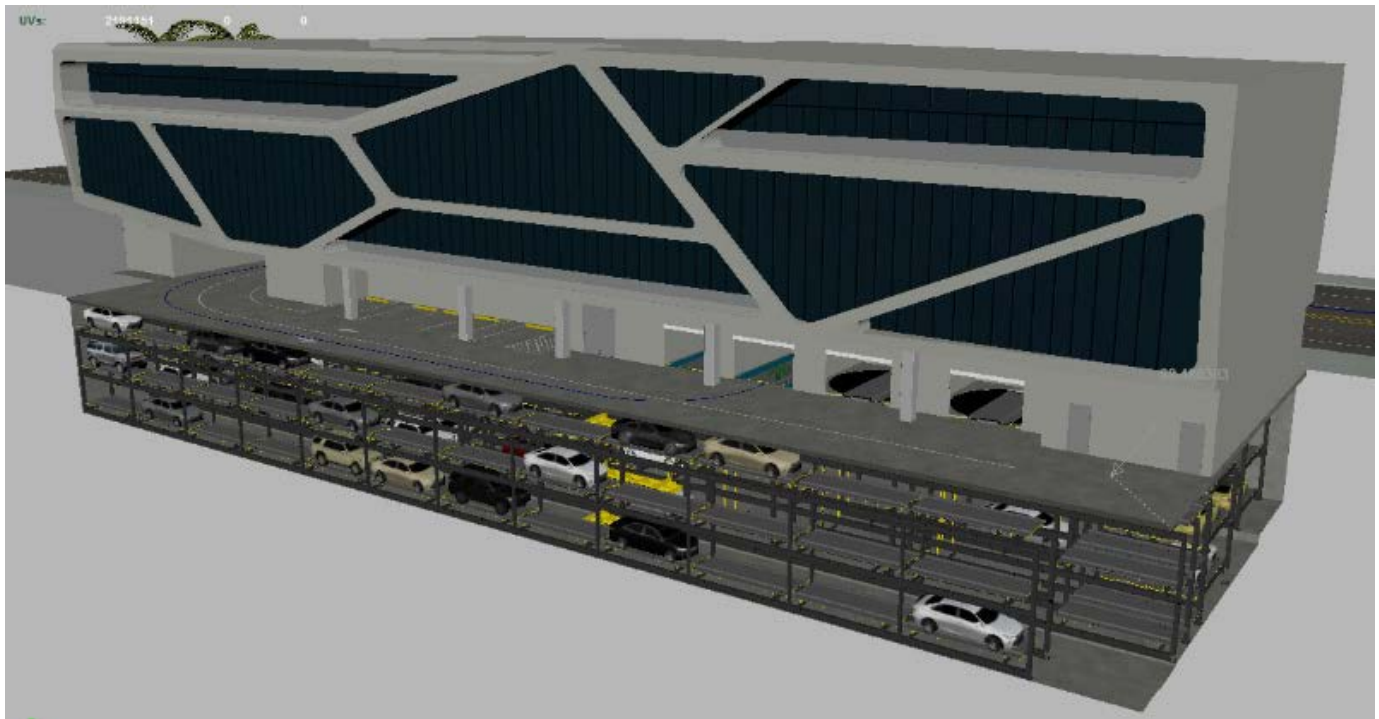


OWNER:
Platform Hayden Tract III

Project:
8888 Washington Blvd.
Culver City, CA

PRELIMINARY PARKING OPERATIONS PLAN:

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<https://www.dropbox.com/s/tgawvsjda6h9dub/8888Washington.mp4?dl=0>

1 INTRODUCTION

[City Lift](#) brings **Best in Class Systems** to the parking lift industry. We provide semi-automated to fully automated mechanical lift systems. We have proven technology that's still operational in the field after 20 years of service. With this proven history of success, our systems offer longevity, consistency, and efficiency while offering the customer the most user friendly systems on the market.

