MEMORANDUM

To:	Erik Zandvliet, P.E. City of Manhattan Beach	Date:	May 8, 2024
From:	Alfred C. Ying, P.E., PTP ACY Francesca S. Bravo FSB Linscott, Law & Greenspan, Engineers	LLG Ref:	1-24-4604-1
Subject:	**Metlox 2023 Master Use Amendment – Parking Assessment**		

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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to summarize the shared parking analysis prepared for the existing Metlox Shopping Center (the "Center") in the City of Manhattan Beach, California (the "City"). We understand that the purpose of this analysis is to document the current peak weekday and weekend parking demands at the Metlox Parking Structure in order to determine if there will be a sufficient number of on-site parking spaces to adequately accommodate the proposed project land use allocations at the Center.

More specifically, this memorandum provides an assessment of the following:

- A description of the existing and proposed site conditions, including a review of the existing on-site parking supply;
- A review of the observed weekday and weekend parking demand at the existing on-site parking structure (i.e., through the conduct of site-specific/empirical surveys);
- Off-street parking requirements applicable to the site pursuant to the City of Manhattan Beach Local Coastal Program (LCP);
- Projections of future parking demand at the project site accounting for weekday and weekend peak project site operations using published parking demand ratios;
- A forecast of site-wide peak parking demand utilizing shared parking analysis methodologies (i.e., which account for the changes in parking demand that occur based on time of day variations for the various site uses), and
- A conclusion regarding adequacy of the proposed parking supply to accommodate the forecast future weekday and weekend peak parking demands.

Definition of Terms

The following parking-related definitions and explanations are provided in order to clarify the terms employed in this analysis.

Inventory refers to a field review of a parking facility or parking system to determine the number of spaces (i.e., supply of spaces), typically by designation type (i.e., standard, compact, carpool, etc.), for each individual facility and on a campus-wide or site-wide development basis. The field review includes an inventory of the number of marked stalls (i.e., striped parking spaces) and excludes informal parking spaces and unmarked parking areas used for valet park operations, if applicable. In this study, measurements were not

taken to determine if the striped parking spaces meet local jurisdiction and federal government dimension requirements.

Occupancy refers to the number of parked vehicles observed in spaces compared to the number of available spaces for a parking facility or parking system. This information is obtained by verifying and validating entry and exit transaction data for each parking facility access point or by conducting parking accumulation counts of vehicles parked in each facility in the study area over a period of time. This information then is compared with the parking supply to determine parking adequacy.

Parking Accumulation refers to the number of parked vehicles in a study area (i.e., surface lot, parking structure, etc.) at any specified time.

Parking Adequacy refers to the difference between the parking supply and either the existing or estimated future parking demand. The calculation of a positive result indicates a parking surplus and a negative result indicates a parking deficit.

Parking Demand refers to the number of parking spaces needed to meet motorists' needs on a given day.

Parking Supply refers to the number of parking spaces in a parking facility or parking system obtained in the inventory.

Survey Day refers to the day that the parking accumulation surveys of the parking facility or parking system were conducted, or for which parking facility entry and exit transaction data was evaluated.

Site Location and History

The existing Metlox Shopping Center site is located at 451 Manhattan Beach Boulevard. The Center is situated at the northwest corner of the North Valley Drive-North Ardmore Avenue/Manhattan Beach Boulevard intersection. The project site location and general vicinity are shown in ***Figure 1***.

In 2002, a Master Use Permit (MUP) (Resolution No. 5770) and Coastal Development Permit (CDP) (A5-MNB-02-257) were approved for a maximum allowable building floor area of 63,850 square feet for the site. The MUP Coastal Development Permit outlined the maximum square footages for each land use category as well as a maximum allowable Buildable Floor Area (BFA) for the development.

In 2018, a MUP Amendment (Resolution No. 18-0074) was approved for the site, which maintained the same overall maximum allowable square footages per use category and parking requirement. A breakdown of the currently permitted use categories and the corresponding maximum allowable BFA is provided below:

- Retail Sales and Services 20,000 SF
- Eating/Drinking Establishment 8,000 SF (6,400 SF seating area)
- Visitor Accommodations - Hotel 35-40 guest rooms (26,000 SF)
- Offices and Personal Services 17,500 SF

Per the 2002 CDP, the parking requirement for the site is 330 spaces, which accounted for 160 spaces for the site development, 15 spaces as replacement for the 1148 Morningside Drive surface parking lot, and 155 spaces as replacement for the Lot M public surface parking lot. Based on the planned parking supply of 439 spaces, the parking surplus for the parking garage is 109 spaces. The parking surplus of 109 spaces remains unchanged with the 2018 MUP Amendment.

Existing Setting

The existing Metlox Shopping Center consists of 63,712 square feet (SF) of commercial space and contains a mix of retailers, eateries, and offices as well as a 38-room hotel (Shade Hotel). Of the existing Center, approximately 62,575 SF of commercial space is currently occupied including 22,500 SF for the Shade Hotel, while the remaining 1,137 SF of retail space (Unit D124) is leased. The existing tenant list for the Center is provided in ***Table 1.***

Existing Subterranean Parking Garage

Parking for the Metlox Shopping Center is provided within the existing 2-level public subterranean parking garage. Access to the parking garage is provided via one driveway on Valley Drive and one driveway on Morningside Drive. An inventory of the number of parking spaces was conducted for each level of the parking garage. The existing parking structure is comprised of 22 general parking areas within Level 1 and Level 2 parking levels. A total of 461 vehicular parking spaces is currently provided within the parking structure. A summary of the parking structure parking inventory by level is provided in ***Table 2***.

A total of 200 parking spaces are provided on Parking Level 1. Of the 200 spaces, 154 spaces are designated as 3-hour metered spaces along with 4 electric vehicle (EV) spaces (2-hour limit), 10 handicap accessible spaces, 31 valet spaces (5 blocked), and one reserved space for City vehicles. On Parking Level 2, a total of 261 spaces designated as 10-hour metered/permit parking spaces are provided, including 235 standard spaces and 26 compact spaces. The metered parking is valid daily between 8:00 am and 9:00 pm, and free after 9:00 pm. The Parking Structure Level 1 and Level 2 plans are shown in ***Figures 2*** and ***3***, respectively.

Project Description

The proposed 2023 Master Use Permit Amendment requests an increase in the maximum allowable square footages for the "Retail Sales and Services" (including "personal Improvement Service") and "Eating and Drinking Establishment" use categories for the Center. Based on the most intense land uses as the priority, the resulting breakdown of the proposed land use categories and corresponding maximum allowable BFA is provided below:

- Retail Sales and Services 15,044 SF
- Personal Improvement Services 7,576 SF
- Eating/Drinking Establishment 17,212 SF (13,770 SF seating area)
- Visitor Accommodations - Hotel 38 guest rooms (22,500 SF)
- Offices and Personal Services 1,518 SF

It is noted that the Offices and Personal Services category is estimated as 1,518 SF as resulting remaining floor area after all other categories have been deducted from the maximum BFA (63,850 sq. ft.) allowed for the property.

Vehicle Parking Calculation Per City of Manhattan Beach Local Coastal Program

The City of Manhattan Beach off-street parking requirements are set forth in Chapter A.64 (Off-Street Parking and Loading Regulations) of the Local Coastal Program (LCP)[1]. The following parking requirements are applicable to the site:

- Retail Sales and Services 1.0 space for each 200 SF for the first 5,000 SF, 1.0 space for each 250 SF for remainder
- Personal Improvement Services 1.0 space for each 250 SF
- Eating/Drinking Establishment 1.0 space for each 50 SF seating area
- Visitor Accommodations - Hotel 1.1 space per guest room
- Offices and Personal Services 1.0 space for each 300 SF

Existing MUP Parking Requirement

The LCP parking requirement for the Center based on the current MUP permitted use categories and their maximum allowable BFA are summarized in ***Table 3***. As summarized in *Table 3*, the existing site-wide LCP parking requirement for the Center totals 306 spaces. When comparing the above LCP parking requirement of 306 spaces to the existing allocated parking supply of 330 spaces, a theoretical surplus of 24 parking spaces is calculated. The parking surplus would result in 133 spaces when compared to the planned parking supply of 439 spaces.

[1]Source: City of Manhattan Beach Local Coastal Program (Chapter A.64, Off-Street Parking and Loading Regulations)

Proposed MUP Amendment Parking Requirement

The LCP parking requirement for the Center based on the proposed MUP Amendment land use categories and maximum allowable BFA are summarized in ***Table 4***. As summarized in *Table 4*, the site-wide LCP parking requirement for the Center totals 410 spaces. When comparing the above LCP parking requirement of 410 spaces to the existing allocated parking supply of 330 spaces, a theoretical shortfall of 80 parking spaces is calculated. The parking surplus would result in 29 spaces.

Existing Structure Parking Demand

Observations and parking accumulation surveys were conducted at the existing parking structure in order to document the current weekday and weekend parking demands. Specifically, the parking accumulation surveys were conducted from 9:00 AM to 9:00 PM in hourly increments during the following weekday and weekend days:

- Weekday: Thursday, February 22, 2024
- Weekday: Friday, February 23, 2024
- Weekend: Saturday, February 24, 2024

The number of occupied parking spaces was noted for each parking level during each observation period. The on-site parking accumulation surveys were conducted by an independent traffic count subconsultant (The Traffic Solution). The days and time periods were selected based on the expected peak parking demand/usage associated with the Center and in consultation with City of Manhattan Beach staff. As previously noted, Unit D124 was leased but not operational during the conduct of the parking surveys.

