be provided from all pedestrian access points and shall connect to one another to form a continuous pedestrian network from buildings, parking facilities, parking garages entrances, etc. Wherever possible pathways shall be separated from vehicular traffic. |
|-----|--|---|---|-------------------------------|--|

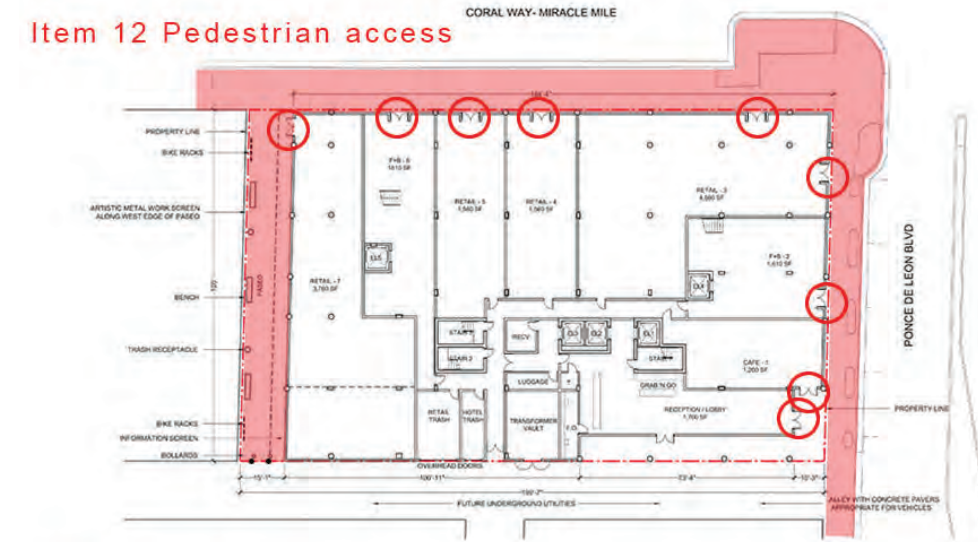
Requirement satisfied All pedestrian entrances are accessed from Miracle Mile or Ponce de Leon. The new Paseo provided by the project has direct access to Miracle Mile. The Paseo is separated from enhanced and newly paved alley by bollards for pedestrian safety.

|     |   |   |   |                   |  |
|-----|---|---|---|-------------------|--|
| 13. | ✓ | ✓ | ✓ | Soil, structural. | Structural soil shall be utilized within all rights-of-way for all street level planting areas with root barriers approved by the Public Service Department. |
|-----|---|---|---|-------------------|--|

Requirement satisfied The project will comply with requirements.

|     |   |   |   |                                     |   |
|-----|---|---|---|-------------------------------------|---|
| 14. | ✓ | ✓ | ✓ | Windows on Mediterranean buildings. | Mediterranean buildings shall provide a minimum window casing depth of four (4) inches as measured from the face of the building. |
|-----|---|---|---|-------------------------------------|---|

Requirement satisfied All windows have an 8" depth of frame comprised of a 4" recessed casement and a box frame projecting 4" forward of surrounding facade.



Item 12 Pedestrian access

Item 14 Windows





## SUSTAINABILITY STANDARDS

The development is committed to achieve no less than Leadership in Energy and Environmental Design (LEED) Silver certification under the latest applicable version of the LEED Green Building Rating System of the US Green Building Council (USGBC), or Silver certification by the Florida Green Building Coalition (FGBC), or under another nationally recognized certification program approved by the City Manager or City Manager's designee.

## EXAMPLES OF SUSTAINABILITY FEATURES

- The building envelope will have less than 50% glazing
- Energy efficient envelope for the site
- Waterless urinals at all public bathrooms
- Energy efficient LED lights in all public area
- All soaps and shampoos in dispenser instead of disposable
- All biodegradable soaps
- All recycled paper products
- Motion detection lights wherever permitted
- Bicycle racks

Appropriate sustainable strategies (not limited to the ones listed above) will be implemented to pursue sustainability standards required under Section 5-1302 of Coral Gables Zoning Code



PROPERTY OWNER:

GABLES MIRACLE MILE LLC

305-695-8700

801 ARTHUR GODFREY ROAD SUITE 600, MIAMI BEACH, FL 33140

ARCHITECT:

ARQUITECTONICA

305-372-1812

2900 OAK AVENUE, MIAMI, FL 33133

Katia Robreno

krobreno@arquitectonica.com

**ARQUITECTONICA**

GABLES MIRACLE MILE LLC

PROJECT # 0000.00

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220 MIRACLE MILE

CENTRAL BUSINESS DISTRICT, CORAL GABLES

A.44  
NAME AND CONTACT

09/30/2019



**Gables Miracle Mile LLC  
c/o Terranova Corporation  
801 Arthur Godfrey Road, Suite 600  
Miami Beach, FL 33140**

**Via Hand Delivery**

Mr. Ramon Trias, Director  
Planning and Zoning Department  
City of Coral Gables  
405 Biltmore Way  
Coral Gables, FL 33134

September 30, 2019

**Re: Statement of Use / Property Located at 220 Miracle Mile, Coral Gables, Florida (the "Property") / City Commission Approval of Site Plan & Transfer of Development Rights for the Proposed Commercial Project**

Dear Mr. Trias:

Gables Miracle Mile LLC, owner of the above referenced property ("the Applicant"), respectfully submits this Statement of Use in connection with the enclosed Planning and Zoning Board Application for a proposed commercial project consisting of ground floor retail and upper level hotel uses located at the above-referenced Property (the "Project"). The Project requires review by the City's Planning and Zoning Board and the Historic Preservation Board, as well as approval by the City Commission. The Property is legally described as Lots 17 through 24, inclusive, Block 1, of the Coral Gables Crafts Section, according to the Plat thereof, as recorded in Plat Book 10, Page 40, in the Public Records of Miami-Dade County, and is identified by Folio Number: 03-4117-005-0350. According to the enclosed survey, the Property is comprised of approximately 23,945 square feet (0.55 acres) of land.

Pursuant to the City's Future Land Use Map, the Property is designated Commercial High-Rise Intensity. As indicated on the City's Zoning Map, the Property is zoned Commercial (C) and is located within the City's Central Business District (CBD) and Downtown Overlay. The Applicant proposes to construct a 7-story commercial development consisting of approximately 24,000 square feet of shops and restaurants at the ground and second levels, 120 hotel rooms on level 3 through 6, and approximately 3,500 square feet of roof top uses and amenity space at the 7<sup>th</sup> level.

**Site Plan Review**

We respectfully submit that the Project complies with the applicable criteria as set forth in Section 3-1006 (4) of the Zoning Code as follows:



- a. *Applicable site plan review requirements per Article 3, Division 2, General Development Review Procedures and conditional use review requirements per Article 3, Division 4, Conditional Uses.*

The Project has been reviewed by the Development Review Committee, and received preliminary approval by the Board of Architects for Level 1 Mediterranean Bonus on August 15, 2019. On September 19, 2019, the Historic Preservation Board (“HPB”) also approved the transfer of 7,509 square feet of Transfer of Development Rights (TDRs) from the sending property, located at 348 Miracle Mile, to the Property for the development of the Project. Specifically, the 348 Miracle Mile property, which has been selected as the sending site, has already been designated as a historic landmark by the City’s Historic Preservation board and is located within the boundaries of the CBD, and as such meets the criteria for approval of a sending site under the City’s Zoning Code. Further, the Property has been determined not to meet the minimum standards for historic designation, as reflected in the enclosed letter from the City’s Historic Preservation Department, and complies with the approval of the Property as a receiving site.

- b. *The extent to which the application is consistent with the Zoning Code and City Code otherwise applicable to the subject property or properties, including but not limited to density, bulk, size, area and use, and the reasons why such departures are determined to be in the public interest.*

The Project is consistent with the applicable portions of the City Zoning Code. Specifically, the Applicant will be availing itself of the City’s Level 1 Mediterranean Design Bonus Program and the remote off-street parking standards under Section 5-1408 of the City Code to permit the development of the Project. Lastly, the Project is designed in full compliance with the City’s new open space standards by providing at least 10% landscaped, open space at the ground level in the form of open-air pedestrian paseos, covered pedestrian walkways and porches that promote active, pedestrian streetscapes. Please note, the required landscaped open space does not include the additional open space areas that are located within the upper level amenity and recreational floors in compliance with Section 5-1105(C) of the City Zoning Code.

- c. *The physical design of the proposed site plan and the manner in which the design makes use of adequate provisions for public services, provides adequate control over vehicular traffic, provides for and protects designated common open areas, and furthers the amenities of light and air, recreation and visual enjoyment.*

The physical design of the Project, as detailed in the enclosed Site Plan (Sheet A.37), has been designed to follow classic Mediterranean proportions using familiar materials, and with proper architectural elements to address massing as required under the City’s Level 1 Mediterranean Style Bonus Program. The Project will also complement the existing commercial nature of Miracle Mile and the surrounding business, office and hotel uses in the Central Business District (the “CBD”) while attracting additional patrons to serve the existing



restaurants, shops and entertainment venues in the area. The Project has also been designed to provide additional open space at the ground level and to provide new amenities within the CBD, including a pedestrian friendly, open air paseo that conveniently connects Miracle Mile to the existing municipal Parking Garage 1 fronting Andalusia Avenue.

The trip generation, drop-off queuing analysis and off-street parking analysis, prepared by David Plummer & Associates (the "Parking and Valet Study") confirm that the Project will have minimum impact on traffic in the area and that there is sufficient parking located within the nearby parking garages to satisfy the Project's off-site parking demands (**Tab 10**). The Project has also been designed to accommodate vehicular access and provide for a convenient valet service area within the existing alley, which will help reduce curb cuts along the primary frontages and create an enhanced pedestrian streetscape with active uses. Lastly, the included Concurrency Determination confirms there is sufficient capacity to serve the Project (**Tab 5**).

*d. The conformity of the proposal with the Goals, Objectives and Policies of the City's Comprehensive Plan.*

The Project has been designed to further the goals, objectives and policies of the City's Comprehensive Plan by creating a high quality commercial project within the City's CBD and along the Miracle Mile corridor. Pursuant to Policy FLU-1.9.3 of the Comprehensive Plan, the Project's design promotes the efficient use of parking. Additionally, the Project will complement the City's recent investment in public realm improvements as well as the other commercial uses along Miracle Mile, the City's premier shopping and dining destination, and will continue the activation and enhancement of this important commercial area.

Remote Off-Street Parking

Section 5-1408(B) of the Zoning Code expressly allows the Development Director to approve the use of remote off-street parking to satisfy a project's parking requirements subject to certain enumerated criteria. Specifically, pursuant to this Section, the Development Services Director shall approve an application to allow projects within the CBD to provide remote off-street parking at locations within one thousand (1,000) feet of the project site. As discussed below, the proposed request for the use of remote parking facilities complies fully with the terms of this section and is entitled to approval.

Pursuant to Sections 5-1408(B) of the Zoning Code, the Applicant's request for remote off-site parking fully complies with the following criteria:

- i. Location of project and of remote parking spaces. Applications for remote parking shall only be accepted in association with a proposal to expand, or change the use of, an existing project located in the CBD. The remote parking spaces shall be located in the CBD and within in the City.*

The Project entails the redevelopment of the existing building at the Property with retail, restaurant and hotel uses. As such, the Project entails the expansion of the existing



commercial uses at the property and the addition of new lodging uses, which qualifies for the use of remote parking facilities.

Additionally, there are several private and municipal garages and surplus parking lots available within the CBD and that are located within 1,000 feet of the Project site that could serve as potential remote parking facilities for the Project. An aerial reflecting the location of the nearby parking facilities that are available for lease and that satisfy the applicable spacing and location requirements under Section 5-1408(B) is provided in the Applicant's submitted package. A further analysis of the surplus parking inventory in the area is also included below and is further outlined in the enclosed Parking and Valet Study.

- ii. *Infeasibility or impracticability of providing required parking. Applications may be approved if the physical layout of the project, as determined in the reasonable discretion of the Director of Development Services, cannot reasonably be altered to provide the Zoning Code-required parking onsite as part of the proposed expansion or change of use.*

The Property currently does not contain any off-street parking for the existing restaurants, retail and office uses. The new hotel uses would require the inclusion of a large parking pedestal into the design of the building to satisfy parking requirements. However, the dimension and configuration of the Property would not permit an efficient design and would require the inclusion of curb cuts along Miracle Mile that would impact the inclusion of active storefronts and interfere with the pedestrian connectivity in the area. Additionally, a design with a parking pedestal for the Project would be contrary to the goals of the City's Comprehensive Plan as it would result in additional massing directly on Miracle Mile and detract from the active, pedestrian friendly streetscape along this corridor. The replacement of a parking pedestal with active hotel uses allows for the further activation of the streetscape and supports the growth and vibrancy of the Miracle Mile neighborhood.

- iii. *Maximum distance and measurement. The remote parking spaces must be located within one thousand (1,000) feet of the applicant's project site.*

In addition to the identification of the various locations of remote parking facilities in close proximity to the Property, the Applicant has also completed a Parking and Valet Study for the Project, as prepared by David Plummer & Associates, analyzing the anticipated parking demands for the Project and the available inventory of off-site parking spaces within 1,000 feet of the Property. Per the Parking and Valet Study, (Tab 10), an inventory of parking spaces within a 1,000-foot radius of the proposed Project was conducted and the corresponding data reflects that there are approximately 6,175 parking spaces within a 1,000-foot radius from the project site. The availability of these existing parking spaces, located within the CBD and within a 1,000-foot radius of the Property, confirms that there is sufficient parking available within the immediate vicinity of the Property to satisfy the Project's parking demands.



Mr. Ramon Trias  
Director, Planning and Zoning  
September 30, 2019  
Page 5

In furtherance of the Applicant's request for the provision of remote parking facilities for the Project, the Applicant has also provided a Letter of Intent from the owners of Gables International Plaza, located at 2655 Le Jeune Road ("Offsite Parking Location") confirming the availability of adequate surplus parking available for lease to serve the Project's anticipated parking demands (the "Letter of Intent", **Tab 2, Appendix 1**). This potential Offsite Parking Location meets the applicable spacing and location requirements under Section 5-1408(B) – as it is located within the 1,000 feet of the Project and is zoned Commercial.

Please note that the parking rate calculated as part of the Parking and Valet Study is based on the available data at the time the report was conducted. As such, within six (6) months prior to the issuance of the certificate of occupancy for the Project, the Applicant has committed to provide the City with an updated Parking and Valet Study reflecting the off-street parking requirements based on updated occupancy surveys and utilization rates. At such time, the Applicant will also submit to the City an executed copy of the Lease Agreement for the proposed remote parking location, subject to approval by the City Attorney's Office and the Development Services Director.

We look forward to the City's favorable review of this Application. We believe the Project as designed furthers the City's dual goals of increasing the vitality of Miracle Mile and providing additional amenities to support the Central Business District. If you have any questions, please do not hesitate to contact Josh Gelfman, Terranova's Vice President of Development at (305) 985-1728. Thank you for your attention to this matter.

Sincerely,

Gables Miracle Mile, LLC, a Florida limited liability company, its sole Member  
By: Gables Miracle Mile Venture, LLC, a Delaware limited liability company, its sole Member  
By: Gables Miracle Mile MM, LLC, a Florida limited liability company, its Managing Member

By:  \_\_\_\_\_

Mindy McIlroy, Vice-President



September 25, 2019

Mr. Jorge L. Navarro  
Greenberg Traurig, P.A.  
333 S.E. 2nd Avenue  
Miami, FL 33131  
[navarrojo@gtlaw.com](mailto:navarrojo@gtlaw.com)  
(305) 579-0821

**RE: The Mile Hotel & Shops Parking Analysis - #19202**

Dear Jorge,

DPA has completed a parking analysis for the proposed Mile Hotel & Shops project. The project will be located on the southwest corner of the Miracle Mile (Coral Way) / Ponce de Leon Boulevard intersection in Coral Gables, Florida (see Exhibit 1). The project is proposing a mixed-use building consisting of a 120-room hotel and 27,720 SF of retail space. The project is not providing any parking on-site but is providing a drop-off/pick-up area in the existing alley located on the south side of the building. The project site plan is provided in Attachment A. The purpose of this study is to conduct a parking analysis to justify a reduction of the off-street parking requirements.

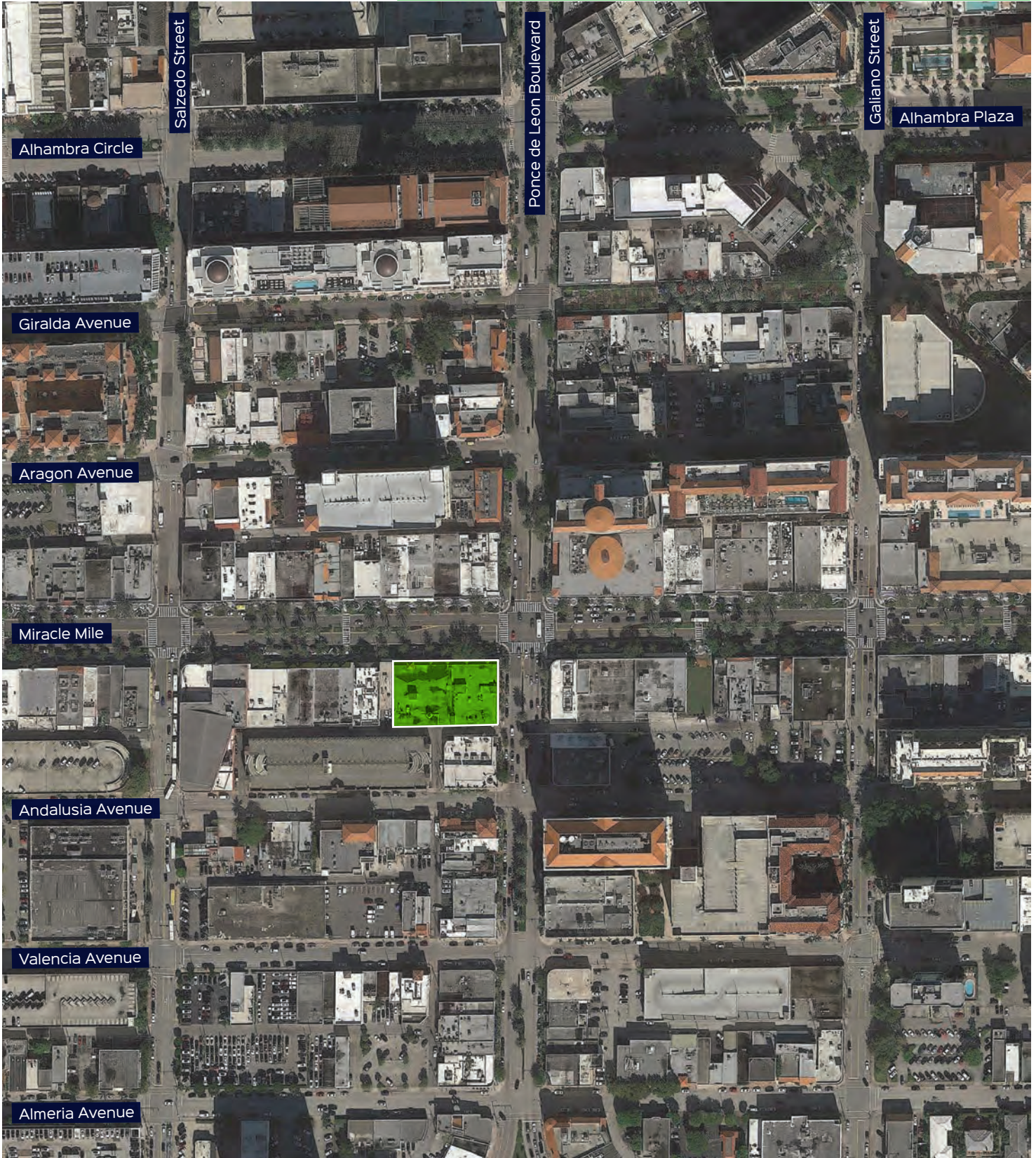
**Background**

The City of Coral Gables exempts commercial developments along Miracle Mile from providing off-street parking on their property. Therefore, the proposed project should not be required to provide off-street parking for the 27,720 SF of retail space. The hotel portion of the project will provide remote off-street parking consistent with the Zoning Code, Article 5, Division 14, Section 5-1408 (B).

