



City Council Agenda Special Meeting

Wednesday, April 15, 2015

6: 00 p. m. - General Session

Marty Simonoff, Mayor

Christine Marick, Mayor Pro Tem

Cecilia Hupp, Council Member

Glenn Parker, Council Member

Steven Vargas, Council Member

This agenda contains a brief general description of each item Council will consider. The City Clerk has on file copies of written documentation relating to each item of business on this Agenda available for public inspection. Contact the City Clerk's Office at (714) 990-7756 or view the Agenda and related materials on the City's website at www.cityofbrea.net. Materials related to an item on this agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office at 1 Civic Center Circle, Brea, CA during normal business hours. Such documents may also be available on the City's website subject to staff's ability to post documents before the meeting.

Procedures for Addressing the Council

The Council encourages interested people to address this legislative body by making a brief presentation on a public hearing item when the Mayor calls the item or address other items under **Matters from the Audience**. State Law prohibits the City Council from responding to or acting upon matters not listed on this agenda.

The Council encourages free expression of all points of view. To allow all persons the opportunity to speak, please keep your remarks brief. If others have already expressed your position, you may simply indicate that you agree with a previous speaker. If appropriate, a spokesperson may present the views of your entire group. Council rules prohibit clapping, booing or shouts of approval or disagreement from the audience. PLEASE SILENCE ALL PAGERS, CELL PHONES AND OTHER ELECTRONIC EQUIPMENT WHILE COUNCIL IS IN SESSION. Thank you.

Special Accommodations

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's Office at (714) 990-7757. Notification 48 hours prior to the meeting will enable City staff to make reasonable arrangements to ensure accessibility. (28 CFR 35.102.35.104 ADA Title II)

Important Notice

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**GENERAL SESSION
SPECIAL MEETING
6:00 p.m. - Council Chamber
Plaza Level**

CALL TO ORDER/ ROLL CALL - COUNCIL

1. **Matters from the audience** - Communications from the public are limited to items listed on the agenda.

ADMINISTRATIVE ITEMS - This agenda category is for City Council consideration of a wide variety of topics related to the City's operations. Public comments regarding items in this section should be presented during "Matters from the Audience."

2. **Potential consideration of a motion instructing staff to proceed with the project to construct the proposed Downtown Parking Structure**

ADJOURNMENT

NOTE: This agenda is subject to amendments up to 24 hours prior to the meeting date.

City of Brea

COUNCIL COMMUNICATION

TO: Honorable Mayor and City Council Members

FROM: City Manager

DATE: 04/15/2015

SUBJECT: Consideration of Brea Downtown Superblock Parking Structure

RECOMMENDATION

Receive staff presentation, discuss policy issues, and provide staff direction regarding any desired information needs and process for next steps to consider the parking structure.

BACKGROUND/DISCUSSION

BACKGROUND

At its meeting of January 6, 2015, the Council received an informational update on the history and issues surrounding consideration of constructing a new parking structure in the Brea Downtown. The Council then directed staff to work further with the Downtown property owners group to explore their design concept for a parking structure, with the goal of achieving a more detailed cost estimate for that design. Additionally, the Council directed staff to return with information regarding the potential for new and increased Downtown revenues which could result from adding a new parking structure Downtown.

DISCUSSION

Staff is returning to Council to provide an update on the items requested as directed at your January 6 meeting. A notebook of topically organized information is attached to this report for your information. The notebook includes:

- Materials previously provided at the January 6 meeting
- Updated plans and cost estimate information from the Downtown

Owners group for its preferred parking structure design

- The most recent (October 2013) Downtown parking inventory and forecast model from the City's parking consultants, Gibson Transportation
- Revenue projections from the potential expansion of uses and related new property taxes Downtown which could result from realizing a new parking structure

Updated garage plans from Downtown Owners group - The Owner group has submitted more detailed plans of its parking structure concept as was discussed with the Council at the January 6 meeting. They have also had this design reviewed by a construction firm, Guy Yocum Construction, who have experience with large and similar projects in the region. Highlights include:

- 4 level (grade + 3) design
- 485 parking stalls (307 net, as 178 surface stalls exist today)
- 40' approximate height (excluding architectural/elevator projections)
- Police annex room (approx. 200 sq.ft.)
- Dedicated trash room for service to tenants on the block
- An estimated construction cost, with necessary allowances, of \$8.9M*

For comparison purposes, the City's parking structure design which was being pursued prior to the disillusionment of the Redevelopment Agency, featured:

- 4 level (grade + 3) design
- 444 parking stalls (266 net w.o. valet, as 178 surface stalls exist today)
- 47.5' approximate height (excluding architectural/elevator projections)
- 15,000 sq. ft. commercial space shell fronting Birch Street
- Dedicated "washout" area for use by restaurant tenants on the block
- An estimated construction cost, with anticipated allowances, of \$13.2M (2011-12 estimate)

*this estimate has only had a cursory review at staff level and would need complete evaluation of qualified construction cost estimator to assure it includes all necessary provisions.

As part of our dialog with the Owner's Group staff have also received clarification of the group's vision for how the parking structure would move forward. The Owner's Group proposal is for the City to pursue the revised design concept and realize the parking structure as part of our Capital Improvement Program (CIP), thus having the City control the construction

process and have responsibility for construction costs and related expenditures.

Brea Downtown parking model update (2013) – At the January 6 meeting staff provided a summary of current downtown parking generation from our most recent survey. In response to Council's desire to better understand parking needs we are providing the background memorandum from our consultants at Gibson Transportation. This October 2013 update was conducted to calibrate the parking model based on both actual and forecasted use. Downtown parking lots were surveyed over the Labor Day weekend that year and parking garage count system data was also reviewed. Additionally, Gibson projected anticipated parking need from then vacant shop spaces and also provided a future scenario where Old Navy is gone, replaced with a live entertainment venue and restaurants (e.g relocated and expanded Improv).

Gibson's work in 2013 suggests that a future scenario of an expanded live entertainment venue could be accommodated within the current, overall, downtown parking inventory of approximately 2300 stalls. This 2013 update builds off of Gibson's prior work in the Brea Downtown conducted over many years, which also highlighted the challenges of the distribution of parking—most specifically parking deficiencies on the east side of Brea Boulevard and the need for effective parking management solutions. Additional analysis would be needed to completely evaluate the practical ability to provide for such an expansion of uses on the Superblocks (east side of Brea Blvd.) within the existing parking inventory.

At the time of the October 2013 update no further studies were commissioned to assess the ability to realize an expanded entertainment venue within the existing parking inventory via aggressive parking management solutions. While this may be speculatively possible, it is staff's understanding that discussions with potential tenants (including expanded entertainment operators) found them unable to accept management solutions alone and that additional parking on the east side of Brea Boulevard was needed to realize such new tenants.

Revenue projections for an expanded Brea Downtown – City Council have asked for a projection of additional revenue to the City which could result from expanded and different uses in Brea Downtown, together with realized increases in property tax, associated with a new parking structure on

Superblock I. Staff worked with the Owner group and our longstanding economist, Keyser Marston Associates, and the City's sales tax consultant MuniServices, to generate some projections. A detailed projection forecast is provided within the attached notebook (Tab 10).

In summary, based on the anticipated tenant mix including an expanded entertainment venue, revenue will come from various components in the downtown and the City will most likely realize \$193,700 in annual revenues due to possible expansion.

There is currently revenue generated by leases or contracts in the downtown. A cell tower lease generates \$34,000 per year and the current parking valet generates approximately \$40,000 per year. If new commercial uses are constructed on the eastern edge of Parking Structure 1 that could increase revenues an additional \$43,000. Taken cumulatively, the combination of new revenues and existing cell tower and valet revenue offers an estimated \$310,700 in annual revenue to the City.

No revenue was calculated related to charging for parking other than the current valet agreement. Contained within the Keyser Marston Associates report dated June 19, 2012 (Tab 3), assumptions were outlined reflecting potential revenue generation of \$36,500 to \$129,600 annually from a parking structure with a fee system in place. The report also indicated that charging for parking in Downtown Brea is inconsistent with similar developments in the region. It's important to keep in mind that these are only projections and our best estimates at this time. Unknown variables could certainly affect revenues.

In addition, proposed larger entertainment venues could affect City expenses to manage potentially larger crowds or maintain a larger more active area of the downtown. This would offset some of the projected new revenues.

Policy Questions and Next Steps - For its study session discussion April 15 staff has identified several policy questions which remain in the critical path toward Next Step direction for the possible pursuit of a new parking structure. These include:

- In light of the revised details of the Owner Group design concept and presented information, does the City Council have a continued interest in pursuing a new parking structure?

- Does the Council have other informational needs prior to such decision?
- If a continued interest exists, and all informational needs are fulfilled, the City Council needs to provide direction to staff on:
- Preferred parking structure design option (Owner Group concept, or ?)
- Funding source for the project
- Initiating work to prepare bid documents for design/build process
- Other direction as determined and/or needed by the Council

RESPECTFULLY SUBMITTED:

Respectfully Submitted: Tim O'Donnell, City Manager

Prepared by: William Gallardo, Assistant City Manager/Administrative Services Director

Concurrence: David M. Crabtree, Community Development Director

Attachments

Attachment 1

Attachment 2

Attachment 3

Attachment 4

Attachment 5

Attachment 6

City Council BRIEFING



DATE: December 2014
SUBJECT: Super Block I Parking Structure
CONTACT: David Crabtree, Community Development Director 714.990.7146
Eric Nicoll, Public Works Director 714.990.7698

DESCRIPTION

Parking for the redeveloped Brea Downtown in the 1990's was based on the concept of a "parking district"—the parking inventory in two large parking structures and several surface lots would serve all land uses for the Superblocks (eastside of Brea Blvd) and Birch Street Promenade (westside of Brea Blvd), in common. This plan acknowledged most parking would be on the west side of Brea Blvd. and valet would be an important management tool.

While the current, cumulative, parking inventory downtown can provide for current land uses, the City Council have generally agreed that a new parking structure on Superblock I will provide desired parking efficiencies as well as further flexibility for future land use considerations.

CURRENT STATUS

The Governor terminated Redevelopment Agencies in 2011 and subsequent legislation and case law have, to date, tied up Brea's 2011 bond funds which would pay, in part, for the new parking structure. Staff's continued work at the State level to seek return of these funds remains speculative at best, and these monies may never be realized.

In July of this year, staff began looking into developing "plan B", in case the state funds do not materialize and the City Council desires to proceed using another funding source. The City Council will need to provide direction to staff regarding any further considerations related to a new parking structure, including "Plan B" ideas for financing, and any role the private property owners might have in achieving this goal. Key discussion points to include:

- Confirming Council desires to explore financial alternatives to provide for a new parking garage including but not limited to General Fund, bonding capacity, Landfill funding, private property owner investment, additional CFD assessment on properties benefiting from additional parking.
- Presentation of parking garage options, costs, details.
- New land uses that could be realized with construction of a garage and potential revenue generation.

BACKGROUND

- The parking district concept has, arguably, worked well to serve the Downtown's needs for the past decade. However, it has always been recognized that an additional parking structure on Superblock I would ease eastside parking congestion, serve to further parking management goals, and allow for further expansion of new or different land uses Downtown.
- City Council acting as the Redevelopment Agency identified a goal for a Superblock I parking structure in 2010, with development costs to be provided for via Redevelopment bond funds.

City Council BRIEFING



- The Governor terminated Redevelopment Agencies in 2011, which action was then litigated by Agencies across the State and the Governor's actions were eventually upheld. Brea had initiated work on our bond refinancing ahead of this date, however the formal re-fi action could not legally occur until July 2011. Bond refinancing would realize \$7M toward the new parking structure, along with additional funds for other identified projects.
- With our bond fund proceeds placed into limbo by the State, in October 2011 the City Council authorized staff to spend up to \$200k in General Funds to get parking structure plans prepared while we pursued the return of this funding. These funds have been expended in the preparation of Design/Build bid plans.
- Further parking structure concept development realized a 4 level (ground plus 3), 444 stall garage (net 292 new stalls over existing surface parking) with 15k square feet of commercial space and provided an Engineer's estimate for this project of \$13.2M including utility relocations, project management, engineering and construction inspection costs, and other related expenditures. These plans were placed "on hold" pending an outcome on legislative efforts to return our bond funds. (See attached concept plans and related Economic Benefits Analysis from Keyser Marston Associates.)
- In the Fall of 2013, in response to the construction funding challenge, property owner Dwight Manley presented staff a parking garage concept to include 72 residential units plus commercial space, to be privately developed. He suggested this project would cost between \$20M-22M to construct, with an approximate feasibility gap to the developer of between \$4M-6M—the City was asked to consider funding this gap. Staff were preparing to present this option to the City Council when Mr. Manley withdrew his proposal in favor of a simpler garage. (See attached Keyser Marston Associates report for additional details regarding this concept).
- Downtown owners have subsequently presented a 3 level (ground plus 2) parking garage concept realizing 501 total stalls (net 323 new stalls over existing surface parking) which they say can be achieved for \$5M (similar utility and inspection and related costs as the City design concept would presumably need to be added to this estimate), and have asked the City to consider this design as a more economical solution for a garage. Importantly, the design includes 87 "double stacked" or tandem parking stalls (whereby a stall is only accessible via moving any car in front of it [presumably for valet use]). (See attached concept plans).
- Annual, on-going, service and maintenance costs for a new parking garage are estimated at \$100k not currently a part of the Brea Downtown Owners Association budget.
- In 2014, legislation sponsored by State Assembly Member Bloom provided for the possible return of Brea's bond funds, however this legislation was vetoed by the Governor. The presumption is the Governor felt the legislation rewarded Redevelopment Agencies who had issued "mardi gras" bonds speculating on the demise of Redevelopment law.
- Staff met with State Department of Finance representatives earlier this month and were informed the Governor has directed "trailer bill" legislation (related to the vetoed Bloom bill) be brought forward for consideration possibly as early as January/February 2015. This legislation holds promise for a

City Council BRIEFING



return of Brea's funds, however, many unknowns remain and it is unclear if further efforts will realize the return of our bond monies.

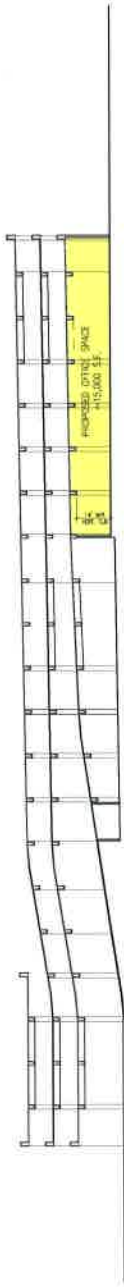
- The City Council has options, should it desire, for considering a new parking garage on Superblock I. An important consideration could include the ability for "future visioning" of land uses on or near the Superblocks and the role a parking garage could play in the Downtown of the future.
- Dependent on project details, a parking structure may need entitlement processing and CEQA clearance from the Planning Commission and/or City Council (e.g. Precise Development Review, any related impact studies). This work can move forward once a project description has been established for evaluation.

NOTES

- Staff await further direction from the Council to return this item for its consideration.

APPENDICIES (Attached)

- City of Brea parking structure concept design plan
- Keyser Marston report dated 6.19.2012
- Keyser Marston report dated 12.16.2013
- Downtown Owners parking structure concept design plans and information



SECTION THRU RAMP
NOT TO SCALE



GROUND LEVEL PLAN
NOT TO SCALE
53 PARKING SPACES

CONCEPTUAL DESIGN

City of Brea
Parking Structure
Brea, CA

EXPRESS RAMP



BIRCH STREET



ENLARGED OFFICE PLAN
SCALE: 1/8" = 1'-0"

1

PROPOSED OFFICE SPACE
15,000 S.F.

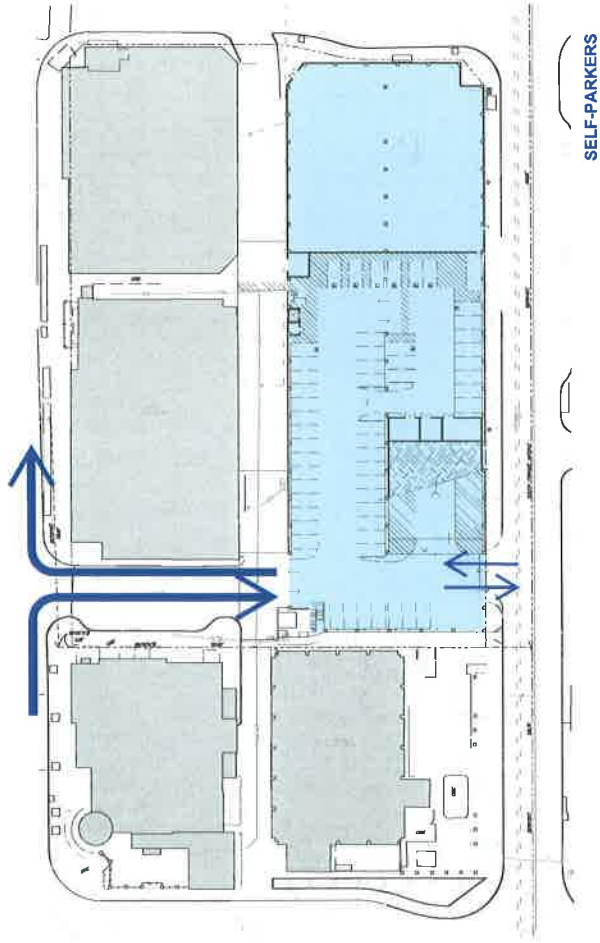


CONCEPTUAL DESIGN

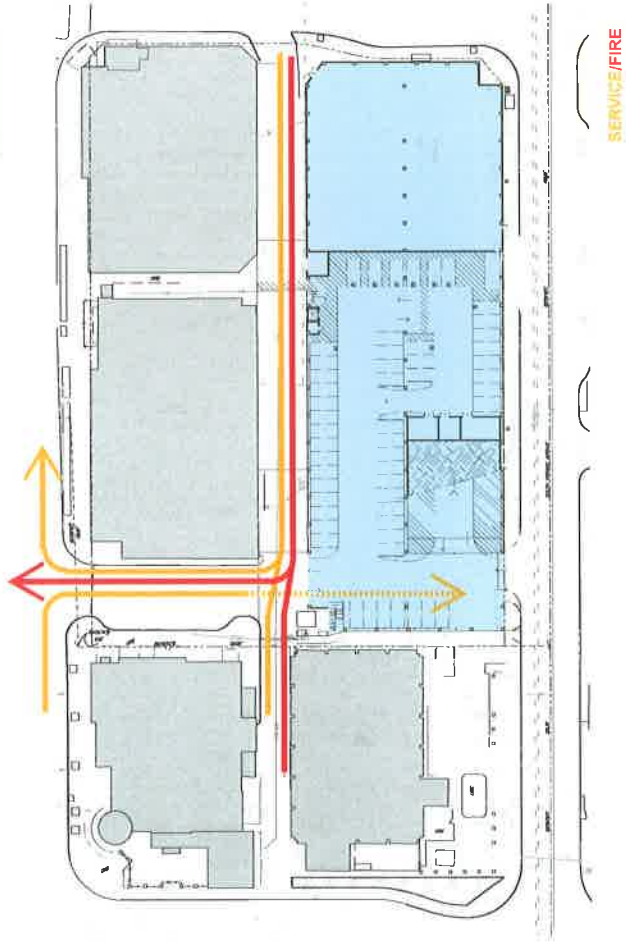
City of Brea
Parking Structure
Brea, CA

IPD No. 11-655

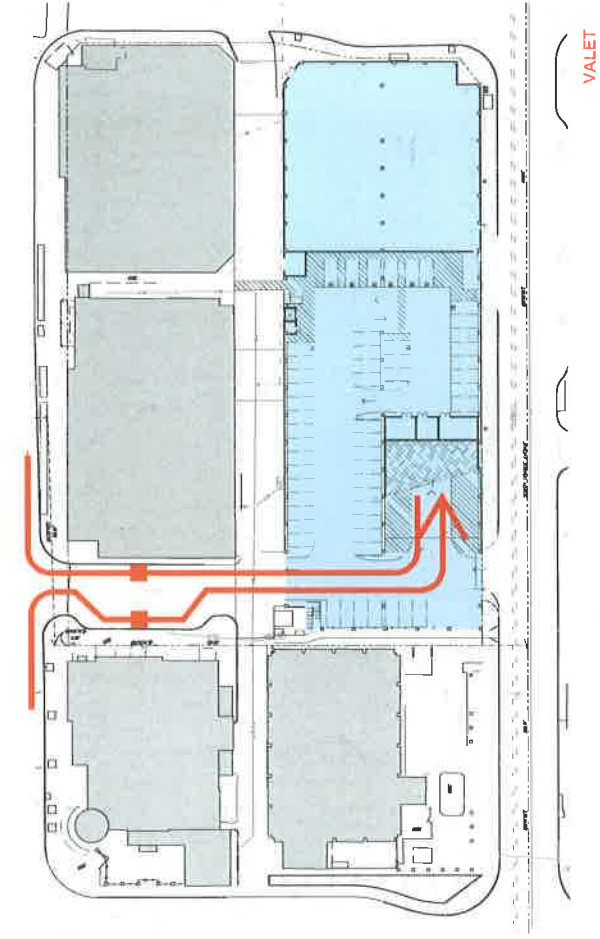




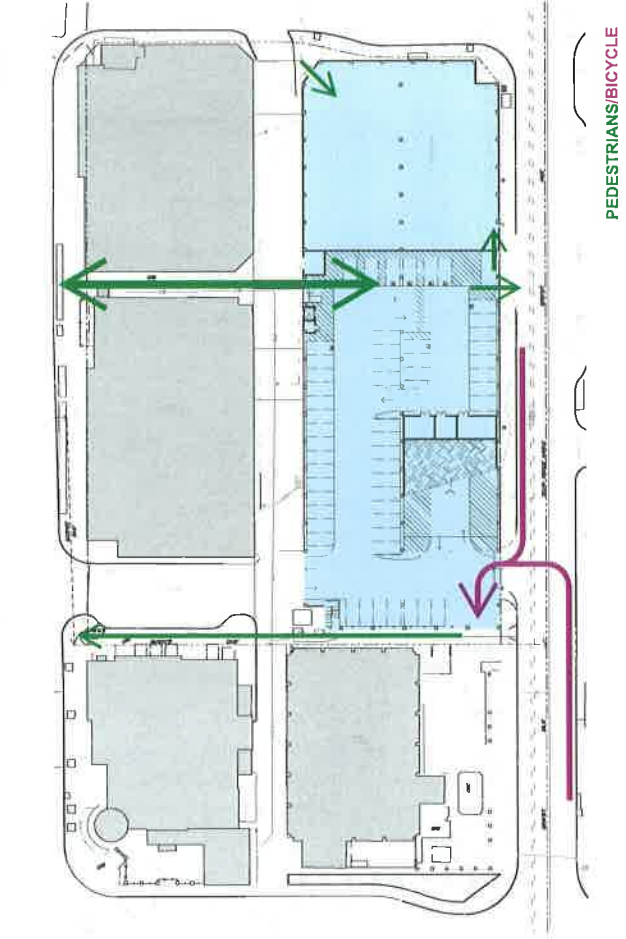
SELF-PARKERS



SERVICE/FIRE



VALET



PEDESTRIANS/BICYCLE

CIRCULATION DIAGRAM

City of Brea
Parking Structure
Brea, CA



KEYSER MARSTON ASSOCIATES
ADVISORS IN PUBLIC/PRIVATE REAL ESTATE DEVELOPMENT

MEMORANDUM

ADVISORY BOARD
REAL ESTATE
REDEVELOPMENT
AFFORDABLE HOUSING
ECONOMIC DEVELOPMENT

SAN FRANCISCO
A. JERRY KEYSER
TIMOTHY C. KELLY
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DEBBIE M. KERN
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JULIE L. ROMNEY

SAN DIEGO
GERALD M. TRIMBLE
PAUL C. MARRA

To: Mr. Eric Nicoll, Community Development Director
City of Brea

From: Kevin Engstrom

Date: June 19, 2012

Subject: Downtown Brea Economic Benefits Analysis

Pursuant to your request, Keyser Marston Associates, Inc. (KMA) estimated the potential public revenues generated by development alternatives on the southeast corner of the intersection of Birch and Brea in the City of Brea's downtown. Specifically, KMA evaluated the revenues generated by the development of a 470 space parking structure (including 15,000 square feet of commercial space) and the potential tenancing of the existing Tower Records building. The analysis considers the following:

- The potential spin-off benefits, in the form of sales tax, of relocating the City library to downtown Brea.
- The estimated sales tax generated by tenants of the Tower Records building and the commercial development in the parking structure.
- The potential City revenues generated by the public parking structure.

The analysis conducted herein, which intends to provide an "order of magnitude" estimate of the potential public revenues, relies on a review of available literature and KMA's experience with similar developments in Southern California.

LIBRARY SPIN-OFF BENEFITS

As KMA understands the situation, the City is considering relocating its library downtown. To that end, the alternatives being considered include utilizing the Tower Records building or the 15,000 square feet of commercial space in the parking structure.

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Subject: Downtown Brea Economic Benefits Analysis

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By relocating the library, the City would attract patrons to the Downtown, where they may shop and dine at nearby establishments. KMA conducted a literature review to gain an understanding of the patrons' potential expenditures. Some key findings include:

- Nearly 50% of adult library patrons surveyed in South Carolina indicated libraries attracted visitors to nearby and adjacent businesses.
- In Wisconsin about 30% of the survey respondents indicated they shopped at nearby businesses when going to the library. For those respondents, the average visitor spent approximately \$25 at nearby establishments.
- For the Carnegie Public Library in Pittsburg approximately 75% of the survey respondents indicated they spent money at nearby establishments. These respondents spent approximately \$7.00 on average at nearby establishments.
- The spin-off benefits for Pennsylvania public libraries are estimated at \$80 million. These benefits equate to approximately \$2.00 per visitor to the public libraries.
- Approximately 60% of the visitors to Pennsylvania public libraries are over the age of 18.
- For the Charlotte Mecklenburg Library approximately 75% of the survey respondents indicated they engaged in additional activities when visiting the library. For those patrons 82% shopped, 14% went to restaurants, 11% visited a coffee shop, 4% went to the bank, etc.¹
- A survey of public libraries in Colorado found that library visitors spent from \$2.00 to \$3.90 per capita on goods and services at nearby establishments when going to the library.

Based on the results of this research, KMA estimated the average expenditure by library patrons for a library in downtown Brea would range from \$2.50 to \$4.50 per visit. This estimate reflects the expenditures of the survey respondents summarized above and the potential demographic distribution of visitors (e.g. adults versus children).²

To estimate the potential spin-off benefits of the library KMA reviewed the visitation patterns for the library over the past five years.³ The data shows that library visitation

¹ Respondents could answer that they undertook more than one activity.

² The City and County librarians do not have data that tracks the age library visitors.

³ The library notes that a new counting system was installed in 2009, which provides a more accurate reflection of the actual visitors.

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increased over 18% between 2009 and 2011, which equates to an 8.9% compound annual growth rate. The library has not projected the potential visitation at a new location in the Downtown; however, if the growth rate exhibited over the past three years continues, then the visitation would reach 324,000 persons by year 5. For context purposes, the current library draws approximately 21.2 persons per square foot of space (10,880 square foot library). At 324,500 the new library would draw approximately 21.6 persons per square foot.

Based on the fiscal year 2011 attendance of 230,400 persons, library visitors would spend between \$576,000 and \$1.03 million. Assuming all of these sales are taxable (non-grocery or prescription drug) the library would generate annual sales tax of \$5,800 to \$10,400. If library attendance continues to increase at its current rate, visitors would spend \$810,000 to \$1.46 million within five years. The annual sales tax to the City for these expenditures would range from \$8,100 to \$14,600.

COMMERCIAL OPPORTUNITIES

In addition to the Library, the Tower Records Building and the commercial in the parking structure can be utilized by retail and office tenants. Similar to the Library, both office and retail tenants would generate public revenues to the City. For the office space, employees will make expenditures close to their place of work. The magnitude of the sales tax generated by retailers will be dependent on the tenant types. The potential impact of these tenant types is summarized below.

Office Employees

The potential sales tax generated by office employees is shown in Table 2. For the purposes of this analysis, KMA made the following assumptions:

- Based on regional standards, approximately 225 square feet of office space is allocated per employee. Assuming 15,000 square feet of space, total employment would be 67 persons.
- Based on data from U.S. Census' County Business Patterns for Orange County, the average payroll for finance, insurance and real estate employees is nearly \$78,000 per year.
- The expenditure estimate is based on a survey conducted by the International Council of Shopping Centers for office employees working in suburban locations. The range of expenditures reflects the average for all suburban locations compared to those with ample retail opportunities.

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- Based on the results of the survey, the 67 office employees would spend approximately \$527,000 to \$921,500 per year on goods and services either on their way or near their work.
- KMA estimated the City's capture of the expenditures would be approximately 65% of the total, which accounts for the fact that some of the establishment types are not located in or near downtown Brea (e.g. warehouse clubs).

The office employees in 15,000 square feet of commercial space would generate approximately \$343,000 to \$599,000 in expenditures annually, which equates to \$3,300 to \$5,700 in sales tax to the City.⁴

Retail Tenants

Both the Tower Records building (particularly the ground floor) and the commercial space in the parking garage could be well suited for retail tenancies. The potential sales generated from these tenants are shown in Table 3 for both the Tower Records Building and the commercial development in the parking garage.

Tower Records Building

The Tower Records Building offers excellent visibility and is easily accessible to Downtown Brea visitors. As such, a number of tenant types are well-suited for utilizing this space. A sample of these tenant types is summarized below and in Table 3.

- Apparel stores – Tenancies could include locally owned boutique clothing stores to national chains. Typical sales are \$300 per square foot (\$4.5 million for 15,000 square feet). The City would receive \$45,000 in sales tax annually.
- Arts & Crafts – Tenancies could include establishments similar to Michael's, Tall Mouse, etc. Typical sales are \$150 per square foot (\$2.25 million for 15,000 square feet). The City would receive \$22,500 in sales tax annually.
- Bookstore – Tenancies could include establishments similar to Barnes & Noble, Bookstar, etc. Typical sales are \$150 per square foot (\$2.25 million for 15,000 square feet). The City would receive \$22,500 in sales tax annually.
- Electronics – Sales in electronic stores range considerably depending on the tenant. For instance, Apple Stores can generate sales that exceed \$4,000 per square foot, while neighborhood electronic stores generate sales of \$300 per square foot. The sales estimated here of \$1,000 per square foot (\$15.0 million

⁴ Assumes 5% of the sales are non-taxable.

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for 15,000 square feet) are more consistent with a Best Buy or similar tenant type. The City would receive \$150,000 in sales tax annually.

- Foodstore – Tenancies could include establishments similar to Fresh n Easy, small grocery chain and locally owned produce stores. Typical sales are \$500 per square foot (\$7.5 million for 15,000 square feet). In general, foodstore sales are 35% taxable, so the City would receive \$26,300 in sales tax annually.
- Home Furnishings – Tenancies could include establishments similar to Pier 1, locally owned furniture stores, etc. Typical sales are \$200 per square foot (\$3.0 million for 15,000 square feet). The City would receive \$30,000 in sales tax annually.
- Office Supply – Tenancies could include establishments similar to OfficeMax, Staples, etc. Typical sales are \$200 per square foot (\$3.0 million for 15,000 square feet). The City would receive \$30,000 in sales tax annually.
- Restaurants – Tenancies could include a variety of quick service (e.g. Chipotle) to sit-down restaurants (e.g. Chili's). While restaurant sales can range considerably, they are typically higher than many retail types. Typical sales are \$500 per square foot (\$7.5 million for 15,000 square feet). The City would receive \$75,000 in sales tax annually.
- Sporting Goods – Tenancies could include establishments similar to Big 5, Sports Authority, etc. Typical sales are \$200 per square foot (\$3.0 million for 15,000 square feet). The City would receive \$30,000 in sales tax annually.

Parking Garage Commercial

Located to the east of the Brea and Birch intersection, the visibility and access for this retail will be more limited than the Tower Records building. Consequently, the potential tenant types are likely to be different. A sample of these tenant types is summarized below and in Table 3.

- Miscellaneous Retail – Tenancies could include establishments such as florists, galleries, and other miscellaneous small-scale retailers. Typical sales are \$250 per square foot (\$3.75 million for 15,000 square feet). The City would receive \$37,500 in sales tax annually.
- Restaurants – Tenancies could include a variety of quick service (e.g. Chipotle) to sit-down restaurants (e.g. Chili's). While restaurant sales can range considerably, they can be higher than many retail types; however, sales at this

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location are likely to be somewhat lower than the Tower Records site. Assuming typical sales of \$450 per square foot (\$6.75 million for 15,000 square feet). The City would receive \$67,500 in sales tax annually.