The parking accumulation summaries for the peak Thursday, Friday, and Saturday survey time periods are summarized in ***Tables 5, 6*** and ***7***, respectively. As shown in *Table 5*, the existing Thursday peak parking demand occurred at 1:00 PM, when a total of 361 spaces were observed to be utilized (i.e., 78.3% utilization of the 461 spaces), which resulted in a parking surplus of 100 spaces.

As shown in *Table 6*, the existing Friday peak parking demand occurred at 1:00 PM, when a total of 422 spaces were observed to be utilized (i.e., 91.5% utilization of the 461 spaces), which resulted in a parking surplus of 39 spaces.

As shown in *Table 7*, the existing Saturday peak parking demand occurred at 1:00 PM, when a total of 403 spaces were observed to be utilized (i.e., 87.4% utilization of the 461 spaces), which resulted in a parking surplus of 58 spaces.

It is noted that the Parking Structure Level 2 was observed to be fully occupied, ranging between 97% to 100% occupancy for the three survey days.

Shared Parking Concept and Analysis

Based on the existing and proposed uses at the site and the parking demand principles outlined in the Urban Land Institute's *Shared Parking* manual, a weekday and weekend shared parking demand model has been developed for the Center based on the proposed MUP Amendment land use categories and maximum allowable BFA.

The concept of shared parking is widely recognized within the transportation planning industry and accounts for the changes in parking demand over time for different types of land uses within a project. This shared parking analysis incorporates the analysis procedures recommended in the *Shared Parking* manual and is consistent with methodology used by the City of Manhattan Beach in the review and approval of shared parking applications for other multi-use centers. The *Shared Parking* manual provides recommendations with respect to the following characteristics of parking demand at multi-use centers:

- Hourly Parking Indices. The *Shared Parking* manual provides hourly parking indices for various land uses. The indices show, for example, that the hourly parking demand for office (which generates its peak parking demand during the late morning and early afternoon period) is different than the parking demand associated with a fast-food restaurant (which generates its peak parking demand concentrated around the mid-afternoon lunch period).

- Day of Week Parking Variations. The *Shared Parking* manual provides recommendations for day of week parking factors. For example, office/medical uses experience their peak parking demands during weekdays but experience minimal demand during weekends. Retail and restaurant uses generally have a higher demand for parking during weekends as compared to weekdays. As such, both a weekday and weekend analysis was conducted for the various uses at the Center.

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. When uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day and day of week), rather than individual peak ratios as represented in the City of Manhattan Beach LCP. In that way, the shared parking approach starts from the City's own code ratios and results in the design level parking supply needs of a site.

There is an important common element between the traditional code and the shared parking calculation methodologies; the peak parking ratios or highpoint for each land use's parking profile typically equals the code parking ratio for that use. The analytical procedures for shared parking analyses are well documented in the *Shared Parking* manual.

Shared parking calculations for the project site utilize peak parking ratios and hourly parking accumulation data developed from field studies of single developments in free-standing settings, where travel by private auto is maximized. These characteristics permit the means for calculating peak parking needs when land use types are combined. Further, the shared parking approach illustrates how, at other than peak parking demand times, an increasing surplus of spaces will service the overall needs of the site.

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to site uses are based on profiles developed by the ULI and published in *Shared Parking* manual. The ULI publication presents hourly parking demand profiles for five (5) general land use categories: retail, food and beverage, entertainment, hotel and residential, and office. These profiles of parking demand have been used directly, by land use type, in the analysis of this site.

Tables 8 and **9** present the weekday and weekend parking demand profiles for the site based on the shared parking methodology assuming the proposed MUP Amendment land use categories and maximum allowable BFA. Review of *Tables 8* and *9* indicates that the weekday and weekend peak parking demand is expected to occur at 12:00 PM, with peak demands of 389 and 388 spaces, respectively. Thus, the Center peak parking demand is forecast to be 389 spaces.

Based on the forecast Center peak parking demand of 389 spaces and a comparison with the prior site allocation of 330 spaces, an additional peak parking demand of 59 spaces is anticipated for the site based on the proposed MUP Amendment. As such, the parking surplus would be reduced to 50 spaces (i.e., 109 spaces – 59 spaces = 50 spaces) during peak parking demand conditions. The shared parking tables are contained in ***Appendix A***.

Bicycle Parking

The City of Manhattan Beach bicycle parking requirements are set forth in the City of Manhattan Beach LCP. The following parking requirement is applicable to the site:

- Commercial Uses: 5% of the required vehicle parking spaces

Based on application of the City bicycle parking requirements, a total of 21 bicycle spaces would be required for the project as summarized below:

- Bicycle Parking: 410 vehicle spaces x 0.05 = 21 spaces

A total of 18 bicycle parking spaces are currently provided on-site. The locations of the existing bicycle parking spaces are described below and shown in ***Figure 4***.

- 13th Street Access: 10 bicycle spaces (near elevator)
- Manhattan Beach Boulevard Access: 4 bicycle spaces (in front of Lemonade)
- Valley Drive Access: 2 bicycle spaces (adjacent to parking structure entrance)
- Morningside Drive Access: 2 bicycle spaces (adjacent to Nick's restaurant)

It is recommended that six (6) additional bicycle parking spaces be provided on-site in an effort to promote the use other modes of transportation to access the site, resulting in a total of 24 bicycle parking spaces. The proposed locations for the additional bicycle parking spaces are also shown in ***Figure 4.***

- 13th Street Access: 2 bicycle spaces (near elevator)
- Manhattan Beach Boulevard Access: 2 bicycle spaces (in front of Look Optometry)
- Morningside Drive Access: 2 bicycle spaces (adjacent to Nick's restaurant)

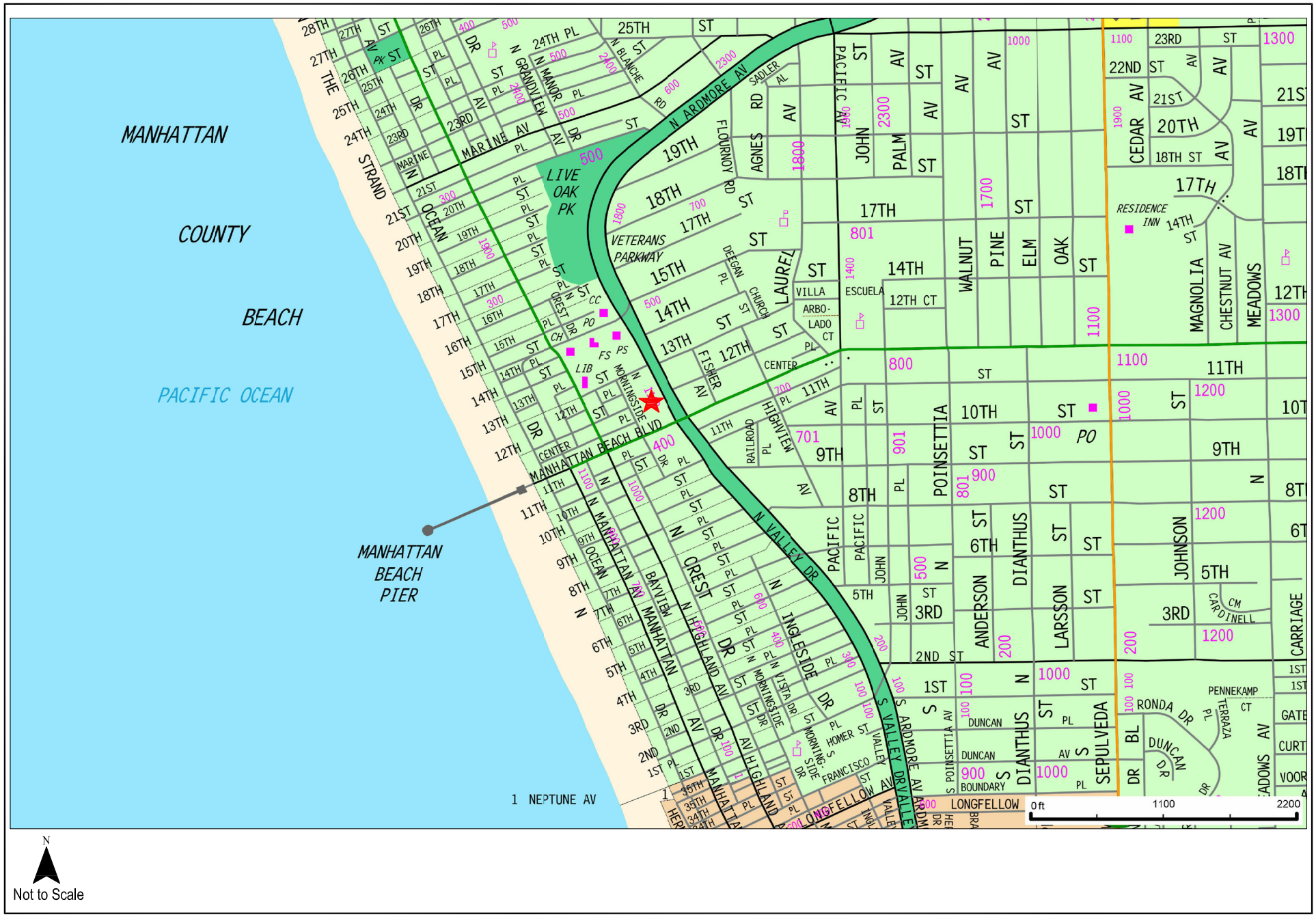
Summary of Key Findings and Conclusions

Based on the parking analysis, the following conclusions are made:

- The proposed 2023 Master Use Permit Amendment requests an increase in the maximum allowable square footages for the "Retail Sales and Services" (including "personal Improvement Service") and "Eating and Drinking Establishment" use categories for the Center.
- Direct application of the City of Manhattan Beach Local Coastal Program would yield a total parking requirement for the Center totals 410 spaces.
- A shared parking analysis has been prepared for the site based on the proposed MUP Amendment land use categories and maximum allowable BFA. Based on the shared parking analysis, the weekday and weekend peak parking demand is forecast to be 389 and 388 spaces, respectively.
- Based on the forecast Center peak parking demand of 389 spaces and a comparison with the prior site allocation of 330 spaces, an additional peak parking demand of 59 spaces is anticipated for the site based on the proposed MUP Amendment, resulting in a surplus of 50 spaces during peak parking demand conditions.
- It is recommended that six (6) additional bicycle parking spaces be provided on-site in an effort to promote the use other modes of transportation to access the site.

