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TIDELANDS PARKING GUIDELINES SAN DIEGO UNIFIED PORT DISTRICT

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SD UNIFIED PORT DISTRICT Clerk's Office
Part I of II

INTRODUCTION/SUMMARY

Purpose and Intent of the Parking Guidelines


The San Diego Unified Port District (District) retained Katz, Okitsu & Associates (KOA) and Wilbur Smith Associates (WSA) to develop a set of parking guidelines for use throughout the District. The internal guidelines are intended to address the generalized parking requirements for potential project uses in the following districts:

- Harbor Island;
- Shelter Island;
- North Embarcadero;
- Coronado; and
- South Bay (Combined National City, Chula Vista, Imperial Beach)

The South Embarcadero and Seaport Village Guidelines were previously evaluated separately by Wilbur Smith Associates,¹ and portions of these documents are included in the appendices to this document.

The parking guidelines are based on parking surveys conducted in the tidelands districts to determine the parking characteristics of specific uses. The guidelines also reflect the knowledge obtained from other recognized national sources of research data on parking requirements. The individual tidelands districts vary significantly in their transportation and land use characteristics. For this reason, it was clear from the onset of the development of the guidelines, that the guidelines must be sensitive to the unique features of each of the districts. In addition, the guidelines must be able to address the full range of potential uses that would likely be considered in each of the districts. These include hotels, marinas, marine sales and service, restaurants, retail, conference centers, and office uses. The guidelines also were intended to assist in addressing the parking requirements of special uses and to provide for parking for public bay access.

The Parking Guidelines as depicted in these ten pages were approved by the Board of Port Commissioners with the support of the Port Tenants Association on December 12, 2000. Any development project and/or use of District tidelands shall be subject to these parking Guidelines as modified, if required, by the California Coastal Commission.


L. THOMAS MORGAN
Senior Director, Real Estate

January 5, 2001

¹ Tidelands Parking Study - Embarcadero Area, Wilbur Smith Associates, September 20, 1995; Seaport Village parking ratios shown in attached table.



Use of the Guidelines

The parking guidelines are intended to assist in the determination of how much parking should be provided to serve uses in each of the tidelands districts. As such, the guidelines focus on how much parking should be provided to serve the parking demand that would be generated by a use or development in a given area of the tidelands. The guidelines are generic to each of the districts, and may not reflect site specific parking needs. For example, the guidelines indicate how many parking spaces are needed to serve the parking demand of a use, such as a restaurant, in any one of the districts. The guidelines do not directly address the overall parking needs that may arise if that proposed restaurant somehow impacts the existing parking supply in the area. An example of this would be if the new restaurant were to displace an existing parking lot that served other uses in the area. The guidelines tell us how many parking spaces the restaurant requires to serve its demand, but the issue of how many other parking spaces should be provided to replace the displaced parking will need to be addressed separately. To use the guidelines correctly, it is important to understand the difference between the **parking demand** a potential development generates and the **parking requirement** that development of the project on a specific site might create. The following sections explain in more detail the distinction between parking demand and parking requirement.

Factors which Influence Parking Demand

The parking demand that is generated by a specific development project has been the subject of considerable study and research. The factors which influence demand are fairly well understood. A key factor is the price of parking. The guidelines assume that new developments will charge for parking in each area at the current market rate. In most of the tidelands districts, parking is currently provided free of charge. In the Embarcadero districts, Harbor Island, and Shelter Island, some or all parking is subject to some sort of fee. The other factors which are considered in the guidelines are discussed below:

1. **Land Use Type** - The demand for parking is very dependent on the types of uses or developments involved. As noted earlier, the parking guidelines address the requirement of the range of use types that would be considered in each district.
2. **Transit Accessibility** - The demand for parking is influenced by the availability of public transit in an area such as light rail, bus, or passenger train. Generally the better the transit service, the less the demand for parking. Employees are particularly likely to use transit, especially if fees are charged for parking at their work site.
3. **Airport Accessibility** - Locations with good access to Lindbergh Field are likely to experience a reduction in parking demand due to air travelers' use of shuttles, taxis, and public transit, rather than an individual automobile. This is particularly true for hotels, restaurants, and meeting facilities that would have a dedicated and regularly scheduled shuttle service to and from the airport.

4. **Pedestrian Orientation** - Areas with a strong pedestrian orientation tend to require less parking than suburban areas where motorists tend to drive their cars between destinations. In a pedestrian oriented area, motorists can visit several uses or sites without moving their car.

Factors Which Influence Parking Requirement

When considering the development of a land use or uses on a specific site, the amount of parking to be provided should consider:

1. The parking demand generated by the new land uses; and
2. Additional parking requirements created by displacement of existing parking or other changes in the characteristics of parking in the area of the development.

As noted above, the parking guidelines provide a means to determine the first item - the parking demand associated with the new land uses. The guidelines alone, however, do not address additional parking needs associated with the development of a specific site. The factors which influence these needs are as follows:

1. **Displacement of Existing Parking** - Often the sites chosen for new development are currently used for parking. A key question is whether or not the displacement of this existing parking should be replaced as part of the new development. Generally, displaced parking needs to be replaced only if it addresses some parking need which would otherwise be unfulfilled. This determination will require a site-specific evaluation of each development proposal.
2. **Existing Parking Shortages** - Areas which are already intensely developed may currently experience parking shortages. If a new development provides parking in accordance with the requirements set forth in these guidelines, it would not make the parking shortage worse. However, a policy consideration when planning the new development would be to consider the incorporation of some added parking in excess of the requirements to help address the area-wide parking deficiency.
3. **Public Bay Access** - The bayfront is an important public recreational resource. The availability of parking in district tidelands can influence the degree of bay access afforded by the public. See Table-2 for suggested ranges of increased parking demand due to the effect of waterfront proximity. If a new development is displacing parking that is currently utilized by those seeking access to bayfront recreational areas, care should be taken to replace this parking. This determination will require a site-specific evaluation of each development proposal.

Other factors that may result in parking need adjustments include employee parking reduction incentives and proximity to water transportation such as ferry service. Each of these factors has been allocated a unique parking adjustment factor for each tidelands district that may be applied as noted to the generic parking rates developed for each district.

Shared Use Parking

Potential developments which involve multiple land use types are candidates for **shared use** parking. The concept of shared use parking is that different land use types can share a single parking supply. For example, an office building can share parking with a restaurant as the office building's peak parking demand occurs during the daytime and the restaurant's peak parking demand occurs in the evening. Enough parking needs to be provided to serve the combined maximum peak parking demand of the two uses. This amount of parking, however, is substantially less than that which would be required if each use provided its own separate parking area.

In developing the Tidelands Parking Guidelines, the shared parking concept was utilized to evaluate the parking requirements of hotels and their related uses: the restaurants, meeting rooms, retail spaces and other facilities that are common to most hotels. This methodology is defined in the publication, ***Shared Parking***, which was developed by the Urban Land Institute. (See attachments)

In addition to hotels, other potential developments proposed in the tidelands may also be candidates for shared parking. Each development proposal that involves multiple uses should be reviewed for shared parking potential. The methodology defined by the Urban Land Institute is appropriate for this purpose, with the understanding that the peak parking demand for each use is defined in these guidelines. That peak demand number should be used as input to the Urban Land Institute methodology. For example, if a proposed development involved office and restaurant uses combined in a single project, the Tidelands Parking Guidelines should be used to determine the peak parking requirement for each use. Then the Urban Land Institute methodology should be consulted to determine if there is any potential for a shared parking reduction for the combination of these uses. The methodology specifies the reduction factors, if any, that would be applied to the peak parking requirements taken from the Tidelands Parking Guidelines.

Parking Demand Rates and Adjustment Factors

Tables 1 and 2 are to be used together with the worksheet provided at the end of this document to prepare an initial assessment of the parking demand for a proposed land use in the tidelands districts.

Table 1
Suggested Base Unadjusted Parking Demand Rates by District ⁽¹⁾

Land Use	Unit	Harbor Island	Shelter Island	North Embarcadero ^{(2) (7)}	South Embarcadero	Coronado	South Bay ⁽³⁾
Restaurant	Seat ⁽⁴⁾	0.25	0.25	0.14	0.13	0.25	0.25
Restaurant	ksf ⁽⁵⁾	9.3	9.3	9.3	-	9.3	9.3
Marine Sales/Service	ksf	3.9	3.9	3.9	-	3.9	3.9
Marina	slip	1.0	1.0	0.4	0.33	1.0	1.0
Retail	ksf	4.7	4.7	4.7	2.8	4.7	4.7
Office	ksf	2.8	2.8	2.8	-	2.8	2.8
Hotel Uses							
Hotel	room	0.6	1.1	0.7	0.5	1.0	1.1
Hotel Restaurant	Seat ⁽⁴⁾	0.12	0.14	0.14	0.13	0.11	(6)
Hotel Restaurant	ksf ⁽⁵⁾	8.0	9.3	8.5	-	7.3	(6)
Hotel Conference	ksf	1.2	1.7	1.4	1.55	1.6	(6)
Hotel Dock Slip	berth	0.4	0.4	0.4	0.33	0.3	(6)
Hotel Retail	ksf	2.50	3.0	2.7	2.8	2.2	(6)

Notes:

¹The parking rates provided in these guidelines may not agree with those of the local jurisdictions adjacent to each of the Tidelands districts. This is because the Tidelands parking rates reflect the specific characteristics of waterfront-oriented uses and developments, whereas a local city's parking requirements are meant to be applied on a broad city-wide basis.

²The parking rates provided in these guidelines differ somewhat from those in the North Embarcadero Alliance Visionary Plan. The parking rates in the Visionary Plan were intended as a planning tool to guide the long range development plans of the area, where as the parking rates in these guidelines are intended for immediate application to specific development projects in the North Embarcadero.

³South Bay includes National City, Chula Vista and Imperial Beach.

⁴The area-to-seat ratio for restaurants is assumed to be approximately 15 s.f. per seat.

⁵The square footage of restaurants represents the "gross" area of the building footprint, which includes everything such as a kitchen.

⁶A composite parking demand rate for all uses in a hotel is used for this district which is reflected in the per room rate above.

⁷For the South Embarcadero and Seaport Village consult the following documents (excerpts attached): Tidelands Parking Study Embarcadero Area, Wilbur Smith Associates, September 20, 1995; Seaport Village parking ratios shown in attached table.

Table 2
SUGGESTED DEMAND ADJUSTMENT FACTORS BY DISTRICT

Type of Adjustment Adjustment Range	Impact on Parking Requirements	Harbor Island	Shelter Island	Embarcadero*	Coronado	South Bay ⁽¹⁾
Proximity to Transit	Reduction	0-3%	0-3%	0-12%	0-3%	0-3%
Access to Airport ⁽²⁾	Reduction	0-5%	0-3%	0-5%	0-3%	0-2%
Shared Parking Potential ⁽⁹⁾	Reduction	0-20%	0-8%	0-20%	0-8%	0-3%
Proximity to Public Waterfront Amenities for Public Access ⁽³⁾	Increase	0-5%	0-5%	0-25%	0-5%	0-3%
Displacement of Existing Parking ⁽⁴⁾	Increase	Must be determined on a project-specific basis.				
Existing Parking Shortfall/Surplus ⁽⁵⁾	Increase	Must be determined on a project-specific basis.				
Employee Trip Reduction Programs ⁽⁶⁾	Incentive/ Reduction	Must be determined on a project-specific basis. Should not exceed 25% including the proximity to transit reduction determined above.				
Dedicated Airport Shuttle Service ⁽⁷⁾	Incentive/ Reduction	Hotel uses only. Must be determined on a project specific basis. Should not exceed the proximity to airport reduction determined above.				
Dedicated Water Transportation Service ⁽⁸⁾	Incentive/ Reduction	Hotels/Restaurant/Retail uses only. Must be determined on a project specific basis. Should not exceed 10%.				

Notes:

- (1) South Bay includes National City, Chula Vista, and Imperial Beach.
- (2) This factor does not apply to Marine Sales/Service and Marina/Hotel Marina uses.
- (3) Waterfront park and open space amenities attract visitors and recreational users. These users will also patronize the adjacent hotel, restaurant and retail uses resulting in a benefit to the development due to the amenities. This adjustment is designed to ensure that sufficient parking is provided to accommodate public access to these uses. Because of the site specific nature of this adjustment it can only be determined by a review of each individual project based upon a study of existing public access parking.
- (4) This factor applies to new developments that displace parking that serves adjacent uses.
- (5) This factor applies to new developments that are in an area where a parking shortfall exists. An increase in parking may be necessary to help address the existing problem. In some cases a surplus of area parking may allow a development to reduce its parking requirement.
- (6) This factor applies to new developments that provide trip reduction measures such as carpool parking, motorcycle parking, secure bicycle parking, off-site employee parking, transit passes or other incentives to reduce employee use of single occupant vehicles. A monitoring program will be required for this provision to take effect.
- (7) This factor applies to new hotel developments that provide a dedicated, regularly scheduled airport shuttle service.
- (8) This factor applies to hotel, restaurant, or retail uses that are adjacent to or provide a dedicated water taxi or ferry service that operates in a manner which would offer an alternative to using an automobile to reach the site.
- (9) This factor applies to any development or the area surrounding the development which includes a variety of uses which complement each other in terms of parking. The project or area should be evaluated using the ULI shared use parking methodology, which will determine the extent of the parking reduction that is appropriate.

*North and South Embarcadero

Reviewing Projects

When applying guidelines to projects which involve expansions or modifications of existing uses, the guidelines should be applied to the entire project with and without the expansion. This will allow the determination of the incremental number of new spaces required for the expansion. In general, it is best to examine the existing parking usage characteristics of an existing use before applying the parking rates shown in the guidelines to assure that the proposed rates are realistic.