PARKING GARAGE REVENUE

In addition to the potential sales tax revenue generated by the commercial space in the parking garage, the City could also receive rental income from commercial tenants and revenue from paid parking.

Commercial Rents

KMA surveyed the current retail and office rents in the City of Brea. The results of this survey are shown in Tables 4 and 5.

- Retail – The current asking rents for retail in the City are shown in Table 4. Within the City, the rents range from \$1.00 to \$3.50 per square foot, triple net (NNN). For NNN rents, the operating costs are the responsibility of the tenant, as such the landlord receives the stated rental rate. The weighted average rent for the City is \$2.40 per square foot. Near the site, the asking rent for a restaurant pad at 120 S. Brea is \$3.50 per square foot, which is the high end of the range identified.
- Office – The current asking rents for office in the City are shown in Table 5. Within the City, the rents range from \$.90 to \$2.30 per square foot and are a mix of modified gross (MG) and full-service gross (FSG). Both MG and FSG rents mean the landlord will be responsible for some of the operating costs (e.g. utilities, janitorial) as such, the net revenue to the landlord is lower than the stated rental rate. The weighted average rent for office space in the City is \$1.70 per square foot.

Overall, the retail rents in the City are much higher than the office rents, particularly when the additional operating costs are deducted. Assuming a 10% premium over the average rent in the City, the retail rents for the commercial in the parking structure would be \$2.65 per square foot, which is approximately \$.75 higher than the potential office rent of \$1.90 per square foot. When operating costs of \$.40 per square foot for the office space are deducted the net revenue to the landlord would be \$1.50 per square foot. The difference in total annual rent would be over \$188,000 (\$453,200 compared to \$265,500).⁵

⁵ Assumes a 5% vacancy factor.

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Subject: Downtown Brea Economic Benefits Analysis

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PARKING STRUCTURE REVENUE

KMA also reviewed the parking structure rate plan for a number of jurisdictions and developments in Southern California. The results of this survey are summarized below and in Table 6.

The cities and developments that provide free parking include:

- | | |
|--------------------------|--------------------------------|
| • Alhambra Downtown | • Claremont Village |
| • Culver City Downtown | • Fullerton Downtown |
| • Irvine Spectrum | • Monrovia Downtown |
| • Orange Downtown | • San Juan Capistrano Downtown |
| • Shoppes at Chino Hills | • Victoria Gardens |

The cities and developments that charge for parking include:

- | | |
|---------------------------|------------------------------|
| • Americana at Brand | • Anaheim Downtown |
| • Downtown Disney | • Huntington Beach Downtown |
| • Laguna Beach Downtown | • Pasadena Downtown |
| • Santa Barbara | • Santa Monica |
| • The Grove – Los Angeles | • The Pike at Rainbow Harbor |

A review of the cities and retail centers indicates Downtown Brea is more similar to the entities that do not charge for parking. In particular, Downtown Monrovia has development elements that are similar to Brea with a vibrant commercial core and movie theater. The areas that charge for parking are typically in a more urban or coastal environment, with the exception of Downtown Anaheim.

The survey results indicate that charging for parking in Downtown Brea would likely be inconsistent with similar locales in the region. However, the City needs to consider the potential revenues that could be generated by the structure if a fee system were put in place. To that end, KMA reviewed the 2009 "Brea Downtown Parking Study Update" (Study) prepared by Gibson Transportation Consulting and also reviewed the current utilization of the Downtown Brea parking structures, finding the following:

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- The Study identifies a target parking occupancy of 85% to 90%.
- According to the Study, the existing demand for the Superblocks exceeds the parking supply for a two-hour period on the weekends.
- The Study evaluated a number of scenarios for future parking demand for the Superblocks. All of the scenarios identified demand that far outpaced the current available parking in the area. Consequently, overflow parking is required in the Brea Street and Birch Street garages.
- Overall the Downtown Brea parking garages are 57% occupied during their peak hours. These peak hours include both weekday and weekends. For the Brea Street garage the average occupancy during the peak period is nearly 69%.
- During the weekend the existing garages exceed 80% occupancy during the peak hours. For the Brea Street garage, the occupancy levels exceed 95% for the peak weekend hours. This occupancy level exceeds the targets set forth in the Study.
- During the week the existing garages are 40% to 50% occupied during the peak hours. For the Brea Street garage, the occupancy levels are 45% on Mondays, 55% on Tuesday and Wednesdays and 65% on Thursday and Sundays during the peak hours.
- For both garages the spaces turnover approximately 1.9 times per day, with the spaces in the Brea garage turning over approximately 2.3 times per day.
- Nearly 31,000 cars parked in the valet parking spaces in Superblocks 1 and 2 during the 2010/2011 fiscal year, which equates to 85 cars per day.
- Current parking estimates indicate approximately 40% of the parked cars stay over two hours, with the majority of those cars staying between 2.5 and 3.0 hours total. The average length of stay is approximately 2.5 hours.

Based on the survey of parking rates in the region and the current parking environment in Downtown Brea, KMA prepared an order of magnitude estimate of the potential revenue generated by the parking garage under alternative rate structures. The results of this analysis are shown in Table 7 and rely on the following assumptions:

- There are 444 self-park spaces in the garage, with an additional 26 valet spaces. There are 470 total spaces in the garage.
- The first two hours would be free of charge.

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- Each space turns over 1.5 to 2.0 times per day.
- Between 30% and 40% of the cars stay over two hours, with those cars staying on average 2.5 hours.
- The rate structure would range from \$.50 to \$1.00 per half hour after two hours.

Based on these assumptions the parking structure could generate \$36,500 to \$129,600 annually.

SUMMARY

The key findings of the analysis are summarized below:

- Library patrons could generate expenditures of \$576,100 to \$1.04 million in Year 1, which equates to \$5,800 to \$10,400 in sales tax. If visitation grows at a healthy rate patron expenditures could range from \$809,900 to \$1.46 million in Year 5, which equates to \$8,100 to \$14,600 in sales tax.
- Potential office workers in 15,000 square feet of space in Downtown Brea would spend between \$527,000 and \$922,000 on retail goods and services either at work or traveling to and from work. Assuming Brea captures 65% of these expenditures, the economic impact would range from \$343,000 to \$599,000, which equates to between \$3,300 and \$5,500 in sales tax.
- Depending on the type of tenant, retail sales generated in 15,000 square feet of the Tower Records building could range from \$2.25 million to \$15.0 million, which equates to \$22,500 to \$150,000 in sales tax annually. For the 15,000 square feet of commercial in the parking garage, the sales may range from \$3.75 million to \$6.75 million, which equates to \$37,500 to \$67,500 in sales tax annually.
- Rents for the commercial in the parking garage could range from \$1.90 per square for office to \$2.65 per square foot for retail. The annual revenue generated from the 15,000 square feet would therefore range from \$265,500 to \$453,200.
- While charging for parking would likely be inconsistent with similar districts in the region, the City may generate between \$36,500 and \$129,600 annually in parking revenue from the self-park spaces in the parking garage.

The table below summarizes the potential revenues from various development options for the City's 15,000 square feet of commercial in the parking structure. The summary assumes the City retains ownership of the space.

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Estimated City Revenues from 15,000 SF of Commercial					
	Sales Tax		Rent	City Revenue	
	Low	High		Low	High
Library	\$5,800	\$10,400	\$0	\$5,800	\$10,400
Office	\$3,300	\$5,700	\$265,500	\$268,800	\$271,200
Retail	\$37,500	\$67,500	\$453,200	\$490,700	\$520,700

Overall, retail and restaurant tenancies could generate the most revenue to the City. However, each use has added qualitative benefits that should be considered.

- Library – As a civic use which does not pay rent, the library generates the least amount of revenue to the City. However, the library could attract up to 324,000 patrons to the downtown over the course of a year. While these patrons may not spend money on their trip to the library, they could still be introduced to the area's commercial offerings. This introduction may then attract them back to a movie that is playing, to a retail establishment that is having a sale or to a restaurant that sounds particularly appealing. In addition, the library could stimulate daytime activity in the downtown.
- Office – As a commercial use, office tenants would pay rent and employees are likely to make expenditures at restaurants and other commercial enterprises in the Downtown. The 15,000 square feet of office space would bring over 60 persons to the Downtown on a daily basis, thus activating the area during the non-peak hours.
- Retail – Retail and restaurant uses could generate a significant amount of revenue to the City. Further, additional retail and restaurants could enhance the range of offerings in the Downtown and strengthen the area's reputation as a destination shopping location.

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TABLE 1

**LIBRARY ECONOMIC IMPACT
DOWNTOWN BREA DEVELOPMENT ALTERNATIVES
BREA, CALIFORNIA**

Historic Visitation

Year	Visitation	Change
FY 2006	160,072	
FY 2007	157,461	-1.63%
FY 2008	161,274	2.42%
FY 2009	194,344	20.51%
FY 2010	216,822	11.57%
FY 2011	230,431	6.28%
Annual Change (2009-2011)		8.89%

Estimated Range of Expenditures

Per Capita Expenditures	Visitation	Low	High
Year 1	230,431	\$576,100 ¹	\$1,036,900
Year 2	250,915	\$627,300 ²	\$1,129,100
Year 3	273,219	\$683,100	\$1,229,500
Year 4	297,506	\$743,800	\$1,338,800
Year 5	323,952	\$809,900	\$1,457,800

¹ Assumes FY 2011 attendance.

² Years 2-5 assume annual rate change of 8.9% for first 5 years after opening.

TABLE 2

**ESTIMATED SPENDING BY NEW WORKERS
DOWNTOWN BREA DEVELOPMENT ALTERNATIVES
BREA, CALIFORNIA**

Potential Office Space	15,000			
Square feet of Office per Employee	225			
Estimated Number of Employees	67			
Estimated Annual Income	\$77,800 ¹			
Estimated Annual Payroll	\$5,200,000			
Estimated Annual Spending ²				
	Low		High	
	Per Employee	Annual Total	Per Employee	Annual Total
Full-Service Restaurants and Fast Food				
Full-Service Restaurants	\$705	\$47,000	\$1,169	\$77,900
Fast Food/Deli/Lunch Eateries	\$853	\$56,800	\$1,267	\$84,500
Goods & Services				
Departments Stores	\$487	\$32,500	\$1,000	\$66,700
Discount Stores	\$611	\$40,800	\$958	\$63,900
Drug Stores	\$410	\$27,300	\$696	\$46,400
Grocery Stores	\$1,164	\$77,600	\$1,593	\$106,200
Clothing Stores	\$239	\$15,900	\$506	\$33,700
Shoe Stores	\$183	\$12,200	\$397	\$26,400
Sporting Goods	\$188	\$12,600	\$421	\$28,100
Electronics/Phones/Computers	\$482	\$32,100	\$1,060	\$70,600
Jewelry	\$202	\$13,500	\$475	\$31,700
Office Suppliers/Stationery/Novelty	\$400	\$26,700	\$731	\$48,700
Warehouse Clubs	\$665	\$44,300	\$1,098	\$73,200
Other Goods (florists, non-food)	\$202	\$13,500	\$450	\$30,000
Personal Care	\$311	\$20,700	\$521	\$34,700
Personal Services	\$268	\$17,900	\$496	\$33,100
Other Services	\$264	\$17,600	\$485	\$32,300
Entertainment	\$270	\$18,000	\$501	\$33,400
Total	\$7,906	\$527,000	\$13,824	\$921,500
Assumes 65% of Sales Captured in Brea		\$343,000		\$599,000
City of Brea Sales Tax ³		\$3,300		\$5,700

Source: International Council of Shopping Centers; County Business Patterns; Claritas; KMA

¹ Average payroll per Finance & Insurance employee - 2009 County Business Patterns for Orange County

² Utilizes a survey conducted by ICSC of annual average retail spending by office workers in suburban locations.

³ Assumes 5% of the sales are non-taxable.

TABLE 3

**RETAIL ECONOMIC IMPACT
DOWNTOWN BREA DEVELOPMENT ALTERNATIVES
BREA, CALIFORNIA**

	Sales Per Square Foot	Total Sales		City Share of Sales Tax	
		Ground Level	Ground	Ground Level	Ground
Tower Records Building					
Tenant					
Apparel	\$300	\$4,500,000		\$45,000	
Arts & Crafts	\$150	\$2,250,000		\$22,500	
Bookstore	\$150	\$2,250,000		\$22,500	
Electronics	\$1,000	\$15,000,000		\$150,000	
Foodstore ¹	\$500	\$7,500,000		\$26,300	
Home Furnishings	\$200	\$3,000,000		\$30,000	
Office Supply	\$200	\$3,000,000		\$30,000	
Restaurant	\$500	\$7,500,000		\$75,000	
Sporting Goods	\$200	\$3,000,000		\$30,000	
Retail in Parking Structure					
		Single Level		Single Level	
Miscellaneous Retail	\$250	\$3,750,000		\$37,500	
Restaurant	\$450	\$6,750,000		\$67,500	

¹ Sales are typically 35% taxable.

TABLE 4

**RETAIL LEASE RATE COMPARABLES
DOWNTOWN BREA DEVELOPMENT ALTERNATIVES
BREA, CALIFORNIA**

No.	Address	Center	Property Type	Asking Rate	Type	Building Size	SF Available	Vacancy
1	405 S. State College	Brea Park Plaza	Retail	\$1.00	NNN	15,000	690	5%
2	2465 E. Imperial Hwy	Brea Union Plaza	Power Center	\$3.35	NNN	600,000	3,000	1%
3	710 N. Brea	North Brea Center	Neighborhood Center	\$1.95	NNN	4,037	827	100%
4	900 E. Imperial Hwy.	North Brea Center	Neighborhood Center	\$1.95	NNN	24,100	3,210	12%
5	120 S. Brea	Brea Ranch Center	Neighborhood Center	\$2.75	NNN	3,281	2,800	100%
6	721 E. Imperial Hwy	Downtown Restaurant	Restaurant	\$3.50	NNN	2,230	3,281	100%
7	1130 E. Imperial Hwy	721 E. Imperial Hwy	Strip Center	\$3.00	NNN	45,000	2,230	16%
8	1201 W. Central	Brea Imperial Center	Neighborhood Center	\$2.50	NNN	45,000	7,412	16%
9	395 W. Central	Brea West Shopping Ctr.	Neighborhood Center	\$1.50	NNN	4,366	2,743	100%
10	391 State College	Brea West Shopping Ctr. New Project	Neighborhood Center	\$1.25	NNN	5,250	5,250	22%
11	379 W. Central	Brea Imperial Center	Retail Pad	\$1.43	NNN	45,283	2,359	100%
12	724 N. Brea	Brea Imperial Center	Strip Center	\$2.50	NNN	7,740	3,590	15%
13	2500 Imperial Hwy	Taylor Retail Plaza	Strip Center	\$2.00	NNN	64,945	9,840	2%
14	191 S. Kraemer	Brea Center	Strip Center	\$1.65	NNN	230,000	4,725	100%
15	2315 E. Imperial Hwy	Imperial Center East Brea Plaza Bank Bldg. Brea Union Plaza I	Retail Community Center Free Standing Bldg. Power Center	\$2.25 \$3.50 \$1.80 \$3.25	NNN NNN NNN NNN	5,000 575,570	5,000 14,722	3%
Lease Rate Range				\$1.00 - \$3.50				
Weighted Average Lease Rate				\$2.42				

Note: Data search includes the City of Brea

Source: LoopNet.com 6/2012.

TABLE 5

**OFFICE LEASE RATE COMPARABLES
DOWNTOWN BREA DEVELOPMENT ALTERNATIVES
BREA, CALIFORNIA**

No.	Address	Center	Property Type	Asking Rate	Type	Building Size	SF Available	Vacancy
1	1203 W. Imperial	Imperial Business Prk	Office Building	\$1.10	MG	38,350	938	22%
		Imperial Business Prk	Office Building	\$0.90	MG		2,840	
		Imperial Business Prk	Office Building	\$1.20	MG		1,300	
		Imperial Business Prk	Office Building	\$1.10	MG		875	
		Imperial Business Prk	Office Building	\$1.30	MG		460	
		Imperial Business Prk	Office Building	\$1.20	MG		2,068	
2	745 S. Brea	Brea Office	Office Building	\$1.50	MG	7,800	2,568	33%
3	675 Placentia	Fairway Center II	Office Building	\$1.50	FS	133,943	15,309	11%
4	3000 E. Birch	Birchbrook Office Park	Office Building	\$1.50	MG	24,675	4,470	26%
				\$1.35	MG		1,845	
5	601 Valencia	Kilroy Center	Office Building	\$1.50	MG	62,000	62,000	100%
6	255 W. Central	Oliak Medical Center	Medical Office	\$2.30	MG	11,040	6,285	57%
7	259 S. Randolph	Brea Mall Exec. Plaza	Office Building	\$1.50	MG	44,388	3,066	7%
8	770 S. Brea	770 Building	Neighborhood Center	\$1.50	MG	20,000	1,400	7%
9	3 Pointe Drive	Olen Pointe Bus. Park	Office Building	\$1.75	MG	77,373	3,992	5%
10	500 S. Kraemer	Brea Park Center	Office Building	\$1.20	FS	94,582	60,771	64%
11	145 S. State College	145 S. State College	Office Building	\$1.75	MG	162,472	853	1%
12	100 S. State College	Brea Campus	Office Building	\$2.10	FSG	15,461	15,461	100%
13	3230 E. Imperial Hwy	Brea Corporate Plaza	Office Building	\$1.90	FSG	117,336	32,073	27%
14	135 S. State College	Brea Campus	Office Building	\$2.25	FSG	167,054	80,818	48%
15	145 S. State College	Brea Campus	Office Building	\$2.25	FSG	162,779	5,235	3%
16	140 S. State College	Brea Financial Com.	Office Building	\$1.20	MG	72,023	72,023	100%
17	3350 E. Birch	Birch Corporate Center	Office Building	\$1.60	FSG	70,590	23,900	34%
18	40 Pointe Drive	Olen Pointe Brea	Office Building	\$2.20	FSG	129,924	26,265	20%
19	915 W. Imperial	915 W. Imperial	Office Building	\$1.20	FSG	82,250	4,500	5%
20	455 S. State College	455 S. State College	Office Building	\$2.25	MG	6,693	6,693	100%
21	675 Placentia	Fairway Center Ph II	Office Building	\$1.95	FSG	133,453	6,435	5%
Lease Rate Range				\$0.90 - \$2.30				
Weighted Average Lease Rate				\$1.67				

Note: Data search includes the City of Brea
Source: LoopNet.com 6/2012.

TABLE 6

PARKING RATE SURVEY
DOWNTOWN BREA DEVELOPMENT ALTERNATIVES
BREA, CALIFORNIA

Venue	Cost	Fee Structure		Maximum
		Initial Cost	Long-Term Cost	
Alhambra Downtown	Free			
Claremont Village	Free			
Culver City Downtown	Free			
Fullerton Downtown	Free			
Irvine Spectrum	Free			
Monrovia Downtown	Free			
Orange Downtown	Free			
San Juan Capistrano Downtown	Free			
Shoppes at Chino Hills	Free			
Victoria Gardens	Free			
Americana at Brand - Glendale	Pay	First 1 Hour Free	1 - 1.5 Hours - \$3; \$1 Every 30 Minutes Thereafter	\$9
Anaheim Downtown	Pay	First 2 Hours Free with Validation	\$.75 Per Hour after 2 Hours or without Validation	\$6
Downtown Disney	Pay	First 3 Hours Free	\$6 Per Hour Thereafter	\$30
Huntington Beach Downtown	Pay	First 2 Hours - \$1.50-\$2.00	\$1-\$2 Per 20 Minutes Thereafter	\$10-\$15
Laguna Beach Downtown	Pay	\$2 Per Hour		3 Hour Limit
Pasadena Downtown	Pay	First 1.5 Hours Free	\$2 Per Hour Thereafter	\$6
Santa Barbara	Pay	First 75 Minutes Free	\$.50 Per Hour Thereafter	NA
Santa Monica	Pay	First 2 Hours Free	\$1 Every 30 Minutes Thereafter	\$9
The Grove - Los Angeles	Pay	First 1 Hour Free	1- 3 Hours - \$3; 3+ Hours - \$1 Every 15 Minutes	\$24
The Pike at Rainbow Harbor	Pay	First 1.5 Hours Free with Validation	\$1.50 every 30 Minutes	\$24

TABLE 7

POTENTIAL PARKING REVENUES
DOWNTOWN BREA DEVELOPMENT ALTERNATIVES
BREA, CALIFORNIA

Self-Park Parking Spaces	444	
Initial Free Period (Hours)	2.0	
Potential Daily Utilization per Space	Low 1.50	High 2.00
Share of Cars Exceeding Free Period	30%	40%
Average Length of Stay (Hours)	2.5	2.5
Fee Structure Per Half Hour after 2 Hours	\$0.50	\$1.00
Cars Exceeding 2 Hour Stay	72,900	129,600
Annual Revenue	\$36,500	\$129,600



KEYSER MARSTON ASSOCIATES
ADVISORS IN PUBLIC/PRIVATE REAL ESTATE DEVELOPMENT

MEMORANDUM

ADVISORS IN
REAL ESTATE
REDEVELOPMENT
AFFORDABLE HOUSING
ECONOMIC DEVELOPMENT

To: Mr. Eric Nicoll
Community Development Director
City of Brea

SAN FRANCISCO
A. JERRY KEYSER
TIMOTHY C. KELLY
KATE EARLE FUNK
DEBBIE M. KERN
ROBERT L. WETMORE
REED T. KAWAHARA

From: Kevin Engstrom

Date: December 16, 2013

Subject: Super Block 1 Mixed-Use Project Review

LOS ANGELES
KATHLEEN H. HEAD
JAMES A. RARE
PAUL C. ANDERSON
GREGORY D. SOO-HOO
KEVIN E. ENGSTROM
JULIE L. ROMEY
DENISE BICKERSTAFF

Pursuant to your request, Keyser Marston Associates, Inc. (KMA) evaluated the three alternative plans submitted to the City of Brea (City) for the development of a mixed-use project on the parking lot located adjacent to the Tower Records Building (Project). The Project scenarios include the following:

- Scenario 1 – 72 residential units and an 11,000 square foot library
- Scenario 2 – 72 residential units and 6,595 square feet of commercial
- Scenario 3 – 72 residential units with no commercial or library

The analysis herein reviews the Project pro formas and identifies the potential feasibility gap. The analysis relies on the submittal from the Developer and KMA's experience with other mixed-use developments in Southern California. For each Scenario, the KMA analysis is organized as follows:

- Table 1 - Estimated Development Cost
- Table 2 - Estimated Net Operating Income
- Table 3 - Estimated Feasibility Gap

The analysis is summarized in Table 1, which provides a matrix that compares each Scenario and shows the resultant feasibility gap.

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PRO FORMA REVIEW

The three Project pro formas are attached as follows:

- Attachment 1 – Scenario 1
- Attachment 2 – Scenario 2
- Attachment 3 – Scenario 3

The key pro forma assumptions are provided below.

Construction Costs

The Project costs can be summarized as follows:

- The Developer has assumed a zero land basis for the Project. As such, the City would not receive payment for its property.
- The Developer identified off-site/utility relocation costs of \$750,000. These are included in the Project costs.
- For all three Scenarios, the Project includes 429 parking spaces. For each Scenario, the Developer assumed the residential would require 135 parking spaces, the Project would replace the existing 168 spaces in the parking lot, and an additional 126 spaces would be provided on-site that could be utilized by the proposed Library, commercial or existing retail in the area.
- The parking costs are estimated at approximately \$20,000 per space; these costs include direct construction costs, site prep costs and building foundation costs.
- The direct construction costs are estimated at approximately \$50 per square foot for the residential, \$110 per square foot for the commercial and \$127 per square foot for the Library. All of these costs assume that a share of the foundation and site prep costs is included in the parking costs.
- The general conditions, direct construction contingency and contractor's fee are all included in the additional construction costs line item.
- The direct costs do not include tenant improvement for either the Library or the commercial.

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- The architecture and engineering costs are estimated at \$1.4 million, which equates to 8.2% to 8.9% of direct costs, which is relatively high. Typically, these costs range from 6% to 8% of direct costs for mixed-use projects.
- The City will need to review the estimated permits and fees.
- The taxes, insurance, legal and accounting costs are estimated at \$726,000 which equates to 4.3% to 4.6% of direct costs, which is relatively high. Typically, these costs range from 1.5% to 2.5% of direct costs for mixed-use projects.
- A developer fee of \$200,000 was estimated, which equates to slightly over 1%. Typically, these fees are 3% to 5% of direct costs.
- The financing costs are relatively high for the Project, ranging from \$1.8 million to \$1.9 million.

Overall, the costs appear to reflect a reasonable quality level for the Project.

Estimated Net Operating Income

Apartment

In each Scenario, Table 2 shows the estimated Net Operating Income (NOI), which is summarized below:

- The projected residential rents are as follows:
 - Studio - \$1,000 per month
 - One Bedroom - \$1,350 per month
 - Two Bedroom - \$1,700 to \$2,200 per month

These rents reflect a premium over the current rents the Developer is receiving from existing projects in the Downtown. In addition, KMA reviewed the asking rents for a number of apartment projects in Brea and found that the one bedroom rents ranged from \$1,100 to \$1,480 and two bedroom rents ranged from \$1,450 to \$1,900. As such, the rents estimated herein appear to be reasonable.

- The Developer did not identify a vacancy factor; however, this could be included in the total operating expenses estimated by the Developer. Typically, pro formas for apartment projects estimate a vacancy rate ranging from 3% to 5% of gross income.

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- The total operating expenses are estimated at \$5,730 per unit, which equates to 30% of revenues. These expenses would include the general operating expenses, management fees, operating and capital reserves and property taxes. Overall, these costs are relatively low.

The apartment NOI is \$962,000 in each scenario.

Commercial/Library

The Developer estimated a value of \$200 per square foot for the commercial and library components. For the commercial in Scenario 2, KMA estimated a set of assumptions that results in a value that is similar to the Developer.

- The rents are estimated at \$2.00 per square foot.
- A 5% vacancy rate is assumed.
- The management expenses are estimated at 3% of effective gross income. The reserves are estimated at 1% of gross income.

For Scenario 2, the commercial NOI is \$143,000.

Estimated Project Surplus/(Feasibility Gap)

Table 3 shows the estimated feasibility gap for each Scenario. KMA conducted a return on cost analysis, which assumed a 6% targeted return threshold for the apartments and 10% return for the commercial. The analysis is summarized below.

Project Feasibility Gap			
	Scenario 1	Scenario 2	Scenario 3
<u>Supported Investment</u>			
Apartment	\$16,033,000	\$16,033,000	\$16,033,000
Commercial	\$0	\$1,430,000	\$0
Library	<u>\$2,200,000</u>	<u>\$0</u>	<u>\$0</u>
Total Supported Investment	\$18,233,000	\$17,463,000	\$16,033,000
<u>Project Costs</u>	(\$22,417,000)	(\$21,943,000)	(\$20,988,000)
<u>Feasibility Gap</u>	(\$4,184,000)	(\$4,480,000)	(\$4,955,000)
Feasibility Gap + Library	(\$6,384,000)	(\$4,480,000)	(\$4,955,000)

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SUMMARY

The analysis provided herein provides an order of magnitude estimate of the potential feasibility gap for the Project under three Scenarios. Ultimately, the replacement of the existing spaces and provision of additional parking has a significant impact on Project feasibility. The key issues for the City to consider as it moves forward with this Project include:

- Scenario 1 – The feasibility gap for this Scenario is \$4.2 million; however, this gap assumes the City contributes \$2.2 million towards the Library construction costs. Therefore, if the City were to subsidize the entire feasibility gap, then its contribution to the Project would need to be \$6.4 million.
- Scenario 2 – The feasibility gap for this Scenario is \$4.5 million. This assumes the Developer owns or sells the commercial space to another party. Given its location, this commercial is unlikely to be as desirable as space located along Brea or on Birch west of Brea.
- Scenario 3 – The feasibility gap for this Scenario is \$5.0 million. This development would be a straight residential project.
- Project Costs - While some costs may be overstated, there are other costs that appear to be understated. KMA conducted a sensitivity test on these costs and found that the total development costs for each Scenario seems to be reasonable.
- Project Design – For the apartments, approximately 77% of the space is rentable. Typically, 85% to 90% of apartment projects are rentable, as such there is a significant amount of circulation/community space in the Project. While this space does not generate income, it does add value to the apartment rents as an amenity.
- Library Costs/Value – The Developer assumed a value for the Library of \$2.2 million (\$200 per square foot). This value would need to be negotiated with the City. In addition, the Library costs included in the pro forma only bring this portion of the Project to a vanilla shell; therefore, the City would still need to make additional tenant improvements (e.g. elevator, fixtures, shelving) prior to occupying the space.

To: Mr. Eric Nicoll, City of Brea
Subject: Super Block 1 Mixed-Use Project Review

December 16, 2013
Page 6

- Commercial Costs/Value - The Developer's imputed value of \$200 per square foot for the commercial appears to be relatively low, as the imputed rent of \$2.00 per square foot is at the low end of the market. However, the Project costs do not include a tenant improvement allowance and the location is not as desirable for retail as other locations in the Downtown.
- Offsites/Utility Relocation – These costs are estimated at approximately \$750,000 and are included in the construction costs and ultimately are part of the Project feasibility gap.
- Parking – Scenario 3 provides a significant amount of parking, as it replaces the 168 existing spaces and provides an additional 126 parking spaces for Downtown commercial establishments. The net impact of Scenarios 1 and 2 would be significantly less, as the Project would need to provide parking for the 11,000 square foot Library or the 6,595 square feet of on-site commercial.
- Rent Sensitivity – KMA conducted a sensitivity analysis on the projected apartment rents. After holding all of the other Project assumptions constant, the apartment rents would need to increase approximately 20% to reduce the feasibility gap to \$0.
- Land Basis – In all of the Scenarios, the Project generates a significant feasibility gap and the City does not receive payment for its land.