8888 Washington Blvd., Culver City proposes a fully automated mechanical parking garage. This project is a new three-story subterranean parking system, with a parking capacity of 207 spaces and 4 access bays for storage and retrieval. In addition to the mechanical parking garage, there will be 5 on grade parking spaces for short term parking; 1 of which is ADA van accessible. 5 of the 207 spaces within the garage will also accommodate short term parkers with a retrieval time of 65-90 seconds.

Our motors and transmissions are from [SEW motors](#), a German motor manufacturer that is one of the foremost motor providers on the market. Our controls and systems are from worldwide industrial leaders Schneider and Rockwell. These electrical components and electrical control boxes are UL or ETL listed to meet electrical safety standards.





DEFINITIONS

Retrieval rate/time: The time it takes the parking system to store or retrieve a parked vehicle. Does not include loading or unloading.

Throughput/Processing Time: These terms are used interchangeably and have the same meaning. Throughput or processing time is the time in which it takes to get a vehicle out of the queueing area and in/out of the bay and parked or retrieved by leveraging the time saved by attendant assist, valet or the trained user.

Bays: Entry and exit points of the parking system, similar to a garage. This is where vehicles are parked for storage or retrieved.

GENERAL SUMMARY

A fully automated parking garage is a mechanical system designed to minimize area/volume required for parking vehicles. An automated parking garage utilizes mechanics made up of motors, chains, pulleys and pallets to transport vehicles within the parking system rather than the driver. The driver pulls into a loading bay that looks very similar to a garage; then they drive their vehicle onto a pallet and exit the bay. Once the driver and passenger(s) exit the bay, the driver will pull their ticket from the kiosk (or if the driver is an employee they would use their fob), the bay door will shut and the vehicle will automatically be transported underground to its designated parking space. When the driver is ready to retrieve their vehicle, they will insert their parking ticket into the kiosk (or use their fob) which would trigger the retrieval of their vehicle. There will be monitors in the lobby as well as outside the lobby that will let the driver know which bay their vehicle will be arriving in. The vehicle will be delivered facing out so that the driver does not have to back up out of the bay; this allows ease of exit as well as expedites the retrieval process.

This fully automated structure consists of four bays. Bays 1 and 2 service the north end of the parking structure while Bays 3 and 4 service the south end of the parking structure. All four bays rotate the car inside the parking system, not inside the bay. The bays at 3 and 4 are 20' x 20' which exceeds ADA clearance requirements. With the current design there are 72 ADA spaces within the parking structure.

To see an animation of this system click here: <https://www.dropbox.com/s/tgawvsjda6h9dub/8888Washington.mp4?dl=0>

2 OPERATIONAL PLAN

This plan is the "Preliminary Parking Operations Plan" (Plan) for 8888 Washington, Culver City, CA. (Site). The Plan is intended to set forth an operating plan to describe how the parking garage will be operated in order to accommodate the parking needs of the Site. This parking will accommodate the following:

- A. Site employee self-parking and attended-assisted parking;
- B. Public self-parking and attended-assisted parking;
- C. Short term parking

Operational Hours:

7:00am-1:00am

Between the hours of 1:01am-6:59am, users may retrieve, but not park their vehicles. No attendant would be onsite. There will be contact information posted in case of malfunction. Response time for repair is within one hour.

Peak Hours:

8:00am-9:00am

5:00pm-6:00pm

Attendants recommended:

1-2 during non-peak hours

3-4 during peak hours

All 4 bays are located at the rear of the Site allowing ample room to queue if and when necessary. The driver/user experience would be as follows using attended assisted parking:

Arrival for non-employee or non-monthly users:

1. Driver pulls into driveway and is directed to an available bay by an attendant. Available bays are also indicated by a green light above the entry bay. Bays in use will have a red light indicator. Either the driver or attendant may pull the car into the bay. Each bay has a monitor to indicate proper positioning.
2. Driver exits vehicle.
3. Driver exits bay through the same way he/she entered. In front of the bay is a striped pedestrian walkway.
4. Driver or attendant will use the kiosk on the wall outside of the bay access door for their parking ticket. Parking ticket will trigger bay to close and park vehicle.