In reviewing the plans for proposed projects it is important to determine if the parking spaces shown in the plan are suitable in terms of their dimensions. A general guideline is that spaces should be 8'-6" wide and 18' long. Perpendicular parking should provide a 24' wide drive aisle, for a total width of 60' for an aisle with perpendicular parking on either side. No compact stalls should be provided except for residual spaces. No residual compact spaces should be less than 7.5' in width. Smaller residual spaces can be used for bicycle or motorcycle parking. Parking layouts which do not meet these general standards should be carefully reviewed. A good source of information for this purpose is "Dimensions of Parking" published by the Urban Land Institute and the National Parking Association and applicable ADA requirements will apply:

Certain special types of uses are not covered by the guidelines. Little documented parking demand data is available for uses like harbor cruises, cruise line terminals, museums, sport fishing, or cultural centers, and other relatively unique uses. In these cases it is best to conduct a project specific planning demand study. Attempting to rely on a set of guidelines would likely result in an inappropriate finding relative to the amount of parking needed.

These guidelines are accompanied by a separate Technical Appendix which documents the research and data collection efforts used to develop the guidelines. This information can be useful when evaluating more complex development proposals.

Example of Use of the Guidelines

Example 1

A worksheet has been provided for assessing the parking demand for a project. The suggested parking demand rates and adjustment factors to be applied in each of the districts are summarized in Tables 1 and 2. Two examples of the use of the guidelines are provided on sample worksheets as follows:

- A 300 room hotel with a 750 seat restaurant, 15,000 s.f of meeting rooms, a 3,000 s.f. retail shop and a 100 slip marina is proposed in Coronado, for example. It is on a site that is used as a parking lot for a nearby restaurant. The parking lot is also the only parking area available for immediate access to 2.5 acres of shoreline park area. The

initial step is to calculate the parking demand for the project. Using the parking rates for Coronado in Table 1 the parking requirement is as follows:

- Hotel Rooms: 300 rooms x 1.0 spaces/room = 300 spaces
- Hotel Restaurant: 750 seats x 0.11 spaces/seat = 82.5 spaces
- Meeting Rooms: 15.0 ksf¹ x 1.6 spaces/ksf = 24 spaces
- Hotel Retail: 3.0 ksf¹ x 2.2 spaces/ksf = 6.6 spaces
- Hotel Marina: 100 slips x 0.3 spaces/slip = 30 spaces
443 spaces

The next step would be to determine if any of the adjustment factors are appropriate to the situation. Transit and airport access are moderate, at best, and the potential for shared parking in the area is limited. Therefore, none of these items may lead to any adjustment. However, a review of the plan suggests other adjustments. Upon review, it is found that:

- The proximity to the waterfront is an adjustment that applies to this example, and a 4 percent increase is determined (see below) which results in an 18-space increase. These 18 spaces are to be public access spaces and will serve to provide the adjacent park parking that was displaced by the parking lot demolition. ($443 \times .04 = 17.72$)
- Displaced parking results from demolition of the existing parking lot as follows: the nearby restaurant will not have any off-street parking. The restaurant is 10,000 square feet and, in accordance with the guidelines, it would have a peak demand of 93 spaces. Note: It may not be reasonable for the hotel developer to pay for building the parking for the existing restaurant. A new restaurant tenant may be required to lease or purchase the required parking, or build the required parking separately. ($10 \text{ ksf} \times 9.3 \text{ spaces per ksf} = 93$).
- A dedicated airport shuttle is proposed as part of the hotel operation. It is assumed that this will offset parking demand by an assumed 3% maximum based room rate and allow a decrease of 13 spaces from the original 443 spaces. ($443 \times -.03 = -13.29$)
- Dedicated water transportation exists which would lesson demand by two percent. ($443 \times -.02 = -8.86$)

To meet the parking demand of the proposed development and the other parking needs created by the development a total of 532 spaces ($443 + 18 + 93 - 13.29 - 8.86$) would be needed.

Example 2

An existing waterfront hotel in the North Embarcadero is proposing to add 12,000 s.f. of meeting rooms, and to convert 5,500 s.f. of existing retail to restaurant use. The meeting rooms addition is to be built on an existing 68 space parking lot and landscaped area.

The hotel is providing trolley and bus passes and motorcycle spaces for employees and it is initiating a dedicated airport shuttle service to offset the reduced parking supply.

The existing hotel, excluding the parking spaces to be demolished and the retail to be converted, has a parking shortfall of 38 spaces, determined as follows:

• Hotel Rooms	375 room x .7	= 262.5	
• Hotel Restaurant	120 seats x .14	= 16.8	
• Hotel Retail	2,500 s.f. x 2.7	= 6.75	
• Hotel Conference	15,000 s.f. x 1.4	= 21	
	Total	308	
	Existing Supply	270	
	Shortfall	38	Spaces

Demand for new uses:

• New Meeting Rooms	12,000 x 1.4	= 16.8	
• New Restaurant	5,500 x 8.5	= 46.75	
	Subtotal	64	Spaces

Total New Parking Demand: 308 + 64 = 372 Spaces

Factors Adjustment

• Proximity to transit	8% reduction	-29.76	
• Access to airport	3% reduction	-11.16	
• Proximity to Waterfront	15% increase	55.8	
• Existing Parking Shortfall		38	
• Employee trip reduction program	5% reduction	-18.6	
• Dedicated Airport shuttle service	5% reduction	-18.6	
	Total	15.68	Say 16 spaces

Parking Requirement	372+16	388	
Existing Supply		270	
New Parking Required		118	Spaces

Immediately adjacent to the hotel complex is a 100,250 s.f. government office building with a 245 space parking lot. Although the office complex has a 28 space daytime parking deficit using the ratio in Table 1, after 5 p.m. and before 7 a.m. on weekdays and all day on weekends, the office lot has a minimum surplus of 113 spaces (see shared parking worksheet, attached)

A shared parking analysis reveals that the peak daytime parking demand at 8:00 a.m. for the hotel complex (see attached worksheet) is 223 spaces. Add the 16 adjusted spaces

to this for a total of 239. The hotel parking supply is 270 spaces. The daytime peak demand is satisfied by the existing parking supply.

The nighttime peak demand for the hotel is $299 + 16$ or 315 parking spaces. The parking supply is 270, requiring 45 additional spaces. Therefore, the hotel complex will lease 45 surplus parking spaces from the adjacent office lot between the hours of 5 p.m. and 7 a.m. to satisfy the parking requirement for the addition and reuse proposed.

Since both the hotel complex and government office building are considered to be long-term developments, this shared parking concept is appropriate. If either developments were considered short-term or temporary, the shared parking concept involving more than one leasehold would not be appropriate since either leasehold could be redeveloped, potentially reducing the parking supply.

This multi-leasehold shared parking concept requires a legally binding, long term assignment of the shared parking spaces.

San Diego Unified Port District
Hotel Example No. 1
Tidelands Parking Worksheet
 (to be used with tables 1 & 2)

Tidelands District: (1) Harbor Island (2) Shelter Island (3) Embarcadero
 (Circle One) (4) Coronado (5) South Bay (6) Seaport Village

<i>Land Uses</i>	Unit	Parking Rate	Total Parking Spaces
Restaurant			
Marine Sales/Service			
Marina			
Retail			
Office			
Other			
Total uses			

Hotel Uses

Hotel	300 rooms	1.0	300
Hotel Restaurant	750 seats	0.11	82.5
Hotel Conference	15,000 ft ²	1.6	24
Hotel Dock Slip	100 slips	0.3	30
Hotel Retail	3,000 ft ²	2.2	6.6
Total hotel			443.1

Type of Adjustment

Proximity to Transit			
Access to Airport			
Area Shared Parking Potential			
Proximity to waterfront ammenities	443	.04	17.72
Displaced parking	10 Ksf	9.3	93
Existing shortfall or surplus			
Employee trip reduction programs			
Dedicated airport shuttle service	443	-.03	-13.29
Dedicated water transportation service	443	-.02	-8.86
Shared parking potential			
Net adjustment			88.57

Total Parking Requirement =

532

San Diego Unified Port District
Hotel/Restaurant Example No. 2
Tidelands Parking Worksheet
 (to be used with tables 1 & 2)

Tidelands District: (1) Harbor Island (2) Shelter Island (3) Embarcadero
 (Circle One) (4) Coronado (5) South Bay (6) Seaport Village

Land Uses	Unit	Parking Rate	Total Parking Spaces
Restaurant	5,500 ft ²	8.5	46.75
Marine Sales/Service			
Marina			
Retail			
Office			
Other - meeting room	12 Ksf	1.4	16.8
Total uses			63.55

say 64

Hotel Uses

Hotel	375 rooms	0.7	262.5
Hotel Restaurant	120 seats	0.14	16.8
Hotel Conference	15,000 ft ²	1.4	21.0
Hotel Dock Slip			
Hotel Retail	2,500 ft ²	2.7	6.75
Total hotel			307.05

say 308

Type of Adjustment

Proximity to Transit	375	-.08	-29.76
Access to Airport	375	-.03	-11.16
Area Shared Parking Potential			
Proximity to waterfront ammenities	375	.15	55.8
Displaced parking	308 - 270 =		38
Existing shortfall or surplus			
Employee trip reduction programs	375	-.05	-18.6
Dedicated airport shuttle service	375	-.05	-18.6
Dedicated water transportation service			
Shared parking potential			
Net adjustment			15.68

say 16

Total Parking Requirement = _____

Shared Parking Calculation Sheet
Example Two

Project	use	intensity	units	rate	stand alone parking	shared factor	shared parking
8:00 AM							
Hotel	guest rms.	375	rooms	0.7	262.5	65%	170.63
	retail	2.5	ksf	2.7	6.75	18%	1.22
	restaurant	120	seats	0.14	16.8	20%	3.36
	meeting	15	ksf	1.4	21	100%	21.00
	restaurant	5.5	ksf	8.5	46.75	20%	9.35
	meeting	12	ksf	1.4	16.8	100%	16.80
							<u>222.35</u>
						say	223
						adjustment	<u>16</u>
						subtotal	<u>239</u>
						supply	<u>270</u>
						difference	<u>31</u>
10:00 PM							
Hotel	guest rms.	375	rooms	0.7	262.5	100%	262.50
	retail	2.5	ksf	2.7	6.75	32%	2.16
	restaurant	120	seats	0.14	16.8	90%	15.12
	meeting	15	ksf	1.4	21	50%	10.50
	restaurant	n.a.	ksf	8.5	0	n.a.	-
	meeting	12	ksf	1.4	16.8	50%	8.40
							<u>298.68</u>
						say	299
						adjustment	<u>16</u>
						subtotal	<u>315</u>
						supply	<u>270</u>
						difference	<u>(45)</u>
2:00 PM							
Office	space	100.25	ksf	2.8	280.7	97%	<u>272.28</u>
							<u>272.28</u>
						say	273
						supply	<u>245</u>
						difference	<u>(28)</u>
5:00 PM							
Office	space	100.25	ksf	2.8	280.7	47%	<u>131.93</u>
							<u>131.93</u>
						say	132
						supply	<u>245</u>
						difference	<u>113</u>

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PART II OF II

**SAN DIEGO UNIFIED PORT DISTRICT
TIDELANDS PARKING GUIDELINES
VOLUME II OF II
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1. INTRODUCTION

The San Diego Unified Port District (Port) has land use jurisdiction of the Tidelands properties that surround San Diego Bay. As such, decisions about development opportunities, types of land uses, intensities of projects and the amenities they contain are matters for the Port to review and approve. Part of that review and approval process includes a determination of the amount of parking that is to be provided with each new project. The document that establishes the overall land use pattern for the Tidelands areas is the Master Plan (*Port Master Plan*, January 1980, Revised May 1993).

In response to the need for information in the Tidelands districts where development pressures are occurring, the Port commissioned parking survey to examine the unique patterns of parking supply and utilization within each district. The method employed involves an extensive survey of tenant-provided and public parking for seven of the Port's planning districts. Those districts include Shelter Island, Harbor Island, the North Embarcadero, National City, Imperial Beach, Chula Vista and Coronado near the ferry landing. The observed parking demand data contained in these technical appendices was used to develop the Parking Guidelines.

The peak summer season of late July and early August, 1996, and Labor Day in 1998 was chosen as the basis for conducting the surveys. This period was selected based on patterns of peak visitation to San Diego while avoiding the influence of a major event like the Republican convention. The surveys were designed to understand how many parked vehicles are associated with each major land use type in each of the seven districts.

Observations of parking occupancy and interviews with visitors were performed at various weekday and weekend times to clarify the relationships between the parked vehicles and a particular land use. In addition, visitations were made to the properties at other times during the year to confirm that parking demand has been adequately represented by the survey month. The surveys revealed that substantial differences in demand for parking for similar land uses exist between districts. It also showed that the peak demand for parking varies depending on what land use is being considered and what day is being examined. For instance, restaurants and marine sales and service uses experience higher demand during weekdays, while hotels and retail uses have higher weekend demand in the districts surveyed.

Six land uses were surveyed. The predominant characteristic of a tenant's property is the determining factor regarding the property's land use classification. The land uses are:

- Hotel,
- Restaurant,
- Marina,
- Marine Sales and Service,
- Retail, and
- Park.

The Tidelands areas managed by the Port include several other districts which ring the San Diego Bay. In addition to the seven districts included in this study, there is the remainder Embarcadero area from Seaport Village to the Convention Center known as South Embarcadero. This district has recently been the subject of its own parking analysis in response to proposed hotel developments. Further to the south are the industrial areas beyond the Campbell shipyards to the Naval Station San Diego. Within this area are industries such as Kelco and shipyard activities. Elsewhere around San Diego Bay there have been recent development projects and accompanying studies that have established the localized needs for parking.

Within each of the districts, there are special uses not directly under the control of the Port. For example, the County of San Diego Administrative Headquarters on Pacific Highway is in the midst of North Embarcadero, but control of property is a County rather than a Port issue. Other uses are also designated in the Master Plan which involve the water areas adjacent to the land. These water uses include berthing areas for recreational and commercial boats. These water area uses and definitions were not surveyed. **Table 1** summarizes the aggregate parking supply and demand data for each district.