Attachments

TABLE 1

**PRO FORMA SCENARIO SUMMARY
TOWER RECORDS MIXED USE PROJECT
BREA, CALIFORNIA**

Brea Downtown Scenarios			
	Scenario 1	Scenario2	Scenario 3
I. Project Area			
Residential	82,412	82,412	82,412
Commercial	0	6,595	0
Library	<u>11,000</u>	<u>0</u>	<u>0</u>
<i>Total</i>	93,412	89,007	82,412
II. Parking Spaces			
Residential	135	135	135
Existing Spaces	168	168	168
Other (Library/Commercial/Surplus)	<u>126</u>	<u>126</u>	<u>126</u>
<i>Total</i>	429	429	429
III. Development Costs			
Land Acquisition	\$0	\$0	\$0
Direct Costs	16,988,000	16,561,000	15,701,000
Indirect Costs	3,520,000	3,520,000	3,520,000
Financing Costs	<u>1,909,000</u>	<u>1,862,000</u>	<u>1,767,000</u>
<i>Total Development Costs</i>	\$22,417,000	\$21,943,000	\$20,988,000
Per Square Foot	\$240	\$247	\$255
IV. Residential NOI			
Residential Units	72	72	72
Effective Gross Income	1,375,000	1,375,000	1,375,000
Operating Expenses	<u>(413,000)</u>	<u>(413,000)</u>	<u>(413,000)</u>
<i>Net Operating Income</i>	\$962,000	\$962,000	\$962,000
V. Commercial NOI			
Commercial Sq. Feet	0	6,595	0
Effective Gross Income	0	150,000	0
Operating Expenses	<u>0</u>	<u>(7,000)</u>	<u>0</u>
<i>Net Operating Income</i>	\$0	\$143,000	\$0
VI. Project Supported Investment			
Residential Supported Investment	\$16,033,000	\$16,033,000	\$16,033,000
Commercial Supported Investment	0	1,430,000	0
Library Supported Investment	<u>2,200,000</u>	<u>0</u>	<u>0</u>
<i>Total Supported Investment</i>	\$18,233,000	\$17,463,000	\$16,033,000
VII. Project Feasibility Gap			
Feasibility Gap	(\$4,184,000)	(\$4,480,000)	(\$4,955,000)
Feasibility Gap + Library Reimbursement	(\$6,384,000)	(\$4,480,000)	(\$4,955,000)

**Attachment 1
Scenario 1**

**Assumes 11,000 Square Foot Library
and No Commercial**

ATTACHMENT 1 - TABLE 1

ESTIMATED CONSTRUCTION COSTS
93,412 SQUARE FOOT MIXED USE PROJECT
SCENARIO 1
BREA, CALIFORNIA

I.	<u>Land Acquisition</u>	93,412 Sq. Feet	\$0	0.0%	\$0
II.	<u>Direct Costs</u>				
	Off-Site Improvements	\$750,000 Allowance			\$750,000
	Parking	429 Spaces	\$19,972 /Space		8,568,000
	Residential	82,412 Sq. Feet	\$51 /SF		4,206,000
	Library	11,000 Sq. Feet	\$127 /SF		1,395,000
	Commercial	0 Sq. Feet	\$0 /SF		0
	Direct Construction Costs				<u>\$14,919,000</u>
	Additional Direct Costs	13.9% Direct Costs			<u>2,069,000</u>
	Total Direct Costs				\$16,988,000
III.	<u>Indirect Costs</u>				
	Architecture, Eng. & Consulting	8.2% Direct Cost			\$1,392,000
	Permits & Fees/Impact Fees	93,412 Sq. Feet	\$10.48 /SF		979,000
	Taxes, Ins, Legal & Acctg	4.3% Direct Cost			726,000
	FF&E	93,412 Sq. Feet	\$0.90 /SF		87,000
	Development Management	1.2% Direct Costs			200,000
	Contingency Allowance	4.0% Indirect Costs			<u>136,000</u>
	Total Indirect Costs				\$3,520,000
IV.	<u>Financing Costs</u>				
	Construction Interest	\$1,909,130 Allowance			\$1,909,000
	Loan Fees	0 Allowance			<u>0</u>
	Total Financing Costs				\$1,909,000
V.	Total Construction Costs				\$22,417,000
				Per SF	\$240

ATTACHMENT 1 - TABLE 2

ESTIMATED STABILIZED NET INCOME¹
93,412 SQUARE FOOT MIXED USE PROJECT
SCENARIO 1
BREA, CALIFORNIA

Apartment Revenue Projections

I. <u>Rental Income</u>			
TH 2Bd/2Ba	6 Units	\$2,000 /Unit	\$144,000
TH 2Bd/2Ba	6 Units	\$2,200 /Unit	158,000
Studio	8 Units	\$1,000 /Unit	96,000
Apt 1Bd/1Ba	20 Units	\$1,350 /Unit	324,000
Apt 2Bd/1Ba	32 Units	\$1,700 /Unit	653,000
Gross Apartment Income	72 Units		<u>\$1,375,000</u>
(Less): Vacancy & Collection	0.00% Income		<u>\$0</u>
Effective Gross Income			<u>\$1,375,000</u>
II. <u>Operating Expenses</u>			
General Operating Expenses	72 Units	\$5,730 /Unit	(\$413,000)
Management	0.00% Gross Effective Income		0
Operating & Capital Reserves	0.00% Gross Income		0
Property Taxes	0.00% Value		<u>0</u>
Total Expenses			<u>(\$413,000)</u>
III. <u>Apartment Net Operating Income</u>			<u>\$962,000</u>

Commercial Revenue Projections

I. <u>Rental Income</u>			
Commercial	0 Sf	\$2.00 /Sf	<u>\$0</u>
Gross Retail Income			<u>\$0</u>
(Less): Vacancy & Collection	5.00% Gross Income		<u>0</u>
Effective Gross Income			<u>\$0</u>
II. <u>Operating Expenses</u>			
Management Fee	3.00% Effective Gross Income		0
Reserve	1.00% Gross Income		<u>0</u>
Total Expenses			<u>\$0</u>
III. <u>Commercial Net Operating Income</u>			<u>\$0</u>

ATTACHMENT 1 - TABLE 3

ESTIMATED PROJECT SURPLUS / FEASIBILITY GAP
93,412 SQUARE FOOT MIXED USE PROJECT
SCENARIO 1
BREA, CALIFORNIA

I. <u>Apartment Supported Investement</u>			
Apartment NOI	\$962,000	Net Operating Income	
Apartment Supported Investment	6.00%	Return on Cost	\$16,033,000
II. <u>Commercial Supported Investement</u>			
Commercial NOI	\$0	Net Operating Income	
Commercial Supported Investment	10.00%	Return on Cost	\$0
III. <u>Library Investment</u>			
Library Square Feet	11,000	Sq. Feet	
Purchase Price of Library	\$200.00	/Sq. Foot	\$2,200,000
IV. <u>Total Construction Costs</u>			(\$22,417,000)
V. <u>Project Feasibility Gap</u>			(\$4,184,000)
Feasibility Gap without Library Reimbursement			(\$6,384,000)

**Attachment 2
Scenario 2**

**Assumes 6,595 Square Feet of Commercial
and No Library**

ATTACHMENT 2 - TABLE 1

ESTIMATED CONSTRUCTION COSTS
89,007 SQUARE FOOT MIXED USE PROJECT
SCENARIO 2
BREA, CALIFORNIA

I.	<u>Land Acquisition</u>	89,007	Sq. Feet	\$0	0.0%	\$0
II.	<u>Direct Costs</u>					
	Off-Site Improvements	\$750,000	Allowance			\$750,000
	Parking	429	Spaces	\$20,340	/Space	8,726,000
	Residential	82,412	Sq. Feet	\$52	/SF	4,287,000
	Library	0	Sq. Feet	\$0	/SF	0
	Commercial	6,595	Sq. Feet	\$111	/SF	729,000
	Direct Construction Costs					<u>\$14,492,000</u>
	Additional Direct Costs	14.3%	Direct Costs			<u>2,069,000</u>
	Total Direct Costs					\$16,561,000
III.	<u>Indirect Costs</u>					
	Architecture, Eng. & Consulting	8.4%	Direct Cost			\$1,392,000
	Permits & Fees/Impact Fees	89,007	Sq. Feet	\$11.00	/SF	979,000
	Taxes, Ins, Legal & Acctg	4.4%	Direct Cost			726,000
	FF&E	89,007	Sq. Feet	\$1.00	/SF	87,000
	Development Management	1.2%	Direct Costs			200,000
	Contingency Allowance	4.0%	Indirect Costs			<u>136,000</u>
	Total Indirect Costs					\$3,520,000
IV.	<u>Financing Costs</u>					
	Construction Interest	\$1,862,065	Allowance			\$1,862,000
	Loan Fees	0	Allowance			<u>0</u>
	Total Financing Costs					\$1,862,000
V.	Total Construction Costs					\$21,943,000
					Per SF	\$247

ATTACHMENT 2 - TABLE 2

ESTIMATED STABILIZED NET INCOME¹
89,007 SQUARE FOOT MIXED USE PROJECT
SCENARIO 2
BREA, CALIFORNIA

Apartment Revenue Projections

I. Rental Income			
TH 2Bd/2Ba	6 Units	\$2,000 /Unit	\$144,000
TH 2Bd/2Ba	6 Units	\$2,200 /Unit	158,000
Studio	8 Units	\$1,000 /Unit	96,000
Apt 1Bd/1Ba	20 Units	\$1,350 /Unit	324,000
Apt 2Bd/1Ba	32 Units	\$1,700 /Unit	653,000
Gross Apartment Income	72 Units		<u>\$1,375,000</u>
(Less): Vacancy & Collection	0.00% Income		<u>\$0</u>
Effective Gross Income			<u>\$1,375,000</u>
II. Operating Expenses			
General Operating Expenses	72 Units	\$5,730 /Unit	(\$413,000)
Management	0.00% Gross Effective Income		0
Operating & Capital Reserves	0.00% Gross Income		0
Property Taxes	0.00% Value		<u>0</u>
Total Expenses			<u>(\$413,000)</u>
III. Apartment Net Operating Income			<u>\$962,000</u>

Commercial Revenue Projections

I. Rental Income			
Commercial	6,595 Sf	\$2.00 /Sf	<u>\$158,000</u>
Gross Retail Income			<u>\$158,000</u>
(Less): Vacancy & Collection	5.00% Gross Income		<u>(8,000)</u>
Effective Gross Income			<u>\$150,000</u>
II. Operating Expenses			
Management Fee	3.00% Effective Gross Income		(5,000)
Reserve	1.00% Gross Income		<u>(2,000)</u>
Total Expenses			<u>(\$7,000)</u>
III. Commercial Net Operating Income			<u>\$143,000</u>

ATTACHMENT 2 - TABLE 3

ESTIMATED PROJECT SURPLUS / FEASIBILITY GAP
89,007 SQUARE FOOT MIXED USE PROJECT
SCENARIO 2
BREA, CALIFORNIA

I. <u>Apartment Supported Investement</u>			
Apartment NOI	\$962,000	Net Operating Income	
Apartment Supported Investment	6.00%	Return on Cost	\$16,033,000
II. <u>Commercial Supported Investement</u>			
Commercial NOI	\$143,000	Net Operating Income	
Commercial Supported Investment	10.00%	Return on Cost	\$1,430,000
III. <u>Library Investment</u>			
Library Square Feet	0	Sq. Feet	
Purchase Price of Library	\$0.00	/Sq. Foot	\$0
IV. <u>Total Construction Costs</u>			(\$21,943,000)
V. <u>Project Feasibility Gap</u>			(\$4,480,000)

**Attachment 3
Scenario 3**

**Assumes No Commercial
and No Library**

ATTACHMENT 3 - TABLE 1

ESTIMATED CONSTRUCTION COSTS
82,412 SQUARE FOOT MIXED USE PROJECT
SCENARIO 3
BREA, CALIFORNIA

I.	Land Acquisition	82,412 Sq. Feet	\$0	0.0%	\$0
II.	Direct Costs				
	Off-Site Improvements	\$750,000 Allowance			\$750,000
	Parking	429 Spaces	\$20,138 /Space		8,639,000
	Residential	82,412 Sq. Feet	\$51 /SF		4,243,000
	Library	0 Sq. Feet	\$0 /SF		0
	Commercial	0 Sq. Feet	\$0 /SF		0
	Direct Construction Costs				<u>\$13,632,000</u>
	Additional Direct Costs	15.2% Direct Costs			<u>2,069,000</u>
	Total Direct Costs				\$15,701,000
III.	Indirect Costs				
	Architecture, Eng. & Consulting	8.9% Direct Cost			\$1,392,000
	Permits & Fees/Impact Fees	82,412 Sq. Feet	\$11.88 /SF		979,000
	Taxes, Ins, Legal & Acctg	4.6% Direct Cost			726,000
	FF&E	82,412 Sq. Feet	\$1.10 /SF		87,000
	Development Management	1.3% Direct Costs			200,000
	Contingency Allowance	4.0% Indirect Costs			<u>136,000</u>
	Total Indirect Costs				\$3,520,000
IV.	Financing Costs				
	Construction Interest	\$1,767,289 Allowance			\$1,767,000
	Loan Fees	0 Allowance			<u>0</u>
	Total Financing Costs				\$1,767,000
V.	Total Construction Costs				\$20,988,000
				Per SF	\$255

ATTACHMENT 3 - TABLE 2

ESTIMATED STABILIZED NET INCOME¹
82,412 SQUARE FOOT MIXED USE PROJECT
SCENARIO 3
BREA, CALIFORNIA

Apartment Revenue Projections

I. <u>Rental Income</u>			
TH 2Bd/2Ba	6 Units	\$2,000 /Unit	\$144,000
TH 2Bd/2Ba	6 Units	\$2,200 /Unit	158,000
Studio	8 Units	\$1,000 /Unit	96,000
Apt 1Bd/1Ba	20 Units	\$1,350 /Unit	324,000
Apt 2Bd/1Ba	32 Units	\$1,700 /Unit	653,000
Gross Apartment Income	72 Units		<u>\$1,375,000</u>
(Less): Vacancy & Collection	0.00% Income		<u>\$0</u>
Effective Gross Income			<u>\$1,375,000</u>
II. <u>Operating Expenses</u>			
General Operating Expenses	72 Units	\$5,730 /Unit	(\$413,000)
Management	0.00% Gross Effective Income		0
Operating & Capital Reserves	0.00% Gross Income		0
Property Taxes	0.00% Value		<u>0</u>
Total Expenses			<u>(\$413,000)</u>
III. <u>Apartment Net Operating Income</u>			<u>\$962,000</u>

Commercial Revenue Projections

I. <u>Rental Income</u>			
Commercial	0 Sf	\$2.00 /Sf	<u>\$0</u>
Gross Retail Income			<u>\$0</u>
(Less): Vacancy & Collection	5.00% Gross Income		<u>0</u>
Effective Gross Income			<u>\$0</u>
II. <u>Operating Expenses</u>			
Management Fee	3.00% Effective Gross Income		0
Reserve	1.00% Gross Income		<u>0</u>
Total Expenses			<u>\$0</u>
III. <u>Commercial Net Operating Income</u>			<u>\$0</u>

ATTACHMENT 3 - TABLE 3

ESTIMATED PROJECT SURPLUS / FEASIBILITY GAP
82,412 SQUARE FOOT MIXED USE PROJECT
SCENARIO 3
BREA, CALIFORNIA

I. <u>Apartment Supported Investement</u>			
Apartment NOI	\$962,000	Net Operating Income	
Apartment Supported Investment	6.00%	Return on Cost	\$16,033,000
II. <u>Commercial Supported Investement</u>			
Commercial NOI	\$0	Net Operating Income	
Commercial Supported Investment	10.00%	Return on Cost	\$0
III. <u>Library Investment</u>			
Library Square Feet	0	Sq. Feet	
Purchase Price of Library	\$0.00	/Sq. Foot	\$0
IV. <u>Total Construction Costs</u>			(\$20,988,000)
V. <u>Project Feasibility Gap</u>			(\$4,955,000)

Parking structure costs

Building 1 - Behind Old Navy

Existing 135 spaces
N/a 0
Total 135 spaces

Existing

135

Gain

0

Building 2 - Behind Tower Records

Ground floor 170 spaces
2nd level 163
3rd level 168
Total 501 spaces

Existing

178

Gain

323

Total

323

CONCEPT

Structure Cost -
RBC
Construction

Structure Cost -
R&G Builders

Structure Cost -
RD Olson

Building 1 - Sq.Ft.

N/a

Building 2 - Sq.Ft.

78,330

3,282,810
\$ 3,282,810

3,672,894
\$ 3,672,894

4,162,456
\$ 4,162,456

Cost per added space - (4,162,456/323)
(Does not include bridge cost)

\$ 12,900 *

Two structure cost

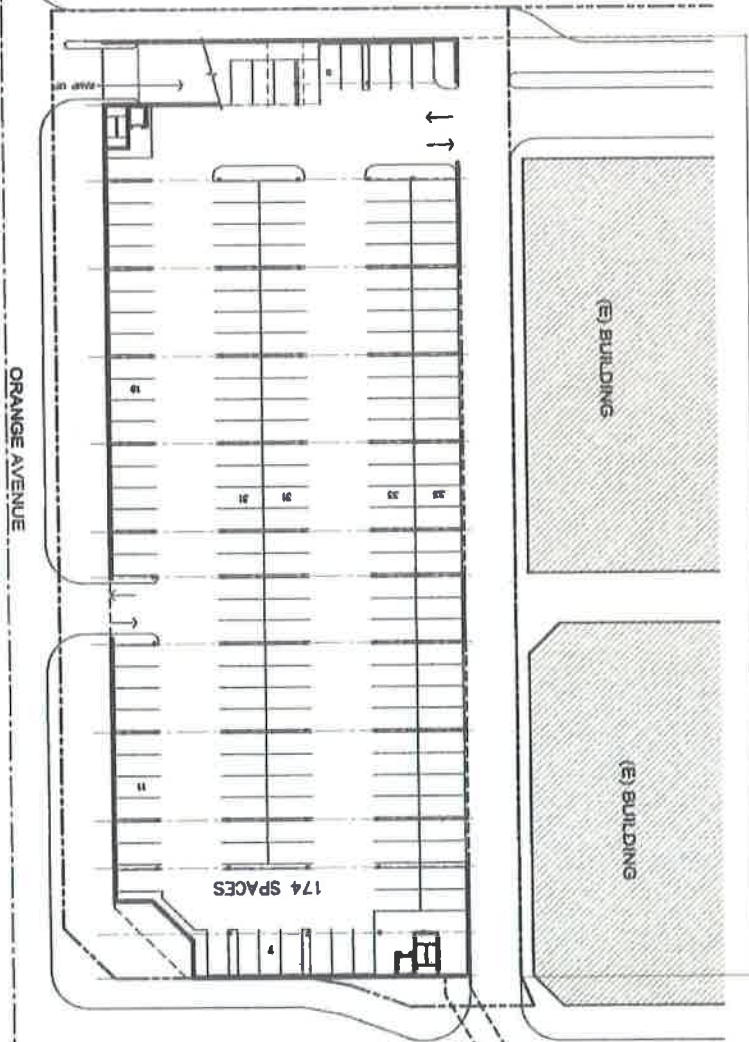
Single, 3-level structure cost

Savings available to cover cost of bridge

\$ 4,977,559
\$ 4,162,456
\$ 815,103

GROUND FLOOR

174 SPACES



ORANGE AVENUE

BIRCH STREET

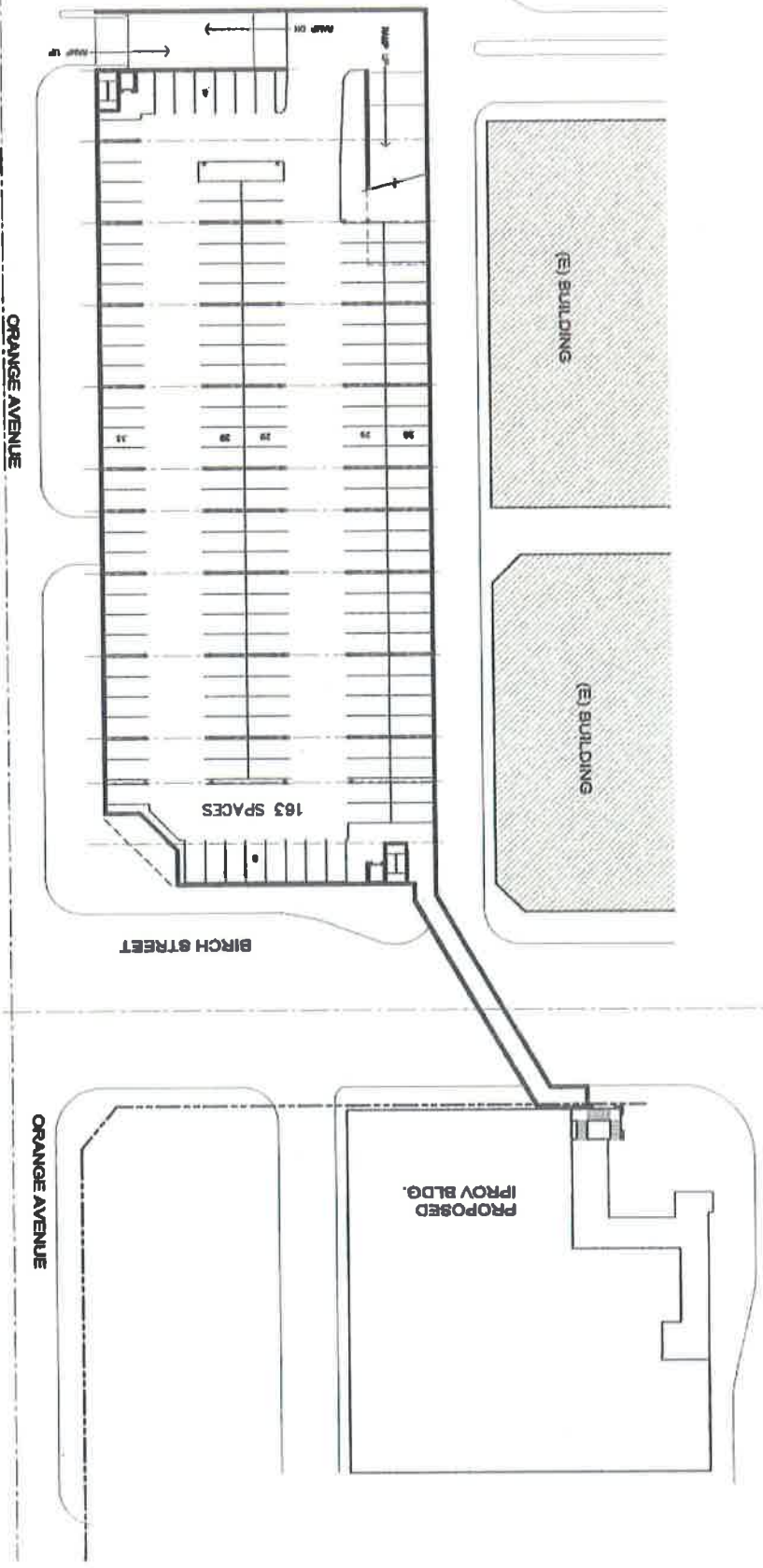
ORANGE AVENUE

PROPOSED
IPROV BLDG.

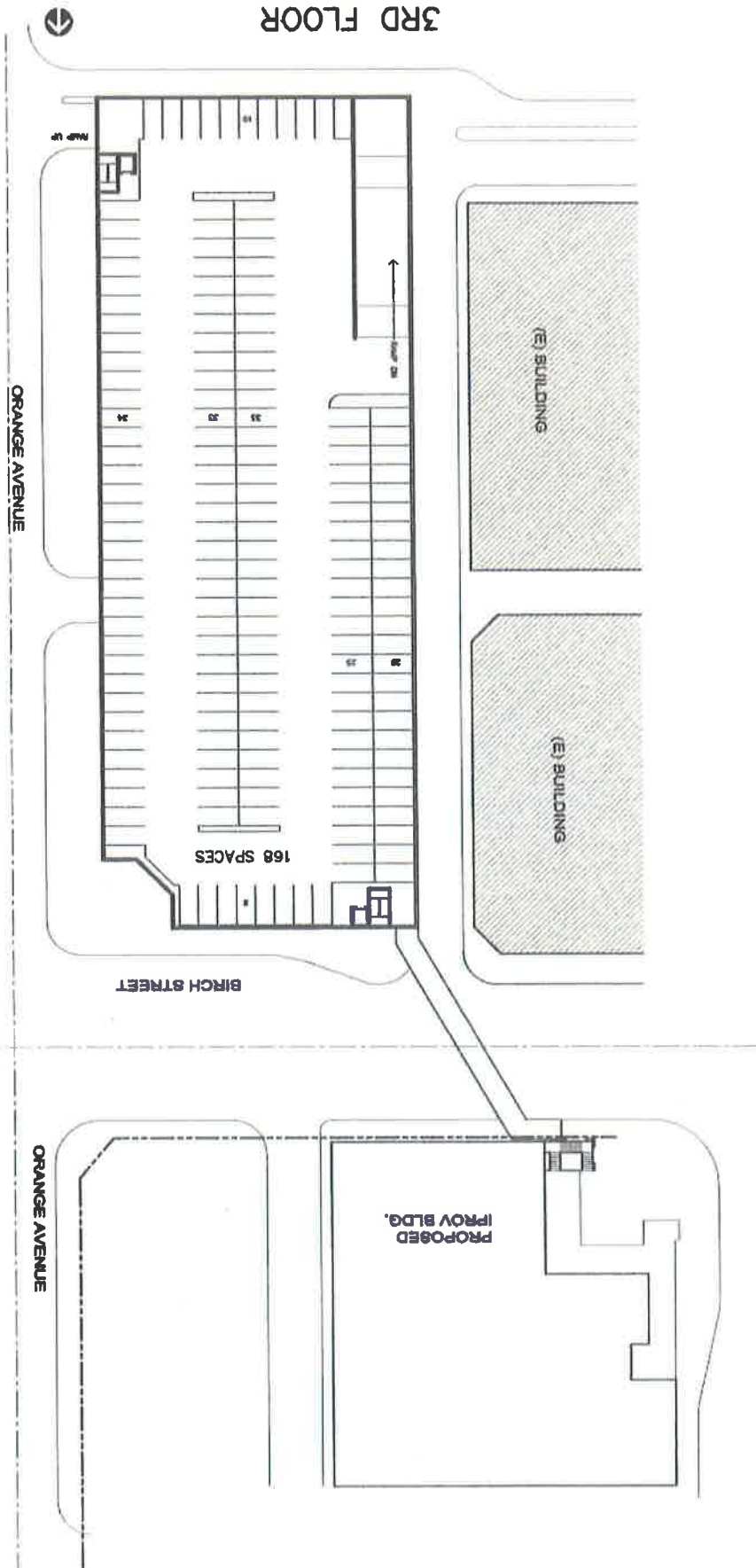
(E) BUILDING

(E) BUILDING

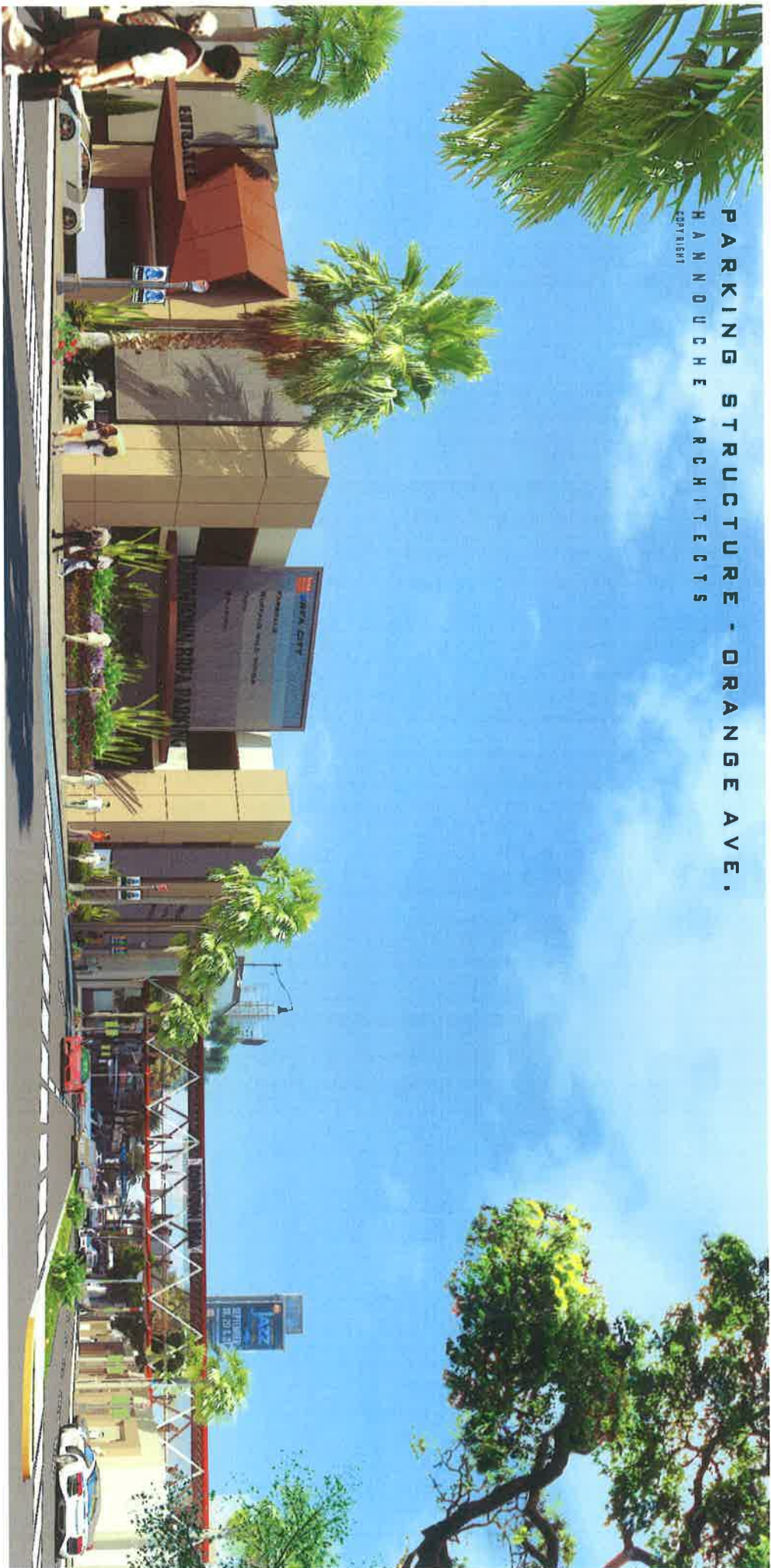
2ND FLOOR
163 SPACES



168 SPACES



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BREA DOWNTOWN UPDATE AND DISCUSSION

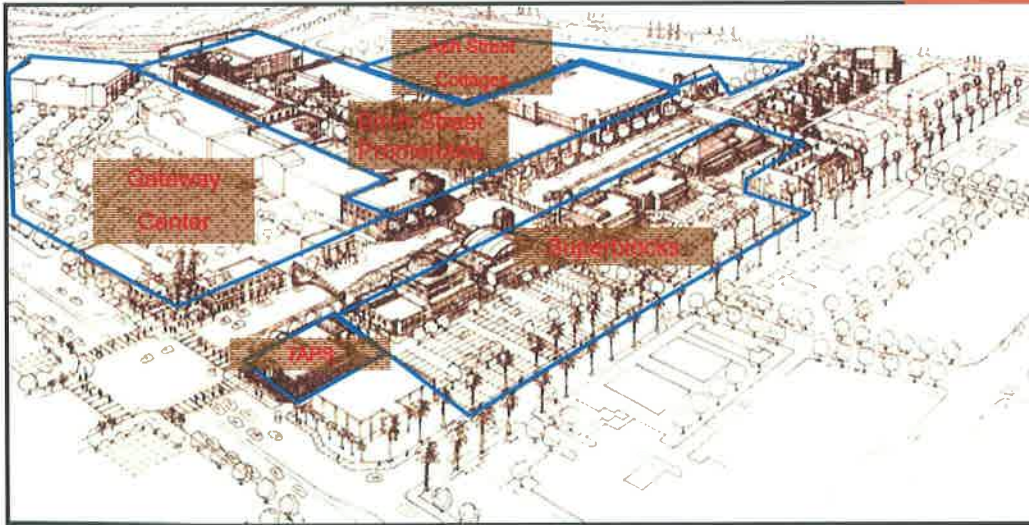
City Council
January 6, 2015

BREA DOWNTOWN UPDATE

- Birch Street and Superblocks now approaching 15 years in age
- Land uses have evolved toward Entertainment and Restaurant uses
- Major property owner investments have realized vital, exciting, tenants
- Regarding parking garage, last direction was to await recovery of Redevelopment funds
- Opportunity for Council "check-in" and discussion on major issues –
 - Super Block I Parking structure
 - Land use vision

BREA DOWNTOWN

brea
down
town



PARKING FACTS

brea
down
town

- Brea Downtown established on concept of "Parking District"
- Always acknowledged that Eastside Superblocks depend on Westside parking
- Current, cumulative Downtown parking inventory addresses current, cumulative land uses
- Downtown continues to evolve toward further Entertainment and Restaurant based uses
- Significant efficiencies, convenience and flexibility for future land uses could be attained from an Eastside parking structure



EXISTING CONDITIONS

PROVIDED

2,111 Parking stalls Within parking structures, surface lots, and Downtown streets

REQUIRED

1,481 Parking stalls Based on 2013 study update, current uses, calibration, and assumed filled vacancies

DISTRIBUTION

389 Parking stalls Eastside of Brea Blvd

1,722 Parking stalls Westside of Brea Blvd



GOALS • BONDS AND REDEVELOPMENT

- 2010 Council goal- Parking Structure on SB I
- Redevelopment bonds to fund three projects—
 - SB I parking structure
 - The Tracks
 - Birch Hills community facility

- 2011 State dissolves Redevelopment Agencies
- Legal challenges filed
 - Brea's bonds in limbo

GOALS • BONDS AND REDEVELOPMENT



2011

Bond funds frozen at State

- Council authorizes \$200k for plans
 - 4 Levels (3 over grade)
 - 444 stalls (292 net over existing)
 - 15,000 sq ft commercial space
 - \$13.2M cost estimate "all in"

2013 - DOWNTOWN OWNERS PRIVATE SOLUTION



In response to the funding challenge and inability to use bond funds, property owners produced a private option for a parking garage

- 72 Residential Apartments
- Commercial tenant space
- 428 parking stalls (252 net over existing)
- \$20M - \$22M cost estimate
- \$4M - \$6M developer feasibility gap
- Owners withdrew this concept prior to Council consideration

2013 DOWNTOWN OWNERS CURRENT CONCEPT

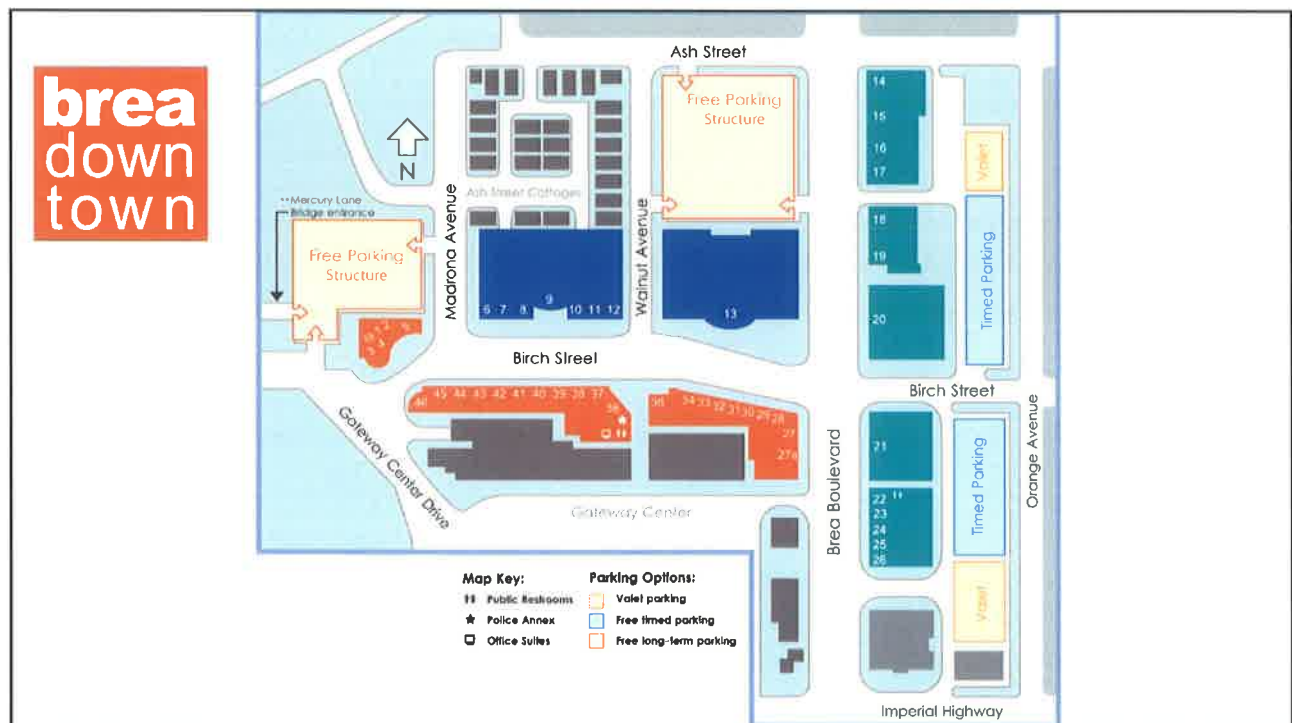
**brea
down
town**

Lower cost option from Downtown owners group

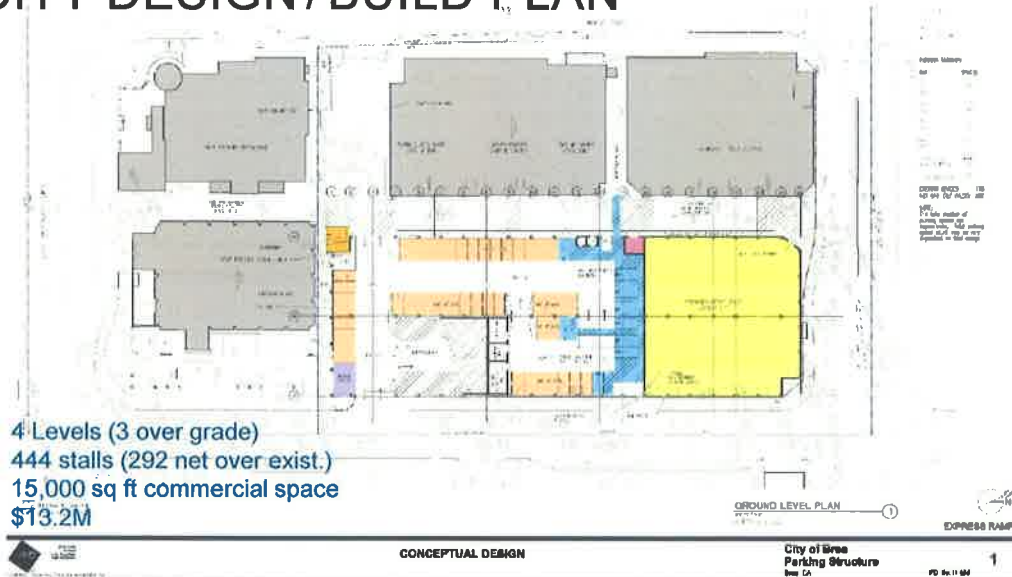
- 3 Levels (2 over grade)
- 501 stalls (323 net over existing)*
- No commercial space
- \$5M**

* 87 of the stalls would be in a "double stack", tandem configuration

** Estimate details unknown, may not include costs for utility relocation, project management, engineering and construction inspections, etc.

