



## MEMORANDUM

*To:* Mr. Jan Holtze

*From:* Serine Ciandella

*Date:* March 8, 2020

*Re:* *Manhattan Beach Hotel Mixed-Use Project Access Evaluation*

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## INTRODUCTION

This memorandum has been prepared to provide an evaluation of the access provisions for the proposed Manhattan Beach Hotel Mixed-use Project in the City of Manhattan Beach. The site access discussion will focus on a right-turn warrant analysis for the site driveways.

## PROJECT DESCRIPTION

The project site is located on the northeast corner of the intersection of Sepulveda Boulevard and Tennyson Street in the City of Manhattan Beach. The proposed development would consist of a 162-room hotel, 6,845 square feet of retail space, and 9,264 square feet of office space. Site parking would be provided in a combination of surface level and underground parking. Access to the site would consist of one right-in/right-out only driveway on Sepulveda Boulevard and one full-movement driveway on Tennyson Street.

## SITE ACCESS – RIGHT-TURN LANE EVALUATION

This right-turn warrant evaluation has been prepared to determine whether or not a dedicated right-turn deceleration lane would be warranted at the driveways for the Manhattan Beach Hotel Mixed-use project. Our assumptions, analysis, and findings are summarized below.

As described above, the project access provisions would consist of one right-in/right-out only driveway on Sepulveda Boulevard and one full-movement driveway on Tennyson Street.

Tennyson Street is currently closed to through traffic just east of the project site; therefore, it is assumed that no project traffic will approach the site from the east on Tennyson Street. Since there will be no vehicles turning right into the Tennyson Street driveway, a dedicated right-turn lane will not be needed on Tennyson Street. The remainder of this analysis will focus on the project driveway on Sepulveda Boulevard.

#### Right-Turn Deceleration Lane Criteria

Based on the County of Los Angeles Department of Public Works *Access Management for Private Development Guidelines Manual*, the determination of whether or not a dedicated right-turn lane is warranted at an unsignalized driveway is based on the following factors:

- sight distance constraints,
- the design speed of the fronting roadway (Sepulveda Boulevard), and,
- the percentage of right-turning vehicles in the advancing traffic volume (the through plus turning volume) on northbound Sepulveda Boulevard during the peak hours.

Given that there are no sight distance constraints for northbound traffic on Sepulveda Boulevard at the project driveway, the determining factors for this project will be:

- design speed and
- right-turning volume percentage of the advancing volume at the project driveway.

#### *Design Speed*

The posted speed limit on Sepulveda Boulevard is 35 miles per hour (mph). For a conservative analysis, the design speed used for this analysis will be 55 mph.

#### *Existing Traffic Volumes on Sepulveda Boulevard*

Existing peak hour traffic volumes on Sepulveda Boulevard were obtained from the *Traffic Impact Study for the Skechers Design Center and Office Project* (Linscott Law and Greenspan, August 25, 2016). Traffic counts for that study were collected in March, 2016.

The 2016 peak hour through volumes on northbound Sepulveda Boulevard along the project frontage were:

- 2,943 trips in the morning peak hour and
- 1,297 trips in the evening peak hour.

The 2016 counts were grown to develop forecasts for the analysis year of 2021 at a growth rate of 0.026% per year, in accordance with the Los Angeles County Congestion Management Program (CMP).

With the annual growth rate applied, the peak hour through volumes on northbound Sepulveda Boulevard for analysis year 2020 would be:

- 2,982 trips in the morning peak hour and
- 1,314 trips in the evening peak hour.

### Project Trip Generation

A summary of the daily, morning and evening peak hour trip generation estimates for the project is provided on Table 1. The project is estimated to generate 78 inbound trips in the morning peak hour and 79 inbound trips in the evening peak hour. These trips will enter the project site via one of the two site project driveways, depending on the direction of approach.

