

Appendix A: Foothills Mall Specific Plan Traffic Impact Study

(submitted as separate document)

Appendix B: Parking Plan Example

Foothills Mall Specific Plan

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Parking Plan Example:

Table 1: Parking Calculation Using Specific Plan Base Ratios

Land Use	Quantity of Land Use	Base Ratio	Units	Unadjusted Parking Spaces
Shopping Center	500,000	3.3	Per 1,000 SF	1,650
Hotel	250	1	Per Unit	250
Office	250,000	3	Per 1,000 SF	750
Residential	500	1.25	Per Unit	625
Cineplex	1,650	0.2	Per Seat	330

Totals

Total (weekday)

3,605

Table 2: Parking Calculation Adjusted for Mix of Uses¹⁷

Unadjusted Demand	Monthly Adjust (Dec)	Time of Day (1pm)	Non-Captive Adjustment	Mode Adjustment	Adjusted Demand
1,650	100%	100%	90%	95%	1,411
250	67%	55%	100%	95%	88
750	100%	45%	100%	95%	321
625	100%	70%	100%	95%	416
330	23%	45%	90%	95%	29

3,605

Adjusted Demand

2,264

¹⁷ Urban Land Institute's *Shared Parking* (2nd Edition) provides a methodology for estimating parking demand for projects that include two or more different land uses in close proximity of each other. Parking demand for a shopping center with many connected and nearby land uses, such as this Project, is well-suited for this analysis. The methodology provides base parking space ratios for all of the land uses considered within a shopping center. Empirical data is also provided for monthly and daily parking demand for each of the uses in the methodology.

The number of parking spaces is calculated to be higher on the weekday. For this reason, we applied the time of day and monthly parking demand factors to the weekday numbers. For the land use that generates the highest demand (shopping center) we applied the peak monthly parking demand (December) and the peak hour of the day (1 pm) factors to this and the other land uses.

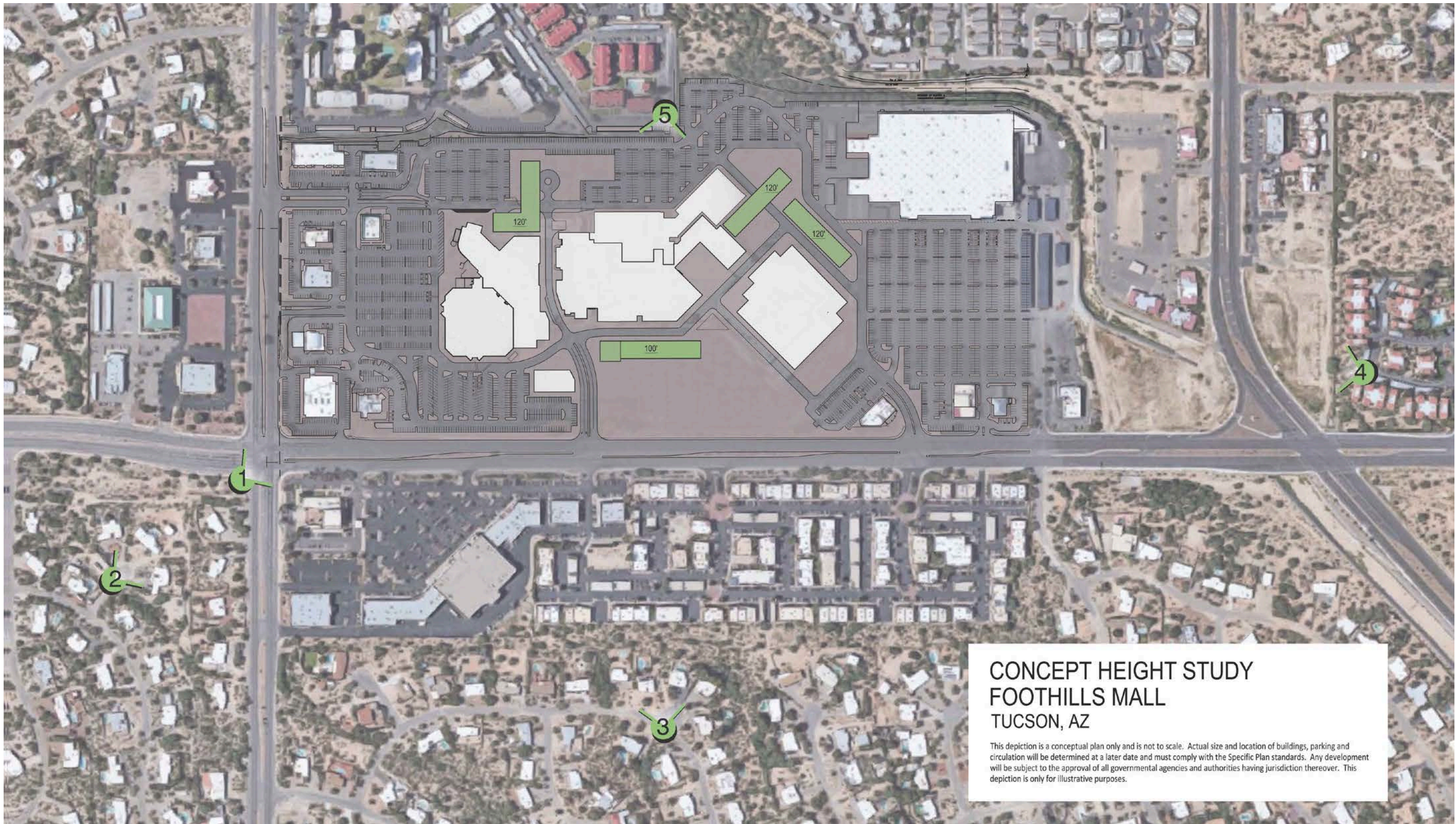
The other factors, non-captive and mode, were assumed for the site. The non-captive adjustment is associated with users of the other land uses (residential and hotel), who would not need another parking space. The mode adjustment factor assumes that five percent of the land use patrons/users would arrive at the Property via a way of travel other than their own motor vehicle.