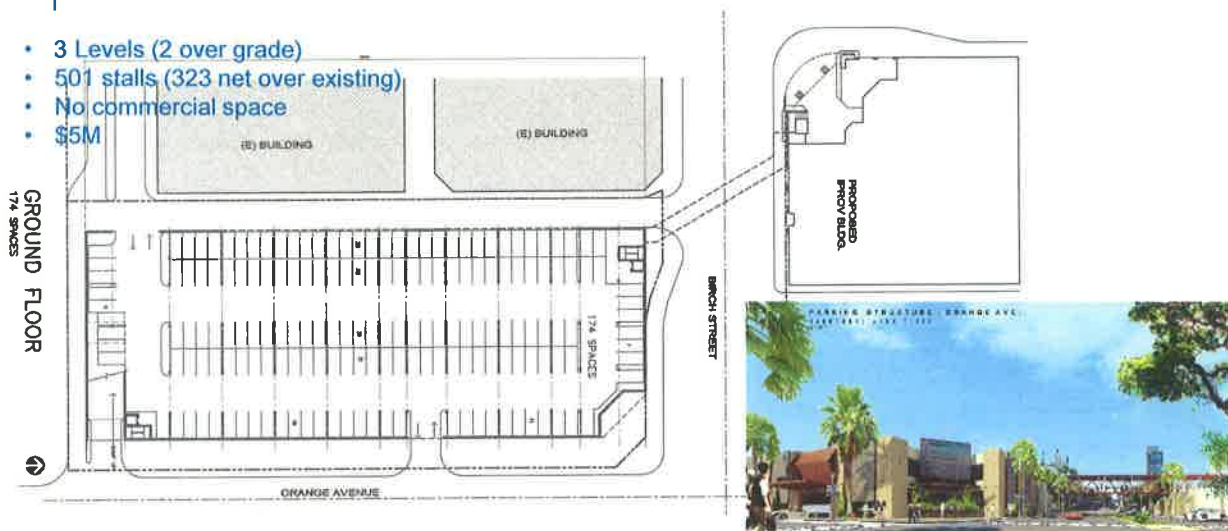


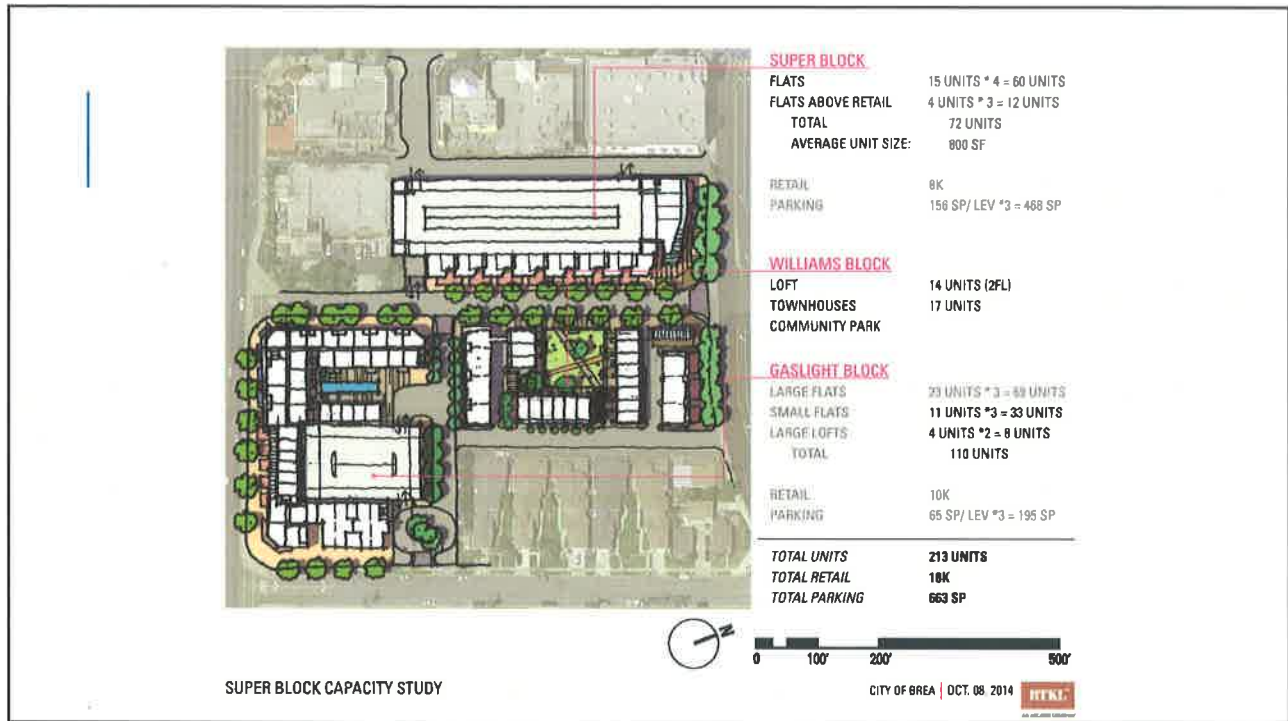
CITY DESIGN/BUILD PLAN



2013 BDOA DESIGN CONCEPT

- 3 Levels (2 over grade)
- 501 stalls (323 net over existing)
- No commercial space
- \$5M







TODAY

"New" Downtown is 15 years old

Opportunity to examine future options

Parking garage is an immediate hot topic for discussion

Future land uses too may have a role in a parking garage consideration

What are the City Council's interests . . . ??



OPTIONS, DISCUSSION AND POLICY QUESTIONS

Does the Council remain interested in exploring a further parking garage for the Downtown?

Does the Council's interest for a parking structure include future land use visioning?

- e.g. commercial uses, residential uses, parking structure would be phase one

Does the Council desire to consider funding for construction outside the unrecovered Redevelopment bond monies?

- Last direction was to await outcome of recovery of Redevelopment funds

Does the Council feel there should be a private property owner financial participation role in the parking structure?

What information and details does the Council require to move forward?



NEXT STEPS

Council to identify informational needs for further discussion

- Details on funding options?
- Details regarding restaurant and entertainment uses proposed by the Downtown owners?
- Additional analysis of cost/benefit of a new parking structure (Keyser Marston study)?
- Other?

BREA CITY COUNCIL MINUTES

JANUARY 6, 2015

STUDY SESSION

**5:00 p.m. - Executive Conference Room
Level Three**

CALL TO ORDER / ROLL CALL - COUNCIL

Mayor Simonoff called the Closed Session of the Brea City Council meeting to order at 5:00 p.m.

COUNCIL / AGENCY / CORPORATION MEMBERS

PRESENT: Hupp, Parker, Vargas, Marick, and Simonoff

ABSENT: None

EXCUSED: None

PUBLIC COMMENT

City Attorney Markman introduced Shiri Klima from his office. Council Member Vargas asked if there would be public discussion on the items. Mayor Simonoff clarified the process that comments could only be made during the public comment period. Glenn Vodhanel spoke regarding a Joint Powers Authority for Police authority. Mayor Simonoff commented that it was not on the agenda. Keith Fullington spoke regarding the State of California finances and pensions. Dwight Manley spoke regarding salaries, pension liability, Birch Hills Golf Course clubhouse, and parking structures.

Council Member Vargas asked for clarification on his conflict with the Birch Hills Golf Course item. City Attorney Markman stated that there is a conflict as Council Member Vargas has earned more than \$500 from Chevron over the last five months and Chevron has a financial interest because they own the land.

Council Member Vargas left the room at 5:14 p.m.

BIRCH HILLS GOLF COURSE CLUBHOUSE

Public Works Director Nicoll and Imperial Golf representative Matt Claybaugh presented a report on the proposed Birch Hills Golf Course Clubhouse. Jim Martinez from Chevron spoke regarding the golf course opening, the trail, and interpretive area. Following discussion, Mayor Simonoff, Mayor Pro Tem Marick, and Council Members Hupp and Parker unanimously directed staff to continue negotiations and return to council at a future council meeting.

Council Member Vargas returned to the room at 6:03 p.m.

BREA DOWNTOWN UPDATE

Community Development Director Crabtree presented a report on the Brea Downtown and options for additional parking. Following discussion, the City Council, unanimously, with all members present, directed staff to work with downtown property owners Dwight Manley and Mark Caplow regarding their parking garage concept, with specific interest to confirm its potential cost. Staff was directed to share its information regarding anticipated site preparation and any utility relocation costs and for the owners group to further refine its anticipated costs and bring the proposal back to the City Council at a future meeting.

Mayor Simonoff recessed the Study Session at 7:39 p.m.

CLOSED SESSION

**6:30 p.m. - Executive Conference Room
Level Three**

CALL TO ORDER / ROLL CALL - COUNCIL

Mayor Simonoff called the Closed Session of the Brea City Council to order at 7:40 p.m.

PUBLIC COMMENT

None.

Conference with City's Labor Negotiator pursuant to Government Code §54957.6 regarding all bargaining units - Administrative and Professional Employees' Association, Brea City Employees' Association, Brea Police Association, Brea Police Management Association, Brea Firefighters' Association, Brea Fire Management Association, and Brea Management Association (Non- Safety); Terrie Stevens, Negotiator

ADJOURNMENT

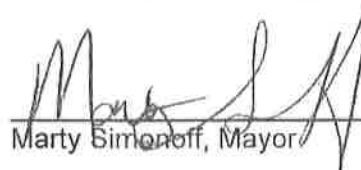
Mayor Simonoff adjourned the meeting at 8:35 p.m.

Respectfully submitted,



Cheryl Balz, City Clerk

The foregoing minutes are hereby approved
this 3rd day of February, 2015.



Marty Simonoff, Mayor

MEMORANDUM

TO: David Crabtree, City of Brea
Maribeth Tinio, City of Brea

FROM: Sean Mohn
Eugene Tang, AICP
Hassan Ahmed, EIT

DATE: October 28, 2013

RE: Brea Downtown Parking Study Update 2013 **Ref:** J1255

Gibson Transportation Consulting, Inc. (GTC) was asked to update the November 2009 Brea Downtown Parking Study Update. This analysis recalibrated the 2009 shared parking model in order to reflect the current usage patterns and evaluate the ability of the existing parking supply to adequately meet the existing parking demands. This update also provides an evaluation of the parking supply related to the projected parking demands of potential redevelopment opportunities. This memorandum summarizes the results of the analysis.

BACKGROUND

The 2009 Brea Downtown Parking Study Update found:

- The target maximum occupancy level was 85-90% of the parking supply, which was consistent with the findings of the 2005 Parking Study Update
- A peak utilization of 63% of the parking supply on a Saturday of a holiday weekend
- The overall vacancy rate of the Downtown area was 24% (of which 14% was in a single former tenant, the Tower Records building)
- The parking supply could sufficiently meet the proposed redevelopment scheme
- Localized demand as a result of the redevelopment scheme may require additional overflow parking on select days

STUDY AREA

The Brea Downtown study area is bound by Ash Street to the north, Orange Avenue to the east, Imperial Highway to the south, and the flood control channel on the west. Three major components comprise the downtown area: the Birch Street Promenade and Superblocks 1 and 2. The Birch Street Promenade is located along Birch Street, from Brea Boulevard

westerly to approximately the Birch Street Parking Structure (Madrona Avenue). Both Superblocks 1 and 2 are located along the eastside of Brea Boulevard; Superblock 1 is south of Birch Street and Superblock 2 is north of Birch Street. For the purposes of this analysis, the Gateway Center is included as a reference point but it is not included within the study area.

A total of 2,303 parking spaces are available in the Brea Downtown area. This supply is comprised of 1,666 spaces in the Birch Street and Brea Boulevard parking structures, 527 spaces in smaller off-street parking lots, 56 marked on-street spaces (along Birch Street, Madrona Avenue, and Walnut Avenue), and approximately 54 unmarked on-street spaces (along Orange Avenue).

EXISTING CONDITIONS

The current land use scheme includes cinema, commercial, entertainment, office, and residential uses, and Table 1 details the floor area amounts of each land use type. There is currently 216,295 square feet (sf) of leasable floor area available in the study area, in addition to 4,700 cinema seats and 62 residential units. Based on current leasing information provided by City staff, there is a vacancy level of approximately 17% (or 36,815 sf) in the downtown area (of which 14% was in a single former tenant, the Tower Records building).

Parking Survey Results

In order to establish the current parking demands, a parking utilization survey was performed on Saturday, August 31, 2013 during the Labor Day weekend. This survey represents the typical summer conditions during a late August/early September holiday weekend. Figure 1 illustrates the locations of the parking utilization survey. It should be noted that Parking Lots 1 and 2 are located in the Gateway Center and were observed for potential users from the Birch Street Promenade. For the purposes of this analysis, these lots were surveyed for reference only and were not included in the analysis.

In addition to the parking surveys, historic parking occupancy data was provided by City staff for the Brea Boulevard (PS 1) and Birch Street (PS 2) Parking Structures. This data was collected through the parking management software utilized for each structure; the hourly parking occupancy of each structure is counted through this system. Data for August 31, 2013 was provided to maintain a consistent dataset with the parking surveys described above.

The August/September peak parking demand of 1,489 spaces was observed at 8:00 PM; this represents an overall occupancy level of 65%. Table 2 presents the results of the combined parking survey and historical parking occupancy data. This occupancy level does not exceed the 85%-90% target maximum occupancy levels identified in the 2009 study.

Existing Conditions Calibration

The parking data described above was used to calibrate the shared parking model to approximate the existing conditions. The calibration shows that the peak demand period would occur in late December. Tables 3A-B and Charts 1A-C illustrate the details of the late December peak month shared parking analysis for both the weekday and weekend conditions. During the peak month, the weekday peak parking demand is estimated at 1,395 spaces at 8:00 PM and the weekend demand is estimated at 1,637 spaces at 8:00 PM. This represents 61% and 71% occupancy during the weekday and weekend, respectively. These parking occupancy levels reflect the maximum parking demand that would be expected under the current 17% vacancy rate in the downtown area.

Existing Conditions with Full Occupancy Calibration

The calibrated shared parking model was used to project the conditions for fully occupied existing land uses. This analysis involved the restoration of the 36,815 sf of vacant commercial space to its designated land use (as provided by City staff) to represent the conditions of a fully occupied downtown area with zero vacancies.

The calibration shows that the peak demand period would occur in late December. Tables 4A-B and Charts 2A-C illustrate the details of the late December peak month shared parking analysis for both the weekday and weekend conditions. During the peak month, the weekday peak demand is estimated at 1,481 spaces at 8:00 PM and the weekend demand is estimated at 1,734 spaces at 8:00 PM. This represents 64% and 75% occupancy during the weekday and weekend, respectively. Again, these parking occupancy levels reflect the maximum parking demand that would be expected under full occupancy of the total leasable floor area in the downtown area.

FUTURE CONDITIONS

GTC identified the potential parking demand generated by the future land use scheme of the Brea Downtown area. As provided by City staff, the future redevelopment scheme consists of converting the 25,000 sf of retail space at 180 Brea Boulevard, currently occupied by Old Navy, into new entertainment space (which may be comprised of live performance theater with associated and distinct bar and restaurant space).

This future redevelopment scheme builds upon the full occupancy scenario described above, with currently vacant commercial space re-occupied by a tenant of the same land use type (as provided by City staff). This redevelopment scheme is also summarized in Table 1.

Redevelopment Scheme

Applying the redevelopment scheme to the shared parking model indicates that the overall peak parking demand occurs during the late December holiday season. The overall weekday peak of 1,667 spaces would occur at 8:00 PM and the overall weekend peak of 1,964 spaces would

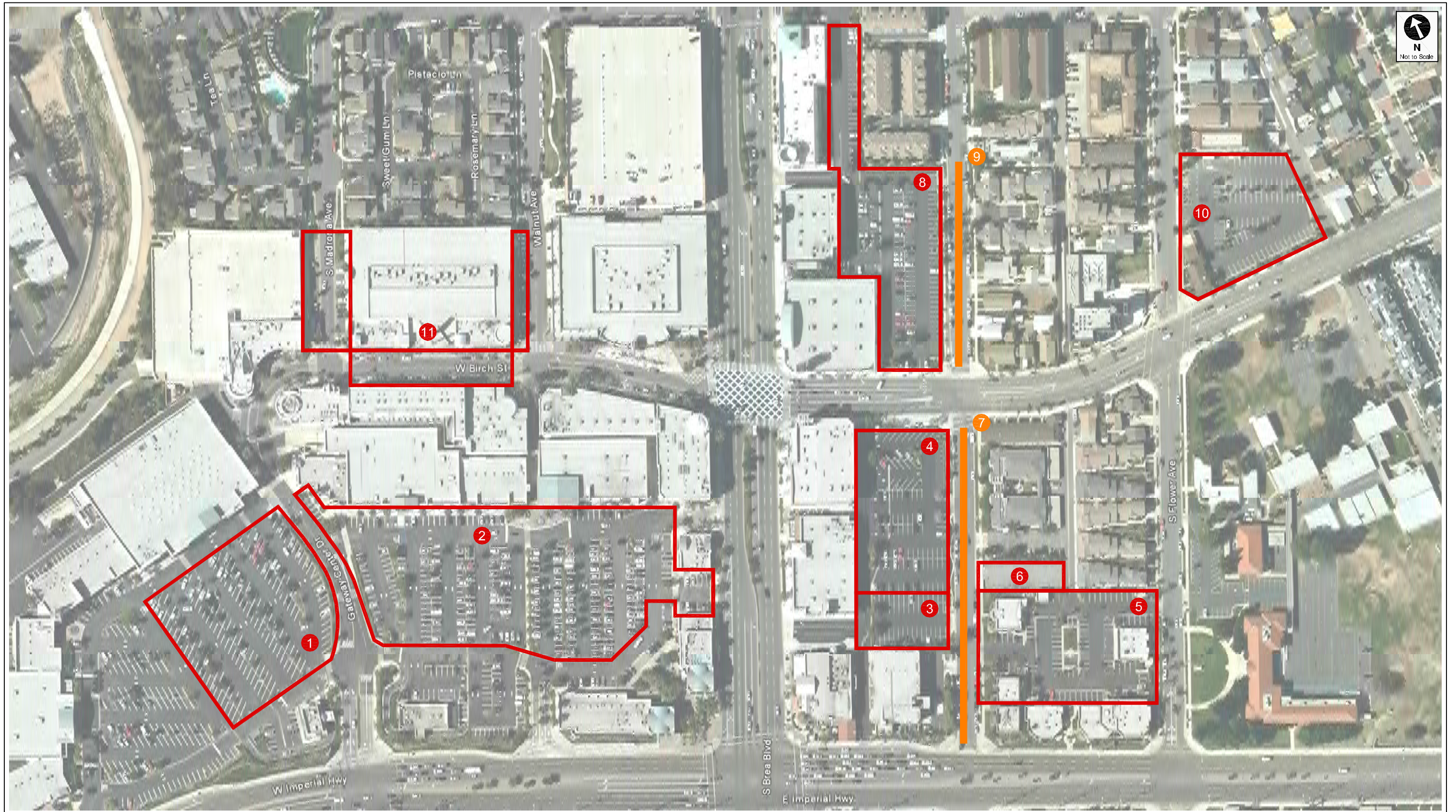
occur at 8:00 PM. This represents a demand level of 72% and 85% of the parking supply, respectively. Tables 5A-B and Charts 3A-C illustrate the details of the Future Scheme's peak month shared parking analysis for both weekday and weekend conditions.

The non-holiday season peak demand occurs during July for both the weekday and weekend periods. The non-holiday weekday peak demand of 1,422 spaces occurs at 8:00 PM, and the non-holiday weekend peak demand of 1,935 spaces occurs at 8:00 PM. This represents a demand level of 62% and 84% of the parking supply, respectively.

The shared parking results indicate that the total existing parking supply in the study area is able to satisfy the peak parking demand of this Future Redevelopment Scheme. Even during the busiest hour of the year, the overall parking supply is anticipated to experience an 84% occupancy level.

SUMMARY

- The Brea Downtown shared parking model was updated to reflect current land use patterns and to project future parking demand based on the proposed redevelopment scheme.
- The existing parking supply consists of 2,303 spaces spread among parking structures, off-street parking lots and curbside street parking.
- The study area has 216,295 sf of commercial space, in addition to 4,700 cinema seats and 62 residential units. The area is currently experiencing a commercial space vacancy rate of 17%.
- Based on the current vacancy rate, the parking surveys revealed a parking occupancy rate of 65% on an August/September holiday weekend.
- Assuming the current vacancy rate, the shared parking model calibration projects an overall peak demand of 71% to occur on a late December weekend.
- Assuming 100% occupancy of the commercial space in downtown, the shared parking model projects a peak demand of 75% on a late December weekend.
- The redevelopment scheme assumes a 100% occupancy level and includes the conversion of 25,000 sf of existing retail space into new entertainment space. The total floor area would not be changed.
- The overall peak parking demand of the redevelopment scheme is projected at 85% on a late December weekend.
- The current parking supply is able to support the parking demands of the existing development, as well as the proposed redevelopment scheme.
- The concept of sharing parking between the various uses of the Brea Downtown district is not a new one. Similar to the various uses, the entire parking supply has always been considered as part of the Brea Downtown parking district and available for use by all area visitors. The consistent and continued usage of parking management strategies reinforces the notion that the parking supply is one unified supply; it also increases the efficiency and effectiveness of the entire parking supply.



SURVEYED LOCATIONS

FIGURE
1

TABLE 1
BREA DOWNTOWN LAND USE SUMMARY
EXISTING AND FUTURE LAND USE SCHEMES

EXISTING (AUGUST 2013)			FUTURE		
LAND USES		SIZE	LAND USES		SIZE
Multiplex Cinema		4,700 seats	Multiplex Cinema		4,700 seats
Residential		62 units	Residential		62 units
Commercial			Commercial		
	IMPROV	8,047 sf		IMPROV	8,047 sf
				Entertainment converted from Retail	25,000 sf [a]
				Subtotal Entertainment	33,047 sf
	FAST FOOD	9,075 sf		FAST FOOD	9,075 sf
	OFFICE	22,022 sf		OFFICE	22,022 sf
	RESTAURANT	77,346 sf		RESTAURANT	77,346 sf
	Vacant	6,815 sf		Restored from Vacant	6,815 sf
	Subtotal Restaurant	84,161 sf		Subtotal Restaurant	84,161 sf
	RETAIL	61,595 sf		RETAIL	61,595 sf
	Vacant	30,000 sf		Restored from Vacant	30,000 sf
	Subtotal Retail	91,595 sf		Converted to Entertainment	(25,000) sf
				Subtotal Retail	66,595 sf
	YOGA STUDIO	1,395 sf		YOGA STUDIO	1,395 sf
	TOTAL FLOOR AREA	216,295 sf		TOTAL FLOOR AREA	216,295 sf
	Total Vacant	36,815 sf		Total Vacant	0 sf
	Vacancy Rate	17%		Vacancy Rate	0%
Parking		2,303 spaces	Parking		2,303 spaces

NOTES:

[a] Entertainment uses may be comprised of live performance theater with associated and distinct bar and restaurant space.

Currently Vacant

Restoration from Existing Vacant

Conversion of Land Use

**TABLE 2
BREA DOWNTOWN PARKING STUDY
PARKING UTILIZATION SURVEY RESULTS**

Lot / Survey Area	Type	Inventory	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
1 [a]	Regular	182	94	120	108	111	89	90	66	85	89	64	45
	ADA	3	3	3	4	3	2	1	1	3	1	2	2
2 [a]	Regular	299	224	245	234	231	222	212	255	296	286	222	139
	ADA	7	3	3	4	1	2	14	6	5	2	2	2
3	Valet	43	16	21	14	14	19	24	34	34	34	22	16
4	Regular	114	66	96	109	100	98	114	113	109	114	81	96
	ADA	5	2	2	2	1	3	5	5	5	5	0	1
5	Valet	88	16	16	18	16	15	21	45	56	52	32	19
	ADA	3	1	0	0	0	0	0	0	0	0	0	0
6	Valet	15	-	-	-	-	-	3	8	17	16	6	3
7	Street	35 [b]	22	19	27	31	25	35	33	37	37	24	14
8	Regular	167 / 85 [c]	55	73	89	76	65	57	77	79	84	77	71
	ADA	6	3	4	5	5	4	2	6	5	5	2	3
	Valet	82 [c]	-	-	-	-	-	6	17	53	55	42	27
9	Street	19 [b]	7	6	7	9	9	8	18	18	18	15	12
10	Valet	82	7	6	11	9	7	7	7	8	11	12	10
	ADA	4	0	0	0	0	0	0	0	0	0	0	0
11	Regular	48	46	38	38	28	42	35	34	42	40	36	34
	ADA	8	5	7	5	4	8	8	8	4	7	7	3
Brea (PS1)	Structure	892	196	319	374	365	465	519	546	715	841	803	556
Birch (PS2)	Structure	774	135	177	174	162	161	184	200	280	318	261	174
TOTAL (3-11 + PS1/2) [d]		2,303	632	802	864	833	951	1,031	1,122	1,344	1,489	1,333	1,042

Notes:

[a] Parking Lots 1 & 2 were surveyed for reference purposes only.

[b] Curb parking inventory calculated at 22' per space. Approximately 770' of curb parking available in Survey Area 7 and 410' of curb parking in Survey Area 9.

[c] Public parking in Lot 8 is comprised of 167 spaces before 5:00PM. After 5:00 PM, the lot is divided into public and valet parking; 85 spaces are available to the public with 82 spaces available to valet operations.

[d] The total excludes Parking Lots 1 & 2.