TABLE 1 SUMMARY OF PROJECT TRIP GENERATION Manhattan Beach Hotel Mixed-Use Project										
Land Use	ITE Code	Unit	Trip Generation Rates <sup>1</sup>							
			Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Business Hotel	312	Occ. Room	4.901	0.210	0.173	0.38	0.179	0.222	0.40	
Shopping Center	820	KSF	Fitted Curve Equation							
General Office Building	710	KSF	Fitted Curve Equation				0.253	1.237	1.49	
Trip Generation Estimates										
Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Business Hotel	162	Occ. Room	794	34	28	62	29	36	65	
Shopping Center	6,845	KSF	1,190	19	12	31	48	52	100	
General Office Building	9,264	KSF	216	25	3	28	2	11	13	
<b>Total Project Trips</b>			<b>2,200</b>	<b>78</b>	<b>43</b>	<b>121</b>	<b>79</b>	<b>99</b>	<b>178</b>	
<sup>1</sup> <b>Source:</b> Institute of Transportation Engineers (ITE) <i>Trip Generation Manual</i> , 9 <sup>th</sup> Edition										

## Project Trip Assignment at Site Driveways

It is assumed that the project traffic will approach the site via Sepulveda Boulevard – 60% from the north and 40% from the south. Project traffic approaching from the north on Sepulveda Boulevard will turn left onto Tennyson Street and enter the site via a left turn into the Tennyson Street driveway. For project traffic approaching from the south on Sepulveda Boulevard, roughly half will enter the site via the Tennyson Street driveway and half via the Sepulveda Boulevard driveway.

Based on these project trip assignment assumptions, the volume of project traffic entering the Sepulveda Boulevard driveway via a right turn is estimated to be 16 morning peak hour trips and 16 evening peak hour trips. These volumes represent 0.5% and 1.2% of the northbound advancing volume (the through plus turning volume) on Sepulveda Boulevard in the morning and evening peak hours, respectively.

This percentage of turning vehicles compared to the advancing volume on Sepulveda Boulevard would not warrant the requirement of a dedicated right-turn lane for the project driveway in either the morning or the evening peak hour.

## SUMMARY AND CONCLUSIONS

- The project applicant proposes a mixed-use site with a combination of hotel, office, and retail uses.
- Access to the site will be provided via one right-in/right-out only driveway on Sepulveda Boulevard and one full-movement driveway on Tennyson Street.
- It is estimated that 80% of the project traffic will enter the site at the Tennyson Street driveway via an eastbound left turn, and that 20% will enter the Sepulveda Boulevard driveway via a northbound right turn.
- The percentage of vehicles turning into the Sepulveda Boulevard driveway compared to the northbound advancing volume (the through plus turning volume) on Sepulveda Boulevard would be 0.5% in the morning peak hour and 1.1% in the evening peak hour. This comparative percentage would not warrant the requirement of a dedicated right-turn lane for the project driveway in either the morning or the evening peak hour.

## MEMORANDUM (revised and updated)

**To:** Mr. Jan Holtze

**From:** Jason Melchor, Serine Ciandella

**Date:** March 9, 2020 (Revised January 7, 2021)

**Re:** *Manhattan Beach Hotel Mixed-Use Project Parking Evaluation*

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## INTRODUCTION

This memorandum has been prepared to provide an evaluation of the proposed parking for the proposed Manhattan Beach Hotel Mixed-Use Project (the “Project”) in the City of Manhattan Beach, CA. The parking discussion focuses on a proposed reduction in required parking based upon section 10.64.050 of the Manhattan Beach Municipal Code (“MBMC”) titled “Reduced Parking for Certain Districts and Uses”.

## PROJECT DESCRIPTION

The Project site is located on the northeast corner of the intersection of Sepulveda Boulevard and Tennyson Street in the City of Manhattan Beach. The Project is proposed to consist of a 162-room hotel, 6,893 square feet of retail space, and 9,375 square feet of office space. A total of 152 parking spaces would be provided on the site in a combination of street-level and underground parking. Access to the site would consist of a right-in/right-out only driveway on Sepulveda Boulevard and a full-movement driveway on Tennyson Street.

## PARKING EVALUATION

### City Parking Requirements

A summary of the parking requirements for the Project, based on the City of Manhattan Beach Municipal Code – Chapter 10.64, is provided on **Table 1**.