Table 1
Aggregate Parking Supply and Demand by District for all Uses

<i>District</i>	<i>Supply</i>	<i>Demand Weekday</i>	<i>% Occupied Weekday</i>	<i>Demand Weekend</i>	<i>% Occupied Weekend</i>
Shelter Island	2,678	1,466	55%	2,062	77%
Harbor Island	4,002	1,802	45%	1,903	48%
North					
Embarcadero	841	1,065	127%	687	82%
Coronado	410	319	78%	370	90%
Chula Vista	2,568	N/A	N/A	N/A	N/A
Imperial Beach	125	N/A	N/A	N/A	N/A
National City	1,198	N/A	N/A	N/A	N/A
Total	7,931	4,652	59%	5,022	63%

2. SURVEY AREA

The following is a discussion of the survey area. This section looks at the various land uses in a district and the existing parking supply for the various uses.

Shelter Island

Shelter Island is divided into two separate parts (Shelter Island Isthmus and Shelter Island Proper) for the purposes of discussing land use and parking availability. The Shelter Island Isthmus, which connects Shelter Island to the Loma Portal area of Point Loma, is characterized by boat-related sales and services. These land uses may include ship building, ship repair, sail making, yacht sales, brokerages and other marine related services. Parking is limited on the Isthmus to metered on-street spaces on Shelter Island Drive and three public parking lots, which are also metered. Very few spaces are available on tenant property for customers or employees.

In contrast, Shelter Island Proper can be characterized by hotels, restaurants, marinas, and a public park running along the eastern side of the island. This park area includes a boat launch, a promenade, several picnic ramadas, and a fishing pier. In addition, numerous unrestricted parking areas are provided. Most of the Port tenants on Shelter Island have on-site parking on their properties and overflow parking demand can be accommodated in the waterfront park areas as well.

Table 2 summarizes the existing land use types and available parking on Shelter Island are shown

Table 2
Land Use and Parking on Shelter Island

<i>Land Uses</i>	<i>Bldg. Sq. Feet</i>	<i>Hotel Rooms</i>	<i>Conf KSF</i>	<i>Rest. Seats</i>	<i>Retail KSF</i>	<i>Dock Slips</i>	<i>On-site Parking Supply</i>
Hotel	564,633	599	23	925	n/a	1,037	1,251
Restaurant	22,836	n/a	n/a	320	n/a	17	0
Marina	24,680	n/a	n/a	n/a	n/a	294	127
Marine Sales & Service	93,469	n/a	n/a	n/a	n/a	261	143
Park (acres)	29	n/a	n/a	n/a	n/a	n/a	1,157

Note: n/a = Not available

Harbor Island

Land uses on Harbor Island consist of hotels, restaurants, marine sales and services and marinas. Most of the tenants include ample on-site parking in addition to on-street parking on Harbor Island Drive which is also available for parking overflow and users of the Harbor Island promenade. Large public parking lots are located on either end of Harbor Island, and a small public lot is located midway on the southern half of the island. **Table 3** summarizes existing land uses and parking on Harbor Island.

Table 3
Land Use and Parking on Harbor Island

<i>Land Uses</i>	<i>Bldg. Sq. Feet</i>	<i>Hotel Room s</i>	<i>Conf. KSF</i>	<i>Rest. Seats</i>	<i>Retail KSF</i>	<i>Dock Slips</i>	<i>On-site Parking Supply</i>
Hotel	899,639	1,258	73	1,033	0.65	40	1,414
Restaurant	49,947	n/a	n/a	1,277	n/a	n/a	559
Marina	56,022	n/a	n/a	n/a	n/a	1,963	1,580
Park (acres)	26	n/a	n/a	n/a	n/a	n/a	449

Note: n/a = Not available

North Embarcadero

North Embarcadero is typified by water-related recreation uses but does not have marinas and marine related sales and services. The existing uses include a hotel, restaurants, museums, a cruise ship terminal, charter boat rental kiosks, and a promenade. A great deal of public parking is available on North Embarcadero, in on-street metered spaces, private pay parking lots, and a large parking structure associated with the Holiday Inn facility. Numerous small parking areas are located along the waterfront, starting as far north as Laurel Street on Harbor Drive extending just south of the Broadway Pier.

North Embarcadero represented a challenge for this parking study because of the mixture of Tidelands and non-Tidelands properties. The study area of North Embarcadero was drawn to exclude the Solar properties to the north on Harbor Drive, the County Administration Building (during the weekday), the Navy properties (including the Navy Pier), and the part of the Embarcadero south of Broadway. (This Port property area has been fully examined in previous studies.) **Table 4** presents a summary of the existing land use and parking on the North Embarcadero which were included in the survey.

Table 4
Land Use and Parking on North Embarcadero

<i>Land Uses</i>	<i>Bldg. Sq. Feet</i>	<i>Hotel Rooms</i>	<i>Conf KSF</i>	<i>Rest. Seats</i>	<i>Retail KSF</i>	<i>Dock Slips</i>	<i>On-site Parking Supply</i>
Hotel	357,813	601	22	779	0	n/a	359
Restaurant	14,909	n/a	n/a	330	n/a	n/a	0
Retail	5,000	n/a	n/a	n/a	n/a	n/a	0
Park (acres)	10	n/a	n/a	n/a	n/a	n/a	482

Note: n/a = Not available

Coronado

The Coronado Old Ferry Landing is the most homogenous district studied in this analysis. In fact, it consists of only one tenant although numerous retail commercial and restaurant type uses occupy the Old Ferry Landing site. Since there would be a great deal of shared parking opportunities, this parcel was treated as one type of land use: Retail/Commercial Recreation.

On-site parking is available on either side of the Old Ferry Landing retail center, and on-street parking is also available nearby. A promenade exists on Coronado, running from the Old Ferry Landing to a large park located at the base of the Coronado Bridge. The parking analysis takes into account the parking demand for the promenade as well. **Table 5** summarizes the land use and parking available for Coronado Old Ferry Landing.

Table 5
Land Use and Parking on Coronado

Land Uses	Bldg. Sq. Feet	Hotel Rooms	Conf KSF	Rest. Seats	Retail KSF	Dock Slips	On-site Parking Supply
Retail	40,725	n/a	n/a	n/a	n/a	n/a	304
Park (acres)	25	n/a	n/a	n/a	n/a	n/a	106

Note: n/a = Not available

National City

Table 6 summarizes the land use and parking available for National City. Land Uses in National City include the marine terminal, shipyards, the National City boat launch and industrial uses. The National City area is adjacent to the Paradise Marsh unit of the Sweetwater Marsh National Wildlife Refuge. A marina is proposed in this planning area that may include overnight lodging, restaurants, and tourist commercial retail uses. On-site surveys were not conducted in this area. Data was taken from the Port parking inventory and reports prepared for the proposed marina.

Table 6
Land Use and Parking in National City

Land Uses	Bldg. Sq. Feet	Hotel Rooms	Conf KSF	Rest. Seats	Retail KSF	Dock Slips	On-site Parking Supply
Boat Launch	n/a	n/a	n/a	n/a	n/a	n/a	117

Note: n/a = Not available

Imperial Beach

Table 7 summarizes the land use and parking available for Imperial Beach. The majority of the tidelands area in Imperial Beach is composed of residential areas and the Tijuana Slough. No site surveys were conducted in the Imperial Beach area.

Table 7
Land Use and Parking in Imperial Beach

Land Uses	Bldg. Sq. Feet	Hotel Rooms	Conf KSF	Rest. Seats	Retail KSF	Dock Slips	On-site Parking Supply
Tijuana Slough		n/a	n/a	n/a	n/a	n/a	n/a

Note: n/a = Not available

Chula Vista

Table 8 summarizes the land use and parking available for Chula Vista. The Chula Vista Marina predominates in the tidelands planning area along with Rohr industries. Site surveys were conducted at the marina.

Table 8
Land Use and Parking in Imperial Beach

Land Uses	Bldg. Sq. Feet	Hotel Rooms	Conf KSF	Rest. Seats	Retail KSF	Dock Slips	On-site Parking Supply
Marina	n/a	n/a	n/a	n/a	n/a	552	568
Restaurant/Commercial	18,000	n/a	n/a	n/a	n/a	n/a	106

Note: n/a = Not available

3. SURVEY METHODOLOGY

A series of data collection efforts were required to complete the occupancy count and personal survey. Parking occupancy counts were conducted on several days (two days for each site) at all of the district sites of interest. On Shelter Island and North Embarcadero, personal surveys were conducted. The personal survey results were needed to determine where visitors intended to go if it was not otherwise obvious. On-site parking is classified as the parking area provided for tenants/users and is on the same property as the land use. Off-site parking, refers to parking areas in public lots and on the street.

Data Collection

Collecting parking data involved teams of survey personnel making observations as well as talking to some Tidelands district visitors. The vehicle counts, in addition to the surveys, were conducted for both a typical peak summer season *weekday* and *weekend* day. By peak summer season it is meant that the "high" season for visitors will be in effect as established by patterns of previous years, but no special event would be taking place on any day of data collection.

The most suitable weekday and weekend day for data collection were determined by reviewing City of San Diego traffic counts in the Tidelands districts. City records were stratified by time of day and day of week. This stratification enabled a typical peak summer season weekday and weekend day and hour of peak usage to be accurately pinpointed. For all of the uses except hotel, the dates chosen for surveying were Friday, July 19, 1996 and Saturday, July 20, 1996. On Friday, surveys were conducted from 12:00 PM to 1:00 PM and on Saturday from 2:00 PM to 3:00 PM.

Historically, hotels have the greatest level of occupancy late in the evening when guests have returned for the night. Henceforth, a "night count" was required only for this land use. The surveys were limited to hotel lots and their adjacent public overflow lots. A nighttime weekday count of nine hotels in the districts of interest was conducted on Thursday, August 22, 1996 and a nighttime weekend count was conducted on Saturday, August 24, 1996. Counts were taken for one hour between 10:00 PM and 1:00 AM on both nights. Additional counts were conducted in Coronado and Chula Vista in 1998 during the weekday and weekend peak periods.

Survey Types

For the purposes of this analysis, two kinds of surveys were performed by personnel: occupancy counts for all of the parking areas of interest and patron surveys for areas where visitor destination was not obvious.

Occupancy Counts

As a basis for determining the overall parking demand in the Tidelands areas, a peak parking occupancy count for all of the parking areas and land uses was performed. **Appendix A** shows the parking supply and observed demand for all of the parking areas. The parking area counts included on-site tenant parking lots, public parking lots (fee and non-fee), and on-street parking (metered and non-metered).

The occupancy counts for Shelter Island, Harbor Island and Coronado were relatively straightforward as they are self-contained with distinct boundaries. On North Embarcadero, the parking lot for the County Administration Building is only available for use by those with business at the County on weekdays. Therefore, this lot was not included in the occupancy count during the weekday, but was included in the count during the weekend since the south lot is available for public parking.

Patron Surveys

To supplement the occupancy data and to determine the primary destination of visitors in the non-tenant parking areas, the survey crews circulated through Shelter Island and North Embarcadero only to conduct personal interviews with patrons. The patron surveys were conducted during the parking occupancy count periods. **Appendix B** shows the results of the patron surveys by location.

The analysis of North Embarcadero was more complex due to the large number of non-Tidelands users who may park in the area. Interviews were conducted along "the strip" as well as in public parking areas adjacent to North Embarcadero. Examples of non-users include people visiting the train station, the County Administration Building and the various Navy facilities. These responses were then used to determine both the amount of Tidelands users who parked outside the Tidelands area and to adjust the peak parking occupancy observed.

The Coronado Old Ferry Landing was treated as a single tenant. Interviews were not conducted in this district. Likewise, no interviews were conducted in the Harbor Island district as a large portion of the users typically are able to find parking in a lot directly adjacent to their destination. Associations between parking location and destination were made through direct observation.

Data Integration

Once all of the patron surveys were performed and the counts were conducted, collected data were integrated into a comprehensive spreadsheet which displays each tenant by district, the corresponding assessor's parcel number, land use type, on-site supply, on-site demand and off-site demand. **Appendix A** contains the various land use variables (e.g. building size, acres, hotel rooms, dock slips). Average parking ratios for the land uses for each district were calculated from the information contained in this comprehensive spreadsheet.

4. RESULTS

As noted in the previous section, a large volume of information was gathered during the parking surveys. This section will examine the results of these surveys when incorporated with the existing parking supply at the sites. Results are presented by overall results and then by each land use. Note that in the discussion, and as seen in the detailed reports in **Appendix A**, the individual properties within a district for the same land use can vary greatly. Similarly, there can be significant variation between districts for the same land use.

Overall Occupancy Results

The parking surveys established that there are varying parking needs and patterns depending on the day, time and character of the district being examined. **Table 9** is an aggregation of all six land uses and contains the information referred to in this discussion and summarizes the aggregate parking supply and demand data for each district.

Table 9
Aggregate Parking Supply and Demand by District for all Uses

<i>District</i>	<i>Supply</i>	<i>Demand Weekday</i>	<i>% Occupied Weekday</i>	<i>Demand Weekend</i>	<i>% Occupied Weekend</i>
Shelter Island	2,678	1,466	55%	2,062	77%
Harbor Island	4,002	1,802	45%	1,903	48%
North					
Embarcadero	841	1,065	127%	687	82%
Coronado	410	319	78%	370	90%
Chula Vista	2,568	n/a	n/a	n/a	n/a
Imperial Beach	125	n/a	n/a	n/a	n/a
National City	1,198	n/a	n/a	n/a	n/a
Total	7,931	4,652	59%	5,022	63%

For the two days of daytime data collection, it was observed that almost the same overall level of parking utilization was taking place during the peak hour. There was, however, variation between the districts. While Shelter Island, Harbor Island and Coronado had more demand for parking on Saturday, North Embarcadero had significantly more demand on Friday. It is expected that for North Embarcadero, the downtown working population, while not part of the interview surveys, utilized many of the parking areas of interest and were part of the parking occupancy surveys. Generally, Harbor Island had the lowest parking occupancy rates for the daytime counts. Shelter Island had the next lowest rates, and with Coronado next higher occupancy.