TABLE 3A
DOWNTOWN BREA
SHARED PARKING DEMAND SUMMARY - EXISTING CONDITIONS

PEAK MONTH: LATE DECEMBER -- PEAK PERIOD: 8 PM, WEEKEND

Projected Parking Supply: 2303 Stalls			Weekday					Weekend					Weekday			Weekend		
Land Use	Project Data		Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit											8 PM	Late December		8 PM	Late December	
Retail	61,595	sf GLA	2.50	1.00	0.75	1.88	/ksf GLA	2.50	1.00	0.75	1.88	/ksf GLA	0.40	0.80	37	0.50	0.80	46
Employee			0.80	1.00	1.00	0.80	/ksf GLA	0.80	1.00	1.00	0.80	/ksf GLA	0.90	0.90	40	0.80	0.90	35
Birch Street Restaurant	26,672	sf GLA	7.50	1.00	0.80	6.00	/ksf GLA	8.00	1.00	0.80	6.40	/ksf GLA	1.00	0.95	152	1.00	0.95	162
Employee			1.50	1.00	1.00	1.50	/ksf GLA	2.00	1.00	1.00	2.00	/ksf GLA	1.00	1.00	40	1.00	1.00	53
Superblock Restaurant	50,674	sf GLA	6.50	1.00	0.80	5.20	/ksf GLA	8.00	1.00	0.80	6.40	/ksf GLA	1.00	0.95	250	1.00	0.95	308
Employee			1.50	1.00	1.00	1.50	/ksf GLA	2.00	1.00	1.00	2.00	/ksf GLA	1.00	1.00	76	1.00	1.00	101
Fast Food Restaurant	9,075	sf GLA	3.00	1.00	0.65	1.95	/ksf GLA	3.50	1.00	0.65	2.28	/ksf GLA	0.50	0.95	8	0.80	0.95	16
Employee			0.55	1.00	1.00	0.55	/ksf GLA	0.60	1.00	1.00	0.60	/ksf GLA	0.60	1.00	3	0.80	1.00	4
Entertainment	8,047	sf GLA	7.50	1.00	1.00	7.50	/ksf GLA	9.00	1.00	1.00	9.00	/ksf GLA	1.00	0.95	57	1.00	0.95	68
Employee			1.50	1.00	1.00	1.50	/ksf GLA	1.00	1.00	1.00	1.00	/ksf GLA	1.00	1.00	12	1.00	1.00	16
Cineplex	4,700	seats	0.13	1.00	1.00	0.13	/seat	0.15	1.00	1.00	0.15	/seat	1.00	1.00	588	1.00	1.00	705
Employee			0.01	1.00	1.00	0.01	/seat	0.01	1.00	1.00	0.01	/seat	1.00	1.00	47	1.00	1.00	47
Health Club - Zen N Fit Yoga	1,395	sf GLA	3.40	1.00	1.00	3.40	/ksf GLA	4.60	1.00	1.00	4.60	/ksf GLA	1.00	1.00	5	0.00	1.00	0
Employee			0.60	1.00	1.00	0.60	/ksf GLA	0.40	1.00	1.00	0.40	/ksf GLA	1.00	1.00	1	0.00	1.00	0
Residential, Owned, Shared Spaces	62	units	0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	0.98	1.00	0	0.98	1.00	0
Reserved	1	sp/unit	1.00	1.00	1.00	1.00	/unit	1.00	1.00	1.00	1.00	/unit	1.00	1.00	62	1.00	1.00	62
Guest	62	units	0.22	1.00	1.00	0.22	/unit	0.22	1.00	1.00	0.00	/unit	1.00	1.00	14	1.00	1.00	14
Office <25 ksf	22,022	sf GLA	0.24	1.00	1.00	0.24	/ksf GLA	0.04	1.00	1.00	0.04	/unit	0.01	0.80	0	0.00	0.80	0
Employee			2.76	1.00	1.00	2.76	/ksf GLA	0.46	1.00	1.00	0.46	/unit	0.07	0.80	3	0.00	0.80	0
ULI base data have been modified from default values.													Customer		1111	Customer		1319
													Employee		222	Employee		256
													Reserved		62	Reserved		62
													Total		1395	Total		1637

**TABLE 3B
DOWNTOWN BREA
PEAK MONTH SUMMARY - EXISTING CONDITIONS**

Late December																											
Weekday Estimated Peak-Hour Parking Demand																											
Projected Parking Supply: 2303 Stalls																								Overall Pk	AM Peak Hr	PM Peak Hr	Eve Peak Hr
	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	8 PM	11 AM	5 PM	8 PM			
Retail	80%	1	5	9	18	37	60	83	92	92	92	88	79	65	51	37	23	14	5	-	37	60	79	37			
Employee	90%	4	7	18	33	37	42	44	44	44	44	44	42	42	42	40	33	18	7	-	40	42	42	40			
Birch Street Restaurant	95%	-	-	-	-	23	61	114	114	99	61	76	114	144	152	152	152	144	114	38	152	61	114	152			
Employee	100%	-	8	20	30	36	36	36	36	36	30	30	40	40	40	40	40	40	34	14	40	36	40	40			
Superblock Restaurant	95%	-	-	-	-	38	100	188	188	163	100	125	188	238	250	250	250	238	188	63	250	100	188	250			
Employee	100%	-	15	38	57	68	68	68	68	68	57	57	76	76	76	76	76	76	65	27	76	68	76	76			
Fast Food Restaurant	95%	1	2	3	5	9	14	17	17	15	10	9	10	14	13	8	5	3	2	1	8	14	10	8			
Employee	100%	1	1	2	2	4	5	5	5	5	4	3	4	5	5	3	2	2	1	1	3	5	4	3			
Entertainment	95%	-	-	-	-	-	-	-	-	-	-	-	14	29	43	57	57	57	57	57	57	-	14	57			
Employee	100%	-	-	-	1	1	1	1	1	1	2	5	8	12	12	12	12	12	12	12	12	1	8	12			
Cineplex Weekday	100%	-	-	-	-	-	-	206	353	441	470	470	470	412	470	588	588	500	412	323	588	-	470	588			
Employee	100%	-	-	-	-	-	-	24	28	28	35	35	47	47	47	47	47	47	33	24	47	-	47	47			
Health Club - Zen N Fit Yoga	100%	-	-	-	3	5	3	-	-	-	-	-	3	5	5	5	5	5	3	-	5	3	3	5			
Employee	100%	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-	1	1	1	1			
Residential, Owned, Shared Spaces	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Reserved	100%	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62			
Guest	100%	-	1	3	3	3	3	3	3	3	3	3	6	8	14	14	14	14	11	7	14	3	6	14			
Office <25 ksf	80%	-	-	1	2	4	2	1	2	4	2	1	-	-	-	-	-	-	-	-	-	-	-	-			
Employee	80%	1	15	37	46	49	49	44	44	49	49	44	24	12	5	3	1	-	-	-	3	49	24	3			
TOTAL DEMAND	Customer	2	8	16	31	119	243	612	769	817	738	772	884	915	998	1,111	1,094	973	789	489	1,111	243	884	1,111			
	Employee	6	46	116	170	196	202	223	227	232	222	219	242	235	228	222	212	196	153	78	222	202	242	222			
	Reserved	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62			
		70	116	194	263	377	507	897	1,058	1,111	1,022	1,053	1,188	1,212	1,288	1,395	1,368	1,231	1,004	629	1,395	507	1,188	1,395			
ULI base data have been modified from default values.																					1,395	507	1,188	1,395			

ULI base data have been modified from default values.

Footnote(s):

Late December																										
Weekend Estimated Peak-Hour Parking Demand																										
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 8 PM	AM Peak Hr 11 AM	PM Peak Hr 5 PM	Eve Peak Hr 8 PM		
Retail	80%	1	5	9	18	37	55	74	88	92	92	88	79	65	55	46	28	18	9	-	46	55	79	46		
Employee	90%	4	7	18	33	37	42	44	44	44	44	44	42	37	35	35	29	20	7	-	35	42	42	35		
Birch Street Restaurant	95%	-	-	-	-	-	24	81	81	73	65	81	81	113	162	162	130	65	57	49	162	24	81	162		
Employee	100%	-	11	16	32	40	40	40	40	40	40	40	53	53	53	53	53	48	40	27	53	40	53	53		
Superblock Restaurant	95%	-	-	-	-	-	46	154	154	154	123	154	154	215	292	308	246	123	108	92	308	46	154	308		
Employee	100%	-	20	30	61	76	76	76	76	76	76	76	76	101	101	101	101	91	81	51	101	76	76	101		
Fast Food Restaurant	95%	1	2	4	6	11	17	18	20	18	12	11	12	17	16	16	9	2	2	1	16	17	12	16		
Employee	100%	1	1	2	2	4	5	5	5	5	4	3	4	5	5	4	3	2	1	1	4	5	4	4		
Entertainment	95%	-	-	-	-	-	-	-	-	-	-	17	41	51	68	68	68	68	68	68	68	-	41	68		
Employee	100%	-	-	-	-	1	1	1	2	3	7	8	16	16	16	16	16	16	16	16	16	1	16	16		
Cineplex Weekend	100%	-	-	-	-	-	-	247	423	529	705	705	705	705	705	705	705	705	705	705	705	-	705	705		
Employee	100%	-	-	-	-	12	24	24	28	28	35	35	47	47	47	47	47	47	47	33	47	24	47	47		
Health Club - Zen N Fit Yoga	100%	-	-	-	5	6	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-		
Employee	100%	-	-	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-		
Reserved	100%	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62		
Guest	100%	-	3	3	3	3	3	3	3	3	3	3	6	8	14	14	14	14	11	7	14	3	6	14		
Office <25 ksf	80%	-	-	-	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-		
Employee	80%	-	2	5	6	7	8	7	6	5	3	2	1	-	-	-	-	-	-	-	-	8	1	-		
TOTAL DEMAND	Customer	2	10	16	33	58	151	578	770	869	1,000	1,059	1,078	1,174	1,312	1,319	1,200	995	960	922	1,319	151	1,078	1,319		
	Employee	5	41	72	136	178	197	198	202	201	209	208	239	259	257	256	249	224	187	128	256	197	239	256		
	Reserved	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62		
		69	113	150	231	298	410	838	1,034	1,132	1,271	1,329	1,379	1,495	1,631	1,637	1,511	1,281	1,209	1,112	1,637	410	1,379	1,637		
ULI base data have been modified from default values.																					1,637	410	1,379	1,637		

ULI base data have been modified from default values.

CHART 1A
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND
EXISTING CONDITIONS

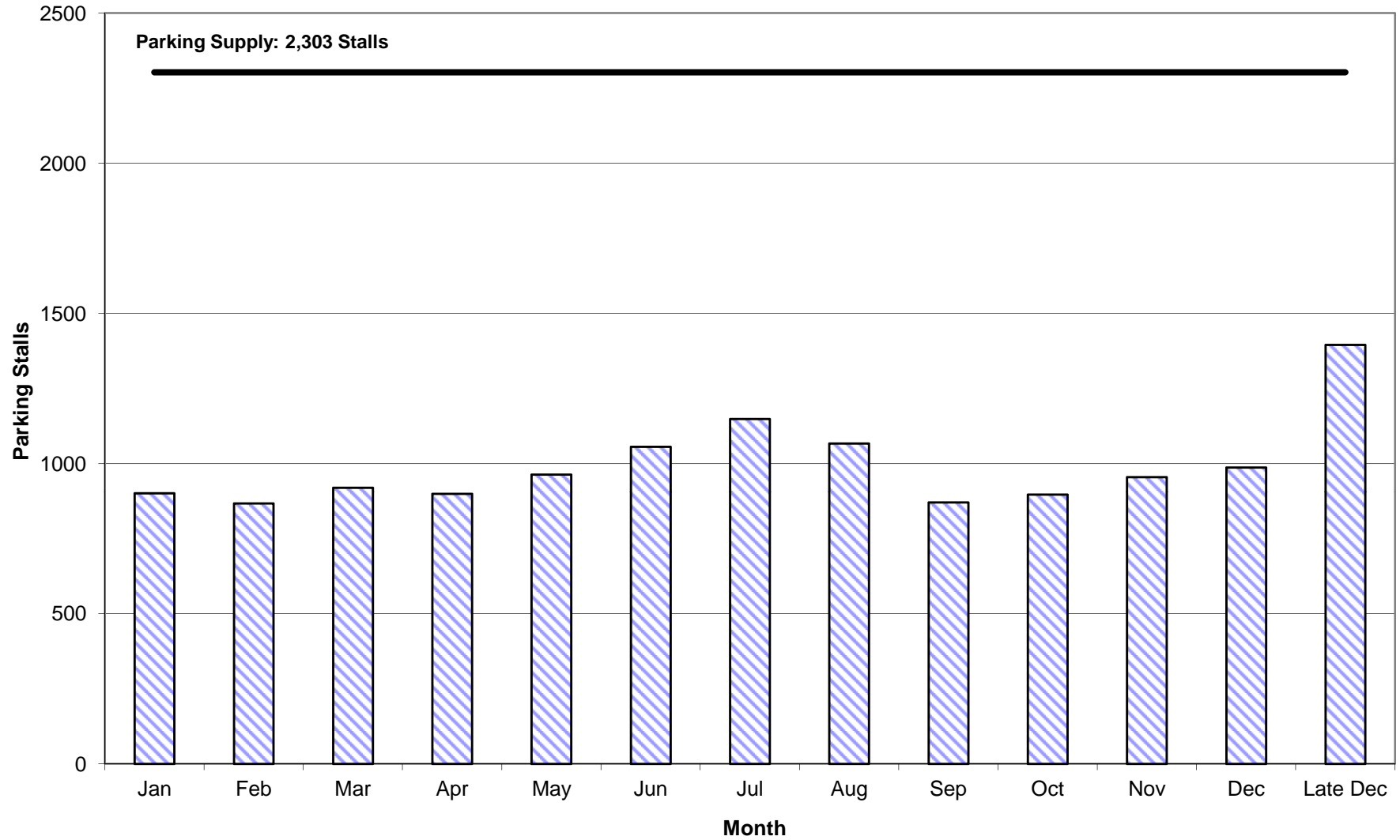


CHART 1B
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND
EXISTING CONDITIONS

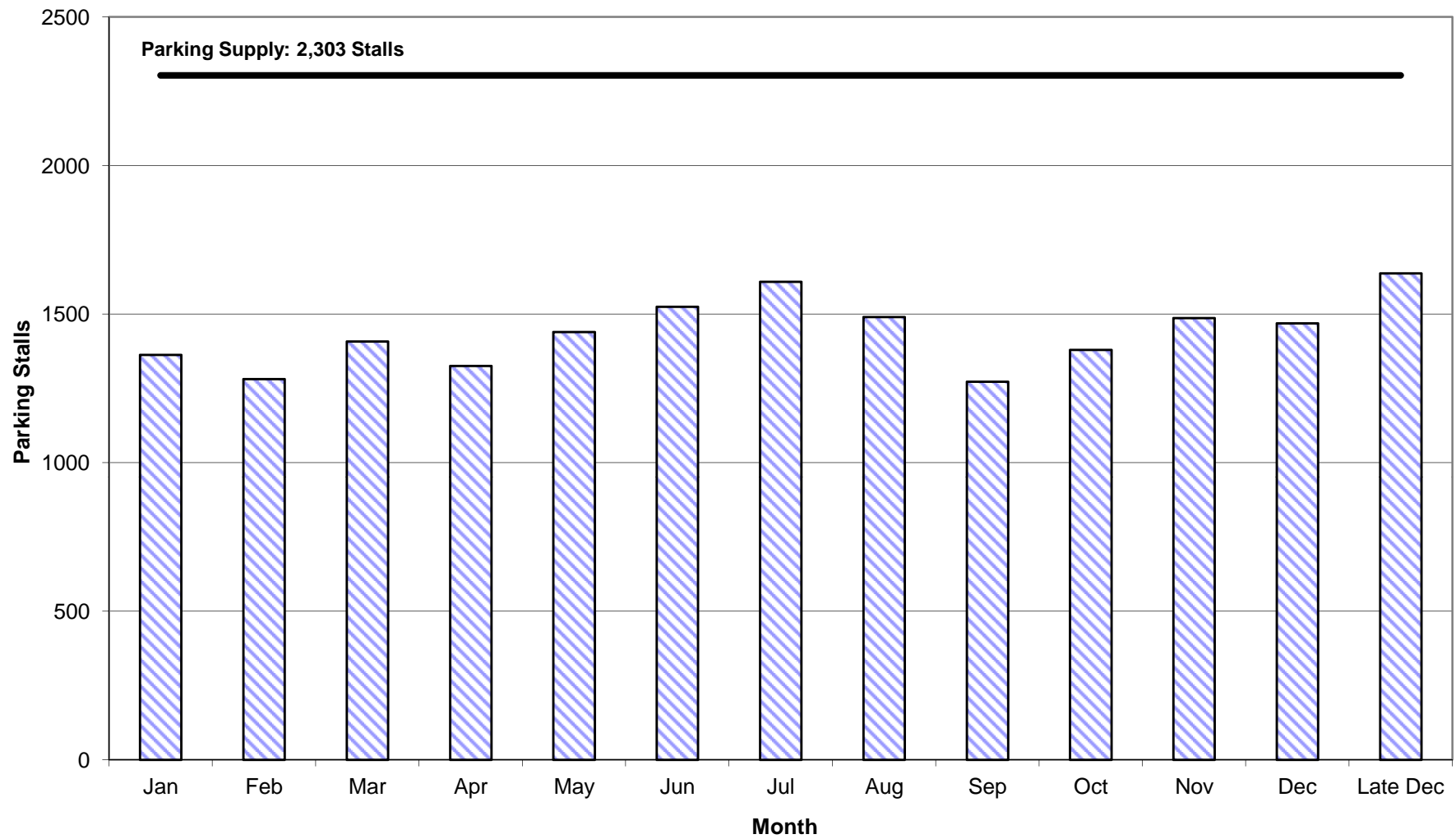
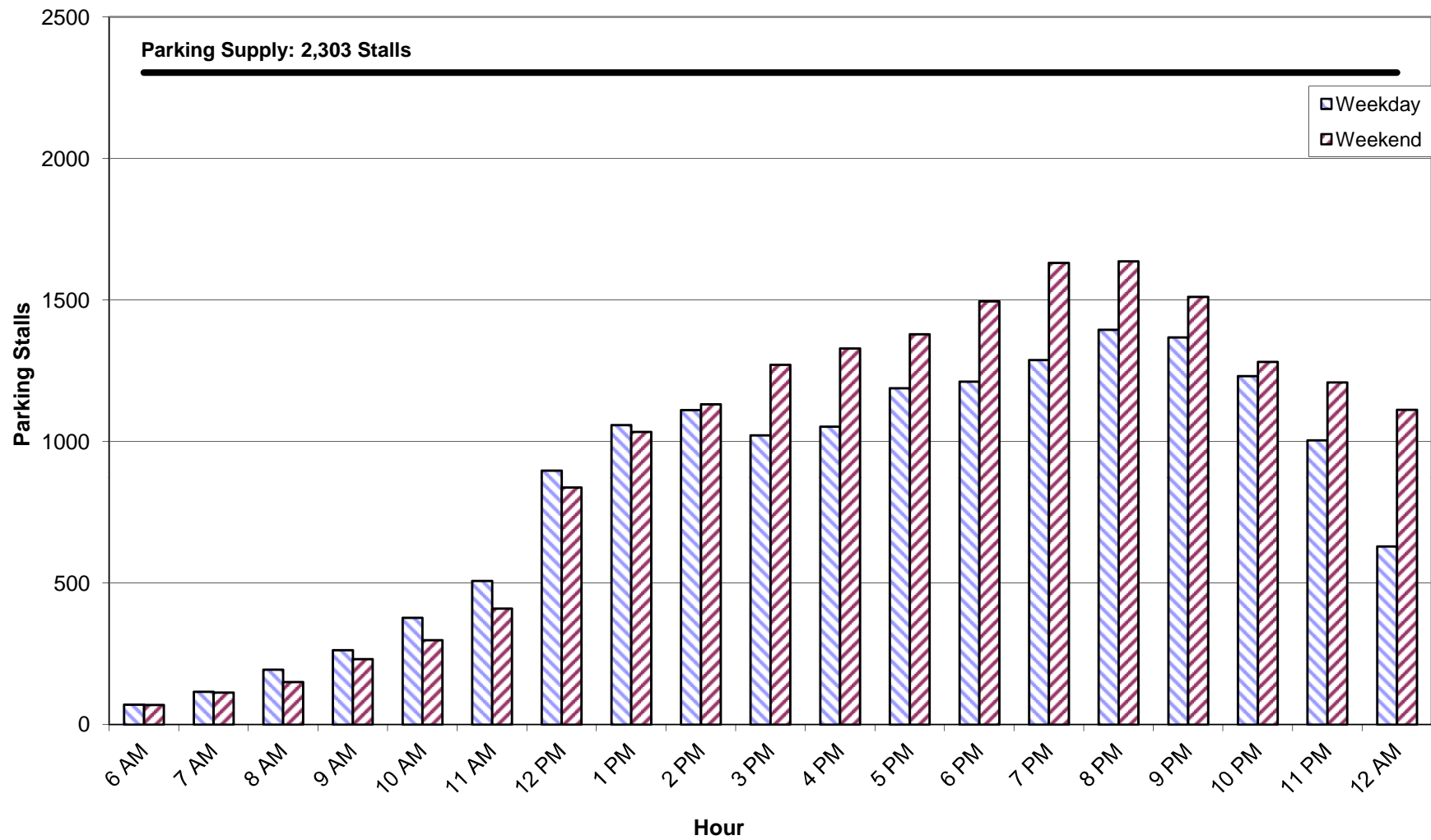


CHART 1C
PEAK MONTH DAILY PARKING DEMAND BY HOUR
EXISTING CONDITIONS



**TABLE 4A
DOWNTOWN BREa
SHARED PARKING DEMAND SUMMARY - EXISTING CONDITIONS, FULLY OCCUPIED**

PEAK MONTH: LATE DECEMBER -- PEAK PERIOD: 8 PM, WEEKEND

Projected Parking Supply: 2303 Stalls			Weekday					Weekend					Weekday			Weekend		
Land Use	Project Data	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity												8 PM	Late December		8 PM	Late December	
Retail Employee	91,595	sf GLA	2.50	1.00	0.75	1.88	/ksf GLA	2.50	1.00	0.75	1.88	/ksf GLA	0.40	0.80	55	0.50	0.80	69
Birch Street Restaurant Employee	33,487	sf GLA	0.80	1.00	1.00	0.80	/ksf GLA	0.80	1.00	1.00	0.80	/ksf GLA	0.90	0.90	59	0.80	0.90	53
Superblock Restaurant Employee	50,674	sf GLA	7.50	1.00	0.80	6.00	/ksf GLA	8.00	1.00	0.80	6.40	/ksf GLA	1.00	0.95	191	1.00	0.95	204
Fast Food Restaurant Employee	9,075	sf GLA	1.50	1.00	1.00	1.50	/ksf GLA	2.00	1.00	1.00	2.00	/ksf GLA	1.00	1.00	50	1.00	1.00	67
Entertainment Employee	8,047	sf GLA	6.50	1.00	0.80	5.20	/ksf GLA	8.00	1.00	0.80	6.40	/ksf GLA	1.00	0.95	250	1.00	0.95	308
Cineplex Employee	4,700	seats	1.50	1.00	1.00	1.50	/ksf GLA	2.00	1.00	1.00	2.00	/ksf GLA	1.00	1.00	76	1.00	1.00	101
Health Club - Zen N Fit Yoga Employee	1,395	sf GLA	3.00	1.00	0.65	1.95	/ksf GLA	3.50	1.00	0.65	2.28	/ksf GLA	0.50	0.95	8	0.80	0.95	16
Residential, Owned, Shared Spaces Reserved	62	units	0.55	1.00	1.00	0.55	/ksf GLA	0.60	1.00	1.00	0.60	/ksf GLA	0.60	1.00	3	0.80	1.00	4
Office <25 ksf Employee	22,022	sf GLA	7.50	1.00	1.00	7.50	/ksf GLA	9.00	1.00	1.00	9.00	/ksf GLA	1.00	0.95	57	1.00	0.95	68
			1.50	1.00	1.00	1.50	/ksf GLA	1.00	1.00	1.00	1.00	/ksf GLA	1.00	1.00	12	1.00	1.00	16
			0.13	1.00	1.00	0.13	/seat	0.15	1.00	1.00	0.15	/seat	1.00	1.00	588	1.00	1.00	705
			0.01	1.00	1.00	0.01	/seat	0.01	1.00	1.00	0.01	/seat	1.00	1.00	47	1.00	1.00	47
			3.40	1.00	1.00	3.40	/ksf GLA	4.60	1.00	1.00	4.60	/ksf GLA	1.00	1.00	5	0.00	1.00	0
			0.60	1.00	1.00	0.60	/ksf GLA	0.40	1.00	1.00	0.40	/ksf GLA	1.00	1.00	1	0.00	1.00	0
			0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	0.98	1.00	0	0.98	1.00	0
			1.00	1.00	1.00	1.00	/unit	1.00	1.00	1.00	1.00	/unit	1.00	1.00	62	1.00	1.00	62
			0.22	1.00	1.00	0.22	/unit	0.22	1.00	1.00	0.00	/unit	1.00	1.00	14	1.00	1.00	14
			0.24	1.00	1.00	0.24	/ksf GLA	0.04	1.00	1.00	0.04	/unit	0.01	0.80	0	0.00	0.80	0
			2.76	1.00	1.00	2.76	/ksf GLA	0.46	1.00	1.00	0.46	/unit	0.07	0.80	3	0.00	0.80	0
ULI base data have been modified from default values.													Customer Employee Reserved Total		1168 251 62 1481	Customer Employee Reserved Total		1384 288 62 1734

**TABLE 4B
DOWNTOWN BREA
PEAK MONTH SUMMARY - EXISTING CONDITIONS, FULLY OCCUPIED**

Late December																								
Weekday Estimated Peak-Hour Parking Demand																								
Projected Parking Supply: 2303 Stalls																					Overall Pk	AM Peak Hr	PM Peak Hr	Eve Peak Hr
	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	8 PM	11 AM	5 PM	8 PM
Retail	80%	1	7	14	27	55	89	124	137	137	137	131	117	96	76	55	34	21	7	-	55	89	117	55
Employee	90%	7	10	26	49	56	62	66	66	66	66	66	62	62	62	59	49	26	10	-	59	62	62	59
Birch Street Restaurant	95%	-	-	-	-	29	76	143	143	124	76	95	143	181	191	191	191	181	143	48	191	76	143	191
Employee	100%	-	10	25	38	45	45	45	45	45	38	38	50	50	50	50	50	50	43	18	50	45	50	50
Superblock Restaurant	95%	-	-	-	-	38	100	188	188	163	100	125	188	238	250	250	250	238	188	63	250	100	188	250
Employee	100%	-	15	38	57	68	68	68	68	68	57	57	76	76	76	76	76	76	65	27	76	68	76	76
Fast Food Restaurant	95%	1	2	3	5	9	14	17	17	15	10	9	10	14	13	8	5	3	2	1	8	14	10	8
Employee	100%	1	1	2	2	4	5	5	5	5	4	3	4	5	5	3	2	2	1	1	3	5	4	3
Entertainment	95%	-	-	-	-	-	-	-	-	-	-	-	14	29	43	57	57	57	57	57	57	-	14	57
Employee	100%	-	-	-	1	1	1	1	1	1	2	5	8	12	12	12	12	12	12	12	12	1	8	12
Cineplex Weekday	100%	-	-	-	-	-	-	206	353	441	470	470	470	412	470	588	588	500	412	323	588	-	470	588
Employee	100%	-	-	-	-	-	-	24	28	28	35	35	47	47	47	47	47	47	33	24	47	-	47	47
Health Club - Zen N Fit Yoga	100%	-	-	-	3	5	3	-	-	-	-	-	3	5	5	5	5	3	-	-	5	3	3	5
Employee	100%	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-	1	1	1	1
Residential, Owned, Shared Spaces	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserved	100%	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
Guest	100%	-	1	3	3	3	3	3	3	3	3	3	6	8	14	14	14	14	11	7	14	3	6	14
Office <25 ksf	80%	-	-	1	2	4	2	1	2	4	2	1	-	-	-	-	-	-	-	-	-	2	-	-
Employee	80%	1	15	37	46	49	49	44	44	49	49	44	24	12	5	3	1	-	-	-	3	49	24	3
TOTAL DEMAND	Customer	2	10	21	40	143	287	682	843	887	798	834	951	983	1,062	1,168	1,144	1,017	820	499	1,168	287	951	1,168
	Employee	9	51	129	194	224	231	254	258	263	252	249	272	265	258	251	238	214	165	82	251	231	272	251
	Reserved	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
		73	123	212	296	429	580	998	1,163	1,212	1,112	1,145	1,285	1,310	1,382	1,481	1,444	1,293	1,047	643	1,481	580	1,285	1,481
ULI base data have been modified from default values.																					1,481	580	1,285	1,481

Late December																																														
Weekend Estimated Peak-Hour Parking Demand																																														
																					Overall Pk	AM Peak Hr	PM Peak Hr	Eve Peak Hr																						
																					8 PM	11 AM	5 PM	8 PM																						
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM																										
Retail	80%	1	7	14	27	55	82	110	131	137	137	131	117	96	82	69	41	27	14	-		69	82	117	69																					
Employee	90%	7	10	26	49	56	62	66	66	66	66	66	62	56	53	53	43	30	10	-		53	62	62	53																					
Birch Street Restaurant	95%	-	-	-	-	-	31	102	102	92	81	102	102	143	204	204	163	81	71	61		204	31	102	204																					
Employee	100%	-	13	20	40	50	50	50	50	50	50	50	67	67	67	67	67	60	50	34		67	50	67	67																					
Superblock Restaurant	95%	-	-	-	-	-	46	154	154	154	123	154	154	215	292	308	246	123	108	92		308	46	154	308																					
Employee	100%	-	20	30	61	76	76	76	76	76	76	76	76	101	101	101	101	91	81	51		101	76	76	101																					
Fast Food Restaurant	95%	1	2	4	6	11	17	18	20	18	12	11	12	17	16	16	9	2	2	1		16	17	12	16																					
Employee	100%	1	1	2	2	4	5	5	5	5	4	3	4	5	5	4	3	2	1	1		4	5	4	4																					
Entertainment	95%	-	-	-	-	-	-	-	-	-	-	17	41	51	68	68	68	68	68	68		68	-	41	68																					
Employee	100%	-	-	-	1	1	1	1	2	3	7	8	16	16	16	16	16	16	16	16		16	1	16	16																					
Cineplex Weekend	100%	-	-	-	-	-	-	247	423	529	705	705	705	705	705	705	705	705	705	705		705	-	705	705																					
Employee	100%	-	-	-	-	12	24	24	28	28	35	35	47	47	47	47	47	47	42	33		47	24	47	47																					
Health Club - Zen N Fit Yoga	100%	-	-	-	5	6	5	-	-	-	-	-	-	-	-	-	-	-	-	-		-	5	-	-																					
Employee	100%	-	-	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-		-	1	-	-																					
Reserved	100%	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62		62	62	62	62																					
Guest	100%	-	3	3	3	3	3	3	3	3	3	3	6	8	14	14	14	14	11	7		14	3	6	14																					
Office <25 ksf	80%	-	-	-	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-	-		-	1	-	-																					
Employee	80%	-	2	5	6	7	8	7	6	5	3	2	1	-	-	-	-	-	-	-		-	8	1	-																					
TOTAL DEMAND	Customer	2	12	21	42	76	185	635	834	933	1,061	1,123	1,137	1,235	1,381	1,384	1,246	1,020	979	934		1,384	185	1,137	1,384																					
	Employee	8	46	84	160	207	227	230	234	233	241	240	273	292	289	288	277	246	200	135		288	227	273	288																					
	Reserved	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62		62	62	62	62																					
																					72	120	167	264	345	474	927	1,130	1,228	1,364	1,425	1,472	1,589	1,732	1,734	1,585	1,328	1,241	1,131		1,734	474	1,472	1,734		
ULI base data have been modified from default values.																																									1,734	474	1,472	1,734		