Based on the City’s Municipal Code parking ratios, the following calculation would result:

- 33 spaces for the retail,
- 32 spaces for the office, and
- 178 spaces for the hotel,
- For a total of 243 spaces.

The Project is proposing to provide 152 parking spaces. Based upon the parking rates as provided in **Tables 2 and 3** for weekday and weekend peak rates, respectively, and as published in the Institute of Traffic Engineers (ITE) Parking Generation Manual, 5<sup>th</sup> Edition (January, 2019), the maximum peak parking requirement (without considering any synergies of uses and time of day) is 152 spaces. Therefore, peak parking demand does not exceed the parking supplied and the Project meets the requirements of MBMC section 10.64.050. In addition, the Project will provide an *excess of parking* when shared parking factors and synergies with times of day are taken into account.

### **Shared Parking Evaluation**

The shared parking analyses provided in **Tables A-1 and A-2** have been prepared to determine the *actual* anticipated parking needs for the Project, taking into account the non-concurrent parking peaks for the hotel, retail, and office uses; and to determine the reduction in parking that can be supported due to shared parking synergies.

The shared parking methodology is a multi-step process that, first, establishes the stand-alone peak parking needed for various uses, such as office, retail, and hotel uses. The methodology then applies a percentage to the peak parking for each use, for each hour of the day, reflecting the fact that the parking demand for each use fluctuates throughout the course of the day. The shared parking process also identifies weekday vs. weekend variations in parking demand.

Beneficial shared parking synergies exist between different uses whose peak operating times occur at different times of the day. Uses with non-concurrent peak operating characteristics can share a portion of the same parking supply without detriment to the other, rather than each providing their own distinct and complete parking supply. For example, the parking demand for office uses peaks on weekdays during the mid-morning and mid-afternoon hours, while the parking demand for retail uses peaks on weekends, when the office usage is at its lowest; and hotel parking demand peaks in the late night and early morning hours when both retail and office uses are typically closed.

This shared parking analysis has been conducted using the weekday/weekend parking survey rates and the time-of-day usage factors published in the Institute of Transportation Engineers (ITE) Parking Generation Manual (5<sup>th</sup> Edition, January 2019). The weekday and weekend peak parking needs for each of the site uses are shown on Table 2 and Table 3, respectively.

The following summarizes the resulting parking patterns for the site:

<b>WEEKDAY PEAK PARKING DEMANDS</b>		
<b>For this land use:</b>	<b>The peak parking demand would be:</b>	<b>And the peak demand would occur at:</b>
Retail	13 spaces	12 Noon – 2:00 PM
Office	22 spaces	10:00 AM – 12 Noon
Hotel	117 spaces	12 Midnight– 7:00 AM
<b>TOTAL</b>	152 spaces	

<b>WEEKEND PEAK PARKING DEMANDS</b>		
<b>For this land use:</b>	<b>The peak parking demand would be:</b>	<b>And the peak demand would occur at:</b>
Retail	20 spaces	1:00 PM – 3:00 PM
Office	3 spaces	10:00 AM – 12:00 Noon
Hotel	104 spaces	Midnight – 6:00 AM
<b>TOTAL</b>	127 spaces	

The charts above summarize weekday and weekend peak parking demand and demonstrate the combined parking demand for the three site uses does not exceed the number of parking spaces provided, or 152 spaces. Based on hour-by-hour ITE parking demand rates for hotel, retail, and office uses, the peak shared parking demand for the overall project is estimated to be 117 parking spaces, and would occur at 6:00 AM on a weekday; and 108 parking spaces, at 8:00 AM on a weekend day (See Tables 2 & 3). The detailed hour-by-hour shared parking worksheets are provided as an attachment to this report and are titled Table A-1 and A-2.

The proposed parking supply of 152 spaces would satisfy the Project’s peak hour shared weekday parking need of 117 parking spaces, with a surplus of 35 spaces; and the peak hour shared weekend parking need of 108 parking spaces, with a surplus of 44 spaces when the shared parking factors are taken into account.

