EXHIBIT E

Town Center—One Westward Drive (PRIOR TO ESTABLISHING GATEWAY OVERLAY DISTRICT)

Calculation (Estimation) of Parking Requirement

- 98,348 total square feet (residential and retail) / 23,500 square feet retail
- 51 multi-family units (40 two-bedroom/11 three-bedroom)
- 98 "ON PREMISES" parking spaces

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Calculation of parking (under CBD)—<mark>MOST REASONABLE CALCULATION</mark>
Assumes 1/3 retail space restaurants/bars/cafeteria and remainder general retail

51 multifamily units (40 two-bedroom; 11 three-bedroom)   51 x 2.25/unit = 115 spaces

23,500 square feet retail:

- 7,833 square feet (assume 1/3 restaurants/bar/cafeteria)
  —one space/100 square feet   7,833/100 = 78 spaces
- 15,667 square feet (assume 2/3 general retail)
  —one space/300 square feet   15,667/300 = 52 spaces

TOTAL SPACES PER CODE   **245 spaces**

(147 SPACES WAIVED)

Calculation of parking (under CBD)—<mark>MOST LENIENT CALCULATION</mark>—NOT REASONABLE
Assumes ALL retail space used for general retail (NO restaurants/bars/cafeterias)

51 multifamily units (40 two-bedroom; 11 three-bedroom)   51 x 2.25/unit = 115 spaces

23,500 square feet retail—one space/300 square feet   23,500/300 = 78 spaces

TOTAL SPACES PER CODE   **193 spaces**

(95 SPACES WAIVED)

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Calculation of parking (under CBD)—<mark>MOST STRINGENT CALCULATION</mark>—NOT REASONABLE
Assumes ALL retail space used for restaurants/bars/cafeterias (NO general retail)

51 multifamily units (40 two-bedroom; 11 three-bedroom)   51 x 2.25/unit = 115 spaces

23,500 square feet retail—one space/100 square feet   23,500/100 = 235 spaces

TOTAL SPACES PER CODE   **350 spaces**

(252 SPACES WAIVED)

The Town Center project was approved with a total of 98 "On-Site" parking spaces. Code would have required a range from 193 to 350 parking spaces, depending on the type of retail uses, with 245 spaces being the most reasonable calculation (see page 1). Per City Staff correspondence, the Traffic Engineer concluded that 151 parking spaces (of which 98 are "on-premises") were needed for the project and both City Staff and the Town Council accepted this Parking Study (but this traffic/parking study lacks credibility since it assumed adjacent street parking was reserved for this project, since there was no accumulation analysis done by the traffic engineer based on existing uses/demands of current on-street parking required for other businesses in the area, and most notably since it was based on shared parking between both the commercial/residential uses which is not the case as noted in the City's Staff Report that was approved and adopted by the Council that noted shared parking is not present as the parking garage parking is "excusive to the apartment tenants" with gated entry required to the parking garage).

Considering the above, 147 parking spaces (245 per calculation less 98 on-site spaces) were either provided "On-Street" (i.e., public parking) or waived pursuant to other considerations.

Why did the Staff Report fail to mention that the City should be paid an impact fee for these spaces pursuant to the Code?

Why did the Council not require the developer pay these fees to assist with infrastructure improvements on parking within the CBD?

Code Section of the Gateway Overlay District 150-071.1(D) states "… For any on-street parking space(s) counted towards the satisfaction of a property's requirement, or any spaces otherwise waived as a result of one of the factors listed below, a fee shall be paid to the City for each such parking space, in an amount set from time to time by approved resolution of the City Council. **The funds shall be used to fund parking** and wayfinding improvements in the Gateway District and the CBD."