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March 24, 2025

Erik Zandvliet, TE
City Traffic Engineer
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

Re: City Parking Management Study

Dear Mr. Zandvliet:

Walker Consultants is pleased to submit this interim draft of the 2024 – 2025 *City Parking Management Study*. In this interim report, we have reviewed existing parking records and operations, reviewed the existing parking supply, and conducted a comprehensive analysis of existing parking conditions based on data collected in the Summer and Fall of 2024. This interim document constitutes the combined deliverables for Tasks 2, 3, 4, and 6, as outlined in the Scope of Services for this project.

Based on this analysis, and after receiving and reviewing input from the City, Walker will complete an analysis on future parking conditions, identified as Task 7, Once that task is complete, Walker will begin to formulate and curate a list of parking and parking-related management and operational strategies that will collectively comprise a strategies toolkit for city, which is identified as Task 8.

After all study components are completed, Walker will issue a final version of this study and report that combines all task deliverables, including a summary of community engagement and public feedback received as part of Task 5, into a single document.

Sincerely,

WALKER CONSULTANTS

Jeff Weckstein
Senior Consultant

Drew Wilsey, AICP
Planner

Steffen Turoff,
Principal in Charge

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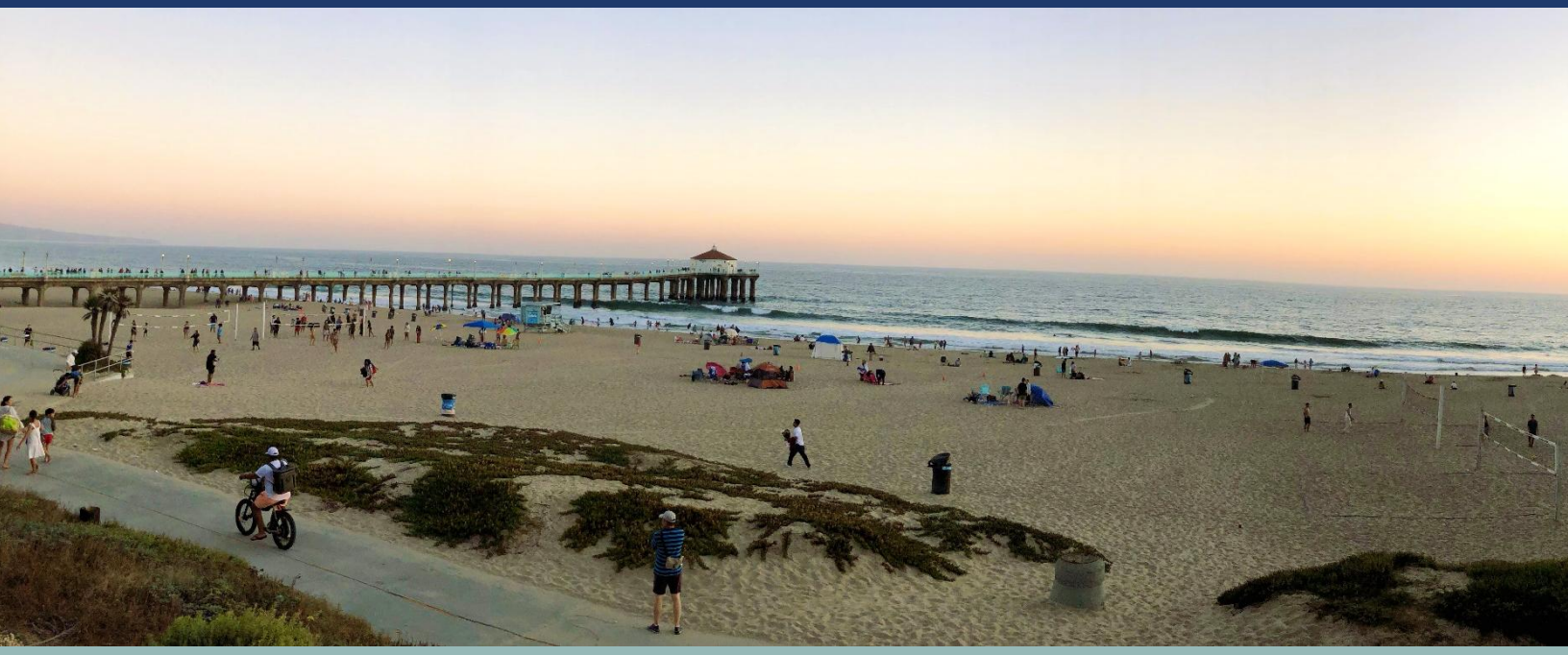
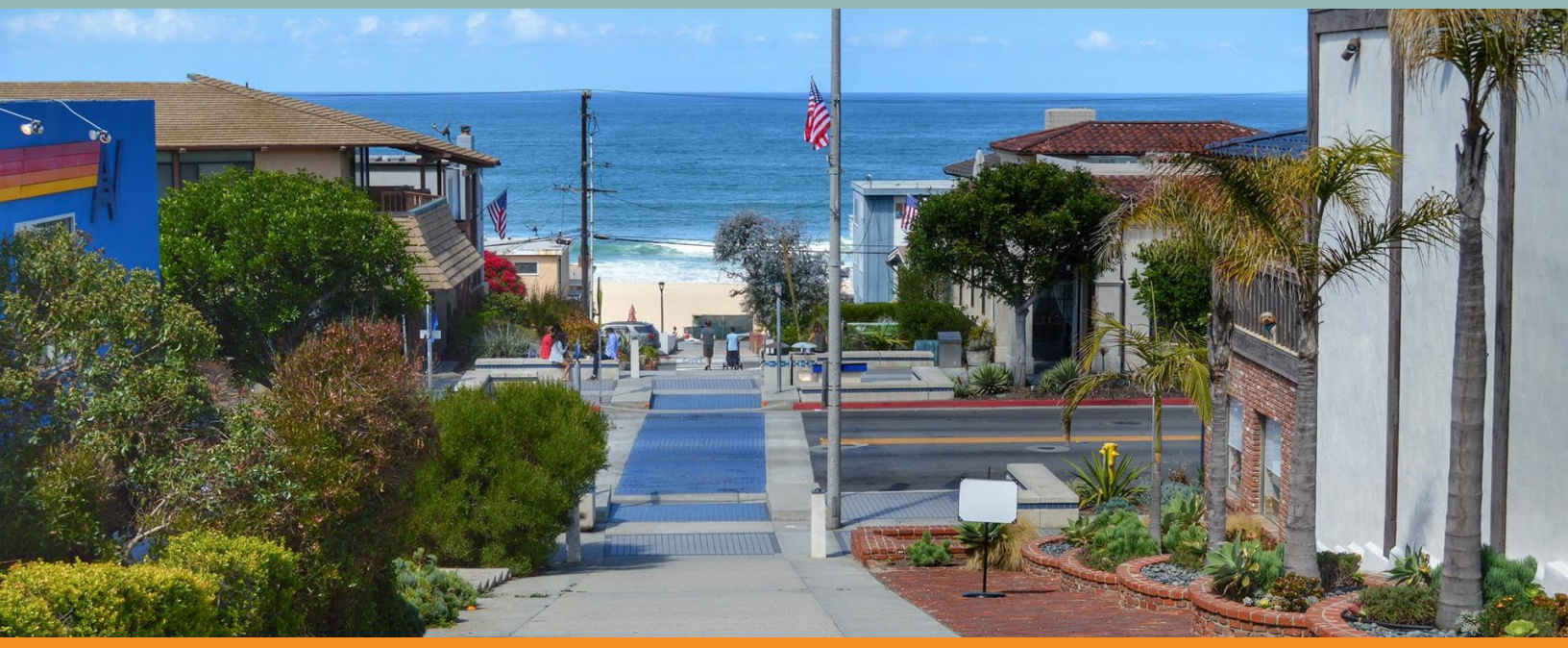


MANHATTAN BEACH CITY PARKING MANAGEMENT STUDY



EXISTING CONDITIONS (Appendix A)

MARCH 2025

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EXECUTIVE SUMMARY

INTRODUCTION & BACKGROUND

Since the City of Manhattan Beach was incorporated, the City's historic and small-town character, beautiful beaches, and recreational opportunities have attracted residents and visitors alike. As the City continues to attract residents and visitors, the City faces considerable vehicle congestion and parking challenges that have noticeably affected the Downtown's streetscapes, parking facilities, and the overall public realm.

In 2024, the City embarked on a Citywide Parking Management Study as an update to the 2008 Downtown Parking Management Plan. The purpose of the study is to assess existing parking conditions and evaluate the effectiveness of parking management practices.

Previous Parking Studies

The City of Manhattan Beach has conducted numerous parking studies to understand impacts of parking and traffic demand and how they changed over time. In the 1950s, three parking assessment districts were created to serve the Downtown area. Key studies include:

- **1983** – The City prepared the Downtown Parking and Traffic Circulation Report, which supported the change in land use codes to allow for small-scale developments without parking requirements.
- **1990** – The City prepared an update to the report, the Downtown Parking Study Update, which determined opportunities to increase the parking supply and implement parking management strategies.
- **1996** – The City prepared a more detailed Downtown Strategic Plan and Manhattan Beach Parking Management Plan Report with additional recommendations for increased efficiency of parking assets.
- **1998** – The City updated the Local Coastal Plan, which contains policies regarding public parking and coastal access.
- **2003** – The City adopted the General Plan Update.
- **2008** – The City's Community Development Department prepared a Downtown Parking Management Plan.
- **2023** – The City conducted a parking study for the Long-Term Outdoor Dining Program, prepared by Fehr and Peers.
- **2024** – The City embarked on this Citywide Parking Management Study as an update to the 2008 Downtown Parking Management Plan.

Existing Operations and Management

The City of Manhattan Beach actively manages its parking through paid parking, permit programs, a variety of transportation demand management (TDM) programs, and parking enforcement.

The Traffic Engineering Division is responsible for managing parking operation for on-street and off-street public parking and administering parking permit programs, including residential and commercial parking permits. These programs include the following areas within the City limits:

- Downtown Area (residential and commercial permits)
- North Manhattan Beach Business Disrict
- Mira Costa Area (residential permit program)

Overnight parking permits are available in the El Porto/45th Street Lot, Bruce's Beach/26th Street Lot, and the Upper Pier Lots (residential permits). Public parking areas are enforced from 5:30 am to 11:00 pm every day of the week in proactive enforcement areas, which include Downtown, North Manhattan Beach, and in timed parking areas.

Time is tracked manually by chalking tires. Tickets are generated using Nforcers ticketing devices and TurboData software. Parking enforcement is carried out by part-time Community Service Officers, who work closely with Area Traffic Officers and Neighborhood Watch Block Captains to address parking issues and increase compliance.

Permit Parking

Commercial Parking Permit Program

The City of Manhattan Beach has five parking permit programs as described below:

- **Monthly Metlox Merchant Permit -** (Metlox Garage, with overflow parking in Lot 3 and Lot 7) – Monthly permits are available for $27.00 per month, with 95 permits available on a first come, first served bases beginning on the 25th of the month.
- **Bi-Annual Metlox Merchant Permit** - Bi-annual permits are available for $160.00 and are renewed every 6 months (January 1-June 30 and July 1-December 31).
- **Lot 1, Lot 2 and Lot 4 Merchant Permits -** Bi-annual permits are available for $160.00 and are renewed every 6 months (January 1-June 30 and July 1-December 31).

Residential Parking Permit Programs

The City has three residential parking permit programs intended to prioritize resident parking in neighborhoods as described below:

- **Downtown Resident Permit** – the Downtown Resident Permit Program, which includes a portion of the Downtown study area, provides households with two non-transferrable parking hangtags for vehicles registered to occupants and one guest hangtag. Permits are valid for the current two-year period. Permits cost $15.00 for the first hangtag and $5.00 for up to two additional hangtags.

- **Mira Costa Resident Permit** – The Mira Costa Resident Permit Program provides households with three non-transferrable parking hangtags for vehicles registered to occupants. Permits are valid during the school year for the current two-year period. Permits cost $15.00 for the first hangtag and $5.00 for up to two additional hangtags.
- **Overnight Parking in Beach Lots** – Residential parking permits are available for residents in the Upper Pier Lots, the Bruce Beach/26th Street Lot, and the El Porto/45th Street Lot. Overnight permits are valid for a variety of hours depending on the parking lot. Each household may receive up to two parking hangtags. Permits cost $30.00 and are renewed quarterly (every three months).

Parking Pricing

On-Street Parking

Metered parking on-street costs $2.00 per hour.

Off-Street Parking

Parking rates at City-managed lots and garages range between $2.00 and $2.50 per hour, with time limits ranging from 2 to 10 hours.

Parking Rules and Regulations

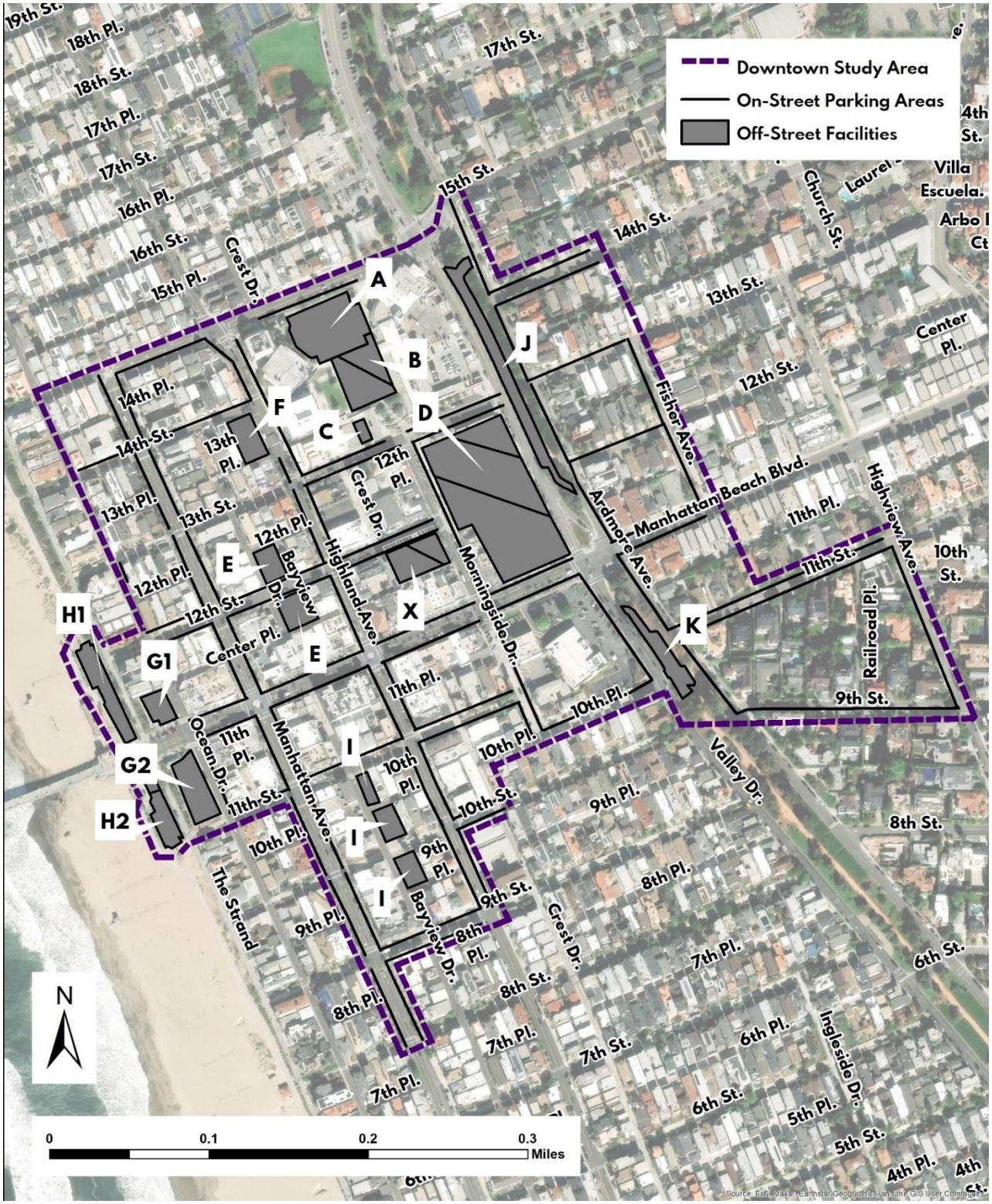
Most common parking violations in the City of Manhattan Beach are cited a fine of $53. More egregious violations that impede traffic safety such as parking in a fire line or blocking an intersection are cited fines of $111 and $118, respectively. Other serious parking violations, such as parking of oversized vehicles/trailers or parking in an ADA space without a placard have higher fees as well ($149 and $338, respectively).

EXISTING PARKING CONDITIONS

Study Area

The figures on the following pages show the Downtown and North Manhattan Beach parking study areas.

Downtown Public Parking Facilities Studied



Map of North Manhattan Beach Public On-Street and Off-Street Parking Facilities Studied

Methodology

The project team conducted a detailed inventory of the on-street parking, public surface parking lots, and public parking garages in Downtown and North Manhattan Beach. Inventory data for the parking garages were provided by City staff and confirmed in the field by Walker staff.

The project team also conducted peak season occupancy counts for on-street and off-street parking facilities in summer 2024 on the following six dates:

- Thursday, July 18, 2024
- Friday, July 19, 2024
- Saturday, July 20, 2024
- Thursday, July 25, 2024
- Friday, July 26, 2024
- Saturday, July 27, 2024

Walker conducted off-peak season occupancy counts for on-street and off-street parking facilities in fall 2024 on the following six dates:

- Thursday, October 10, 2024
- Friday, October 11, 2024
- Saturday, October 12, 2024
- Thursday, November 7, 2024
- Friday, November 8, 2024
- Saturday, November 9, 2024

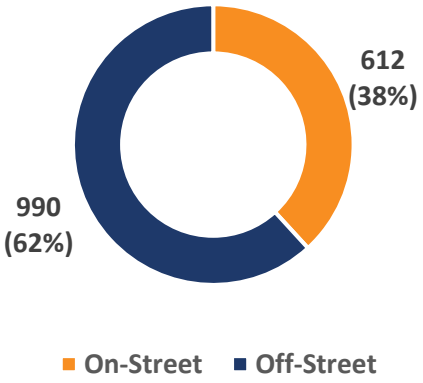
These dates were considered typical weekdays and Saturdays in Manhattan Beach during the summer and fall season, respectively. On both the weekday and the weekend, Walker conducted a set of 14 counts at hourly intervals throughout the day between 8:00 a.m. and 9:00 p.m.

Inventory

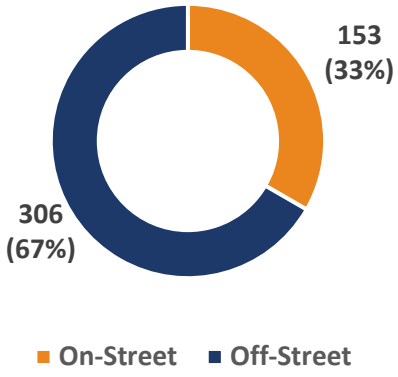
During this study, Downtown had a total of 1,678 public parking spaces during the summer observation period and 1,602 public parking spaces during the fall observation period, with the decrease being mostly due to the removal of Lot 3 from the system (fall Downtown inventory shown below).

North Manhattan Beach had a total of 459 public parking spaces within the North Manhattan Beach study area (North Manhattan Beach inventory shown below).