The foregoing analysis is conservative inasmuch as the parking analysis does not account for the expected further reduction in actual parking demand attributable to the significant use of other modes of travel. Due to the Project’s proximity to Los Angeles International Airport (LAX), hotel patrons who fly in and out of LAX routinely find it more expedient and convenient to use shuttle, taxi, or ride-hailing services (Uber, Lyft, etc.) to get between the airport and the hotel, and to avoid the cost of renting a car and paying for hotel parking.

**TABLE 1**

**MANHATTAN BEACH HOTEL MIXED-USE PROJECT**

**SUMMARY OF PARKING REQUIREMENTS**

**BASED ON CITY OF MANHATTAN BEACH MUNICIPAL CODE**

<b>Building / Use</b>	<b>Unit</b>	<b>Quantity</b>	<b>Parking Rates <sup>(1)</sup></b>		<b>Required Parking</b>
Retail	KSF	6.893	5.0	1st 5 KSF	25
			4.0	KSF over 5 KSF	8
Office	KSF	9.375	3.3		32
Hotel	Room	162	1.1		178
<b><i>TOTAL Parking Required per City Code</i></b>					<b>243</b>
<b><i>TOTAL Parking Provided On-site</i></b>					<b>152</b>
<b><i>Parking Excess (Shortfall)</i></b>					<b>(91)</b>

<sup>(1)</sup> Source: City of Manhattan Beach Municipal Code; Chapter 10.64.030

<b>TABLE 2</b>					
<b>MANHATTAN BEACH HOTEL MIXED-USE PROJECT</b>					
<b>SHARED PARKING ANALYSIS - WEEKDAY</b>					
<b>BASED ON ITE PARKING GENERATION MANUAL - 5<sup>th</sup> EDITION</b>					
<b>Building / Use</b>	<b>Unit</b>	<b>Quantity</b>	<b>Parking Rate <sup>(1)</sup></b>	<b>Peak Demand</b>	<b>Parking Peak Occurs <sup>(2)</sup></b>
Retail	KSF	6.893	1.95	13	12 Noon - 2 PM
Office	KSF	9.375	2.39	22	10 AM - 12 Noon
Hotel <sup>(3)</sup>	Room	162	0.72	117	Midnight - 6 AM
<b><i>Sum of Individual Parking Requirements</i></b>				<b>152</b>	
<b><i>Parking Reduction based on Shared Parking <sup>(2)</sup></i></b>				<b>(35)</b>	
<b><i>TOTAL Projected Shared Parking Demand</i></b>				<b>117</b>	
<b><i>TOTAL Parking Provided On-site</i></b>				<b>152</b>	
<b><i>Parking Excess (Shortfall)</i></b>				<b>35</b>	
<p><sup>(1)</sup> Source: ITE <u>Parking Generation Manual</u> - 5th Edition (Jan 2019)</p> <p><sup>(2)</sup> Source: ITE <u>Parking Generation Manual</u> - 5th Edition (Jan 2019)</p> <p>See Shared Parking worksheets in Attachment A</p> <p><sup>(3)</sup> Business Hotel (Land Use 312)</p>					

**TABLE 3**

**MANHATTAN BEACH HOTEL MIXED-USE PROJECT  
SHARED PARKING ANALYSIS - WEEKEND  
BASED ON ITE PARKING GENERATION MANUAL - 5<sup>th</sup> EDITION**

<b>Building / Use</b>	<b>Unit</b>	<b>Quantity</b>	<b>Parking Rate <sup>(1)</sup></b>	<b>Peak Demand</b>	<b>Parking Peak Occurs <sup>(2)</sup></b>
Retail	KSF	6.893	2.91	20	1 PM - 3 PM
Office	KSF	9.375	0.28	3	10 AM - 12 Noon
Hotel <sup>(3)</sup>	Room	162	0.64	104	Midnight - 6 AM
<b><i>Sum of Individual Parking Requirements</i></b>				<b>127</b>	
<b><i>Parking Reduction based on Shared Parking <sup>(2)</sup></i></b>				<b>(19)</b>	
<b><i>TOTAL Projected Shared Parking Demand</i></b>				<b>108</b>	
<b><i>TOTAL Parking Provided On-site</i></b>				<b>152</b>	
<b><i>Parking Excess (Shortfall)</i></b>				<b>44</b>	