It is important to note that the existing retail space is 47,999 SF and does not provide any dedicated parking. Users of the existing retail that require parking either self-park off-site or use the City's centralized valet system. The current plan reduces the retail from 47,999 SF to 27,720 SF (only 58% of the existing retail), thus significantly reducing the retail parking demand at this location.



# The Mile Hotel & Shops



 Project Location

## Exhibit 1 Location Map





## **Parking Analysis**

Conventional parking policies are based on standards that generally focus on setting a minimum number of parking spaces for various land uses. These policies assume that all trips to a location are made by automobile which can result in an oversupply of parking in urban settings and other locations where alternatives to driving and the opportunity to share available parking supply exist.

Mixed-use districts such as where the project is located, can benefit from the development of parking management strategies. Parking management reduces the amount of land required for parking facilities, reduces automobile use and increases infill affordability. Parking Management strategies considered for this project include:

- Parking Rate Based on Local Data
- Multimodal Facilities
- Transit
- Use of Existing Parking Inventory
- Financial Incentives

### **Parking Rate Based on Local Data**

DPA conducted a parking occupancy study at the Courtyard by Marriott Hotel located on the northwest corner of the LeJeune Road / Navarre Avenue intersection. This hotel has 165 rooms, a restaurant, and meeting space, which is typical for a hotel. The occupancy analysis was conducted to determine the actual parking rate for a hotel located in the Coral Gables CBD area. Courtyard by Marriott currently has two parking lot areas. The following is a description of the parking lot areas:

Courtyard On-site Parking Lot: Access to the separate areas within the on-site parking lot is provided via driveways accessing Minorca Avenue, LeJeune Road (SW 42<sup>nd</sup> Avenue) and Navarre Avenue. The onsite parking lot has a total of 66 parking spaces. Parking Lot Areas A – H, used for data collection, are graphically shown in Attachment B.

Satellite Parking Lot: Access to this parking lot is via a two-way driveway on Navarre Avenue. The satellite parking lot has 48 parking spaces. Parking Lot Areas A – D, used for data collection, are graphically shown in Attachment B.

The purpose of the occupancy study was to calculate the actual parking rate of the existing hotel. The calculated rate at the existing hotel was used to estimate the required number of parking spaces for the proposed The Mile Hotel.



The occupancy study was conducted from 7:00 AM to 10:00 PM on Tuesday, June 20, 2017 through Thursday, June 22, 2017 and Saturday, June 24, 2017. Counts at the two parking lots were collected every hour by area. Collected hourly occupancy data is provided in Attachment A. It should be noted that during the time the data was collected, the hotel occupancy varied daily. Hotel occupancy data, provided by the hotel, was included in the summary sheet also provided in Attachment B.

The number of parked vehicles at each parking lot were combined and an occupancy percentage was calculated based on a total capacity of 114 parking spaces. The highest combined occupancy of 89.5% (102 parked vehicles) was observed on Thursday, June 22, 2017 at 7:00 AM. The highest combined occupancy on Saturday, June 24, 2017 was 86.0% (98 parked vehicles) observed at 7:00 AM. Exhibit 2 provides the combined occupancy summary for the weekday and weekend, the hotel occupancy on the date of data collection, and the calculated rate for vehicles per room.

### Exhibit 2 Combined Occupancy Summary

| Parking Capacity                                  |     | Highest Parking Occupancy |           |            | Hotel Occupancy |          |     | Calc. Rate (parking/room) |
|---|-----|---------------------------|-----------|------------|-----------------|----------|-----|---------------------------|
|   |     | Parked                    | Available | % Occupied | Total           | Occupied | %   |                           |
| Tuesday,<br>June 20, 2017<br>7:00 AM - 10:00 PM   | 114 | 86                        | 28        | 75.4%      | 165             | 164      | 99% | 0.52                      |
|   |     | Time Observed: 9:00 PM    |           |            |                 |          |     |                           |
| Wednesday,<br>June 21, 2017<br>7:00 AM - 10:00 PM | 114 | 89                        | 25        | 78.1%      | 165             | 148      | 90% | 0.60                      |
|   |     | Time Observed: 10:00 PM   |           |            |                 |          |     |                           |
| Thursday,<br>June 22, 2017<br>7:00 AM - 10:00 PM  | 114 | 102                       | 16        | 89.5%      | 165             | 150      | 91% | 0.68                      |
|   |     | Time Observed: 7:00 AM    |           |            |                 |          |     |                           |
| Saturday,<br>June 24, 2017<br>7:00 AM - 10:00 PM  | 114 | 98                        | 20        | 86.0%      | 165             | 144      | 87% | 0.68                      |
|   |     | Time Observed: 7:00 AM    |           |            |                 |          |     |                           |

Source: David Plummer and Associates

The highest parking rate was calculated to be 0.68 parking spaces per room. It should be noted that the parking rate for each day was determined by the number of occupied rooms (not total rooms) in order to be conservative and account for full occupancy. It should also be noted that hotel staff and guests are given a sticker to display on their vehicles when parked at either the on-site or satellite parking lots. Vehicles with hotel stickers were counted during data collection periods. Data show that on average 43% of the parked vehicles at any given hour had a hotel



sticker displayed. This means that on average 57% of parked vehicles at the on-site and satellite parking lot do not display the sticker and therefore may not belong to the existing hotel, or are hotel guests not following protocol. In essence, the collected parking lot data might include vehicles that do not belong to the hotel, and therefore the rate calculated above represents a conservative estimate.

The difference between the calculated parking rate and the rate required by City code could be attributed to guests using taxis, the increase in use of ride-sharing (Uber/Lyft) by guests, and the hotel shuttle service. To corroborate this assumption, a survey was conducted at the existing Courtyard by Marriott hotel to estimate the percentage of hotel guests using vehicles, taxis, ride-sharing companies or the hotel shuttle. The survey was conducted from October 2 to October 8, 2017. Each hotel guest during this time period was asked to identify which mode of transportation was used to arrive at the hotel. A total of 333 surveys were collected during this one week period. The summary of the survey results are shown in Exhibit 3. Detailed survey information is provided in Attachment C.

**Exhibit 3  
Existing Mode of Transportation**

| Mode of Transportation | Amount | Percentage |
|------------------------|--------|------------|
| Vehicle                | 144    | 43%        |
| Taxi                   | 50     | 15%        |
| Uber / Lyft            | 37     | 11%        |
| Hotel Shuttle          | 74     | 22%        |
| Other                  | 28     | 9%         |
| Total                  | 333    | 100%       |

Based on the information provided, a parking rate per hotel room of 0.70 was used to estimate the number required parking spaces for the proposed The Mile Hotel & Shops project (see Exhibit 4).



**Exhibit 4**  
**Highest Expected Parking Spaces**

| Proposed Uses                         | Number of Sleeping Rooms | Calc. Rate (parking/room) | Highest Expected Parking (Parking Spaces) |
|---------------------------------------|--------------------------|---------------------------|---|
| The Mile Hotel                        | 120                      | 0.70                      | 84  |
| <b>Total Highest Expected Parking</b> |                          |                           | <b>84</b>                                 |

The analysis shows that the highest expected parking occupancy for the proposed hotel at 100% occupancy is 84 parking spaces. This is 51 parking spaces less than required by the City’s zoning code (135 parking spaces).

The Mile Hotel does have restaurant space on its rooftop, which is an ancillary use to a hotel. The calculated parking rate study done for the existing Courtyard by Marriott includes the ancillary uses of restaurant and meeting space. Therefore, the rooftop restaurant space should not be counted separately when determining the parking rate for The Mile Hotel.

Further, ITE Parking Generation, 5<sup>th</sup> edition, is the nationally recognized publication for determining parking demand and assisting jurisdictions with establishing parking requirements. The land use description for hotel from this publication is below:

“A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. It typically provides a swimming pool or another recreational facility such as a fitness room.”

Based on the description above from ITE, adding additional parking for ancillary uses like restaurant space, ballrooms, and meeting space to the parking requirements for a hotel is not needed and would overstate the parking for a hotel project. The parking for these ancillary uses is already accounted for in the hotel parking requirements.

Based on the calculated parking rate from the Courtyard by Marriott, The Mile Hotel & Shops should provide 84 parking spaces. It should be noted that the Courtyard by Marriott is located about 3 miles south of Miami International Airport (MIA) and provides a complementary shuttle service to hotel guests. Hotels with shuttle services and close proximity to MIA are more likely to have a lower parking demand than standard hotels without shuttle service. Therefore, it is recommended that the proposed hotel provides a shuttle service in order to use this parking rate.



## **Multimodal Facilities**

The proposed project is located in an area that is conducive for pedestrian and bicycle activities. Ponce de Leon Boulevard and Miracle Mile provide sidewalks on both sides of the road. All intersections adjacent to the site have clearly marked crosswalks. Signalized intersections provide marked crosswalks and pedestrian signals.

This environment promotes walking and bicycling as a means of transportation and further reduces the need for off-street parking. A mobility plan was prepared for the site (see Exhibit 5). The plan shows sidewalk connections and pedestrian crosswalks.

Other multimodal alternatives within the City's CBD area include Freebee cars and electric scooters. Freebee is an app-based green transportation system that offers free door-to door rides within the CBD area. The electric scooters are an app-based share program which provides an affordable, sustainable mobility option within the City.

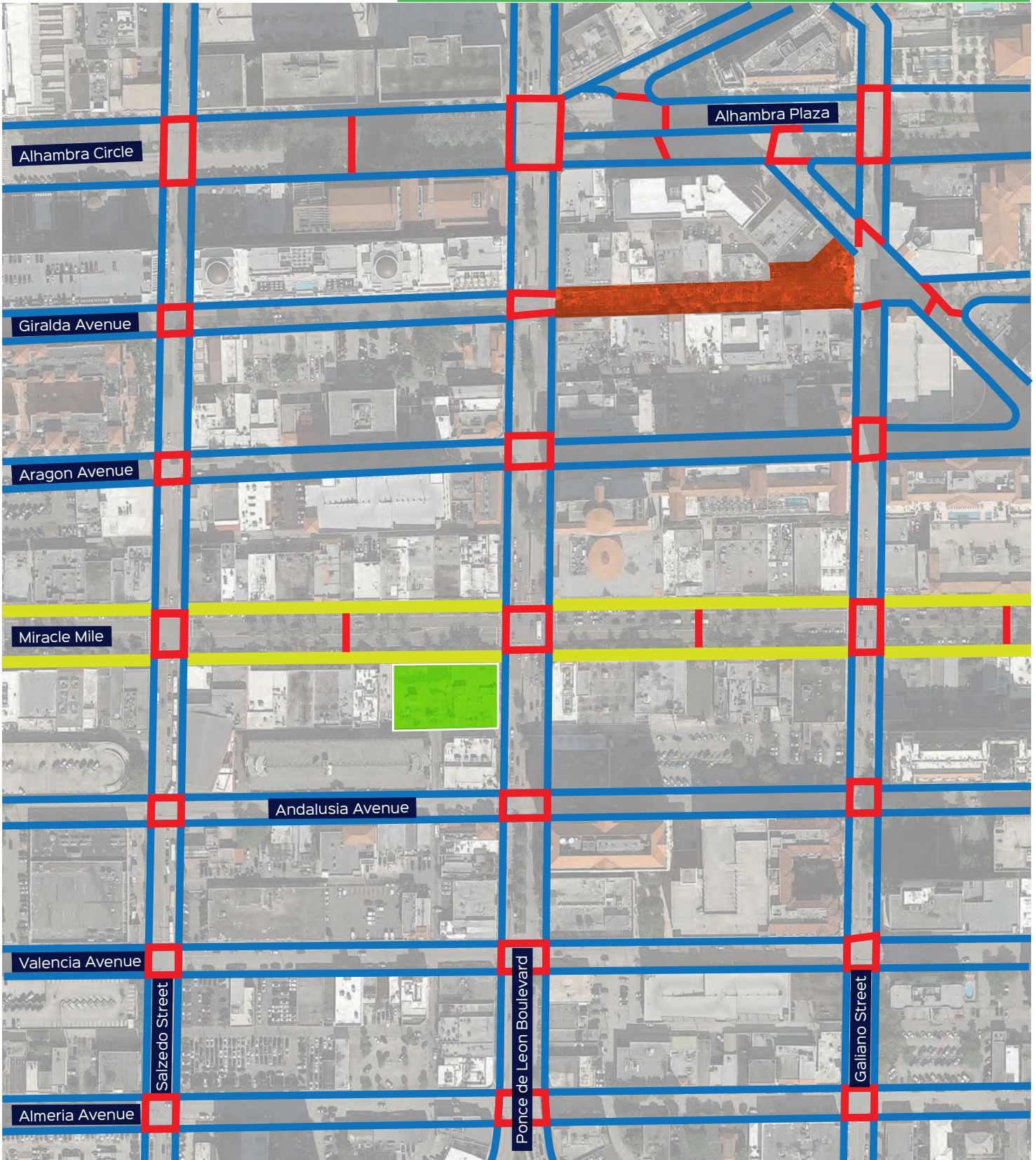
## **Transit**

The area surrounding the project is also served by transit. There are three Miami-Dade County bus routes that traverse this area of Coral Gables (Routes: 24, 37, and 42). The project is adjacent to the Coral Gables trolley route which provides direct connection to the Douglas Metrorail Station. The closest Coral Gables trolley stop to the project site is located on Ponce de Leon Boulevard north and south of Miracle Mile. In addition, the City of Miami trolley (Coral Way Route) traverses Ponce de Leon Boulevard between Alhambra Plaza and Andalusia Avenue and provides a stop on Ponce de Leon Boulevard at Andalusia Avenue. This route provides direct access to the Vizcaya Metrorail Station, Brickell Metrorail Station and PortMiami.

The use of transit is another effective way to reduce the need for off-street parking. Exhibit 6 shows the available bus routes, bus stops and trolley stops in the area.







# The Mile Hotel & Shops



 Project Location

## Exhibit 5

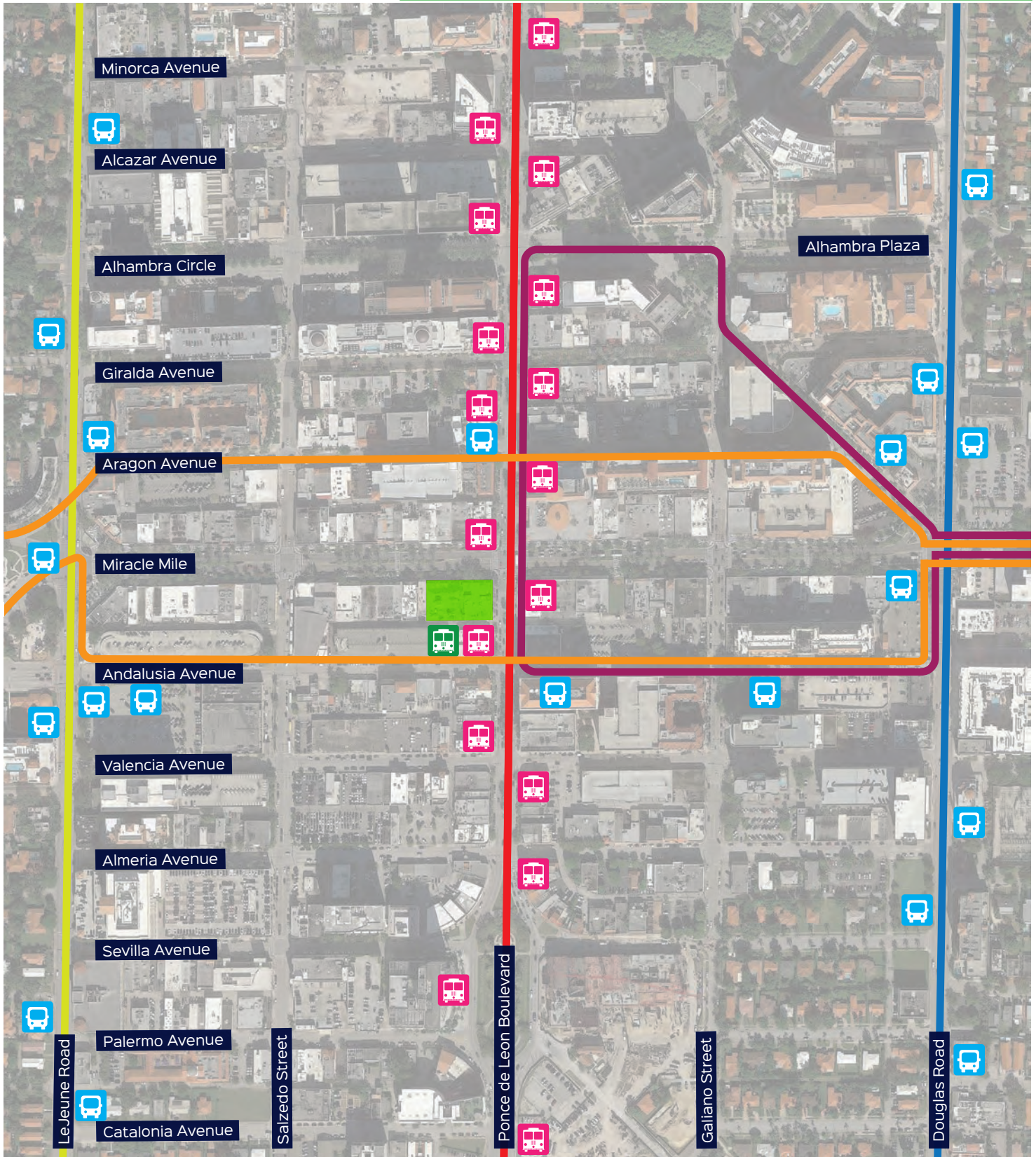
### Circulation Plan - Mobility

-  Sidewalks
-  Crosswalks
-  Giralda Plaza
-  Miracle Mile Enhanced Sidewalks








# The Mile Hotel & Shops






 Project Location

## Exhibit 6

### Circulation Plan - Transit

-  Miami Dade Bus Stop
-  Coral Gables Trolley Stop
-  Miami Trolley Stop

- | Trolley Routes  |                              |
|---|------------------------------|
|  | City of Coral Gables Trolley |
|  | City of Miami Trolley        |

- | Miami-Dade Bus Routes   |              |
|---|--------------|
|  | MDC Route 42 |
|  | MDC Route 37 |
|  | MDC Route 24 |

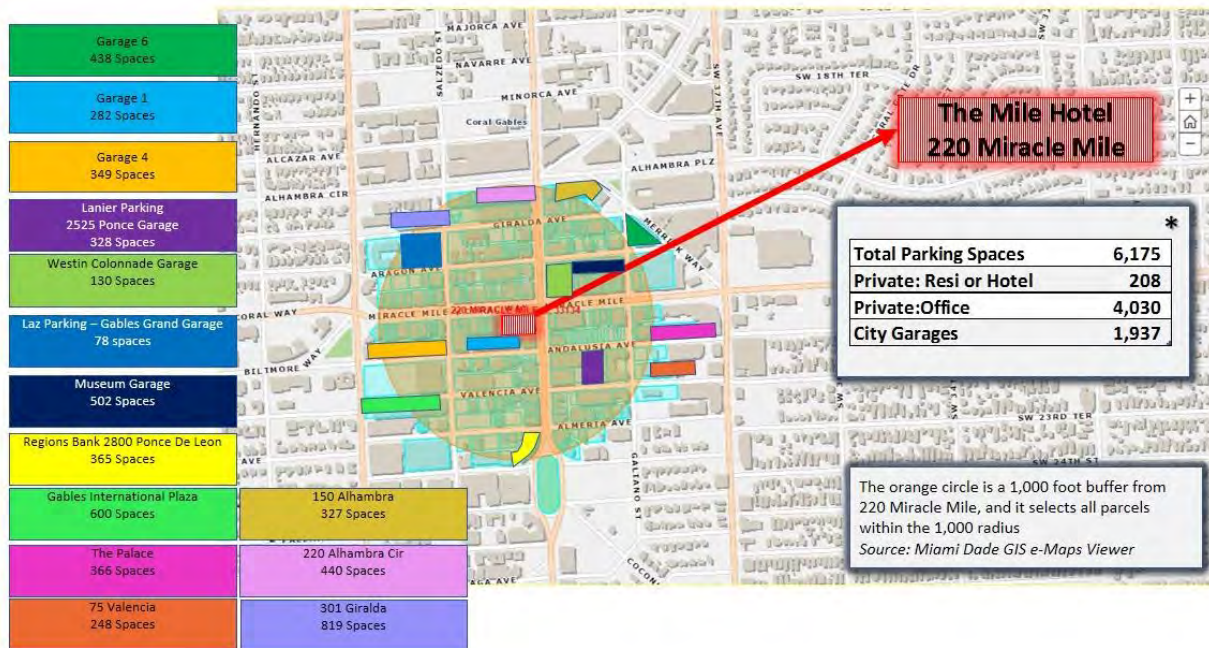




## Use of Existing Parking Inventory

An inventory of parking spaces within a 1,000-foot radius of the proposed hotel was conducted by the hotel operator. The data show that there are 6,175 parking spaces within a 0.2 mile radius from the project site. The availability of existing parking spaces can help reduce the need for additional parking. Exhibit 7 shows the results of the parking inventory.