Downtown



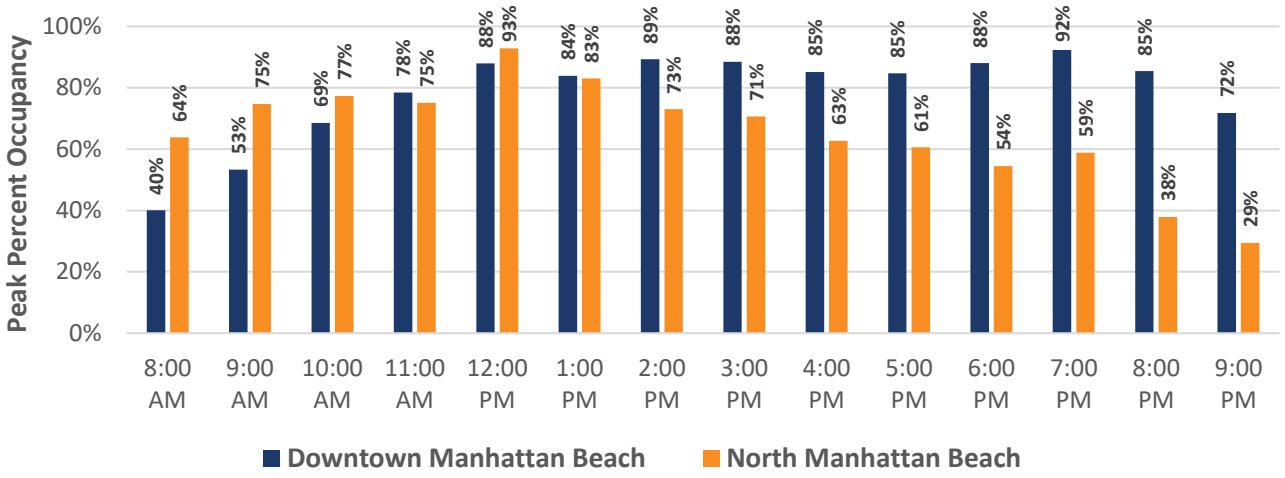
North Manhattan Beach



Summer Occupancy by Study Area

The figure below shows weekday systemwide parking occupancy in the Downtown and North Manhattan Beach study areas in summer.

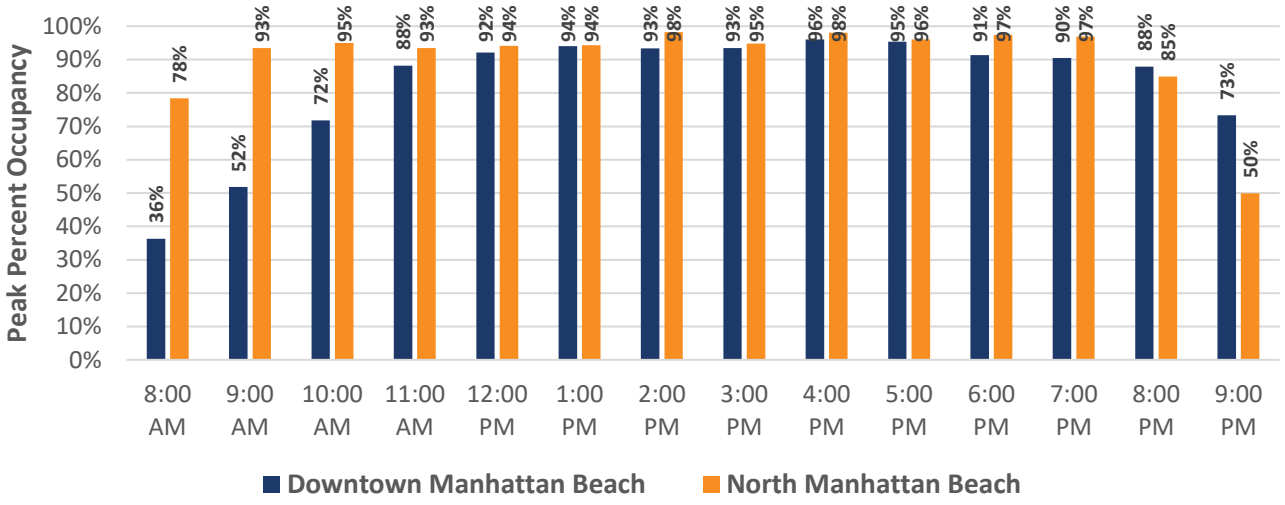
Summer Peak Percent Occupancy by Time of Day and Study Area (Weekday)



During the summer, the weekday systemwide peak for Downtown was observed on Friday, July 26, 2024 at 7:00 p.m. (92%), while the corresponding peak for North Manhattan Beach was observed on Friday, July 19, 2024 at 12:00 p.m. (93%).

The figure below shows weekend systemwide parking occupancy in the Downtown and North Manhattan Beach study areas in summer.

Summer Peak Percent Occupancy by Time of Day and Study Area (Weekend)



During the summer, the weekend systemwide peaks for both Downtown and North Manhattan Beach were observed on Saturday, July 20, 2024 at 2:00 p.m. (96%) and 4:00 p.m (98%.), respectively..

Summer Systemwide Occupancy

The figure below shows the day and time of systemwide peak parking occupancy observations and the

corresponding systemwide parking occupancy during the summer.

Days highlighted in blue indicate the observed summer peak weekday by study area, while days highlighted in blue-grey indicate the observed summer peak weekend by study area.

Peak Summer 2024 Occupancy by Observation Day

Study Area	Peak Weekday Percent Occupancy				Peak Weekend Percent Occupancy	
Downtown	Thursday, July 18 1 PM	Friday, July 19 2 PM	Thursday, July 25 7 PM	**Friday, July 26 7 PM**	**Saturday, July 20 4 PM**	Saturday, July 27 2 PM
	89%	88%	90%	**92%**	**96%**	95%
North Manhattan Beach	Thursday, July 18 1 PM	**Friday, July 19 12 PM**	Thursday, July 25 1 PM	Friday, July 26 5 PM	**Saturday, July 20 2 PM**	Saturday, July 27 2 PM
	86%	**93%**	89%	89%	**98%**	98%

The figure below shows the actual number of available parking spaces within each study area (on-street and off-street combined) during the absolute peak day and averaged across all days during the summer.

Number of Surplus Parking Spaces in Summer by Study Area (Peak Day and Average)

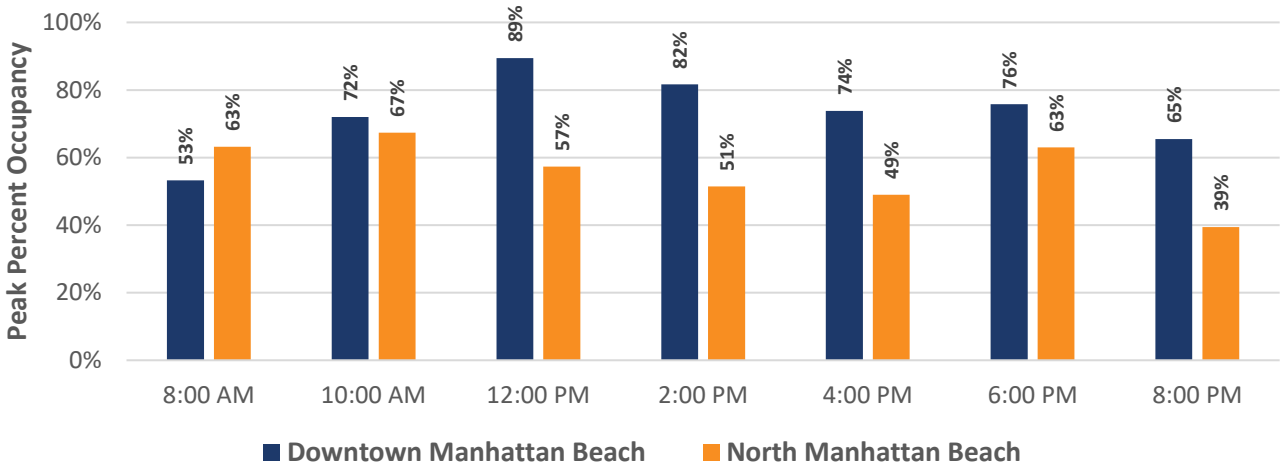
Study Area	Minimum Surplus at Peak Time and Day	Average Surplus at Peak Time (Average Across Days)
Downtown	67	138
North Manhattan Beach	8	36

The parking system in both study areas was effectively full and experiencing a deficit during peak times in the summer. Any remaining vailable parking spaces were restricted to particular uses or users, such as short-term loading, ADA, residential permit zone, or reserved.

Fall Occupancy by Study Area

The figure below shows weekday systemwide parking occupancy in the Downtown and North Manhattan Beach study areas during the peak days in fall.

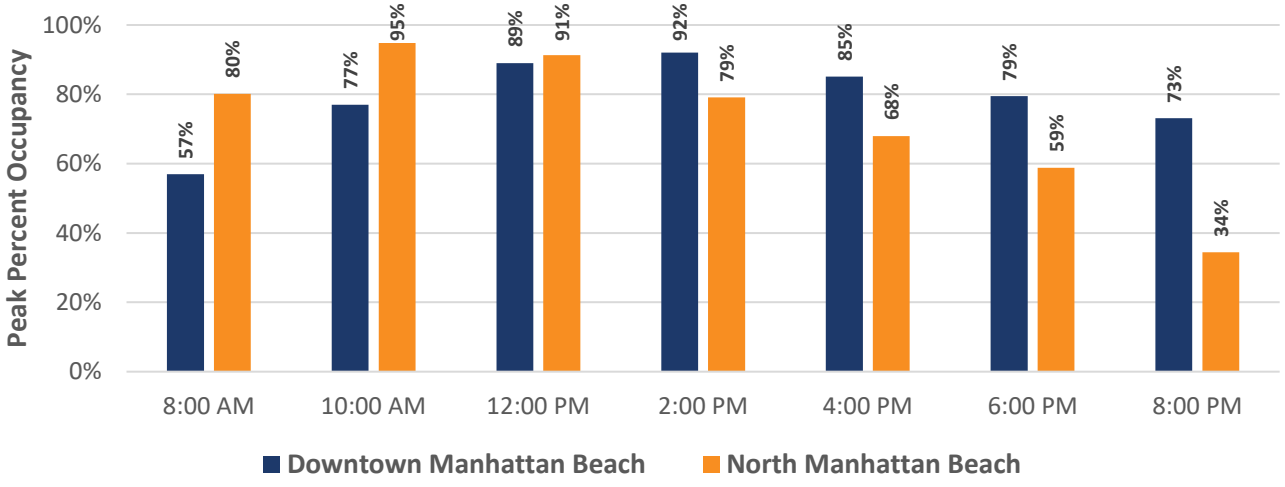
Fall Peak Percent Occupancy by Time of Day and Study Area (Weekday)



During the fall, the weekday systemwide peak for Downtown was observed on Friday, November 8 at 12:00 p.m. (89%), while the corresponding peak for North Manhattan Beach was observed on Friday, October 11 at 10:00 a.m. (67%).

The figure below shows weekend systemwide parking occupancy in the Downtown and North Manhattan Beach study areas during the peak days in the fall.

Fall Peak Percent Occupancy by Time of Day and Study Area (Weekend)



During the fall, the weekend systemwide peak for Downtown was observed on Saturday, November 9 (92%), while the corresponding peak for North Manhattan Beach was observed on Saturday, October 12 (95%).

Fall Systemwide Occupancy

The figure below shows the day and time of systemwide peak parking occupancy observations and the corresponding systemwide parking occupancy during the fall.

Days highlighted in teal indicate the observed fall peak weekday by study area, while days highlighted in blue-

grey indicate the observed fall peak weekend by study area.

Peak Fall Occupancy by Observation Day

Study Area	Peak Weekday Percent Occupancy				Peak Weekend Percent Occupancy	
Downtown	Thursday, October 10 12 PM	Friday, October 11 12 PM	Thursday, November 7 12 PM	**Friday, November 8 12 PM**	Saturday, October 12 2 PM	**Saturday, November 9 2 PM**
	84%	81%	83%	**89%**	87%	**92%**
North Manhattan Beach	Thursday, October 10 12 PM	**Friday, October 11 10 AM**	Thursday, November 7 8 AM	Friday, November 8 10 AM	**Saturday, October 12 10 AM**	Saturday, November 9 10 AM
	67%	**67%**	60%	65%	**95%**	83%

The table below shows the actual surplus of parking spaces within each study area (on-street and off-street combined) during the absolute peak day and averaged across all days during the fall.

Number of Surplus Parking Spaces in Fall by Study Area (Peak Day and Average)

Study Area	Minimum Surplus at Peak Time and Day	Average Surplus at Peak Time (Average Across Days)
Downtown	127	225
North Manhattan Beach	24	125

In the fall, even at the peak, there was some parking availability within each study area.

Comparison of 2024 and 2008 Parking Utilization

Summer parking utilization observations in 2024 were similar to those of summer 2008, with a few noteworthy differences.

In terms of similarities, Walker found that weekday and weekend usage is very similar in both seasons. On weekdays in summer, on-street spaces reach 85% occupancy by 11:00 a.m. and remain effectively full until 6:00 p.m. on weekends, commercial on-street spaces reach 85% occupancy by 12:00 p.m. and remain full until 9:00 p.m. Another common finding in both 2024 and 2008 is that vehicles often park beyond the paid time limit at metered spaces. In addition, free residential parking attracts employee parkers, resulting in overflow parking in most residential on-street areas near Downtown (both in summer and in fall).

However, Walker identified some important differences between parking utilization findings in 2024 and 2008. In the summer of 2008, peak systemwide parking demand was observed between 1 p.m. and 5 p.m., whereas in the summer of 2024, peak weekday demand occurred over a longer period, between 1 p.m. and 7 p.m. Another noteworthy difference between 2024 and 2008 observations is that peak fall parking demand in 2024 was similar to that of peak summer demand on both weekdays and weekends.

Parking Length of Stay

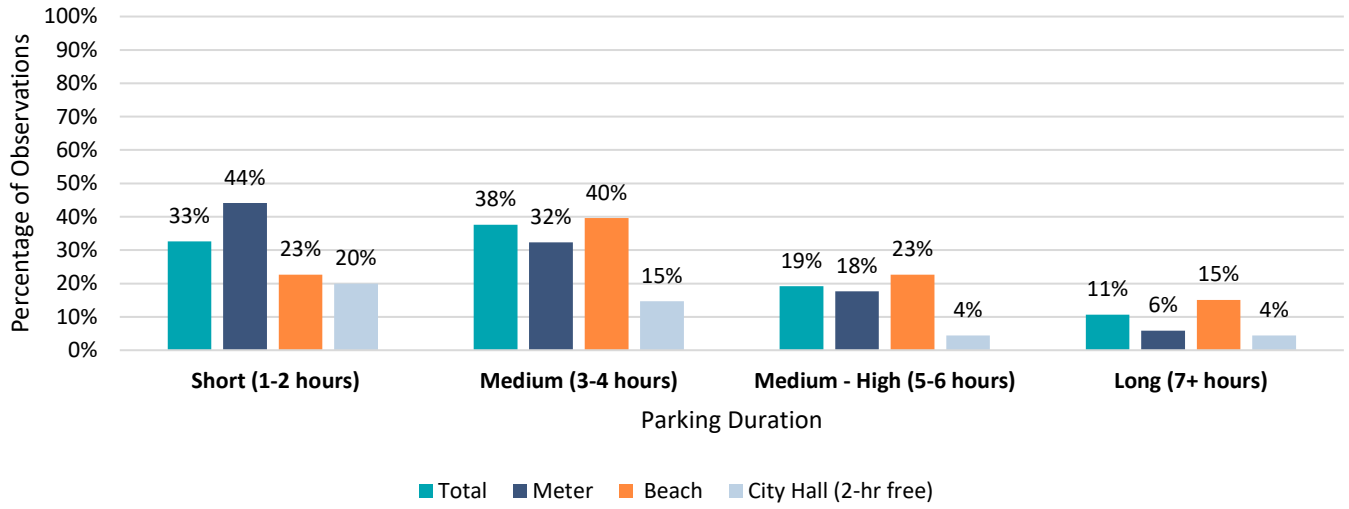
Walker collected parking duration data on an hourly basis in North Manhattan Beach between 8:00 am and 9:00

pm (14 hours of consecutive data) on both weekdays and weekends during the summer.. In Downtown, the City Hall lot and metered spaces typically have 2-hour time limits and the beach lots have a 5-hour time limit. In North Manhattan Beach, metered spaces typically have 2-hour time limits, the beach lots have a 5-hour time limit, and unrestricted spaces have no time limits.

Downtown

The figure below provides a visual representation of parking duration observations during the peak day and time in Downtown by parking restriction type or parking facility.

Parking Duration by Restriction Type or Parking Facility (Downtown)

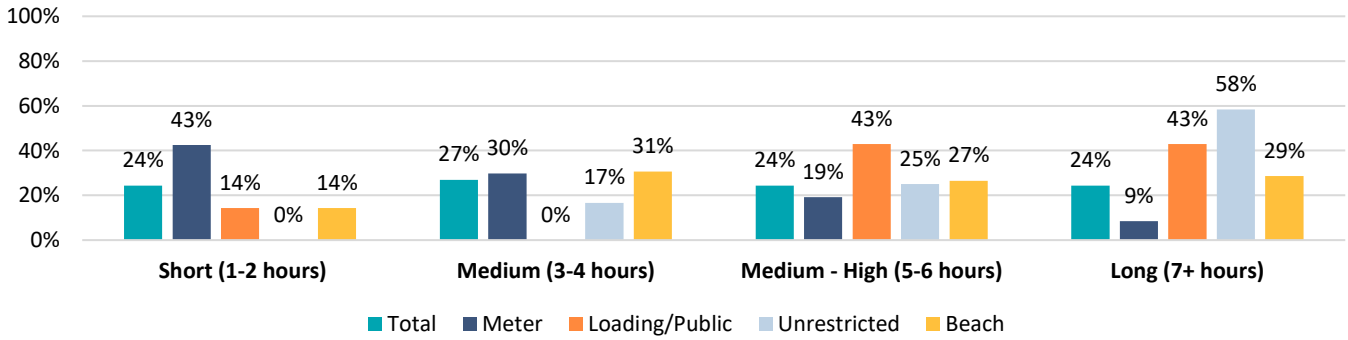


In Downtown, the highest percentage of long parking durations were observed in the beach lot. Metered parking spaces had the highest percentage of total observed parking violations (56 percent were parked in violation of the 2-hour time limit).

North Manhattan Beach

The figure below provides a visual representation of parking duration observations during the peak day and time in North Manhattan Beach by parking restriction type and amount of time parked.

Parking Duration by Restriction Type or Parking Facility



In North Manhattan Beach, the highest percentage of long parking durations were observed in unrestricted spaces. The El Porto/Beach Lot was the area with the highest percentage of observed parking violations.

Bicycle Parking

Bicycle Parking Inventory

The City of Manhattan Beach currently has a total of 85 bicycle racks in the study area with parking capacity for 262 bicycles. However, the total number of secure bicycle parking spaces is slightly lower, a total of 240 bicycle parking spaces (176 spaces in Downtown and 64 spaces in North Manhattan Beach). Secure bicycle parking spaces allow for the locking of the bicycle frame and wheel.

Bicycle Parking Needs

Downtown currently has 198 bicycle parking spaces, a ratio of one bicycle parking space for every 12 vehicle parking spaces. North Manhattan Beach currently has 64 bicycle parking spaces, a ratio of one bicycle parking space for every 14 vehicle parking spaces. The 2022 California Green Building Standards (CALGreen) require a minimum of two bicycle parking spaces for non-residential sites with an addition or alteration that requires 10 or more additional parking spaces.

In peer communities, commercial bicycle parking requirements range from 2-4 spaces per 1,000 to 2,000 sq ft. If a similar requirement was implemented in the City of Manhattan Beach (assuming all businesses are at least 1,000 sq ft), with approximately 250 Downtown businesses, the Downtown would have a minimum of 500 bicycle parking spaces.

The City of Manhattan Beach can promote bicycle rack installation in Downtown and North Manhattan Beach through a public bike rack installation program with an online application process, similar to the program implemented in Culver City.

Bicycle Rack Design and Placement

The classic standard for secure bicycle design for short-term bicycle parking is an inverted “U” shaped bicycle rack that allows for locking of the bicycle frame and the wheel, and is compatible with various types of bicycle locks.

Best practices for long-term bicycle parking or storage include a secure locking mechanism and shelter or structure to protect the bicycle from the elements and reduce its visibility.

Evaluation of Current Parking Operations

Parking Enforcement, Practices, and Fees

Parking Enforcement

Parking enforcement in both the commercial and residential areas is not adequate to capture the high number of parking violations in Manhattan Beach, in both summer and off-season. Walker observed a high level of parking demand in both seasons and low turnover in both metered and unrestricted parking spaces. These trends and parking behaviors indicate that parking enforcement is not effective at citing many cases of parking violations, and this results in low compliance with parking regulations. In addition to the loss of parking revenue resulting from a high number of parking violations that go uncited, low compliance with parking regulations

results in behaviors that reduce the parking system's performance to serve resident, commercial, and visitor parking needs. The City's parking enforcement division is currently understaffed, causing the team to have to prioritize what to enforce and where. Staffing shortages in municipal parking operations are endemic throughout California.