<sup>(1)</sup> Source: ITE Parking Generation Manual - 5th Edition (Jan 2019)

<sup>(2)</sup> Source: ITE Parking Generation Manual - 5th Edition (Jan 2019)

See Shared Parking worksheets in Attachment A

<sup>(3)</sup> Business Hotel (Land Use 312)

**TABLE A-1  
SHARED PARKING ANALYSIS**

**PARKING RATES AND TIME-OF-DAY FACTORS: ITE PARKING GENERATION MANUAL (5th Edition)**

**WEEKDAY PARKING DEMAND**

PROJECT:		MANHATTAN BEACH HOTEL / OFFICE / RETAIL										SCENARIO: 162-ROOM HOTEL, 6,845 SF RETAIL, 9,264 SF OFFICE																
LAND USE:	OFFICE	RETAIL	MED. OFFICE	RESTAURANT			THEATER	HOTEL				OFFICE	9.375	KSF														
UNIT:	KSF	KSF	KSF	QUAL	Family	F FOOD	SEAT	ROOM	REST.	CONF.	CONV.	RETAIL	6.893	KSF	REST. - QUAL	0.000	KSF											
QUANTITY:	9.375	6.893	0.000	0.000	0.00	0.000	0	162	0.000	0.000	0.000	REST. - Family	0.000	KSF	REST. - F FOOD	0.000	KSF											
RATE: (ITE)	2.39	1.95	0	0	0	0	0	0.72	0	0	0	THEATER	0.000	KSF	( SEATS: )													
REQ'D PRKG	22	13	0	0	0	0	0	117	0	0	0	TOTAL	152		HOTEL	78.640	KSF	( ROOMS: 162 )										
Mode Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	JUN			TOTAL	94.9	KSF											
Seasonal Factor	1.00	1.00	1.00	0.96	0.96	0.96	0.41	1.00	1.00	0.50	1.00																	
TIME OF DAY	PERCENTAGE OF PEAK DEMAND BY HOUR OF DAY											PROJECTED PARKING DEMAND BY HOUR OF DAY																
	OFFICE	RETAIL	MED. OFFICE	RESTAURANT			THEATER	HOTEL				OFFICE	RETAIL	MED. OFFICE	RESTAURANT			THEATER	HOTEL				TOTAL					
				QUAL	Family	F FOOD		ROOM	REST.	CONF.	CONV.				QUAL	Family	F FOOD		ROOM	REST.	CONF.	CONV.						
6:00 AM	0%	0%	0%	0%	16%	7%	0%	100%	0%	0%	0%	0	0	0	0	0	0	0	117	0	0	0	0	117				
7:00 AM	13%	0%	0%	0%	32%	12%	0%	89%	10%	0%	0%	3	0	0	0	0	0	0	104	0	0	0	0	107				
8:00 AM	48%	15%	80%	8%	51%	22%	0%	64%	30%	30%	50%	11	2	0	0	0	0	0	75	0	0	0	0	87				
9:00 AM	88%	32%	93%	11%	73%	32%	0%	56%	10%	60%	100%	20	4	0	0	0	0	0	65	0	0	0	0	89				
10:00 AM	100%	54%	100%	26%	91%	58%	0%	49%	10%	60%	100%	22	7	0	0	0	0	0	57	0	0	0	0	87				
11:00 AM	100%	71%	100%	48%	91%	87%	0%	45%	5%	60%	100%	22	10	0	0	0	0	0	52	0	0	0	0	84				
12:00 AM	85%	99%	53%	77%	100%	100%	20%	45%	100%	65%	100%	19	13	0	0	0	0	0	52	0	0	0	0	85				
1:00 PM	84%	100%	93%	77%	87%	100%	45%	41%	100%	65%	100%	19	13	0	0	0	0	0	48	0	0	0	0	80				
2:00 PM	93%	90%	100%	69%	70%	91%	55%	39%	33%	65%	100%	21	12	0	0	0	0	0	45	0	0	0	0	78				
3:00 PM	94%	83%	100%	45%	45%	62%	55%	39%	10%	65%	100%	21	11	0	0	0	0	0	45	0	0	0	0	78				
4:00 PM	85%	81%	93%	54%	49%	56%	55%	44%	10%	65%	100%	19	11	0	0	0	0	0	51	0	0	0	0	81				
5:00 PM	56%	84%	87%	79%	65%	62%	60%	48%	30%	100%	100%	13	11	0	0	0	0	0	56	0	0	0	0	80				
6:00 PM	20%	86%	67%	96%	74%	86%	60%	51%	55%	100%	50%	4	12	0	0	0	0	0	59	0	0	0	0	76				
7:00 PM	11%	80%	30%	100%	74%	82%	80%	54%	60%	100%	30%	2	11	0	0	0	0	0	63	0	0	0	0	76				
8:00 PM	0%	63%	15%	100%	69%	52%	100%	62%	70%	100%	30%	0	8	0	0	0	0	0	72	0	0	0	0	81				
9:00 PM	0%	42%	0%	100%	37%	32%	100%	72%	67%	100%	10%	0	6	0	0	0	0	0	84	0	0	0	0	90				
10:00 PM	0%	15%	0%	96%	31%	22%	80%	86%	60%	50%	0%	0	2	0	0	0	0	0	100	0	0	0	0	102				
11:00 PM	0%	0%	0%	77%	22%	12%	65%	93%	40%	0%	0%	0	0	0	0	0	0	0	108	0	0	0	0	108				
12:00 PM	0%	0%	0%	27%	26%	7%	40%	100%	30%	0%	0%	0	0	0	0	0	0	0	117	0	0	0	0	117				