5. AREAS REQUIRING SPECIAL CONSIDERATION

Areas Requiring Special Consideration

The following are special considerations for sites examined in this analysis

- On Shelter Island, the high rate of hotel parking utilization suggest that the adjacent public lots along the bayfront will continue to be an important resource for accommodating overflow parking demand. Therefore, any decrease in public parking could have detrimental consequences on hotel parking, assuming the hotel facilities are without additional on-site parking. Expansion projects proposed for Shelter Island hotels will have an impact on the off-site public parking unless additional parking is proposed as part of the hotel project.
- On the isthmus of Shelter Island there is limited on-site parking available for most tenants and limited on-street public parking. Surplus parking exists in a lot at the west end of the isthmus in the larger bayside lots on the island itself. Therefore, there may be occasions where additional parking cannot be reasonably provided by a tenant in conjunction with an improvement project. In these circumstances, the Port may encourage the tenant to support the use of remote, cooperative parking lots to serve employee needs. Also, the Port may wish to consider net, rather than gross, square footage of any proposed project for determining parking needs in view of cooperative efforts for off-site lots.
- Harbor Island enjoys a surplus of tenant-supplied parking when contrasted to Shelter Island. Assuming that portions of Harbor Island remain to be developed, the individual projects will need to continue to plan for accommodating parking needs on-site rather than depend on any off-site parking. The existing marinas on Harbor Island appear to have an excess supply of parking.
- The Port's North Embarcadero area contains a diverse mixture of activities that typically serve the tourists and visitors in addition to downtown office uses. While some of the land uses in this area can meet their parking needs on-site, it is clear that other uses cannot provide this accommodation. Presently, the overall balance between parking supply and demand is adequate for the area. North Embarcadero also enjoys access to the region's transit system with its proximity to the Amtrak, trolley and bus systems. Therefore, transit is able to offset some of the needs for parking. It is recommended any development proposal make reasonable efforts to meet the parking requirements on-site. When it is necessary to provide parking off-site, a study should be conducted to determine the location where parking needs could be met. For strategic purposes, the Port may wish to evaluate the cumulative effect of all development proposals for North Embarcadero.
- In Coronado, it was observed that on-street parking is at a premium during peak visitation periods. It is important that any proposed project in this area be able to provide for all of its parking needs. If not, additional public parking facilities in addition to the current supply will be needed.

Appendix A

San Diego (Unified Port District) - Tidelands Parking Guidelines
Appendix Table A-1
Detailed Parking Demand Calculations / Assumptions

Land Use	Unit	Harbor Is.	Shelter Is.	No. Emb.	Coronado	Nat'l City	Chula Vista	Imp. Bch.
Restaurant	seat	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Restaurant	kst	10	10	10	10	10	10	10
Marine Sales/Serv	Net kst	4	4	4	4	4	4	4
Marina	slip	1	1	1	1	1	1	1
Retail	kst	5	5	5	5	5	5	5
Park	acre	3.8	3.8	50	3.3	2	2	2
Office	kst	3	3	3	3	3	3	3
Residential	bedroom	1	1	1	1	1	1	1

Hotel*	room	0.5	0.9	0.45	0.9	1.4	1.5	1.5
otel Restaurant*	seat	0.10	0.13	0.10	0.10	N/A	N/A	N/A
otel Restaurant*	kst	6.7	8.3	6.7	0.10	N/A	N/A	N/A
Hotel Conf.*	kst	1	1.5	1	1.5	N/A	N/A	N/A
Hotel Dock Slip*	unit	0.25	0.25	0.25	0.25	N/A	N/A	N/A
Hotel Retail*	kst	2	2	2	2	N/A	N/A	N/A

Discount Factor	Transit	low	low	high	low	medium	low	low
Access to Airport	high	medium	high	medium	low	low	low	low
Sharing Potential	high	medium	high	medium	low	low	low	low
Peak Period	Same	Weekend	Weekday	Same				

Transit	0.99	0.99	0.9	0.99	0.95	0.99	0.99
Airport	0.95	0.97	0.95	0.97	0.99	0.99	0.99
Sharing Potential	0.8	0.9	0.8	0.9	0.95	0.95	0.95
Peak Period	1	1	1	1	1	1	1

ULI	WSA	Restaurant	seat
0.3	0.2	Restaurant	kst
20	10	Marine Sales/Servi	Net kst
		Marina	slip
4	2	Retail	kst
1		Park	acre
1		Office	kst
		Residential	bedroom

Factor	High	Medium	low
Transit	0.9	0.95	0.99
Airport	1	0.97	0.99
Shared?	0.8	0.9	0.95
Pk Time	1	1	1
	Same	weekend	weekday

Land Use	Unit	Harbor Is.	Shelter Is.	No. Emb.	Coronado	Nat'l City	Chula Vista	Imp. Bch.
Restaurant	seat	0.11	0.13	0.10	0.13	0.13	0.14	0.14
Restaurant	kst	7.52	8.64	6.84	8.64	8.93	9.31	9.31
Marine Sales/Serv	Net kst	3.20	3.57	3.21	3.63	3.78	3.81	3.91
Marina	slip	0.80	0.89	0.80	0.91	0.94	0.95	0.95
Retail	kst	3.76	4.32	3.42	4.32	4.47	4.66	4.66
Park	acre	3.04	3.39	36.21	2.92	1.82	1.88	1.88
Office	kst	2.40	2.58	2.17	2.66	2.72	2.82	2.82
Residential	bedroom	0.99	0.99	0.90	0.99	0.95	0.98	0.98

Land Use	Unit	Harbor Is.	Shelter Is.	No. Emb.	Coronado	Nat'l City	Chula Vista	Imp. Bch.
Restaurant	seat	0.20		0.50	0.40		n/a	n/a
Restaurant	kst	4.80		10.40	6.30	10.00	n/a	n/a
Marine Sales/Serv	Net kst	2.60	2.60	2.60	2.60		n/a	n/a
Marina	slip	0.50		0.50	0.50		n/a	n/a
Retail	kst	5.00		5.30	3.00	5.00	n/a	n/a
Park	acre	3.60		50.00	3.30		n/a	n/a
Office	kst			2.00				
Residential	bedroom			1.00				

**TABLE A-2
SUMMARY OF EXISTING HOTEL DATA**

PORT DISTRICT	ROOMS(no)	CONF (occup.)	CONF (SF)	SLIPS (no)	RETAIL (sf)	REST & BAR (seats)	REST & BAR (ksf)	PARKING SUPPLY (No)	WEEKDAY USE	WEEKEND USE
Shelter Island										
Kona Kai	195	667	10000	516	0	138	5500	636	248	379
Kona Kai Expansion	130	2333	35000	0	3000	133	3500	0	98	110
Shelter Island Inn	97	282	4230	182	0	248	9920	104	160	186
Bay Club Hotel	105	150	2250	160	0	40	1600	220	159	213
Best Western	97	30	1100	0	0	5380	158	104		
Half Moon/Humphrey's	186	260	3900	171	0	303	14741	323	212	341
Subtotal	810	3722	56480	1029	3000	6242	35419	1387	877	1229
<i>Park Space/Factor</i>	<i>1.7123457</i>	<i>0.37</i>	<i>0.02</i>	<i>1.35</i>	<i>0.46</i>	<i>0.22</i>	<i>0.04</i>			
Harbor Island										
Travel Lodge	207	600	9000	0	0	307	12280	242	222	234
Sheraton West	351	1025	15375	0	420	745	29800	412	157	149
Sheraton East	750	4560	51891	43	1092	437	19304	842	439	469
Subtotal	1308	6185	76266	43	1512	1489	61384	1496	818	852
<i>Park Space/Factor</i>	<i>1.14</i>	<i>0.24</i>	<i>0.02</i>	<i>34.79</i>	<i>0.99</i>	<i>1.00</i>	<i>0.02</i>			
N. Embarcadero										
Holiday Inn	601	2740	22898	0	400	636	22747	359	291	116
Subtotal	601	2740	22898	0	400	636	22747	359	291	116
<i>Park Space/Factor</i>	<i>0.60</i>	<i>0.13</i>	<i>0.02</i>	<i>0.00</i>	<i>0.90</i>	<i>0.56</i>	<i>0.02</i>			
Coronado										
Marriott/Meridian	328	350	5248	0	656	67	2624	561	275	225
Subtotal	328	350	5248	0	656	67	2624	561	275	225
<i>Park Space/Factor</i>	<i>1.71</i>	<i>1.60</i>	<i>0.11</i>	<i>0.00</i>	<i>0.86</i>	<i>8.37</i>	<i>0.21</i>			
Silver Strand South										
Loew's	438	1939	25200	80	2800	110	4400	633	347	508
Subtotal	438	1939	25200	80	2800	110	4400	633	347	508
<i>Park Space/Factor</i>	<i>1.45</i>	<i>0.33</i>	<i>0.03</i>	<i>7.91</i>	<i>0.23</i>	<i>5.75</i>	<i>0.14</i>			
TOTAL	3485	14936	186092	1152	8368	8544	126574	4436	2608	2930
<i>Park Space/Factor</i>	<i>1.27</i>	<i>0.30</i>	<i>0.02</i>	<i>3.85</i>	<i>0.53</i>	<i>0.52</i>	<i>0.04</i>			
South Embarcadero										
Hyatt Hotel	875	8197	132250	0	4400	743	29720	1116		
Marriott	1355	6156	92340	447	45160	690	27600	1153		
Subtotal	2230	14353	224590	447	49560	1433	57320	2269	0	0

SE Parking Rate	0.50/room	n/a	1.55/KSF	0.33/slip	2.8/KSF	0.13/seat	n/a
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Shelter Island							
Kona Kai	3.26	0.95	0.06	1.23	0.00	4.61	0.12
Kona Kai Expansion	4.89	0.27	0.02	0.00	0.21	4.78	0.18
Shelter Island Inn	1.07	0.37	0.02	0.57	0.00	0.42	0.01
Bay Club Hotel	2.10	1.47	0.10	1.38	0.00	5.50	0.14
Best Western	1.07	3.47	0.09	0.00	0.00	0.02	0.66
Half Moon/Humphrey's	1.74	1.24	0.08	1.89	0.00	1.07	0.02
Subtotal Park Factor	14.13	7.77	0.38	5.07	0.21	16.40	1.13
Avg Park Space/Factor	2.35	1.38	0.06	0.84	0.04	2.73	0.19
Harbor Island							
Travel Lodge	1.17	0.40	0.03	0.00	0.00	0.79	0.02
Sheraton West	1.17	0.40	0.03	0.00	0.98	0.55	0.01
Sheraton East	1.12	0.18	0.02	19.58	0.77	1.93	0.04
Subtotal Park Factor	3.47	0.99	0.07	19.58	1.75	3.27	0.08
Avg Park Space/Factor	1.16	0.33	0.02	6.53	0.58	1.09	0.03
N. Embarcadero							
Holiday Inn	0.60	0.13	0.02	0.00	0.90	0.56	0.02
Subtotal Park Factor	0.60	0.13	0.02	0.00	0.90	0.56	0.02
Avg Park Space/Factor	0.60	0.13	0.02	0.00	0.90	0.56	0.02

TABLE A-2
SUMMARY OF EXISTING HOTEL DATA

Coronado							
Marriott/Meridian	1.71	1.60	0.11	0.00	0.86	8.37	0.21
Subtotal Park Factor	1.71	1.60	0.11	0.00	0.86	8.37	0.21
Avg Park Space/Factor	1.71	1.60	0.11	0.00	0.86	8.37	0.21
Silver Strand South							
Loew's	1.45	0.33	0.03	7.91	0.23	5.75	0.14
Subtotal Park Factor	1.45	0.33	0.03	7.91	0.23	5.75	0.14
Avg Park Space/Factor	1.45	0.33	0.03	7.91	0.23	5.75	0.14
TOTAL	7.26	3.69	0.23	15.28	2.60	18.51	0.59
Avg tot Park Space/Faci	1.45	0.74	0.05	3.06	0.52	3.70	0.12

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Date	Time	Location	Total No Spaces	Total Parking Supply	% Occupied
8/29/1998 (Saturday)	8:30 PM	Marriott Coronado Island Resort	225	561	40%
8/29/1998 (Saturday)	9:00 PM	Hotel Del Coronado (not a part)	795	970	82%
8/29/1998 (Saturday)	9:20 PM	Loews Coronado Resort	508	633	80%
8/29/1998 (Saturday)	1:20 PM	CV Boat Launch	113	344	33%
8/29/1998 (Saturday)	1:20 PM	CV Yacht Club	169	331	51%
8/29/1998 (Saturday)	1:00 PM	Jakes	86	163	53%
8/29/1998 (Saturday)	1:00 PM	Marina parking Lot	173	382	45%
8/29/1998 (Saturday)	12:45 PM	Bayside Park	119	120	99%
8/29/1998 (Saturday)	12:45 PM	J Street	19	19	100%
8/29/1998 (Saturday)	12:45 PM	Sandpiper	62	65	95%
8/29/1998 (Saturday)	12:45 PM	Bayside Parkway	13	19	68%
9/25/1998 (Friday)	8:00 PM	Marriott Coronado Island Resort	275	561	49%
9/25/1998 (Friday)	N/a	Hotel Del Coronado (not a part)	Na	970	na
9/25/1998 (Friday)	7:20 PM	Loews Coronado Resort	347	633	55%
9/25/1998 (Friday)	1:20 PM	CV Boat Launch	51	344	15%
9/25/1998 (Friday)	1:20 PM	CV Yacht Club	68	331	21%
9/25/1998 (Friday)	1:00 PM	Jakes	80	382	21%
9/25/1998 (Friday)	1:00 PM	Marina parking Lot	139	382	36%
9/25/1998 (Friday)	12:45 PM	Bayside Park	31	120	26%
9/25/1998 (Friday)	12:45 PM	J Street	na	19	na
9/25/1998 (Friday)	12:45 PM	Sandpiper	na	65	na
9/25/1998 (Friday)	12:45 PM	Bayside Parkway	na	19	na