CHART 2A
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND
EXISTING CONDITIONS, FULLY OCCUPIED

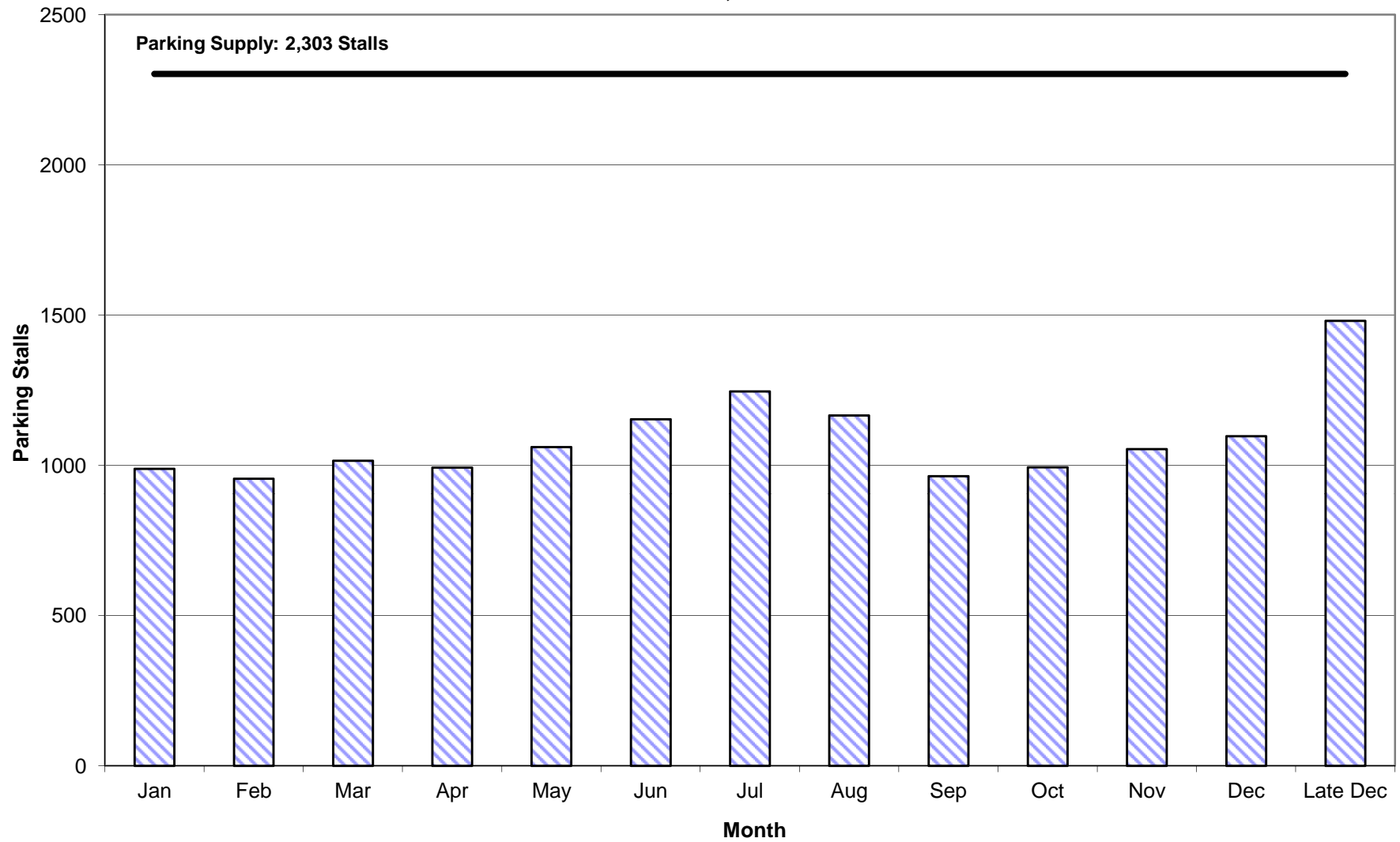


CHART 2B
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND
EXISTING CONDITIONS, FULLY OCCUPIED

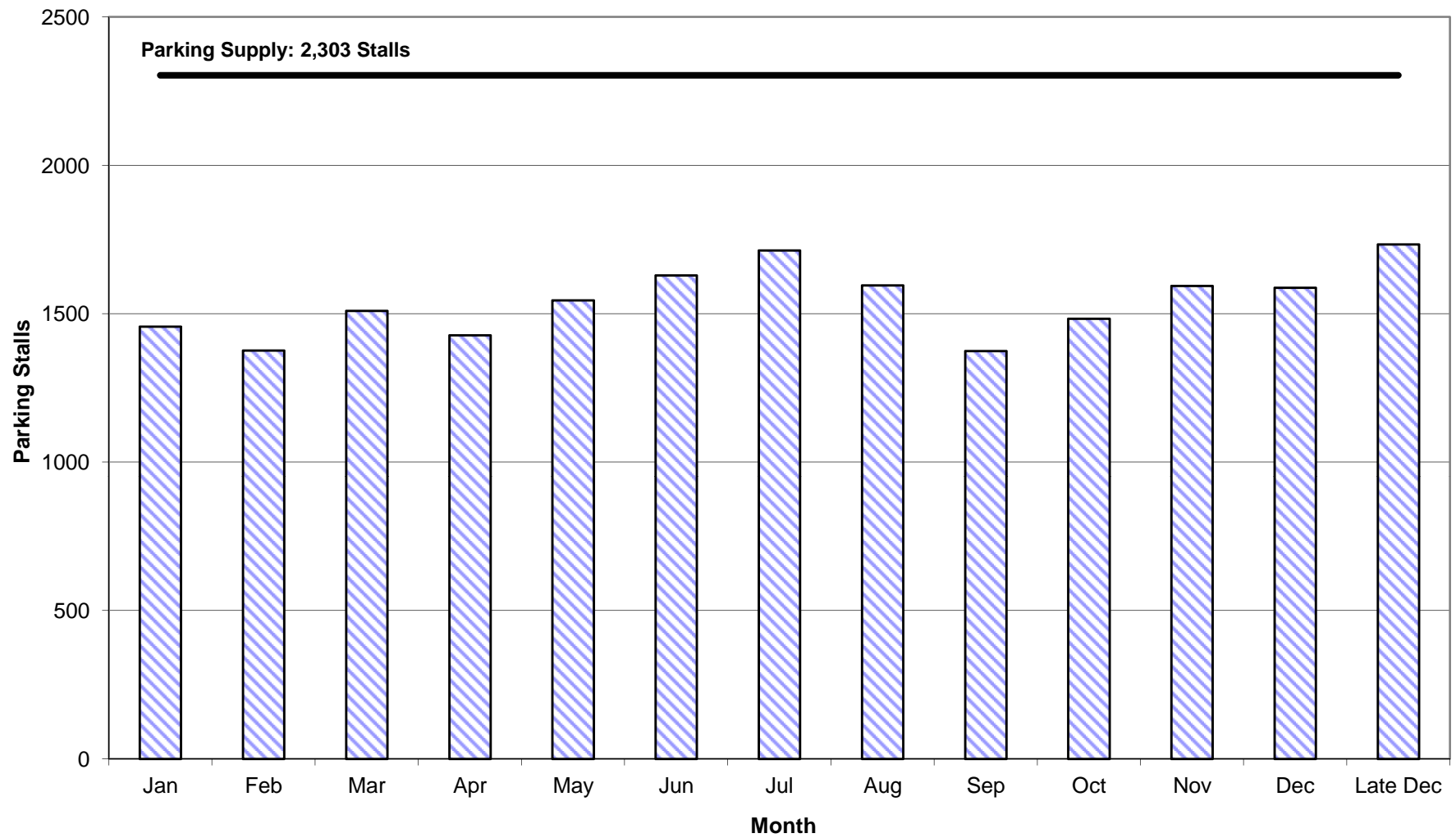
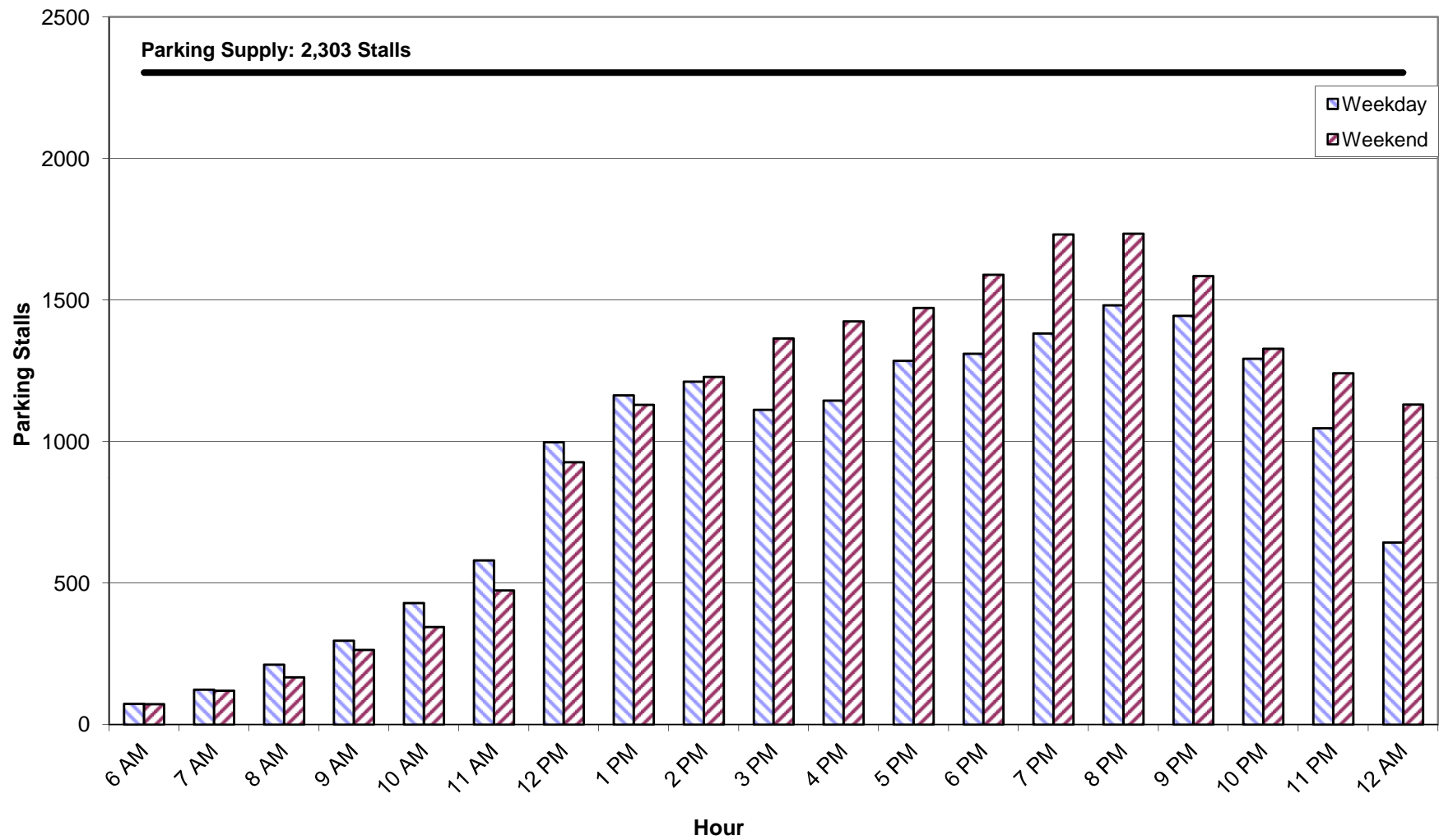


CHART 2C
PEAK MONTH DAILY PARKING DEMAND BY HOUR
EXISTING CONDITIONS, FULLY OCCUPIED



**TABLE 5A
DOWNTOWN BREA
SHARED PARKING DEMAND SUMMARY - FUTURE CONDITIONS**

PEAK MONTH: LATE DECEMBER -- PEAK PERIOD: 8 PM, WEEKEND

Projected Parking Supply: 2303 Stalls			Weekday					Weekend					Weekday			Weekend		
Land Use	Project Data	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity												8 PM	Late December		8 PM	Late December	
Retail Employee	66,595	sf GLA	2.50	1.00	0.75	1.88	/ksf GLA	2.50	1.00	0.75	1.88	/ksf GLA	0.40	0.80	40	0.50	0.80	50
Birch Street Restaurant Employee	33,487	sf GLA	0.80	1.00	1.00	0.80	/ksf GLA	0.80	1.00	1.00	0.80	/ksf GLA	0.90	0.90	43	0.80	0.90	38
Superblock Restaurant Employee	50,674	sf GLA	7.50	1.00	0.80	6.00	/ksf GLA	8.00	1.00	0.80	6.40	/ksf GLA	1.00	0.95	191	1.00	0.95	204
Fast Food Restaurant Employee	9,075	sf GLA	1.50	1.00	1.00	1.50	/ksf GLA	2.00	1.00	1.00	2.00	/ksf GLA	1.00	1.00	50	1.00	1.00	67
Entertainment Employee	33,047	sf GLA	6.50	1.00	0.80	5.20	/ksf GLA	8.00	1.00	0.80	6.40	/ksf GLA	1.00	0.95	250	1.00	0.95	308
Cineplex Employee	4,700	seats	1.50	1.00	1.00	1.50	/ksf GLA	2.00	1.00	1.00	2.00	/ksf GLA	1.00	1.00	76	1.00	1.00	101
Health Club - Zen N Fit Yoga Employee	1,395	sf GLA	3.00	1.00	0.65	1.95	/ksf GLA	3.50	1.00	0.65	2.28	/ksf GLA	0.50	0.95	8	0.80	0.95	16
Residential, Owned, Shared Spaces Reserved	62	units	0.55	1.00	1.00	0.55	/ksf GLA	0.60	1.00	1.00	0.60	/ksf GLA	0.60	1.00	3	0.80	1.00	4
Office <25 ksf Employee	22,022	sf GLA	7.50	1.00	1.00	7.50	/ksf GLA	9.00	1.00	1.00	9.00	/ksf GLA	1.00	0.95	236	1.00	0.95	282
			1.50	1.00	1.00	1.50	/ksf GLA	1.00	1.00	1.00	1.00	/ksf GLA	1.00	1.00	50	1.00	1.00	66
			0.13	1.00	1.00	0.13	/seat	0.15	1.00	1.00	0.15	/seat	1.00	1.00	588	1.00	1.00	705
			0.01	1.00	1.00	0.01	/seat	0.01	1.00	1.00	0.01	/seat	1.00	1.00	47	1.00	1.00	47
			3.40	1.00	1.00	3.40	/ksf GLA	4.60	1.00	1.00	4.60	/ksf GLA	1.00	1.00	5	0.00	1.00	0
			0.60	1.00	1.00	0.60	/ksf GLA	0.40	1.00	1.00	0.40	/ksf GLA	1.00	1.00	1	0.00	1.00	0
			0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	0.98	1.00	0	0.98	1.00	0
			1.00	1.00	1.00	1.00	/unit	1.00	1.00	1.00	1.00	/unit	1.00	1.00	62	1.00	1.00	62
			0.22	1.00	1.00	0.22	/unit	0.22	1.00	1.00	0.00	/unit	1.00	1.00	14	1.00	1.00	14
			0.24	1.00	1.00	0.24	/ksf GLA	0.04	1.00	1.00	0.04	/unit	0.01	0.80	0	0.00	0.80	0
			2.76	1.00	1.00	2.76	/ksf GLA	0.46	1.00	1.00	0.46	/unit	0.07	0.80	3	0.00	0.80	0
ULI base data have been modified from default values.													Customer Employee Reserved Total		1332 273 62 1667	Customer Employee Reserved Total		1579 323 62 1964

TABLE 5B
DOWNTOWN BREA
PEAK MONTH SUMMARY - FUTURE CONDITIONS

Late December																											
Weekday Estimated Peak-Hour Parking Demand																											
Projected Parking Supply: 2303 Stalls																											
	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 8 PM	AM Peak Hr 11 AM	PM Peak Hr 5 PM	Eve Peak Hr 8 PM			
Retail	80%	1	5	10	20	40	65	90	100	100	100	100	95	85	70	55	40	25	15	5	-	40	65	85	40		
Employee	90%	5	7	19	36	41	45	48	48	48	48	48	48	45	45	45	43	35	15	7	-	43	45	45	43		
Birch Street Restaurant	95%	-	-	-	-	29	76	143	143	124	76	95	143	181	191	191	191	181	143	48	191	76	143	191			
Employee	100%	-	10	25	38	45	45	45	45	45	38	38	50	50	50	50	50	50	43	18	50	45	50	50			
Superblock Restaurant	95%	-	-	-	-	38	100	188	188	163	100	125	188	238	250	250	250	238	188	63	250	100	188	250			
Employee	100%	-	15	38	57	68	68	68	68	68	57	57	76	76	76	76	76	76	65	27	76	68	76	76			
Fast Food Restaurant	95%	1	2	3	5	9	14	17	17	15	10	9	10	14	13	8	5	3	2	1	8	14	10	8			
Employee	100%	1	1	2	2	4	5	5	5	5	4	3	4	5	5	3	2	2	1	1	3	5	4	3			
Entertainment	95%	-	-	-	-	-	-	3	-	-	-	-	59	118	177	236	236	236	236	236	236	-	59	236			
Employee	100%	-	-	-	3	3	3	3	-	-	10	23	35	50	50	50	50	50	50	50	50	3	35	50			
Cineplex Weekday	100%	-	-	-	-	-	-	206	353	441	470	470	470	412	470	588	588	500	412	323	588	-	470	588			
Employee	100%	-	-	-	-	-	-	24	28	28	35	35	47	47	47	47	47	47	33	24	47	-	47	47			
Health Club - Zen N Fit Yoga	100%	-	-	-	3	5	3	-	-	-	-	-	3	5	5	5	5	3	-	-	5	3	3	5			
Employee	100%	-	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-	1	1	1	1			
Residential, Owned, Shared Spaces	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Reserved	100%	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62			
Guest	100%	-	1	3	3	3	3	3	3	3	3	3	3	6	14	14	14	14	11	7	14	3	6	14			
Office <25 ksf	80%	-	-	1	2	4	2	1	2	4	2	1	-	-	-	-	-	-	-	-	-	2	-	-			
Employee	80%	1	15	37	46	48	49	44	44	49	49	44	24	12	5	3	1	-	-	-	3	49	24	3			
TOTAL DEMAND	Customer	2	8	17	33	128	263	648	806	850	761	798	964	1,046	1,175	1,332	1,314	1,190	997	678	1,332	263	964	1,332			
	Employee	7	48	122	183	211	216	238	244	249	242	249	282	286	279	273	263	245	200	120	273	216	282	273			
	Reserved	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62			
		71	118	201	278	401	541	948	1,112	1,161	1,065	1,109	1,308	1,394	1,516	1,667	1,639	1,497	1,259	860	1,667	541	1,308	1,667			
ULI base data have been modified from default values.																					1,667	541	1,308	1,667			

Footnote(s):

[illegible]

CHART 3A
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE CONDITIONS

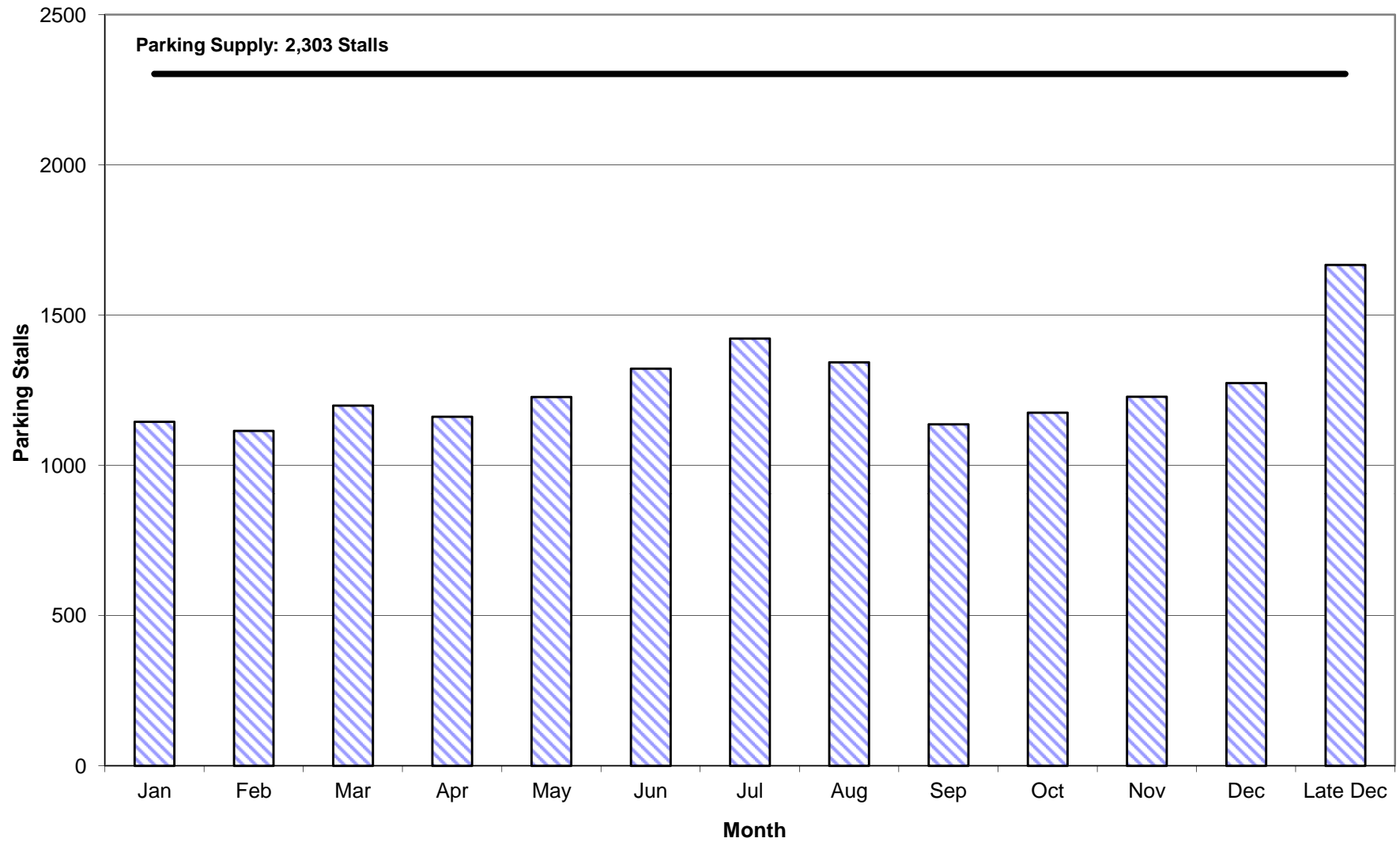


CHART 3B
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND
FUTURE CONDITIONS

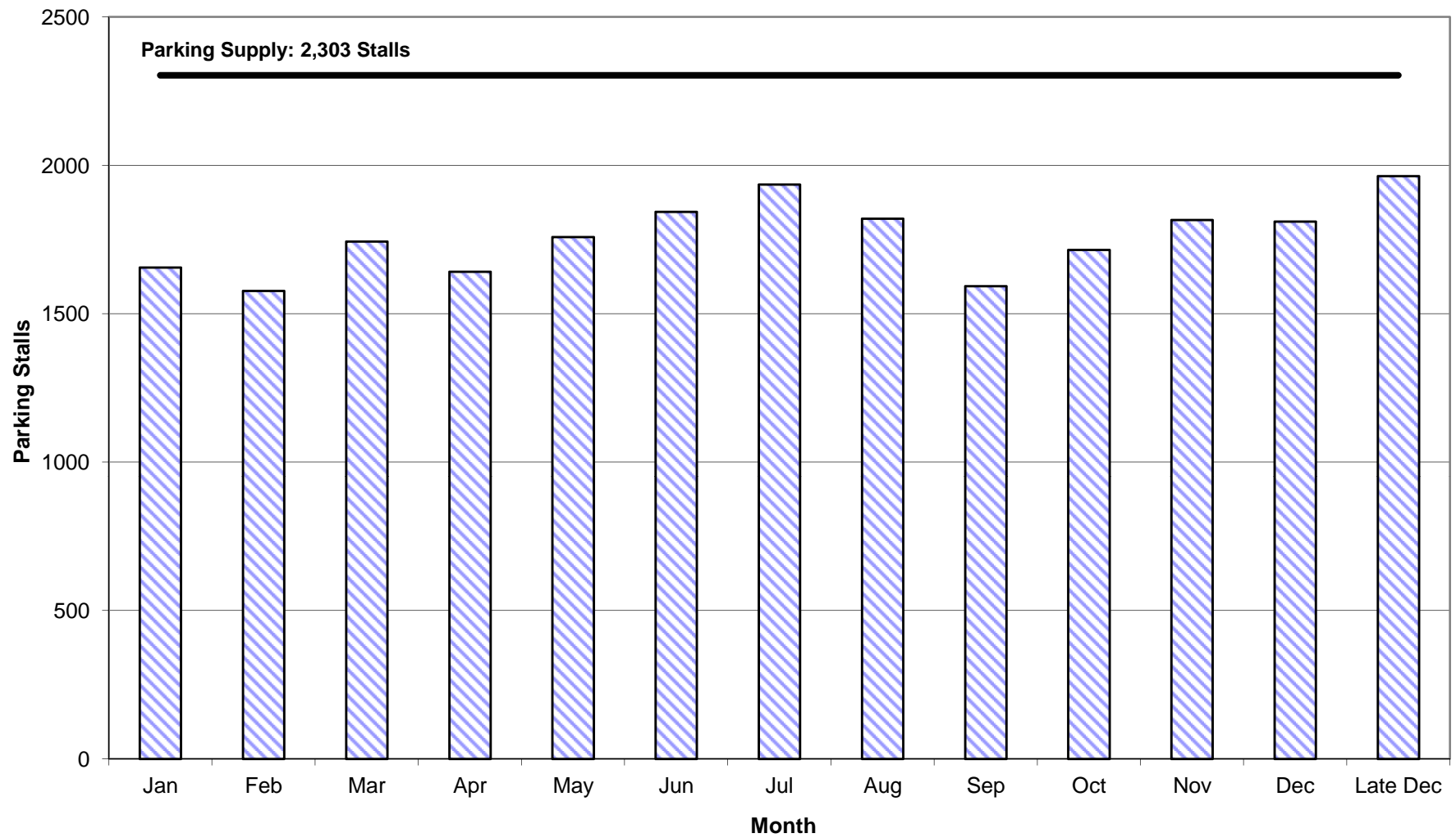
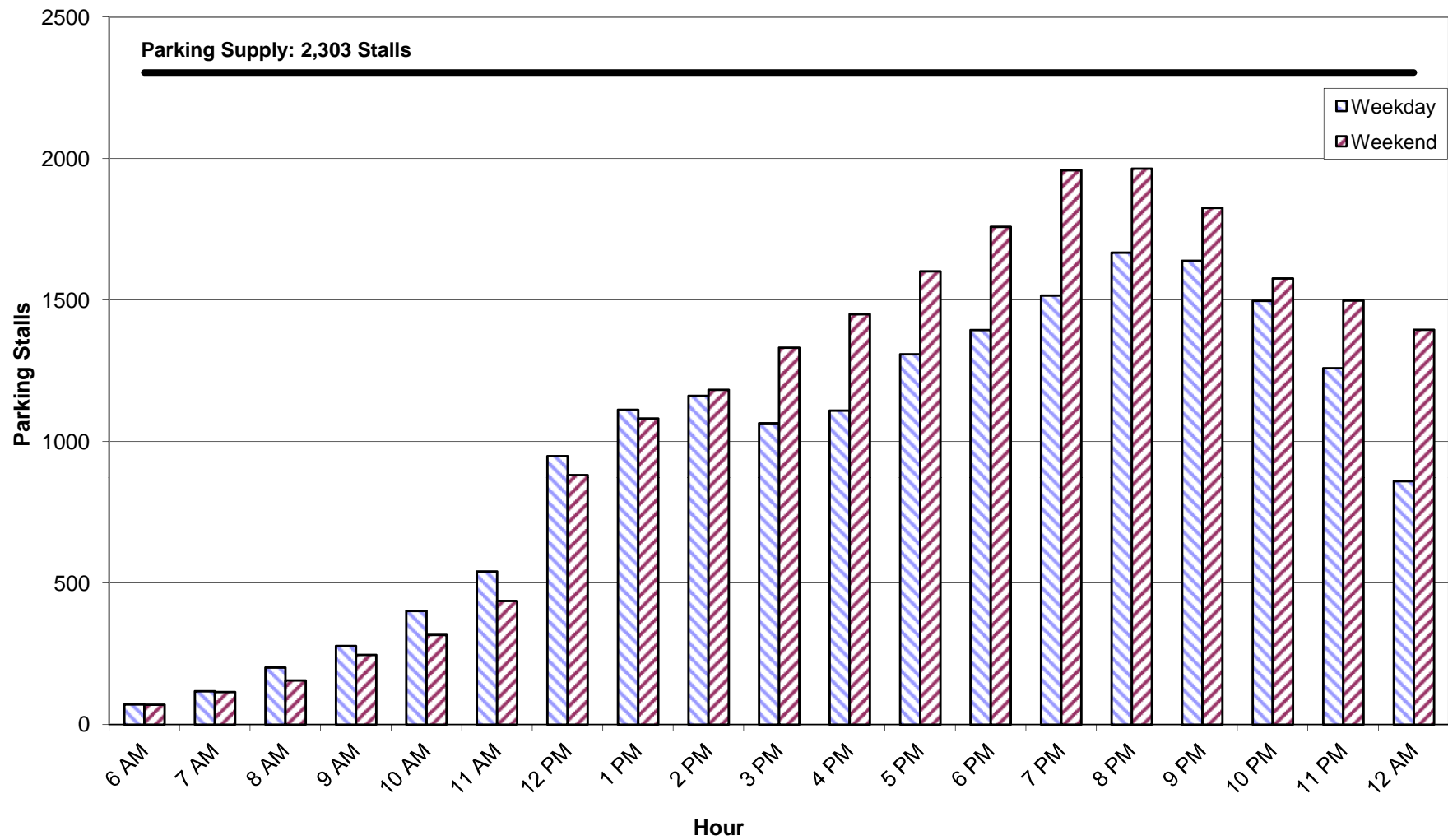
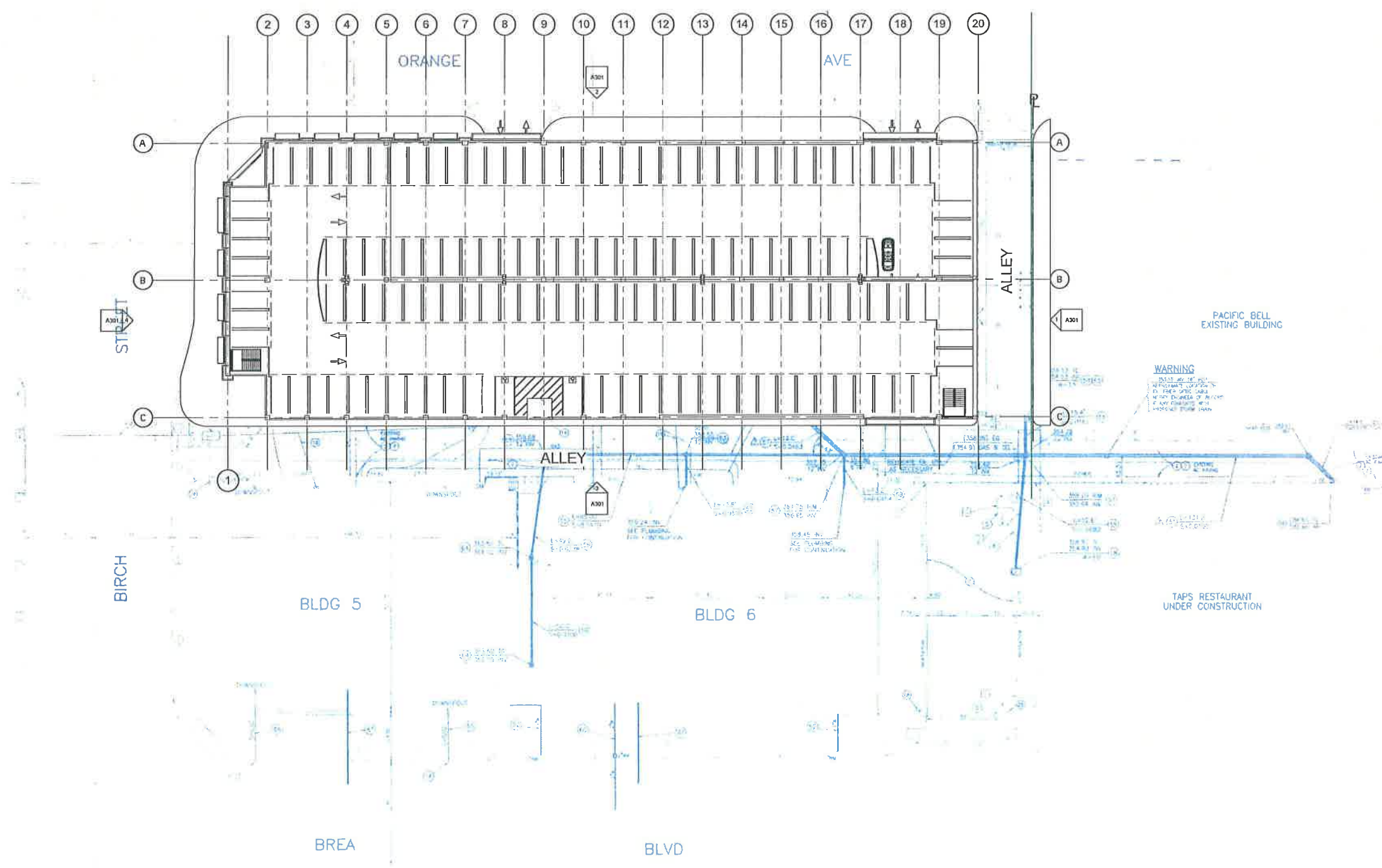


CHART 3C
PEAK MONTH DAILY PARKING DEMAND BY HOUR
FUTURE CONDITIONS





BIRCH & ORANGE AVE. PARKING STRUCTURE

BREA, CA

SITE PLAN

A101



02/11/15



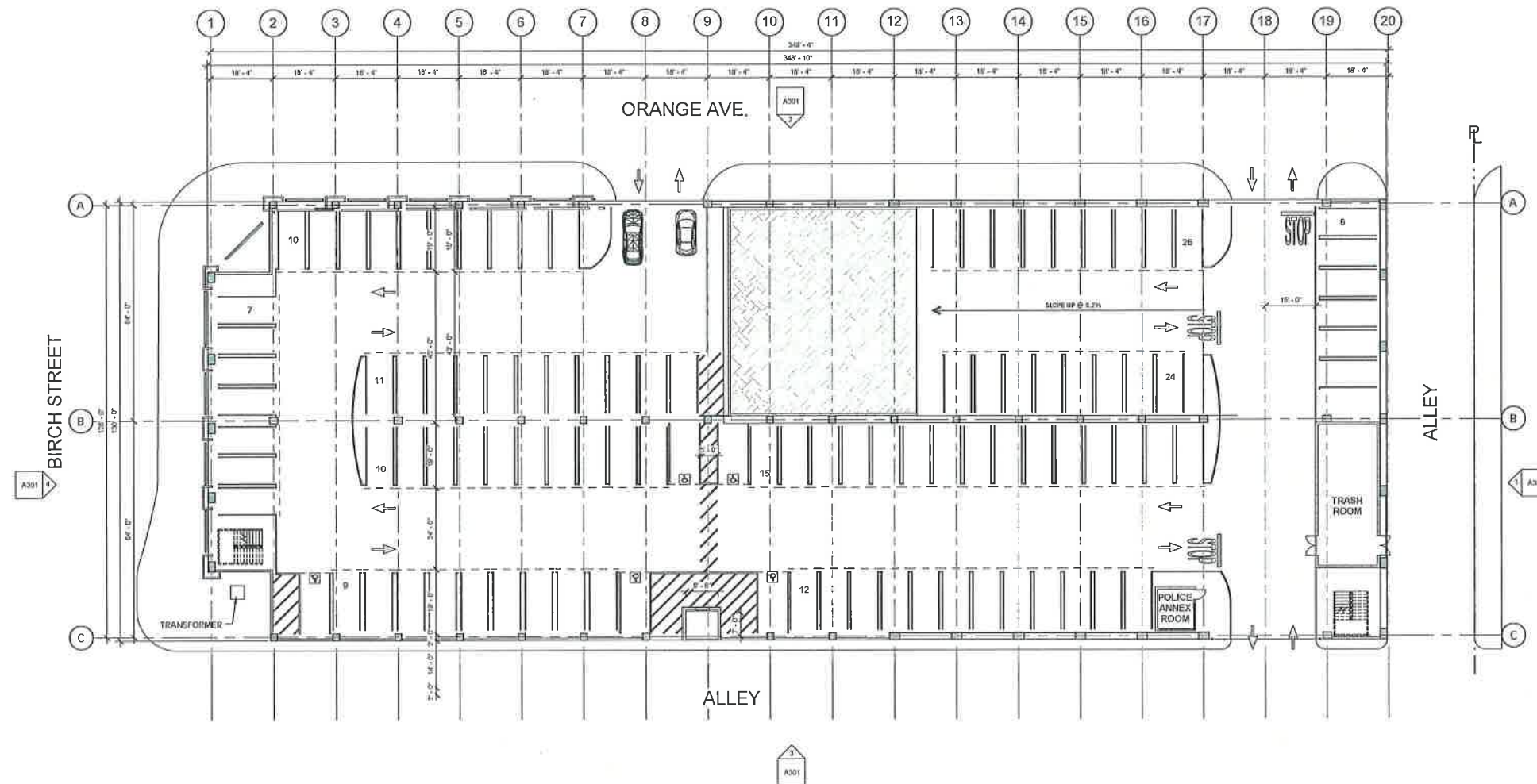
GUY YOCOM
CONSTRUCTION, INC.