Parking Prices

The high levels of observed parking demand during the summer and non-summer seasons, on both weekdays and weekends, demonstrate that the price of parking in Manhattan Beach is below the current market rate for the area. Walker recommends conducting a benchmarking analysis to determine the market rate of paid parking for the community for both public parking and resident/commercial permits.

Parking Citations

As mentioned previously, most common parking violations, such as parking without a permit or parking beyond the time limit at an expired meter, are cited a fine of $53 in the City of Manhattan Beach. This fine for common parking violations is too low to incentivize a high compliance rate, especially given the high level of parking demand in the City.

As a best practice, Walker recommends implementing new fines or increasing existing fines for safety-related parking violations (e.g. parking in a bike lane or bus zone/bus lane) to discourage these parking behaviors and encourage a safer environment for pedestrians and bicyclists.

Parking Permit Programs – Downtown and North Manhattan Beach

Residential

Residential parking permits in the Downtown Area Override Permit Zone, with an annual cost of $15 for the first permit and $5 for each additional permit, are low compared to permit costs in peer communities. Walker recommends increasing the fee for residential parking permits to adequately cover the cost of enforcing residential parking programs, due to the considerable degree of overflow parking observed in residential neighborhoods near Downtown.

Commercial

Parking Occupancy

The City of Manhattan Beach has 382 parking spaces available to merchant parking permit holders, including designated spaces for merchant use only (41 spaces) and parking spaces shared by all users (341 spaces total).

Of the Downtown parking facilities evaluated for merchant parking utilization, the Metlox had the highest merchant permit holder parking occupancy, with a peak occupancy of 85% of all 10-hour permit holder exempt spaces in the Lower level.

In North Manhattan Beach, the only parking facility with designated parking spaces for merchants is Lot 4, with 12 parking spaces for merchants only.

In North Manhattan Beach, Lot 4 merchant parking spaces had a weekday peak occupancy of 92% at 4:00 p.m. and 8:00 p.m. and a weekend peak occupancy of 75% at 2:00 p.m. and 7:00 p.m. On the weekday, Lot 4 merchant parking spaces reached a higher peak parking occupancy and had a higher average occupancy across the 14-hour period compared with the weekend.

Permit Usage Relative to Total Permits Sold

In 2020, the City of Manhattan Beach had a total of 64 annual and 687 six-month merchant permits in circulation for Downtown. In the summer of 2024, approximately 250 vehicles with merchant permits were parked in designated merchant permit spaces during peak times in Downtown and 10-12 in North Manhattan Beach.

Changes in Merchant Permit Usage and Utilization Since 2008

Walker noted that there was a 25% increase in the number of six-month permits sold and a 137% increase in average merchant permitholder parking utilization between 2008 and 2024.

CONCLUSION

As Manhattan Beach continues to attract residents and visitors, the City faces considerable vehicle congestion and parking challenges that have noticeably affected the City's streetscapes, parking facilities, and the overall public realm.

Walker observed several indicators that current parking prices, permits, citations, and management practices are not adequate to accommodate growing travel and parking demand in Downtown and North Manhattan Beach. These indicators include parking occupancy at or beyond systemwide capacity (85%) for long periods on weekdays and weekends, low turnover of on- and off-street parking areas, high parking code violation rates, and overflow parking in residential neighborhoods.

In the next phase of the parking study, Walker will recommend parking management practices that can help address these challenges to create a more functional parking system for Manhattan Beach residents, visitors, and employees.

02 INTRODUCTION & BACKGROUND

INTRODUCTION & BACKGROUND

Since the City of Manhattan Beach was incorporated over a century ago in 1912, the City's historic, small-town character, beautiful beaches, and recreational opportunities have attracted residents and visitors alike. The City's charming Downtown its renowned for excellent shopping, dining, and nightlife scenes.

As the City continues to attract residents and visitors, it faces considerable vehicle congestion and parking challenges that affect the community's ability to thrive as a place to live and work and a local and regional destination. These forces have noticeably affected the Downtown's streetscapes, parking facilities, and public realm. To address these transportation challenges, in 2024, the City embarked on a parking management study to update the 2008 parking study.

This parking management study aims to assess existing parking conditions and evaluate the effectiveness of parking management practices. This document constitutes the deliverable for the first phase of the study.

Previous Parking Studies

The City of Manhattan Beach has conducted numerous parking studies to understand the impacts of parking and traffic demand and how they changed over time. In the 1950s, three parking assessment districts were created to serve the Downtown area. Key studies include:

- **1983** – The City prepared the Downtown Parking and Traffic Circulation Report, which supported the change in land use codes to allow for small-scale developments without parking requirements.
- **1990** – The City prepared an update to the report, the Downtown Parking Study Update, which determined opportunities to increase the parking supply and implement parking management strategies.
- **1996** – The City prepared a more detailed Downtown Strategic Plan and Manhattan Beach Parking Management Plan Report with additional recommendations for increased efficiency of parking assets.
- **1998** – The City updated the Local Coastal Plan, which contains policies regarding public parking and coastal access.
- **2003** – The City adopted the General Plan Update.
- **2008** – The City's Community Development Department prepared a Downtown Parking Management Plan.
- **2023** – The City conducted a parking study for the Long-Term Outdoor Dining Program, prepared by Fehr and Peers.
- **2024** – The City embarked on a parking management study as an update to the 2008 parking study.

The two most recent parking studies conducted in 2008 and 2023 are summarized in more detail below.

Downtown Parking Management Plan (2008)

In 2008, the City of Manhattan Beach's Community Development Department prepared a Downtown Parking Management Plan that analyzed existing parking conditions, including a seasonal analysis of parking demand, community feedback, and detailed recommendations for parking operations and management. The study area was bounded by 15th Street to the north, Fisher Avenue to the east, 8th Street to the south, and The Strand to the west.

Since 2008, the study area remained the same, and the total parking supply remained roughly the same, with a

4% decrease in the total number of public parking spaces. Between 2008 and 2024, the number of on-street spaces decreased from 658 to 614 (-7%), and the number of off-street spaces decreased from 1,130 to 1,109 (-2%).

Most of the 2008 study's recommendations were implemented by the City in 2010.

Table 1 summarizes the 2008 Downtown Parking Management Plan recommendations.

Table 1. 2008 Downtown Parking Management Plan Recommendations

Operational
Raise street meter rates to prioritize curb parking for customers and short-term users.
Continue to provide lower meter rates (1/2 full rate) in underutilized parking lots.
Increase the number of 24-minute street parking adjacent to certain businesses with short-term parking needs.
Increase time limits in the upper level of Metlox structure to 3 hours.
Increase time limits lower level of Metlox structure to 10 hours and on the upper level of Lot 3.
Pursue installation of ATM-style cash key recharge stations in public lots.
Consider installing meters in unmetered public spaces.
Zoning Codes
Require all new restaurants to address increased parking needs through the Use Permit process.
Employee Parking
Provide monthly merchant permits and stickers for employees who may not be able to afford biannual Permits.
Decrease merchant permit costs in Metlox structure to make parking lots more attractive than free residential
Overflow Parking in Residential Areas
Allow residents to override time limit parking restrictions in residential zones within the Downtown area.
Administrative
Evaluate the Parking Fund to determine operating expenses and revenue opportunities.
Investigate opportunities for disabled parking on streets and in public lots with minimal loss of general parking.
Investigate opportunities to provide carpool and "Green Vehicle" parking spaces in public lots.
Implement a Parking directional sign plan with a distinctive and clear identity.
Review the effectiveness of implemented strategies.

Source: City of Manhattan Beach, 2008

Manhattan Beach Outdoor Dining Parking Study (2023)

In 2023, the City of Manhattan Beach conducted a parking supply and demand study prepared by Fehr and Peers. The study area was bounded by the same streets, with the exception of additional street segments of Valley Drive and Ardmore Avenue through the intersection with 20th Place. The objective of the parking study was to understand the existing parking conditions in relation to the projected parking conditions if the proposed outdoor dining program is implemented and propose parking strategies that may help reduce parking demand or increase parking supply in Downtown and North Manhattan Beach.

Previous Transportation Plans

This section summarizes relevant parking and transportation plans, focusing on the goals and policies that will inform the current parking study.

City of Manhattan Beach Mobility Plan (2018)

The Mobility Plan, an update to the 2003 Circulation Element, summarizes existing transportation conditions and establishes goals and policies for the future of multi-modal transportation in Manhattan Beach. Goals emphasize the expansion of transportation options, improved pedestrian and bicycle safety, and greater

accessibility through dedicated micro-mobility infrastructure to help reduce vehicle trips and associated congestion.

Table 2 summarizes the goals and policies related to the current parking study.

Table 2. Mobility Plan Goals and Policies Related to the Current Parking Study

Goal I-1: Provide balanced and efficient transportation systems that serve all community members.
Policy I-1.3: Encourage the development of Transportation Demand Management (TDM) plans for all major developments or facility expansions to help reduce vehicle trips.
Policy I-1.10: Promote car-sharing and neighborhood electric vehicles as important means to reduce traffic congestion and further promote climate action projects.
Policy I-1.11: Allow for flexible use of public rights-of-way to accommodate all users, while maintaining safety standards.
Goal I-1: Provide balanced and efficient transportation systems that serve all community members.
Policy I-1.3: Encourage the development of Transportation Demand Management (TDM) plans for all major developments or facility expansions to help reduce vehicle trips.
Policy I-1.10: Promote car-sharing and neighborhood electric vehicles as important means to reduce traffic congestion and further promote climate action projects.
Policy I-1.11: Allow for flexible use of public rights-of-way to accommodate all users, while maintaining safety standards.
Goal I-2: Move commuter traffic through the City primarily on arterial streets and collector streets, as appropriate, to reduce cut-through traffic on local streets.
Policy I-2.6: Review on-street parking regulations and develop parking and traffic solutions for those neighborhoods adversely impacted by spillover parking and traffic.
Policy I-2.7: Monitor and minimize traffic, parking and truck loading issues associated with construction activities.
Policy I-2.8: Carefully review commercial development proposals with regard to parking, loading and planned ingress/egress, and enforce restrictions as approved.
Policy I-2.9: Comprehensively review Downtown merchant and other parking permits including valet parking to ensure effective utilization of existing parking capacity.
Policy I-2.10: Protect and enhance on-street public parking including identifying appropriate motorcycle, small car, electric vehicle and bike corral parking opportunities.
Goal I-3: Ensure adequate parking and loading facilities are available to support both residential and commercial needs while reducing adverse parking and traffic impacts.
Policy I-3.1: Periodically review existing Downtown and North Manhattan Beach parking and loading needs and implement solutions as needed to address deficiencies.
Policy I-3.2: Periodically evaluate the adequacy of parking codes in light of land use and parking demand to ensure right-sized parking facilities are provided.
Policy I-3.3: Review development proposals to ensure potential adverse parking impacts are minimized or avoided, and pedestrian and bicycle circulation are not negatively impacted.
Policy I-3.4: Encourage joint-use and off-site parking where appropriate and develop procedures and templates for use in shared parking arrangements.
Policy I-3.7: Work to preserve on-street parking within beach areas.
Goal I-4: Create well-marked pedestrian and bicycle networks to facilitate these modes of circulation.
Policy I-4.1: Strive to promote bicycle facilities that are family-friendly and designed to account for various ages, skill levels and topographical constraints.
Policy I-4.11: In areas with no sidewalks, review parking and other potential obstacles into the public right-of-way that interferes with pedestrian ways and bikeways and develop solutions to minimize those impacts.
Policy I-4.12: Improve auto-oriented streets so pedestrians using the adjacent businesses or services can walk comfortably and feel safer navigating the thoroughfare.

Source: City of Manhattan Beach Mobility Plan, 2018

Manhattan Beach Downtown Specific Plan (2016)

The Circulation and Parking chapter of the Manhattan Beach Downtown Specific Plan provides a framework for

creating more balanced multimodal transportation systems in the Downtown district. The chapter discusses circulation systems, street classification, and circulation for active transportation, transit, and automobiles.

Table 3 summarizes circulation and parking goals.

Table 3. Downtown Specific Plan Circulation and Parking Goals and Policies

Goals 1, 2, and 3
Goals 1, 2, and 3 define a balanced transportation system as one that supports all modes safely, regardless of the primary mode of travel, and prioritizes safety above other transportation objectives (throughput, speed).
Goals 4, 5, 7, and 9
Goals 4, 5, 7, and 9 establish the priority of providing residents and visitors with greater transportation choices for daily trips through improved pedestrian and bicycle infrastructure, transit service, and traffic calming measures, given that several destinations are within a short walking, biking, and driving distances in Downtown.
Goals 6 and 8
Goals 6 and 8 underscore the benefits of reducing automobile trips in Downtown for social, economic, and environmental well-being of the district. Transit, walking, and biking trips are accessible to a greater percentage of the public, help reduce traffic congestion and parking demand, and reduce noise and greenhouse gas emissions.
Goal 10
Goal 10 recognizes the importance of parking to the economic well-being of Downtown Manhattan Beach but establishes the need to go beyond parking to provide mobility solutions that are more sustainable, accessible, and efficient.

Source: City of Manhattan Beach Draft Downtown Specific Plan, 2016

Pedestrian, Bicycle, and Multimodal Transportation Access

The plan discusses opportunities and constraints to increasing walking and biking trips to Downtown. While Downtown has several paths and trails, including the Strand Promenade, walk streets, the Marvin Braude Bike Trail, and Veterans Parkway, there are limited bicycle facilities on other streets and vehicle traffic at intersections can be daunting to pedestrians. There is also insufficient bicycle parking infrastructure to meet the current demand on busy days.

Table 4 summarizes the Downtown Specific Plan's actions related to pedestrian access, bicycle access, and multimodal transportation.

Table 4. Downtown Specific Plan Actions Related to Pedestrian, Bicycle and Multimodal Transportation

Actions Related to Pedestrian Access
Install Rectangular Rapid Flashing Beacons (RRFB) at high volume intersections and mid-blocks.
Install improved traffic signals allowing a pedestrian only crossing phase at the intersection of Manhattan Beach Boulevard and Manhattan Avenue.
Actions Related to Bicycle Access
Expand the bicycle network in Manhattan Beach to promote greater connectivity:
Install Class III facilities or bicycle routes on Ocean Drive and Manhattan Beach Boulevard.
Install Class II facilities or striped bike lanes on Valley Drive and Ardmore Avenue.
Bike parking along Bike Trail: Construct bicycle parking to accommodate 100 bicycles at the highly utilized bike trail.
Downtown bicycle parking: Construct 48 new bike sheltered spaces and 176 rack spaces for a total of 378 future spaces.
Actions Related to Multimodal Transportation
Convert a limited number of parking spaces to other uses that support biking, transit use, shuttle use, pick-up and drop-off to reduce vehicle parking demand.
Create passenger pick-up and drop-off zones in select locations near key destinations.

Source: City of Manhattan Beach Draft Downtown Specific Plan, 2016

Vehicle Access

Table 5 summarizes the Downtown Specific Plan's actions related to vehicle access and parking.

Table 5. Downtown Specific Plan Actions Related to Vehicle Access and Parking

Actions Related to Vehicle Access and Parking
Remote parking: Provide remote parking and a shuttle service to provide additional vehicle access for visitors, employees, and business owners with tandem parking options.
Current parking management practices: Continue to use parking best-management practices, such as pricing off-street parking meters at a lower rate than on-street parking and using shared parking in privately owned facilities during off-hours.
Implement demand-based pricing of on-street parking.
Utilize smart parking technologies to make it easier for visitors to find available parking.
Introduce a City-regulated valet parking service.
Extend enforcement period to enforce parking regulations.
Reduce time limits for on-street parking in residential areas.
Increase parking stalls for special vehicle types (including EV charging, ADA parking, motorcycle parking, and passenger loading).
Use valet parking and special pricing during large-scale events.
Re-evaluate parking requirements in the zoning code and, if necessary, make adjustments to how parking is calculated by land use type.

Source: City of Manhattan Beach Draft Downtown Specific Plan, 2016

City of Manhattan Signage and Wayfinding Master Plan (2019)

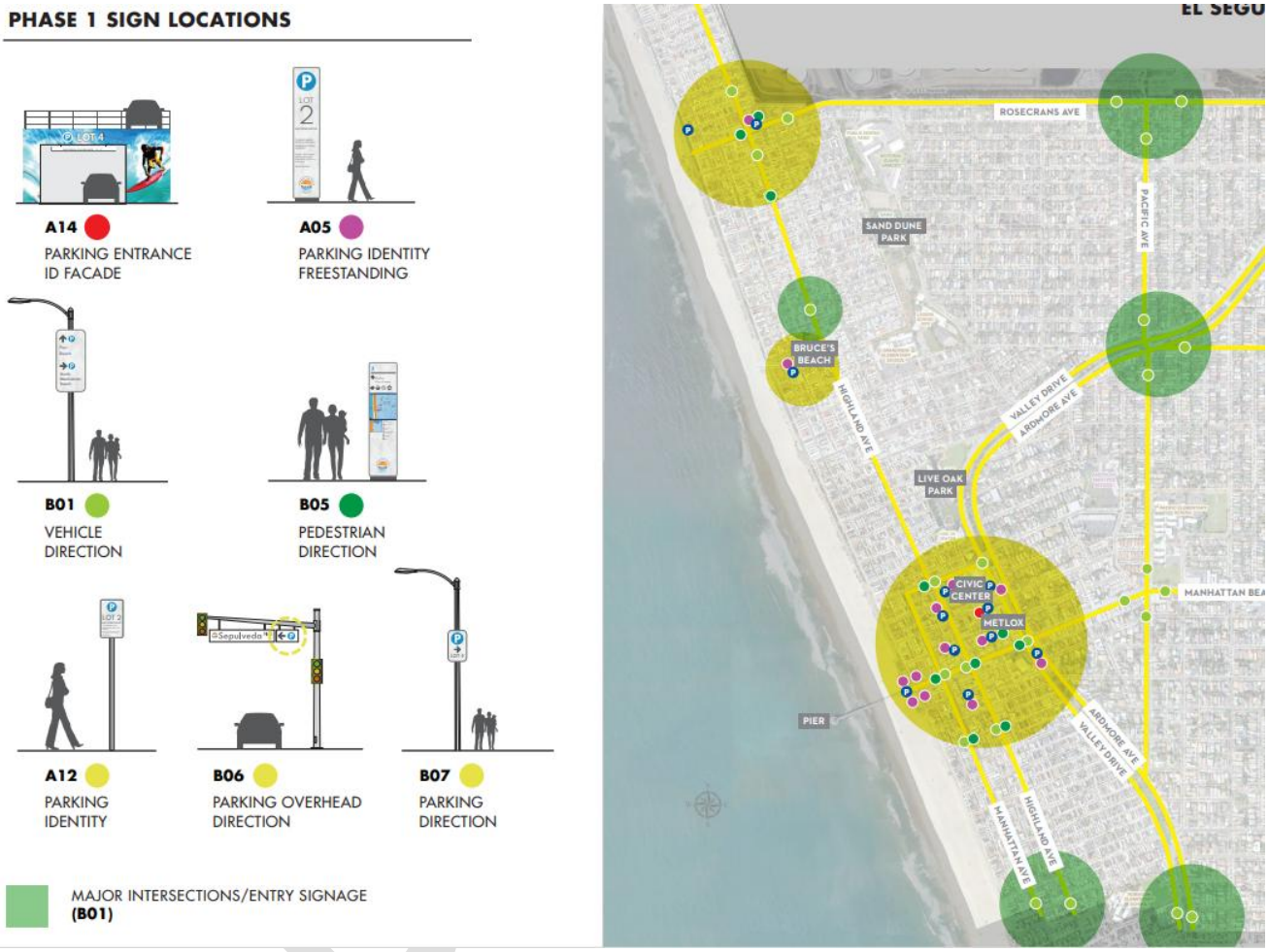
The Signage and Wayfinding Master Plan recommends various parking and wayfinding sign types to help visitors and locals identify and navigate to destinations and parking facilities.