Retrieval for non-employee or non-monthly users:

1. Driver hands claim ticket and keys to attendant or inserts into kiosk.
2. Once the vehicle arrives in the bay, bay door will open.
3. Driver enters the bay, drives the vehicle out, and exits Site.

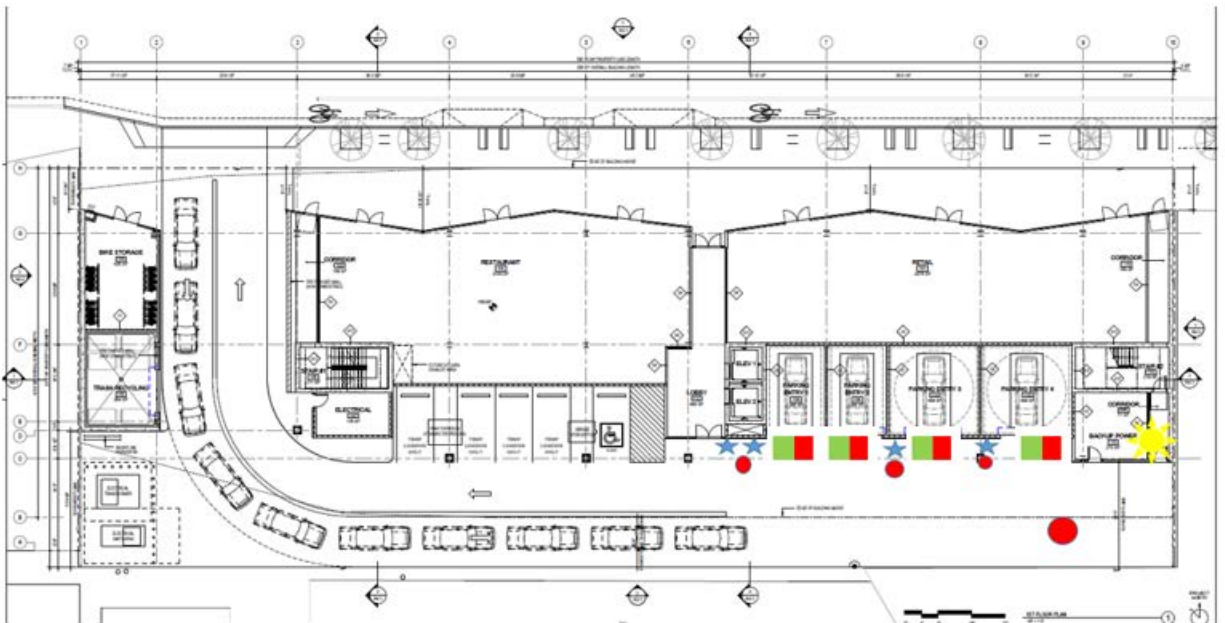
Arrival for employee or monthly users:

1. Driver pulls into driveway and heads towards a bay with a green light above the entry bay. Bays in use will have a red light indicator. The driver will pull their vehicle into the bay. Each bay has a monitor to indicate proper positioning.
2. Driver exits vehicle.
3. Driver exits bay through the same way he/she entered. In front of the bay is a striped pedestrian walkway.
4. Driver will use the kiosk on the wall outside of the bay access door. They will use their issued fob that will trigger the door to close and park vehicle.

Retrieval for employee or monthly users:

4. Driver scans fob on kiosk, which will trigger the system to retrieve their vehicle.
5. Once the vehicle arrives in the bay, bay door will open.
6. Driver enters the bay, drives the vehicle out, and exits Site.