### Exhibit 7 Existing Parking Inventory



## Financial Incentives

Financial incentives means that employees and visitors are offered financial benefits for reducing their automobile trips. The proposed project will consider using the following strategies to minimize the need for off-street parking:

- Encourage businesses to implement commuter trip reduction programs for their employees.
- Provide information to employees and visitors about transit, ridesharing and bicycle facilities options.

## Conclusions

The proposed The Mile Hotel & Shops is a mixed-use development located in an urban district that offers excellent multimodal alternatives including pedestrian, bicycle and transit facilities. This environment promotes the use of alternative modes of transportation and reduces the need



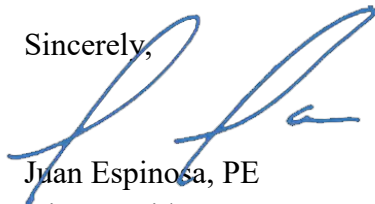
for off-street parking. The project is also located in an area with an abundant inventory of on-street and off-street parking spaces.

To satisfy the project's off-street parking requirements, the project is proposing the use of available parking spaces within a 1,000-foot radius of the site. The project is proposing a valet drop-off / pick-up area on-site to facilitate parking access and circulation and the operation of a shuttle service between the hotel and MIA. Based on the parking management strategies discussed above, we conclude that the required parking for the proposed project can be satisfied by providing 84 remote parking spaces.

It should be noted that the parking rate calculated for this analysis is based on available data at the time the report is submitted. It is a fact that digital ride-sharing services, such as Uber and Lyft are having an effect on parking demand. Therefore, the project should update this report with more recent data between now and the time the project applies for building permit.

Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,



Juan Espinosa, PE  
Vice-President – Transportation

Attachments

W:\19\19202\Parking Analysis Sept 2019\Parking Analysis\_Sept 2019.docx

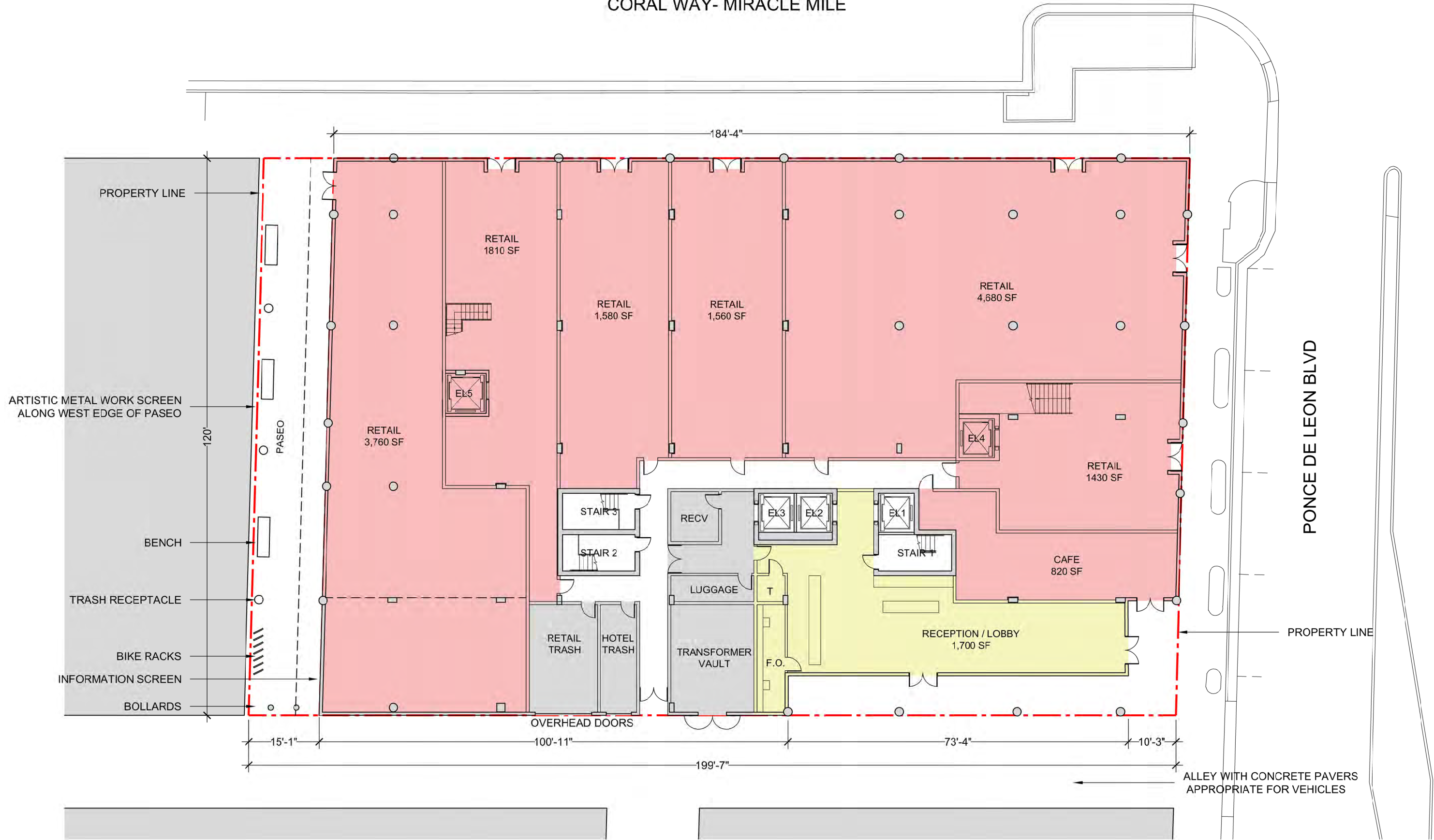


# **Attachment A**

## **Site Plan**



CORAL WAY- MIRACLE MILE

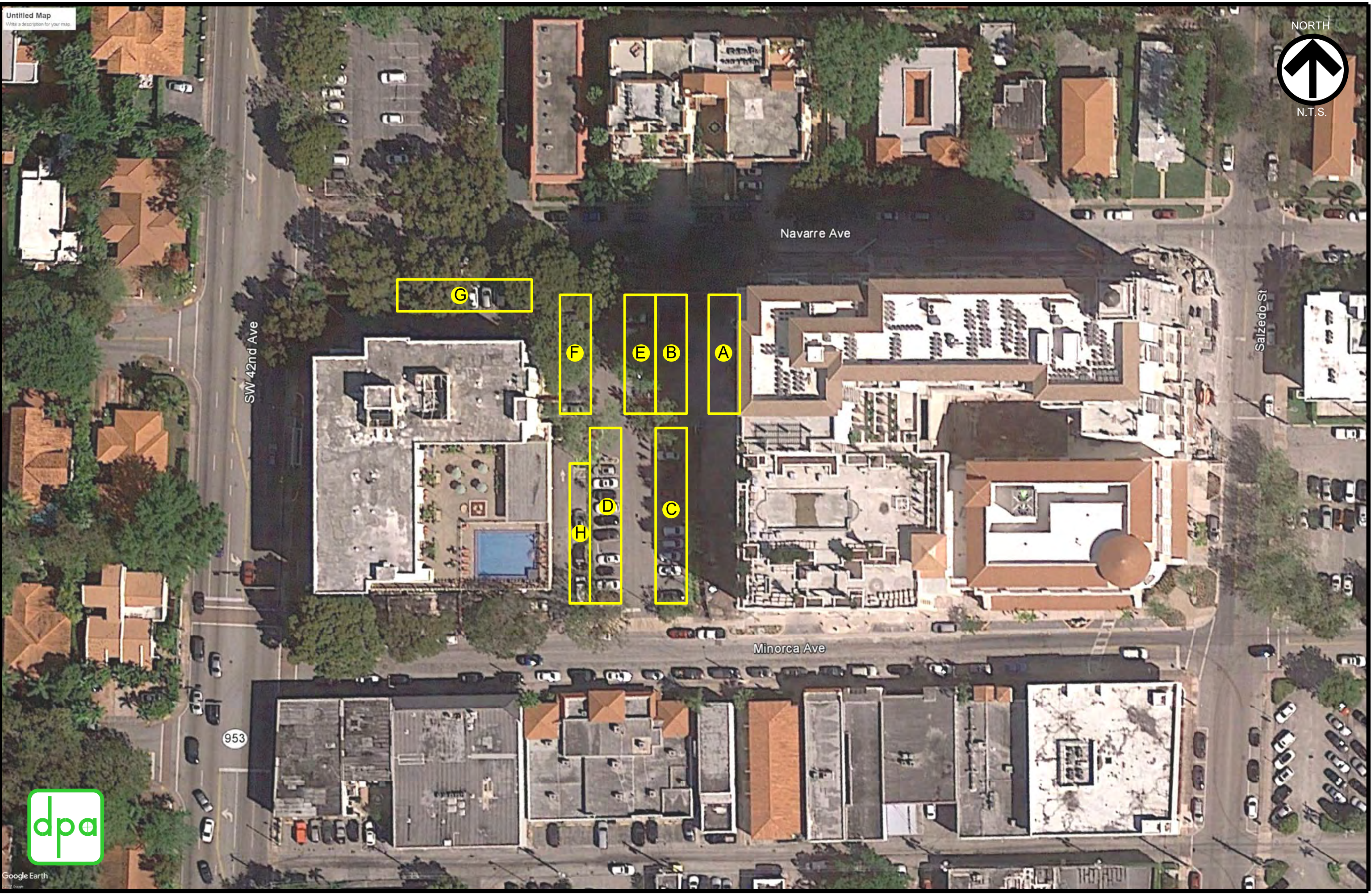




# **Attachment B**

## **Parking Occupancy Information**









SW 42nd Ave

Navarre Ave





**Courtyard Marriott Parking Lot  
Combined Occupancy Summary**

| Tuesday June 20, 2017 |               |                                | AM - 10:00 PM |                         |             |                          | 7:00        |                                |    | Wednesday June 21, 2017 |             |                          | 7:00 AM - 10:00 PM |                                |    |                         | Thursday June 22, 2017 |                          |             | 7:00 AM - 10:00 PM             |    |                         |             | Saturday June 24, 2017   |             |       | 9:00 AM - 10:00 PM |  |  |  |
|-----------------------|---------------|--------------------------------|---------------|-------------------------|-------------|--------------------------|-------------|--------------------------------|----|-------------------------|-------------|--------------------------|--------------------|--------------------------------|----|-------------------------|------------------------|--------------------------|-------------|--------------------------------|----|-------------------------|-------------|--------------------------|-------------|-------|--------------------|--|--|--|
| Location              | Capacity      | Daily Average Occupancy Parked | %             | Lowest Occupancy Parked | Occupancy % | Highest Occupancy Parked | Occupancy % | Daily Average Occupancy Parked | %  | Lowest Occupancy Parked | Occupancy % | Highest Occupancy Parked | Occupancy %        | Daily Average Occupancy Parked | %  | Lowest Occupancy Parked | Occupancy %            | Highest Occupancy Parked | Occupancy % | Daily Average Occupancy Parked | %  | Lowest Occupancy Parked | Occupancy % | Highest Occupancy Parked | Occupancy % |       |                    |  |  |  |
| Courtyard             | A-H           | 66                             | 42            | 62.9%                   | 37          | 56.1%                    | 51          | 77.3%                          | 45 | 68.5%                   | 37          | 56.1%                    | 51                 | 77.3%                          | 47 | 71.9%                   | 40                     | 60.6%                    | 56          | 84.8%                          | 40 | 60.7%                   | 30          | 45.5%                    | 0           | 0.0%  |                    |  |  |  |
|                       | Time Observed | -                              | -             | -                       | 9:00 AM     | -                        | 12:00 PM    | -                              | -  | -                       | 6:00 PM     | -                        | 12:00 PM           | -                              | -  | 5:00 PM                 | -                      | 9:00 AM                  | -           | -                              | -  | 5:00 PM                 | -           | #N/A                     |             |       |                    |  |  |  |
| Satellite             | A-D           | 48                             | 27            | 56.6%                   | 15          | 31.3%                    | 39          | 81.3%                          | 27 | 57.0%                   | 13          | 27.1%                    | 43                 | 89.6%                          | 29 | 60.9%                   | 19                     | 39.6%                    | 47          | 97.9%                          | 32 | 66.7%                   | 28          | 58.3%                    | 43          | 89.6% |                    |  |  |  |
|                       | Time Observed | -                              | -             | -                       | 2:00 PM     | -                        | 9:00 PM     | -                              | -  | -                       | 12:00 PM    | -                        | 10:00 PM           | -                              | -  | 1:00 PM                 | -                      | 7:00 AM                  | -           | -                              | -  | 7:00 PM                 | -           | 7:00 AM                  |             |       |                    |  |  |  |
| Combined Total        |               | 114                            | 66            | 58.1%                   | 55          | 48.2%                    | 86          | 75.4%                          | 73 | 63.7%                   | 58          | 50.9%                    | 89                 | 78.1%                          | 77 | 67.3%                   | 64                     | 56.1%                    | 102         | 89.5%                          | 72 | 63.2%                   | 60          | 52.6%                    | 98          | 86.0% |                    |  |  |  |
| Time Observed         |               | -                              | -             | -                       | 2:00 PM     | -                        | 9:00 PM     | -                              | -  | -                       | 1:00 PM     | -                        | 10:00 PM           | -                              | -  | 8:00 PM                 | -                      | 7:00 AM                  | -           | -                              | -  | 3:00 PM                 | -           | 7:00 AM                  |             |       |                    |  |  |  |

| Hotel Occupancy           |     | Calculated Rate |
|---------------------------|-----|-----------------|
| Total Rooms               | 165 | 0.52            |
| Rooms Sold                | 164 |                 |
| Hotel Occupancy %         | 99% | <b>0.52</b>     |
| Expected Vehicles at 100% |     | 87              |

| Hotel Occupancy           |     | Calculated Rate |
|---------------------------|-----|-----------------|
| Total Rooms               | 165 | 0.54            |
| Rooms Sold                | 148 |                 |
| Hotel Occupancy %         | 90% | <b>0.60</b>     |
| Expected Vehicles at 100% |     | 99              |

| Hotel Occupancy           |     | Calculated Rate |
|---------------------------|-----|-----------------|
| Total Rooms               | 165 | 0.62            |
| Rooms Sold                | 150 |                 |
| Hotel Occupancy %         | 91% | <b>0.68</b>     |
| Expected Vehicles at 100% |     | 112             |

| Hotel Occupancy           |     | Calculated Rate |
|---------------------------|-----|-----------------|
| Total Rooms               | 165 | 0.59            |
| Rooms Sold                | 144 |                 |
| Hotel Occupancy %         | 87% | <b>0.68</b>     |
| Expected Vehicles at 100% |     | 112             |

Max/Min Values for Look up

|    | Tuesday |          | Wednesday |          | Thursday |          | Saturday |          |
|----|---------|----------|-----------|----------|----------|----------|----------|----------|
| 1  | 41      | 7:00 AM  | 46        | 7:00 AM  | 55       | 7:00 AM  | 55       | 7:00 AM  |
| 2  | 40      | 8:00 AM  | 46        | 8:00 AM  | 54       | 8:00 AM  | 54       | 8:00 AM  |
| 3  | 37      | 9:00 AM  | 48        | 9:00 AM  | 56       | 9:00 AM  | 49       | 9:00 AM  |
| 4  | 39      | 10:00 AM | 50        | 10:00 AM | 53       | 10:00 AM | 50       | 10:00 AM |
| 5  | 46      | 11:00 AM | 48        | 11:00 AM | 51       | 11:00 AM | 49       | 11:00 AM |
| 6  | 44      | 12:00 PM | 51        | 12:00 PM | 49       | 12:00 PM | 36       | 12:00 PM |
| 7  | 41      | 1:00 PM  | 44        | 1:00 PM  | 49       | 1:00 PM  | 39       | 1:00 PM  |
| 8  | 40      | 2:00 PM  | 45        | 2:00 PM  | 45       | 2:00 PM  | 31       | 2:00 PM  |
| 9  | 45      | 3:00 PM  | 49        | 3:00 PM  | 53       | 3:00 PM  | 31       | 3:00 PM  |
| 10 | 44      | 4:00 PM  | 45        | 4:00 PM  | 47       | 4:00 PM  | 32       | 4:00 PM  |
| 11 | 38      | 5:00 PM  | 43        | 5:00 PM  | 40       | 5:00 PM  | 30       | 5:00 PM  |
| 12 | 37      | 6:00 PM  | 37        | 6:00 PM  | 40       | 6:00 PM  | 37       | 6:00 PM  |
| 13 | 42      | 7:00 PM  | 38        | 7:00 PM  | 40       | 7:00 PM  | 34       | 7:00 PM  |
| 14 | 37      | 8:00 PM  | 43        | 8:00 PM  | 43       | 8:00 PM  | 37       | 8:00 PM  |
| 15 | 47      | 9:00 PM  | 44        | 9:00 PM  | 41       | 9:00 PM  | 41       | 9:00 PM  |
| 16 | 46      | 10:00 PM | 46        | 10:00 PM | 43       | 10:00 PM | 36       | 10:00 PM |
| 17 |         |          |           |          |          |          |          |          |

Max/Min Values for Look up

|    | Tuesday  |     | Wednesday |          | Thursday |          | Saturday |          |
|----|----------|-----|-----------|----------|----------|----------|----------|----------|
| 79 | 7:00 AM  |     | 83        | 7:00 AM  | 102      | 7:00 AM  | 98       | 7:00 AM  |
| 77 | 8:00 AM  |     | 78        | 8:00 AM  | 100      | 8:00 AM  | 97       | 8:00 AM  |
| 65 | 9:00 AM  |     | 79        | 9:00 AM  | 94       | 9:00 AM  | 87       | 9:00 AM  |
| 67 | 10:00 AM |     | 76        | 10:00 AM | 85       | 10:00 AM | 80       | 10:00 AM |
| 70 | 11:00 AM |     | 66        | 11:00 AM | 79       | 11:00 AM | 78       | 11:00 AM |
| 61 | 12:00 PM |     | 64        | 12:00 PM | 75       | 12:00 PM | 66       | 12:00 PM |
| 58 | 1:00 PM  |     | 58        | 1:00 PM  | 68       | 1:00 PM  | 70       | 1:00 PM  |
| 55 | 2:00 PM  | MIN | 59        | 2:00 PM  | 65       | 2:00 PM  | 61       | 2:00 PM  |
| 65 | 3:00 PM  |     | 67        | 3:00 PM  | 81       | 3:00 PM  | 60       | 3:00 PM  |
| 63 | 4:00 PM  |     | 72        | 4:00 PM  | 69       | 4:00 PM  | 62       | 4:00 PM  |
| 60 | 5:00 PM  |     | 71        | 5:00 PM  | 65       | 5:00 PM  | 65       | 5:00 PM  |
| 63 | 6:00 PM  |     | 65        | 6:00 PM  | 66       | 6:00 PM  | 66       | 6:00 PM  |
| 75 | 7:00 PM  |     | 73        | 7:00 PM  | 71       | 7:00 PM  | 62       | 7:00 PM  |
| 70 | 8:00 PM  |     | 77        | 8:00 PM  | 64       | 8:00 PM  | 65       | 8:00 PM  |
| 86 | 9:00 PM  | MAX | 84        | 9:00 PM  | 68       | 9:00 PM  | 70       | 9:00 PM  |
| 85 | 10:00 PM |     | 89        | 10:00 PM | 75       | 10:00 PM | 66       | 10:00 PM |