(a) Source: ULI Shared Parking (2nd Edition) Table 2-5 - Percentages shown are the weighted averages of the employee and customer / visitor Time of Day Factors.

**WEEKDAY** PROJECTED PEAK PARKING DEMAND = 117 AT 6:00 AM  
**WEEKDAY** UNADJUSTED PEAK PARKING DEMAND = 152  
**WEEKDAY** PARKING ADJUSTMENT DUE TO SHARED PARKING = 35 23%

07-Jan-21

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**TABLE A-2  
SHARED PARKING ANALYSIS**

**PARKING RATES AND TIME-OF-DAY FACTORS: ITE PARKING GENERATION MANUAL (5th Edition)**

**WEEKEND PARKING DEMAND**

<b>PROJECT:</b>	MANHATTAN BEACH HOTEL / OFFICE / RETAIL							SCENARIO: 162-ROOM HOTEL, 6,845 SF RETAIL, 9,264 SF OFFICE					
<b>LAND USE:</b>	OFFICE	RETAIL	MED. OFFICE	RESTAURANT			THEATER	HOTEL				OFFICE	9.375 KSF
<b>UNIT:</b>	KSF	DU	KSF	QUAL	Family	F FOOD	SEAT	ROOM	REST.	CONF.	CONV.	RETAIL	6.893 KSF
<b>QUANTITY:</b>	9.375	6.893	0.000	0.000	0.00	0.000	0	162	0.00	0.00	0.00	REST.- QUAL	0.000 KSF
<b>RATE: (ITE)</b>	0.28	2.91	0	0	10	0	0	0.64	0	0	0	REST.- Family	0.000 KSF
<b>REQ'D PRKG</b>	3	20	0	0	0	0	0	104	0	0	0	REST.- F FOOD	0.000 KSF
<b>Mode Adjustment</b>	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	THEATER	0.000 KSF ( SEATS: 0 )
<b>Seasonal Factor</b>	1.00	1.00	1.00	0.96	0.96	0.96	0.82	1.00	1.00	1.00	0.50	HOTEL	78.640 KSF ( ROOMS: 162 )
												<b>TOTAL</b>	94.9 KSF