3 ATTENDANT LOCATIONS/KIOSK LOCATIONS



Green and red indicator lights will be located above bay doors



Backup Power



Attendants



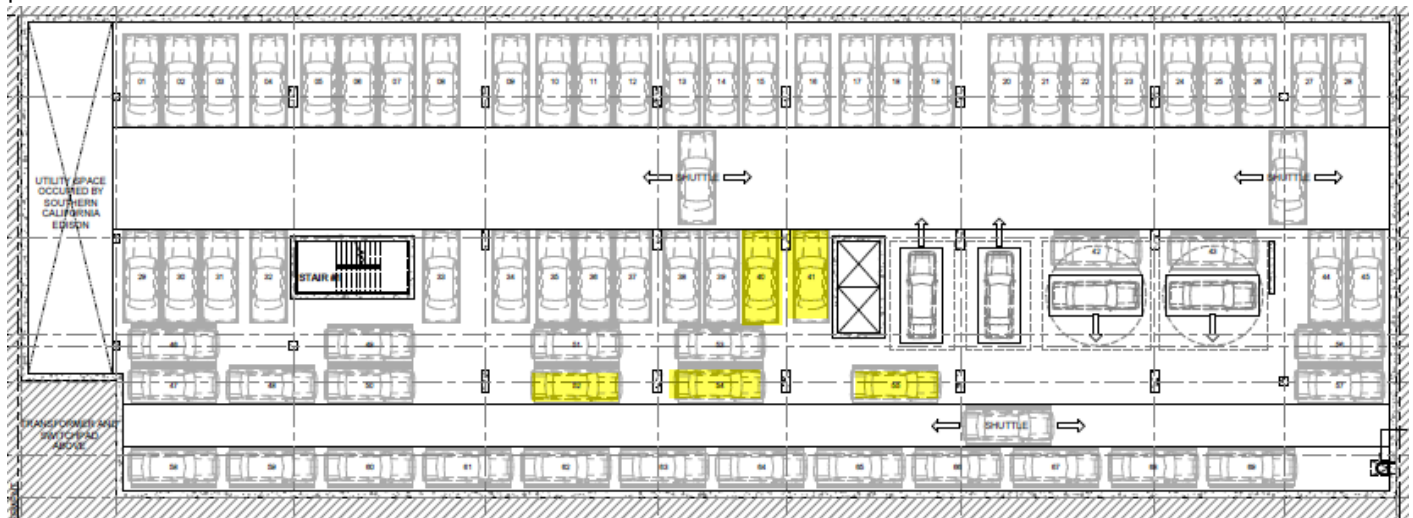
Kiosk

4 SHORT TERM PARKING

5 on grade spaces

5 mechanical spaces

Due to the speed of this system as well as our programming capabilities, we can provide short term parking within the mechanical parking structure for patrons visiting the site for 30 minutes or less. Short term parking will be located at P1 and closest to the lift. The 5 spaces are highlighted below in yellow. Their estimated retrieval time is 65 seconds. Short term parkers will have their cars retrieved upon handing their claim ticket to an attendant and treated as a priority ahead of regular parkers.