Max/Min Values for Look up

|    | Tuesday  |     | Wednesday |          | Thursday |          | Saturday |          |
|----|----------|-----|-----------|----------|----------|----------|----------|----------|
| 38 | 7:00 AM  |     | 37        | 7:00 AM  | 47       | 7:00 AM  | 43       | 7:00 AM  |
| 37 | 8:00 AM  |     | 32        | 8:00 AM  | 46       | 8:00 AM  | 43       | 8:00 AM  |
| 28 | 9:00 AM  |     | 31        | 9:00 AM  | 38       | 9:00 AM  | 38       | 9:00 AM  |
| 28 | 10:00 AM |     | 26        | 10:00 AM | 32       | 10:00 AM | 30       | 10:00 AM |
| 24 | 11:00 AM |     | 18        | 11:00 AM | 28       | 11:00 AM | 29       | 11:00 AM |
| 17 | 12:00 PM |     | 13        | 12:00 PM | 26       | 12:00 PM | 30       | 12:00 PM |
| 17 | 1:00 PM  |     | 14        | 1:00 PM  | 19       | 1:00 PM  | 31       | 1:00 PM  |
| 15 | 2:00 PM  | MIN | 14        | 2:00 PM  | 20       | 2:00 PM  | 30       | 2:00 PM  |
| 20 | 3:00 PM  |     | 18        | 3:00 PM  | 28       | 3:00 PM  | 29       | 3:00 PM  |
| 19 | 4:00 PM  |     | 27        | 4:00 PM  | 22       | 4:00 PM  | 30       | 4:00 PM  |
| 22 | 5:00 PM  |     | 28        | 5:00 PM  | 25       | 5:00 PM  | 35       | 5:00 PM  |
| 26 | 6:00 PM  |     | 28        | 6:00 PM  | 26       | 6:00 PM  | 29       | 6:00 PM  |
| 33 | 7:00 PM  |     | 35        | 7:00 PM  | 31       | 7:00 PM  | 28       | 7:00 PM  |
| 33 | 8:00 PM  |     | 34        | 8:00 PM  | 21       | 8:00 PM  | 28       | 8:00 PM  |
| 39 | 9:00 PM  | MAX | 40        | 9:00 PM  | 27       | 9:00 PM  | 29       | 9:00 PM  |
| 39 | 10:00 PM | MAX | 43        | 10:00 PM | 32       | 10:00 PM | 30       | 10:00 PM |



Residence Inn  
 On-site Parking Lot #14160  
 Combined Occupancy

Tuesday, June 20, 2017

| Location                              | Number of Parking Spaces | 7:00 AM    |       | 8:00 AM |       | 9:00 AM |       | 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 |       | 9:00 PM |       | 10:00 PM |       |    |
|---------------------------------------|--------------------------|------------|-------|---------|-------|---------|-------|----------|-------|----------|-------|----------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|----------|-------|----|
|                                       |                          | P          | E     | P       | E     | P       | E     | P        | E     | P        | E     | P        | E     | P       | E     | P       | E     | P       | E     | P       | E     | P       | E     | P       | E     | P       | E     | P       | E     | P       | E     |          |       |    |
| <b>Courtyard</b>                      | A                        | 9          | 0     | 0       | 1     | 0       | 1     | 0        | 1     | 0        | 2     | 0        | 2     | 0       | 1     | 0       | 1     | 0       | 3     | 0       | 1     | 0       | 0     | 0       | 0     | 0       | 1     | 0       | 0     | 0       | 0     | 0        | 0     | 0  |
|                                       | B                        | 9          | 2     | 0       | 3     | 0       | 1     | 0        | 1     | 0        | 2     | 0        | 1     | 0       | 1     | 0       | 0     | 0       | 1     | 0       | 2     | 1       | 0     | 0       | 0     | 0       | 0     | 1       | 0     | 2       | 0     | 1        | 0     |    |
|                                       | C                        | 13         | 10    | 0       | 9     | 0       | 10    | 0        | 9     | 0        | 12    | 0        | 12    | 0       | 10    | 3       | 9     | 3       | 11    | 6       | 13    | 6       | 10    | 5       | 10    | 7       | 13    | 7       | 11    | 7       | 13    | 7        | 7     | 5  |
|                                       | D                        | 11         | 10    | 0       | 9     | 0       | 8     | 0        | 9     | 0        | 11    | 0        | 11    | 0       | 9     | 3       | 10    | 1       | 10    | 6       | 10    | 6       | 9     | 5       | 10    | 5       | 11    | 6       | 9     | 4       | 11    | 8        | 13    | 10 |
|                                       | E                        | 7          | 5     | 0       | 5     | 0       | 6     | 0        | 6     | 0        | 6     | 0        | 5     | 0       | 6     | 0       | 6     | 1       | 6     | 2       | 6     | 2       | 6     | 2       | 6     | 4       | 6     | 5       | 5     | 4       | 7     | 5        | 11    | 9  |
|                                       | F                        | 7          | 5     | 0       | 5     | 0       | 5     | 0        | 5     | 0        | 5     | 0        | 7     | 0       | 6     | 3       | 6     | 1       | 6     | 3       | 4     | 1       | 5     | 1       | 5     | 2       | 4     | 2       | 5     | 4       | 7     | 5        | 7     | 6  |
|                                       | G                        | 6          | 6     | 0       | 5     | 0       | 3     | 0        | 5     | 0        | 5     | 0        | 3     | 0       | 5     | 0       | 6     | 3       | 6     | 5       | 6     | 5       | 6     | 4       | 5     | 4       | 6     | 3       | 5     | 4       | 6     | 4        | 6     | 4  |
|                                       | H                        | 4          | 3     | 0       | 3     | 0       | 3     | 0        | 3     | 0        | 3     | 0        | 3     | 0       | 3     | 0       | 2     | 1       | 2     | 0       | 2     | 1       | 2     | 1       | 1     | 1       | 1     | 1       | 1     | 1       | 1     | 1        | 1     | 1  |
| <b>Satellite</b>                      | A                        | 13         | 10    | 0       | 11    | 0       | 7     | 0        | 7     | 0        | 8     | 0        | 7     | 0       | 5     | 2       | 6     | 3       | 7     | 6       | 6     | 4       | 7     | 5       | 8     | 5       | 10    | 7       | 9     | 6       | 12    | 8        | 12    | 10 |
|                                       | B                        | 11         | 9     | 0       | 8     | 0       | 7     | 0        | 7     | 0        | 5     | 0        | 2     | 0       | 3     | 2       | 2     | 1       | 1     | 1       | 1     | 1       | 1     | 1       | 1     | 1       | 5     | 4       | 6     | 5       | 7     | 6        | 7     | 3  |
|                                       | C                        | 11         | 8     | 0       | 7     | 0       | 6     | 0        | 6     | 0        | 5     | 0        | 2     | 0       | 3     | 3       | 4     | 4       | 3     | 2       | 4     | 2       | 5     | 3       | 6     | 4       | 6     | 3       | 6     | 4       | 7     | 5        | 7     | 7  |
|                                       | D                        | 13         | 11    | 0       | 11    | 0       | 8     | 0        | 8     | 0        | 6     | 0        | 6     | 0       | 6     | 3       | 3     | 1       | 9     | 5       | 8     | 6       | 9     | 5       | 11    | 6       | 12    | 7       | 12    | 7       | 13    | 6        | 13    | 7  |
| <b>Combined Total Parked Vehicles</b> |                          |            | 79    |         | 77    |         | 65    |          | 67    |          | 70    |          | 61    |         | 58    |         | 55    |         | 65    |         | 63    |         | 60    |         | 63    |         | 75    |         | 70    |         | 86    |          | 85    |    |
| <b>Combined Available Spaces</b>      |                          | <b>114</b> | 35    |         | 37    |         | 49    |          | 47    |          | 44    |          | 53    |         | 56    |         | 59    |         | 49    |         | 51    |         | 54    |         | 51    |         | 39    |         | 44    |         | 28    |          | 29    |    |
| <b>Combined Occupancy Percentage</b>  |                          |            | 69.3% |         | 67.5% |         | 57.0% |          | 58.8% |          | 61.4% |          | 53.5% |         | 50.9% |         | 48.2% |         | 57.0% |         | 55.3% |         | 52.6% |         | 55.3% |         | 65.8% |         | 61.4% |         | 75.4% |          | 74.6% |    |
| Total Parked Vehicles with Stickers   |                          |            | 0     |         | 0     |         | 0     |          | 0     |          | 0     |          | 0     |         | 19    |         | 19    |         | 36    |         | 35    |         | 32    |         | 39    |         | 45    |         | 46    |         | 55    |          | 62    |    |
| Percent of Vehicles with Stickers     |                          |            | 0%    |         | 0%    |         | 0%    |          | 0%    |          | 0%    |          | 0%    |         | 17%   |         | 17%   |         | 32%   |         | 31%   |         | 28%   |         | 34%   |         | 39%   |         | 40%   |         | 48%   |          | 54%   |    |



Wednesday, June 21, 2017

| Location                              | Number of Parking Spaces | 7:00 AM |       | 8:00 AM |       | 9:00 AM |       | 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 |    | 9:00 PM |    | 10:00 PM |    |    |
|---------------------------------------|--------------------------|---------|-------|---------|-------|---------|-------|----------|-------|----------|-------|----------|-------|---------|-------|---------|-------|---------|----|---------|----|---------|----|---------|----|---------|----|---------|----|---------|----|----------|----|----|
|                                       |                          | P       | E     | P       | E     | P       | E     | P        | E     | P        | E     | P        | E     | P       | E     | P       | E     | P       | E  | P       | E  | P       | E  | P       | E  | P       | E  | P       | E  | P       | E  |          |    |    |
| <b>Courtyard</b>                      | A                        | 9       | 1     | 0       | 1     | 0       | 2     | 0        | 2     | 0        | 2     | 0        | 4     | 0       | 1     | 0       | 2     | 0       | 2  | 0       | 0  | 0       | 0  | 0       | 0  | 0       | 0  | 0       | 0  | 0       | 0  | 0        | 0  |    |
|                                       | B                        | 9       | 5     | 5       | 5     | 5       | 4     | 4        | 3     | 3        | 3     | 3        | 3     | 3       | 3     | 3       | 2     | 1       | 2  | 2       | 3  | 2       | 3  | 2       | 2  | 2       | 1  | 3       | 2  | 3       | 2  | 3        | 2  |    |
|                                       | C                        | 13      | 10    | 7       | 11    | 7       | 13    | 7        | 13    | 7        | 13    | 4        | 13    | 7       | 12    | 6       | 11    | 4       | 13 | 4       | 12 | 7       | 12 | 8       | 10 | 9       | 11 | 9       | 12 | 8       | 13 | 11       | 13 | 11 |
|                                       | D                        | 11      | 9     | 8       | 9     | 9       | 9     | 6        | 11    | 9        | 11    | 7        | 11    | 9       | 10    | 5       | 9     | 4       | 11 | 7       | 11 | 6       | 10 | 6       | 9  | 6       | 8  | 5       | 11 | 7       | 11 | 10       | 11 | 10 |
|                                       | E                        | 7       | 5     | 4       | 5     | 4       | 6     | 4        | 6     | 4        | 5     | 4        | 6     | 5       | 6     | 3       | 6     | 3       | 7  | 4       | 6  | 3       | 6  | 2       | 6  | 4       | 6  | 4       | 6  | 4       | 5  | 2        | 6  | 4  |
|                                       | F                        | 7       | 7     | 5       | 6     | 4       | 6     | 4        | 7     | 4        | 5     | 3        | 6     | 3       | 3     | 1       | 7     | 3       | 5  | 3       | 5  | 2       | 4  | 2       | 4  | 3       | 4  | 4       | 4  | 4       | 5  | 5        | 6  | 6  |
|                                       | G                        | 6       | 5     | 3       | 5     | 4       | 4     | 2        | 4     | 2        | 5     | 3        | 4     | 3       | 5     | 3       | 4     | 3       | 6  | 5       | 6  | 5       | 6  | 6       | 5  | 5       | 6  | 5       | 6  | 5       | 6  | 6        | 6  | 6  |
|                                       | H                        | 4       | 4     | 4       | 4     | 4       | 4     | 4        | 4     | 4        | 4     | 4        | 4     | 4       | 4     | 4       | 4     | 4       | 3  | 3       | 2  | 2       | 2  | 2       | 1  | 1       | 1  | 1       | 1  | 1       | 1  | 1        | 1  | 1  |
| <b>Satellite</b>                      | A                        | 13      | 9     | 8       | 10    | 9       | 11    | 6        | 8     | 6        | 7     | 5        | 6     | 4       | 8     | 5       | 7     | 3       | 9  | 6       | 9  | 6       | 10 | 6       | 9  | 6       | 10 | 4       | 10 | 5       | 11 | 9        | 13 | 9  |
|                                       | B                        | 11      | 7     | 4       | 6     | 5       | 3     | 2        | 5     | 3        | 4     | 3        | 3     | 2       | 3     | 2       | 3     | 2       | 3  | 2       | 3  | 2       | 4  | 2       | 6  | 2       | 5  | 2       | 8  | 5       | 9  | 6        |    |    |
|                                       | C                        | 11      | 8     | 7       | 6     | 4       | 9     | 5        | 4     | 3        | 2     | 2        | 1     | 1       | 2     | 1       | 2     | 1       | 2  | 1       | 5  | 2       | 5  | 3       | 6  | 3       | 7  | 1       | 6  | 2       | 8  | 5        | 8  | 4  |
|                                       | D                        | 13      | 13    | 9       | 10    | 8       | 8     | 6        | 9     | 6        | 5     | 3        | 3     | 3       | 1     | 0       | 2     | 2       | 4  | 3       | 10 | 6       | 10 | 4       | 9  | 5       | 12 | 7       | 13 | 8       | 13 | 9        | 13 | 10 |
| <b>Combined Total Parked Vehicles</b> |                          | 83      |       | 78      |       | 79      |       | 76       |       | 66       |       | 64       |       | 58      |       | 59      |       | 67      |    | 72      |    | 71      |    | 65      |    | 73      |    | 77      |    | 84      |    | 89       |    |    |
| <b>Combined Available Spaces</b>      |                          | 114     | 31    | 36      | 35    | 38      | 48    | 50       | 56    | 55       | 47    | 42       | 43    | 49      | 41    | 37      | 30    | 25      |    |         |    |         |    |         |    |         |    |         |    |         |    |          |    |    |
| <b>Combined Occupancy Percentage</b>  |                          | 72.8%   | 68.4% | 69.3%   | 66.7% | 57.9%   | 56.1% | 50.9%    | 51.8% | 58.8%    | 63.2% | 62.3%    | 57.0% | 64.0%   | 67.5% | 73.7%   | 78.1% |         |    |         |    |         |    |         |    |         |    |         |    |         |    |          |    |    |
| Total Parked Vehicles with Stickers   |                          | 64      | 63    | 50      | 51    | 41      | 44    | 33       | 30    | 40       | 43    | 43       | 46    | 43      | 48    | 65      | 69    |         |    |         |    |         |    |         |    |         |    |         |    |         |    |          |    |    |
| Percent of Vehicles with Stickers     |                          | 56%     | 55%   | 44%     | 45%   | 36%     | 39%   | 29%      | 26%   | 35%      | 38%   | 38%      | 40%   | 38%     | 42%   | 57%     | 61%   |         |    |         |    |         |    |         |    |         |    |         |    |         |    |          |    |    |



Thursday, June 22, 2017

| Location                              | Number of Parking Spaces | 7:00 AM |       | 8:00 AM |       | 9:00 AM |       | 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 |    | 9:00 PM |    | 10:00 PM |    |   |
|---------------------------------------|--------------------------|---------|-------|---------|-------|---------|-------|----------|-------|----------|-------|----------|-------|---------|-------|---------|-------|---------|----|---------|----|---------|---|---------|----|---------|----|---------|----|---------|----|----------|----|---|
|                                       |                          | P       | E     | P       | E     | P       | E     | P        | E     | P        | E     | P        | E     | P       | E     | P       | E     | P       | E  | P       | E  | P       | E | P       | E  | P       | E  | P       | E  | P       | E  |          |    |   |
| <b>Courtyard</b>                      | A                        | 9       | 1     | 0       | 2     | 0       | 3     | 0        | 2     | 0        | 3     | 0        | 1     | 0       | 1     | 0       | 0     | 0       | 2  | 0       | 1  | 0       | 0 | 0       | 0  | 0       | 0  | 0       | 0  | 0       | 0  | 0        | 0  |   |
|                                       | B                        | 9       | 7     | 6       | 8     | 5       | 7     | 5        | 6     | 4        | 6     | 4        | 7     | 4       | 7     | 4       | 5     | 3       | 6  | 3       | 5  | 4       | 4 | 3       | 3  | 3       | 3  | 3       | 3  | 2       | 2  | 2        | 2  |   |
|                                       | C                        | 13      | 13    | 10      | 10    | 7       | 13    | 7        | 13    | 8        | 13    | 7        | 12    | 6       | 11    | 5       | 11    | 3       | 13 | 6       | 11 | 7       | 8 | 6       | 8  | 5       | 9  | 7       | 10 | 6       | 10 | 6        | 11 | 7 |
|                                       | D                        | 11      | 11    | 9       | 11    | 9       | 11    | 9        | 10    | 6        | 10    | 6        | 10    | 6       | 9     | 7       | 9     | 7       | 11 | 7       | 10 | 7       | 8 | 6       | 9  | 8       | 8  | 6       | 8  | 6       | 9  | 8        | 10 | 8 |
|                                       | E                        | 7       | 7     | 3       | 7     | 2       | 6     | 2        | 5     | 2        | 6     | 3        | 6     | 3       | 6     | 3       | 5     | 2       | 6  | 3       | 6  | 3       | 6 | 5       | 6  | 4       | 5  | 3       | 6  | 4       | 6  | 5        | 6  | 5 |
|                                       | F                        | 7       | 6     | 6       | 6     | 6       | 7     | 6        | 8     | 5        | 6     | 3        | 5     | 2       | 5     | 2       | 7     | 4       | 6  | 1       | 4  | 3       | 5 | 3       | 5  | 3       | 6  | 4       | 7  | 3       | 6  | 3        | 6  | 4 |
|                                       | G                        | 6       | 6     | 6       | 6     | 6       | 5     | 6        | 5     | 4        | 3     | 3        | 4     | 3       | 6     | 5       | 4     | 3       | 5  | 5       | 6  | 6       | 6 | 6       | 6  | 5       | 6  | 6       | 6  | 6       | 6  | 6        | 6  |   |
|                                       | H                        | 4       | 4     | 4       | 4     | 4       | 4     | 4        | 4     | 4        | 4     | 4        | 4     | 4       | 4     | 4       | 4     | 4       | 4  | 4       | 3  | 4       | 4 | 3       | 3  | 3       | 3  | 3       | 3  | 3       | 2  | 2        | 2  | 2 |
| <b>Satellite</b>                      | A                        | 13      | 13    | 9       | 12    | 7       | 12    | 8        | 10    | 7        | 6     | 4        | 7     | 4       | 5     | 2       | 4     | 2       | 9  | 5       | 10 | 6       | 9 | 6       | 10 | 7       | 12 | 5       | 9  | 4       | 10 | 4        | 10 | 5 |
|                                       | B                        | 11      | 11    | 6       | 11    | 8       | 9     | 6        | 8     | 6        | 6     | 6        | 7     | 5       | 7     | 6       | 7     | 6       | 7  | 3       | 5  | 4       | 5 | 4       | 5  | 4       | 4  | 3       | 3  | 3       | 3  | 3        | 5  | 4 |
|                                       | C                        | 11      | 10    | 5       | 10    | 5       | 7     | 3        | 7     | 4        | 7     | 4        | 6     | 5       | 3     | 3       | 3     | 3       | 3  | 3       | 2  | 2       | 3 | 3       | 3  | 3       | 5  | 4       | 3  | 2       | 5  | 4        | 5  | 4 |
|                                       | D                        | 13      | 13    | 8       | 13    | 8       | 10    | 5        | 7     | 2        | 9     | 2        | 6     | 1       | 4     | 1       | 6     | 1       | 9  | 3       | 5  | 3       | 8 | 7       | 8  | 7       | 10 | 5       | 6  | 5       | 9  | 5        | 12 | 8 |
| <b>Combined Total Parked Vehicles</b> |                          | 102     |       | 100     |       | 94      |       | 85       |       | 79       |       | 75       |       | 68      |       | 65      |       | 81      |    | 69      |    | 65      |   | 66      |    | 71      |    | 64      |    | 68      |    | 75       |    |   |
| <b>Combined Available Spaces</b>      |                          | 114     | 12    | 14      | 20    | 29      | 35    | 39       | 46    | 49       | 33    | 45       | 49    | 48      | 43    | 50      | 46    | 39      |    |         |    |         |   |         |    |         |    |         |    |         |    |          |    |   |
| <b>Combined Occupancy Percentage</b>  |                          | 89.5%   | 87.7% | 82.5%   | 74.6% | 69.3%   | 65.8% | 59.6%    | 57.0% | 71.1%    | 60.5% | 57.0%    | 57.9% | 62.3%   | 56.1% | 59.6%   | 65.8% |         |    |         |    |         |   |         |    |         |    |         |    |         |    |          |    |   |
| Total Parked Vehicles with Stickers   |                          |         | 72    | 67      | 61    | 52      | 46    | 43       | 42    | 38       | 42    | 49       | 52    | 52      | 49    | 45      | 48    | 55      |    |         |    |         |   |         |    |         |    |         |    |         |    |          |    |   |
| Percent of Vehicles with Stickers     |                          |         | 63%   | 59%     | 54%   | 46%     | 40%   | 38%      | 37%   | 33%      | 37%   | 43%      | 46%   | 46%     | 43%   | 39%     | 42%   | 48%     |    |         |    |         |   |         |    |         |    |         |    |         |    |          |    |   |