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Katz, Okitsu & Associates

Saturday Data 7/20/96

Tenant	Parcel Number	Primary Use	Land Use Variables			Supply and Demand			
			Bldg. Sq. feet	Hotel Room	Dock Slips	On-site		Off site Demand	Total Demand
						Supply	Demand		
Shelter Island									
Kona Kai Club	001-024	Hotel	43,563	195	516	334	191	11	202
Kona Inn	002-020	Hotel	82,731	70	252	85	37	5	42
Shelter Island Inn	002-019	Hotel	117,694	97	182	104	72	17	89
Silvergate	002-018	Marina	12,000	0	135	119	51	34	85
Bay Club Hotel	002-017	Hotel	118,000	105	160	220	108	17	125
Half Moon /Humphrey's	003-010	Hotel	202,645	186	171	323	141	73	214
Bali Hai	003-020	Restaurant	17,574	0	7	0	0	94	94
Shelter Cove	003-021	Marina	11,706	0	151	0	0	45	45
Koehler	003-025	Mar. Serv.	7,757	0	24	0	0	52	52
S.I. Yachtways	003-026 to 027	Mar. Serv.	3,000	0	79	8	8	11	19
Gold Coast/Fraser Yachts	003-009	Mar. Serv.	1,660	0	35	22	12	1	13
Tonga Dock/Morning Star	003-008	Mar. Serv.	2,880	0	3	14	4	0	4
Baker	003-007	Mar. Serv.	780	0	0	3	6	0	6
Chevron/Pearson Marine.	003-006	Mar. Serv.	1,885	0	9	11	8	5	13
Nielson Beaumont	003-028	Mar. Serv.	9,096	0	11	0	0	0	0
Marlin Club	003-005	Marina	974	0	8	8	5	0	5
Crow's Nest	003-004	Mar. Serv.	1,200	0	21	14	9	1	10
Driscoll	003-029 to	Mar. Serv.	12,985	0	32	0	0	0	0
Gledhill/Cays Yachts	003-032	Mar. Serv.	3,246	0	10	21	9	0	9
CME	003-003	Mar. Serv.	2,800	0	0	5	4	1	5
Eichenlaub	003-033	Mar. Serv.	5,051	0	22	0	0	1	1
North Sails	002-015	Mar. Serv.	15,270	0	0	2	1	16	17
Red Sails	003-034	Restaurant	5,262	0	10	0	0	47	47
SD Marine Exchange	003-035	Mar. Serv.	12,590	0	3	18	8	6	14
Kettenburg	003-041	Mar. Serv.	13,269	0	12	25	14	1	15
Park (Acres)		Recreation	29	0		1157	680	0	680
Other Non-Tidelands Uses						0	n/a	33	33
Subtotals Shelter Island	n/a	n/a	705,647	653	1853	2493	1368	471	1839



Katz, Okitsu & Associates

Saturday Data 7/20/96

Tenant	Parcel Number	Primary Use	Land Use Variables			Supply and Demand			
			Bldg. Sq. feet	Hotel Room	Dock Slips	On-site		Off site Demand	Total Demand
						Supply	Demand		
<i>Harbor Island</i>									
Tom Ham's	005-001	Restaurant	24,960	0	0	225	57	0	57
Harbor Island Marina	005-002	Mar. Serv.	22,933	0	620	341	248	0	248
Travel Lodge	005-007	Hotel	104,380	207	0	242	234	0	234
Cortez/Barnacle	005-008	Marina	13,765	0	394	361	129	0	129
Sheraton West	006-001	Hotel	195,800	351	0	412	149	0	149
Cabrillo	006-002	Marina	7,324	0	406	300	204	0	204
Sheraton East	006-003	Hotel	599,459	700	40	760	469	0	469
Rueben's	007-017	Restaurant	11,453	0	0	334	96	0	96
Charley Brown's	007-017	Restaurant	13,453	0	0	0	0	0	0
Sunroad Marina	007-019	Marina	12,000	0	543	578	227	0	227
Park (Acres)		Recreation	26			449	90	0	90
Subtotals Harbor Island	n/a	n/a	1,005,553	1258	2003	4002	1903	0	1903
<i>Embarcadero</i>									
Holiday Inn	017-015	Hotel	357,813	601	0	359	111	5	116
Anthony's	017-022	Restaurant	14,909	0	0	0	0	81	81
Maritime Museum	017-021		5,000	0	0	0	0	24	24
Park (Acres)		Recreation	10			482	453	0	453
Cruise Ship Terminal						0	n/a	9	9
Other Non-Tideland Use						0	n/a	4	4
Subtotals Embarcadero	n/a	n/a	377,732	601	0	841	564	123	687
<i>Coronado</i>									
Old Ferry Landing	058-007	Retail	40,725	0	15	304	295	0	295
Park (Acres)			25	0	0	106	75	0	75
Subtotals Coronado	n/a	n/a	40,750		15	410	370	0	370

Hotel/Commercial Recreation

Saturday, 12:00 PM to 1:00 PM

<i>Hotel</i>	<i>Hotel Rooms</i>	<i>On-site Supply</i>	<i>Total Observed Demand</i>	<i>Demand per Hotel Room</i>
Shelter Island				
Kona Kai Club	195	334	202	1.04
Kona Inn ¹	70	85	42	0.60
Shelter Island Inn	97	104	89	0.92
Bay Club Hotel	105	220	125	1.19
Half Moon	186	323	214	1.15
Shelter Island Average Rate	653	1,066	672	1.03
Harbor Island				
Travel Lodge	207	242	234	1.13
Sheraton West	351	412	149	0.42
Sheraton East	700	760	469	0.67
Harbor Island Avg Hotel Rate	1,258	1,414	852	0.68
Embarcadero				
Holiday Inn	601	359	116	0.19
Embarcadero Avg Hotel Rate	601	359	116	0.19
Coronado				
n/a	n/a	n/a	n/a	n/a
Coronado Average Hotel Rate				n/a
Average Hotel Rate	2,512	2,839	1,640	0.65

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	0.50
Other	

¹ Also used in calculation of Marina rate, using boat slips.

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Marine Sales and Services

Saturday, 2:00 PM to 3:00 PM

<i>Marine Services</i>	<i>Bldg. Square Feet</i>	<i>On-site Supply</i>	<i>Total Observed Demand</i>	<i>Demand per 1000 SF</i>
Shelter Island				
Gold Coast/Fraser Yachts	1,660	22	13	7.83
Baker	780	3	6	7.69
Nielson Beaumont	9,096	0	0	0.00
S.I. Yachtways	3,000	8	19	6.33
Tonga Dock	2,880	14	4	1.39
Chevron/Pearson Marine	1,885	11	13	6.90
Crow's Nest	1,200	14	10	8.33
Gledhill/Cays Yachts	3,246	21	9	2.77
CME	2,800	5	5	1.79
Koehler	7,757	0	52	6.70
Driscoll	12,985	0	0	0.00
Eichenlaub	5,051	0	1	0.20
SD Marine Exchange	12,590	18	14	1.11
North Sails	15,270	2	17	1.11
Kettenburg	13,269	25	15	1.13
Subtotal	93,469	143	178	1.90
Harbor Island				
n/a	n/a	n/a	n/a	n/a
Subtotal	0	0	0	n/a
Embarcadero				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Coronado				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Average Services Rate	93,469	143	178	1.90

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	
Other	

Park

Saturday, 2:00 PM to 3:00 PM

<i>Retail</i>	<i>Acres</i>	<i>On-site Supply</i>	<i>Total Observed Demand</i>	<i>Demand per Acre</i>
Shelter Island				
Recreation	29	1157	680	23.45
Subtotal	29	1,157	680	23.45
Harbor Island				
Recreation	26	449	90	3.46
Subtotal	26	449	90	3.46
Embarcadero				
Recreation	10	482	453	45.30
Subtotal	10	482	453	45.30
Coronado				
Recreation	25	106	75	3.00
Subtotal	25	106	75	3.00
Average Park Rate	90	2,194	1,298	14.42

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	
Other	

Note: Park uses based on responses to patron surveys in public on-street and off-street parking areas. Recreation uses include sightseeing, boating, fishing, walking, etc. Recreation use was not surveyed on either Harbor Island or Coronado. On-street parking was assumed as Park use.

Restaurant/Commercial Recreation

Saturday, 12:00 PM to 1:00 PM

<i>Restaurant</i>	<i>Bldg. Square Feet</i>	<i>On-site Supply</i>	<i>Total Observed Demand</i>	<i>Demand per 1000 SF</i>
Shelter Island				
Bali Hai	17,574	0	94	5.35
Red Sails	5,262	0	47	8.93
Subtotal	22,836	0	141	6.17
Harbor Island				
Tom Ham's	24,960	225	57	2.28
Rueben's/Charley Brown's	24,906	334	96	3.85
Subtotal	49,866	559	153	3.07
Embarcadero				
Anthony's	14,909	0	81	5.43
Subtotal	14,909	0	81	5.43
Coronado				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Average Restaurant Rate	87,611	559	375	4.28

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	
Other	

Marina

Saturday, 12:00 PM to 1:00 PM

Marina	Dock Slips	On-site Supply	Total Observed Demand	Demand per Dock Slips
Shelter Island				
Kona Inn ²	252	85	42	0.17
Silvergate	135	119	85	0.63
Shelter Cove	151	0	45	0.30
S.I. Yachtways	79	8	19	0.24
Tonga Dock	3	14	4	1.33
Chevron/Pearson Marine	9	11	13	1.44
Marlin Club	8	8	5	0.63
Subtotal	637	245	213	0.33
Harbor Island				
Cortez/Barnacle	394	361	129	0.33
Harbor Island Marina	620	341	248	0.40
Cabrillo	406	300	204	0.50
Sunroad Marina	543	578	227	0.42
Subtotal	1,963	1,580	808	0.41
Embarcadero				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Coronado				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Average Tidelands Marin	2,600	1,825	1,021	0.39

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	
Other	

² Also used in calculation of Hotel rate, using hotel rooms.

Retail/Commercial Recreation

Saturday, 2:00 PM to 3:00 PM

<i>Retail</i>	<i>Bldg. Square Feet</i>	<i>On-site Supply</i>	<i>Total Observed Demand</i>	<i>Demand per 1000 SF</i>
Shelter Island				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Harbor Island				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Embarcadero				
Maritime Museum	5,000	n/a	24	4.80
Subtotal	5,000		24	4.80
Coronado				
Old Ferry Landing	40,725	304	295	7.24
Subtotal	40,725	304	295	7.24
Average Retail Rate	45,725	304	319	6.98

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	
Other	



Katz, Okitsu & Associates

Friday Data 7/19/96

Tenant	Parcel Number	Primary Use	Land Use Variables			Supply and Demand			
			Bldg. Sq. feet /Acres	Hotel Rooms	Dock Slips	On-site		Off site Demand	Total Demand
						Supply	Demand		
Shelter Island									
Kona Kai Club	001-024	Hotel	43,563	125	264	334	235	37	272
Kona Inn	002-020	Hotel	82,731	70	252	85	23	39	62
Shelter Island Inn	002-019	Hotel	117,694	97	182	104	69	14	83
Silvergate	002-018	Marina	12,000	0	135	119	64	10	74
Bay Club Hotel	002-017	Hotel	118,000	105	160	220	83	1	84
Half Moon /Humphrey's	003-010	Hotel	202,645	186	171	323	142	3	145
Bali Hai	003-020	Restaurant	17,574	0	7	0	0	70	70
Shelter Cove	003-021	Marina	11,706	0	151	0	0	19	19
Koehler	003-025	Mar. Serv.	7,757	0	24	0	0	11	11
S.I. Yachtways	003-026 to 027	Mar. Serv.	3,000	0	79	8	8	58	66
Gold Coast/Fraser Yachts	003-009	Mar. Serv.	1,660	0	35	22	11	0	11
Tonga Dock	003-008	Mar. Serv.	2,880	0	3	14	11	0	11
Baker	003-007	Mar. Serv.	780	0	0	3	3	0	3
Chevron/Pearson Marine.	003-006	Mar. Serv.	1,885	0	9	11	15	2	17
Nielson Beaumont	003-028	Mar. Serv.	9,096	0	11	0	0	4	4
Marlin Club	003-005	Marina	974	0	8	8	2	0	2
Crow's Nest	003-004	Mar. Serv.	1,200	0	21	14	11	3	14
Driscoll	003-029 to	Mar. Serv.	12,985	0	32	0	0	3	3
Gledhill/Cays Yachts	003-032	Mar. Serv.	3,246	0	10	21	12	0	12
CME	003-003	Mar. Serv.	2,800	0	0	5	2	11	13
Eichenlaub	003-033	Mar. Serv.	5,051	0	22	0	0	3	3
North Sails	002-015	Mar. Serv.	15,270	0	0	2	1	25	26
Red Sails	003-034	Restaurant	5,262	0	10	0	0	49	49
SD Marine Exchange	003-035	Mar. Serv.	12,590	0	3	18	6	15	21
Kettenburg	003-041	Mar. Serv.	13,269	0	12	25	5	0	5
Park (Acres)		Recreation	29			1157	317	n/a	317
Other Non-Tideland Uses						n/a	n/a	70	70
Subtotals-Shelter Island:	n/a	n/a	705,647	583	1601	2493	1020	447	1467

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Katz, Okitsu & Associates

Friday Data 7/19/96

Tenant	Parcel Number	Primary Use	Land Use Variables			Supply and Demand			
			Bldg. Sq. feet/Acres	Hotel Rooms	Dock Slips	On-site		Off site Demand	Total Demand
						Supply	Demand		
Harbor Island									
Tom Ham's	005-001	Restaurant	24,960	0	0	225	147	0	147
Harbor Island Marina	005-002	Marina	22,933	0	620	341	201	0	201
Travel Lodge	005-007	Hotel	104,380	207	0	242	222	0	222
Cortez/Barnacle	005-008	Marina	13,765	0	394	361	118	0	118
Sheraton West	006-001	Hotel	195,800	351	0	412	157	0	157
Cabrillo	006-002	Marina	7,324	0	406	300	160	0	160
Sheraton East	006-003	Hotel	599,459	700	40	760	439	0	439
Rueben's	007-017	Restaurant	11,534	0	0	334	69	0	69
Charley Brown's	007-017	Restaurant	13,453	0	0	0	0	0	0
Sunroad Marina	007-019	Marina	12,000	0	543	578	240	0	240
Park (Acres)		Recreation	26			449	49	0	49
Subtotals Harbor Island	n/a	n/a	1,005,634	1258	2003	4002	1802	0	1802
Embarcadero									
Holiday Inn	017-015	Hotel	357,813	601	0	359	269	22	291
Anthony's	017-022	Restaurant	14,909	0	0	0	n/a	141	141
Maritime Museum	017-021		5,000	0	0	0	n/a	13	13
Park (Acres)		Recreation	10			482	402	0	402
Cruise Ship Terminal						n/a	n/a	7	7
Other Non-Tideland Use						n/a	n/a	211	211
Subtotals Embarcadero	n/a	n/a	377,732	601	0	841	671	394	1065
Coronado									
Old Ferry Landing	058-007	Comm. Recr.	40725	0	15	304	244	0	244

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Hotel/Commercial Recreation

Friday, 12:00 PM to 1:00 PM

<i>Hotel</i>	<i>Hotel Rooms</i>	<i>On-site Supply</i>	<i>Total Observed Demand</i>	<i>Demand per Hotel Room</i>
Shelter Island				
Kona Kai Club	125	334	272	2.18
Kona Inn ¹	70	85	62	0.89
Shelter Island Inn	97	104	83	0.86
Bay Club Hotel	105	220	84	0.80
Half Moon	186	323	145	0.78
Subtotal	583	1,066	646	1.11
Harbor Island				
Travel Lodge	207	242	222	1.07
Sheraton West	351	412	157	0.45
Sheraton East	700	760	439	0.63
Subtotal	1,258	1,414	818	0.65
Embarcadero				
Holiday Inn	601	359	291	0.48
Subtotal	601	359	291	0.48
Coronado				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Average Hotel Rate	2,442	2,839	1,755	0.72

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	0.50
Other	

¹ Also used in calculation of Marina rate, using boat slips.