Recommended wayfinding signage types for Downtown include vehicle directional signage, pedestrian directories, parking entrance signs (both on the façade of the garage and freestanding), and parking identity

signage. Other recommended signs are entry signage, which should be located at major intersections (i.e., Highland Avenue, Valley Drive, Ardmore Avenue, Sepulveda Boulevard, Manhattan Beach Boulevard, Rosecrans Avenue, and Marine Avenue) and near Downtown.

Figure 1 shows the Signage and Wayfinding Master Plan's recommended signage types and locations for signage.

Figure 1. Recommended Signage Types and Locations



Source: City of Manhattan Beach Signage and Wayfinding Master Plan, 2019

Parking identification signs should include some or all of the following elements:

- A large, identifiable parking logo (blue circle with the letter "P")
- The parking lot or garage name (i.e., Lot 2)
- The street name (i.e., 15th Street)
- Parking regulations enforced (i.e., paid parking and/or time limits)
- Parking enforcement period (i.e., 8 a.m. to 9 p.m.)
- City of Manhattan Beach logo

03 EXISTING OPERATIONS & MANAGEMENT

EXISTING OPERATIONS & MANAGEMENT

Sound parking management is an essential tool for supporting the City's mobility and sustainability goals. When done effectively, parking management can encourage increased walking, biking, and transit trips while supporting the social vibrancy and economic vitality of a Downtown district. The City of Manhattan Beach actively manages parking through paid parking, permit programs, and enforcement.

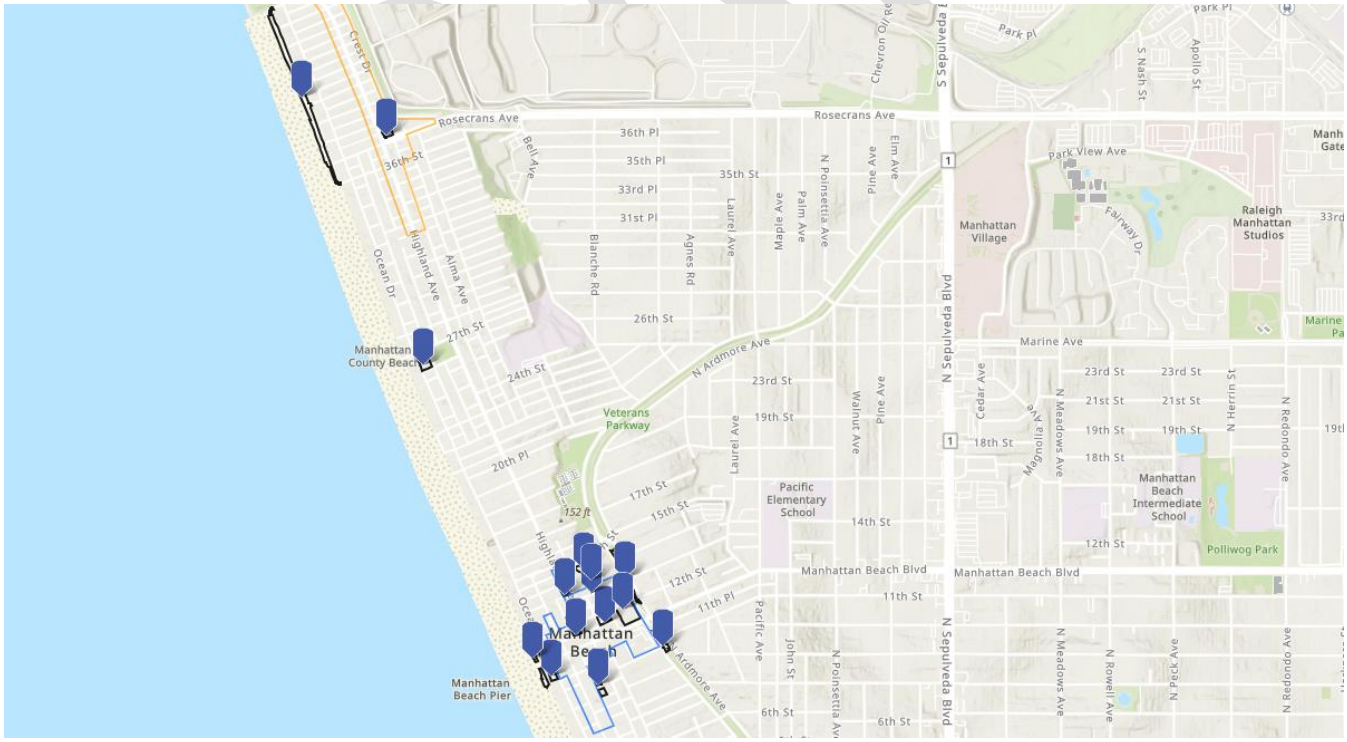
ABOUT THE TRAFFIC ENGINEERING DIVISION

The Traffic Engineering Division is responsible for managing parking operations for on-street and off-street public parking and administering parking permit programs, including residential and commercial parking permits. These programs include the following areas within the City limits:

- Downtown Area (residential and commercial permits)
- North Manhattan Beach
- Mira Costa Area (residential permit program)
- Overnight lots, including El Porto/45th Street Lot, Bruce's Beach/26th Street Lot, and the Upper Pier Lots (residential permits)

Figure 2 shows the managed parking areas in Downtown and the northern portion of the City.

Figure 2. Parking Services Department Managed Parking Areas in Downtown and North Manhattan Beach



Source: City of Manhattan Beach, 2024

ENFORCEMENT

In the City of Manhattan Beach, Parking Enforcement duties are provided by Community Services Officers (CSOs). CSOs perform a variety of non-sworn duties, including enforcing parking regulations by vehicle or foot patrol, assisting with animal control matters, assisting with licensing activities, and inspecting, investigating, and citing municipal code violations. CSOs are unarmed civilian employees who wear uniforms.

CSOs also serve many secondary functions, such as supporting the Traffic and Patrol Sections, assisting the Fire Department, and responding to general emergencies as needed.

Parking enforcement hours are shown in **Table 6**.

Table 6. Parking Districts and Enforcement Hours

Parking District	Enforcement	Enforcement Days	Enforcement Hours
Downtown	Proactive	7 days per week	5:30 AM – 12:00 AM
North and South Manhattan Beach	Proactive	7 days per week	5:30 AM – 12:00 AM
Residential Permit Areas	Reactive	Request/Complaint based enforcement	

Source: City of Manhattan Beach, 2024

Public parking areas are enforced from 5:30 a.m. to midnight every day in proactive enforcement areas, including Downtown, North Manhattan Beach, South Manhattan Beach, and timed parking areas. In addition to these enforcement zones, additional enforcement occurs during the summer and special events, including concerts in the park, firework shows, volleyball tournaments, and other events. The level of enforcement varies by day of the week and staffing availability, with weekends receiving the highest level of enforcement since these are the peak days of the week for parking demand.

Time is tracked manually using chalking. Tickets are generated using “Nforcers” ticketing devices and TurboData. Parking enforcement is carried out by full-time and part-time Community Service Officers, who work closely with Area Traffic Officers and Neighborhood Watch Block Captains to address parking issues and increase compliance. Community Service Officers are responsible for overseeing parking resources, including issuing citations for parking violations, monitoring parking and traffic flow, and investigating municipal code violations.

The amount of enforcement conducted during enforcement hours depends on staffing levels and availability. The City has indicated that less proactive enforcement is occurring in North Manhattan Beach than desired due to ongoing staffing shortages. During Walker’s numerous site visits and data collection, active enforcement staff was observed in Downtown. Parking enforcement efforts in North Manhattan Beach were less visible and appeared to be limited mainly to enforcement of street sweeping restrictions.

Residential permit areas are typically enforced reactively based on calls to the City reporting an issue or requesting enforcement. When this occurs, enforcement staff responds and performs enforcement in the entire permit area from which the request originated.

PERMIT PARKING

Commercial Parking Permit Program

The City of Manhattan Beach has five parking permit programs as described below:

- **Monthly Metlox Merchant Permit -** (Metlox Garage, with overflow parking in Lot 3 and Lot 7) – Monthly permits are available for $27.00 per month, with 95 permits available on a first come, first served bases beginning on the 25th of the month.
- **Bi-Annual Metlox Merchant Permit** - Bi-annual permits are available for $160.00 and are renewed every 6 months (January 1-June 30 and July 1-December 31).
- **Lot 1, Lot 2 and Lot 4 Merchant Permits -** Bi-annual permits are available for $160.00 and are renewed every 6 months (January 1-June 30 and July 1-December 31).

Residential Parking Permit Programs

The City has three residential parking permit programs intended to prioritize resident parking in neighborhoods as described below:

- **Downtown Residential Parking Permit Program**. **Figure 3** is a map of the Downtown Residential Parking Permit Program Zone.

Figure 3. Downtown Residential Parking Permit Zone

Source: City of Manhattan Beach, 2024

- **Mira Costa Residential Parking Permit Program** – The Mira Costa Override Permit Program provides households with three non-transferable parking hangtags for vehicles registered to occupants. Permits are valid during the school year for the current two-year period. Permits cost $15.00 for the first and $5.00 for up to two additional hangtags. **Figure 4** is a map of the Mira Costa Parking Permit Program Zone.

Figure 4. Mira Costa Residential Parking Permit Zone

- **Overnight Parking in Beach Lots** – Residential parking permits are available for residents in the Upper Pier Lots, the Bruce Beach/26th Street Lot, and the El Porto/45th Street Lot. Overnight permits are valid for a variety of hours depending on the parking lot. Each household may receive up to two parking

hangtags during off-peak hours, days, and seasons depending on the parking lot. Permits cost $30.00 and are renewed quarterly (every three months).

PARKING PRICING

On-Street Parking

Metered parking on-street costs $2.00 per hour.

Off-Street Parking

Parking rates at City-managed lots and garages are shown in **Table 7**.

Table 7. Parking Rates at City-Managed Lots and Garages

Facility Number	Parking Facility Name	Time Limit	Hourly Fee
1	26th/Ocean	5 Hours	$2.50 per hour
2	El Porto Lot	5 Hours	$2.50 per hour
3	Lot 1	2 Hours	$2.00 per hour
4	Lot 2	2 Hours	$2.00 per hour
5	Lot 3*	2 Hours & 10 Hours	$2.00 per hour
6	Lot 4	2 Hours	$2.00 per hour
7	Lot 6	2 Hours	$2.00 per hour
8	Lot 7	10 Hours	$2.00 per hour
9	Lot 8	10 Hours	No meters
10	Lower Pier	5 Hours	$2.50 per hour
11	Upper Pier	5 Hours	$2.50 per hour
12	Metlox Structure	3 Hours P1; 10 Hours P2	$2.00 per hour
13	Civic Center Lower	2 Hours	$2.00 per hour
14	Civic Center Upper	2 Hours	No meters
15	Civic Center South	2 Hours	$2.00 per hour

Source: City of Manhattan Beach, 2024
Note: The upper two levels of lot 3 were open for public parking during the summer data collection. The structure was closed during fall data collection and has since been demolished.

PARKING RULES AND REGULATIONS

Citations and Fines

The power to enforce parking-related regulations is vested in the Manhattan Beach Municipal Code. Currently, this authority is delegated to the City of Manhattan Beach Police Department. In the State of California, the following parking and vehicle behaviors are prohibited by state law:

- Parking in a crosswalk or sidewalk (California Vehicle Code 22500 B, F)
- Parking in a fire lane or near a fire hydrant (California Vehicle Code 22500.1, 22541)
- Parking in a space designated for the disabled (California Vehicle Code 22507.8)
- Missing or improperly displayed license plates (California Vehicle Code 5200 – 5202)

- Parking without displaying current vehicle registration tabs (California Vehicle Code 5204)

In addition to these state regulations, the City enforces the following local ordinances, among others:

- The City Manager has the right to restrict, prohibit, or limit parking on public property in a manner that promotes orderly and efficient conduct of the City's business (Manhattan Beach Code of Ordinances, Section 14.40.110).
- Parking overtime at a loading zone, parking without paying using the appropriate meter, or parking in excess of the time limit is prohibited (Manhattan Beach Code of Ordinances, Section 14.40.010, Section 3.24.50, Section 3.24.060).
- When parking on grades exceeding 3%, unattended vehicles must be parked with wheels turned against the curb (Manhattan Beach Code of Ordinances, Section 14.36.120).

The City's current parking violations and fine schedule is listed below in **Table 8**.

Table 8. Parking Violations and Citation Fines in Manhattan Beach

Parking Violation	Citation Fee
No parking, hazard area, project area violation	$53
Parking on pier, sand, or beach	$53
Temporary parking prohibited violation	$53
Valet parking prohibited violation	$53
Time limited parking violation (1- or 2-hour limit)	$53
Compact spaces parking violation	$53
Head-in only parking violation	$53
Expired meter violation	$53
Private parking violation	$53
Loading zone violation	$53
Permission to load or unload violation	$53
Oversized vehicle and trailer parking violation	$149
Commercial vehicle prohibited violation	$81
Parking in fire lane	$111
Parking in crosswalk or within 25 feet of crosswalk	$53
Parking in safety zone/curb or within 25 feet of boulevard stop	$53
Parking on sidewalk	$53
Parking in driveway	$53
Obstructing traffic or double parked	$53
Parking in tube, tunnel, or bridge	$53
Bus zone parking violation	$53
Parking within 15 ft of fire station or fire hydrant	$53
Parking in the wrong direction/curb parking	$53
ADA parking violation or blocking ADA space	$338
Parking within 3 ft of access ramp	$53
Unattended vehicle or person locked in vehicle	$53
Blocking an intersection	$118
Abandoned vehicle	$68
Parking within 7.5 feet of railroad tracks	$48
No permit parking violation	$53
Meter parking overtime violation	$53
Not parked within the lines	$53
Red zone, white zone, green/yellow zone violation	$53
Parked over 24 hours or 72 hours	$53
Parked on grade with wheels not curbed	$53

Source: City of Manhattan Beach, 2024

While most common parking violations in the City are cited with a fine of $53, more egregious violations that impede traffic safety, such as parking in a fire line or blocking an intersection, have higher fines ($111 and $118, respectively). While the City has parking regulations that prohibit parking in a crosswalk, sidewalk, or blocking a driveway, there is currently no parking regulation that expressly prohibits parking in a bicycle lane. Other serious parking violations, such as parking of oversized vehicles/trailers or parking in an accessible space without a placard, also have higher fees ($149 and $338, respectively).

For an evaluation of parking citations and fines in the City of Manhattan Beach compared with peer communities, refer to the section of the report titled “Evaluation of Parking Programs.”

GLOSSARY

Several terms in this report have unique meanings in the parking industry. The following definitions are presented to help clarify these terms and enhance the reader's understanding.

Adequacy - The difference between the effective parking supply and parking space demand.

Effective Supply - The total supply of parking spaces, adjusted to reflect the cushion needed to provide for vehicles moving in and out of spaces, spaces unavailable due to maintenance, and to reduce the time necessary for parking patrons to find the last few available spaces. The effective supply varies according to the user group and type of parking, but typically, the effective supply is 85 percent to 95 percent of the total number of spaces. The adjustment factor is known as the effective supply factor.

Inventory - The total number of marked parking spaces within the study area.

Length of Stay – Also referred to as duration, this is the uninterrupted length of time that a vehicle was observed parked in the same parking space. Length of time data is typically collected every one to two hours over the course of an entire representative survey day.

Overflow Parking – The phenomenon in which people are forced to park farther away from a destination due to parking demand that exceeds available supply. Overflow parking may have a negative impact on surrounding land uses, including residents and adjacent businesses.

Parking Demand - The number of spaces required by various user groups. Parking demand representing design day conditions is compared with effective supply to determine the adequacy of a parking system.

Parking Supply – The total number of marked parking spaces within the study area.

Patron or User - Any individual using the parking system.

Peak Hour/Peak Day - The peak hour or day represents the busiest hour or day of the day for parking demand.

Survey Day - The day that occupancy counts within a study area are recorded. This day should represent typical parking demand patterns on either a weekday or weekend.

Systemwide – A term used to describe the parking system as a whole, including on-street and off-street parking.

PARKING FACILITIES STUDIED

On-Street Parking

All public on-street parking was studied within the boundaries of the study areas. The on-street parking locations are detailed in a map located in the parking inventory section of each study area.

Off-Street Parking

The following lists are comprised of public and merchant off-street parking facilities that were studied as part of this effort.

North Manhattan Beach

- El Porto Beach Parking Lot
- Lot 4

Downtown

- Lot 1
- Lot 2
- Lot 3
- Civic Center Lower/Lot 5
- Lot 6
- Metlox/Lot 9
- Lower Pier Lot/Lot 10
- Upper Pier Lot/Lot 11
- Civic Center Upper/Lot 14
- Civic Center South/Lot 15

03 METHODS

METHODS

Walker's 2024 in-the-field study consisted of several distinct tasks. The methodology for each is described below.

PARKING INVENTORY

The project team conducted a detailed inventory of the parking within the study area. This study's parking types include on-street parking, public surface parking lots, and public parking garages in North Manhattan Beach and Downtown.

Inventory data for the parking garages were provided by City staff and confirmed in the field by Walker staff. Inventories for all other public parking facilities were counted or confirmed in the field. For public on-street parking, Walker conducted a count of spaces where formal, striped space delineations exist. For all other streets without striped spaces, on-street supply was estimated by measuring or visually estimating the parkable curb length (accounting for driveways and other curb cuts) along each block face. The parkable frontage length was then divided by 22 feet to determine supply.

In addition to overall inventory counts, the project team noted the location and type of parking restrictions that existed for all on-street parking within the study area. The team also inventoried unrestricted spaces separately from accessible spaces and "other" types of spaces, including metered spaces, loading spaces, electric vehicle (EV) spaces, and time-limited spaces.

PARKING OCCUPANCY

Walker conducted peak season occupancy counts for on-street and off-street parking facilities in summer 2024 on the following six dates:

- Thursday, July 18, 2024
- Friday, July 19, 2024
- Saturday, July 20, 2024
- Thursday, July 25, 2024
- Friday, July 26, 2024
- Saturday, July 27, 2024

Walker conducted off-peak season occupancy counts for on-street and off-street parking facilities in fall 2024 on the following six dates:

- Thursday, October 10, 2024
- Friday, October 11, 2024
- Saturday, October 12, 2024
- Thursday, November 7, 2024
- Friday, November 8, 2024
- Saturday, November 9, 2024

These dates were considered typical weekdays and Saturdays in Manhattan Beach during the summer and fall season, respectively. Weather on summer and fall survey days was typical for Manhattan Beach, with marine layer in the mornings and full sun in the afternoons in summer, and clear skies in fall. On both the weekday and the weekend, Walker conducted a set of 14 counts at hourly intervals throughout the day between 8:00 a.m. and 9:00 p.m.

Off-street occupancy counts were conducted in aggregate for most parking facilities, with one count

representing all parking occupancy in the surface lot or garage, whether it be unrestricted, ADA, or "other." On-street occupancy counts were also conducted in aggregate, though they were grouped by the street block face.

EFFECTIVE SUPPLY

For the off-street parking, Walker considered the effective supply as well as the actual supply for an analysis of the actual parking adequacy in each facility.

An **Effective Supply Factor** is an industry standard factor intended to account for real world operating behaviors that typically prevent facilities from effectively operating at a true 100% utilization.

The effective parking supply is determined by applying an effective supply factor to the physical parking supply for each user group in the parking system inventory. It is a generally accepted principle in parking supply/demand analyses that a supply of parking operates at optimum efficiency when occupancy is no more than 85% to 95% of the total supply. The unused spaces provide a "cushion" to allow for the dynamics of vehicles moving in and out of parking stalls and to reduce the time required to search for the last few available spaces. This cushion also allows for daily, weekly, and seasonal variations/vacancies created by restricting facilities to certain users, mis-parked vehicles (such as vehicles straddling a striped delineation and therefore occupying more than one space), and minor construction.

When occupancy exceeds optimum levels, there may be delays and frustration in finding available parking; patrons may be forced to use an undesirable space, such as one at a greater or uncomfortable walking distance. The parking supply may be perceived as inadequate, even though vacant spaces are still available somewhere in the system.

As a result, the effective parking supply is used for analysis of the adequacy of the off-street parking system rather than the total supply. This cushion typically varies between 5% and 15% of the total parking capacity, depending on the type of parking area/facility.