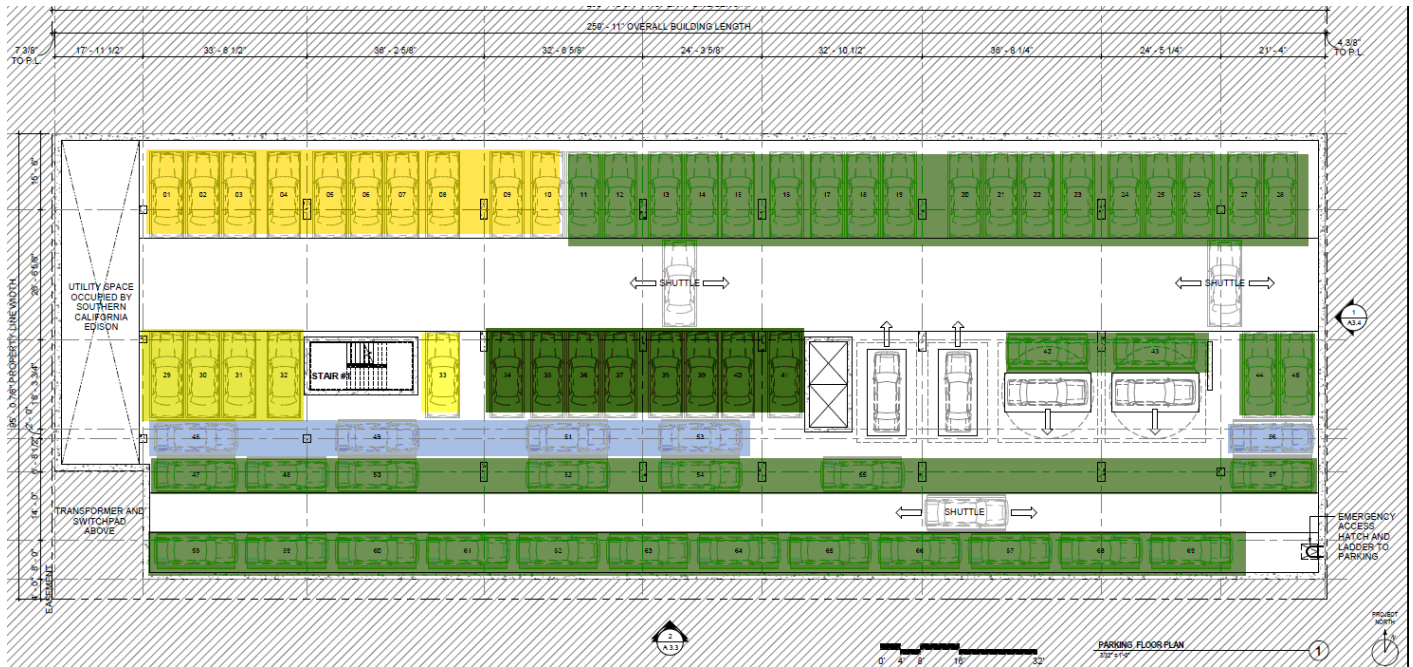


5 SYSTEM SPEED

There are 153 spaces with retrieval speeds of 65-90 seconds; 51 on each level, shown in green below.

There are 39 spaces with retrieval speeds of 90-120 seconds; 13 on each level, shown in yellow.

There are 15 spaces with retrieval speeds of 150 seconds; 5 on each level, shown in blue.



6 QUEUEING AND THROUGHPUT (processing time)

*Based on the queueing analysis, it can be observed that during the peak times of the morning peak hour (8am-9am), a maximum total of 42 vehicles would arrive within a peak 15-minute period. Based on a processing rate of the system (including all-day valet services) of 90 seconds per vehicle, a total of 40 vehicles within the same time period can be processed by the system with all four operating vehicular elevators. A maximum queue of 2 vehicles would remain on site. The maximum available storage on-site, based on the Site Plan, is 10 vehicles in the queue plus four (4) short-term loading spaces and one (1) ADA parking space. Therefore, there would not be any queueing vehicles that would extend beyond the site on to the external roadway system (Washington Boulevard) assuming the maximum peaking characteristics of the arriving vehicles in the morning peak hour. Consequently, the traffic flow along Washington Boulevard would not be affected by inbound vehicles extending out of the Project driveway. Per City of Culver City's request, a queueing analysis with three of the four parking elevators being available during the morning peak conditions was conducted. With the estimated processed rate of the system (with 3 of the 4 elevators available) with all day valet services at 90 seconds per vehicle, a total of 30 vehicles ($3600 / 4$ (in 15-minutes) / 90 seconds per vehicle * 3 elevators) can be processed by the system within the same peak 15-minute interval. Using a maximum arrival of a total of 42 vehicles within the peak 15-minute period, a maximum queue of 12 vehicles is anticipated. Again, the maximum available storage on-site, based on the Site Plan, is 10 vehicles in the storage lane on site plus four (4) short-term loading spaces and one (1) ADA parking space for a total of 14 to 15 vehicles that can be stored on site. Therefore, there would still not be any queueing vehicles that would extend beyond the site on to the external roadway system (Washington Boulevard) assuming the maximum peaking characteristics of the arriving vehicles in the morning peak hour and 3 of the 4 parking elevators available during that same time period. Consequently, the traffic flow along Washington Boulevard would not be affected by inbound vehicles extending out of the Project driveway even with 3 of the 4 parking elevators available during the peak time period in the AM peak hour.