Saturday, June 24, 2017

| Location                              | Number of Parking Spaces | 7:00 AM |       | 8:00 AM |       | 9:00 AM |       | 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 |    | 9:00 PM |    | 10:00 PM |    |   |    |
|---------------------------------------|--------------------------|---------|-------|---------|-------|---------|-------|----------|-------|----------|-------|----------|-------|---------|-------|---------|-------|---------|----|---------|----|---------|----|---------|----|---------|----|---------|----|---------|----|----------|----|---|----|
|                                       |                          | P       | E     | P       | E     | P       | E     | P        | E     | P        | E     | P        | E     | P       | E     | P       | E     | P       | E  | P       | E  | P       | E  | P       | E  | P       | E  | P       | E  | P       | E  |          |    |   |    |
| <b>Courtyard</b>                      | A                        | 9       | 3     | 3       | 3     | 3       | 3     | 3        | 3     | 3        | 2     | 2        | 2     | 2       | 2     | 1       | 1     | 0       | 0  | 0       | 0  | 0       | 0  | 0       | 0  | 0       | 0  | 0       | 0  | 0       | 0  | 0        | 0  |   |    |
|                                       | B                        | 9       | 8     | 7       | 7     | 6       | 6     | 5        | 3     | 3        | 3     | 3        | 1     | 1       | 1     | 1       | 1     | 1       | 3  | 3       | 3  | 3       | 3  | 3       | 3  | 3       | 2  | 2       | 3  | 2       | 2  | 2        | 1  |   |    |
|                                       | C                        | 13      | 12    | 10      | 11    | 11      | 9     | 10       | 13    | 12       | 12    | 11       | 10    | 9       | 9     | 6       | 5     | 3       | 6  | 4       | 6  | 5       | 6  | 5       | 9  | 5       | 8  | 6       | 9  | 7       | 10 | 8        | 8  | 7 |    |
|                                       | D                        | 11      | 10    | 10      | 10    | 9       | 9     | 9        | 11    | 10       | 11    | 10       | 8     | 7       | 7     | 6       | 7     | 6       | 6  | 5       | 8  | 6       | 7  | 5       | 7  | 5       | 7  | 6       | 8  | 7       | 9  | 5        | 8  | 6 |    |
|                                       | E                        | 7       | 5     | 4       | 6     | 5       | 5     | 4        | 5     | 4        | 5     | 3        | 4     | 3       | 6     | 4       | 5     | 4       | 5  | 4       | 5  | 4       | 5  | 5       | 6  | 4       | 5  | 5       | 6  | 6       | 6  | 6        | 6  | 6 |    |
|                                       | F                        | 7       | 7     | 7       | 7     | 7       | 7     | 7        | 6     | 5        | 6     | 5        | 4     | 3       | 5     | 3       | 5     | 3       | 3  | 1       | 3  | 2       | 3  | 2       | 4  | 4       | 5  | 5       | 5  | 4       | 6  | 6        | 6  | 6 |    |
|                                       | G                        | 6       | 6     | 6       | 6     | 6       | 6     | 6        | 5     | 5        | 5     | 5        | 3     | 3       | 5     | 5       | 5     | 5       | 6  | 6       | 6  | 6       | 5  | 4       | 6  | 6       | 5  | 4       | 6  | 6       | 6  | 6        | 5  | 5 |    |
|                                       | H                        | 4       | 4     | 4       | 4     | 4       | 4     | 4        | 4     | 4        | 4     | 4        | 4     | 4       | 4     | 4       | 2     | 2       | 2  | 1       | 1  | 1       | 1  | 1       | 2  | 2       | 1  | 1       | 1  | 1       | 1  | 1        | 1  | 1 |    |
| <b>Satellite</b>                      | A                        | 13      | 13    | 11      | 13    | 11      | 12    | 11       | 12    | 10       | 11    | 8        | 10    | 8       | 9     | 6       | 7     | 5       | 7  | 4       | 9  | 5       | 10 | 7       | 9  | 4       | 9  | 4       | 10 | 5       | 10 | 5        | 10 | 5 |    |
|                                       | B                        | 11      | 6     | 6       | 8     | 7       | 6     | 6        | 5     | 5        | 4     | 4        | 3     | 3       | 3     | 2       | 3     | 1       | 3  | 2       | 3  | 2       | 3  | 2       | 3  | 2       | 4  | 3       | 4  | 3       | 5  | 4        | 4  |   |    |
|                                       | C                        | 11      | 11    | 7       | 9     | 6       | 8     | 6        | 5     | 4        | 5     | 4        | 5     | 5       | 7     | 7       | 7     | 7       | 7  | 5       | 8  | 4       | 9  | 4       | 5  | 3       | 5  | 5       | 2  | 6       | 3  | 7        | 3  | 3 |    |
|                                       | D                        | 13      | 13    | 12      | 13    | 13      | 12    | 12       | 8     | 8        | 9     | 8        | 12    | 10      | 12    | 9       | 13    | 11      | 12 | 9       | 10 | 8       | 13 | 10      | 12 | 10      | 11 | 9       | 12 | 9       | 12 | 9        | 12 | 9 | 12 |
| <b>Combined Total Parked Vehicles</b> |                          | 98      |       | 97      |       | 87      |       | 80       |       | 78       |       | 66       |       | 70      |       | 61      |       | 60      |    | 62      |    | 65      |    | 66      |    | 62      |    | 65      |    | 70      |    | 66       |    |   |    |
| <b>Combined Available Spaces</b>      |                          | 114     | 16    | 17      | 27    | 34      | 36    | 48       | 44    | 53       | 54    | 52       | 49    | 48      | 52    | 49      | 48    | 52      | 49 | 44      | 48 |         |    |         |    |         |    |         |    |         |    |          |    |   |    |
| <b>Combined Occupancy Percentage</b>  |                          | 86.0%   | 85.1% | 76.3%   | 70.2% | 68.4%   | 57.9% | 61.4%    | 53.5% | 52.6%    | 54.4% | 57.0%    | 57.9% | 54.4%   | 57.0% | 61.4%   | 57.9% |         |    |         |    |         |    |         |    |         |    |         |    |         |    |          |    |   |    |
| Total Parked Vehicles with Stickers   |                          | 87      | 88    | 83      | 73    | 67      | 58    | 55       | 49    | 44       | 46    | 48       | 48    | 50      | 56    | 58      | 54    |         |    |         |    |         |    |         |    |         |    |         |    |         |    |          |    |   |    |
| Percent of Vehicles with Stickers     |                          | 76%     | 77%   | 73%     | 64%   | 59%     | 51%   | 48%      | 43%   | 39%      | 40%   | 42%      | 42%   | 44%     | 49%   | 51%     | 47%   |         |    |         |    |         |    |         |    |         |    |         |    |         |    |          |    |   |    |



**Courtyard by Marriott**  
**On-site Parking Lot #14160**

Date: Tuesday, June 20, 2017

Analyst: Guelsi / Nalia

| Area                                | Number of Parking Spaces | 7:00  |   | 8:00  |   | 9:00  |   | 10:00 |   | 11:00 |   | 12:00 |   | 1:00  |   | 2:00  |   | 3:00  |   | 4:00  |   | 5:00  |   | 6:00  |   | 7:00  |   | 8:00  |   | 9:00  |   | 10:00 |    |
|-------------------------------------|--------------------------|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|----|
|                                     |                          | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E |       |    |
| A                                   | 9                        | 0     |   | 1     |   | 1     |   | 1     |   | 2     |   | 2     |   | 1     |   | 1     |   | 3     |   | 1     |   |       |   |       |   | 1     |   |       |   |       |   |       |    |
| B                                   | 9                        | 2     |   | 3     |   | 1     |   | 1     |   | 2     |   | 1     |   | 1     |   | 0     |   | 1     |   | 2     | 1 |       |   |       |   |       |   | 1     |   | 2     |   | 1     |    |
| C                                   | 13                       | 10    |   | 9     |   | 10    |   | 9     |   | 12    |   | 12    |   | 10    | 3 | 9     | 3 | 11    | 6 | 13    | 6 | 10    | 5 | 10    | 7 | 13    | 7 | 11    | 7 | 13    | 7 | 7     | 5  |
| D                                   | 11                       | 10    |   | 9     |   | 8     |   | 9     |   | 11    |   | 11    |   | 9     | 3 | 10    | 1 | 10    | 6 | 10    | 6 | 9     | 5 | 10    | 5 | 11    | 6 | 9     | 4 | 11    | 8 | 13    | 10 |
| E                                   | 7                        | 5     |   | 5     |   | 6     |   | 6     |   | 6     |   | 5     |   | 6     |   | 6     | 1 | 6     | 2 | 6     | 2 | 6     | 2 | 6     | 4 | 6     | 5 | 5     | 4 | 7     | 5 | 11    | 9  |
| F                                   | 7                        | 5     |   | 5     |   | 5     |   | 5     |   | 5     |   | 7     |   | 6     | 3 | 6     | 1 | 6     | 3 | 4     | 1 | 5     | 1 | 5     | 2 | 4     | 2 | 5     | 4 | 7     | 5 | 7     | 6  |
| G                                   | 6                        | 6     |   | 5     |   | 3     |   | 5     |   | 5     |   | 3     |   | 5     |   | 6     | 3 | 6     | 5 | 6     | 5 | 6     | 4 | 5     | 4 | 6     | 3 | 5     | 4 | 6     | 4 | 6     | 4  |
| H                                   | 4                        | 3     |   | 3     |   | 3     |   | 3     |   | 3     |   | 3     |   | 3     |   | 2     | 1 | 2     |   | 2     | 1 | 2     | 1 | 1     | 1 | 1     | 1 | 1     | 1 | 1     | 1 | 1     | 1  |
| Total Parked Vehicles               |                          | 41    |   | 40    |   | 37    |   | 39    |   | 46    |   | 44    |   | 41    |   | 40    |   | 45    |   | 44    |   | 38    |   | 37    |   | 42    |   | 37    |   | 47    |   | 46    |    |
| Total Parked Vehicles with Stickers |                          | 0     |   | 0     |   | 0     |   | 0     |   | 0     |   | 0     |   | 9     |   | 10    |   | 22    |   | 22    |   | 18    |   | 23    |   | 24    |   | 24    |   | 30    |   | 35    |    |
| Percent of Vehicles with Stickers   |                          | 0%    |   | 0%    |   | 0%    |   | 0%    |   | 0%    |   | 0%    |   | 18%   |   | 20%   |   | 33%   |   | 33%   |   | 32%   |   | 38%   |   | 36%   |   | 39%   |   | 39%   |   | 43%   |    |
| Available Spaces                    | <b>66</b>                | 25    |   | 26    |   | 29    |   | 27    |   | 20    |   | 22    |   | 25    |   | 26    |   | 21    |   | 22    |   | 28    |   | 29    |   | 24    |   | 29    |   | 19    |   | 20    |    |
| Occupancy Percentage                |                          | 62.1% |   | 60.6% |   | 56.1% |   | 59.1% |   | 69.7% |   | 66.7% |   | 62.1% |   | 60.6% |   | 68.2% |   | 66.7% |   | 57.6% |   | 56.1% |   | 63.6% |   | 56.1% |   | 71.2% |   | 69.7% |    |



**Courtyard by Marriott**  
**On-site Parking Lot #14160**

Date: Wednesday, June 21, 2017

Analyst: Guelsi / Nalia

| Area                                | Number of Parking Spaces | 7:00  |   | 8:00  |   | 9:00  |   | 10:00 |   | 11:00 |   | 12:00 |   | 1:00  |   | 2:00  |   | 3:00  |   | 4:00  |   | 5:00  |   | 6:00  |   | 7:00  |   | 8:00  |   | 9:00  |    | 10:00 |    |
|-------------------------------------|--------------------------|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|----|-------|----|
|                                     |                          | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E  |       |    |
| A                                   | 9                        | 1     |   | 1     |   | 2     |   | 2     |   | 2     |   | 4     |   | 1     |   | 2     |   | 2     |   |       |   |       |   |       |   |       |   |       |   |       |    |       |    |
| B                                   | 9                        | 5     | 5 | 5     | 5 | 4     | 4 | 3     | 3 | 3     | 3 | 3     | 3 | 3     | 3 | 2     | 1 | 2     | 2 | 3     | 2 | 3     | 2 | 2     | 2 | 2     | 1 | 3     | 2 | 3     | 2  | 3     | 2  |
| C                                   | 13                       | 10    | 7 | 11    | 7 | 13    | 7 | 13    | 7 | 13    | 4 | 13    | 7 | 12    | 6 | 11    | 4 | 13    | 4 | 12    | 7 | 12    | 8 | 10    | 9 | 11    | 9 | 12    | 8 | 13    | 11 | 13    | 11 |
| D                                   | 11                       | 9     | 8 | 9     | 9 | 9     | 6 | 11    | 9 | 11    | 7 | 11    | 9 | 10    | 5 | 9     | 4 | 11    | 7 | 11    | 6 | 10    | 6 | 9     | 6 | 8     | 5 | 11    | 7 | 11    | 10 | 11    | 10 |
| E                                   | 7                        | 5     | 4 | 5     | 4 | 6     | 4 | 6     | 4 | 5     | 4 | 6     | 5 | 6     | 3 | 6     | 3 | 7     | 4 | 6     | 3 | 6     | 2 | 6     | 4 | 6     | 4 | 6     | 4 | 5     | 2  | 6     | 4  |
| F                                   | 7                        | 7     | 5 | 6     | 4 | 6     | 4 | 7     | 4 | 5     | 3 | 6     | 3 | 3     | 1 | 7     | 3 | 5     | 3 | 5     | 2 | 4     | 2 | 4     | 3 | 4     | 4 | 4     | 4 | 5     | 5  | 6     | 6  |
| G                                   | 6                        | 5     | 3 | 5     | 4 | 4     | 2 | 4     | 2 | 5     | 3 | 4     | 3 | 5     | 3 | 4     | 3 | 6     | 5 | 6     | 5 | 6     | 6 | 5     | 5 | 6     | 5 | 6     | 5 | 6     | 6  | 6     | 6  |
| H                                   | 4                        | 4     | 4 | 4     | 4 | 4     | 4 | 4     | 4 | 4     | 4 | 4     | 4 | 4     | 4 | 4     | 4 | 3     | 3 | 2     | 2 | 2     | 2 | 1     | 1 | 1     | 1 | 1     | 1 | 1     | 1  | 1     | 1  |
| Total Parked Vehicles               |                          | 46    |   | 46    |   | 48    |   | 50    |   | 48    |   | 51    |   | 44    |   | 45    |   | 49    |   | 45    |   | 43    |   | 37    |   | 38    |   | 43    |   | 44    |    | 46    |    |
| Total Parked Vehicles with Stickers |                          | 36    |   | 37    |   | 31    |   | 33    |   | 28    |   | 34    |   | 25    |   | 22    |   | 28    |   | 27    |   | 28    |   | 30    |   | 29    |   | 31    |   | 37    |    | 40    |    |
| Percent of Vehicles with Stickers   |                          | 44%   |   | 45%   |   | 39%   |   | 40%   |   | 37%   |   | 40%   |   | 36%   |   | 33%   |   | 36%   |   | 38%   |   | 39%   |   | 45%   |   | 43%   |   | 42%   |   | 46%   |    | 47%   |    |
| Available Spaces                    | <b>66</b>                | 20    |   | 20    |   | 18    |   | 16    |   | 18    |   | 15    |   | 22    |   | 21    |   | 17    |   | 21    |   | 23    |   | 29    |   | 28    |   | 23    |   | 22    |    | 20    |    |
| Occupancy Percentage                |                          | 69.7% |   | 69.7% |   | 72.7% |   | 75.8% |   | 72.7% |   | 77.3% |   | 66.7% |   | 68.2% |   | 74.2% |   | 68.2% |   | 65.2% |   | 56.1% |   | 57.6% |   | 65.2% |   | 66.7% |    | 69.7% |    |