Please feel free to call us at 626.796.2322 with any questions or comments regarding the parking assessment prepared for the Metlox Shopping Center.

cc: File
Jonathan Tolkin, Tolkin Group



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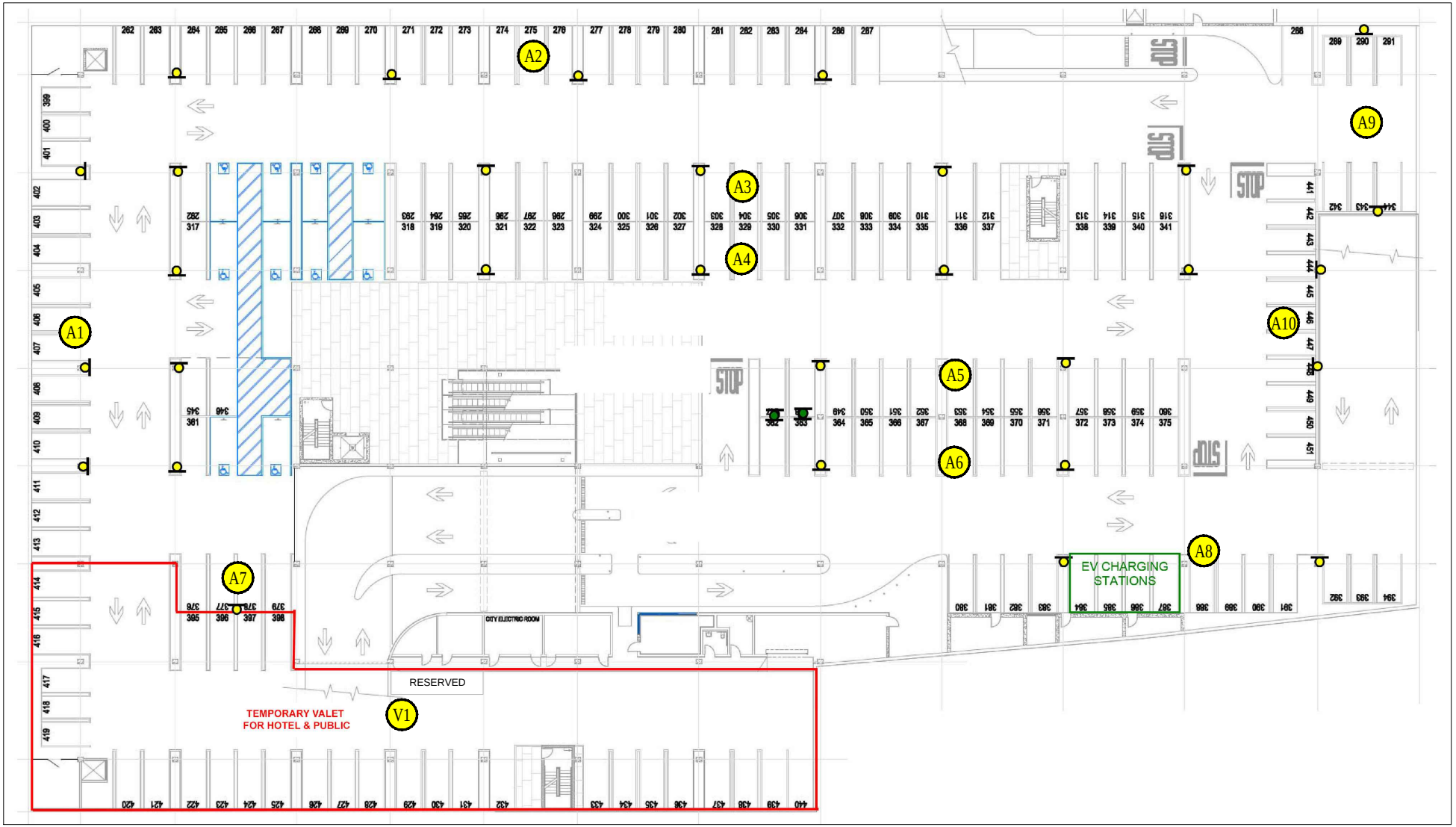
★ Project Site

Figure 1
Vicinity Map

LLG

Metlox Shopping Center Project



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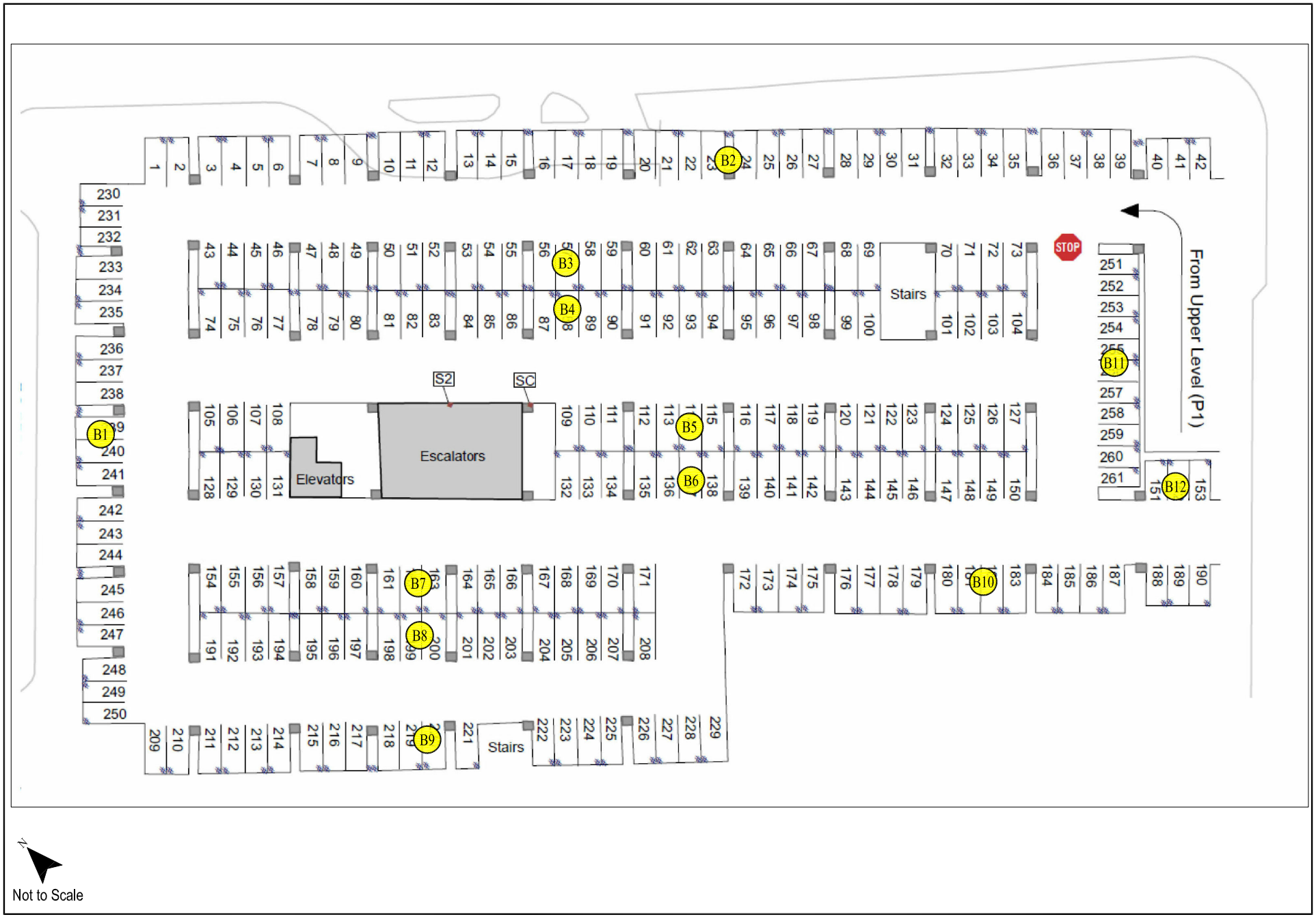
Not to Scale