*See Traffic Study prepared by Raju and Associates for full queueing analysis

7 VEHICLE SIZE INFORMATION

- Max Length of Vehicle for 8888 Washington Blvd. Automated Parking Structure is 208.5"
- Length of Average SUV: 178" – 190.7". Here are some common large SUVs that will fit: MBZ AMG SUV is 187.6", Ford Expedition is 206.5", GMC Yukon is 203.9"
- A Full-Size car is approximately 195" long which includes the Ford Taurus & Buick Century
- A Standard size car is approximately 180" long which includes the Nissan Altima & Pontiac Grand Am

Vehicles that are longer than 208.5":**

- Ford Ranger: 211"
- Chevrolet Colorado, GMC Canyon, Isuzu D-Max: 211.3"
- Nissan Frontier: 219.4"
- Roll Royce Ghost: 212"-219"
- Rolls Royce Phantom: 220"
- Toyota Tacoma: 221.3"
- Ford Expedition EL: 221.3"
- Cadillac Escalade ESV: 222.9"
- Lincoln Navigator L: 223.3"
- Ford F-150 Platinum: 223.8"
- Chevrolet Suburban (2015 model year) & GMC Yukon XL (2105 model year): 224.4"
- Ford E Series Passenger Van: 236.7"
- Chevrolet Express Passenger Van: 244.1"
- Nissan Titan: 244.3"
- Toyota Tundra: 247.6"
- Ford F-150 is 209.3"-250"
- Mercedes-Benz Sprinter Passenger Van 2500 High Roof 170-in. WB (2009-present) Passenger van/minibus: 273.2"
- Chevrolet Silverado HD & GMC Sierra HD: 259.1"
- Ford F-250: 231.8 to 266.2"
- Ford F-350: 263"

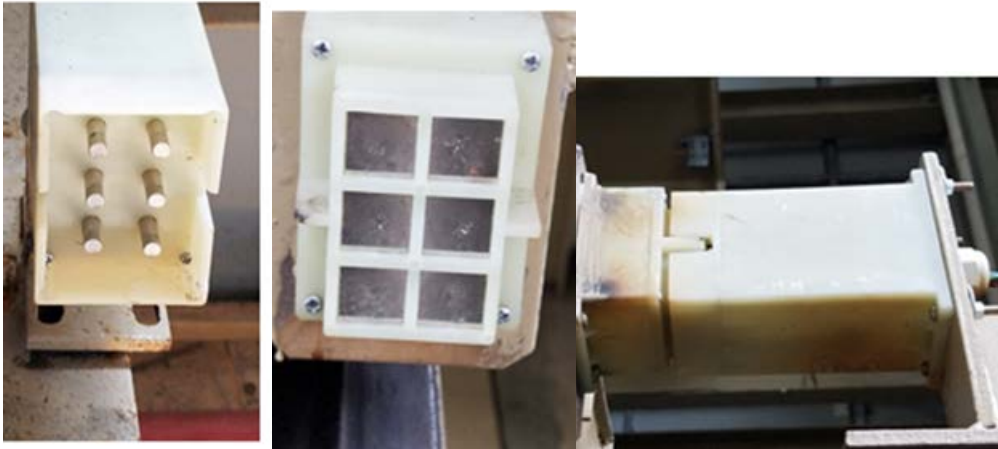
** Please note that these vehicles would be too long for a standard parking lot or structure. There are other vehicles such as work trucks, delivery vehicles and customized cars that are not on this list