**Courtyard by Marriott**  
**On-site Parking Lot #14160**

Date: Thursday, June 22, 2017

Analyst: Guelsi / Nalia

| Area                                | Number of Parking Spaces | 7:00  |    | 8:00  |   | 9:00  |   | 10:00 |   | 11:00 |   | 12:00 |   | 1:00  |   | 2:00  |   | 3:00  |   | 4:00  |   | 5:00  |   | 6:00  |   | 7:00  |   | 8:00  |   | 9:00  |   | 10:00 |   |
|-------------------------------------|--------------------------|-------|----|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|
|                                     |                          | P     | E  | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E |       |   |
| A                                   | 9                        | 1     |    | 2     |   | 3     |   | 2     |   | 3     |   | 1     |   | 1     |   | 0     |   | 2     |   | 1     |   |       |   |       |   |       |   |       |   |       |   |       |   |
| B                                   | 9                        | 7     | 6  | 8     | 5 | 7     | 5 | 6     | 4 | 6     | 4 | 7     | 4 | 7     | 4 | 5     | 3 | 6     | 3 | 5     | 4 | 4     | 3 | 3     | 3 | 3     | 3 | 3     | 3 | 2     | 2 | 2     | 2 |
| C                                   | 13                       | 13    | 10 | 10    | 7 | 13    | 7 | 13    | 8 | 13    | 7 | 12    | 6 | 11    | 5 | 11    | 3 | 13    | 6 | 11    | 7 | 8     | 6 | 8     | 5 | 9     | 7 | 10    | 6 | 10    | 6 | 11    | 7 |
| D                                   | 11                       | 11    | 9  | 11    | 9 | 11    | 9 | 10    | 6 | 10    | 6 | 10    | 6 | 9     | 7 | 9     | 7 | 11    | 7 | 10    | 7 | 8     | 6 | 9     | 8 | 8     | 6 | 8     | 6 | 9     | 8 | 10    | 8 |
| E                                   | 7                        | 7     | 3  | 7     | 2 | 6     | 2 | 5     | 2 | 6     | 3 | 6     | 3 | 6     | 3 | 5     | 2 | 6     | 3 | 6     | 3 | 6     | 5 | 6     | 4 | 5     | 3 | 6     | 4 | 6     | 5 | 6     | 5 |
| F                                   | 7                        | 6     | 6  | 6     | 6 | 7     | 6 | 8     | 5 | 6     | 3 | 5     | 2 | 5     | 2 | 7     | 4 | 6     | 1 | 4     | 3 | 5     | 3 | 5     | 3 | 6     | 4 | 7     | 3 | 6     | 3 | 6     | 4 |
| G                                   | 6                        | 6     | 6  | 6     | 6 | 5     | 6 | 5     | 4 | 3     | 3 | 4     | 3 | 6     | 5 | 4     | 3 | 5     | 5 | 6     | 6 | 6     | 6 | 6     | 5 | 6     | 6 | 6     | 6 | 6     | 6 | 6     | 6 |
| H                                   | 4                        | 4     | 4  | 4     | 4 | 4     | 4 | 4     | 4 | 4     | 4 | 4     | 4 | 4     | 4 | 4     | 4 | 4     | 3 | 4     | 4 | 3     | 3 | 3     | 3 | 3     | 3 | 3     | 3 | 2     | 2 | 2     | 2 |
| Total Parked Vehicles               |                          | 55    |    | 54    |   | 56    |   | 53    |   | 51    |   | 49    |   | 49    |   | 45    |   | 53    |   | 47    |   | 40    |   | 40    |   | 40    |   | 43    |   | 41    |   | 43    |   |
| Total Parked Vehicles with Stickers |                          | 44    |    | 39    |   | 39    |   | 33    |   | 30    |   | 28    |   | 30    |   | 26    |   | 28    |   | 34    |   | 32    |   | 31    |   | 32    |   | 31    |   | 32    |   | 34    |   |
| Percent of Vehicles with Stickers   |                          | 44%   |    | 42%   |   | 41%   |   | 38%   |   | 37%   |   | 36%   |   | 38%   |   | 37%   |   | 35%   |   | 42%   |   | 44%   |   | 44%   |   | 44%   |   | 42%   |   | 44%   |   | 44%   |   |
| Available Spaces                    | <b>66</b>                | 11    |    | 12    |   | 10    |   | 13    |   | 15    |   | 17    |   | 17    |   | 21    |   | 13    |   | 19    |   | 26    |   | 26    |   | 26    |   | 23    |   | 25    |   | 23    |   |
| Occupancy Percentage                |                          | 83.3% |    | 81.8% |   | 84.8% |   | 80.3% |   | 77.3% |   | 74.2% |   | 74.2% |   | 68.2% |   | 80.3% |   | 71.2% |   | 60.6% |   | 60.6% |   | 60.6% |   | 65.2% |   | 62.1% |   | 65.2% |   |



**Courtyard by Marriott**  
**On-site Parking Lot #14160**

Date: Saturday, June 24, 2017

Analyst: Gueisi /Nalia

| Area                                | Number of Parking Spaces | 7:00  |    | 8:00  |    | 9:00  |    | 10:00 |    | 11:00 |    | 12:00 |   | 1:00  |   | 2:00  |   | 3:00  |   | 4:00  |   | 5:00  |   | 6:00  |   | 7:00  |   | 8:00  |   | 9:00  |   | 10:00 |   |
|-------------------------------------|--------------------------|-------|----|-------|----|-------|----|-------|----|-------|----|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|
|                                     |                          | P     | E  | P     | E  | P     | E  | P     | E  | P     | E  | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E |       |   |
| A                                   | 9                        | 3     | 3  | 3     | 3  | 3     | 3  | 3     | 3  | 3     | 2  | 2     | 2 | 2     | 2 | 2     | 1 | 1     |   |       |   |       |   |       |   |       |   |       |   |       |   |       |   |
| B                                   | 9                        | 8     | 7  | 7     | 6  | 6     | 5  | 3     | 3  | 3     | 3  | 1     | 1 | 1     | 1 | 1     | 1 | 3     | 3 | 3     | 3 | 3     | 3 | 3     | 3 | 3     | 3 | 2     | 2 | 3     | 2 | 2     | 1 |
| C                                   | 13                       | 12    | 10 | 11    | 11 | 9     | 10 | 13    | 12 | 12    | 11 | 10    | 9 | 9     | 6 | 5     | 3 | 6     | 4 | 6     | 5 | 6     | 5 | 9     | 5 | 8     | 6 | 9     | 7 | 10    | 8 | 8     | 7 |
| D                                   | 11                       | 10    | 10 | 10    | 9  | 9     | 9  | 11    | 10 | 11    | 10 | 8     | 7 | 7     | 6 | 7     | 6 | 6     | 5 | 8     | 6 | 7     | 5 | 7     | 5 | 7     | 6 | 8     | 7 | 9     | 5 | 8     | 6 |
| E                                   | 7                        | 5     | 4  | 6     | 5  | 5     | 4  | 5     | 4  | 5     | 3  | 4     | 3 | 6     | 4 | 5     | 4 | 5     | 4 | 5     | 4 | 5     | 5 | 6     | 4 | 5     | 5 | 6     | 6 | 6     | 6 | 6     | 6 |
| F                                   | 7                        | 7     | 7  | 7     | 7  | 7     | 7  | 6     | 5  | 6     | 5  | 4     | 3 | 5     | 3 | 5     | 3 | 3     | 1 | 3     | 2 | 3     | 2 | 4     | 4 | 5     | 5 | 5     | 4 | 6     | 6 | 6     | 6 |
| G                                   | 6                        | 6     | 6  | 6     | 6  | 6     | 6  | 5     | 5  | 5     | 5  | 3     | 3 | 5     | 5 | 5     | 5 | 6     | 6 | 6     | 6 | 5     | 4 | 6     | 6 | 5     | 4 | 6     | 6 | 6     | 6 | 5     | 5 |
| H                                   | 4                        | 4     | 4  | 4     | 4  | 4     | 4  | 4     | 4  | 4     | 4  | 4     | 4 | 4     | 4 | 4     | 2 | 2     | 2 | 1     | 1 | 1     | 1 | 1     | 2 | 2     | 1 | 1     | 1 | 1     | 1 | 1     | 1 |
| Total Parked Vehicles               |                          | 55    |    | 54    |    | 49    |    | 50    |    | 49    |    | 36    |   | 39    |   | 31    |   | 31    |   | 32    |   | 30    |   | 37    |   | 34    |   | 37    |   | 41    |   | 36    |   |
| Total Parked Vehicles with Stickers |                          | 51    |    | 51    |    | 48    |    | 46    |    | 43    |    | 32    |   | 31    |   | 25    |   | 24    |   | 27    |   | 25    |   | 29    |   | 30    |   | 33    |   | 34    |   | 32    |   |
| Percent of Vehicles with Stickers   |                          | 48%   |    | 49%   |    | 49%   |    | 48%   |    | 47%   |    | 47%   |   | 44%   |   | 45%   |   | 44%   |   | 46%   |   | 45%   |   | 44%   |   | 47%   |   | 47%   |   | 45%   |   | 47%   |   |
| Available Spaces                    | <b>66</b>                | 11    |    | 12    |    | 17    |    | 16    |    | 17    |    | 30    |   | 27    |   | 35    |   | 35    |   | 34    |   | 36    |   | 29    |   | 32    |   | 29    |   | 25    |   | 30    |   |
| Occupancy Percentage                |                          | 83.3% |    | 81.8% |    | 74.2% |    | 75.8% |    | 74.2% |    | 54.5% |   | 59.1% |   | 47.0% |   | 47.0% |   | 48.5% |   | 45.5% |   | 56.1% |   | 51.5% |   | 56.1% |   | 62.1% |   | 54.5% |   |



**Courtyard by Marriott  
Satellite Parking Lot #14160**

Date: Tuesday, June 20, 2017

Analyst: Guesli /Nalia

| Area                                | Number of Parking Spaces | 7:00  |   | 8:00  |   | 9:00  |   | 10:00 |   | 11:00 |   | 12:00 |   | 1:00  |   | 2:00  |   | 3:00  |   | 4:00  |   | 5:00  |   | 6:00  |   | 7:00  |   | 8:00  |   | 9:00  |   | 10:00 |    |
|-------------------------------------|--------------------------|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|----|
|                                     |                          | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E |       |    |
| A                                   | 13                       | 10    |   | 11    |   | 7     |   | 7     |   | 8     |   | 7     |   | 5     | 2 | 6     | 3 | 7     | 6 | 6     | 4 | 7     | 5 | 8     | 5 | 10    | 7 | 9     | 6 | 12    | 8 | 12    | 10 |
| B                                   | 11                       | 9     |   | 8     |   | 7     |   | 7     |   | 5     |   | 2     |   | 3     | 2 | 2     | 1 | 1     | 1 | 1     | 1 | 1     | 1 | 1     | 1 | 5     | 4 | 6     | 5 | 7     | 6 | 7     | 3  |
| C                                   | 11                       | 8     |   | 7     |   | 6     |   | 6     |   | 5     |   | 2     |   | 3     | 3 | 4     | 4 | 3     | 2 | 4     | 2 | 5     | 3 | 6     | 4 | 6     | 3 | 6     | 4 | 7     | 5 | 7     | 7  |
| D                                   | 13                       | 11    |   | 11    |   | 8     |   | 8     |   | 6     |   | 6     |   | 6     | 3 | 3     | 1 | 9     | 5 | 8     | 6 | 9     | 5 | 11    | 6 | 12    | 7 | 12    | 7 | 13    | 6 | 13    | 7  |
| Total Parked Vehicles               |                          | 38    |   | 37    |   | 28    |   | 28    |   | 24    |   | 17    |   | 17    |   | 15    |   | 20    |   | 19    |   | 22    |   | 26    |   | 33    |   | 33    |   | 39    |   | 39    |    |
| Total Parked Vehicles with Stickers |                          | 0     |   | 0     |   | 0     |   | 0     |   | 0     |   | 0     |   | 10    |   | 9     |   | 14    |   | 13    |   | 14    |   | 16    |   | 21    |   | 22    |   | 25    |   | 27    |    |
| Percent of Vehicles with Stickers   |                          | 0%    |   | 0%    |   | 0%    |   | 0%    |   | 0%    |   | 0%    |   | 37%   |   | 38%   |   | 41%   |   | 41%   |   | 39%   |   | 38%   |   | 39%   |   | 40%   |   | 39%   |   | 41%   |    |
| Available Spaces                    | 48                       | 10    |   | 11    |   | 20    |   | 20    |   | 24    |   | 31    |   | 31    |   | 33    |   | 28    |   | 29    |   | 26    |   | 22    |   | 15    |   | 15    |   | 9     |   | 9     |    |
| Occupancy Percentage                |                          | 79.2% |   | 77.1% |   | 58.3% |   | 58.3% |   | 50.0% |   | 35.4% |   | 35.4% |   | 31.3% |   | 41.7% |   | 39.6% |   | 45.8% |   | 54.2% |   | 68.8% |   | 68.8% |   | 81.3% |   | 81.3% |    |



**Courtyard by Marriott**  
**Satellite Parking Lot #14160**

Date: Wednesday, June 21, 2017

Analyst: Gueisi /Nalia

| Area                                | Number of Parking Spaces | 7:00  |   | 8:00  |   | 9:00  |   | 10:00 |   | 11:00 |   | 12:00 |   | 1:00  |   | 2:00  |   | 3:00  |   | 4:00  |   | 5:00  |   | 6:00  |   | 7:00  |   | 8:00  |   | 9:00  |   | 10:00 |    |   |  |
|-------------------------------------|--------------------------|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|----|---|--|
|                                     |                          | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E |       |    |   |  |
| A                                   | 13                       | 9     | 8 | 10    | 9 | 11    | 6 | 8     | 6 | 7     | 5 | 6     | 4 | 8     | 5 | 7     | 3 | 9     | 6 | 9     | 6 | 10    | 6 | 9     | 6 | 10    | 4 | 10    | 5 | 11    | 9 | 13    | 9  |   |  |
| B                                   | 11                       | 7     | 4 | 6     | 5 | 3     | 2 | 5     | 3 | 4     | 3 | 3     | 2 | 3     | 2 | 3     | 2 | 3     | 2 | 3     | 2 | 3     | 2 | 4     | 2 | 6     | 2 | 5     | 2 | 8     | 5 | 9     | 6  |   |  |
| C                                   | 11                       | 8     | 7 | 6     | 4 | 9     | 5 | 4     | 3 | 2     | 2 | 1     | 1 | 2     | 1 | 2     | 1 | 2     | 1 | 5     | 2 | 5     | 3 | 6     | 3 | 7     | 1 | 6     | 2 | 8     | 5 | 8     | 4  |   |  |
| D                                   | 13                       | 13    | 9 | 10    | 8 | 8     | 6 | 9     | 6 | 5     | 3 | 3     | 3 | 1     |   | 2     | 2 | 4     | 3 | 10    | 6 | 10    | 4 | 9     | 5 | 12    | 7 | 13    | 8 | 13    | 9 | 13    | 10 |   |  |
| Total Parked Vehicles               |                          | 37    |   | 32    |   | 31    |   | 26    |   | 18    |   | 13    |   | 14    |   | 14    |   | 18    |   | 27    |   | 28    |   | 28    |   | 35    |   | 34    |   | 40    |   | 43    |    |   |  |
| Total Parked Vehicles with Stickers |                          | 28    |   | 26    |   | 19    |   | 18    |   | 13    |   | 10    |   | 8     |   | 8     |   | 12    |   | 16    |   | 15    |   | 16    |   | 14    |   | 17    |   | 28    |   | 29    |    |   |  |
| Percent of Vehicles with Stickers   |                          | 43%   |   | 45%   |   | 38%   |   | 41%   |   | 42%   |   | 43%   |   | 36%   |   | 36%   |   | 40%   |   | 37%   |   | 35%   |   | 36%   |   | 29%   |   | 33%   |   | 41%   |   | 40%   |    |   |  |
| Available Spaces                    |                          | 48    |   | 11    |   | 16    |   | 17    |   | 22    |   | 30    |   | 35    |   | 34    |   | 34    |   | 30    |   | 21    |   | 20    |   | 20    |   | 13    |   | 14    |   | 8     |    | 5 |  |
| Occupancy Percentage                |                          | 77.1% |   | 66.7% |   | 64.6% |   | 54.2% |   | 37.5% |   | 27.1% |   | 29.2% |   | 29.2% |   | 37.5% |   | 56.3% |   | 58.3% |   | 58.3% |   | 72.9% |   | 70.8% |   | 83.3% |   | 89.6% |    |   |  |



**Courtyard by Marriott**  
**Satellite Parking Lot #14160**

Date: Thursday, June 22, 2017

Analyst: Gueisi /Nalia

| Area                                | Number of Parking Spaces | 7:00  |   | 8:00  |   | 9:00  |   | 10:00 |   | 11:00 |   | 12:00 |   | 1:00  |   | 2:00  |   | 3:00  |   | 4:00  |   | 5:00  |   | 6:00  |   | 7:00  |   | 8:00  |   | 9:00  |   | 10:00 |   |    |  |
|-------------------------------------|--------------------------|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|-------|---|----|--|
|                                     |                          | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E | P     | E |       |   |    |  |
| A                                   | 13                       | 13    | 9 | 12    | 7 | 12    | 8 | 10    | 7 | 6     | 4 | 7     | 4 | 5     | 2 | 4     | 2 | 9     | 5 | 10    | 6 | 9     | 6 | 10    | 7 | 12    | 5 | 9     | 4 | 10    | 4 | 10    | 5 |    |  |
| B                                   | 11                       | 11    | 6 | 11    | 8 | 9     | 6 | 8     | 6 | 6     | 6 | 7     | 5 | 7     | 6 | 7     | 6 | 7     | 3 | 5     | 4 | 5     | 4 | 5     | 4 | 4     | 3 | 3     | 3 | 3     | 3 | 5     | 4 |    |  |
| C                                   | 11                       | 10    | 5 | 10    | 5 | 7     | 3 | 7     | 4 | 7     | 4 | 6     | 5 | 3     | 3 | 3     | 3 | 3     | 3 | 2     | 2 | 3     | 3 | 3     | 3 | 5     | 4 | 3     | 2 | 5     | 4 | 5     | 4 |    |  |
| D                                   | 13                       | 13    | 8 | 13    | 8 | 10    | 5 | 7     | 2 | 9     | 2 | 6     | 1 | 4     | 1 | 6     | 1 | 9     | 3 | 5     | 3 | 8     | 7 | 8     | 7 | 10    | 5 | 6     | 5 | 9     | 5 | 12    | 8 |    |  |
| Total Parked Vehicles               |                          | 47    |   | 46    |   | 38    |   | 32    |   | 28    |   | 26    |   | 19    |   | 20    |   | 28    |   | 22    |   | 25    |   | 26    |   | 31    |   | 21    |   | 27    |   | 32    |   |    |  |
| Total Parked Vehicles with Stickers |                          | 28    |   | 28    |   | 22    |   | 19    |   | 16    |   | 15    |   | 12    |   | 12    |   | 14    |   | 15    |   | 20    |   | 21    |   | 17    |   | 14    |   | 16    |   | 21    |   |    |  |
| Percent of Vehicles with Stickers   |                          | 37%   |   | 38%   |   | 37%   |   | 37%   |   | 36%   |   | 37%   |   | 39%   |   | 38%   |   | 33%   |   | 41%   |   | 44%   |   | 45%   |   | 35%   |   | 40%   |   | 37%   |   | 40%   |   |    |  |
| Available Spaces                    |                          | 48    |   | 1     |   | 2     |   | 10    |   | 16    |   | 20    |   | 22    |   | 29    |   | 28    |   | 20    |   | 26    |   | 23    |   | 22    |   | 17    |   | 27    |   | 21    |   | 16 |  |
| Occupancy Percentage                |                          | 97.9% |   | 95.8% |   | 79.2% |   | 66.7% |   | 58.3% |   | 54.2% |   | 39.6% |   | 41.7% |   | 58.3% |   | 45.8% |   | 52.1% |   | 54.2% |   | 64.6% |   | 43.8% |   | 56.3% |   | 66.7% |   |    |  |



**Courtyard by Marriott  
Satellite Parking Lot #14160**

Date: Saturday, June 24, 2017

Analyst: Gueisi /Nalia

| Area                                | Number of Parking Spaces | 7:00  |    | 8:00  |    | 9:00  |    | 10:00 |    | 11:00 |   | 12:00 |    | 1:00  |   | 2:00  |    | 3:00  |   | 4:00  |   | 5:00  |    | 6:00  |    | 7:00  |   | 8:00  |   | 9:00  |   | 10:00 |    |
|-------------------------------------|--------------------------|-------|----|-------|----|-------|----|-------|----|-------|---|-------|----|-------|---|-------|----|-------|---|-------|---|-------|----|-------|----|-------|---|-------|---|-------|---|-------|----|
|                                     |                          | P     | E  | P     | E  | P     | E  | P     | E  | P     | E | P     | E  | P     | E | P     | E  | P     | E | P     | E | P     | E  | P     | E  | P     | E | P     | E | P     | E |       |    |
| A                                   | 13                       | 13    | 11 | 13    | 11 | 12    | 11 | 12    | 10 | 11    | 8 | 10    | 8  | 9     | 6 | 7     | 5  | 7     | 4 | 9     | 5 | 10    | 7  | 9     | 4  | 9     | 4 | 10    | 5 | 10    | 5 | 10    | 5  |
| B                                   | 11                       | 6     | 6  | 8     | 7  | 6     | 6  | 5     | 5  | 4     | 4 | 3     | 3  | 3     | 2 | 3     | 1  | 3     | 2 | 3     | 2 | 3     | 2  | 3     | 2  | 3     | 2 | 4     | 3 | 4     | 3 | 5     | 4  |
| C                                   | 11                       | 11    | 7  | 9     | 6  | 8     | 6  | 5     | 4  | 5     | 4 | 5     | 5  | 7     | 7 | 7     | 7  | 7     | 5 | 8     | 4 | 9     | 4  | 5     | 3  | 5     | 5 | 2     | 6 | 3     | 7 | 3     | 3  |
| D                                   | 13                       | 13    | 12 | 13    | 13 | 12    | 12 | 8     | 8  | 9     | 8 | 12    | 10 | 12    | 9 | 13    | 11 | 12    | 9 | 10    | 8 | 13    | 10 | 12    | 10 | 11    | 9 | 12    | 9 | 12    | 9 | 12    | 10 |
| Total Parked Vehicles               |                          | 43    |    | 43    |    | 38    |    | 30    |    | 29    |   | 30    |    | 31    |   | 30    |    | 29    |   | 30    |   | 35    |    | 29    |    | 28    |   | 28    |   | 29    |   | 30    |    |
| Total Parked Vehicles with Stickers |                          | 36    |    | 37    |    | 35    |    | 27    |    | 24    |   | 26    |    | 24    |   | 24    |    | 20    |   | 19    |   | 23    |    | 19    |    | 20    |   | 23    |   | 24    |   | 22    |    |
| Percent of Vehicles with Stickers   |                          | 46%   |    | 46%   |    | 48%   |    | 47%   |    | 45%   |   | 46%   |    | 44%   |   | 44%   |    | 41%   |   | 39%   |   | 40%   |    | 40%   |    | 42%   |   | 45%   |   | 45%   |   | 42%   |    |
| Available Spaces                    |                          | 48    |    | 5     |    | 5     |    | 10    |    | 18    |   | 19    |    | 18    |   | 17    |    | 18    |   | 19    |   | 18    |    | 19    |    | 20    |   | 20    |   | 19    |   | 18    |    |
| Occupancy Percentage                |                          | 89.6% |    | 89.6% |    | 79.2% |    | 62.5% |    | 60.4% |   | 62.5% |    | 64.6% |   | 62.5% |    | 60.4% |   | 62.5% |   | 72.9% |    | 60.4% |    | 58.3% |   | 58.3% |   | 60.4% |   | 62.5% |    |