Parking Length of Stay

During the summer weekdays and Saturdays that occupancy data was conducted, Walker collected limited length of stay data for the busiest public on-street and off-street parking areas in Downtown and North Manhattan Beach. Length-of-stay data was collected in a sample of locations throughout the study areas. Therefore, 14 hours of consecutive data collection were performed hourly between 8:00 a.m. and 9:00 p.m.

To collect the data, Walker staff captured hourly snapshots of vehicles parked along a pre-determined route that was followed. Imagery was analyzed across both the daytime and nighttime periods for each respective day, allowing Walker to determine whether vehicles were parked for up to 14 hours per day.

Commercial Parking Inventory & Occupancy Ratios

Determining Existing Land Uses and Intensity

As part of this study, Walker examined the existing observed parking supply and peak demand by season as a function of the total approximate non-residential building square feet within the two study areas. From this

data, Walker calculated approximate non-residential parking supply and peak demand ratios as a function of the total amount of non-residential square footage.

A buffer was defined to capture land uses that fell just outside the study area, as such uses are also likely to generate parking demand that is mostly or wholly accommodated by parking supply within the study area (uses just outside the boundary are still, in effect, part of the Downtown parking system's sphere of influence). Therefore, all parcels and associated land uses within the 250-foot approximate buffer of the study area were selected and included in Walker's analysis for both the Downtown and North Manhattan Beach study areas.

Land use data and building square footage data were derived directly from open-source Assessor's Office parcel and building information and Los Angeles County open-source enterprise geographical information systems (GIS) spatial data available for download and analysis.

Due to limitations on the specific land use categories available, Walker made assumptions to sort and group land uses and determine associated non-residential square footage values. For square footage values associated with mixed land use categories where residential use(s) was/were combined with non-residential, Walker assumed that 25% of the square footage was associated with non-residential use(s). For land uses that combined two non-residential uses, Walker assumed a division of 50%/50%. Finally, for the category "Restaurant, Cocktail Lounge, Tavern," as reported and defined by LA County, Walker assumed a division of 50%/50% between restaurant space that is more "fast casual" in nature and space that is more "fine/casual dining" in nature.

Calculating Selected Parking Ratios from Land Use Information

Based on land uses and intensity data researched and derived from existing county-provided land use and assessor data, Walker calculated various sets of parking ratios applicable for Downtown. These included ratios for the supply and peak fall demand, sorted by weekday and weekend, for public off-street parking only, public off-street and on-street combined, and all Downtown parking (public and commercial private).

Note that private parking was outside the scope of this study. Therefore, observed and reported private parking values were carried over directly from the 2018 study and included in those respective ratio calculations. Private parking in the 2018 study was only studied during the fall/winter. Therefore, only fall ratios were calculated for the category of all Downtown parking. Private parking inventory and observed peak occupancy values may have changed since 2018, and derived ratios therefore should be viewed as estimates only based on the available data.

Also, as it is understood that virtually all parking demand associated with Lot 10 is generated by beach visitors who come from outside the immediate vicinity, Lot 10 functions as its own independent parking system from a user group perspective (Lot 10 inventory and demand is likely not associated with Downtown land uses and associated square footage). As a result, ratios were calculated that both include and exclude Lot 10 for comparative purposes.

Finally, only fall values are shown to reflect the change in parking supply that occurred as a result of the closure of Lot 3, as well as to reflect the fact that there is likely a larger share of parked vehicles associated directly with Downtown land uses/buildings than during the summer, as it is understood that beach only-related parking demand in the public lots decreases considerably during the non-peak (non-summer) months. However, it is important to note here that it is impossible to fully isolate and separate "beach only"-related parking demand from all other demand in any season.

Projected Parking Demand Generated by Existing Land Uses

Using the same aggregated land use data as was used to calculate selected parking supply and peak demand ratios for the existing parking system relative to all non-residential Downtown land uses, Walker projected existing peak parking demand generated by all non-residential land uses located within the study area plus approximately a 250-foot buffer.

Walker used its Shared Parking Model in order to project existing peak demand, with appropriate adjustments made based on the context of the study area.

About Walker's Parking Demand Model

Shared parking methodology was developed in the 1980s and has been a widely accepted industry standard for rightsizing parking facilities over the past 30+ years. Adopted by cities throughout the U.S. and codified in zoning ordinances as an accepted practice, shared parking is endorsed by the Urban Land Institute (ULI), the American Planning Association (APA), the National Parking Association (NPA), and International Council of Shopping Centers (ICSC), as an acceptable method of parking planning and management.

Shared parking allows for the sharing of parking spaces amongst various land uses in a mixed-use environment—in lieu of providing a minimum number of parking spaces for each individual use. Generally, it is defined as the ability to use the same parking resource by multiple nearby or adjacent land uses without competition. Walker Consultants' Shared Parking Model takes into account parking demand for more than 45 different land uses; the availability and use of alternative modes of transportation, captive market effects[1]; and daily, hourly, and seasonal variations. In the case of this project, a shared parking analysis recognizes the interrelationship of parking among employees, visitors, customers, and residents. A shared parking model generates 456 parking demand computations as follows:

- 19 hours during a day, beginning at 6 a.m. and concluding at 1 a.m.
- 2 days per week, a weekday and a weekend day
- 12 months of the year
- 19 x 2 x 12 = 456 different calculations

The parking need for the modeled land use mix is derived based on the highest figure generated from these 456 computations. Therefore, the intent is to design for the busiest hour of the year, busiest day of the year, and busiest month of the year, at an 85th percentile level relative to similar properties and under typical conditions.

A shared parking analysis begins first by taking the land use quantities (i.e., square footage of office space, number of hotel rooms, number of dwelling units) and multiplying by a base parking demand ratio and monthly and hourly adjustment factors. All base ratios and hourly and monthly adjustments are industry standards that are based on thousands of parking occupancy studies, vetted by leading parking consultants and real estate professionals, and documented within the Third Edition of ULI/ICSC's *Shared Parking* and the Institute of

[1] Recognition of a user group already on site for another primary purpose and not generating incremental parking demand for an accessory use. For example, a sandwich shop located in an office tower generates very little, if any, outside parking demand. Since the parking demand for the office tower tenants has already been accounted for, to avoid double counting, a non-captive adjustment factor is applied to the parking demand calculation for the sandwich shop. In this extreme example, the non-captive ratio may be 0 percent.

Transportation Engineers (ITE) Fifth Edition of *Parking Generation*.

Walker Consultants, as the consultant for this study and in accordance with standard shared-parking methodology, applies two additional adjustments to the base parking demand ratios, one to reflect an estimate of the local transportation modal split (called the driving ratio) and another to account for the best estimate of captive market effects[2] (called the non-captive ratio).

Figure 5 provides an illustrative view of the steps involved in the shared parking analysis.

Figure 5. Steps of a Shared Parking Analysis

Land Use Units (Number of rooms, square footage, etc.)	X	Standard or Base Parking Generation Ratio	X	Monthly Factor	X	Hourly Factor	X	Driving Ratio	X	Non-Captive Ratio	=	TOTAL

For most land uses, shared parking is based on the 85th percentile of peak-hour observations, a standard vetted by the ITE, the NPA's Parking Consultants Council, the International Parking and Mobility Institute, and renowned parking planners.

The key goal of a shared parking analysis is to find the balance between providing adequate parking in order to support a development from a commercial and operational standpoint and protect the interests of neighboring property owners, while minimizing the negative aspects of excessive land area or resources devoted to parking. The ultimate goal of a shared parking analysis is to find a peak period, reasonably predictable typical high-need scenario, or design day condition.

Summary of Model Assumptions

Below are some key assumptions that were made to model existing parking demand in Manhattan Beach. These assumptions are in addition to those made to aggregate specific land uses and land use categories, as described in the previous section.

- In some cases, an exact land use match was not available in Walker's model. Specifically, Walker's model does not feature an exact match to the use of "Lodge Hall." For this use, Walker assumed the "Health Club" use.
- Walker classified all City Hall space under its typical "Office" use for the respective square footage category provided in the model.
- Walker's model calculates hotel parking demand based on the number of rooms or keys. Therefore, Walker assumed a room-square footage equivalent of about 400 square feet per room or key (300 – 350 square feet per room plus 50 to 100 square feet for all common area space).
- Walker researched the latest office vacancy rate for Manhattan Beach. According to data publicly available from CBRE Group, Inc., there is a 24.2% office vacancy rate, as of Quarter 3 of 2024, for office space within the South Bay sub-area, as defined by CBRE. Therefore, Walker calculated parking demand based on only the estimated actively occupied office space, which is 75.8% of total provided office gross building square feet per LA County assessor data as of this writing.

[2] Captive market means attendees who are on-site for more than one reason and are not creating additive parking demand.

- Based on the latest US Census data (Table S0802 "Means of Transportation to Work by Selected Characteristics") for the City of Manhattan Beach, Walker assumed a drive ratio of 93% for most customers and employees. Walker assumed a drive ratio of 59% for office employees, which also takes into account an additional adjustment for those "commuting" to work remotely. Finally, Walker assumed a 50% drive ratio for hotel guests, accounting for carpooling and rideshare usage typical of hotel guests within an overall land use context such as Manhattan Beach.
- In order to account for the tourist destination and Main Street-style context of Downtown (mostly consisting of a myriad of smaller-square-footage retail and restaurant businesses where visitors may be very likely to patronize more than one business during a single trip while also being parked for another purpose), Walker modestly increased captivity adjustment values from model defaults for retail customers and office workers.

04 DOWNTOWN

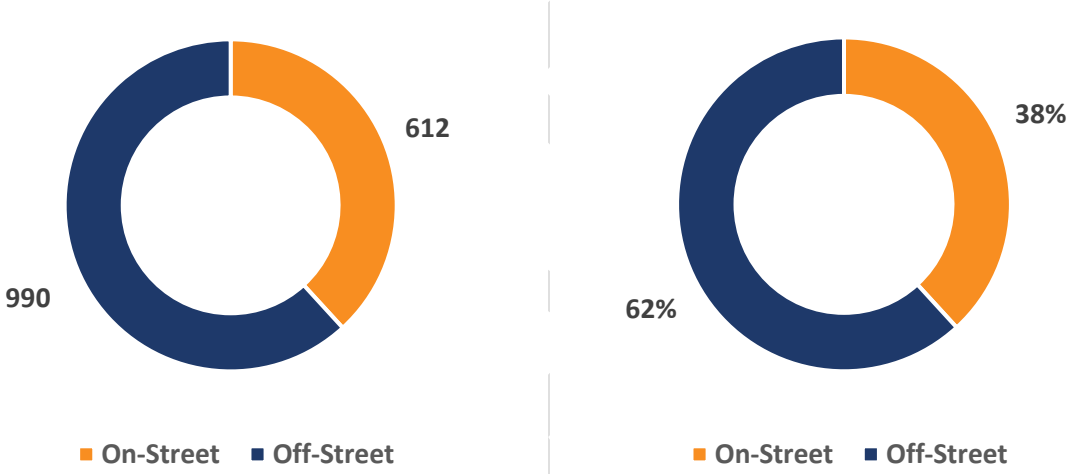
DOWNTOWN

DOWNTOWN INVENTORY

During this study, Downtown had 1,678 public parking spaces during the summer observation period and 1,602 public parking spaces during the fall observation period. The decrease was mostly due to the removal of Lot 3 from the system, partially offset by the addition of public parking in certain off- and on-street areas

Figure 6 shows the number and percent share of public on-street and off-street spaces in Downtown (fall figures and percentages shown).

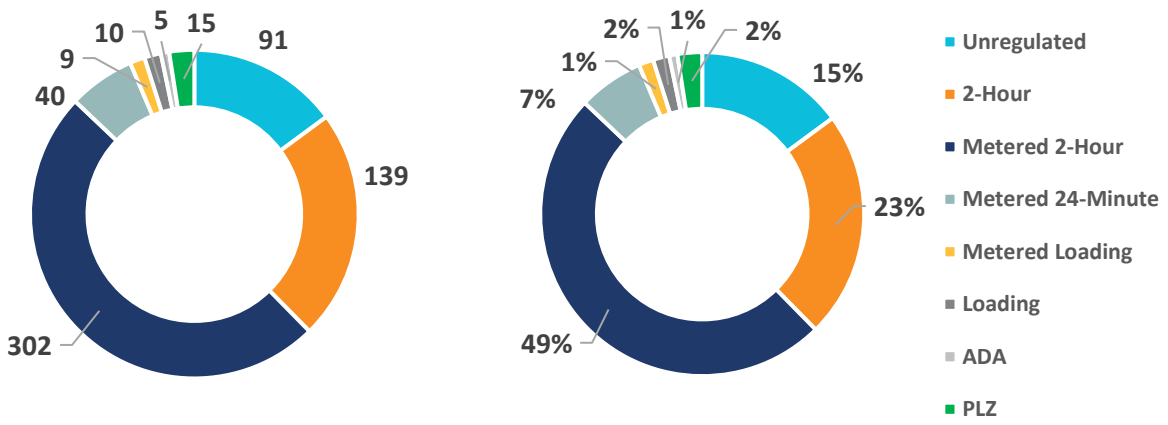
Figure 6. Downtown Public Parking Inventory by Type (As Observed During the Fall)



On-Street

Figure 7 shows the number and percent share of each on-street parking restriction observed within the Downtown study area as a function of the total on-street parking supply.

Figure 7. Downtown On-Street Parking Inventory by Parking Restriction



Off-Street

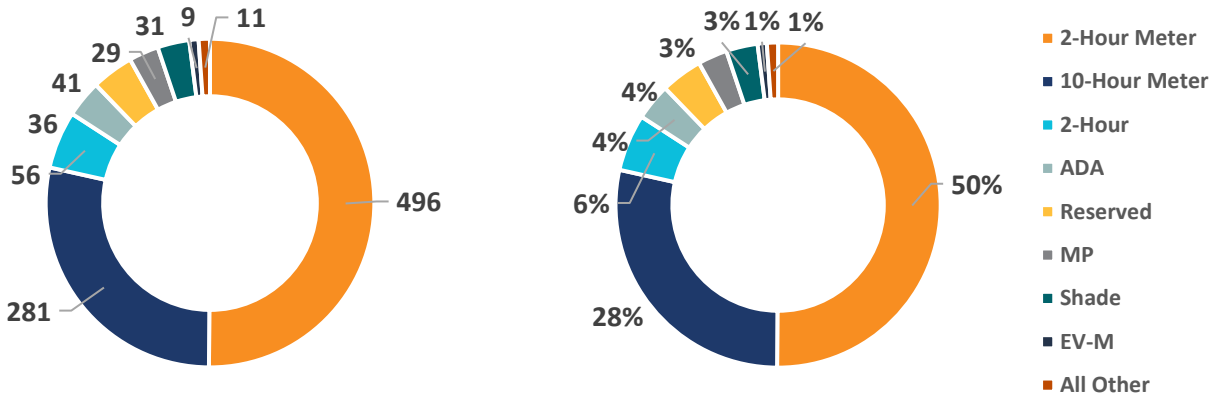
Table 9 shows the off-street parking inventory for the public parking facilities studied sorted by facility and type of space (Fall data are shown). During the course of this study Lot 3 was permanently removed. Levels 1 and 2 were open during summer data collection, but the entire garage was closed during fall data collection.

Table 9. Downtown Off-Street Parking Inventory by Facility and Type of Space

Lot ID	Name	Type of Space													Total
		ADA	ADA-EV	2-Hour	15 Min	Shade	Shade (City)	MP	Reserved	EV-M	Loading	30-Min Meter	10-Hour Meter	2-Hour Meter	
A	Civic Center Upper (Lot 14)	8	0	56	3	0	0	0	0	0	0	0	0	0	67
B	Civic Center Lower	0	0	0	0	0	0	0	33	0	0	0	0	76	109
C	Civic Center South (Lot 15)	0	0	0	0	0	0	0	0	0	0	0	0	10	10
D	Metlox (Lot 9)	10	0	0	0	31	1	0	0	4	1	4	255	150	456
E	Lot 2	3	0	0	0	0	0	9	0	2	0	0	0	49	63
F	Lot 6	2	0	0	0	0	0	0	0	0	0	0	0	23	25
G	Upper Pier Lots (Lot 11)	2	2	0	0	0	0	0	0	2	0	0	0	48	54
H	Lower Pier Lots (Lot 10)	4	0	0	0	0	0	0	8	0	0	0	0	68	80
I	Lot 1	3	0	0	0	0	0	0	0	1	0	0	0	47	51
J	Lot 8	2	0	0	0	0	0	20	0	0	0	0	0	25	47
K	Lot 7	2	0	0	0	0	0	0	0	0	0	0	26	0	28
X	Lot 3	3	0	0	0	0	0	0	0	1	0	0	0	85	89
Total (Summer Including Lot 3)		**39**	**2**	**56**	**3**	**31**	**1**	**29**	**41**	**10**	**1**	**4**	**281**	**581**	**1,079**
Total (Fall Excluding Lot 3)		**36**	**2**	**56**	**3**	**31**	**1**	**29**	**41**	**9**	**1**	**4**	**281**	**496**	**990**

Figure 8 shows the total off-street parking inventory for the public parking facilities studied sorted by type of space (fall figures are shown).

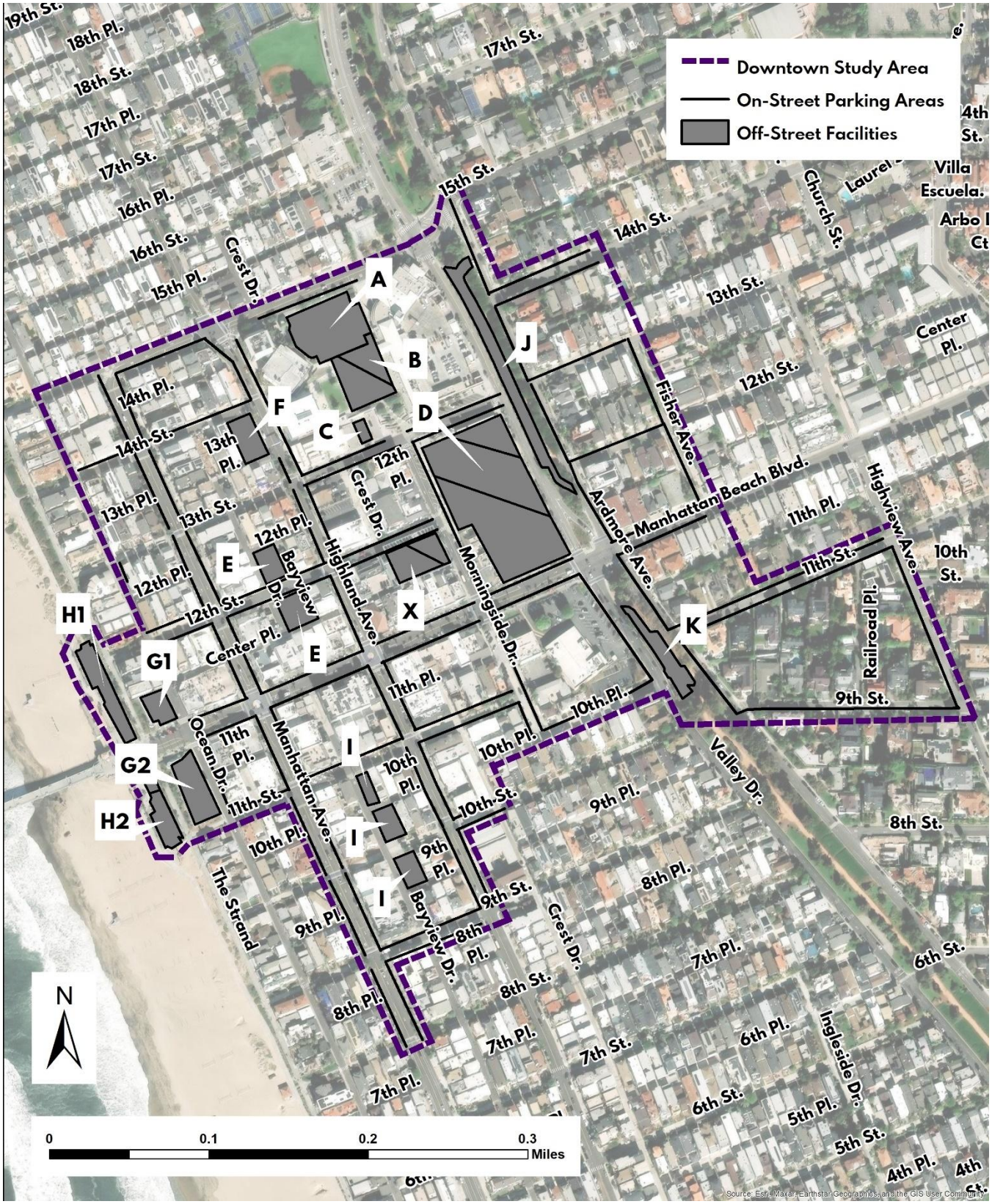
Figure 8. Downtown Beach Total Off-Street Parking Inventory by Type of Space



Inventory Map

Figure 9 shows a map of the Downtown on-street and off-street parking facilities studied.