2 EV READY

EV Ready is defined as:

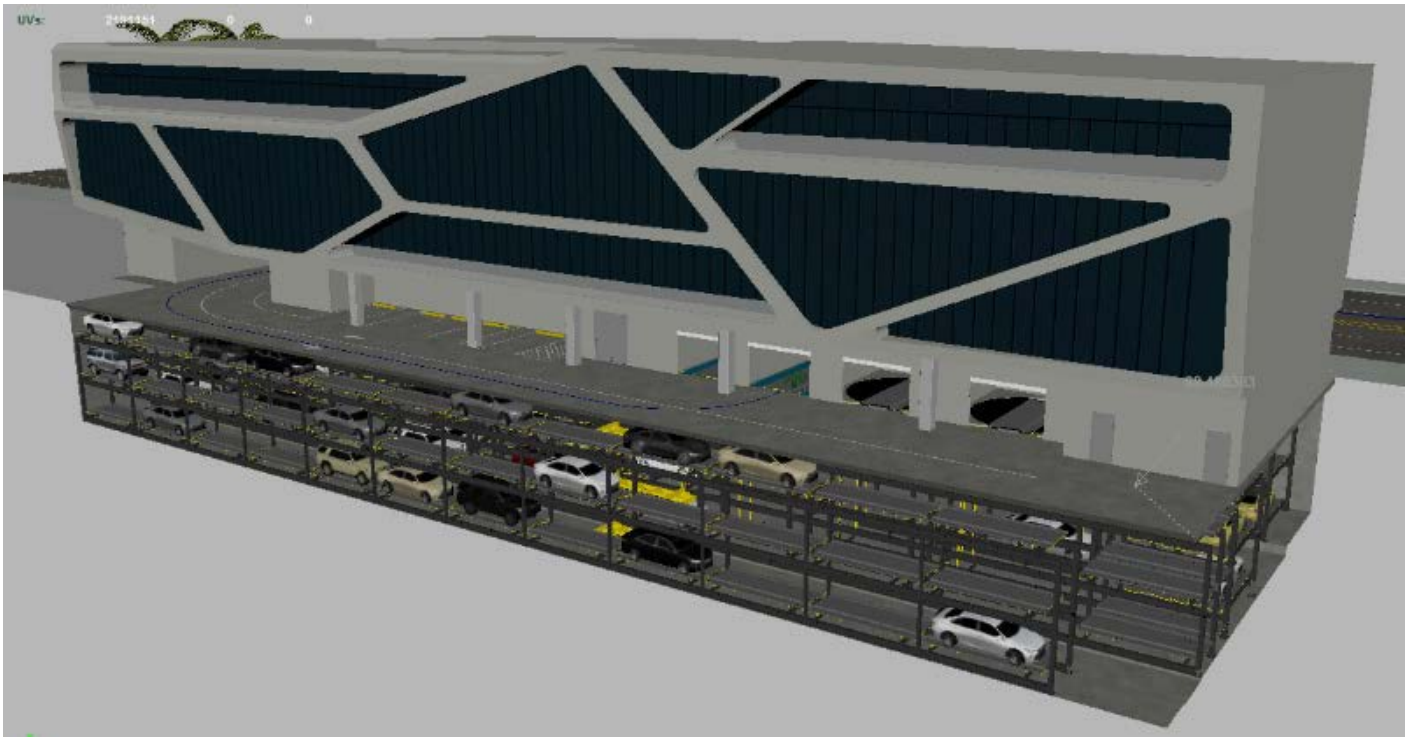
- Power capacity for level II charging
- Conduit pulled to locations
- Current requirement is 13 stalls per architect
- Citylift will provide 11 EV ready spaces for 3rd party EV station/charger installs (other 2 chargers will be located at the surface parking area).