Marina

Friday, 12:00 PM to 1:00 PM

Marina	Dock Slips	On-site Supply	Total Observed Demand	Demand per Dock Slip
Shelter Island				
Kona Inn ²	252	85	62	0.25
Silvergate	135	119	74	0.55
Shelter Cove	151	0	19	0.13
Marlin Club	8	8	2	0.25
Subtotal	546	212	157	0.29
Harbor Island				
Cortez/Barnacle	394	361	118	0.30
Cabrillo	406	300	160	0.39
Harbor Island Marina	620	341	201	0.32
Sunroad Marina	543	578	240	0.44
Subtotal	1,963	1,580	719	0.37
Embarcadero				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Coronado				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Average Marina Rate	2,509	1,792	876	0.35

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	1.00
Other	

² Also used in calculation of Hotel rate, using hotel rooms.

Marine Sales and Services

Friday, 12:00 PM to 1:00 PM

<i>Marine Services</i>	<i>Bldg. Square Feet</i>	<i>On-site Supply</i>	<i>Total Observed Demand</i>	<i>Demand per 1000 SF</i>
Shelter Island				
Gold Coast/Fraser Yachts	1,660	22	11	6.63
Baker	780	3	3	3.85
Nielson Beaumont	9,096	0	4	0.44
S.I. Yachtways	3,000	8	66	22.00
Tonga Dock	2,880	14	11	3.82
Chevron/Pearson Marine	1,885	11	17	9.02
Crow's Nest	1,200	14	14	11.67
Gledhill/Cays Yachts	3,246	0	12	3.70
CME	2,800	5	13	4.64
Koehler	7,757	0	11	1.42
Driscoll	12,985	0	3	0.23
Eichenlaub	5,051	0	3	0.59
SD Marine Exchange	12,590	18	21	1.67
North Sails	15,270	2	26	1.70
Kettenburg	13,269	25	5	0.38
Subtotal	93,469	97	220	2.35
Harbor Island				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Embarcadero				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Coronado				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Average Services Rate	93,469	97	220	2.35

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative Unified Port District Rate	
Other	

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Park

Friday, 12:00 PM to 1:00 PM

<i>Retail</i>	<i>Acres</i>	<i>On-site Supply</i>	<i>Total Observed Demand</i>	<i>Demand per Acre</i>
Shelter Island				
Recreation	29	1157	317	10.78
Shelter Island Avg Park Rate	29	1,157	317	10.78
Harbor Island				
Recreation	26	449	49	1.87
Harbor Island Avg Park Rate	26	449	49	1.87
Embarcadero				
Recreation	10	482	402	40.20
Embarcadero Avg Park Rate	10	482	402	40.20
Coronado				
Recreation	25	106	75	2.96
Coronado Average Park Rate	25	106	75	2.96
Average Park Rate	91	2,194	843	9.27

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	
Other	

Note: Park uses based on responses to patron surveys in public on-street and off-street parking areas. Recreation uses include sightseeing, boating, fishing, walking, etc. Recreation use was not surveyed on either Harbor Island or Coronado. On-street parking was assumed as Park use.

A-18

Retail/Commercial Recreation

Friday, 12:00 PM to 1:00 PM

<i>Retail</i>	<i>Bldg. Square Feet</i>	<i>On-site Supply</i>	<i>Total Observed Demand</i>	<i>Demand per 1000 SF</i>
Shelter Island				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Harbor Island				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Embarcadero				
Maritime Museum	5,000	0	13	2.60
Subtotal	5,000	0	13	2.60
Coronado				
Old Ferry Landing	40,725	304	244	5.99
Subtotal	40,725	304	244	5.99
Average Retail Rate	45,725	304	257	5.62

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	
Other	

Restaurant/Commercial Recreation

Friday, 12:00 PM to 1:00 PM

<i>Restaurant</i>	<i>Bldg. Square Feet</i>	<i>On-site Supply</i>	<i>Total Observed Demand</i>	<i>Demand per 1000 SF</i>
Shelter Island				
Bali Hai	17,574	0	70	3.98
Red Sails	5,262	0	49	9.31
Subtotal	22,836	0	119	5.21
Harbor Island				
Tom Ham's	24,960	225	147	5.89
Rueben's/Charley Brown's	24,987	334	69	2.76
Subtotal	49,947	559	216	4.32
Embarcadero				
Anthony's	14,909	0	141	9.46
Subtotal	14,909	0	141	9.46
Coronado				
n/a	n/a	n/a	n/a	n/a
Subtotal				n/a
Average Restaurant Rate	87,692	559	476	5.43

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	1.00
Other	

Appendix B

Shelter Island Peak Demand				
Parking Area	Interview	Peak	% of	Peak Demand
	Total	Demand	use	by Use
Anchorage A	66	132	100%	
QVE	2		3%	4
North Sails	9		14%	18
Red Sails	19		29%	38
Brigantine	30		45%	60
Marine Equip + Supp	6		9%	12
Recreation	0		0%	0
Anchorage B	72	13	100%	
Red Sails	22		31%	4
Brigantine	46		64%	8
Marine Equip + Supp	4		6%	1
Anchorage C	36	22	100%	
QVE	6		17%	4
Crows Nest	3		8%	2
North Sails	11		31%	7
Red Sails	11		31%	7
Brigantine	1		3%	1
Marine Equip + Supp	4		11%	2
On Street Shelter Is: Isthmus	118	26	100%	
Baker	1		1%	0
Crows Nest	5		4%	1
Driscoll	13		11%	3
Half Moon	3		3%	1
Marlin Club	2		2%	0
Nielson Beaumont	10		8%	2
Prsn Mrne/Chevron	7		6%	2
Fraiser Yachts	2		2%	0
Red Sails	20		17%	4
Brigantine	4		3%	1
Shelter Isl. Boatyard	17		14%	4
Eichenlaub/Butler	14		12%	3
Fiddlers Green	1		1%	0
Recreation	4		3%	1
Koehler	6		5%	1
SI Bait & Tackle			0%	0
SI Yachtways	9		8%	2
Marine Exchange			0%	0
On-Street Shelter Is: Shelter Is: Dr	28	106	100%	
Recreation	12		43%	45
Kona Inn	8		29%	30
Kona Kai Club	8		29%	30
Shelter Cove	0		0%	0
Shelter Island Inn	0		0%	0
Bay Club Hotel	0		0%	0
Police Dock	0		0%	0
Silvergate	0		0%	0

Parking Area	Interview Total	Peak Demand	% of use	Peak Demand by Use
Parking Lot #1	89	96	100%	
Bali Hai	64		72%	69
Recreation	7		8%	8
Shelter Cove	18		20%	19
Parking Lot #2 (Boat Launch)	33	58	100%	
Half Moon	1		3%	2
Recreation	20		61%	35
Launch Ramp	12		36%	21
Parking Lot #3	80	15	100%	
Bay Club Hotel	4		5%	1
Recreation	61		76%	11
Silvergate	15		19%	3
Parking Lot #4	36	28	100%	
Kona Inn	7		19%	5
Kona Kai Club	3		8%	2
Recreation	24		67%	19
SI Bait & Tackle	2		6%	2
Silvergate			0%	0
Parking Lot #5	11	33		
Recreation	11		100%	33
Parking Lot #7	109	46	100%	
Shelter Island Inn	34		31%	14
Recreation	55		50%	23
Shelter Island Marina	20		18%	8
Silvergate			0%	0
Parking Lot #8	70	34	100%	
Kona Inn	8		11%	4
Kona Kai Club	11		16%	5
Recreation	33		47%	16
SI Bait & Tackle	4		6%	2
Silvergate	14		20%	7
Parking Lot #9	42	69	100%	
QVE	2		5%	3
Koehler	6		14%	10
Nielson Beaumont	1		2%	2
SI Yachtways	16		38%	26
Boatyard	15		36%	25
Recreation	2		5%	3
Parking Lot #10	108	91	100%	
Bali Hai	1		1%	1
Recreation	86		80%	72
Launch Ramp	21		19%	18

Shelter Island Peak Demand				
Parking Area	Interview	Peak	% of	Peak Demand
	Total	Demand	use	by Use
Anchorage A	42	90		
QVE	0		0%	0
North Sails	7		17%	15
Red Sails	17		40%	36
Brigantine	12		29%	26
Marine Equip. + Supp	3		7%	6
Recreation	3		7%	6
				90
Anchorage B	36	12		
Red Sails	15		42%	5
Brigantine	21		58%	7
Marine Equip. + Supp	0		0%	0
				12
Anchorage C	24	4		
QVE	3		13%	1
Crows Nest	0		0%	0
North Sails	5		21%	1
Red Sails	12		50%	2
Brigantine	2		8%	0
Marine Equip. + Supp	2		8%	0
				4
On Street Shelter Is.	149	30		
Isthmus				
Baker	2		1%	0
Crows Nest	7		5%	1
Driscoll	0		0%	0
Half Moon	5		3%	1
Marlin Club	1		1%	0
Nielson Beaumont	1		1%	0
Prsn Mrne Chevron	23		15%	5
Fraiser Yachts	4		3%	1
Red Sails	20		13%	4
Brigantine	2		1%	0
Boatyard	46		31%	9
Eichenlaub/Butler	7		5%	1
Fiddlers Green	3		2%	1
Recreation	5		3%	1
Koehler	6		4%	1
SI Bait & Tackle	5		3%	1
SI Yachtways	10		7%	2
Marine Exchange	2		1%	0
				30
On-Street Shelter Is.	57	98		
Shelter Is. Dr.				
Recreation	11		19%	19
Kona Inn	3		5%	5
Kona Kai Club	4		7%	7
Shelter Cove	9		16%	15
Shelter Island Inn	6		11%	10
Bay Club Hotel	10		18%	17
Police Dock	9		16%	15
Silvergate	5		9%	9
				98

Parking Area	Interview Total	Peak Demand	% of use	Peak Demand by Use
Parking Lot #1	48	181		
Bali Hai	25		52%	94
Recreation	15		31%	57
Shelter Cove	8		17%	30
				181
Parking Lot #2 (Boat Launch)	56	106		
Half Moon	38		68%	72
Recreation	18		32%	34
Launch Ramp	0		0%	0
				106
Parking Lot #3	12	79		
Bay Club Hotel	0		0%	0
Recreation	12		100%	79
Silvergate	0		0%	0
				79
Parking Lot #4	95	46		
Kona Inn	0		0%	0
Kona Kai Club	3		3%	1
Recreation	50		53%	24
SI Bait & Tackle	0		0%	0
Silvergate	42		44%	20
				46
Parking Lot #5	11	33		
Recreation	11		100%	33
Parking Lot #7	53	132		
Shelter Island Inn	3		6%	7
Recreation	48		91%	120
Shelter Island Marina	0		0%	0
Silvergate	2		4%	5
				132
Parking Lot #8	100	47		
Kona Inn	0		0%	0
Kona Kai Club	7		7%	3
Recreation	70		70%	33
SI Bait & Tackle	23		23%	11
Silvergate	0		0%	0
				47
Parking Lot #9	23	69		
OME	0		0%	0
Koehler	17		74%	51
Nielson Beaumont	0		0%	0
SI Yachtways	0		0%	0
Boatyard	0		0%	0
Recreation	6		26%	18
Parking Lot #10	24	230		
Bali Hai	0		0%	0
Recreation	24		100%	230
Launch Ramp	0		0%	0

Embarcadero Peak Demand: Thursday				
Parking Area	Interview	Peak	% of	Peak Demand
	Total	Demand	use	by Use
Embarcadero On-Street	153	283		
Water Activity	17		11%	31
Recreation	63		41%	117
Airport	1		1%	2
Fleet Finance Bldg.	3		2%	6
Solar	1		1%	2
Anthony's	59		39%	109
Maritime Museum	3		2%	6
Holiday Inn	2		1%	4
Cruise Ship Terminal	1		1%	2
Ruth's Steak House	3		2%	6
Bay Cafe	0		0%	0
Embarcadero Garage	260	154		
Holiday Inn	30		12%	18
Anthony's	37		14%	22
Cruise Ship Terminal	42		16%	25
Airport	9		3%	5
Bay Cafe	11		4%	7
Water Activity	99		38%	59
Recreation	18		7%	11
Maritime Museum	5		2%	3
Radisson Inn	9		3%	5
Alameda	84	342		
Anthony's	1		1%	4
Maritime Museum	1		1%	4
Water Activity	35		42%	143
Naval Base	34		40%	138
Court House	10		12%	41
Hyatt	1		1%	4
Horton Plaza	1		1%	4
Recreation	1		1%	4
Broadway Plaza	13	10		
Water Activity	11		85%	8
Recreation	2		15%	2