Figure 9. Downtown Public Parking Facilities Studied



The off-street parking facilities studied in Downtown are listed below with facility IDs and corresponding names:

Facility ID	Facility Name
I	Lot 1
E	Lot 2
X	Lot 3
B	Civic Center Lower/Lot 5
F	Lot 6
D	Metlox/Lot 9
H1 and H2	Lower Pier Lot/Lot 10
G1 and G2	Upper Pier Lot/Lot 11
A	Civic Center Upper/Lot 14
C	Civic Center South/Lot 15

DOWNTOWN PEAK OCCUPANCY (SUMMER SEASON)

Parking Occupancy Heatmaps

The figures below show the following times: 9 a.m., 12 p.m., 4 p.m., and 7 p.m., as well as other selected times if the peak time occurred during a time other than those times on at least one day out of all the days studied.

The peak weekday time is shown in teal and the peak weekend time is shown in blue-grey.

Weekday

During the summer observation period, the weekday systemwide peak was observed on Friday, July 26, 2024, at 7 p.m.

Off-Street

Tables 10 and **11** below show off-street parking occupancy and percent occupancy by time of day on Friday, July 26, 2024.

Table 10. Downtown Summer Off-Street Weekday Occupancy by Time of Day

Lot ID	Name	Inventory	Occupancy Counts			
		Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
A	**Civic Center Upper (Lot 14)**	67	43	67	59	64
B	Civic Center Lower - City Only	33	19	20	21	18
	Civic Center Lower - City/Public	76	39	44	37	62
	Civic Center Lower Subtotal	109	58	64	58	80
C	**Civic Center South (Lot 15)**	**10**	**1**	**11**	**10**	**10**
D	Metlox (Lot 9) - Upper	169	25	145	140	163
	Metlox (Lot 9) - Shade	32	12	9	10	19
	Metlox (Lot 9) - Lower	255	134	255	250	255
	Metlox Subtotal	**456**	**171**	**409**	**400**	**437**
E	Lot 2	15	3	10	15	15
	Lot 2 - Public	48	13	46	40	47
	Lot 2 Subtotal	**63**	**16**	**56**	**55**	**62**
F	**Lot 6**	**25**	**22**	**22**	**21**	**24**
G	Upper Pier Lot (Lot 11)	16	15	16	13	16
	Upper Pier Lot (Lot 11)	38	33	36	37	38
	Upper Pier Lots Subtotal	**54**	**48**	**52**	**50**	**54**
H	Lower Pier Lot (Lot 10)	44	17	44	42	42
	Lower Pier Lot - Public	28	17	28	21	28
	Lower Pier Lot - Reserved	8	4	7	6	3
	Lower Pier Lots Subtotal	**80**	**38**	**79**	**69**	**73**
I	Lot 1 - Merchant	20	8	18	16	20
	Lot 1 - Public	27	11	27	23	25
	Lot 1 Subtotal	**47**	**19**	**45**	**39**	**45**
J	**Lot 8**	**47**	**45**	**45**	**45**	**45**
K	**Lot 7**	**19**	**12**	**9**	**10**	**19**
X	Lot 3 - Level 1	51	33	51	51	51
	Lot 3 - Level 2	38	14	38	38	38
	Lot 3 Subtotal	**89**	**47**	**89**	**89**	**89**
Total		**999**	**477**	**881**	**846**	**938**

Table 11. Downtown Summer Off-Street Peak Weekday Percent Occupancy by Time of Day

Lot ID	Name	Inventory	Percent Occupancy			
		Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
A	**Civic Center Upper (Lot 14)**	**67**	**64%**	**100%**	**88%**	**96%**
B	Civic Center Lower - City Only	**33**	**58%**	**61%**	**64%**	**55%**
	Civic Center Lower - City/Public	**76**	**51%**	**58%**	**49%**	**82%**
	Civic Center Lower Subtotal	**109**	**53%**	**59%**	**53%**	**73%**
C	**Civic Center South (Lot 15)**	**10**	**10%**	**110%**	**100%**	**100%**
D	Metlox (Lot 9) - Upper	**169**	**15%**	**86%**	**83%**	**96%**
	Metlox (Lot 9) - Shade	**32**	**38%**	**28%**	**31%**	**59%**
	Metlox (Lot 9) - Lower	**255**	**53%**	**100%**	**98%**	**100%**
	Metlox Subtotal	**456**	**38%**	**90%**	**88%**	**96%**
E	Lot 2	**15**	**20%**	**67%**	**100%**	**100%**
	Lot 2 - Public	**48**	**27%**	**96%**	**83%**	**98%**
	Lot 2 Subtotal	**63**	**25%**	**89%**	**87%**	**98%**
F	**Lot 6**	**25**	**88%**	**88%**	**84%**	**96%**
G	Upper Pier Lot (Lot 11)	**16**	**94%**	**100%**	**81%**	**100%**
	Upper Pier Lot (Lot 11)	**38**	**87%**	**95%**	**97%**	**100%**
	Upper Pier Lots Subtotal	**54**	**89%**	**96%**	**93%**	**100%**
H	Lower Pier Lot (Lot 10)	**44**	**39%**	**100%**	**95%**	**95%**
	Lower Pier Lot - Public	**28**	**61%**	**100%**	**75%**	**100%**
	Lower Pier Lot - Reserved	**8**	**50%**	**88%**	**75%**	**38%**
	Lower Pier Lots Subtotal	**80**	**48%**	**99%**	**86%**	**91%**
I	Lot 1 - Merchant	**20**	**40%**	**90%**	**80%**	**100%**
	Lot 1 - Public	**27**	**41%**	**100%**	**85%**	**93%**
	Lot 1 Subtotal	**47**	**40%**	**96%**	**83%**	**96%**
J	**Lot 8**	**47**	**96%**	**96%**	**96%**	**96%**
K	**Lot 7**	**19**	**63%**	**47%**	**53%**	**100%**
X	Lot 3 - Level 1	**51**	**65%**	**100%**	**100%**	**100%**
	Lot 3 - Level 2	**38**	**37%**	**100%**	**100%**	**100%**
	Lot 3 Subtotal	**89**	**53%**	**100%**	**100%**	**100%**
Total		**999**	**49%**	**89%**	**85%**	**94%**

On-Street

Tables 12 and **13** below show on-street parking occupancy and percent occupancy by time of day.

Table 12. Downtown Summer On-Street Peak Weekday Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
1	Manhattan Ave.	15th St. to 14th St.	E	7	7	7	7	7
1	14th St.	Ocean Dr. to Manhattan Ave.	S	1	1	1	1	1
2	Highland Ave.	15th St. to 14th St.	E	2	2	2	2	2
2	15th St.	Manhattan Ave. to Highland Dr.	N	10	7	10	9	10
2	14th St.	Manhattan Ave. to Highland Dr.	S	3	2	3	3	3
2	Manhattan Ave.	15th St. to 14th St.	W	2	2	2	2	2
3	Manhattan Ave.	14th St. to 13th St.	E	8	8	8	8	8
4	Highland Ave.	14th St. to 13th St.	E	2	2	2	2	2
4	Manhattan Ave.	14th St. to 13th St.	W	2	1	2	2	2
5	Manhattan Ave.	13th St. to 12th St.	E	9	5	9	9	9
5	12th St.	Ocean Dr. to Manhattan Ave.	S	1	1	1	1	1
5	Ocean Dr.	13th St. to 12th St.	W	1	1	1	1	1
6	Highland Ave.	13th St. to 12th St.	E	7	4	7	6	7
6	12th St.	Manhattan Ave. to Highland Dr.	S	7	4	7	6	7
6	Manhattan Ave.	13th St. to 12th St.	W	3	3	3	3	3
7	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	E	9	7	9	9	9
7	12th St.	Ocean Dr. to Manhattan Ave.	N	6	3	6	6	6
7	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	S	14	11	12	12	14
8	Highland Ave.	12th St. to Manhattan Beach Blvd.	E	3	3	3	3	3
8	12th St.	Manhattan Ave. to Highland Dr.	N	4	0	4	4	4
8	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	S	17	15	17	17	17
8	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	W	9	3	9	7	9
9	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	E	7	0	7	5	7
9	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	N	10	0	10	8	10
9	11th St.	Ocean Dr. to Manhattan Ave.	S	8	5	8	7	8
9	Ocean Dr.	Manhattan Beach Blvd. to 11th St.	W	4	1	0	0	0
10	Highland Ave.	Manhattan Beach Blvd. to 11th St.	E	4	3	4	4	4
10	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	N	8	2	8	6	8
10	11th St.	Manhattan Ave. to Highland Dr.	S	10	7	10	10	10
10	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	W	10	4	10	9	10
11	Manhattan Ave.	11th St. to 10th St.	E	9	4	8	9	9
12	Highland Ave.	11th St. to 10th St.	E	5	4	5	5	5
12	Manhattan Ave.	11th St. to 10th St.	W	12	3	12	12	12
13	Manhattan Ave.	10th St. to 9th St.	E	7	5	7	7	7
14	Highland Ave.	10th St. to 9th St.	E	5	5	5	5	5
14	9th St.	Manhattan Ave. to Highland Dr.	S	6	4	6	6	6
14	14th St.	10th St. to 9th St.	W	12	7	12	12	12
15	Manhattan Ave.	9th St. to 8th St.	E	11	4	11	10	11
16	9th St.	Manhattan Ave. to Highland Dr.	N	5	3	5	5	5
16	Manhattan Ave.	9th St. to 8th St.	W	6	4	6	6	6
17	15th St.	Highland Dr. to Valley Dr. (partial blockface)	N	7	4	7	7	7
17	13th St.	Morningside Dr. to Valley Dr.	S	12	4	9	11	10
17	13th St.	Highland Dr. to Morningside Dr.	S	7	4	7	7	7
17	Highland Ave.	15th St. to 13th St.	W	7	3	5	3	4
19	14th St.	Ardmore Ave. to Deegan Pl. (partial blockface)	S	6	4	4	2	4

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
19	Ardmore Ave.	15th St. to 14th St.	W	2	1	0	2	2
20	14th St.	Ardmore Ave. to Church St. (partial blockface)	N	3	3	3	0	3
20	13th St.	Ardmore Ave. to Church St. (partial blockface)	S	4	4	4	2	4
20	Ardmore Ave.	14th St. to 13th St.	W	5	0	0	2	4
21	13th St.	Highland Dr. to Morningside Dr.	N	7	6	7	7	7
21	12th St.	Highland Dr. to Morningside Dr.	S	8	2	8	8	8
21	Highland Ave.	13th St. to 12th St.	W	6	4	6	4	6
22	12th St.	Highland Dr. to Morningside Dr.	N	3	1	3	3	3
22	Manhattan Beach Blvd.	Highland Dr. to Morningside Dr.	S	18	15	18	18	18
22	Highland Ave.	12th St. to Manhattan Beach Blvd.	W	3	3	3	2	3
23	13th St.	Morningside Dr. to Valley Dr.	N	15	11	14	15	15
23	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	S	8	8	7	8	8
23	Morningside Dr.	13th St. to Manhattan Beach Blvd.	W	12	4	7	12	12
24	Fisher Ave.	13th St. to 12th St.	E	10	6	10	9	9
24	12th St.	Ardmore Ave. to Fisher Ave.	S	5	5	5	5	5
24	Ardmore Ave.	14th St. to 13th St.	W	5	2	0	4	5
25	Fisher Ave.	12th St. to Manhattan Beach Blvd.	E	6	5	6	6	6
25	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	S	2	0	2	1	2
25	Ardmore Ave.	12th St. to Manhattan Beach Blvd.	W	1	1	0	1	1
26	Morningside Dr.	Manhattan Beach Blvd. to 11th St.	E	11	7	7	7	7
26	Manhattan Beach Blvd.	Highland Ave. to Morningside Ave.	N	15	14	15	15	15
26	11th St.	Highland Ave. to Morningside Ave.	S	3	3	3	3	3
26	Highland Ave.	Manhattan Beach Blvd. to 11th St.	W	3	2	3	3	3
27	Valley Dr.	Manhattan Beach Blvd. to 11th St.	E	8	0	0	0	0
27	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	N	6	6	6	6	6
27	13th Pl.	Morningside Dr. to Valley Dr.	S	9	9	9	9	9
27	Morningside Dr.	Manhattan Beach Blvd. to 10th Pl.	W	10	10	10	10	10
29	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	N	8	3	6	6	7
29	11th St.	Ardmore Ave. to Highview Ave.	S	25	12	15	15	15
29	Ardmore Ave.	11th St. to 9th St.	W	5	5	5	5	5
30	Highview Ave.	11th St. to 9th St.	E	16	6	5	6	7
30	11th St.	Highview Ave. to Ardmore Ave.	N	21	13	10	13	10
30	9th St.	Ardmore Ave. to Highview Ave.	S	19	9	6	11	14
30	Ardmore Ave.	11th St. to 9th St.	W	6	6	6	6	6
31	Morningside Dr.	11th St. to 10th St.	E	4	4	4	4	4
31	11th St.	Highland Ave. to Morningside Ave.	N	3	3	3	3	3
31	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	S	1	1	1	1	1
31	Highland Ave.	11th St. to 10th St.	W	2	2	2	2	2
32	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	N	4	2	4	4	3
32	Highland Ave.	10th St. to 9th St.	W	5	5	4	4	5
Total				612	379	518	518	550

Table 13. Downtown Summer On-Street Peak Weekday Percent Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Percent Occupancy			
			Face	Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
1	Manhattan Ave.	15th St. to 14th St.	E	7	100%	100%	100%	100%
1	14th St.	Ocean Dr. to Manhattan Ave.	S	1	100%	100%	100%	100%
2	Highland Ave.	15th St. to 14th St.	E	2	100%	100%	100%	100%
2	15th St.	Manhattan Ave. to Highland Dr.	N	10	70%	100%	90%	100%
2	14th St.	Manhattan Ave. to Highland Dr.	S	3	67%	100%	100%	100%
2	Manhattan Ave.	15th St. to 14th St.	W	2	100%	100%	100%	100%
3	Manhattan Ave.	14th St. to 13th St.	E	8	100%	100%	100%	100%
4	Highland Ave.	14th St. to 13th St.	E	2	100%	100%	100%	100%
4	Manhattan Ave.	14th St. to 13th St.	W	2	50%	100%	100%	100%
5	Manhattan Ave.	13th St. to 12th St.	E	9	56%	100%	100%	100%
5	12th St.	Ocean Dr. to Manhattan Ave.	S	1	100%	100%	100%	100%
5	Ocean Dr.	13th St. to 12th St.	W	1	100%	100%	100%	100%
6	Highland Ave.	13th St. to 12th St.	E	7	57%	100%	86%	100%
6	12th St.	Manhattan Ave. to Highland Dr.	S	7	57%	100%	86%	100%
6	Manhattan Ave.	13th St. to 12th St.	W	3	100%	100%	100%	100%
7	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	E	9	78%	100%	100%	100%
7	12th St.	Ocean Dr. to Manhattan Ave.	N	6	50%	100%	100%	100%
7	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	S	14	79%	86%	86%	100%
8	Highland Ave.	12th St. to Manhattan Beach Blvd.	E	3	100%	100%	100%	100%
8	12th St.	Manhattan Ave. to Highland Dr.	N	4	0%	100%	100%	100%
8	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	S	17	88%	100%	100%	100%
8	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	W	9	33%	100%	78%	100%
9	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	E	7	0%	100%	71%	100%
9	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	N	10	0%	100%	80%	100%
9	11th St.	Ocean Dr. to Manhattan Ave.	S	8	63%	100%	88%	100%
9	Ocean Dr.	Manhattan Beach Blvd. to 11th St.	W	4	25%	0%	0%	0%
10	Highland Ave.	Manhattan Beach Blvd. to 11th St.	E	4	75%	100%	100%	100%
10	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	N	8	25%	100%	75%	100%
10	11th St.	Manhattan Ave. to Highland Dr.	S	10	70%	100%	100%	100%
10	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	W	10	40%	100%	90%	100%
11	Manhattan Ave.	11th St. to 10th St.	E	9	44%	89%	100%	100%
12	Highland Ave.	11th St. to 10th St.	E	5	80%	100%	100%	100%
12	Manhattan Ave.	11th St. to 10th St.	W	12	25%	100%	100%	100%
13	Manhattan Ave.	10th St. to 9th St.	E	7	71%	100%	100%	100%
14	Highland Ave.	10th St. to 9th St.	E	5	100%	100%	100%	100%
14	9th St.	Manhattan Ave. to Highland Dr.	S	6	67%	100%	100%	100%
14	14th St.	10th St. to 9th St.	W	12	58%	100%	100%	100%
15	Manhattan Ave.	9th St. to 8th St.	E	11	36%	100%	91%	100%
16	9th St.	Manhattan Ave. to Highland Dr.	N	5	60%	100%	100%	100%
16	Manhattan Ave.	9th St. to 8th St.	W	6	67%	100%	100%	100%
17	15th St.	Highland Dr. to Valley Dr. (partial blockface)	N	7	57%	100%	100%	100%
17	13th St.	Morningside Dr. to Valley Dr.	S	12	33%	75%	92%	83%
17	13th St.	Highland Dr. to Morningside Dr.	S	7	57%	100%	100%	100%
17	Highland Ave.	15th St. to 13th St.	W	7	43%	71%	43%	57%