Appendix C: Viewshed Simulations

Foothills Mall Specific Plan

Appendix C: Viewshed Simulations

Exhibit C: Viewshed Key Map



Foothills Mall Specific Plan

Appendix C: Viewshed Simulations

Exhibit C.1: Viewshed 1



Foothills Mall Specific Plan

Appendix C: Viewshed Simulations

Exhibit C.2: Viewshed 2



Foothills Mall Specific Plan

Appendix C: Viewshed Simulations

Exhibit C.3: Viewshed 3



Foothills Mall Specific Plan

Appendix C: Viewshed Simulations

Exhibit C.4: Viewshed 4



Foothills Mall Specific Plan

Appendix C: Viewshed Simulations

Exhibit C.5: Viewshed 5



Foothills Mall Specific Plan

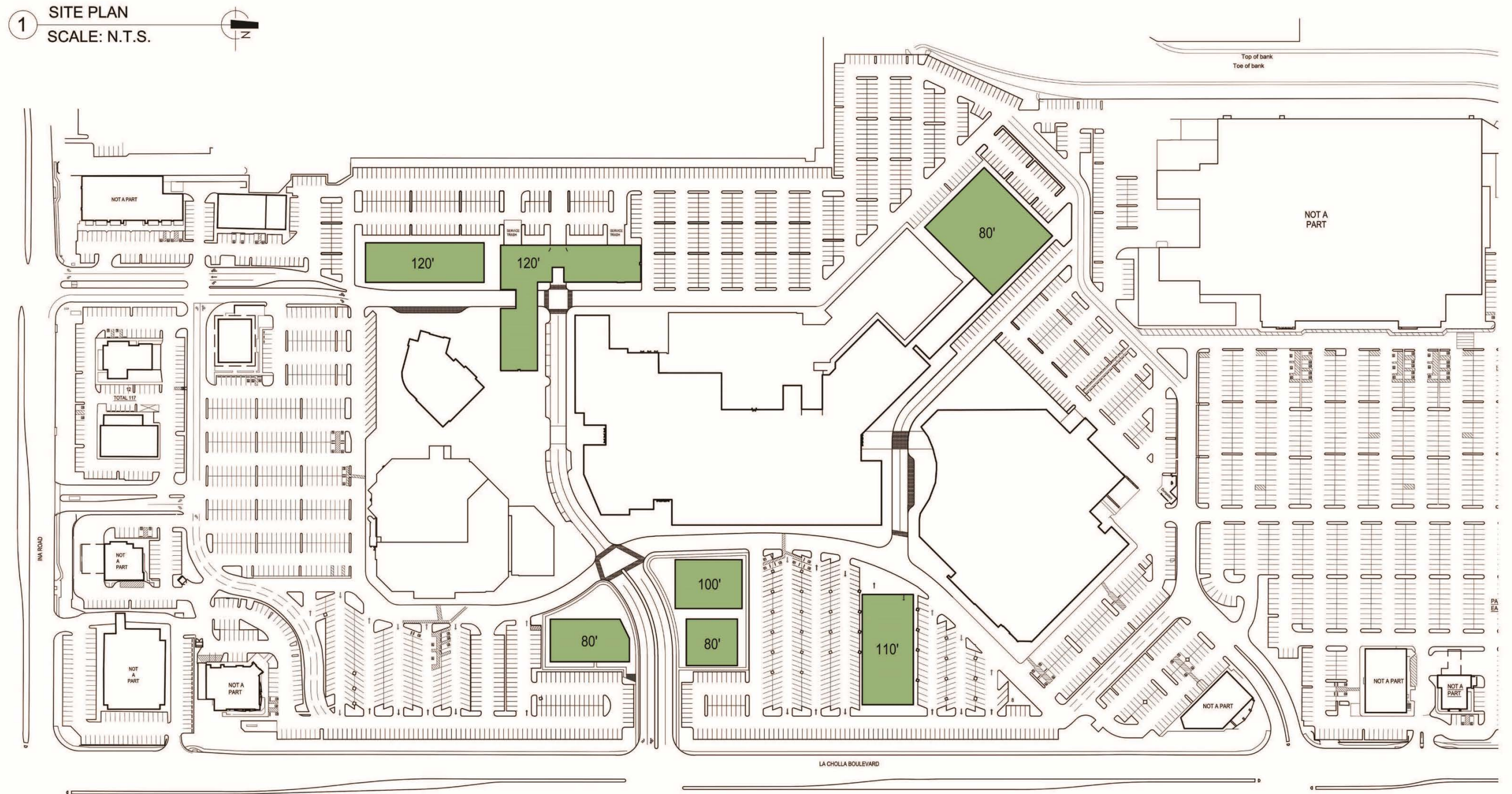
Appendix C: Viewshed Simulations

Appendix D: Height Study

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Exhibit D.1: Height Study Concept Plan



Foothills Mall Specific Plan

Appendix D: Height Study

Exhibit D.2: Height Study Perspective