Power to platform is provided by a connection from the platform to its resting place. When the platform is parked within the system it makes a connection. See illustration below:



8 TECHNICAL STUDIES

The proposed solution for 8888 Washington Blvd., Culver City, is a new 3 level mechanical parking system that will consist of three subgrade levels of parking in a configuration known as the aisle. This design features 4 bays and 4 lifts. There are 2 bays that will service the north aisle system and 2 bays that will service the south aisle system offering redundancy and efficiency.



Since this parking structure is subterranean, there would be no visual impact on the surrounding properties. All movement happens within the enclosed bay and underground, therefore noise is not a factor. When standing 3' away from the bay, the decibel level of the lifts measures 65.

In addition, the four bay doors providing access to the parking structure will be designed and equipped with features to dampen noise during operation (e.g. opening/closing) and to seal in noise when the bay doors are closed.

This system has been designed with the appropriate number of bays for the amount of cars the structure can park. It is recommended that parking systems don't exceed 50-60 cars per bay. The current ratio for this project is 51.75 vehicles per bay, therefore, this falls within our tolerance for optimal efficiency and throughput (processing time).

9 SERVICE PROGRAM

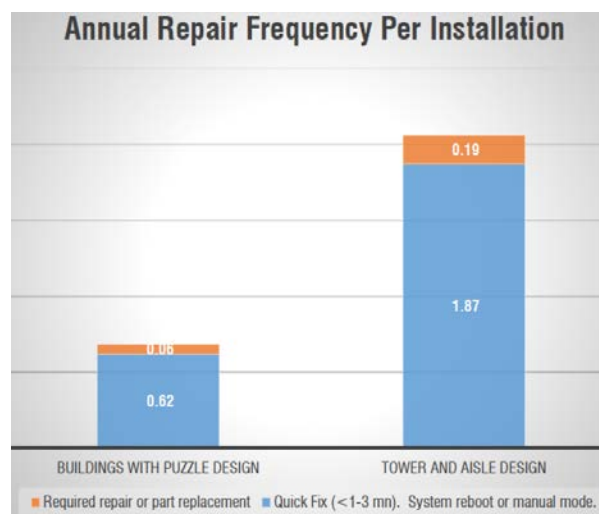
REGULAR MAINTENANCE = RELIABILITY SERVICE BY TRAINED DEDICATED STAFF COMPREHENSIVE PROGRAM INCLUDES

- On-site staff and customer training
- Regular maintenance program
- 27 point inspection monthly with additional semi-annual and annual components
- 24x7 remote monitoring of operating systems (optional but recommended)
- Uber car reimbursement guarantee to customer if unable to access car for any reason



HISTORICAL REPAIR ANALYSIS

- Our components are built for longevity, durability, and consistency. Below is a chart with repair and maintenance records for 121 installations representing over 8000 spaces from 2012 to 2014 with average installation age of 21 years.





10 ALTERNATIVE PARKING PLAN

In the case of a total failure of the parking system, the parking operator's onsite manager will immediately begin the protocol for fixing the system. For the time that it is down, the contingency plan will be put into effect. That plan will be managed by Valet Parking Services, a division of LAZ Parking, one of the largest and most experienced parking firms in the country.

Under this scenario, a full valet team will be installed in the drive aisle of 8888 Washington. As cars arrive, the valet attendants will take their keys, do a three-point turn, and drive their cars out of the drive aisle. The cars will be parked at 8850 Washington Boulevard and will be double stacked to create over 100 new parking stalls. Parkers will be given a ticket and will pick their cars up at 8850 Washington when they are ready.

This contingency plan will involve ten employees of Valet Parking Services. The garage at 8850 Washington is owned by the same group that owns 8888 Washington and is located a half block to the east. It is not anticipated that any full garage shutdown would last more than a day, but the contingency plan can remain in operation as long as necessary.