TIME OF DAY	PERCENTAGE OF PEAK DEMAND BY HOUR OF DAY											PROJECTED PARKING DEMAND BY HOUR OF DAY											
	OFFICE	RETAIL	MED. OFFICE	RESTAURANT			THEATER	HOTEL				OFFICE	RETAIL	MED. OFFICE	RESTAURANT			THEATER	HOTEL				TOTAL
				QUAL	Family	F FOOD		ROOM	REST.	CONF.	CONV.				QUAL	Family	F FOOD		ROOM	REST.	CONF.	CONV.	
6:00 AM	0%	0%	79%	0%	29%	7%	0%	82%	0%	0%	0%	0	0	0	0	0	0	0	85	0	0	0	85
7:00 AM	13%	0%	45%	0%	54%	12%	0%	96%	10%	0%	0%	0	0	0	0	0	0	0	100	0	0	0	100
8:00 AM	48%	27%	36%	8%	64%	22%	0%	98%	30%	30%	50%	1	5	0	0	0	0	0	102	0	0	0	108
9:00 AM	88%	46%	50%	11%	77%	32%	0%	87%	10%	60%	100%	2	9	0	0	0	0	0	90	0	0	0	102
10:00 AM	100%	67%	36%	26%	87%	58%	0%	74%	10%	60%	100%	3	13	0	0	0	0	0	77	0	0	0	93
11:00 AM	100%	85%	50%	48%	91%	87%	0%	64%	5%	60%	100%	3	17	0	0	0	0	0	66	0	0	0	86
12:00 AM	85%	95%	50%	77%	100%	100%	20%	56%	100%	65%	100%	2	19	0	0	0	0	0	58	0	0	0	79
1:00 PM	84%	100%	31%	77%	91%	100%	45%	48%	100%	65%	100%	2	20	0	0	0	0	0	50	0	0	0	72
2:00 PM	93%	98%	26%	69%	57%	91%	55%	44%	33%	65%	100%	2	20	0	0	0	0	0	46	0	0	0	68
3:00 PM	94%	92%	31%	45%	49%	62%	55%	40%	10%	65%	100%	2	18	0	0	0	0	0	41	0	0	0	62
4:00 PM	85%	86%	56%	54%	49%	56%	55%	46%	10%	65%	100%	2	17	0	0	0	0	0	48	0	0	0	67
5:00 PM	56%	79%	100%	79%	78%	62%	60%	48%	30%	100%	100%	1	16	0	0	0	0	0	50	0	0	0	67
6:00 PM	20%	71%	95%	96%	82%	86%	60%	55%	55%	100%	50%	1	14	0	0	0	0	0	57	0	0	0	72
7:00 PM	11%	69%	61%	100%	82%	82%	80%	60%	60%	100%	30%	0	14	0	0	0	0	0	62	0	0	0	76
8:00 PM	0%	60%	31%	100%	82%	52%	100%	64%	70%	100%	30%	0	12	0	0	0	0	0	66	0	0	0	78
9:00 PM	0%	51%	10%	100%	63%	32%	100%	67%	67%	100%	10%	0	10	0	0	0	0	0	69	0	0	0	80
10:00 PM	0%	38%	2%	96%	56%	22%	100%	81%	60%	50%	0%	0	8	0	0	0	0	0	84	0	0	0	92
11:00 PM	0%	0%	2%	77%	52%	12%	80%	88%	10%	0%	0%	0	0	0	0	0	0	0	91	0	0	0	91
12:00 PM	0%	0%	0%	27%	26%	7%	50%	100%	30%	0%	0%	0	0	0	0	0	0	0	104	0	0	0	104

0  
**WEEKEND** PROJECTED PEAK PARKING DEMAND = 108 AT 8:00 AM  
**WEEKEND** UNADJUSTED PEAK PARKING DEMAND = 127  
**WEEKEND** PARKING ADJUSTMENT DUE TO SHARED PARKING = 19 15%

07-Jan-21