# **Attachment C**

## **Parking Survey Information**



Residence Inn Parking Survey- 14160

| Weekday Distribution of Modes of Transportation |     |     |
|---|-----|-----|
| Number of Weekday Check-ins:                    | 239 |     |
| Car:  | 112 | 47% |
| Taxi:   | 38  | 16% |
| Uber/ Lyft:                                     | 28  | 12% |
| Hotel Shuttle:                                  | 41  | 17% |
| Other form of Drop Off:                         | 20  | 8%  |

| Weekend Distribution of Modes of Transportation |    |     |
|---|----|-----|
| Number of Weekend Check-ins:                    | 94 |     |
| Car:  | 32 | 34% |
| Taxi:   | 12 | 13% |
| Uber/ Lyft:                                     | 9  | 10% |
| Hotel Shuttle:                                  | 33 | 35% |
| Other form of Drop Off:                         | 8  | 8%  |

| Weekly Distribution of Modes of Transportation |     |     |
|--|-----|-----|
| Number of Weekly Check-ins:                    | 333 |     |
| Car:   | 144 | 43% |
| Taxi:  | 50  | 15% |
| Uber/ Lyft:                                    | 37  | 11% |
| Hotel Shuttle:                                 | 74  | 22% |
| Other form of Drop Off:                        | 28  | 9%  |

| Weekly Distribution of Modes of Transportation |         |            |            |             |
|--|---------|------------|------------|-------------|
| Check-ins for:                                 |         | Weekdays   | Weekend    | Weekly      |
| <b>Number of Check-ins:</b>                    |         | <b>239</b> | <b>94</b>  | <b>333</b>  |
| <b>Percent of check-ins:</b>                   |         | <b>72%</b> | <b>28%</b> | <b>100%</b> |
| Vehicles                                       | Amount  | 112        | 32         | 144         |
|  | Percent | 33%        | 10%        | 43%         |
| Taxi   | Amount  | 38         | 12         | 50          |
|  | Percent | 11%        | 4%         | 15%         |
| Uber/ Lyft                                     | Amount  | 28         | 9          | 37          |
|  | Percent | 8%         | 3%         | 11%         |
| Hotel Shuttle                                  | Amount  | 41         | 33         | 74          |
|  | Percent | 12%        | 10%        | 22%         |
| Other form of Drop Off                         | Amount  | 20         | 8          | 28          |
|  | Percent | 6%         | 3%         | 9%          |

| Weekly Distribution of Modes of Transportation |         |      |     |      |
|--|---------|------|-----|------|
| Number of Check-ins:                           |         | 333  | 94  | 333  |
| Percent of check-ins:                          |         | 100% | 28% | 128% |
| Vehicles                                       | Amount  | 333  | 0   | 333  |
|  | Percent | 100% | 0%  | 100% |
| Taxi   | Amount  | 144  | 0   | 144  |
|  | Percent | 43%  | 0%  | 43%  |
| Uber/ Lyft                                     | Percent | 15%  | 0%  | 15%  |
| Hotel Shuttle                                  | Amount  | 37   | 0   | 37   |
|  | Percent | 11%  | 0%  | 11%  |
| Other form of Drop Off                         | Amount  | 74   | 0   | 74   |
|  | Percent | 22%  | 0%  | 22%  |

| Mode of Transportation | Amount | Percentage |
|------------------------|--------|------------|
| Vehicle                | 144    | 43%        |
| Taxi                   | 50     | 15%        |
| Uber / Lyft            | 37     | 11%        |
| Hotel Shuttle          | 74     | 22%        |
| Other *                | 28     | 9%         |
| Total                  | 333    | 100%       |

\*Note: Other form of drop-off can include friends, family, private services, limos, etc.



September 25, 2019

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(305) 579-0821

**RE: The Mile Hotel & Shops Valet Queuing Analysis - #19202**

Dear Jorge,

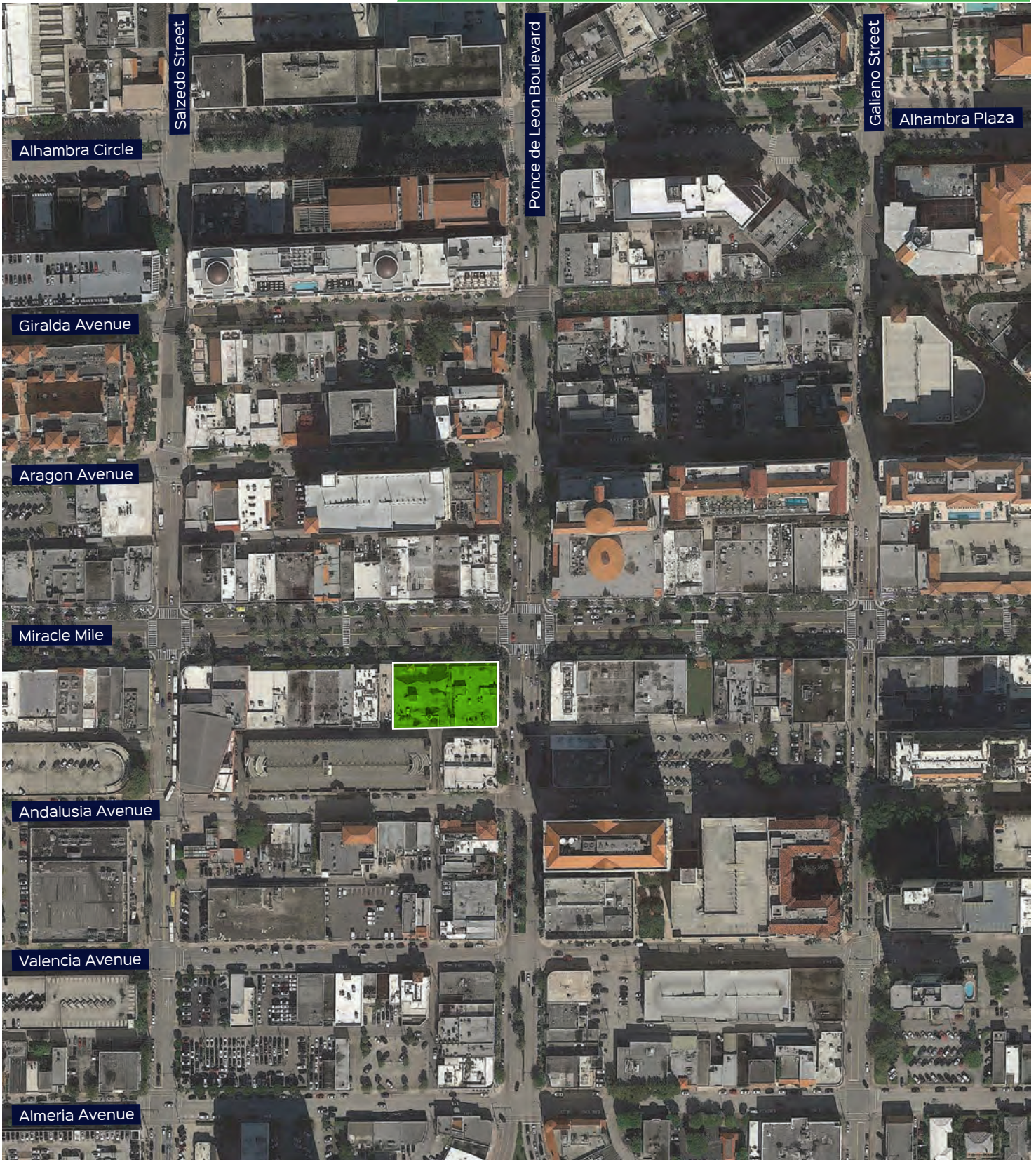
The proposed Mile Hotel & Shops project will be located on the southwest corner of the Miracle Mile (Coral Way) / Ponce de Leon Boulevard intersection in Coral Gables, Florida (see Exhibit 1). The project is proposing a mixed-use building consisting of a 120-room hotel and 27,920 SF of retail space. The project is not providing any parking on-site but is providing a drop-off / pick-up area in the existing alley located on the south side of the building. The valet service is to be used by hotel guests only. Retail patrons will not be allowed to valet and/or drop-off / pick-up at this location. The proposed site plan has been included in Attachment A. The purpose of this study is to conduct a queuing analysis for the proposed hotel drop-off / pick-up area to analyze if the queue will exceed the provided storage.

**Queuing Analysis**

A queuing analysis for the hotel valet drop-off / pick-up area was performed based on the methodology outlined in the *Institute of Transportation Engineers (ITE) Transportation and Land Development*. The potential queue was calculated based on the peak hour traffic published by the Institute of Transportation Engineers (ITE) trip generation rates and/or equations for the proposed hotel. The peak of generator (worst case scenario) was used for the purpose of calculating the expected queue at the valet station.



# The Mile Hotel & Shops



 Project Location

## Exhibit 1 Location Map





As previously mentioned retail patrons will not be using the valet drop-off / pick-up area. Therefore, the demand at the valet drop-off / pick-up area is from the hotel component. The proposed AM and PM peak of generator trip generation is summarized in Exhibit 2.

**Exhibit 2**  
**Proposed Peak of Generator Trip Generation**

| Proposed ITE Land Use Designation <sup>1</sup> | Number of Units | AM Peak of Generator (Vehicle Trips) |     |       | PM Peak of Generator (Vehicle Trips) |     |       |
|--|-----------------|--------------------------------------|-----|-------|--------------------------------------|-----|-------|
|  |                 | In                                   | Out | Total | In                                   | Out | Total |
| Hotel<br><i>Land Use Code: 310</i>             | 120 Rooms       | 39                                   | 33  | 72    | 43                                   | 31  | 74    |

<sup>1</sup> Based on ITE Trip Generation Manual, 10th Ed.

The trip generation analysis shows that the highest number of vehicle trips expected at the valet drop-off / pick-up area is 74 during the PM peak hour of the generator. Although this is the total hotel demand, not all trips arriving to the valet drop-off / pick-up area will be processed by valet attendants. Hotel guests arriving in personal vehicles or in rented vehicles (self-driving) will be required to valet park and be processed by the valet attendant. However, hotel guests arriving via taxis, car-sharing companies (such as Uber and Lyft), the proposed hotel shuttle, or other forms of drop-off / pick-up (including friends, family, private services, limos, etc.) will not be processed by the valet attendants but will be using the same drop-off / pick-up area. In order to estimate the expected amount of self-driving (valet) and drop-off / pick-up (non-valet) guests a survey previously conducted at an existing hotel located in Coral Gables approximately 0.5 mile away from the proposed site was used. The survey was conducted at the Courtyard by Marriott hotel from October 2 to October 8, 2017. Each hotel guest during this time period was asked to identify which mode of transportation was used to arrive at the hotel. A total of 333 surveys were collected during this one week period. The summary of the survey results are shown in Exhibit 3. Detailed survey information is provided in Attachment B.



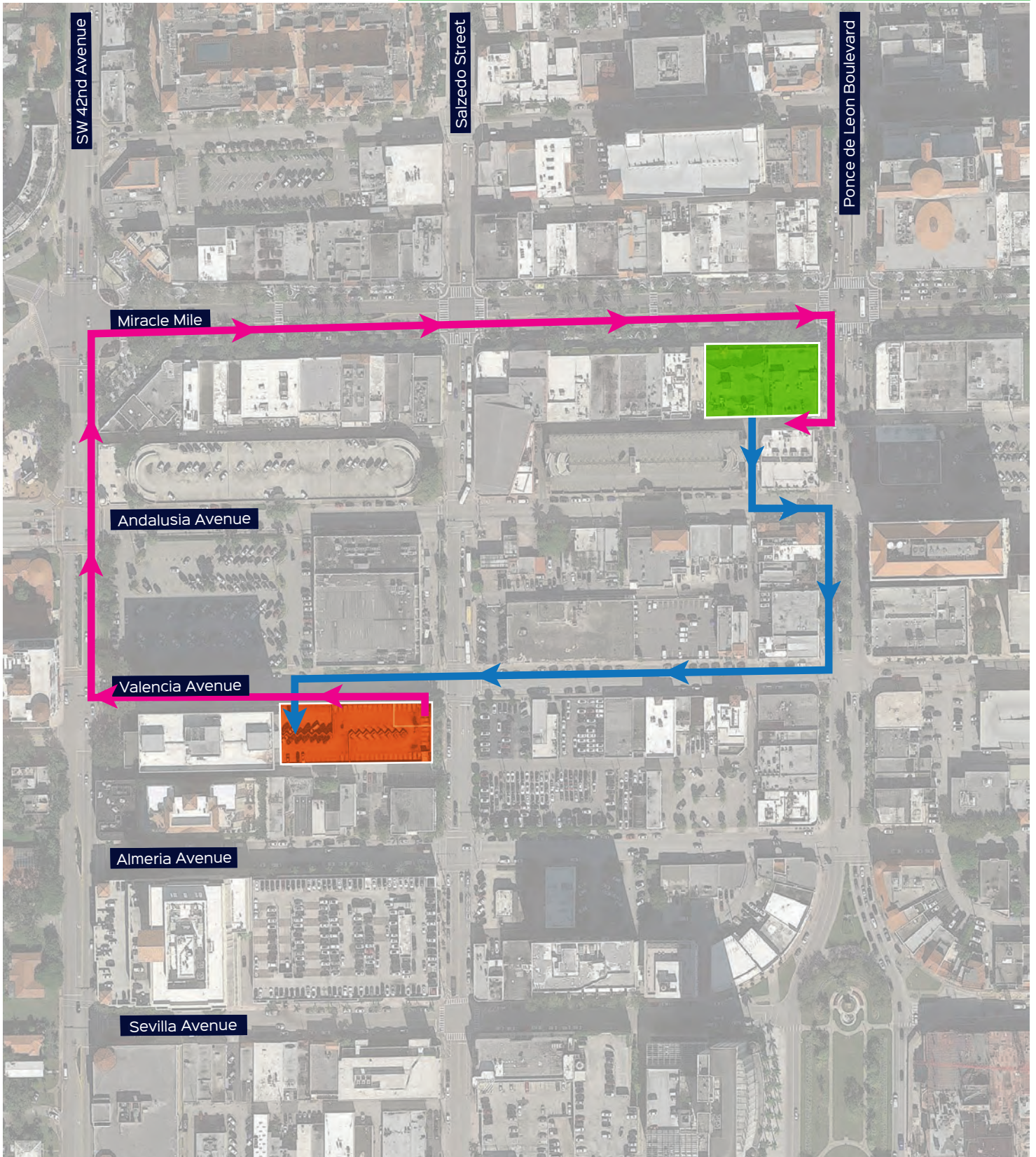
**Exhibit 3**  
**Existing Mode of Transportation**

| Mode of Transportation | Amount | Percentage |
|------------------------|--------|------------|
| Vehicle                | 144    | 43%        |
| Taxi                   | 50     | 15%        |
| Uber / Lyft            | 37     | 11%        |
| Hotel Shuttle          | 74     | 22%        |
| Other                  | 28     | 9%         |
| Total                  | 333    | 100%       |

Since the project is not providing on-site parking, valet will be parking at available parking spaces within the parking garage located at 2655 LeJeune Rd. A queuing analysis was completed for the valet operations for the hotel pick-up / drop-off area using the 2655 LeJeune Rd parking garage. Exhibit 4 shows the valet circulation to / from the pick-up / drop-off area and the garage. The queuing analysis for the valet drop-off / pick-up area was performed based on the methodology outlined in the *Institute of Transportation Engineers (ITE) Transportation and Land Development*. The queuing analysis was performed to determine the number of valet parking attendants required during the peak period so that the expected queue fits within the provided storage area (95% confidence level analysis).



# The Mile Hotel & Shops



Project Location

Parking Garage

## Exhibit 4

### Valet Circulation

Drop-Off Valet Circulation

Pick-Up Valet Circulation





The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The analysis is based on the coefficient of utilization ( $\rho$ ) which is the ratio of the average arrival rate of vehicles to the average service rate.

$$\rho = \frac{\text{Average Demand Rate}}{\text{Average Service Rate}}$$

The average service rate corresponds to the time it will take a valet parking attendant to park or retrieve a vehicle. If the coefficient of utilization is greater than 1, then the calculation will yield an infinite queue length.

The required queue storage ( $M$ ) is determined using the following equation:

$$M = \left\lceil \frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right\rceil - 1$$

In this equation,  $P(x > M)$  is set at 5% to yield a 95% confidence that the queue will not back-up onto the adjacent street.

Since the processing time for each of the driving modes discussed above differ, a weighted average was taken. The weighted average was based on the percentages shown on Exhibit 2.

The processing rate for self-driving guest was calculated by adding the time it will take a valet attendant to process the vehicles (**processing time**), the time it will take the valet attendant to circulate to the parking space (**driving time**), and the time it will take the valet attendant to walk to/from the parking area (**walking time**). Based on data collected from a hotel on Miami Beach (see Attachment B) average valet processing time is 51 seconds per vehicle. The driving time for the valet attendant was calculated on a conservative speed of 15 mph, and the walking/jogging time for the valet attendant was calculated at an average speed of 8 ft / sec.

The drop-off / pick-up processing rate for taxis and the proposed hotel shuttle was assumed to be 51 seconds and the drop-off / pick-up processing rate for car-sharing companies (Uber / Lyft) and



other forms of drop-offs / pick-ups (friends, family, private services, etc.) were assumed to be 42 seconds per vehicles. The weighted valet processing rate is shown on Exhibit 5.