XX Parking Area

Figure 2
Parking Structure Level 1

Metlox Shopping Center Project



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XX Parking Area

Figure 3
Parking Structure Level 2

Metlox Shopping Center Project

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Existing Bicycle Parking

Proposed Bicycle Parking

Figure 4
Existing and Proposed Bicycle Parking Locations

Metlox Shopping Center Project

Table 1
TENANT LIST
Metlox Center

SUITE NO.	TENANT NAME	PARKING CLASSIFICATION	SIZE Floor Area/ No. of Rooms
A132	Le Pain Quotidien	Food and Beverage Sales	1,331
B100, B200	The Beehive	Retail	3,765
B102	Lemonade	Food and Beverage Sales	2,376
B104	Verve Coffee Roasters	Food and Beverage Sales	921
B108	Laird Apparel	Retail	926
B110, B212	Petros Benekos	Eating and Drinking Establishment	3,914
B202	Reliance Steel & Aluminium Company	Office, Business and Professional	2,567
B210	Kasai Hair	Personal Services	896
C232,C236	Imagen Beach Teeth	Personal Services	2,013
D114	Paige Denim	Retail	2,426
D116	Nordstrom Local	Retail	1,746
D118	Kreation Juice	Food and Beverage Sales	822
D120	Look! Optometry	Personal Services	796
D122	Lulu's Nouvelle	Retail	638
D124	Wright's Men (Leased)	Food and Beverage Sales	1,137
D126	Nick's Manhattan Beach	Eating and Drinking Establishment	4,373
D220	Coldwell Banker Realty	Office, Business and Professional	1,534
D222	Beam Aesthetic Lounge	Personal Services	723
D224, D216	Summer Orthodontics	Office, Medical and Dental	2,616
D226	Janella Holden Tanner, D.D.S.	Office, Medical and Dental	3,069
1210 Morningside Drive	Waterleaf	Retail	2,623
1221 N. Valley Dr	Shade Hotel	Hotel	38

Table 2
SUMMARY OF PARKING INVENTORY [1]

PARKING LOCATION	NO. OF SPACES BY USER TYPE											TOTAL NO. OF SPACES
	Handicap		3 Hour Limit		EV Charging	10 Hour Limit		Valet				
	Van	Car	Standard	Compact	2 Hr Limit	Standard	Compact	Standard	Reserved	EV Charging	[2] Blocked	
Level 1												
A-1			12	3								15
A-2			25									25
A-3	1	3	24	1								29
A-4	1	3	24	1								29
A-5			15	1								16
A-6		2	14	1								17
A-7			4									4
A-8			8	3	4							15
A-9			1	6								7
A-10				11								11
V-1								24	1	2	5	32
Subtotal	**2**	**8**	**127**	**27**	**4**	**0**	**0**	**24**	**1**	**2**	**5**	**200**
Level 2												
B-1						15	6					21
B-2						39	3					42
B-3						31						31
B-4						31						31
B-5						23						23
B-6						23						23
B-7						18						18
B-8						18						18
B-9						21						21
B-10						16	3					19
B-11							11					11
B-12							3					3
Subtotal	**0**	**0**	**0**	**0**	**0**	**235**	**26**	**0**	**0**	**0**	**0**	**261**
Total Parking	**2**	**8**	**127**	**27**	**4**	**235**	**26**	**24**	**1**	**2**	**5**	**461**

[1] Parking inventory conducted by LLG in February 2024.
[2] These marked parking spaces are shown and included in the inventory, but were blocked at the time of the parking inventory.

Table 3
CODE PARKING REQUIREMENTS
Metlox Center Permitted Land Uses

Existing Uses [1] Parking Classification	Size (Gross Floor Area [SF]/Rooms	[2] Code Parking Ratio	Total Spaces Required
Retail Sales and Personal Improvement Services	5,000 15,000	1 /200 sf 1 /250 sf	25 60
Eating and Drinking Establishment	6,400	1 /50 sf seating area	128
Visitor Accomodations - Hotel [3]	38	1.1 /guest room	35
Offices and Personal Services	17,500	1 /300 sf	58
Total Code Required Parking			**306**

Notes:

[1] Permitted uses based on the 2002 Master Use Permit (MUP)(Resolution No. 5770), Coastal Development Permit (A5-MNB-02-257) and MUP Amendment (Resolution No. 18-0074).

[2] City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Regulations

[3] Parking requirement for hotel use per the 2018 Master Use Permit.

Table 4
CODE PARKING REQUIREMENTS
Metlox Center Proposed Maximum Allowable Land Uses

Land Use [1] Parking Classification	Size (Gross Floor Area [SF]/Rooms	[2] Code Parking Ratio	Total Spaces Required
Retail Sales	5,000 10,044	1 /200 sf 1 /250 sf	25 40
Personal Improvement Services	7,576	1 /250 sf	30
Eating and Drinking Establishment	13,770	1 /50 sf seating area	275
Offices and Personal Services	1,518	1 /300 sf	5
Visitor Accomodations - Hotel [3]	38	1.1 /guest room	35
Total Code Required Parking			**410**

Notes:

[1] Land uses reflect the maximum allowable land uses within the Center.

[2] City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Regulations.

[3] Parking requirement for hotel use per the 2018 Master Use Permit.

Table 5
WEEKDAY PARKING SUPPLY/UTILIZATION [1]
DATE: Thursday, February 22, 2024

PARKING SPACES																													
		PARKING	9:00 AM		10:00 AM		11:00 AM		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	
AREA	PARKING SPACE TYPE	SUPPLY	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
LEVEL 1																													
A1	Standard/Compact	15	1	6.7%	1	6.7%	3	20.0%	5	33.3%	7	46.7%	8	53.3%	5	33.3%	8	53.3%	8	53.3%	8	53.3%	12	80.0%	10	66.7%	7	46.7%
A2	Standard	25	5	20.0%	7	28.0%	6	24.0%	10	40.0%	13	52.0%	10	40.0%	10	40.0%	6	24.0%	7	28.0%	9	36.0%	14	56.0%	11	44.0%	8	32.0%
A3	Standard/Compact	25	3	12.0%	3	12.0%	5	20.0%	11	44.0%	12	48.0%	8	32.0%	9	36.0%	10	40.0%	8	32.0%	15	60.0%	17	68.0%	8	32.0%	7	28.0%
	Handicap	4	0	0.0%	0	0.0%	2	50.0%	2	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
A4	Standard	25	8	32.0%	7	28.0%	9	36.0%	18	72.0%	21	84.0%	17	68.0%	15	60.0%	12	48.0%	12	48.0%	16	64.0%	21	84.0%	11	44.0%	6	24.0%
	Handicap	4	1	25.0%	1	25.0%	1	25.0%	1	25.0%	0	0.0%	2	50.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%	1	25.0%	1	25.0%	1	25.0%
A5	Standard/Compact	16	2	12.5%	3	18.8%	5	31.3%	11	68.8%	13	81.3%	9	56.3%	11	68.8%	10	62.5%	6	37.5%	11	68.8%	16	100.0%	12	75.0%	7	43.8%
A6	Standard/Compact	15	3	20.0%	6	40.0%	8	53.3%	15	100.0%	15	100.0%	12	80.0%	9	60.0%	8	53.3%	8	53.3%	14	93.3%	14	93.3%	8	53.3%	7	46.7%
	Handicap	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
A7	Standard	4	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	25.0%	1	25.0%	2	50.0%	1	25.0%	1	25.0%	1	25.0%
A8	Standard/Compact	11	0	0.0%	0	0.0%	0	0.0%	3	27.3%	8	72.7%	5	45.5%	4	36.4%	1	9.1%	1	9.1%	3	27.3%	5	45.5%	5	45.5%	2	18.2%
	EV/2-Hour	4	3	75.0%	4	100.0%	3	75.0%	3	75.0%	4	100.0%	4	100.0%	4	100.0%	4	100.0%	4	100.0%	2	50.0%	2	50.0%	2	50.0%	2	50.0%
A9	Standard/Compact	7	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	14.3%	0	0.0%	1	14.3%	0	0.0%	0	0.0%	0	0.0%	2	28.6%	0	0.0%
A10	Compact	11	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	9.1%	2	18.2%	1	9.1%	1	9.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
V1	Standard	24	11	45.8%	10	41.7%	11	45.8%	13	54.2%	12	50.0%	12	50.0%	14	58.3%	13	54.2%	14	58.3%	18	75.0%	20	83.3%	8	33.3%	10	41.7%
	EV	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	100.0%	1	50.0%	1	50.0%
	Reserved	1	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%
	Blocked	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Subtotal Level 1 Parking		200	38	19.0%	43	21.5%	54	27.0%	93	46.5%	107	53.5%	91	45.5%	84	42.0%	77	38.5%	70	35.0%	99	49.5%	126	63.0%	81	40.5%	60	30.0%

Table 5 (Continued)
WEEKDAY PARKING SUPPLY/UTILIZATION [1]
DATE: Thursday, February 22, 2024