Embarcadero Peak Demand: Saturday				
Parking Area	Interview	Peak	% of	Peak Demand
	Total	Demand	use	by Use
Embarcadero Street	173	317		275
Water Activity	30		17%	55
Recreation	88		51%	161
Airport	0		0%	0
Fleet Finance Bldg.	0		0%	0
Solar	0		0%	0
Anthony's	32		18%	59
Maritime Museum	13		8%	24
Holiday Inn	3		2%	5
Cruise Ship Terminal	5		3%	9
Ruth's Steak House	0		0%	0
Bay Cafe	2		1%	4
Cruise Ship Terminal	13	140		
Holiday Inn	0		0%	0
Anthony's	2		15%	22
Cruise Ship Terminal	0		0%	0
Airport	0		0%	0
Bay Cafe	0		0%	0
Water Activity	11		85%	118
Recreation	0		0%	0
Maritime Museum	0		0%	0
Radisson Inn	0		0%	0
Alameda Park	24	102		
Anthony's	0		0%	0
Maritime Museum	0		0%	0
Water Activity	20		83%	85
Naval Base	0		0%	0
Court House	0		0%	0
Hyatt	0		0%	0
Horton Plaza	0		0%	0
Recreation	4		17%	17
Broadway Plaza	10	17		
Water Activity	8		80%	14
Recreation	2		20%	3

Appendix C



Katz, Okitsu & Associates

Friday Data 7/19/96

Tenant	Parcel Number	Primary Use	Land Use Variables			Supply and Demand			
			Bldg. Sq. feet/Acres	Hotel Rooms	Dock Slips	On-site		Off site Demand	Total Demand
						Supply	Demand		
Shelter Island									
Kona Kai Club	001-024	Hotel	43,563	125	264	334	226	22	248
Kona Inn	002-020	Hotel	82,731	70	252	85	86	12	98
Shelter Island Inn	002-019	Hotel	117,694	97	182	104	104	56	160
Bay Club Hotel	002-017	Hotel	118,000	105	160	220	143	16	159
Half Moon /Humphrey's	003-010	Hotel	202,645	186	171	323	195	17	212
Subtotals Shelter Island	n/a	n/a	564,633	583	1,029	1,066	754	123	877
Harbor Island									
Sheraton East	006-003	Hotel	599,459	700	40	760	358	0	358
Travel Lodge	005-007	Hotel	104,380	207	0	242	134	0	134
Sheraton West	006-001	Hotel	195,800	351	0	412	206	0	206
Subtotals Harbor Island	n/a	n/a	899,639	1258	40	1414	698	0	698
Embarcadero									
Holiday Inn	017-015	Hotel	37,732	601	0	359	290	0	290
Subtotals Embarcadero	n/a	n/a	37,732	601	0	359	290	0	290
Coronado									
Subtotals Coronado	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Occupancy of public lots 2, 9 and 10 in Shelter Island District were halved, attributing 50% of vehicles to recreators present at the time of the count.

*Overflow parking was recorded as number of cars present in adjacent public lot/s or on-street facility.

*Vehicles with boat slips/trailers were counted as one space occupancy.



Katz, Okitsu & Associates

Saturday Data 7/20/96

Tenant	Parcel Number	Primary Use	Land Use Variables			Supply and Demand			
			Bldg. Sq. feet/Acres	Hotel Rooms	Dock Slips	On-site		Off site Demand	Total Demand
						Supply	Demand		
Shelter Island									
Kona Kai Club	001-024	Hotel	43,563	125	264	334	321	58	379
Kona Inn	002-020	Hotel	82,731	70	252	85	88	22	110
Shelter Island Inn	002-019	Hotel	117,694	97	182	104	104	82	186
Bay Club Hotel	002-017	Hotel	118,000	105	160	220	208	5	213
Half Moon /Humphrey's	003-010	Hotel	202,645	186	171	323	304	37	341
Subtotals Shelter Island	n/a	n/a	564,633	583	1,029	1,066	1025	204	1229
Harbor Island									
Sheraton East	006-003	Hotel	599,459	700	40	760	549	0	549
Travel Lodge	005-007	Hotel	104,380	207	0	242	227	0	227
Sheraton West	006-001	Hotel	195,800	351	0	412	366	0	366
Subtotals Harbor Island	n/a	n/a	899,639	1258	40	1414	1142	0	1142
Embarcadero									
Holiday Inn	017-015	Hotel	37,732	601	0	359	343	0	343
Subtotals Embarcadero	n/a	n/a	37,732	601	0	359	343	0	343
Coronado									
Subtotals Coronado	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

* Occupancy of public lots 2, 9 and 10 in Shelter Island District were halved, attributing 50% of vehicles to recreators present at the time of the count.

*Overflow parking was recorded as number of cars present in adjacent public lot/s or on-street facility.

*Vehicles with boat slips/trailers were counted as one space occupancy.

Hotel/Commercial Recreation

Friday, 10:00 PM to 6:00 AM

Hotel	Hotel Rooms	On-site Supply	Total Observed Demand	Demand per Hotel Room
Shelter Island				
Kona Kai Club	125	334	248	1.98
Kona Inn ¹	70	85	98	1.40
Shelter Island Inn	97	104	160	1.65
Bay Club Hotel	105	220	159	1.51
Half Moon	186	323	212	1.14
S.I. Average Hotel Rate	583	1,066	877	1.50
Harbor Island				
Travel Lodge	207	242	134	0.65
Sheraton West	351	412	206	0.59
Sheraton East	700	760	358	0.51
H.I. Average Hotel Rate	1,258	1,414	698	0.55
Embarcadero				
Holiday Inn	601	359	290	0.48
Embarcadero Average Rate	601	359	290	0.48
Coronado				
n/a	n/a	n/a	n/a	n/a
Coronado Average Hotel Rate				n/a
Average Hotel Rate	2,442	2,839	1,865	0.76

Other Applicable Rates:	
Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	0.50
Other	

¹ Also used in calculation of Marina rate, using boat slips.

* Occupancy of public lots 2, 10 and 9 in Shelter Island District were halved, attributing 50% of vehicles present to recreators. Overflow parking was recorded as number of cars present in adjacent public lot/s or on-street facility. Vehicles with boat slips/trailers were counted as one space occupant.

Hotel/Commercial Recreation

Saturday, 10:00 PM to 6:00 AM

<i>Hotel</i>	<i>Hotel Rooms</i>	<i>On-site Supply</i>	<i>Total Observed Demand</i>	<i>Demand per Hotel Room</i>
Shelter Island				
Kona Kai Club	125	334	379	3.03
Kona Inn ¹	70	85	110	1.57
Shelter Island Inn	97	104	186	1.92
Bay Club Hotel	105	220	213	2.03
Half Moon	186	323	341	1.83
S.I. Average Hotel Rate	583	1,066	1,229	2.11
Harbor Island				
Travel Lodge	207	242	227	1.10
Sheraton West	351	412	366	1.04
Sheraton East	700	760	549	0.78
H.I. Average Hotel Rate	1,258	1,414	1,142	0.91
Embarcadero				
Holiday Inn	601	359	343	0.57
	601	359	343	0.57
Coronado				
n/a	n/a	n/a	n/a	n/a
Coronado Average Hotel Rate				n/a
Average Hotel Rate	2,442	2,839	2,714	1.11

Other Applicable Rates:

Institute of Transportation Engineers	
Tentative San Diego Unified Port District Rate	
Other	

¹ Also used in calculation of Marina rate, using boat slips.

* Occupancy of public lots 2, 10 and 9 in Shelter Island District were halved, attributing 50% of vehicles present to recreators. Overflow parking was recorded as number of cars present in adjacent public lot/s or on-street facility. Vehicles with boat slips/trailers were counted as one space occupant.

an exit) shall be not less than twenty-five feet except that a combined entrance and exit (two-way access) need not exceed eighteen feet in width.

Driveways for parking areas serving other than residential units shall be a minimum of fifteen feet wide for one-way traffic and twenty-four feet wide for two-way traffic. The minimum vertical clearance shall be ten feet to allow for the passage of emergency vehicles, based on minimum standards administered by the city traffic engineer.

- D. All aisles and turning areas shall be adequate to provide safe and efficient access to and from parking spaces, based on minimum standards administered by the city traffic engineer.
- E. Tandem parking shall not qualify as required parking unless specifically approved by the planning commission.

(Ord. 1212 §1 (part), 1969; prior code §33.801(B)).

19.62.030 Floor area defined.

"Floor area," in the case of offices, merchandising or service types of uses, means the gross floor area used or intended to be used by tenants, and including floor area for service to the public as customers, patrons, clients or patients, including areas occupied by fixtures and equipment used for display or sales of merchandise. (Ord. 1212 §1 (part), 1969; prior code §33.801(C)).

19.62.040 Alternatives to on-site parking.

For any new nonresidential use, structure or building, required off-street parking which, due to the size or location of the parcel, cannot be provided on the premises, may be provided on other property not more than two hundred feet distant by publicly available pedestrian access from said use, structure or building, subject to a binding agreement with the city as to permanent reservation of said space and access thereto; or if the proposed nonresidential use lies within the boundary of a parking district, off-street parking requirements shall be considered to be met; provided, that any developer of a new commercial building within a parking district, or a developer of a commercial addition to an existing building therein, shall pay the Required Fee(s). (Ord. 2506 §1 (part), 1992; Ord. 1894 §1, 1980; Ord. 1212 §1 (part), 1969; prior code §33.801(D)).

19.62.050 Number of spaces required for designated uses.

In the case of any building, structure or premises, the use of which is not specifically mentioned herein, or in the opinion of the approving authority is not similar to any use found herein, the approving authority may apply a ratio based on a similar existing use not found herein. In computing parking requirements, a resultant fractional space of one-half shall count as a full space.

The number of off-street parking spaces required shall be as set forth in the following:

Businesses or use and number of spaces required

1. Auctions (See Sections 19.04.15 and 19.58.055):

At the time of application for a conditional use permit, applicant shall submit parking information justifying the amount of parking proposed to be provided and the parking ratio. The information

must consist of data upon which the approving authority can reasonably base a determination of adequacy, such as expected patronage or a comparison with the patronage of similar uses. Said parking ratio shall range from 1 space for each 50 square feet of net usable lot area to 1 space for each 4,000 square feet of net usable lot area;

NOTE: For purposes of this sub section, "net usable lot area" means the area of the parcel exclusive of setbacks, slopes, easements, required right-of-way dedication or other constraints which would preclude use of the land. If complaints are filed with the City regarding impacts related to off-site parking, the project shall be modified to add additional parking for employees and customers, and/or by reducing the auction and/or storage area, subject to the review and approval of the Director of Planning and City Engineer. Failure to resolve such off-site public parking problems by the owner of the property constitutes grounds for revocation of the conditional use permit.

2. Automobile sales facilities, new or used, (See Section 19.58.070):

1 for each 400 sq. ft. of gross floor area, or 1/10 of the maximum car storage capacity, whichever is greater;

3. Automobile repair and service garages:

1 for each 400 sq. ft. of floor area;

4. Banks and savings and loans:

1 for each 200 sq. ft. of floor area; minimum of 5;

5. Bowling alleys:

5 for each alley;

6. Business and professional offices:

1 for each 300 sq. ft. of gross floor area; minimum of 4;

7. Car wash (coin-operated) self-service, or attendant-operated:

3 for each stall, plus 1 for each employee;

8. Children's homes:

1 for each 4 beds plus 1 for each employee;

9. Churches and private schools:

1 for each 3.5 seats in an auditorium or 1 for each 17 classroom seats; whichever is greater;

10. Dance halls and assembly halls without fixed seats, exhibition halls, except church assembly rooms in conjunction with auditorium, nonprofit clubs and lodges:

1 for each 50 sq. ft. of floor area used for assembly or dancing;

11. Dwellings, single-family, duplex:

2 for each family or dwelling unit, both spaces shall be in a garage with a minimum area of 400 sq. ft. (See Chapter 19.22 for remodeling of garages.);

12. Dwellings, townhouses:

2 for each dwelling unit; both spaces shall be in a garage or carport, a minimum area of 400 sq. ft.;

13. Dwellings, multiple:

1-1/2 per unit for each studio or 1-bedroom apartment;

2 per unit for each 2-bedroom apartment;

2 per unit for each 3-bedroom or larger apartment;*

For every 10 parking spaces required, 1 of this total may be a "compact" space;

NOTE: No parking space shall be located within twenty feet of any curb return of intersection streets; or eight feet of any side property line, unless approved by the city traffic engineer.

14. Funeral homes, mortuaries:

1 for each 4 seats of the aggregate number of seats provided in all assembly rooms of the mortuary;

15. Furniture and appliance stores; household equipment or furniture repair shop:

1 for each 600 sq. ft. of floor area;

16. Hospitals:

1-1/2 for each bed;

17. Nursing homes and convalescent hospitals and homes for aged:

1 for each three beds;

18. Houseboats:

See dwellings, subsection 9 above;

19. Hotels, motels, motor hotels:

1 space for each living or sleeping unit, plus 1 space for every 25 rooms or portion thereof to be provided on the same lot as use;

20. Machinery sales and service garages:

1 for each 400 sq. ft. of floor area;

21. Manufacturing plants, research or testing laboratories, bottling plants:

1 for each 1-1/2 persons employed at any one time in the normal operation of the plant or 1 for each 800 sq. ft., whichever is greater;

22. Medical and dental clinics or offices:

1 for each 200 sq. ft. of gross floor area; minimum of 5;

23. Mobilehome parks:

2 spaces on each pad, 1/3 guest space per mobilehome located within 400 feet of the farthest unit, and at the community center-1 space for each 5 pads up to 50 pads and 1 space for each 10 pads thereafter;

24. Restaurants, bars and night clubs:

1 for each 2-1/2 permanent seats, excluding any dance floor or assembly area without fixed seats which shall be calculated separately as one space per 50 sq. ft. of floor area;

25. Restaurants - Drive-in, take-out, snack stands:

15 spaces (minimum);

26. Retail stores, shops, etc., except as provided for furniture stores, in 13 above:

1 for each 200 sq. ft. of floor space;

27. Rooming and lodging houses:

1 for each bedroom;

28. Schools:

Elementary - 1 per teacher or employee, plus 5 spaces,
Jr. High - 1 per teacher or employee, plus 5 spaces,
High - 1 per 4 students;

29. Sports arenas, auditoriums, theaters, assembly halls and meeting rooms:

1 for each 3-1/2 seats of maximum seating capacity;

30. Wholesale establishments, warehouses, service and maintenance centers, communication equipment buildings:

1 for each 1-1/2 persons employed at one time in the normal operation of the establishment, or 1 for each 1,000 sq. ft., whichever is greater.