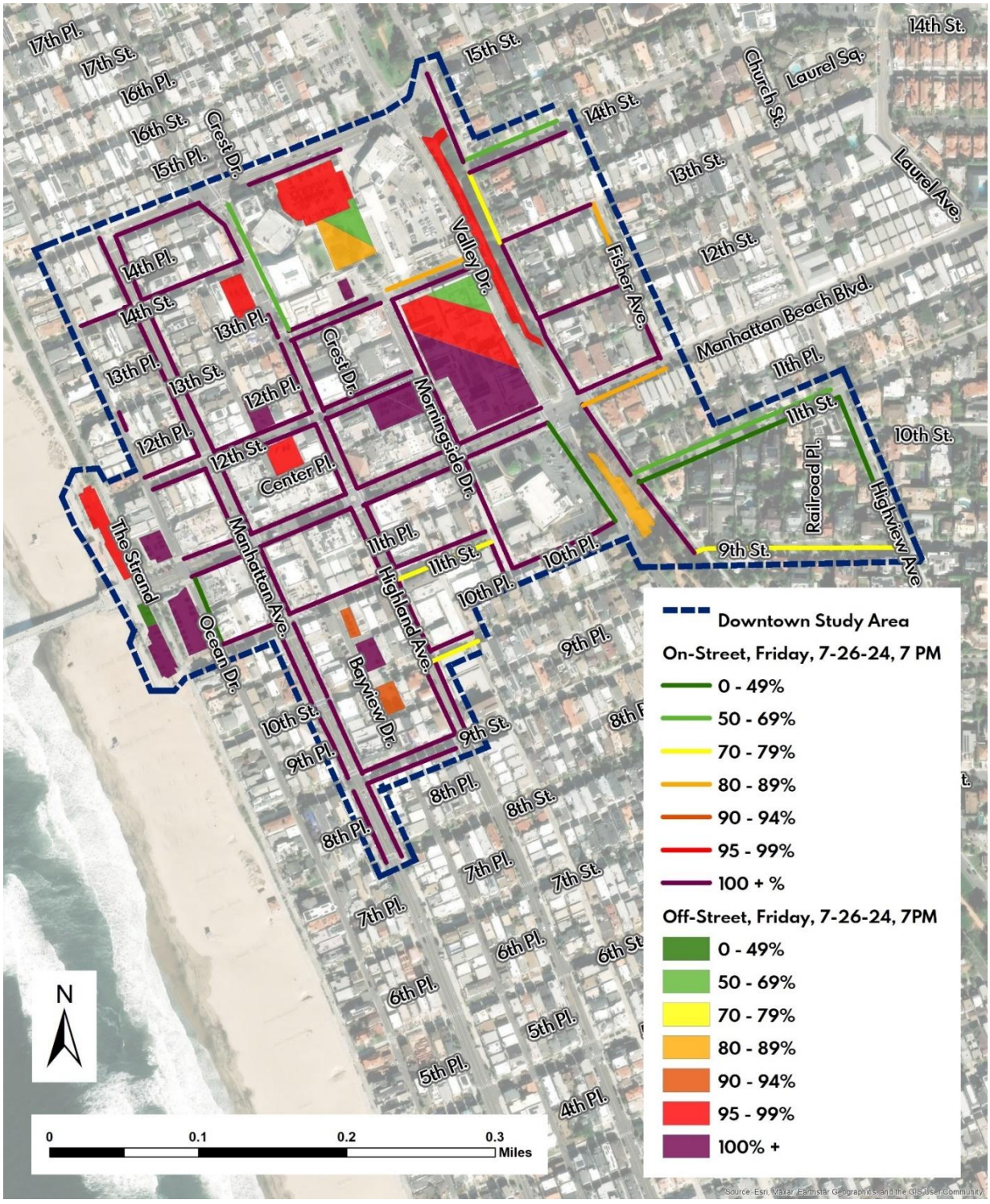
On-Street Block #	Street	Street Segment	Inventory		Percent Occupancy			
			Face	Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
19	14th St.	Ardmore Ave. to Deegan Pl. (partial blockface)	S	6	67%	67%	33%	67%
19	Ardmore Ave.	15th St. to 14th St.	W	2	50%	0%	100%	100%
20	14th St.	Ardmore Ave. to Church St. (partial blockface)	N	3	100%	100%	0%	100%
20	13th St.	Ardmore Ave. to Church St. (partial blockface)	S	4	100%	100%	50%	100%
20	Ardmore Ave.	14th St. to 13th St.	W	5	0%	0%	40%	80%
21	13th St.	Highland Dr. to Morningside Dr.	N	7	86%	100%	100%	100%
21	12th St.	Highland Dr. to Morningside Dr.	S	8	25%	100%	100%	100%
21	Highland Ave.	13th St. to 12th St.	W	6	67%	100%	67%	100%
22	12th St.	Highland Dr. to Morningside Dr.	N	3	33%	100%	100%	100%
22	Manhattan Beach Blvd.	Highland Dr. to Morningside Dr.	S	18	83%	100%	100%	100%
22	Highland Ave.	12th St. to Manhattan Beach Blvd.	W	3	100%	100%	67%	100%
23	13th St.	Morningside Dr. to Valley Dr.	N	15	73%	93%	100%	100%
23	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	S	8	100%	88%	100%	100%
23	Morningside Dr.	13th St. to Manhattan Beach Blvd.	W	12	33%	58%	100%	100%
24	Fisher Ave.	13th St. to 12th St.	E	10	60%	100%	90%	90%
24	12th St.	Ardmore Ave. to Fisher Ave.	S	5	100%	100%	100%	100%
24	Ardmore Ave.	14th St. to 13th St.	W	5	40%	0%	80%	100%
25	Fisher Ave.	12th St. to Manhattan Beach Blvd.	E	6	83%	100%	100%	100%
25	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	S	2	0%	100%	50%	100%
25	Ardmore Ave.	12th St. to Manhattan Beach Blvd.	W	1	100%	0%	100%	100%
26	Morningside Dr.	Manhattan Beach Blvd. to 11th St.	E	11	64%	64%	64%	64%
26	Manhattan Beach Blvd.	Highland Ave. to Morningside Ave.	N	15	93%	100%	100%	100%
26	11th St.	Highland Ave. to Morningside Ave.	S	3	100%	100%	100%	100%
26	Highland Ave.	Manhattan Beach Blvd. to 11th St.	W	3	67%	100%	100%	100%
27	Valley Dr.	Manhattan Beach Blvd. to 11th St.	E	8	0%	0%	0%	0%
27	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	N	6	100%	100%	100%	100%
27	13th Pl.	Morningside Dr. to Valley Dr.	S	9	100%	100%	100%	100%
27	Morningside Dr.	Manhattan Beach Blvd. to 10th Pl.	W	10	100%	100%	100%	100%
29	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	N	8	38%	75%	75%	88%
29	11th St.	Ardmore Ave. to Highview Ave.	S	25	48%	60%	60%	60%
29	Ardmore Ave.	11th St. to 9th St.	W	5	100%	100%	100%	100%
30	Highview Ave.	11th St. to 9th St.	E	16	38%	31%	38%	44%
30	11th St.	Highview Ave. to Ardmore Ave.	N	21	62%	48%	62%	48%
30	9th St.	Ardmore Ave. to Highview Ave.	S	19	47%	32%	58%	74%
30	Ardmore Ave.	11th St. to 9th St.	W	6	100%	100%	100%	100%
31	Morningside Dr.	11th St. to 10th St.	E	4	100%	100%	100%	100%
31	11th St.	Highland Ave. to Morningside Ave.	N	3	100%	100%	100%	100%
31	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	S	1	100%	100%	100%	100%
31	Highland Ave.	11th St. to 10th St.	W	2	100%	100%	100%	100%
32	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	N	4	50%	100%	100%	75%
32	Highland Ave.	10th St. to 9th St.	W	5	100%	80%	80%	100%

On-Street Block #	Street	Street Segment	Inventory		Percent Occupancy			
			Face	Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
		Total		612	62%	85%	85%	90%

Weekday Occupancy Heat Map - Summer

Figure 10 shows a heat map of peak weekday parking occupancy in Downtown during the summer. The weekday systemwide peak was observed on Friday at 7 p.m.

Figure 10. Downtown Weekday Peak Parking Occupancy Heatmap - Friday, July 26th at 7:00 pm



Weekend

During the summer, the weekend systemwide peak was observed on Saturday, July 20, 2024 at 4 p.m.

Off-Street

Tables 14 and 15 below show off-street parking occupancy and percent occupancy by time of day on Saturday, July 20, 2024.

Table 14. Downtown Summer Off-Street Weekend Occupancy by Time of Day

Lot ID	Name	Inventory	Occupancy Counts			
		Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
A	**Civic Center Upper (Lot 14)**	67	38	67	66	66
B	Civic Center Lower - City Only	33	18	18	24	22
	Civic Center Lower - City/Public	76	14	68	76	76
	Civic Center Lower Subtotal	109	32	86	100	98
C	**Civic Center South (Lot 15)**	**10**	**3**	**10**	**10**	**10**
D	Metlox (Lot 9) - Upper	169	13	169	169	165
	Metlox (Lot 9) - Shade	32	10	14	20	23
	Metlox (Lot 9) - Lower	255	107	255	255	250
	Metlox Subtotal	**456**	**130**	**438**	**444**	**438**
E	Lot 2	15	3	15	15	14
	Lot 2 - Public	48	7	48	48	44
	Lot 2 Subtotal	**63**	**10**	**63**	**63**	**58**
F	**Lot 6**	**25**	**16**	**25**	**25**	**23**
G	Upper Pier Lot (Lot 11)	16	16	16	16	15
	Upper Pier Lot (Lot 11)	38	37	38	38	38
	Upper Pier Lots Subtotal	**54**	**53**	**54**	**54**	**53**
H	Lower Pier Lot (Lot 10)	44	44	44	43	44
	Lower Pier Lot - Public	28	28	28	28	27
	Lower Pier Lot - Reserved	8	1	5	6	5
	Lower Pier Lots Subtotal	**80**	**73**	**77**	**77**	**76**
I	Lot 1 - Merchant	20	4	16	15	20
	Lot 1 - Public	27	7	27	27	26
	Lot 1 Subtotal	**47**	**11**	**43**	**42**	**46**
J	**Lot 8**	**47**	**45**	**45**	**50**	**47**
K	**Lot 7**	**19**	**10**	**14**	**20**	**23**
X	Lot 3 - Level 1	51	33	51	51	51
	Lot 3 - Level 2	38	18	38	38	38
	Lot 3 Subtotal	**89**	**51**	**89**	**89**	**89**
Total		**1,066**	**472**	**1,011**	**1,040**	**1,027**

Table 15. Downtown Summer Off-Street Peak Weekend Percent Occupancy by Time of Day

Lot ID	Name	Inventory	Occupancy Counts			
		Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
A	**Civic Center Upper (Lot 14)**	67	57%	100%	99%	99%
B	Civic Center Lower - City Only	33	55%	55%	73%	67%
	Civic Center Lower - City/Public	76	18%	89%	100%	100%
	Civic Center Lower Subtotal	109	29%	79%	92%	90%
C	**Civic Center South (Lot 15)**	**10**	30%	100%	100%	100%
D	Metlox (Lot 9) - Upper	169	8%	100%	100%	98%
	Metlox (Lot 9) - Shade	32	31%	44%	63%	72%
	Metlox (Lot 9) - Lower	255	42%	100%	100%	98%
	Metlox Subtotal	**456**	29%	96%	97%	96%
E	Lot 2	15	20%	100%	100%	93%
	Lot 2 - Public	48	15%	100%	100%	92%
	Lot 2 Subtotal	**63**	16%	100%	100%	92%
F	**Lot 6**	**25**	64%	100%	100%	92%
G	Upper Pier Lot (Lot 11)	16	100%	100%	100%	94%
	Upper Pier Lot (Lot 11)	38	97%	100%	100%	100%
	Upper Pier Lots Subtotal	**54**	98%	100%	100%	98%
H	Lower Pier Lot (Lot 10)	44	100%	100%	98%	100%
	Lower Pier Lot - Public	28	100%	100%	100%	96%
	Lower Pier Lot - Reserved	8	13%	63%	75%	63%
	Lower Pier Lots Subtotal	**80**	91%	96%	96%	95%
I	Lot 1 - Merchant	20	20%	80%	75%	100%
	Lot 1 - Public	27	26%	100%	100%	96%
	Lot 1 Subtotal	**47**	23%	91%	89%	98%
J	**Lot 8**	**47**	96%	96%	106%	100%
K	**Lot 7**	**19**	53%	74%	105%	121%
X	Lot 3 - Level 1	51	65%	100%	100%	100%
	Lot 3 - Level 2	38	47%	100%	100%	100%
	Lot 3 Subtotal	**89**	57%	100%	100%	100%
	Total	**1,066**	44%	95%	98%	96%

On-Street

Tables 16 and 17 below show on-street parking occupancy and percent occupancy by time of day.

Table 16. Downtown Summer On-Street Peak Weekend Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
1	Manhattan Ave.	15th St. to 14th St.	E	7	7	7	7	7
1	14th St.	Ocean Dr. to Manhattan Ave.	S	1	1	1	1	1
2	Highland Ave.	15th St. to 14th St.	E	2	2	2	2	2
2	15th St.	Manhattan Ave. to Highland Dr.	N	10	10	10	9	10
2	14th St.	Manhattan Ave. to Highland Dr.	S	3	3	3	3	3
2	Manhattan Ave.	15th St. to 14th St.	W	2	2	2	2	2
3	Manhattan Ave.	14th St. to 13th St.	E	8	8	8	8	8
4	Highland Ave.	14th St. to 13th St.	E	2	2	2	2	2
4	Manhattan Ave.	14th St. to 13th St.	W	2	2	2	2	2
5	Manhattan Ave.	13th St. to 12th St.	E	9	6	9	9	9
5	12th St.	Ocean Dr. to Manhattan Ave.	S	1	0	1	1	1
5	Ocean Dr.	13th St. to 12th St.	W	1	1	1	1	1
6	Highland Ave.	13th St. to 12th St.	E	7	6	7	7	7
6	12th St.	Manhattan Ave. to Highland Dr.	S	7	1	7	7	7
6	Manhattan Ave.	13th St. to 12th St.	W	3	2	3	3	3
7	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	E	9	5	9	9	9
7	12th St.	Ocean Dr. to Manhattan Ave.	N	6	4	6	6	6
7	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	S	14	9	9	14	14
8	Highland Ave.	12th St. to Manhattan Beach Blvd.	E	3	3	3	3	3
8	12th St.	Manhattan Ave. to Highland Dr.	N	4	0	4	4	4
8	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	S	17	12	17	17	17
8	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	W	9	1	9	9	9
9	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	E	7	1	7	7	7
9	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	N	10	8	5	10	10
9	11th St.	Ocean Dr. to Manhattan Ave.	S	8	7	8	8	8
9	Ocean Dr.	Manhattan Beach Blvd. to 11th St.	W	4	0	0	3	0
10	Highland Ave.	Manhattan Beach Blvd. to 11th St.	E	4	3	4	4	4
10	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	N	8	6	8	8	8
10	11th St.	Manhattan Ave. to Highland Dr.	S	10	1	10	10	10
10	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	W	10	4	10	10	10
11	Manhattan Ave.	11th St. to 10th St.	E	9	6	9	9	9
12	Highland Ave.	11th St. to 10th St.	E	5	5	5	5	5
12	Manhattan Ave.	11th St. to 10th St.	W	12	3	7	12	12
13	Manhattan Ave.	10th St. to 9th St.	E	7	3	7	7	7
14	Highland Ave.	10th St. to 9th St.	E	5	5	5	5	5
14	9th St.	Manhattan Ave. to Highland Dr.	S	6	2	6	6	6
14	14th St.	10th St. to 9th St.	W	12	6	7	12	11
15	Manhattan Ave.	9th St. to 8th St.	E	11	8	11	11	11
16	9th St.	Manhattan Ave. to Highland Dr.	N	5	2	5	5	5
16	Manhattan Ave.	9th St. to 8th St.	W	6	4	6	6	6
17	15th St.	Highland Dr. to Valley Dr. (partial blockface)	N	7	7	7	7	7
17	13th St.	Morningside Dr. to Valley Dr.	S	12	2	10	9	9
17	13th St.	Highland Dr. to Morningside Dr.	S	7	6	7	7	7
17	Highland Ave.	15th St. to 13th St.	W	7	2	5	7	3
19	14th St.	Ardmore Ave. to Deegan Pl. (partial blockface)	S	6	1	3	4	2
19	Ardmore Ave.	15th St. to 14th St.	W	2	1	2	2	2

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
20	14th St.	Ardmore Ave. to Church St. (partial blockface)	N	3	0	0	3	3
20	13th St.	Ardmore Ave. to Church St. (partial blockface)	S	4	4	4	4	4
20	Ardmore Ave.	14th St. to 13th St.	W	5	1	5	5	5
21	13th St.	Highland Dr. to Morningside Dr.	N	7	5	7	7	7
21	12th St.	Highland Dr. to Morningside Dr.	S	8	8	8	6	6
21	Highland Ave.	13th St. to 12th St.	W	6	6	6	6	6
22	12th St.	Highland Dr. to Morningside Dr.	N	3	3	3	3	3
22	Manhattan Beach Blvd.	Highland Dr. to Morningside Dr.	S	18	18	18	18	3
22	Highland Ave.	12th St. to Manhattan Beach Blvd.	W	3	2	3	3	3
23	13th St.	Morningside Dr. to Valley Dr.	N	15	10	15	15	7
23	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	S	8	7	7	8	7
23	Morningside Dr.	13th St. to Manhattan Beach Blvd.	W	12	8	8	8	10
24	Fisher Ave.	13th St. to 12th St.	E	10	9	10	9	7
24	12th St.	Ardmore Ave. to Fisher Ave.	S	5	5	5	5	5
24	Ardmore Ave.	14th St. to 13th St.	W	5	5	5	5	5
25	Fisher Ave.	12th St. to Manhattan Beach Blvd.	E	6	6	6	6	3
25	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	S	2	2	2	2	1
25	Ardmore Ave.	12th St. to Manhattan Beach Blvd.	W	1	1	1	0	1
26	Morningside Dr.	Manhattan Beach Blvd. to 11th St.	E	11	12	12	10	11
26	Manhattan Beach Blvd.	Highland Ave. to Morningside Ave.	N	15	14	15	15	10
26	11th St.	Highland Ave. to Morningside Ave.	S	3	0	3	3	3
26	Highland Ave.	Manhattan Beach Blvd. to 11th St.	W	3	2	3	3	3
27	Valley Dr.	Manhattan Beach Blvd. to 11th St.	E	8	0	0	0	8
27	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	N	6	5	6	6	0
27	13th Pl.	Morningside Dr. to Valley Dr.	S	9	9	9	9	9
27	Morningside Dr.	Manhattan Beach Blvd. to 10th Pl.	W	10	8	10	10	7
29	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	N	8	6	7	7	8
29	11th St.	Ardmore Ave. to Highview Ave.	S	25	10	17	23	4
29	Ardmore Ave.	11th St. to 9th St.	W	5	5	5	5	5
30	Highview Ave.	11th St. to 9th St.	E	16	7	8	10	12
30	11th St.	Highview Ave. to Ardmore Ave.	N	21	12	13	20	13
30	9th St.	Ardmore Ave. to Highview Ave.	S	19	7	11	14	6
30	Ardmore Ave.	11th St. to 9th St.	W	6	5	6	6	4
31	Morningside Dr.	11th St. to 10th St.	N	3	4	4	3	3
31	11th St.	Highland Ave. to Morningside Ave.	N	4	3	3	4	1
31	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	S	1	1	1	1	1
31	Highland Ave.	11th St. to 10th St.	W	2	2	2	2	2
32	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	N	4	3	4	4	4
32	Highland Ave.	10th St. to 9th St.	W	5	4	5	4	5
Total				**612**	**399**	**533**	**572**	**496**

Table 17. Downtown Summer On-Street Peak Weekend Percent Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
1	Manhattan Ave.	15th St. to 14th St.	E	7	100%	100%	100%	100%
1	14th St.	Ocean Dr. to Manhattan Ave.	S	1	100%	100%	100%	100%
2	Highland Ave.	15th St. to 14th St.	E	2	100%	100%	100%	100%
2	15th St.	Manhattan Ave. to Highland Dr.	N	10	100%	100%	90%	100%
2	14th St.	Manhattan Ave. to Highland Dr.	S	3	100%	100%	100%	100%
2	Manhattan Ave.	15th St. to 14th St.	W	2	100%	100%	100%	100%
3	Manhattan Ave.	14th St. to 13th St.	E	8	100%	100%	100%	100%
4	Highland Ave.	14th St. to 13th St.	E	2	100%	100%	100%	100%
4	Manhattan Ave.	14th St. to 13th St.	W	2	100%	100%	100%	100%
5	Manhattan Ave.	13th St. to 12th St.	E	9	67%	100%	100%	100%
5	12th St.	Ocean Dr. to Manhattan Ave.	S	1	0%	100%	100%	100%
5	Ocean Dr.	13th St. to 12th St.	W	1	100%	100%	100%	100%
6	Highland Ave.	13th St. to 12th St.	E	7	86%	100%	100%	100%
6	12th St.	Manhattan Ave. to Highland Dr.	S	7	14%	100%	100%	100%
6	Manhattan Ave.	13th St. to 12th St.	W	3	67%	100%	100%	100%
7	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	E	9	56%	100%	100%	100%
7	12th St.	Ocean Dr. to Manhattan Ave.	N	6	67%	100%	100%	100%
7	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	S	14	64%	64%	100%	100%
8	Highland Ave.	12th St. to Manhattan Beach Blvd.	E	3	100%	100%	100%	100%
8	12th St.	Manhattan Ave. to Highland Dr.	N	4	0%	100%	100%	100%
8	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	S	17	71%	100%	100%	100%
8	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	W	9	11%	100%	100%	100%
9	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	E	7	14%	100%	100%	100%
9	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	N	10	80%	50%	100%	100%
9	11th St.	Ocean Dr. to Manhattan Ave.	S	8	88%	100%	100%	100%
9	Ocean Dr.	Manhattan Beach Blvd. to 11th St.	W	4	0%	0%	75%	0%
10	Highland Ave.	Manhattan Beach Blvd. to 11th St.	E	4	75%	100%	100%	100%
10	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	N	8	75%	100%	100%	100%
10	11th St.	Manhattan Ave. to Highland Dr.	S	10	10%	100%	100%	100%
10	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	W	10	40%	100%	100%	100%
11	Manhattan Ave.	11th St. to 10th St.	E	9	67%	100%	100%	100%
12	Highland Ave.	11th St. to 10th St.	E	5	100%	100%	100%	100%
12	Manhattan Ave.	11th St. to 10th St.	W	12	25%	58%	100%	100%
13	Manhattan Ave.	10th St. to 9th St.	E	7	43%	100%	100%	100%
14	Highland Ave.	10th St. to 9th St.	E	5	100%	100%	100%	100%
14	9th St.	Manhattan Ave. to Highland Dr.	S	6	33%	100%	100%	100%
14	14th St.	10th St. to 9th St.	W	12	50%	58%	100%	92%
15	Manhattan Ave.	9th St. to 8th St.	E	11	73%	100%	100%	100%
16	9th St.	Manhattan Ave. to Highland Dr.	N	5	40%	100%	100%	100%
16	Manhattan Ave.	9th St. to 8th St.	W	6	67%	100%	100%	100%
17	15th St.	Highland Dr. to Valley Dr. (partial blockface)	N	7	100%	100%	100%	100%