DESIGN BUILDER



Architecture
Parking Structure Planning & Design

ARCHITECT



Parking Schedule			
Level	Type	Count	Mark
Level 1	ADA	15	
Level 1	Standard	128	
Level 2	ADA	2	
Level 2	Standard	134	
Level 3	ADA	2	
Level 3	Standard	134	
Level 4	ADA	2	
Level 4	Standard	178	
Grand total:		485	

BIRCH & ORANGE AVE. PARKING STRUCTURE

BREA, CA

LEVEL 1 FLOOR PLAN(GROUND)

A201

02/11/15



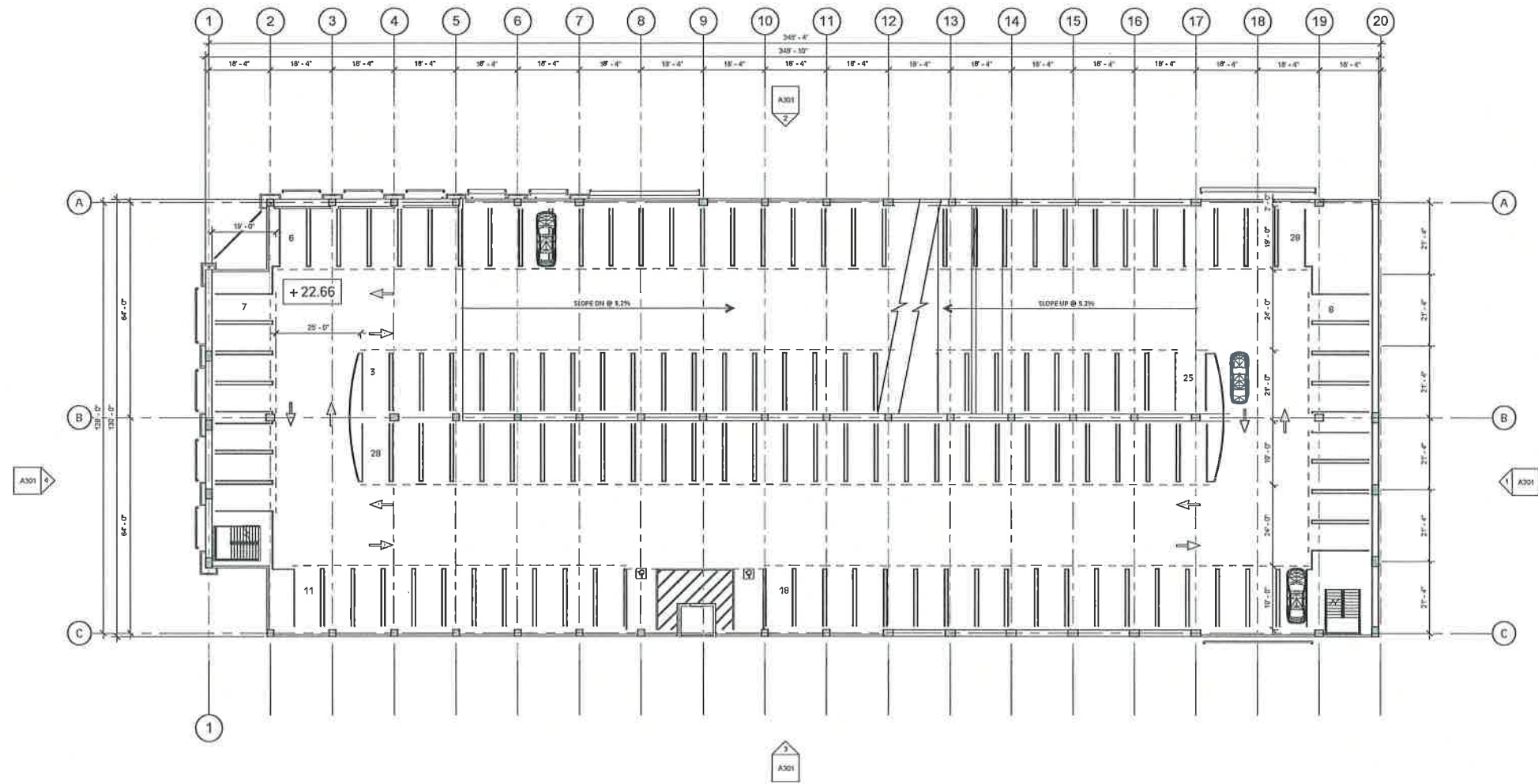
GUY YOCOM
CONSTRUCTION, INC.

DESIGN BUILDER



Architecture
Parking Structure Planning & Design

ARCHITECT



BIRCH & ORANGE AVE. PARKING STRUCTURE

BREA, CA

LEVEL 3 FLOOR PLAN | A203

02/11/15



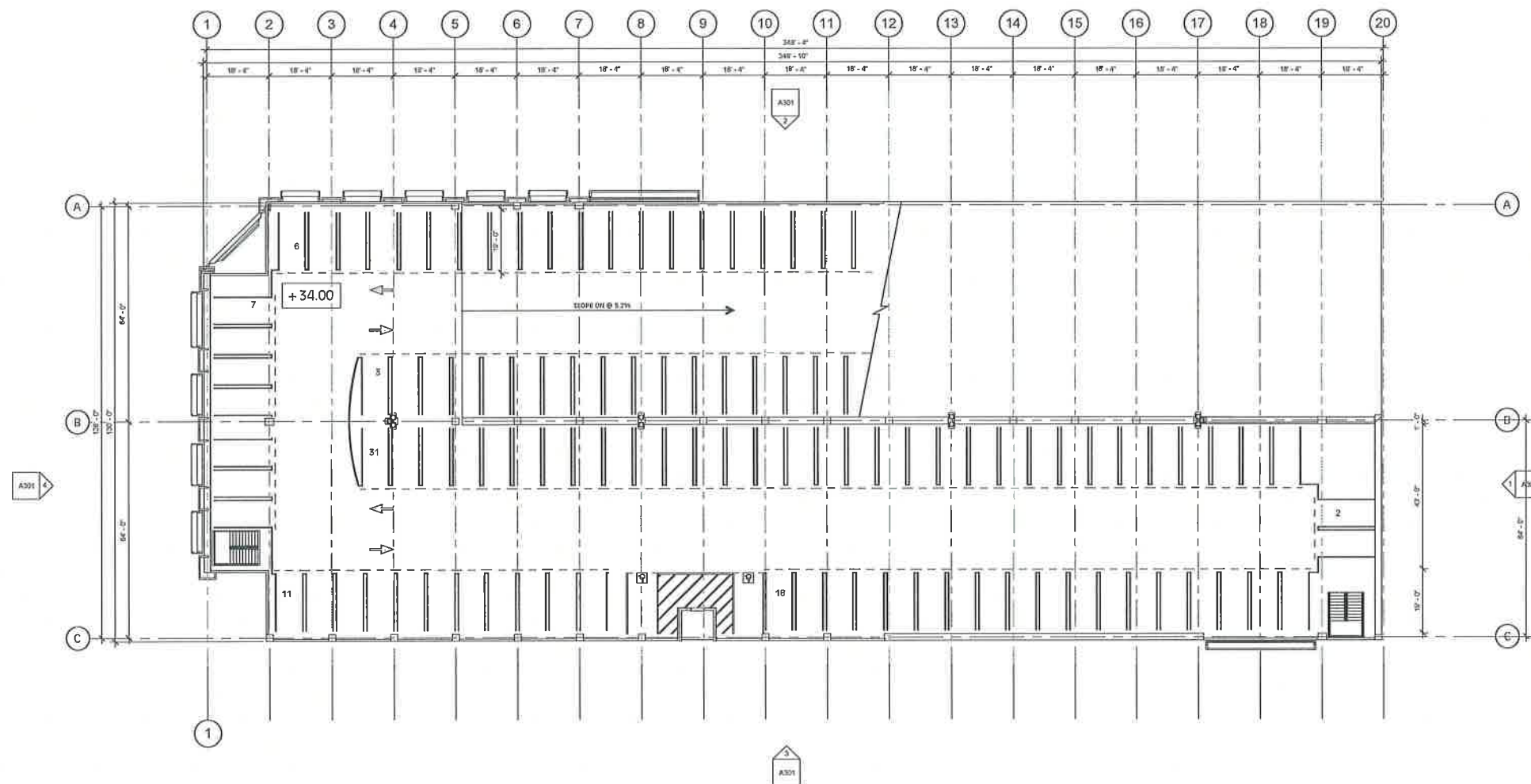
GUY YOCOM
CONSTRUCTION, INC.

DESIGN BUILDER



Architecture
Parking Structure Planning & Design

ARCHITECT



BIRCH & ORANGE AVE. PARKING STRUCTURE

BREA, CA

4TH LEVEL (ROOF) PLAN

A204

02/23/15



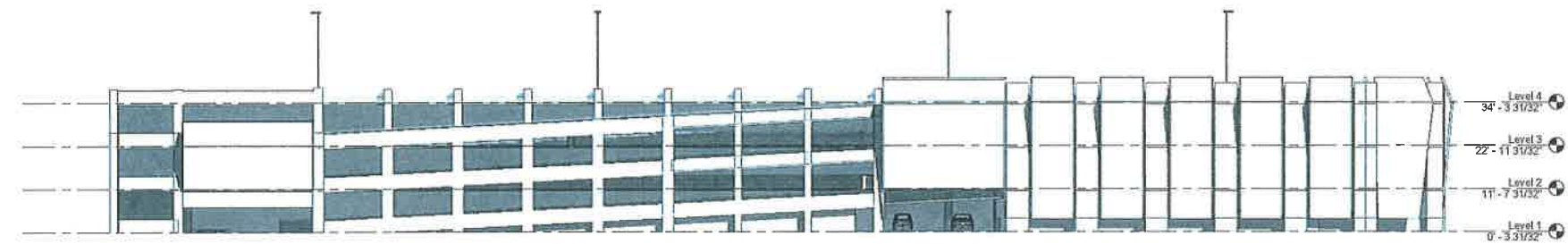
DESIGN BUILDER

GUY YOCOM
CONSTRUCTION, INC.

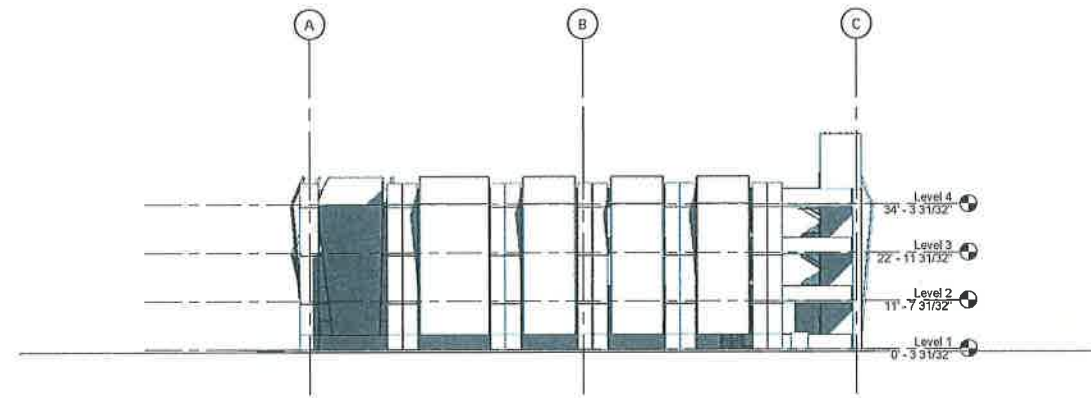


Architecture ■
Parking Structure Planning & Design

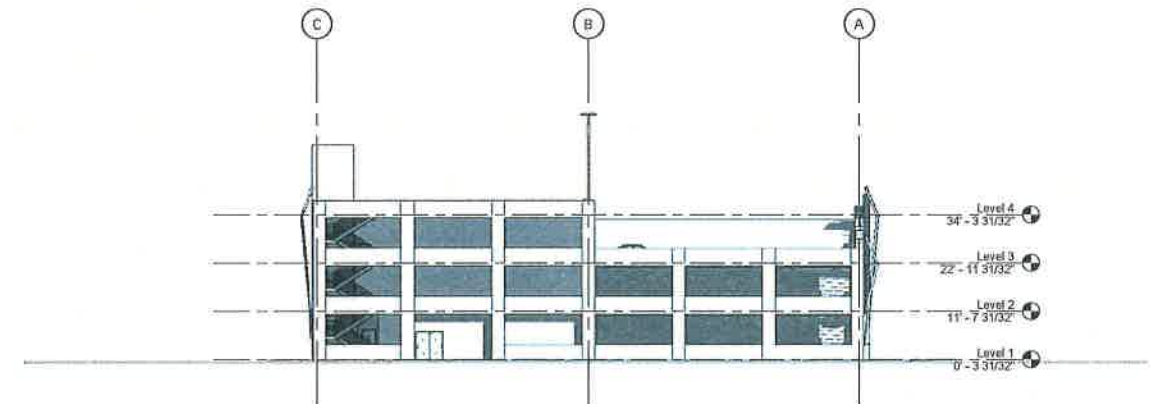
ARCHITECT



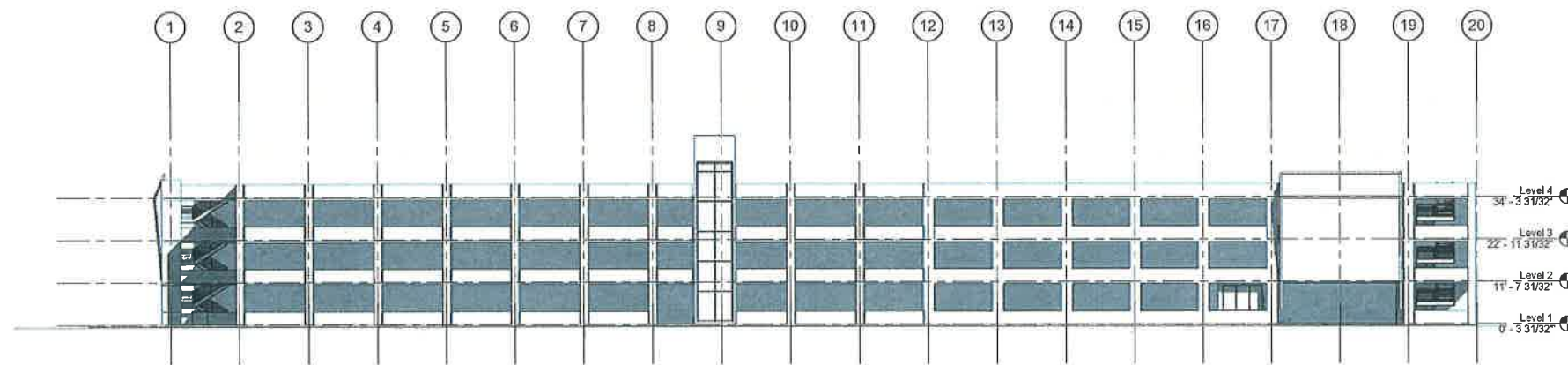
2 North
1/16" = 1'-0"



4 West
1/16" = 1'-0"



1 East
1/16" = 1'-0"



3 South
1/16" = 1'-0"

BIRCH & ORANGE AVE. PARKING STRUCTURE

BREA, CA

BUILDING ELEVATIONS

A301

02/11/15

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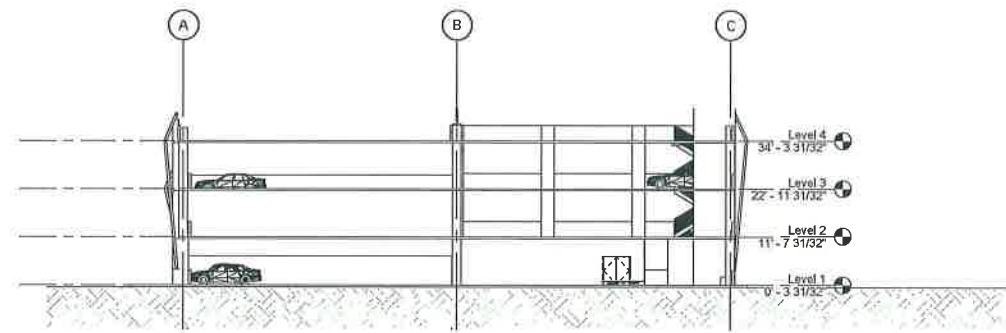
GUY YOCOM
CONSTRUCTION, INC.

DESIGN BUILDER

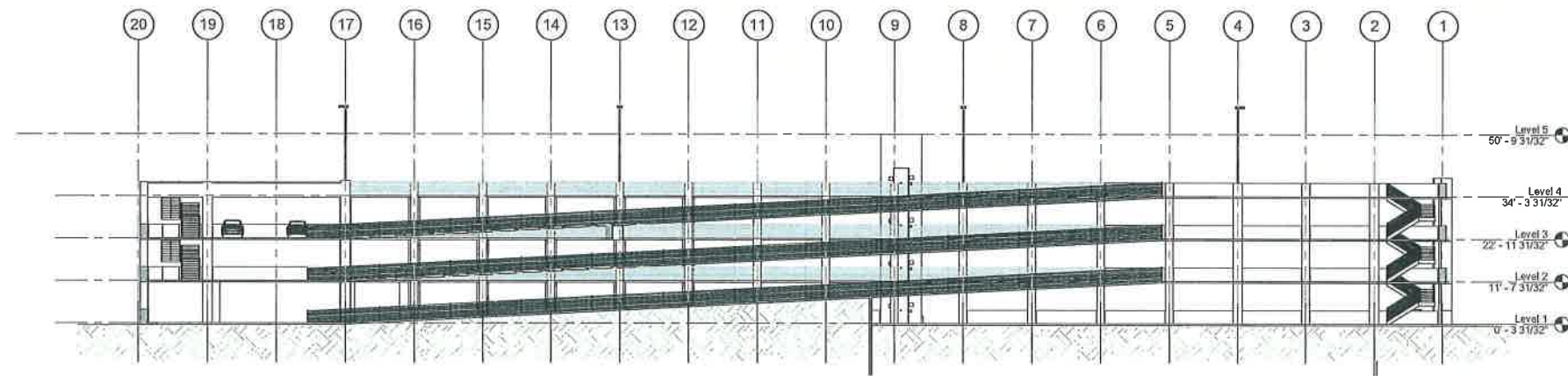


Architecture ■
Parking Structure Planning & Design

ARCHITECT



1 Section 6
1/16" = 1'-0"



2 Section 4
1/16" = 1'-0"

BIRCH & ORANGE AVE. PARKING STRUCTURE

BREA, CA

BUILDING SECTIONS | A401

02/11/15

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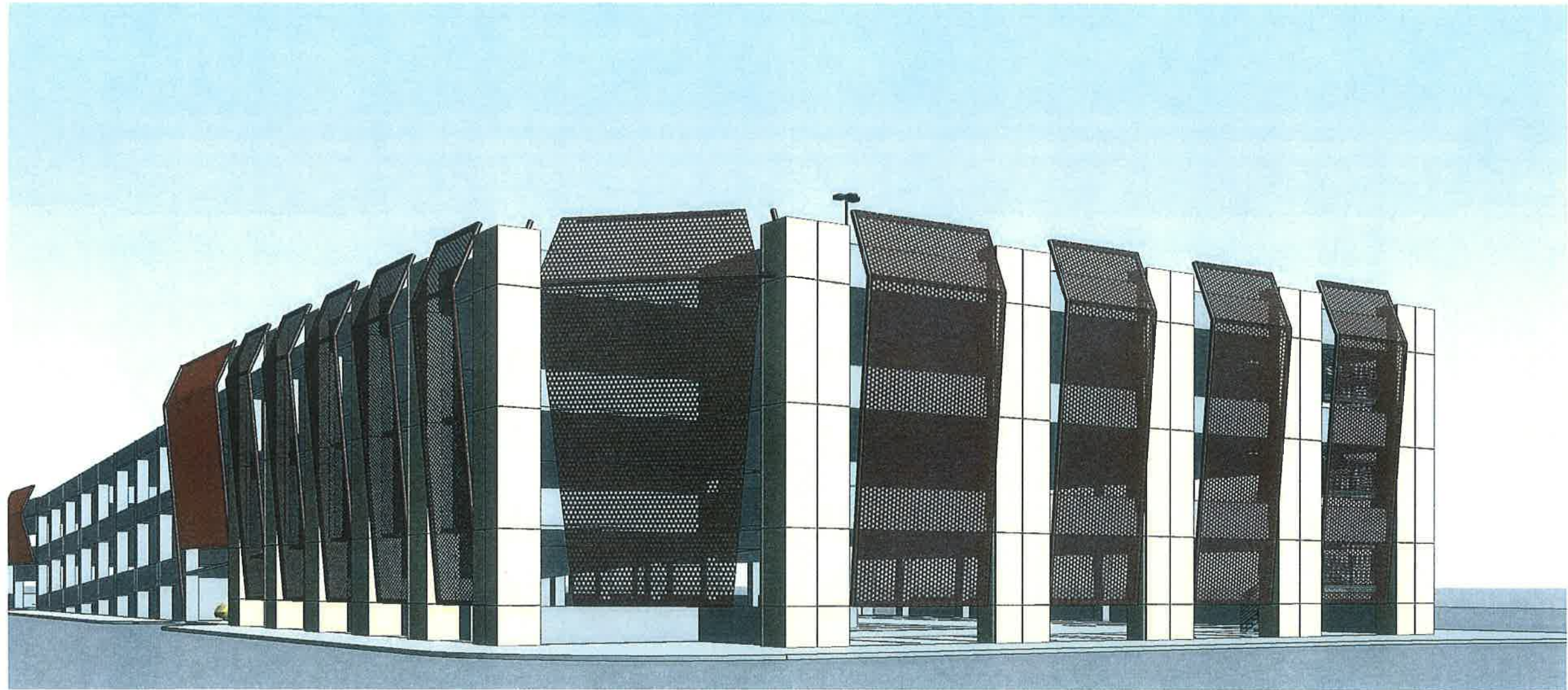
GUY YOCOM
CONSTRUCTION, INC.

DESIGN BUILDER



Architecture ■
Parking Structure Planning & Design

ARCHITECT



BIRCH & ORANGE AVE. PARKING STRUCTURE

BREA, CA

BUILDING PERSPECTIVE

A501

03/04/15



GUY YOCOM
CONSTRUCTION, INC.

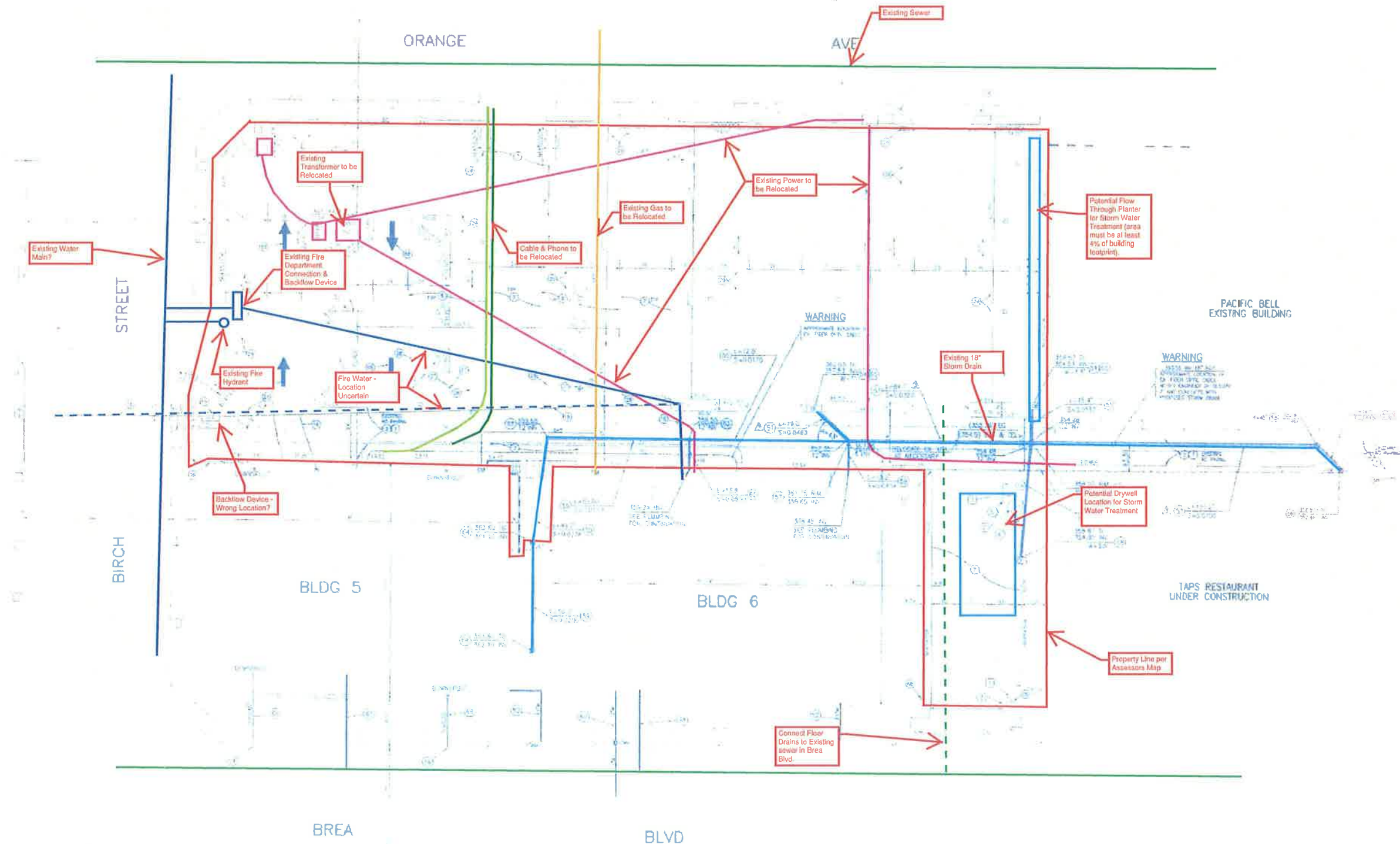
DESIGN BUILDER



Architecture
Parking Structure Planning & Design

ARCHITECT

SCALE 1"=20'



CONSTRUCTION NOTES

1. ALL UTILITIES TO BE LOCATED AND DEPTH NOTED PRIOR TO CONSTRUCTION.
2. ALL UTILITIES TO BE PROTECTED AND NOTED PRIOR TO CONSTRUCTION.
3. ALL UTILITIES TO BE RELOCATED AND NOTED PRIOR TO CONSTRUCTION.
4. ALL UTILITIES TO BE DELETED AND NOTED PRIOR TO CONSTRUCTION.
5. ALL UTILITIES TO BE INSTALLED AND NOTED PRIOR TO CONSTRUCTION.
6. ALL UTILITIES TO BE MAINTAINED AND NOTED PRIOR TO CONSTRUCTION.
7. ALL UTILITIES TO BE REMOVED AND NOTED PRIOR TO CONSTRUCTION.
8. ALL UTILITIES TO BE REPAIRED AND NOTED PRIOR TO CONSTRUCTION.
9. ALL UTILITIES TO BE REPLACED AND NOTED PRIOR TO CONSTRUCTION.
10. ALL UTILITIES TO BE UPGRADED AND NOTED PRIOR TO CONSTRUCTION.

CURVE DATA

STATION	CHORD BEARING	CHORD LENGTH	CHORD AREA
1+00.00	115.00	115.00	115.00
2+00.00	115.00	115.00	115.00
3+00.00	115.00	115.00	115.00
4+00.00	115.00	115.00	115.00
5+00.00	115.00	115.00	115.00
6+00.00	115.00	115.00	115.00
7+00.00	115.00	115.00	115.00
8+00.00	115.00	115.00	115.00
9+00.00	115.00	115.00	115.00
10+00.00	115.00	115.00	115.00

UTILITIES WARNING

EXISTING UTILITIES TO BE PROTECTED AND NOTED PRIOR TO CONSTRUCTION.
ALL UTILITIES TO BE RELOCATED AND NOTED PRIOR TO CONSTRUCTION.
ALL UTILITIES TO BE DELETED AND NOTED PRIOR TO CONSTRUCTION.

EXISTING UTILITIES

ALL UTILITIES TO BE PROTECTED AND NOTED PRIOR TO CONSTRUCTION.
ALL UTILITIES TO BE RELOCATED AND NOTED PRIOR TO CONSTRUCTION.
ALL UTILITIES TO BE DELETED AND NOTED PRIOR TO CONSTRUCTION.

NOTES:

ALL UTILITIES TO BE PROTECTED AND NOTED PRIOR TO CONSTRUCTION.
ALL UTILITIES TO BE RELOCATED AND NOTED PRIOR TO CONSTRUCTION.
ALL UTILITIES TO BE DELETED AND NOTED PRIOR TO CONSTRUCTION.

LINE DATA

LINE	LENGTH
1	115.00
2	115.00
3	115.00
4	115.00
5	115.00
6	115.00
7	115.00
8	115.00
9	115.00
10	115.00

LEGEND

1	115.00
2	115.00
3	115.00
4	115.00
5	115.00
6	115.00
7	115.00
8	115.00
9	115.00
10	115.00

BIRCH STREET IMPROVEMENTS

SUPERVISING CIVIL ENGINEER'S NOTE

ALL UTILITIES TO BE PROTECTED AND NOTED PRIOR TO CONSTRUCTION.
ALL UTILITIES TO BE RELOCATED AND NOTED PRIOR TO CONSTRUCTION.
ALL UTILITIES TO BE DELETED AND NOTED PRIOR TO CONSTRUCTION.

CITY ENGINEER'S STATEMENT

1"=20'

3 of 4

PAVING UTILITIES
FOR CONTROL AND SIGHTING
PRECISE GRADING PLAN

G & G ENGINEERING, INC.
1111 N. 11TH ST., SUITE 100
BREA, CA 92621
TEL: (949) 440-1111
FAX: (949) 440-1112
WWW.GGENGINEERING.COM

PROJECT NO. 1111
SHEET NO. 3 OF 4

C.I.M. GROUP, LLC.