PARKING SPACES																											
		PARKING	9:00 AM		10:00 AM		11:00 AM		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	
AREA	PARKING SPACE TYPE	SUPPLY	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
LEVEL 2 B1	Standard/Compact	21	3	14.3%	6	28.6%	17	81.0%	19	90.5%	21	100.0%	21	100.0%	21	100.0%	21	100.0%	20	95.2%	17	81.0%	17	81.0%	16	76.2%	15	71.4%
B2	Standard/Compact	42	24	57.1%	30	71.4%	40	95.2%	42	100.0%	41	97.6%	41	97.6%	41	97.6%	38	90.5%	41	97.6%	22	52.4%	16	38.1%	15	35.7%	13	31.0%
B3	Standard	31	25	80.6%	30	96.8%	31	100.0%	31	100.0%	31	100.0%	29	93.5%	30	96.8%	31	100.0%	28	90.3%	21	67.7%	15	48.4%	14	45.2%	12	38.7%
B4	Standard	31	26	83.9%	31	100.0%	31	100.0%	31	100.0%	31	100.0%	29	93.5%	31	100.0%	28	90.3%	23	74.2%	13	41.9%	10	32.3%	11	35.5%	9	29.0%
B5	Standard	23	12	52.2%	23	100.0%	22	95.7%	22	95.7%	22	95.7%	22	95.7%	20	87.0%	23	100.0%	18	78.3%	16	69.6%	12	52.2%	9	39.1%	7	30.4%
B6	Standard	23	9	39.1%	20	87.0%	22	95.7%	22	95.7%	22	95.7%	22	95.7%	21	91.3%	23	100.0%	21	91.3%	16	69.6%	12	52.2%	10	43.5%	7	30.4%
B7	Standard	18	9	50.0%	15	83.3%	18	100.0%	18	100.0%	18	100.0%	17	94.4%	17	94.4%	18	100.0%	18	100.0%	14	77.8%	12	66.7%	12	66.7%	12	66.7%
B8	Standard	18	10	55.6%	14	77.8%	16	88.9%	18	100.0%	18	100.0%	17	94.4%	18	100.0%	16	88.9%	16	88.9%	12	66.7%	10	55.6%	10	55.6%	9	50.0%
B9	Standard	21	6	28.6%	9	42.9%	20	95.2%	21	100.0%	20	95.2%	17	81.0%	19	90.5%	21	100.0%	18	85.7%	15	71.4%	15	71.4%	14	66.7%	8	38.1%
B10	Standard/Compact	19	2	10.5%	7	36.8%	9	47.4%	16	84.2%	18	94.7%	19	100.0%	19	100.0%	17	89.5%	17	89.5%	16	84.2%	13	68.4%	13	68.4%	9	47.4%
B11	Compact	11	1	9.1%	4	36.4%	6	54.5%	9	81.8%	9	81.8%	10	90.9%	10	90.9%	10	90.9%	10	90.9%	7	63.6%	5	45.5%	4	36.4%	4	36.4%
B12	Compact	3	1	33.3%	1	33.3%	2	66.7%	2	66.7%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%
Subtotal Level 2 Parking		261	128	49.0%	190	72.8%	234	89.7%	251	96.2%	254	97.3%	247	94.6%	250	95.8%	249	95.4%	233	89.3%	172	65.9%	140	53.6%	131	50.2%	108	41.4%
Total Parking		***461***	***166***	***36.0%***	***233***	***50.5%***	***288***	***62.5%***	***344***	***74.6%***	***361***	***78.3%***	***338***	***73.3%***	***334***	***72.5%***	***326***	***70.7%***	***303***	***65.7%***	***271***	***58.8%***	***266***	***57.7%***	***212***	***46.0%***	***168***	***36.4%***

[1] Parking counts conducted by The Traffic Solution.
[2] Inventory conducted by LLG Engineers in February 2024.

Table 6
WEEKDAY PARKING SUPPLY/UTILIZATION
DATE: Friday, February 23, 2024

PARKING SPACES																													
		PARKING	9:00 AM		10:00 AM		11:00 AM		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	
AREA	PARKING SPACE TYPE	SUPPLY	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
LEVEL 1																													
A1	Standard/Compact	15	2	13.3%	5	33.3%	9	60.0%	9	60.0%	10	66.7%	10	66.7%	10	66.7%	10	66.7%	9	60.0%	11	73.3%	13	86.7%	14	93.3%	12	80.0%
A2	Standard	25	3	12.0%	5	20.0%	5	20.0%	8	32.0%	19	76.0%	19	76.0%	10	40.0%	7	28.0%	8	32.0%	15	60.0%	21	84.0%	21	84.0%	11	44.0%
A3	Standard/Compact	25	5	20.0%	8	32.0%	12	48.0%	19	76.0%	22	88.0%	20	80.0%	15	60.0%	13	52.0%	13	52.0%	16	64.0%	21	84.0%	19	76.0%	16	64.0%
	Handicap	4	0	0.0%	0	0.0%	0	0.0%	2	50.0%	1	25.0%	1	25.0%	1	25.0%	0	0.0%	1	25.0%	1	25.0%	2	50.0%	1	25.0%	1	25.0%
A4	Standard	25	6	24.0%	11	44.0%	15	60.0%	22	88.0%	25	100.0%	23	92.0%	19	76.0%	17	68.0%	19	76.0%	23	92.0%	25	100.0%	20	80.0%	11	44.0%
	Handicap	4	0	0.0%	0	0.0%	1	25.0%	4	100.0%	4	100.0%	3	75.0%	3	75.0%	1	25.0%	1	25.0%	2	50.0%	2	50.0%	0	0.0%	0	0.0%
A5	Standard/Compact	16	4	25.0%	6	37.5%	6	37.5%	14	87.5%	16	100.0%	11	68.8%	7	43.8%	10	62.5%	8	50.0%	13	81.3%	16	100.0%	11	68.8%	9	56.3%
A6	Standard/Compact	15	2	13.3%	6	40.0%	8	53.3%	15	100.0%	15	100.0%	15	100.0%	12	80.0%	15	100.0%	11	73.3%	15	6.5%	15	100.0%	14	93.3%	10	66.7%
	Handicap	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%
A7	Standard	4	1	25.0%	1	25.0%	2	50.0%	1	25.0%	3	75.0%	3	75.0%	2	50.0%	2	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
A8	Standard/Compact	11	0	0.0%	1	9.1%	1	9.1%	6	54.5%	11	100.0%	10	90.9%	5	45.5%	3	27.3%	2	18.2%	8	72.7%	10	90.9%	5	45.5%	2	18.2%
	EV/2-Hour	4	2	50.0%	4	100.0%	4	100.0%	2	50.0%	4	100.0%	2	50.0%	2	50.0%	2	50.0%	2	50.0%	2	50.0%	3	75.0%	3	75.0%	2	50.0%
A9	Standard/Compact	7	0	0.0%	0	0.0%	1	14.3%	5	71.4%	7	100.0%	6	85.7%	5	71.4%	5	71.4%	4	57.1%	4	57.1%	4	57.1%	5	71.4%	5	71.4%
A10	Compact	11	0	0.0%	0	0.0%	0	0.0%	0	0.0%	10	90.9%	11	100.0%	5	45.5%	4	36.4%	4	36.4%	4	36.4%	6	54.5%	5	45.5%	4	36.4%
V1	Standard	24	11	45.8%	10	41.7%	8	33.3%	9	37.5%	12	50.0%	11	45.8%	10	41.7%	12	50.0%	11	45.8%	10	41.7%	11	45.8%	9	37.5%	9	37.5%
	EV	2	1	50.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Reserved	1	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%
	Blocked	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Subtotal Level 1 Parking		200	38	19.0%	59	29.5%	74	37.0%	117	58.5%	161	80.5%	147	73.5%	107	53.5%	102	51.0%	94	47.0%	126	63.0%	150	75.0%	128	64.0%	93	46.5%

Table 6 (Continued)
WEEKDAY PARKING SUPPLY/UTILIZATION
DATE: Friday, February 23, 2024

PARKING SPACES																													
AREA	PARKING SPACE TYPE	PARKING SUPPLY	9:00 AM		10:00 AM		11:00 AM		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	
			NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
LEVEL 2 B1	Standard/Compact	21	4	19.0%	6	28.6%	17	81.0%	21	100.0%	21	100.0%	21	100.0%	20	95.2%	19	90.5%	18	85.7%	17	81.0%	18	85.7%	16	76.2%	15	71.4%
B2	Standard/Compact	42	21	50.0%	29	69.0%	39	92.9%	42	100.0%	42	100.0%	40	95.2%	40	95.2%	40	95.2%	37	88.1%	27	64.3%	22	52.4%	19	45.2%	17	40.5%
B3	Standard	31	21	67.7%	27	87.1%	30	96.8%	31	100.0%	31	100.0%	30	96.8%	30	96.8%	31	100.0%	30	96.8%	17	54.8%	15	48.4%	14	45.2%	10	32.3%
B4	Standard	31	25	80.6%	29	93.5%	30	96.8%	31	100.0%	31	100.0%	30	96.8%	29	93.5%	30	96.8%	21	67.7%	17	54.8%	16	51.6%	18	58.1%	12	38.7%
B5	Standard	23	14	60.9%	23	100.0%	23	100.0%	23	100.0%	23	100.0%	23	100.0%	23	100.0%	22	95.7%	19	82.6%	15	65.2%	13	56.5%	12	52.2%	11	47.8%
B6	Standard	23	11	47.8%	14	60.9%	22	95.7%	23	100.0%	23	100.0%	22	95.7%	22	95.7%	22	95.7%	21	91.3%	18	78.3%	13	56.5%	11	47.8%	9	39.1%
B7	Standard	18	11	61.1%	16	88.9%	18	100.0%	18	100.0%	18	100.0%	17	94.4%	17	94.4%	17	94.4%	16	88.9%	14	77.8%	11	61.1%	8	44.4%	6	33.3%
B8	Standard	18	12	66.7%	14	77.8%	18	100.0%	18	100.0%	18	100.0%	16	88.9%	18	100.0%	17	94.4%	17	94.4%	15	83.3%	12	66.7%	11	61.1%	11	61.1%
B9	Standard	21	5	23.8%	7	33.3%	20	95.2%	20	95.2%	21	100.0%	21	100.0%	20	95.2%	20	95.2%	18	85.7%	17	81.0%	17	81.0%	17	81.0%	14	66.7%
B10	Standard/Compact	19	3	15.8%	8	42.1%	12	63.2%	19	100.0%	19	100.0%	19	100.0%	17	89.5%	16	84.2%	18	94.7%	16	84.2%	17	89.5%	17	89.5%	15	78.9%
B11	Compact	11	2	18.2%	3	27.3%	6	54.5%	10	90.9%	11	100.0%	11	100.0%	11	100.0%	11	100.0%	7	63.6%	4	36.4%	4	36.4%	1	9.1%	1	9.1%
B12	Compact	3	1	33.3%	1	33.3%	2	66.7%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%	3	100.0%
Subtotal Level 2 Parking		261	130	49.8%	177	67.8%	237	90.8%	259	99.2%	261	100.0%	253	96.9%	250	95.8%	248	95.0%	225	86.2%	180	69.0%	161	61.7%	147	56.3%	124	47.5%
Total Parking		***461***	***168***	***36.4%***	***236***	***51.2%***	***311***	***67.5%***	***376***	***81.6%***	***422***	***91.5%***	***400***	***86.8%***	***357***	***77.4%***	***350***	***75.9%***	***319***	***69.2%***	***306***	***66.4%***	***311***	***67.5%***	***275***	***59.7%***	***217***	***47.1%***