**Exhibit 5**  
**Hotel Valet Processing Rate**  
**Valet Drop-off / Pick-up**

**Valet Time (Inbound)**

*Processing time:* 51 sec / 60 sec / 1 min = **0.85 min**  
*Driving time:* 2,965 ft \* 1 mile / 5280 ft \* 1hr / 15 miles \* 60 min / hr = **2.25 min**  
*Walking time:* 1,734 ft / 8 ft / sec / 60 sec / min = **3.61 min**  
**Total = 6.71 min**

**Valet Time (Outbound)**

*Processing time:* 51 sec / 60 sec / 1 min = **0.85 min**  
*Driving time:* 4,150 ft \* 1 mile / 5280 ft \* 1hr / 15 miles \* 60 min / hr = **3.14 min**  
*Walking time:* 1,734 ft / 8 ft / sec / 60 sec / min = **3.61 min**  
**Total = 7.61 min**

**Weighted Inbound / Outbound Valet Time**

*58% Inbound:* 0.58\*6.71 min = **3.89 min**  
*42% Outbound:* 0.42\*7.61 min = **3.19 min**  
**Total = 7.09 min**

**Taxi (Drop-off / Pick-up)**

*Processing time:* 51 sec / 60 sec / 1 min = **0.85 min**  
**Total = 0.85 min**

**Uber / Lyft (Drop-off / Pick-up)**

*Processing time:* 42 sec / 60 sec / 1 min = **0.70 min**  
**Total = 0.70 min**

**Hotel Shuttle (Drop-off / Pick-up)**

*Processing time:* 51 sec / 60 sec / 1 min = **0.85 min**  
**Total = 0.85 min**

**Other (Drop-off / Pick-up)**

*Processing time:* 42 sec / 60 sec / 1 min = **0.70 min**  
**Total = 0.70 min**



### Weighted Valet Time

|                           |                                 |
|---------------------------|---------------------------------|
| <b>43% Valet:</b>         | 0.43*7.09 min = <b>3.05 min</b> |
| <b>15% Taxi:</b>          | 0.15*0.85 min = <b>0.13 min</b> |
| <b>11% Uber/ Lyft:</b>    | 0.11*0.70 min = <b>0.08 min</b> |
| <b>22% Hotel Shuttle:</b> | 0.22*0.85 min = <b>0.19 min</b> |
| <b>9% Other:</b>          | 0.09*0.70 min = <b>0.06 min</b> |
| <b>Total</b>              | <b>= <u>3.50 min</u></b>        |

An iterative approach was used to determine the minimum number of valet attendants required during the pm peak hour to serve both the entering and exiting vehicles that will ensure that the average queue at valet drop-off / pick-up will not extend past the valet storage. Exhibit 6 shows the calculations for the inbound / outbound valet (drop-off / pick-up area) during the pm peak hour of the generator.

### **Exhibit 6 Queuing Calculations Valet Drop-off / Pick-up Area**

$$Q = \text{Processing Rate} = \frac{60 \text{ min/hr}}{3.50 \text{ min/process}} = 17.14 \text{ process/hr}$$

$$q = \text{Demand Rate} = 74 \frac{\text{veh}}{\text{hr}}$$

$$N = \text{Service Positions} = 7 \text{ Attendants}$$

$$\rho = \text{Utilization factor} = \frac{q}{(NQ)} = \frac{74 \text{ veh/hr}}{7 \times 17.14 \text{ process/hr}} = 0.6169$$

$$Q_m = \text{Table Value} = 0.1909$$

M = queue length which is exceeded 5% of the time [P(x>M)]

$$M = \frac{\ln P(x>M) - \ln(Q_m)}{\ln(\rho)} - 1 = \frac{\ln(0.05) - \ln(0.1909)}{\ln(0.6169)} - 1 = 1.77, \text{ say } 2 \text{ vehicles on queue}$$

The results of the analysis for a the valet operations, shows that a total of seven valet attendants would be able to handle the demand during the PM peak hour of generator at the valet drop-off / pick-up area with an average queue of one vehicle or less. Based on the site plan, the valet drop-off / pick-up area has approximately 80 feet of storage; this distance is enough to accommodate four vehicles in the queue.

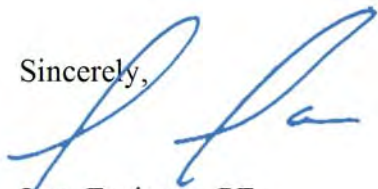


It should be noted that the queuing analyses considered the worst case scenario during the peak hours to make sure that the queue does not spillback onto the Ponce de Leon Boulevard. Once operational, the development can assess the actual need for valet attendants at different times of day.

In conclusion, the results of the valet queuing analysis for the Mile Hotel & Shops project, shows that a total of seven valet attendants will be able to handle the demand during the PM peak hour of generator at the valet drop-off / pick-up area with an average queue of approximately two vehicles or less. Fewer valet attendants will be necessary during other times of the day. The valet operator will need to adjust the actual number of valet attendants required throughout the day after there has been adequate time to evaluate the demand based on actual data. The criteria is that queue spillback should not exceed the proposed 80-foot valet storage area during any time of the day.

We stand ready to provide any support needed for this proposed project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,



Juan Espinosa, PE  
Vice-President – Transportation

#### Attachments

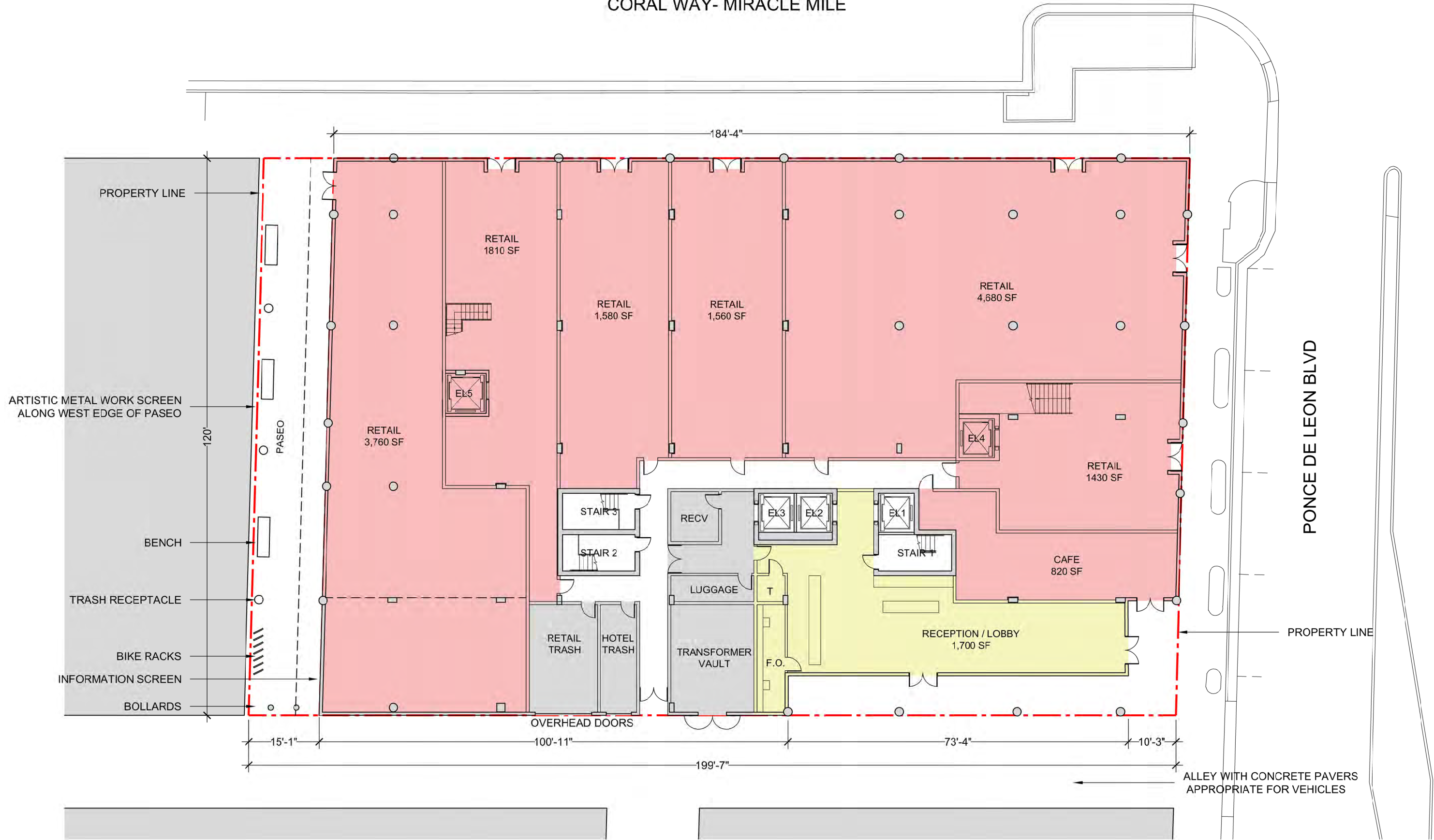
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# **ATTACHMENT A**



CORAL WAY- MIRACLE MILE





# **ATTACHMENT B**



Residence Inn Parking Survey- 14160

| Weekday Distribution of Modes of Transportation |            |     |
|---|------------|-----|
| <b>Number of Weekday Check-ins:</b>             | <b>239</b> |     |
| Car:  | 112        | 47% |
| Taxi:   | 38         | 16% |
| Uber/ Lyft:                                     | 28         | 12% |
| Hotel Shuttle:                                  | 41         | 17% |
| Other form of Drop Off:                         | 20         | 8%  |

| Weekend Distribution of Modes of Transportation |           |     |
|---|-----------|-----|
| <b>Number of Weekend Check-ins:</b>             | <b>94</b> |     |
| Car:  | 32        | 34% |
| Taxi:   | 12        | 13% |
| Uber/ Lyft:                                     | 9         | 10% |
| Hotel Shuttle:                                  | 33        | 35% |
| Other form of Drop Off:                         | 8         | 8%  |

| Weekly Distribution of Modes of Transportation |            |     |
|--|------------|-----|
| <b>Number of Weekly Check-ins:</b>             | <b>333</b> |     |
| Car:   | 144        | 43% |
| Taxi:  | 50         | 15% |
| Uber/ Lyft:                                    | 37         | 11% |
| Hotel Shuttle:                                 | 74         | 22% |
| Other form of Drop Off:                        | 28         | 9%  |

| Weekly Distribution of Modes of Transportation |         |            |            |             |
|--|---------|------------|------------|-------------|
| Check-ins for:                                 |         | Weekdays   | Weekend    | Weekly      |
| <b>Number of Check-ins:</b>                    |         | <b>239</b> | <b>94</b>  | <b>333</b>  |
| <b>Percent of check-ins:</b>                   |         | <b>72%</b> | <b>28%</b> | <b>100%</b> |
| Vehicles                                       | Amount  | 112        | 32         | 144         |
|  | Percent | 33%        | 10%        | 43%         |
| Taxi   | Amount  | 38         | 12         | 50          |
|  | Percent | 11%        | 4%         | 15%         |
| Uber/ Lyft                                     | Amount  | 28         | 9          | 37          |
|  | Percent | 8%         | 3%         | 11%         |
| Hotel Shuttle                                  | Amount  | 41         | 33         | 74          |
|  | Percent | 12%        | 10%        | 22%         |
| Other form of Drop Off                         | Amount  | 20         | 8          | 28          |
|  | Percent | 6%         | 3%         | 9%          |

| Weekly Distribution of Modes of Transportation |         |             |            |             |
|--|---------|-------------|------------|-------------|
| <b>Number of Check-ins:</b>                    |         | <b>333</b>  | <b>94</b>  | <b>333</b>  |
| <b>Percent of check-ins:</b>                   |         | <b>100%</b> | <b>28%</b> | <b>128%</b> |
| Vehicles                                       | Amount  | 333         | 0          | 333         |
|  | Percent | 100%        | 0%         | 100%        |
| Taxi   | Amount  | 144         | 0          | 144         |
|  | Percent | 43%         | 0%         | 43%         |
| Uber/ Lyft                                     | Percent | 15%         | 0%         | 15%         |
| Hotel Shuttle                                  | Amount  | 37          | 0          | 37          |
|  | Percent | 11%         | 0%         | 11%         |
| Other form of Drop Off                         | Amount  | 74          | 0          | 74          |
|  | Percent | 22%         | 0%         | 22%         |

| Mode of Transportation | Amount     | Percentage  |
|------------------------|------------|-------------|
| Vehicle                | 144        | 43%         |
| Taxi                   | 50         | 15%         |
| Uber / Lyft            | 37         | 11%         |
| Hotel Shuttle          | 74         | 22%         |
| Other *                | 28         | 9%          |
| <b>Total</b>           | <b>333</b> | <b>100%</b> |

\*Note: Other form of drop-off can include friends, family, private services, limos, etc.



# Grand Beach Hotel

Date: July 20,2011  
Observer: J. Espinosa (DPA)

| Vehicle | In | Out | Type | Arrival Time | Processing Time | Notes              |
|---------|----|-----|------|--------------|-----------------|--------------------|
| 1       |    | X   | Car  | 8:34 AM      | 0:00:37         | Valet Return       |
| 2       |    | X   | Car  | 8:35 AM      | 0:01:06         | Valet Return       |
| 3       |    | X   | Car  | 8:36 AM      | 0:00:25         | Valet Return       |
| 4       |    | X   | Car  | 8:36 AM      | 0:00:38         | Pick Up (Personal) |
| 5       | X  |     | Car  | 8:41 AM      | 0:00:18         | Guest In           |
| 6       |    | X   | Car  | 8:45 AM      | 0:00:30         | Valet Return       |
| 7       | X  |     | Car  | 8:52 AM      | 0:01:17         | Check In           |
| 8       |    | X   | Car  | 9:02 AM      | 0:01:46         | Check Out          |
| 9       | X  |     | Car  | 9:04 AM      | 0:01:01         | Check In           |
| 10      | X  |     | Car  | 9:05 AM      | 0:00:51         | Check In           |
| 11      |    | X   | Van  | 9:06 AM      | 0:00:32         | Tour               |
| 12      |    | X   | Taxi | 9:09 AM      | 0:00:26         | Guest Out          |
| 13      | X  |     | Car  | 9:09 AM      | 0:02:34         | Check In           |
| 14      |    | X   | Car  | 9:10 AM      | 0:00:26         | Valet Return       |
| 15      |    | X   | Car  | 9:11 AM      | 0:00:37         | Valet Return       |
| 16      | X  |     | Car  | 9:14 AM      | 0:00:28         | Guest In           |
| 17      |    | X   | Car  | 9:14 AM      | 0:00:22         | Valet Return       |
| 18      | X  |     | Car  | 9:18 AM      | 0:01:02         | Check In           |
| 19      |    | X   | Car  | 9:18 AM      | 0:00:36         | Valet Return       |
| 20      |    | X   | Taxi | 9:21 AM      | 0:00:22         | Guest Out          |
| 21      |    | X   | Car  | 9:21 AM      | 0:01:26         | Check Out          |
| 22      |    | X   | Car  | 9:22 AM      | 0:00:44         | Valet Return       |
| 23      | X  |     | Car  | 9:25 AM      | 0:01:21         | Check In           |
| 24      |    | X   | Car  | 9:25 AM      | 0:01:06         | Valet Return       |
| 25      |    | X   | Car  | 9:26 AM      | 0:00:23         | Valet Return       |
| 26      |    | X   | Car  | 9:28 AM      | 0:00:25         | Valet Return       |
| 27      |    | X   | Car  | 9:29 AM      | 0:00:22         | Valet Return       |
| 28      |    | X   | Car  | 9:29 AM      | 0:00:21         | Valet Return       |
| 29      |    | X   | Car  | 9:34 AM      | 0:00:46         | Valet Return       |
| 30      | X  |     | Car  | 9:38 AM      | 0:01:04         | Check In           |
| 31      |    | X   | Car  | 9:38 AM      | 0:00:36         | Valet Return       |
| 32      |    | X   | Car  | 9:39 AM      | 0:00:21         | Valet Return       |
| 33      |    | X   | Car  | 9:41 AM      | 0:00:34         | Guest Out          |
| 34      |    | X   | Car  | 9:43 AM      | 0:00:14         | Valet Return       |
| 35      |    | X   | Car  | 9:45 AM      | 0:02:04         | Check Out          |
| 36      | X  |     | Car  | 9:45 AM      | 0:01:20         | Check In           |
| 37      |    | X   | Taxi | 9:48 AM      | 0:00:48         | Check Out          |
| 38      |    | X   | Car  | 9:49 AM      | 0:00:26         | Guest Out          |
| 39      |    | X   | Car  | 9:49 AM      | 0:00:48         | Valet Return       |
| 40      | X  |     | Car  | 9:51 AM      | 0:00:37         | Check In           |
| 41      |    | X   | Car  | 9:51 AM      | 0:00:30         | Valet Return       |
| 42      |    | X   | Car  | 9:57 AM      | 0:00:28         | Valet Return       |
| 43      |    | X   | Car  | 9:58 AM      | 0:01:22         | Check Out          |
| 44      |    | X   | Car  | 10:02 AM     | 0:00:32         | Valet Return       |
| 45      |    | X   | Car  | 10:03 AM     | 0:00:35         | Valet Return       |
| 46      |    | X   | Van  | 10:04 AM     | 0:00:46         | Valet Return       |
| 47      | X  |     | Car  | 10:06 AM     | 0:00:39         | Check In           |
| 48      |    | X   | Car  | 10:08 AM     | 0:01:58         | Check Out          |
| 49      |    | X   | Taxi | 10:08 AM     | 0:01:48         | Check Out          |
| 50      |    | X   | Car  | 10:09 AM     | 0:00:41         | Valet Return       |
| 51      |    | X   | Car  | 10:10 AM     | 0:00:44         | Valet Return       |
| 52      |    | X   | Car  | 10:12 AM     | 0:00:26         | Valet Return       |
| 53      | X  |     | Taxi | 10:13 AM     | 0:00:42         | Check In           |
| 54      |    | X   | Taxi | 10:14 AM     | 0:02:21         | Check Out          |
| 55      |    |     | Taxi | 10:16 AM     | 0:01:48         | Check Out          |
| 56      |    | X   | Car  | 10:18 AM     | 0:00:37         | Valet Return       |
| 57      |    | X   | Car  | 10:18 AM     | 0:00:56         | Valet Return       |
| 58      | X  |     | Car  | 10:20 AM     | 0:00:40         | Guest In           |
| 59      |    | X   | Car  | 10:24 AM     | 0:00:57         | Valet Return       |

**Total Processing Time: 0:50:10**  
**Average Processing Time: 0:00:51**

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8-9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[ \frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right] - 1$$

where:

$M$  = queue length which is exceeded  $p$  percent of the time

$N$  = number of service channels (drive-in positions)

$Q$  = service rate per channel (vehicles per hour)

$\rho = \frac{\text{demand rate}}{\text{service rate}} = \frac{q}{NQ} = \text{utilization factor}$

$q$  = demand rate on the system (vehicles per hour)

$Q_M$  = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

**TABLE 8-11**  
Table of  $Q_M$  Values

| $\rho$ | $N = 1$ | 2      | 3      | 4      | 6      | 8      | 10     |
|--------|---------|--------|--------|--------|--------|--------|--------|
| 0.0    | 0.0000  | 0.0000 | 0.0000 | 0.0000 |        |        |        |
| 0.1    | .1000   | .0182  | .0037  | .0008  | .0000  | 0.0000 | 0.0000 |
| .2     | .2000   | .0666  | .0247  | .0096  | .0015  | .0002  | .0000  |
| .3     | .3000   | .1385  | .0700  | .0370  | .0111  | .0036  | .0011  |
| .4     | .4000   | .2286  | .1411  | .0907  | .0400  | .0185  | .0088  |
| .5     | .5000   | .3333  | .2368  | .1739  | .0991  | .0591  | .0360  |
| .6     | .6000   | .4501  | .3548  | .2870  | .1965  | .1395  | .1013  |
| .7     | .7000   | .5766  | .4923  | .4286  | .3359  | .2706  | .2218  |
| .8     | .8000   | .7111  | .6472  | .5964  | .5178  | .4576  | .4093  |
| .9     | .9000   | .8526  | .8172  | .7878  | .7401  | .7014  | .6687  |
| 1.0    | 1.0000  | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |

$$\rho = \frac{q}{NQ} = \frac{\text{arrival rate, total}}{\text{(number of channels)(service rate per channel)}}$$

$N$  = number of channels (service positions)

### Solution

Step 1:  $Q = \frac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3 \text{ services per hour}$

Step 2:  $q = (110 \text{ veh/45 min}) \times (60 \text{ min/hr}) = 146.7 \text{ vehicles per hour}$

Step 3:  $\rho = \frac{q}{NQ} = \frac{146.7}{(6)(27.3)} = 0.8956$

Step 4:  $Q_M = 0.7303$  by interpolation between 0.8 and 0.9 for  $N = 6$  from the table of  $Q_M$  values (see Table 8-11).

Step 5: The acceptable probability of the queue,  $M$ , being longer than the storage, 18 spaces in this example, was stated to be 5%.  $P(x > M) = 0.05$ , and:

$$M = \left[ \frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956} \right] - 1 = \left[ \frac{-2.996 - (-0.314)}{-0.110} \right] - 1$$

$$= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}$$