DATE: 11/11/11

3/10/2015

CITY OF BREA PARKING GARAGE
Conceptual Cost Estimate

BIRCH & ORANGE AVE CITY OF BREA DESIGN BUILD PARKING GARAGE STRUCTURE

Design Build Parking Garage Structure

165,000 gsf

DESCRIPTION	QUANTITY	unit	UNIT COST	EXTENSION	ALLOWANCES	COMMENTS
00000 Contracting Requirements						
Transformer/Primary/Secondary power relocation	1	ea	\$ 275,000.00		\$ 275,000.00	(ALLOWANCE)
Fire Line & Fire Hydrant Relocation	1	ea	\$ 55,000.00		\$ 55,000.00	(ALLOWANCE)
Offsite Modifications	1	ls	\$ 20,000.00		\$ 20,000.00	(ALLOWANCE)
Large Trash Compactor	1	ls	\$ 55,000.00		\$ 55,000.00	(ALLOWANCE)
01000- Division 1 — General Requirements						
Architectural/Civil/Landscape Design	165,000	gsf	\$ 2.10	\$ 346,500.00		
Structural Design	165,000	gsf	\$ 0.60	\$ 99,000.00		
02000 Division 2 — Site Construction						
Traffic Control	4	mo	\$ 5,000.00	\$ 20,000.00		
Demolition and Removals	165,000	gsf	\$ 1.10	\$ 181,500.00		
Mass Earthwork and Grading	13,200	cy	\$ 12.00	\$ 158,400.00		
Soil Export	1,950	cy	\$ 28.00	\$ 54,600.00		
Fine Grading	22,400	sf	\$ 1.00	\$ 22,400.00		
Asphalt	18,400	sf	\$ 3.75	\$ 69,000.00		
Planter Curbs	795	lf	\$ 20.00	\$ 15,900.00		
Storm Water Drain Systems, Catch Basin	1	ea	\$ 105,000.00	\$ 105,000.00		
Drywell Storm Drain System	1	ea	\$ 65,000.00	\$ 65,000.00		
Landscaping, Irrigation	50,000	sf	\$ 1.00		\$ 50,000.00	(ALLOWANCE)
03000- Division 3 — Concrete						
Structural Concrete	165,000	gsf	\$ 19.51	\$ 3,219,499.80		
Reinforcing Steel	165,000	gsf	\$ 9.90	\$ 1,633,500.00		
04000 Division 4 — Masonry						
Masonry	5,500	sf	\$ 17.00	\$ 93,500.00		
05000- Division 5 — Metals						
Metals - Misc Metals, Expansion Control	165,000	gsf	\$ 0.40	\$ 66,000.00		
Cable Rail Barriers & Embeds	1,400	lf	\$ 35.00	\$ 49,000.00		
Stairs & Railing	5	Sets	\$ 12,000.00	\$ 60,000.00		
Steel Stud Walls/Dryvit Stucco Color	5,500	sf	\$ 16.00		\$ 88,000.00	(ALLOWANCE)
Architectural Metal Screen Façade	5,500	sf	\$ 45.00		\$ 247,500.00	(ALLOWANCE)
Architectural Metal Screen Entry	3,300	sf	\$ 40.00		\$ 132,000.00	(ALLOWANCE)
06000- Division 6 — Wood & Plastics						
N/A						Not Used
07000- Division 7 — Moisture Protection						
Waterproofing	165,000	gsf	\$ 0.05	\$ 8,250.00		
08000- Division 8 — Doors & Windows						
Doors & Hardware	165,000	gsf	\$ 0.02	\$ 3,300.00		
09000- Division 9 — Finishes						
Paint	165,000	gsf	\$ 0.30	\$ 49,500.00		
Seal Floors	165,000	gsf	\$ 0.10	\$ 16,500.00		
Elastomeric	5,000	gsf	\$ 1.00	\$ 5,000.00		
Parking Striping	485	stalls	\$ 40.00	\$ 19,400.00		
10000- Division 10 — Specialties						
Signage / Fire Extinguishers	165,000	gsf	\$ 0.20	\$ 33,000.00		
11000- Division 11 — Equipment						
Parking Control Equipment						Not Used
12000- Division 12 — Furnishings						
Office Equipment						Not Used

3/10/2015

CITY OF BREA PARKING GARAGE
Conceptual Cost Estimate

13000- Division 13 — Special Construction

Security Access & Surveillance	165,000	gsf	\$	0.10	\$	16,500.00	Conduit only- Future
Detection & Alarm	165,000	gsf	\$	0.10	\$	16,500.00	Conduit only- Future

14000- Division 14 — Conveying Systems

Elevators/Cab Finishes	4	stops	\$	55,000.00	\$	220,000.00	Includes- glass window shaft with glass back cabs
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15000- Division 15 — Mechanical

Mechanical - ventilation							Not Used
Fire Line & Hot tap for Parking Structure	1	ea	\$	29,500.00	\$	29,500.00	
Fire Sprinklers - Stand Pipe	165,000	gsf	\$	0.50	\$	82,500.00	
Domestic Water	1	ea	\$	7,500.00	\$	7,500.00	
Plumbing - drain systems	165,000	gsf	\$	0.30	\$	49,500.00	
Phone Line (Annex)	1	ea	\$	2,500.00	\$	2,500.00	
Sewer (Annex)	1	ea	\$	7,500.00	\$	7,500.00	(ALLOWANCE)

16000- Division 16 — Electrical

Electrical Systems	165,000	gsf	\$	1.05	\$	173,250.00	
Lighting Systems	165,000	gsf	\$	0.80	\$	132,000.00	

Sub-Total

\$ 7,123,499.80 \$ 930,000.00

Permits and Fees - Not Included	1	ea	\$	-	\$	-	
Contingency	1	ea	\$	100,000.00	\$	100,000.00	
Bond - Not Included	1	ea	\$	-	\$	-	
General Conditions	9	months	\$	40,000.00	\$	360,000.00	
Insurance E&O	1	ea	\$	14,000.00	\$	14,000.00	
insurance Liability	1	ea	\$	34,000.00	\$	34,000.00	
Contractor Overhead & Fee	8,500,000	costs		4.0%	\$	340,000.00	

	BASE BID	ALLOWANCES	GRAND TOTAL
Parking Structure Subtotal	\$ 7,871,500	\$ 1,030,000	\$ 8,901,500
BASE BID/SF	165,000	GSF	\$ 47.71
BASE BID/Stall	485	GSF	\$ 16,229.90
TOTAL W/ALLOWANCES/SF	165,000	GSF	\$ 53.95
TOTAL W/ALLOWANCES/Stall	485	STALLS	\$ 18,353.61

Guy Yocom Construction, Inc.

"City of Brea Structure" – 4 levels, 485 Stalls

Created on March 10, 2015

Page 1 of 10

**Bid Date:** March 11, 2015**Sent Via:** EMAIL**Preliminary Turnkey Design Build Budget Proposal**

Ian R. Waddell, P.E.

IDG Parkitects

17848 Sky Park Circle, Suite D

Irvine. CA 92614

Mark Caplow

E.M. Caplow and Cassock

9333 Pico Blvd

Los Angeles, CA 90035

Re: City of Brea, Birch St & Orange Ave - Design Build Parking Structure**Trade:** Turnkey Design-Build Parking Structure

Dear Dan / Ian:

Guy Yocom Construction, Inc. (GYC) is pleased to submit a **Preliminary Cost Estimate** for the above mentioned project. GYC will provide the design, labor, material, sub trades and equipment to perform the work based on the Bid Documents we received which are listed in the following pages.

The cost is as follows:

Turnkey Design-Build Parking Structure	\$ 7,871,500
Reinforcing:	in base bid (see breakdown)
Relocate existing power/transformer	Allowance - \$ 275,000
Relocate existing fire line/hydrant	Allowance - \$ 55,000
Exterior Facade	Allowance - \$ 467,500
Compactor, Contingency & Other	Allowance - \$ 232,500
Add for Bond: Rate = .86%	
Addenda noted:	None

Please read through the following pages for the included scope, assumptions, clarifications, inclusions, exclusions and outline specification and CSI breakdown. If you have any questions, please feel free to contact us. We appreciate this opportunity and look forward to working with you to complete this project. **This proposal will remain valid for 45 days.**

Sincerely,

Guy Yocom Construction, Inc.

Bill Taylor

Chief estimator

(951) 284-3456 ext. 224



The following shall be included in the Scope of Work as it relates to the parking structure from drip line of the structure inward:

DIVISION 0:

- A. Architectural functional design and structural design, drawings, calculations and details as required in securing appropriate permits. The structural drawings and calculations will be stamped by a professional engineer licensed in the State of California as required by Governing Officials. This shall further include:
- 1) Preconstruction administration, attendances to Owner project meetings, design and construction consulting.
 - 2) Sketches, progress layout drawings, and other supporting information to take scope from the design development phase to start of construction documents to submittal to plan check.
 - 3) Construction documents and calculations for architectural and structural plan check and permitting including plan check corrections, construction detailing, and clarifications in accordance with Code.
 - 4) Administration and coordination of the plan check process.
 - 5) Design administration and coordination throughout construction.
 - 6) One million dollars in Errors & Omission Insurance for architectural and structural design only (provided through the design consultants).
 - 7) We include insurance as follows:
 - a) Liability Umbrella \$10,000,000 per occurrence with a \$10,000,000 aggregate.
 - 8) **Ownership of Work Product Documents:**
 - a) The drawings, specifications and other documents and electronic data furnished by the Design/Builder are instruments of service and the Design-Builder shall retain the ownership and property interests therein, including but not limited to any intellectual property rights, copyrights and/or patents whether or not the Project for which they are made is commenced. Furthermore; drawings, specifications and other documents furnished by the Design/Builder shall not be used by the Owner on any other projects or for the completion of this project by others without expressed written consent regarding use, compensation and liability.

DIVISION 1 - GENERAL REQUIREMENTS:

- A. Samples, product submittals, MSDS information, mock-ups, shop drawings and engineering required by the specifications.
- B. Jobsite temporary office equipment, telephones, power usage costs, furnishings and consumables as required for Design/Builder's work.
- C. Offsite disposal of trash and debris for Design/Builder's work from his operations.
- D. General clean up, dust control and street sweeping, as required.
- E. Blueprints (two sets) and sepias (one set) for Design/Builder's shop drawings prepared by Design/Builder's consultants.



- F. Full time onsite Project Superintendent to supervise Design/Builder's work, attend Owner's meetings and generally coordinate the work.
- G. Gasoline and oil for the Design/Builders work.
- H. Temporary utilities and usage charges.
- I. As-Built drawings.
- J. Traffic control for Design/Builder's work, if required.
- K. Protection of all existing property and improvements, as required.
- L. Contract close out documents; warranties and maintenance manuals as normally required.
- M. Hoisting and material handling for Design/Builder's work.
- N. Scaffolding, shop drawings, taxes, equipment, cartage, consumables and warehousing, as required for work.
- O. Survey and layout to locate the building onsite and locate all necessary column lines and elevations, as required in completing the work.
- P. Soils Report information (PENDING) with the assumptions shall be as follows:
Design will support the acceptable use of spread footings and bearing values of 4000psf to 5000psf capacity.

DIVISION 2 - SITEWORK:

- A. **Owner will provide** *(when we exclude mass excavation)* Demolition/removals, mass excavation, re-compaction and grading of pad to +/- one tenth of a foot. **Owner is also responsible** for the hauling of foundation spoils off site and the legal disposal of spoils. All work performed by the Owner will be properly certified for grade, moisture content and compaction including sub grade elevations e.g. (warps, slopes and ramps) by **Owner's Soils engineer and Surveyor**. Temporary Slopes shall be cut to conform to OSHA requirements. The toe shall be left at a horizontal location so that foundations may be neat cut without the need for re-cutting the temporary slope or shoring.

DIVISION 3 - CONCRETE:

- A. Structural excavation and backfill for footings and interior walls.
- B. Onsite hauling of surplus spoils.
- C. Layout and rebar templates.
- D. Concrete material, place, finish, cure, fine grading and pumping.
- E. The finishes on the concrete will be as follows:
 - 1) Floors: Broom texture or sweat swirled finish.
 - 2) Interior Columns and Inside Wall Faces: Concrete fins knocked off, form offsets over ¼" ground smooth and/or patched with a sand/cement slurry mix to give a uniform transition across joints left by form panels, patch all voids and rock pockets so that all holes and "bug holes" are filled that are larger than ¼" diameter or length.
 - 3) Exposed Exterior Slab Edges: Ground, patched, and smooth "sacked" finish with sand/cement slurry to create a smooth surface free from "bug holes", pin holes and offsets in the finished surface.
 - 4) Interior Slab Edges: Ground and patched in accordance with Item 2, above.



- 5) Exterior Exposed Wall Faces, Exterior Exposed Parapet Faces and Exterior Exposed Columns. Same as Item 3, above.
 - 6) Slab Soffits: Grinding offsets over ¼" and filling holes greater than ¼" diameter, length or depth, knocking off concrete fins (hard slurry left behind from form joints) greater than ¼" high. It is intended that the deck soffits generally have a formed-as-cast finish except for the patching of voids over ¼" deep or grinding offsets over ¼" deep. Insert holes will not be filled.
 - 7) Interior Beams: Will finish per Item 2, above.
 - 8) Exterior Exposed Perimeter Beams: Same as Item 3, above.
 - 9) Floor flatness to be +/- 5/16" in ten feet.
- F. Formwork, scaffolding, and design for same in sufficient quantity to meet the schedules referenced herein.
- G. All formwork shall conform to the latest edition ACI 347 (Class B).
- H. Concrete work will conform to the latest edition of ACI 301 and 318, as directed by the Structural Engineer.
- I. Rebar, post-tension cables, anchors, sheathing, all accessories and welded wire mesh.
- J. Galvanized 11 strand 3/8" diameter barrier cable @ interior scissor ramps and exterior edges where required.

DIVISION 4 - MASONRY WALLS:

- A. Concrete block, mortar, grouting, clean-outs, embeds and scaffolding.
- B. This typically occurs at elevator pits, retaining walls (if required), interior ramp walls, elevator equipment, electrical and storage rooms.
- C. All block to be smooth gray finish.

DIVISION 5 - METALS:

- A. Design/Build metal pan stairs. These stairs and associated rails will be built with metal stringers, horizontal flat bar rails (approximately 3/8" x 1 ½") with pipe or tube rail as handrail and will have concrete filled pans. This work will conform to the Building Code and any applicable A.D.A. Standards. The stairs are located per the plans and as required per code. Other miscellaneous metal is included as required.
- B. Expansion joints at elevator lobby.

DIVISION 6 - CARPENTRY NOT REQUIRED

DIVISION 7 - MOISTURE PROTECTION:

- A. Caulking of elevated deck construction joints.
- B. Waterproofing of the perimeter retaining walls where the exterior finish grade is higher than the interior slab on grade, and damp proofing at interior walls below grade or perimeter walls where the outside grade is lower than inside grade.
- C. Elastomeric coating on the floor above rooms and roof delay strips.



DIVISION 8 - DOORS & WINDOWS:

- A. Hollow metal doors, frames and hardware as required for access.

DIVISION 9 - FINISHES:

- A. Stall striping, directional painted floor arrows, floor cross hatching, handicap signs per code and precast concrete wheel stops, as required, to protect hose locations and pipe risers and barrier cable.
- B. Paint exterior columns on 4-sides, exposed concrete on exterior of structure (wall and spandrels from tops to exterior face to bottom of slab edge).
- C. Painting of stairs and exposed miscellaneous metals is included.
- D. Painting of exposed fire and drain piping is **NOT** included.
- E. Painting of interior soffit, beams and columns is **NOT** included.

DIVISION 10 - SPECIALTIES:

- A. Fire extinguishers, cabinets and accessories as required by code
- B. Code required signage. (Way finding signage is **NOT** included)

DIVISION 11 - EQUIPMENT:

- A. Parking control equipment allowance of \$0.
- B. Security system allowance of \$0.

DIVISION 12 - FURNISHING (NOT PART OF CONTRACT)

DIVISION 13 - SPECIAL CONSTRUCTION (NOT PART OF CONTRACT)

DIVISION 14 - CONVEYING SYSTEMS

- A. Elevator equipment and shaft.
 - a. ELEVATOR CAR ENCLOSURES (\$15,000 total car allowance, Glass on exterior face)
 - i. General: Provide manufacturer's standard steel-framed car enclosures with non removable wall panels, suspended ceiling, trim, accessories, access doors, doors, power door operators, sills (thresholds), lighting, and ventilation.
 - ii. Floor Finish: Vinyl
 - iii. Metal Wall Panels: Flush hollow-metal construction, fabricated from metal indicated.
 - iv. Fabricate car with recesses and cutouts for signal equipment.
 - v. Fabricate car doorframe integrally with front wall of car.
 - vi. Stainless-Steel Doors: Flush, hollow-metal construction, fabricated from stainless steel.
 - vii. Sills: Extruded aluminum, with grooved surface, 1/4 inch thick.
 - viii. Luminous Ceiling: Fluorescent light fixtures and ceiling panels of translucent acrylic or other permanent rigid plastic complying with flammability requirements.
 - ix. Handrails: Manufacturer's standard metal handrails.



DIVISION 15 - MECHANICAL:

- A. 8" storm drains to daylight 12" above finished grade.
- B. 8" overflow drains to daylight as required.
- C. See Allowances for relocation and tie to existing utilities.
- D. Dry Standpipe system at all levels all stubbed 5" – 0" outside the structure and connected to site fire line if fire line is already existing at location of stub out.
- E. Design/Builder assumes that existing water pressure and supply is adequate for fire protection.
- F. Hose bibs at stairs.

DIVISION 16 - ELECTRICAL:

- A. Power and lighting, as required for covered areas, and includes Metal Halide lighting fixtures at covered areas per required building code foot-candle levels.
- B. Roof lighting shall comply with required building code foot-candle levels and includes standard metal halide roof pole lighting in "shoebox" style housings on painted steel non-tapered square poles.
- B. The electrical service will stub out 5'-0".
- C. See Allowances for relocation and tie to existing utilities.
- D. Emergency power and automatic transfer switch is to be provided by others (If required)
- E. Lighting in rooms and stairwells.
- F. Power to parking control equipment (if required).
- G. Fire alarm/sprinkler monitoring system (Future -conduit, boxes, and wire).

CLARIFICATIONS:

- 1. This Agreement assumes that work will commence upon issuance of Building Permit and continue in accordance with the provided schedule. Scheduled durations exclude all delays not within our control, i.e., weather, etc. Any cost increases incurred after this time due to delays, which are not the fault of the Design/Builder will be an addition to the base contract amount. We have assumed that construction will begin in the 2nd quarter, 2015. Due to the volatility of pricing in the construction market our proposal is based on being released to procure both subcontracts and material purchases by 3rd Qtr 2015 or the Owner will be responsible for all escalation costs (if any) due to a late authorization to proceed.
- 2. The work referenced herein is limited to that which is within the building lines of the parking structure except as specifically listed below:
 - a) Connections to site utilities to be within 5'0" of parking structure at points dictated by design builder.
 - b) Concrete Planter curbs are shown on site plan.
 - c) Dry Well, Storm drain system as shown on Site plan.
 - d) Patch Asphalt as required for Utility relocation and tie in to existing utilities (See Allowance)



3. Note that we have not yet reviewed your Standard Contract Agreement and reserve the right to negotiate a fair and mutually acceptable Contract similar to an A.I.A., A.G.C. or D.B.I.A. format
4. It is mutually agreed upon and understood that the Owner shall be responsible for identifying and paying permit fees, coordinating and securing permission or entitlement to build adjacent to or encroaching on any easement that effects the Design/Builder's work, more particularly, but not exclusively, for storm drain, sewer, fire, electrical, water service or any other utilities.
5. The term "Code" used herein is understood to mean the current edition of the Local Building Codes.
6. Adequate temporary construction area for staging, lay-down and our office trailer(s) shall be made available on site at no cost.
7. Retention shall be 5%. Retention shall be due 35 days after substantial completion of our work and acceptance by Owner.
8. We cannot accept the terms of any agreement that the Owner and Tenant may have or City Development Agreement until we are provided with a copy and the opportunity to review.
9. This bid is conditional upon all extra work that is performed by the Design/Builder be marked up at 15% for self performed work. Design/Builder's mark-up on Subcontractor's work shall be 10% for change orders.
10. This Agreement is based upon a normal (5) day workweek with 7:00 AM to 3:30 PM being our standard work shift only (unless the Design/Builder is behind through its own fault).
11. Due to the inherent nature of concrete, concrete cracking will occur. When properly designed, this cracking will be non-structural in nature.
12. Foundation quantities and sizes are based on information provided by the Owners soils engineer and our structural engineers design. Any missing or inaccurate information in the soils report remains the Owners responsibility. Also, any increase in foundation sizes due to unforeseen conditions, or any underground obstruction regardless of whether it is natural or man made, and not clearly identified in the soils report and requiring extra work or cost is the Owners responsibility.
13. Structural excavation is based upon the use of standard size backhoe equipment. No allowance was made for difficult digging conditions, boulder removal, caliche clay, wet soils or special excavation equipment. Additional work required due to the rework required to soil at bottom of footings, due to no fault of our own, will be at the Owners expense.
14. Owner or Prime contractor is responsible to relocate power lines adjacent to our work. Power lines AS A MINIMUM must be kept AT LEAST 10 feet from the perimeter of the building envelope during construction. **(See Allowances)**
15. Owner will be responsible for schedule delays due to the impact of material shortages.
16. The design/builder will be entitled to payment for offsite formwork material buildup and purchase at the time this occurs.
17. We have not included any cost for the repair of damage sustained during the course of construction to existing curbs, sidewalks, landscaping, or any other



site improvements that are constructed in a manner that interferes with our work.

18. In projects where design builder is not providing the mass excavation and shoring for basement projects we have not included any money to adjust the perimeter shoring so it can support the weight of concrete trucks or pumping trucks. Any additional shoring required will be by Owner.
19. Design shall not start until Design/Builder has received an executed contract for design and construction from Owner.
20. The price and schedule are based on all utility relocation being done prior to the start of our work.
21. Owner to provide continuous unimpeded access to the site and a designated ample parking area for all worker vehicles within a distance as to not require bussing or reimbursement of employees travel time.

EXCLUSIONS:

1. Entitlement fees, plan check and permit fees, City or Agency fees.
2. Utility assessment and connection fees.
3. Utility cabling and any city connection fees.
4. Work outside of our building lines (except as specifically included in Clarifications, Item 1).
5. Testing and inspection costs.
6. Removal of ground water not indicated on soils report (except rain and incidental seepage), contaminated soil removal, removal of underground-unforeseen obstructions or existing utilities.
7. Locating existing utilities, relocation or removal of same.
8. Caliche removal.
9. Sand base or vapor barrier under the slab on grade (not required).
10. As-built survey of existing sewer or utilities or cut and cap of utilities.
11. Compaction or re-compaction of uncertified existing fill soils.
12. Builder's Risk insurance, including Flood and Earthquake and any deductibles for such insurance or any losses that fall under the category of "Builders Risk". It is assumed that the Owner or Contractor has provided such insurance or they are self-insured.
13. Landscape, irrigation or design for same.
14. Special sealer, hardeners or waterproofing other than specifically included herein.
15. Civil design, drawings or calculations.
16. Cost for employee parking (Construction parking must be provided for our crews at no cost, within 350 yards walking distance of jobsite). (See clarification #21)
17. Soils engineering, testing, reports, and supplements.
18. Cost of work required by City entitlements which was not specifically included herein. Renderings, extended presentations, design change, or drawing work during the "Entitlement" process.
19. Emergency generators, fuel oil storage tank, automatic transfer switch and interlock.
20. Anti-graffiti coating.



21. Mock ups, artist's renderings or models.
22. Interior finishes except as included herein.
23. Shoring and underpinning of site.
24. Mechanical ventilation or heating.
25. Fire alarm system beyond conduit, wire, and boxes per code.
26. Signs and graphics beyond code minimum.
27. Delays in plan check and permit process out of our control.
28. Delays due to weather, acts of God, or labor disputes.
29. Staining of concrete.
30. Column corner guards.
31. Intercom calls stations.
32. Concrete bollards. (We will use metal bollards for code required protection.)
33. Drainage of exterior perimeter surfaces and slopes.
34. Liquidated damages.
35. Galvanizing of metals.
36. Peer design review costs.
37. Factory Mutual Insurance requirements.
38. Cost of Bond
39. "Project" Errors and Omissions Insurance. (by consultants)
40. Color-coding of columns.
41. Painted graphics.
42. Termite Control.
43. All work associated with elevator vestibule or lobby finishes.
44. Sand/oil separator.
45. Fire Sprinklers (Stand Pipe included)
46. Fire booster Pump
47. Deep foundations e.g. geopiers, piles caissons etc.
48. Soil retention e.g. shoring, soil nails, lagging etc.
49. Working around rakers
50. Security including Bars @ openings

PERFORMANCE SPECIFICATION OUTLINE:



**Design Build
Post Tensioned Long Span Beam
Parking Structure**

- | | |
|----------------------------|--|
| 1. Total Levels: | 4 |
| 2. Total Story's | 3 |
| 3. Total Cars: | 485 |
| 4. Compact Stalls: | 00 |
| 5. Standard Stalls: | 474 |
| 6. Handicap Stalls: | 11 |
| 7. Footprint Dimension: | 350'-4" x 130' -0" |
| 8. Lateral System: | Moment Frame |
| 9. Number of Stairs: | 02 |
| 10. Number of Elevators: | 01 |
| 11. Number of Stops: | 04 |
| 12. Elevator Type: | Hydraulic |
| 13. Gross Square Footage: | 173,961 |
| 14. Foundation Type: | Spread Footings |
| 15. Floor to Floor Height: | 11'-4" typical |
| 16. Façade Finish: | Painted Concrete, EIFS accents, Steel Mesh |
| 17. Typ/Deck Thickness: | 5" |
| 18. Exterior Shear Walls: | None |
| 19. Proposed Architect: | IDG Parkitects, Inc. |
| 20. Proposed Engineer: | Miyamoto |

The criteria documents consist of the following:

1. Soils Report by: N/A (**Assumes 4k to 5k psf and Neutral PH, Sulfate & Chloride**)
2. Civil Drawings dated January 05, 2000
3. Edison sheet dated June 18, 1999



CITY OF BREA

ADMINISTRATIVE SERVICES DEPARTMENT

TO: Mayor and City Council

FROM: Bill Gallardo, Assistant City Manager/Administrative Services Director

DATE: April 9, 2015

SUBJECT: Downtown Enhanced Revenue Projections

BACKGROUND

At the Council Meeting of January 6, the City Council directed staff to estimate how much new revenue could be generated with the construction of a multi-level parking structure behind the Tower Records Building. This new parking structure could then support expanded uses in the downtown by improving current parking needs and grow businesses in the downtown.

The following data was collected in which to perform this analysis:

1. Established the baseline of current property tax and sales tax revenues for the businesses along the eastside of Brea Boulevard from Imperial Highway north to the end of Superblock 2. This includes all businesses from Tap's Fish House and Brewery north to Gyu-Kaku Japanese Restaurant.
2. Established a baseline of current sales tax revenues for the businesses on Birch Street from Brea Boulevard west to Walnut Avenue. This would include Farrell's Ice Cream Parlor west to Cha Cha's Latin Kitchen.

3. Keyser Marston Associates was also contacted to ascertain the “spin-off” revenues of an LA Fitness located at the Tower Records Building. In addition, staff used prior reports from Keyser Marston Associates to calculate revenue generation from new retail, commercial, and other potential uses in the downtown.
4. Staff also relied on ownership in the downtown along with data collection by our sales tax consultant, MuniServices to assist with the sales tax projections.

ASSUMPTIONS

In addition to the data collection the following assumptions were included in this analysis:

1. New sales tax growth of businesses between 5% and 20% based on proximity to the new parking structure.
2. The IMPROV relocates to new entertainment venue at the Old Navy site with two new restaurants.
3. Property Taxes and Sales tax from the Old Navy site and existing retail establishment is removed from the revenue calculations due to the reuse of the site.
4. The construction of approximately 12,900 square feet of new commercial and retail space at the eastern edge of Parking Structure 1 facing Brea Boulevard.
5. The Gaslight Square property is repurposed to include 6,000 square feet of food uses (food court). In addition, we have been contacted that ownership of this property is committing \$15,000 annually towards the cost of a structure.

6. The parking Valet increases from \$5 to \$6 per vehicle and there is a 25% increase in its use due to a larger entertainment venue and related activity based on the existing contract with the valet operator.

ANALYSIS

Upon completion of the data collection and utilizing the prior listed assumptions the following new revenue generation is estimated to be realized by the City. The revenue generation is broken down by category ranging from “Most Likely” to “Optimistic”.

“Most Likely” – given the planned projects and proposed improved areas

“Optimistic” – assuming a favorable outcome of further Downtown expansion

The estimated revenues presented are based the most current projection information available and in our best informed estimate. Certainly variables on any specific uses and long term viability will effect revenues. Most likely the revenue projections will increase annually over time due to normal inflation and the general increase in the cost of goods and services.

OTHER REVENUES

There is currently revenue generated by City leases or contracts in the downtown. A cell tower lease generates \$34,000 per year and the current parking valet contract generates approximately \$40,000 per year. These revenues are currently placed in the City’s General Fund.

There has been conversation with Downtown ownership regarding expanded uses of adjacent properties near the west parking structure, but no tangible revenue projections can be made at this time.

Attachments

Estimated Annual Revenue Generation

Most Likely

Property Taxes - City Share	\$ 13,500
New IMPROV entertainment venue with two restaurants replacing existing building, \$6 million in added valuation	
New tenant improvements at Tower Records Building, \$3 million in added valuation	
Sales Tax	
Increased sales of existing business on Superblock 1/Superblock 2 and a portion of Birch Street	53,000
Two new restaurants at IMPROV entertainment venue	44,000
Estimated "spin-off" of sales tax revenues from LA Fitness with approximately 1200 to 1500 visitors daily	25,000
New food court at Gaslight Square	20,000
Valet	
Increase valet from \$5 to \$6 per car (based on current contract with valet operator)	12,500
Estimate of 25% increase in car volume with new entertainment venue	10,700
Other	
Gaslight Square - Ownership Contribution	<u>15,000</u>
Subtotal New	193,700
** Current Valet Contract	40,000
** Current Cell Tower Lease	<u>34,000</u>
Subtotal Existing	74,000
Total	267,700

Optimistic

Sales Tax	
New restaurant and retail store on eastern edge of Parking Structure 1 along Brea Boulevard	<u>43,000</u>
Grand Total	<u><u>310,700</u></u>

** Existing revenue sources from the Downtown

Other

Repositioning Parking Structure #2 [western structure] with new adjacent uses	?
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KEYSER MARSTON ASSOCIATES™
ADVISORS IN PUBLIC/PRIVATE REAL ESTATE DEVELOPMENT

MEMORANDUM

ADVISORS IN:
REAL ESTATE
REDEVELOPMENT
AFFORDABLE HOUSING
ECONOMIC DEVELOPMENT

To: Bill Gallardo, Assistant City Manager
City of Brea

SAN FRANCISCO
A. JERRY KEYSER
TIMOTHY C. KELLY
KATE EARLE FUNK
DEBBIE M. KERN
REED T. KAWAHARA
DAVID DOEZEMA

From: Kevin Engstrom

Date: March 11, 2015

Subject: LA Fitness Spin-Off Benefits

LOS ANGELES
KATHLEEN H. HEAD
JAMES A. RABE
GREGORY D. SOO-HOO
KEVIN E. ENGSTROM
JULIE L. ROMEY

SAN DIEGO
PAUL C. MARRA

Pursuant to your request, Keyser Marston Associates, Inc. (KMA) researched the potential impact of a fitness facility on Downtown Brea. As KMA understands the situation, LA Fitness (Tenant) is considering occupying the vacant Tower Records building on the southeast corner of Birch Street and Brea Boulevard. Brokers representing the Tenant anticipate 1,200 - 1,500 daily visitors, as the Tenant typically expects between 1.0 and 1.5 workouts per month, per square foot of space. Given this activity, the City of Brea (City) requested that KMA research the potential impact of the Tenant on nearby establishments. To that end, KMA conducted a brief literature review to evaluate if nearby establishments in downtowns or retail centers are impacted by a fitness facility. The literature review found there is a significant amount of anecdotal evidence suggesting nearby tenants benefit from a fitness facility; however, there was limited to no quantitative evidence provided. The findings are summarized below.

- The fitness industry is growing and expected to continue to grow for the next five to ten years; consequently many chains are currently expanding. (Goldman, 2013)
- Key location issues for fitness facilities include landlord relationships, strategic locations and synergy with nearby tenants. (Misonzhnik, 2011)

- Many articles indicate fitness facilities are increasingly taking over existing retail buildings, as they are adaptive and pay rents that are commensurate with other anchor tenants. (Thurston, 2014)
- Brokers indicate that traffic to shopping centers increases with the presence of a fitness facility. (Maling, 2014)
- In many instances, fitness facilities are becoming the core tenants in shopping centers, as other tenants realize the benefits of increased visitation. (Allison, 2010)
- Typical tenants clustering around a fitness facility include juice bars, sporting goods stores and restaurants offering takeout services. Other co-tenancies include grocery stores, banks and pharmacies, which also draw daily/weekly users. Conversely, fitness facilities do not generate many fashion or jewelry store shoppers. (Hudson, 2011)
- Fitness facilities can extend the hours of a retail center, particularly during the week. Further, Monday is the busiest day for many fitness facilities, which can be a slow retail day.
- Fitness facilities can attract a more diverse clientele to a downtown or shopping center, as some gym users are not likely to visit a location to just shop. (Dineen, 2014)
- As more patrons are shopping on-line, property owners are looking to fitness facilities as a means to increase project traffic. (Bhattarai, 2014)
- Parking is often referenced as a drawback for fitness facilities, as they attract a significant amount of weeknight traffic. (Hudson, 2011)

The literature review indicates there is anecdotal evidence suggesting fitness facilities can have a positive impact on a retail center. In particular, fitness facilities generate a significant number of visitors, which is important in this era of on-line shopping and tenant consolidation. These visitors will then patronize nearby establishments (e.g. take out restaurants, juice bars, pharmacies, etc.), particularly during the week when shopping activity is traditionally slower.

To: Bill Gallardo, City of Brea
Subject: LA Fitness Spin-Off Benefits

March 10, 2015
Page 3

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