[1] Parking counts conducted by The Traffic Solution.
[2] Inventory conducted by LLG Engineers in February 2024.

Table 7
WEEKEND PARKING SUPPLY/UTILIZATION
DATE: Saturday, February 24, 2024

PARKING SPACES																													
		PARKING	9:00 AM		10:00 AM		11:00 AM		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	
AREA	PARKING SPACE TYPE	SUPPLY	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
LEVEL 1																													
A1	Standard/Compact	15	3	20.0%	3	20.0%	6	40.0%	11	73.3%	13	86.7%	12	80.0%	8	53.3%	7	46.7%	11	73.3%	13	86.7%	13	86.7%	11	73.3%	6	40.0%
A2	Standard	25	2	8.0%	3	12.0%	6	24.0%	18	72.0%	23	92.0%	22	88.0%	16	64.0%	8	32.0%	13	52.0%	16	64.0%	15	60.0%	7	28.0%	4	16.0%
A3	Standard/Compact	25	4	16.0%	7	28.0%	12	48.0%	21	84.0%	25	100.0%	22	88.0%	18	72.0%	15	60.0%	21	84.0%	24	96.0%	20	80.0%	22	88.0%	19	76.0%
	Handicap	4	0	0.0%	0	0.0%	0	0.0%	1	25.0%	1	25.0%	1	25.0%	2	50.0%	1	25.0%	1	25.0%	1	25.0%	1	25.0%	1	25.0%	1	25.0%
A4	Standard	25	8	32.0%	13	52.0%	22	88.0%	25	100.0%	25	100.0%	24	96.0%	21	84.0%	21	84.0%	23	92.0%	24	96.0%	20	80.0%	22	88.0%	19	76.0%
	Handicap	4	0	0.0%	0	0.0%	2	50.0%	3	75.0%	2	50.0%	3	75.0%	1	25.0%	1	25.0%	2	50.0%	3	75.0%	2	50.0%	2	50.0%	2	50.0%
A5	Standard/Compact	16	3	18.8%	7	43.8%	9	56.3%	16	100.0%	16	100.0%	13	81.3%	13	81.3%	12	75.0%	13	81.3%	14	87.5%	15	93.8%	14	87.5%	10	62.5%
A6	Standard/Compact	15	1	6.7%	7	46.7%	15	100.0%	15	100.0%	15	100.0%	15	100.0%	15	100.0%	14	93.3%	15	100.0%	15	100.0%	15	100.0%	14	93.3%	12	80.0%
	Handicap	2	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	50.0%	0	0.0%	0	0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
A7	Standard	4	1	25.0%	2	50.0%	2	50.0%	3	75.0%	4	100.0%	4	100.0%	2	50.0%	2	50.0%	1	25.0%	1	25.0%	1	25.0%	1	25.0%	1	25.0%
A8	Standard/Compact	11	0	0.0%	0	0.0%	3	27.3%	11	100.0%	11	100.0%	11	100.0%	11	100.0%	10	90.9%	9	81.8%	9	81.8%	8	72.7%	6	54.5%	3	27.3%
	EV/2-Hour	4	1	25.0%	2	50.0%	2	50.0%	4	100.0%	3	75.0%	4	100.0%	4	100.0%	4	100.0%	4	100.0%	3	75.0%	3	75.0%	3	75.0%	3	75.0%
A9	Standard/Compact	7	0	0.0%	0	0.0%	0	0.0%	2	28.6%	7	100.0%	7	100.0%	5	71.4%	7	100.0%	6	85.7%	3	42.9%	3	42.9%	3	42.9%	1	14.3%
A10	Compact	11	0	0.0%	0	0.0%	1	9.1%	10	90.9%	11	100.0%	10	90.9%	9	81.8%	9	81.8%	9	81.8%	9	81.8%	6	54.5%	4	36.4%	4	36.4%
V1	Standard	24	9	37.5%	9	37.5%	9	37.5%	9	37.5%	9	37.5%	10	41.7%	12	50.0%	14	58.3%	15	62.5%	17	70.8%	17	70.8%	17	70.8%	17	70.8%
	EV	2	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	1	50.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%	2	100.0%
	Reserved	1	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%	1	100.0%
	Blocked	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Subtotal Level 1 Parking		200	34	17.0%	55	27.5%	91	45.5%	151	75.5%	167	83.5%	161	80.5%	139	69.5%	127	63.5%	146	73.0%	155	77.5%	142	71.0%	130	65.0%	105	52.5%

Table 7 (Continued)
WEEKEND PARKING SUPPLY/UTILIZATION
DATE: Saturday, February 24, 2024

PARKING SPACES																												
		PARKING	9:00 AM		10:00 AM		11:00 AM		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	
AREA	PARKING SPACE TYPE	SUPPLY	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
LEVEL 2 B1	Standard/Compact	21	4	19.0%	6	28.6%	10	47.6%	12	57.1%	15	71.4%	19	90.5%	20	95.2%	16	76.2%	17	81.0%	18	85.7%	17	81.0%	14	66.7%	13	61.9%
B2	Standard/Compact	42	14	33.3%	18	42.9%	26	61.9%	37	88.1%	42	100.0%	40	95.2%	38	90.5%	32	76.2%	32	76.2%	33	78.6%	28	66.7%	25	59.5%	21	50.0%
B3	Standard	31	11	35.5%	18	58.1%	23	74.2%	25	80.6%	31	100.0%	29	93.5%	28	90.3%	27	87.1%	24	77.4%	21	67.7%	20	64.5%	16	51.6%	14	45.2%
B4	Standard	31	15	48.4%	23	74.2%	26	83.9%	30	96.8%	31	100.0%	27	87.1%	30	96.8%	24	77.4%	23	74.2%	22	71.0%	17	54.8%	14	45.2%	9	29.0%
B5	Standard	23	12	52.2%	17	73.9%	22	95.7%	23	100.0%	23	100.0%	23	100.0%	23	100.0%	19	82.6%	16	69.6%	13	56.5%	10	43.5%	6	26.1%	6	26.1%
B6	Standard	23	10	43.5%	13	56.5%	14	60.9%	18	78.3%	19	82.6%	17	73.9%	15	65.2%	15	65.2%	15	65.2%	15	65.2%	12	52.2%	11	47.8%	7	30.4%
B7	Standard	18	7	38.9%	11	61.1%	15	83.3%	15	83.3%	16	88.9%	16	88.9%	17	94.4%	17	94.4%	14	77.8%	12	66.7%	12	66.7%	12	66.7%	11	61.1%
B8	Standard	18	3	16.7%	5	27.8%	12	66.7%	13	72.2%	16	88.9%	14	77.8%	13	72.2%	14	77.8%	13	72.2%	12	66.7%	12	66.7%	12	66.7%	11	61.1%
B9	Standard	21	5	23.8%	7	33.3%	16	76.2%	18	85.7%	18	85.7%	18	85.7%	18	85.7%	21	100.0%	19	90.5%	18	85.7%	18	85.7%	16	76.2%	11	52.4%
B10	Standard/Compact	19	3	15.8%	3	15.8%	7	36.8%	9	47.4%	13	68.4%	17	89.5%	15	78.9%	19	100.0%	16	84.2%	14	73.7%	12	63.2%	12	63.2%	12	63.2%
B11	Compact	11	0	0.0%	0	0.0%	1	9.1%	5	45.5%	10	90.9%	10	90.9%	7	63.6%	6	54.5%	4	36.4%	3	27.3%	2	18.2%	2	18.2%	2	18.2%
B12	Compact	3	0	0.0%	1	33.3%	2	66.7%	2	66.7%	2	66.7%	3	100.0%	2	66.7%	2	66.7%	2	66.7%	2	66.7%	2	66.7%	2	66.7%	2	66.7%
Subtotal Level 2 Parking		261	84	32.2%	122	46.7%	174	66.7%	207	79.3%	236	90.4%	233	89.3%	226	86.6%	212	81.2%	195	74.7%	183	70.1%	162	62.1%	142	54.4%	119	45.6%
Total Parking		***461***	***118***	***25.6%***	***177***	***38.4%***	***265***	***57.5%***	***358***	***77.7%***	***403***	***87.4%***	***394***	***85.5%***	***365***	***79.2%***	***339***	***73.5%***	***341***	***74.0%***	***338***	***73.3%***	***304***	***65.9%***	***272***	***59.0%***	***224***	***48.6%***

[1] Parking counts conducted by The Traffic Solution.
[2] Inventory conducted by LLG Engineers in February 2024.