(Ord. 2584 §7, 1994; Ord. 2132 §1, 1985; Ord. 1856 §1, 1979; Ord. 1531 §2, 1974; Ord. 1356 §1 (part), 1971; Ord. 1212 §1 (part), 1969; prior code §33.801(E)).

National City

18.58.210 Uses made nonconforming by inadequate parking -- Abatement.

Any use made nonconforming by reason of an insufficient number of parking spaces shall be subject to abatement in the manner described in Chapter 18.108. (Ord. 1503 §1(part), 1976: NCLUC §975-12.12).

18.58.220 Parking facility improvements -- Site plan review required.

All parking facility improvements shall comply with the provisions of Chapter 18.128 (Site Plan Review). Improvements subject to review include, but are not limited to, driveways, access to streets and alleys, arrangement of parking stalls, aisles and maneuvering areas, signs and traffic-control devices, striping, surfacing, lighting, landscaping, screening, pedestrian walkways, fire accessways, obstructions, traffic flow and protective barriers. (Ord. 1503 §1(part), 1976: NCLUC §975-12.13).

18.58.230 Facilities prerequisite to building occupancy.

The off-street parking and loading spaces as required by this title shall be completed and made available for use, including curb break and driveway installed to the established grade of the street, prior to the occupancy of the building served. (Ord. 1503 §1(part), 1976: NCLUC §975-12.14).

18.58.240 Schedule of parking requirements -- Residential uses.

The following is the schedule of off-street parking requirements for residential uses:

<u>Structures and Uses</u>	<u>Off-Street Parking Required</u>
Dwelling, single-family, RS-1 zone	2 spaces in a garage or carport*
Dwelling, single-family, in other than RS-1 zone	1 space in a garage or carport*
Dwelling, two-family	1 space per dwelling unit
Dwelling, multiple-family	1.3 spaces per 1-bedroom unit and studio unit, plus 1.5 spaces per 2-bedroom unit, and conveniently located guest parking of ½ space per unit for 20 units or less, plus ¼ space for each unit over 20. Half of the required guest parking spaces may include parallel curb parking spaces on dedicated public streets contiguous to the site.

<u>Structures and Uses</u>	<u>Off-Street Parking Required</u>
Residential condominiums	2 spaces per dwelling unit and conveniently located guest parking as required for "dwelling, multiple-family" in this section
Mobile home parks	2 spaces per unit
Residential planned unit development	2 spaces minimum per dwelling unit, or as the Council may direct
Hotel	1 space per guest room
Motel	1 space per guest room
Boardinghouse and lodginghouses	1 space per guest room
Dormitories and fraternity or sorority houses	As required by conditional use permit
Guest homes and orphanages	1 space per 3 beds, plus 1 space for each 3 permanent employees.
* See Section 18.14.390 for residential parking requirements (Ord. 1503 §1(part), 1976; NCLUC §975-12.15:01)	

18.58.245 Schedule of parking requirements -- Mixed use.

The following is the schedule of off-street parking requirements for mixed use:

<u>Structures and Uses</u>	<u>Off-Street Parking Required</u>
Mixed use	See Chapter 18.140 of this title.
(Ord. 1974 §11, 1989).	

18.58.250 Schedule of parking requirements -- Health uses.

The following is the schedule of off-street parking requirements for health uses:

<u>Structures and Uses</u>	<u>Off-Street Parking Required</u>
Convalescent home, rest home, nursing home, asylum, or sanitarium	1 space per 3 beds, plus 1 space for each 3 permanent employees

Structures and Uses

Off-Street Parking Required

Hospital

1 space per 3 beds, plus 1 space for each 3 permanent employees.

(Ord. 1503 §1(part), 1976: NCLUC §975-12.15:02).

18.58.260 Schedule of parking requirements -- Educational and cultural uses.

The following is the schedule of off-street parking requirements for educational and cultural uses:

Structures and Uses

Off-Street Parking Required

Child day care center, day nursery, preschool or nursery school

1 space per 2 employees, with a minimum of 4 spaces

(Ord. 1503 §1(part), 1976: NCLUC §975-12.15:03).

18.58.270 Schedule of parking requirements -- Places of assembly and recreational uses.

The following is a schedule of off-street parking requirements for places of assembly and recreational uses:

Structures and Uses

Off-Street Parking Required

Restaurants, nightclubs, cocktail lounges, bars, and similar establishments for the sale and consumption of food or beverages on the premises

See business and commercial uses schedule, Section 18.58.290

Structures and Uses

Off-Street Parking Required

Theaters and auditoriums

1 space for each 5 fixed seats, plus 1 space for every 35 square feet of seating area where there are no fixed seats, plus 1 space for each 2 employees. In no event shall less than 10 parking spaces be provided for each such use

Churches, temples, and other places of religious worship

1 space for each 5 fixed seats, plus 1 space for every 35 square feet of area available for seating within the main auditorium where there are no fixed seats

Mortuaries and chapels	1 space for each 5 fixed seats, plus 1 space for every 35 square feet of area available for seating within therein chapel where there are no fixed seats, plus 1 space for every 400 square feet of gross floor area, exclusive of the main chapel
Stadiums and arenas	1 space for each 5 seats
Dance halls	1 space for every 35 square feet of dance floor, plus 1 space for each 3 fixed seats, plus 1 space for every 21 square feet of seating area where there are no fixed seats
Private clubs and lodges	1 space for each 5 fixed seats, plus 1 space for every 35 square feet available for public assembly. In no event shall less than 10 parking spaces be provided for each such use
Bowling alleys	3 spaces for each alley
Roller or ice skating rinks	1 space for every 35 square feet of rink floor area, plus 1 space for each 5 fixed seats, plus 1 space for every 35 square feet of gross floor area available for assembly where there are no fixed seats
Golf driving range	1 space per tee
Other outdoor uses	1 space for every 1,000 square feet of gross area
For places of public assembly not otherwise provided for in this schedule	1 space for each 5 seats, or for every 35 square feet of seating area where there are not fixed seats.

(Ord. 1503 §1(part), 1976: NCLUC §975-12.15:04).

18.58.280 Schedule of parking requirements -- Office uses.

The following is the schedule of off-street parking requirements for office uses:

<u>Structures and Uses</u>	<u>Off-Street Parking Required</u>
Administrative, clerical and professional offices, excluding health services (see Use Group 27, Section 18.104.310, for complete list of uses)	First 5,000 square feet , 1 space for every 200 square feet of gross floor area* 5,000 to 10,000 square feet, 1 space for every 250 square feet of gross floor area* 10,000 to 30,000 square feet, 1 space for every 300 square feet of gross floor area* 30,000 to 100,000 square feet, 1 space for every 350 square feet of gross floor area* Over 100,000 square feet, 1 space for every 400 square feet of gross floor area*

* For each building and these formulas will not accumulate where there is more than one building on the property.

(Ord. 1735 §1, 1981; Ord. 1503 §1(part), 1976: NCLUC §975-12.15:05)

18.58.290 Schedule of parking requirements -- Business and commercial uses.

The following is the schedule of off-street parking requirements for business and commercial uses:

<u>Structures and Uses</u>	<u>Off-Street Parking Required</u>
Automobile, truck, boat, camper vehicle, or similar vehicle sales, or rental establishment located in the commercial zone	1 space for each 2 employees of the shift of maximum employment, plus 1 space for each vehicle used in conjunction with the use
<u>Structures and Uses</u>	<u>Off-Street Parking Required</u>
Automobile and truck repair service establishments	1 space for every 800 square feet, or fraction thereof, of gross floor area, plus 1 space for any amount of vehicles used in conjunction with the business

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Restaurants, nightclubs, cocktail lounges, bars, and similar establishments for the sale and consumption of food or beverages on the premises	1 space for each 5 fixed seats, plus 1 space for every 35 square feet of area available for assembly where there are no fixed seats, plus 1 space for each 2 employees on the largest shift. In no event shall less than 10 parking spaces be provided for such uses
Eating places, take-out and drive-thru	1 stall for every 100 square feet of gross floor area, but in no event shall less than 10 parking spaces be provided for such uses
Goods and services (Use Groups 17, 18 and 19) located in individual buildings with a single use	1 space for every 250 square feet of gross floor area
Video tape rental and sale; laundromat (self-service); barber and beauty shops	1 space for every 100 square feet of gross floor area
Existing commercial shopping centers with multiple uses	Existing shopping centers shall be required to maintain the parking ratio which was applied during site plan approval
New commercial shopping centers with multiple uses	1 space for every 200 square feet of gross floor area
Shopping centers in the CSC zone (existing or new construction)	4.5 spaces for every 1,000 square feet of gross leasable floor area
Wholesaling and distribution	4 spaces, plus 1 space for every 1,000 square feet of gross floor area or fraction thereof over 4,000 square feet
Warehousing and storage	1 space, plus 1 space for each 2 employees

Structures and Uses

Heavy equipment and machinery (Use Group 20)

Off-Street Parking Required

1 space for each 2 employees of the shift of maximum employment, or 1 space for every 1,000 square feet of enclosed or covered area, whichever is greater.

(Ord. 98-2147, Ord. 2024 §4, 1992: Ord. 1993, 1987: Ord. 1892 §8, 1986; Ord. 1712 §40, 1980; Ord. 1503 §1(part), 1976: NCLUC §975-12.15:06).

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**San Diego Unified Port District
AGENDA SHEET**

DATE: November 29, 2000

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SUBJECT: RESOLUTION APPROVING THE DISTRICT-WIDE "TIDELANDS PARKING GUIDELINES"

EXECUTIVE SUMMARY:

Katz, Okitsu & Associates, in association with Wilbur Smith Associates, have developed parking guidelines for use in establishing parking requirements throughout the District. The "Tidelands Parking Guidelines" are based on parking surveys conducted in the tidelands districts to determine the parking characteristics of specific uses. A team consisting of staff members from Planning, Real Estate and Architectural and Mapping Services worked with the consultants in refining the Guidelines to create parking ratios and adjustment factors that would result in parking requirements that will be as accurate as possible. These new Guidelines are those that have been previously presented to each commissioner individually as well as to the Port Tenants Association. The PTA supports the new recommended Guidelines.

EXECUTIVE DIRECTOR'S RECOMMENDATION:

Adopt resolution approving the District-wide "Tidelands Parking Guidelines" to supercede the District's previous parking requirements.

FACTUAL BACKGROUND:

For nearly thirty years, the District used parking requirements for tidelands development which were very conservative. In 1996, the Board adopted parking ratios for the South Embarcadero based on a parking study conducted by Wilbur Smith Associates. These new parking ratios were substantially less restrictive than prior requirements, and have proved to be beneficial to the District in its redevelopment program for the South Embarcadero.

These "Tidelands Parking Guidelines" would replace the District's existing conservative parking requirements, and will allow parking to be determined on a more realistic and up-to-date methodology.

ACTION TAKEN: 12/12/00 Resolution #2000-283

SUBJECT: RESOLUTION APPROVING THE DISTRICT-WIDE "TIDELANDS PARKING GUIDELINES"

Environmental Review:

These Guidelines will be used for evaluation of future Tenant and District projects under CEQA.

Treasurer's Certificate:

Not applicable.

Fiscal Impact:

There is no fiscal impact associated with this Board action.

ANALYSIS:

The District retained Katz, Okitsu & Associates in association with Wilbur Smith Associates to develop a set of Parking Guidelines for use throughout the District. The following districts were surveyed and evaluated:

- Harbor Island
- Shelter Island
- North Embarcadero
- Coronado
- South Bay (including National City, Chula Vista, Imperial Beach)

The South Embarcadero and Seaport Village Guidelines were evaluated previously by Wilbur Smith Associates, and portions of these documents are included in the tables and appendices of the "Parking Guidelines" report.

In addition to establishing parking ratios for the major land uses in each of the districts, the Guidelines include a table of Adjustment Factors which may allow the parking demand to be modified to more accurately reflect the specific requirements of each site. The adjustment factors may result in a reduction or an increase in parking demand, or may serve as an incentive, to reduce on-site parking for employees for example.

SUBJECT: RESOLUTION APPROVING THE DISTRICT-WIDE "TIDELANDS PARKING GUIDELINES"

Equal Opportunity Program:

Not applicable.

PREPARED BY: L. THOMAS MORGAN
Senior Director, Real Estate

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Re Adoption of Tidelands Parking]
Guidelines]
_____]

RESOLUTION 2000-283

BE IT RESOLVED by the Board of Port Commissioners of the San Diego Unified Port District, as follows:

That the Tidelands Parking Guidelines - San Diego Unified Port District, on file in the office of the District Clerk as Document No. 41489, are hereby adopted. Said Tidelands Parking Guidelines are for use throughout the District and are intended to address the generalized parking requirements for potential project uses in the following areas: Harbor Island, Shelter Island, North Embarcadero, Coronado, and South Bay (combined Chula Vista, Imperial Beach and National City). The South Embarcadero and Seaport Village Guidelines were evaluated previously and portions of these Guidelines are included in the Appendices of the Tidelands Parking Guidelines.

BE IT FURTHER RESOLVED that the Tidelands Parking Guidelines - San Diego Unified Port District supersede previous parking requirements adopted by the District.

ADOPTED this 12th day of December, 2000.

sw
12/12/00