Table 8

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Retail	Personal Improvement Services	Family Restaurant	Leisure Hotel	Office	Shared Parking Demand	Comparison w/ Parking Supply [5] 461 Spaces
Size	15.0 KSF	7.6 KSF	13.8 KSF	38 Rms	1.5 KSF		
Peak Pkg Rate[2]	4.0 /KSF	4.00 /KSF	20.0 /KSF	1.10 /Rm	3.33 /KSF		
Weekday Pkg Rate[3]	3.6 /KSF	3.6 /KSF	20.0 /KSF	1.10 /Rm	3.33 /KSF		
Gross Spaces	54 Spc.	22 Spc.	275 Spc.	42 Spc.	5 Spc.		
Adjusted Gross Spaces[4]	54 Spc.	22 Spc.	275 Spc.	42 Spc.	5 Spc.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		Surplus (Deficiency)
6:00 AM	1	1	77	36	0	115	346
7:00 AM	4	2	147	37	1	191	270
8:00 AM	10	4	176	38	3	231	230
9:00 AM	20	10	212	35	5	282	179
10:00 AM	34	17	239	31	5	326	135
11:00 AM	43	22	251	31	5	352	109
12:00 PM	**54**	**27**	**275**	**29**	**4**	**389**	**72**
1:00 PM	54	27	251	29	4	365	96
2:00 PM	52	26	155	31	5	269	192
3:00 PM	47	24	134	31	5	241	220
4:00 PM	47	24	134	32	4	241	220
5:00 PM	47	24	213	34	3	321	140
6:00 PM	50	25	225	33	1	334	127
7:00 PM	45	23	225	32	1	326	135
8:00 PM	38	19	225	34	0	316	145
9:00 PM	26	13	172	36	0	247	214
10:00 PM	11	5	155	36	0	207	254
11:00 PM	4	2	203	38	0	247	214
12:00 AM	0	0	72	37	0	109	352

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates based on the City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Requirements.

[3] The weekday and weekend parking rates are based on the emperical/Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

[5] The total parking supply of 461 spaces is planned to be provided on-site.

Table 9

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Retail	Personal Improvement Services	Family Restaurant	Leisure Hotel	Office	Shared Parking Demand	Comparison w/ Parking Supply [5] 461 Spaces
Size	15.0 KSF	7.6 KSF	13.8 KSF	38 Rms	1.5 KSF		
Peak Pkg Rate[2]	4.00 /KSF	4.00 /KSF	20.0 /KSF	1.10 /Rm	3.33 /KSF		
Weekend Pkg Rate[3]	4.00 /KSF	4.00 /KSF	19.7 /KSF	1.10 /Rm	0.33 /KSF		
Gross Spaces	60 Spc.	30 Spc.	271 Spc.	42 Spc.	1 Spc.		
Adjusted Gross Spaces[4]	60 Spc.	30 Spc.	271 Spc.	42 Spc.	1 Spc.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		Surplus (Deficiency)
6:00 AM	1	1	41	36	0	79	382
7:00 AM	4	2	85	37	0	128	333
8:00 AM	19	9	137	38	1	204	257
9:00 AM	33	17	197	35	1	283	178
10:00 AM	44	22	247	31	1	345	116
11:00 AM	54	28	247	31	1	361	100
12:00 PM	**58**	29	**271**	**29**	**1**	**388**	**73**
1:00 PM	60	30	235	29	1	355	106
2:00 PM	60	30	188	31	1	310	151
3:00 PM	58	29	120	31	0	238	223
4:00 PM	55	28	132	32	0	247	214
5:00 PM	49	25	174	34	0	282	179
6:00 PM	46	23	198	33	0	300	161
7:00 PM	44	22	198	32	0	296	165
8:00 PM	40	21	186	34	0	281	180
9:00 PM	32	16	97	36	0	181	280
10:00 PM	19	10	81	36	0	146	315
11:00 PM	7	3	57	38	0	105	356
12:00 AM	0	0	36	37	0	73	388

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates based on the City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Requirements.

[3] The weekday and weekend parking rates are based on the emperical/Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

[5] The total parking supply of 461 spaces is planned to be provided on-site.

ATTACHMENT A

SHARED PARKING DATA

Attachment Table A-1

RETAIL

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Retail				
Size	15.0 KSF				
Peak Pkg Rate[2]	4.0 /KSF				
Weekday Pkg Rate[3]	3.6 /KSF				
Gross Spaces	54 Spaces				
Adjusted Gross Spaces[4]	*1.00* 54 Spaces				
	44 Guest Spc.		10 Emp. Spc.		Shared
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	Parking Demand
6:00 AM	1%	0	10%	1	1
7:00 AM	5%	2	15%	2	4
8:00 AM	15%	7	25%	3	10
9:00 AM	35%	15	45%	5	20
10:00 AM	60%	26	75%	8	34
11:00 AM	75%	33	95%	10	43
12:00 PM	100%	44	100%	10	54
1:00 PM	100%	44	100%	10	54
2:00 PM	95%	42	100%	10	52
3:00 PM	85%	37	100%	10	47
4:00 PM	85%	37	100%	10	47
5:00 PM	85%	37	100%	10	47
6:00 PM	90%	40	100%	10	50
7:00 PM	80%	35	100%	10	45
8:00 PM	65%	29	90%	9	38
9:00 PM	45%	20	60%	6	26
10:00 PM	15%	7	40%	4	11
11:00 PM	5%	2	20%	2	4
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates based on the City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Requirements.

[3] The weekday and weekend parking rates are based on the emperical/Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Attachment Table A-1

RETAIL
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Retail				
Size	15.0 KSF				
Peak Pkg Rate[2]	4.0 /KSF				
Weekend Pkg Rate[3]	4.0 /KSF				
Gross Spaces	60 Spaces				
Adjusted Gross Spaces[4]	*1.00* 60 Spaces				
	48 Guest Spc.		12 Emp. Spc.		Shared
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	Parking Demand
6:00 AM	1%	0	10%	1	1
7:00 AM	5%	2	15%	2	4
8:00 AM	30%	14	40%	5	19
9:00 AM	50%	24	75%	9	33
10:00 AM	70%	34	85%	10	44
11:00 AM	90%	43	95%	11	54
12:00 PM	95%	46	100%	12	58
1:00 PM	100%	48	100%	12	60
2:00 PM	100%	48	100%	12	60
3:00 PM	95%	46	100%	12	58
4:00 PM	90%	43	100%	12	55
5:00 PM	80%	38	95%	11	49
6:00 PM	75%	36	85%	10	46
7:00 PM	70%	34	80%	10	44
8:00 PM	65%	31	75%	9	40
9:00 PM	50%	24	65%	8	32
10:00 PM	30%	14	45%	5	19
11:00 PM	10%	5	15%	2	7
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates based on the City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Requirements.

[3] The weekday and weekend parking rates are based on the empirical/Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Attachment Table A-2

PERSONAL IMPROVEMENT SERVICES (RETAIL)
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Personal Improvement Services (Retail)				
Size	7.6 KSF				
Peak Pkg Rate[2]	4.0 /KSF				
Weekday Pkg Rate[3]	3.6 /KSF				
Gross Spaces	27 Spaces				
Adjusted Gross Spaces[4]	*1.00* 27 Spaces				
	22 Guest Spc.		5 Emp. Spc.		Shared
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	Parking Demand
6:00 AM	1%	0	10%	1	1
7:00 AM	5%	1	15%	1	2
8:00 AM	15%	3	25%	1	4
9:00 AM	35%	8	45%	2	10
10:00 AM	60%	13	75%	4	17
11:00 AM	75%	17	95%	5	22
12:00 PM	100%	22	100%	5	27
1:00 PM	100%	22	100%	5	27
2:00 PM	95%	21	100%	5	26
3:00 PM	85%	19	100%	5	24
4:00 PM	85%	19	100%	5	24
5:00 PM	85%	19	100%	5	24
6:00 PM	90%	20	100%	5	25
7:00 PM	80%	18	100%	5	23
8:00 PM	65%	14	90%	5	19
9:00 PM	45%	10	60%	3	13
10:00 PM	15%	3	40%	2	5
11:00 PM	5%	1	20%	1	2
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates based on the City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Requirements.

[3] The weekday and weekend parking rates are based on the emperical/Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Attachment Table A-2

PERSONAL IMPROVEMENT SERVICES (RETAIL)
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Personal Improvement Services (Retail)				
Size	7.6 KSF				
Peak Pkg Rate[2]	4.0 /KSF				
Weekend Pkg Rate[3]	4.0 /KSF				
Gross Spaces	30 Spaces				
Adjusted Gross Spaces[4]	*1.00* 30 Spaces				
	24 Guest Spc.		6 Emp. Spc.		Shared
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	Parking Demand
6:00 AM	1%	0	10%	1	1
7:00 AM	5%	1	15%	1	2
8:00 AM	30%	7	40%	2	9
9:00 AM	50%	12	75%	5	17
10:00 AM	70%	17	85%	5	22
11:00 AM	90%	22	95%	6	28
12:00 PM	95%	23	100%	6	29
1:00 PM	100%	24	100%	6	30
2:00 PM	100%	24	100%	6	30
3:00 PM	95%	23	100%	6	29
4:00 PM	90%	22	100%	6	28
5:00 PM	80%	19	95%	6	25
6:00 PM	75%	18	85%	5	23
7:00 PM	70%	17	80%	5	22
8:00 PM	65%	16	75%	5	21
9:00 PM	50%	12	65%	4	16
10:00 PM	30%	7	45%	3	10
11:00 PM	10%	2	15%	1	3
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates based on the City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Requirements.

[3] The weekday and weekend parking rates are based on the empirical/Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Attachment Table A-3

RESTAURANT
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Restaurant				
Size	13.8 KSF				
Peak Pkg Rate[2]	20.0 /KSF				
Weekday Pkg Rate[3]	20.0 /KSF				
Gross Spaces	275 Spaces				
Adjusted Gross	*1.00*	275 Spaces			
Spaces[4]	241 Guest Spc.		34 Emp. Spc.		Shared
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	Parking Demand
6:00 AM	25%	60	50%	17	77
7:00 AM	50%	121	75%	26	147
8:00 AM	60%	145	90%	31	176
9:00 AM	75%	181	90%	31	212
10:00 AM	85%	205	100%	34	239
11:00 AM	90%	217	100%	34	251
12:00 PM	100%	241	100%	34	275
1:00 PM	90%	217	100%	34	251
2:00 PM	50%	121	100%	34	155
3:00 PM	45%	108	75%	26	134
4:00 PM	45%	108	75%	26	134
5:00 PM	75%	181	95%	32	213
6:00 PM	80%	193	95%	32	225
7:00 PM	80%	193	95%	32	225
8:00 PM	80%	193	95%	32	225
9:00 PM	60%	145	80%	27	172
10:00 PM	55%	133	65%	22	155
11:00 PM	75%	181	65%	22	203
12:00 AM	25%	60	35%	12	72

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates based on the City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Requirements.

[3] The weekday and weekend parking rates are based on the emperical/Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Attachment Table A-3

RESTAURANT

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Restaurant				
Size	13.8 KSF				
Peak Pkg Rate[2]	20.0 /KSF				
Weekend Pkg Rate[3]	19.7 /KSF				
Gross Spaces	271 Spaces				
Adjusted Gross	*1.00*	271 Spaces			
Spaces[4]	238 Guest Spc.		33 Emp. Spc.		Shared
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	Parking Demand
6:00 AM	10%	24	50%	17	41
7:00 AM	25%	60	75%	25	85
8:00 AM	45%	107	90%	30	137
9:00 AM	70%	167	90%	30	197
10:00 AM	90%	214	100%	33	247
11:00 AM	90%	214	100%	33	247
12:00 PM	100%	238	100%	33	271
1:00 PM	85%	202	100%	33	235
2:00 PM	65%	155	100%	33	188
3:00 PM	40%	95	75%	25	120
4:00 PM	45%	107	75%	25	132
5:00 PM	60%	143	95%	31	174
6:00 PM	70%	167	95%	31	198
7:00 PM	70%	167	95%	31	198
8:00 PM	65%	155	95%	31	186
9:00 PM	30%	71	80%	26	97
10:00 PM	25%	60	65%	21	81
11:00 PM	15%	36	65%	21	57
12:00 AM	10%	24	35%	12	36

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates based on the City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Requirements.

[3] The weekday and weekend parking rates are based on the emperical/Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Appendix Table A-4

LEISURE HOTEL
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Leisure Hotel				
Size	38 Rooms				
Peak Pkg Rate[2]	1.10 /Room				
Weekday Pkg Rate[3]	1.10 /Room				
Gross Spaces	42 Spaces				
Adjusted Gross	*1.00*	42 Spaces			
Spaces[4]	37 Guest Spc.		5 Emp. Spc.		Shared
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	Parking Demand
6:00 AM	95%	35	10%	1	36
7:00 AM	95%	35	30%	2	37
8:00 AM	90%	33	100%	5	38
9:00 AM	80%	30	100%	5	35
10:00 AM	70%	26	100%	5	31
11:00 AM	70%	26	100%	5	31
12:00 PM	65%	24	100%	5	29
1:00 PM	65%	24	100%	5	29
2:00 PM	70%	26	100%	5	31
3:00 PM	70%	26	100%	5	31
4:00 PM	75%	28	70%	4	32
5:00 PM	80%	30	70%	4	34
6:00 PM	85%	31	40%	2	33
7:00 PM	85%	31	20%	1	32
8:00 PM	90%	33	20%	1	34
9:00 PM	95%	35	20%	1	36
10:00 PM	95%	35	20%	1	36
11:00 PM	100%	37	10%	1	38
12:00 AM	100%	37	5%	0	37

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates based on the City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Requirements.

[3] The weekday and weekend parking rates are based on the emperical/Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Appendix Table A-4

LEISURE HOTEL
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Leisure Hotel				
Size	38 Rooms				
Peak Pkg Rate[2]	1.10 /Room				
Weekend Pkg Rate[3]	1.10 /Room				
Gross Spaces	42 Spaces				
Adjusted Gross	*1.00*	42 Spaces			
Spaces[4]	37 Guest Spc.		5 Emp. Spc.		Shared
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	Parking Demand
6:00 AM	95%	35	10%	1	36
7:00 AM	95%	35	30%	2	37
8:00 AM	90%	33	100%	5	38
9:00 AM	80%	30	100%	5	35
10:00 AM	70%	26	100%	5	31
11:00 AM	70%	26	100%	5	31
12:00 PM	65%	24	100%	5	29
1:00 PM	65%	24	100%	5	29
2:00 PM	70%	26	100%	5	31
3:00 PM	70%	26	100%	5	31
4:00 PM	75%	28	70%	4	32
5:00 PM	80%	30	70%	4	34
6:00 PM	85%	31	40%	2	33
7:00 PM	85%	31	20%	1	32
8:00 PM	90%	33	20%	1	34
9:00 PM	95%	35	20%	1	36
10:00 PM	95%	35	20%	1	36
11:00 PM	100%	37	10%	1	38
12:00 AM	100%	37	5%	0	37

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates based on the City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Requirements.

[3] The weekday and weekend parking rates are based on the emperical/Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Appendix Table A-5

OFFICE

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Office				
Size	1.5 KSF				
Peak Pkg Rate[2]	3.33 /KSF				
Weekday Pkg Rate[3]	3.33 /KSF				
Gross Spaces	5 Spaces				
Adjusted Gross Spaces[4]	*1.00* 5 Spaces				
	0 Visitor Spc.		5 Emp. Spc.		Shared
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	Parking Demand
6:00 AM	0%	0	3%	0	0
7:00 AM	1%	0	15%	1	1
8:00 AM	20%	0	50%	3	3
9:00 AM	60%	0	90%	5	5
10:00 AM	100%	0	100%	5	5
11:00 AM	45%	0	100%	5	5
12:00 PM	15%	0	85%	4	4
1:00 PM	45%	0	85%	4	4
2:00 PM	95%	0	95%	5	5
3:00 PM	45%	0	95%	5	5
4:00 PM	15%	0	85%	4	4
5:00 PM	10%	0	60%	3	3
6:00 PM	5%	0	25%	1	1
7:00 PM	2%	0	15%	1	1
8:00 PM	1%	0	5%	0	0
9:00 PM	0%	0	3%	0	0
10:00 PM	0%	0	1%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates based on the City of Manhattan Beach Local Coastal Program Chapter A.64, Off-Street Parking and Loading Requirements.

[3] The weekday and weekend parking rates are based on the emperical/Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Appendix Table A-5

OFFICE

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Office				
Size	1.5 KSF				
Peak Pkg Rate[2]	3.33 /KSF				
Weekend Pkg Rate[3]	0.33 /KSF				
Gross Spaces	1 Spaces				
Adjusted Gross Spaces[4]	*1.00* 1 Spaces				
	0 Visitor Spc.		1 Emp. Spc.		Shared
Time of Day	% Of Peak	# Of Spaces	% Of Peak	# Of Spaces	Parking Demand
6:00 AM	0%	0	0%	0	0
7:00 AM	20%	0	20%	0	0
8:00 AM	60%	0	60%	1	1
9:00 AM	80%	0	80%	1	1
10:00 AM	90%	0	90%	1	1
11:00 AM	100%	0	100%	1	1
12:00 PM	90%	0	90%	1	1
1:00 PM	80%	0	80%	1	1
2:00 PM	60%	0	60%	1	1
3:00 PM	40%	0	40%	0	0
4:00 PM	20%	0	20%	0	0
5:00 PM	10%	0	10%	0	0
6:00 PM	5%	0	5%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rates based on the City of Manhattan Beach Local Coastal Program Chapter

[3] The weekday and weekend parking rates are based on the emperical/Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.