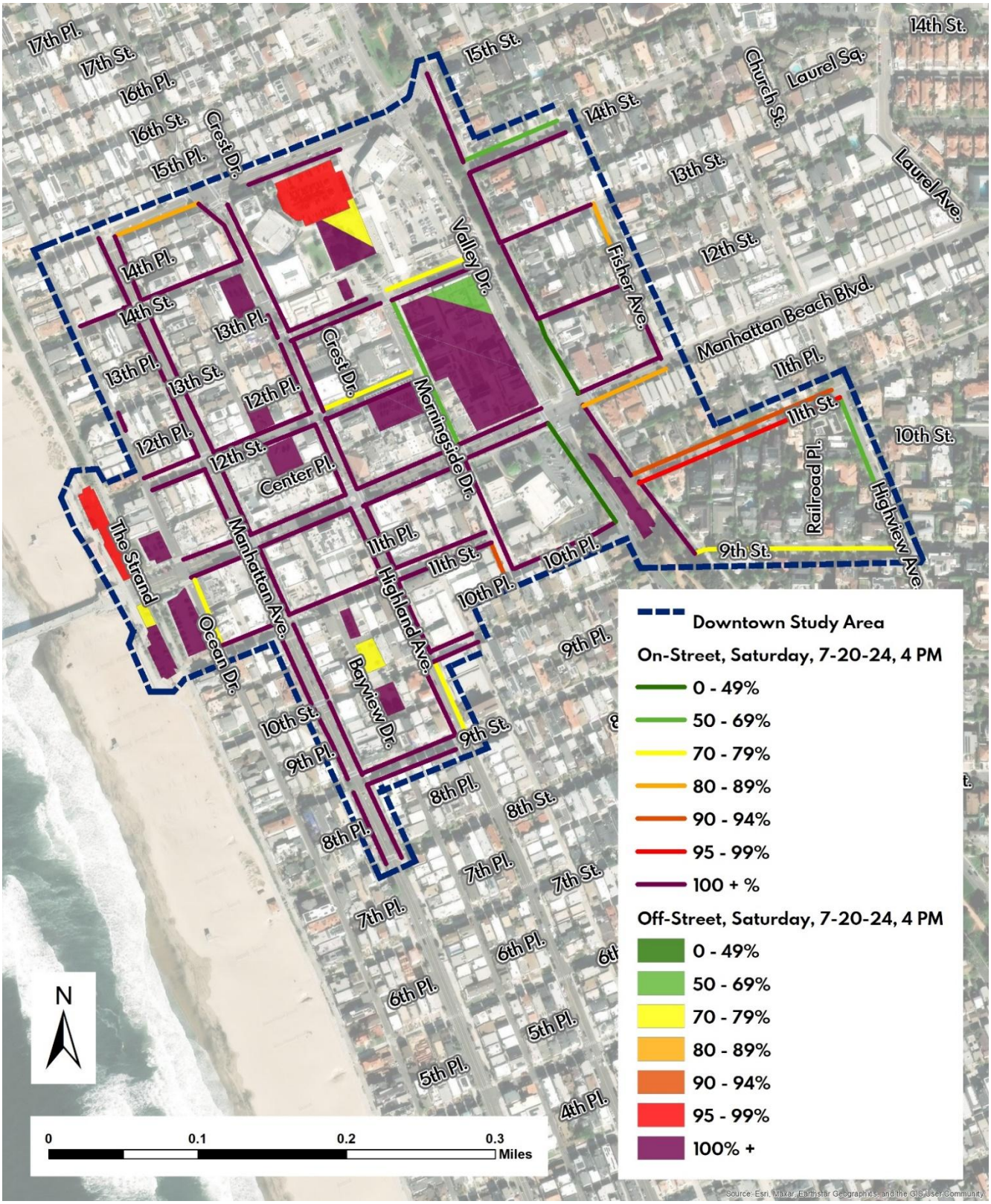
On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
17	13th St.	Morningside Dr. to Valley Dr.	S	12	17%	83%	75%	75%
17	13th St.	Highland Dr. to Morningside Dr.	S	7	86%	100%	100%	100%
17	Highland Ave.	15th St. to 13th St.	W	7	29%	71%	100%	43%
19	14th St.	Ardmore Ave. to Deegan Pl. (partial blockface)	S	6	17%	50%	67%	33%
19	Ardmore Ave.	15th St. to 14th St.	W	2	50%	100%	100%	100%
20	14th St.	Ardmore Ave. to Church St. (partial blockface)	N	3	0%	0%	100%	100%
20	13th St.	Ardmore Ave. to Church St. (partial blockface)	S	4	100%	100%	100%	100%
20	Ardmore Ave.	14th St. to 13th St.	W	5	20%	100%	100%	100%
21	13th St.	Highland Dr. to Morningside Dr.	N	7	71%	100%	100%	100%
21	12th St.	Highland Dr. to Morningside Dr.	S	8	100%	100%	75%	75%
21	Highland Ave.	13th St. to 12th St.	W	6	100%	100%	100%	100%
22	12th St.	Highland Dr. to Morningside Dr.	N	3	100%	100%	100%	100%
22	Manhattan Beach Blvd.	Highland Dr. to Morningside Dr.	S	18	100%	100%	100%	17%
22	Highland Ave.	12th St. to Manhattan Beach Blvd.	W	3	67%	100%	100%	100%
23	13th St.	Morningside Dr. to Valley Dr.	N	15	67%	100%	100%	47%
23	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	S	8	88%	88%	100%	88%
23	Morningside Dr.	13th St. to Manhattan Beach Blvd.	W	12	67%	67%	67%	83%
24	Fisher Ave.	13th St. to 12th St.	E	10	90%	100%	90%	70%
24	12th St.	Ardmore Ave. to Fisher Ave.	S	5	100%	100%	100%	100%
24	Ardmore Ave.	14th St. to 13th St.	W	5	100%	100%	100%	100%
25	Fisher Ave.	12th St. to Manhattan Beach Blvd.	E	6	100%	100%	100%	50%
25	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	S	2	100%	100%	100%	50%
25	Ardmore Ave.	12th St. to Manhattan Beach Blvd.	W	1	100%	100%	0%	100%
26	Morningside Dr.	Manhattan Beach Blvd. to 11th St.	E	11	109%	109%	91%	100%
26	Manhattan Beach Blvd.	Highland Ave. to Morningside Ave.	N	15	93%	100%	100%	67%
26	11th St.	Highland Ave. to Morningside Ave.	S	3	0%	100%	100%	100%
26	Highland Ave.	Manhattan Beach Blvd. to 11th St.	W	3	67%	100%	100%	100%
27	Valley Dr.	Manhattan Beach Blvd. to 11th St.	E	8	0%	0%	0%	100%
27	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	N	6	83%	100%	100%	0%
27	13th Pl.	Morningside Dr. to Valley Dr.	S	9	100%	100%	100%	100%
27	Morningside Dr.	Manhattan Beach Blvd. to 10th Pl.	W	10	80%	100%	100%	70%
29	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	N	8	75%	88%	88%	100%
29	11th St.	Ardmore Ave. to Highview Ave.	S	25	40%	68%	92%	16%
29	Ardmore Ave.	11th St. to 9th St.	W	5	100%	100%	100%	100%
30	Highview Ave.	11th St. to 9th St.	E	16	44%	50%	63%	75%
30	11th St.	Highview Ave. to Ardmore Ave.	N	21	57%	62%	95%	62%
30	9th St.	Ardmore Ave. to Highview Ave.	S	19	37%	58%	74%	32%
30	Ardmore Ave.	11th St. to 9th St.	W	6	83%	100%	100%	67%
31	Morningside Dr.	11th St. to 10th St.	N	3	133%	133%	100%	100%

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
31	11th St.	Highland Ave. to Morningside Ave.	N	4	75%	75%	100%	25%
31	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	S	1	100%	100%	100%	100%
31	Highland Ave.	11th St. to 10th St.	W	2	100%	100%	100%	100%
32	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	N	4	75%	100%	100%	100%
32	Highland Ave.	10th St. to 9th St.	W	5	80%	100%	80%	100%
Total				**612**	**65%**	**87%**	**93%**	**81%**

Weekend Occupancy Heat Map - Summer

Figure 11 on the next page shows a heat map of peak weekend parking occupancy in Downtown during the summer. The weekend systemwide peak was observed on Saturday at 4 p.m.

Figure 11. Downtown Weekend Parking Occupancy Heatmap – Saturday, July 20th at 4:00 pm



DOWNTOWN PEAK OCCUPANCY (FALL SEASON)

The figures below show the following times: 10 a.m., 12 p.m., 2 p.m., and 6 p.m., as well as other selected times if the peak time occurred during a time other than those times on at least one day out of all the days studied.

The peak weekday time is shown in teal and the peak weekend time is shown in blue-grey.

Weekday

During the fall observation period, the weekday systemwide peak was observed on Friday, November 8, 2024, at noon.

Off-Street

Tables 18 and **19** below show off-street parking occupancy and percent occupancy by time of day on Friday, November 8, 2024.

Table 18. Downtown Fall Off-Street Weekday Occupancy by Time of Day

Facility ID	Facility Name	Inventory	Occupancy Counts			
		Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
A	**Civic Center Upper (Lot 14)**	67	59	55	52	44
B	Civic Center Lower - City Only	33	14	14	18	21
	Civic Center Lower - City/Public	76	40	76	47	16
	Civic Center Lower Subtotal	109	54	90	65	37
C	**Civic Center South (Lot 15)**	10	8	10	9	9
D	Metlox (Lot 9) - Upper	169	99	154	133	138
	Metlox (Lot 9) - Shade	32	9	13	12	15
	Metlox (Lot 9) - Lower	255	255	255	242	167
	Metlox Subtotal	456	363	422	387	320
E	Lot 2	15	0	12	13	13
	Lot 2 - Public	48	32	46	43	48
	Lot 2 Subtotal	63	32	58	56	61
F	**Lot 6**	25	23	24	15	14
G	Upper Pier Lot (Lot 11)	16	15	16	15	15
	Upper Pier Lot (Lot 11)	38	15	38	37	37
	Upper Pier Lots Subtotal	54	30	54	52	52
H	Lower Pier Lot (Lot 10)	44	16	44	40	36
	Lower Pier Lot - Public	28	12	26	27	6
	Lower Pier Lot - Reserved	8	3	2	2	0
	Lower Pier Lots Subtotal	80	31	72	69	42
I	Lot 1 - Merchant	20	12	17	16	17
	Lot 1 - Public	31	15	28	22	30
	Lot 1 Subtotal	51	27	45	38	47
J	**Lot 8**	47	46	47	43	44
K	**Lot 7**	28	7	23	28	10
	Total	**Total**	**680**	**900**	**814**	**680**

Table 19. Downtown Fall Off-Street Weekday Percent Occupancy by Time of Day

Facility ID	Facility Name	Inventory	Percent Occupancy			
		Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
A	**Civic Center Upper (Lot 14)**	**67**	**88%**	**82%**	**78%**	**66%**
B	Civic Center Lower - City Only	33	**42%**	**42%**	**55%**	**64%**
	Civic Center Lower - City/Public	76	**53%**	**100%**	**62%**	**21%**
	Civic Center Lower Subtotal	**109**	**50%**	**83%**	**60%**	**34%**
C	**Civic Center South (Lot 15)**	**10**	**80%**	**100%**	**90%**	**90%**
D	Metlox (Lot 9) - Upper	169	**59%**	**91%**	**79%**	**82%**
	Metlox (Lot 9) - Shade	32	**28%**	**41%**	**38%**	**47%**
	Metlox (Lot 9) - Lower	255	**100%**	**100%**	**95%**	**65%**
	Metlox Subtotal	**456**	**80%**	**93%**	**85%**	**70%**
E	Lot 2	15	**0%**	**80%**	**87%**	**87%**
	Lot 2 - Public	48	**67%**	**96%**	**90%**	**100%**
	Lot 2 Subtotal	**63**	**51%**	**92%**	**89%**	**97%**
F	**Lot 6**	**25**	**92%**	**96%**	**60%**	**56%**
G	Upper Pier Lot (Lot 11)	16	**94%**	**100%**	**94%**	**94%**
	Upper Pier Lot (Lot 11)	38	**39%**	**100%**	**97%**	**97%**
	Upper Pier Lots Subtotal	**54**	**56%**	**100%**	**96%**	**96%**
H	Lower Pier Lot (Lot 10)	44	**36%**	**100%**	**91%**	**82%**
	Lower Pier Lot - Public	28	**43%**	**93%**	**96%**	**21%**
	Lower Pier Lot - Reserved	8	**38%**	**25%**	**25%**	**0%**
	Lower Pier Lots Subtotal	**80**	**39%**	**90%**	**86%**	**53%**
I	Lot 1 - Merchant	20	**60%**	**85%**	**80%**	**85%**
	Lot 1 - Public	31	**48%**	**90%**	**71%**	**97%**
	Lot 1 Subtotal	**51**	**53%**	**88%**	**75%**	**92%**
J	**Lot 8**	**47**	**98%**	**100%**	**91%**	**94%**
K	**Lot 7**	**28**	**25%**	**82%**	**100%**	**36%**
	Total	**990**	**69%**	**91%**	**82%**	**69%**

On-Street

Tables 20 and **21** below show on-street parking occupancy and percent occupancy by time of day on Friday, November 8, 2024.

Table 20. Downtown Fall On-Street Weekday Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
1	Manhattan Ave.	15th St. to 14th St.	E	7	7	7	7	7
1	14th St.	Ocean Dr. to Manhattan Ave.	S	1	1	1	1	1
2	15th St.	Manhattan Ave. to Highland Dr.	N	10	9	5	8	8
2	Highland Ave.	15th St. to 14th St.	E	2	2	4	1	2
2	14th St.	Manhattan Ave. to Highland Dr.	S	3	3	1	2	3
2	Manhattan Ave.	15th St. to 14th St.	W	2	2	2	2	2
3	Manhattan Ave.	14th St. to 13th St.	E	8	8	8	8	8
4	Highland Ave.	14th St. to 13th St.	E	2	1	4	2	1
4	Manhattan Ave.	14th St. to 13th St.	W	2	2	2	2	2
5	Manhattan Ave.	13th St. to 12th St.	E	9	9	9	9	9
5	12th St.	Ocean Dr. to Manhattan Ave.	S	1	1	1	1	1
5	Ocean Dr.	13th St. to 12th St.	W	1	1	1	1	1
6	Highland Ave.	13th St. to 12th St.	E	7	4	4	6	4
6	12th St.	Manhattan Ave. to Highland Dr.	S	7	1	7	4	5
6	Manhattan Ave.	13th St. to 12th St.	W	3	2	3	2	3
7	12th St.	Ocean Dr. to Manhattan Ave.	N	6	6	6	7	6
7	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	E	9	7	9	4	9
7	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	S	14	11	14	14	14
8	12th St.	Manhattan Ave. to Highland Dr.	N	4	0	4	3	3
8	Highland Ave.	12th St. to Manhattan Beach Blvd.	E	3	3	3	3	3
8	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	S	17	17	17	17	17
8	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	W	9	8	9	8	9
9	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	N	10	2	10	6	8
9	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	E	7	3	7	9	7
9	11th St.	Ocean Dr. to Manhattan Ave.	S	8	5	8	8	8
9	Ocean Dr.	Manhattan Beach Blvd. to 11th St.	W	4	4	4	4	3
10	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	N	8	8	8	4	8
10	Highland Ave.	Manhattan Beach Blvd. to 11th St.	E	4	3	3	8	4
10	11th St.	Manhattan Ave. to Highland Dr.	S	10	4	9	10	9
10	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	W	10	6	10	9	10
11	Manhattan Ave.	11th St. to 10th St.	E	9	8	8	9	8
12	Highland Ave.	11th St. to 10th St.	E	5	5	5	5	5
12	Manhattan Ave.	11th St. to 10th St.	W	12	6	11	12	12
13	Manhattan Ave.	10th St. to 9th St.	E	7	7	7	5	6
14	Highland Ave.	10th St. to 9th St.	E	5	5	5	5	5
14	9th St.	Manhattan Ave. to Highland Dr.	S	6	4	6	6	6
14	14th St.	10th St. to 9th St.	W	12	11	11	10	10
15	Manhattan Ave.	9th St. to 8th St.	E	11	7	11	9	11
16	9th St.	Manhattan Ave. to Highland Dr.	N	5	4	5	4	3
16	Manhattan Ave.	9th St. to 8th St.	W	6	6	6	6	5
17	13th St.	Highland Dr. to Morningside Dr.	S	19	17	18	6	19
17	15th St.	Highland Dr. to Valley Dr. (partial blockface)	N	7	7	7	12	7
17	13th St.	Morningside Dr. to Valley Dr.	W	7	4	7	3	6
19	14th St.	Ardmore Ave. to Deegan Pl. (partial blockface)	S	6	3	0	1	0
19	Ardmore Ave.	15th St. to 14th St.	W	2	0	0	0	2
20	14th St.	Ardmore Ave. to Church St. (partial blockface)	N	3	2	3	3	1

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
20	13th St.	Ardmore Ave. to Church St. (partial blockface)	S	4	3	4	4	3
20	Ardmore Ave.	14th St. to 13th St.	W	5	1	0	1	2
21	13th St.	Highland Dr. to Morningside Dr.	N	7	7	7	7	7
21	12th St.	Highland Dr. to Morningside Dr.	S	8	8	8	8	3
21	Highland Ave.	13th St. to 12th St.	W	6	4	4	6	6
22	Manhattan Beach Blvd.	Highland Dr. to Morningside Dr.	S	18	18	18	18	17
22	12th St.	Highland Dr. to Morningside Dr.	N	3	3	3	3	3
22	Highland Ave.	12th St. to Manhattan Beach Blvd.	W	3	3	3	3	3
23	13th St.	Morningside Dr. to Valley Dr.	N	15	12	15	15	13
23	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	S	8	8	8	8	8
23	Morningside Dr.	13th St. to Manhattan Beach Blvd.	W	12	12	12	10	11
24	Fisher Ave.	13th St. to 12th St.	E	10	10	10	8	6
24	12th St.	Ardmore Ave. to Fisher Ave.	S	5	5	5	5	5
24	Ardmore Ave.	14th St. to 13th St.	W	5	3	2	1	4
25	Fisher Ave.	12th St. to Manhattan Beach Blvd.	E	6	6	6	6	5
25	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	S	2	0	1	2	0
25	Ardmore Ave.	12th St. to Manhattan Beach Blvd.	W	1	1	1	1	1
26	Manhattan Beach Blvd.	Highland Ave. to Morningside Ave.	N	15	15	11	11	15
26	Morningside Dr.	Manhattan Beach Blvd. to 11th St.	E	15	14	15	15	11
26	11th St.	Highland Ave. to Morningside Ave.	S	3	3	3	3	3
26	Highland Ave.	Manhattan Beach Blvd. to 11th St.	W	3	2	3	2	3
27	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	N	6	6	5	0	6
27	Valley Dr.	Manhattan Beach Blvd. to 11th St.	E	8	6	0	5	0
27	13th Pl.	Morningside Dr. to Valley Dr.	S	9	9	9	9	9
27	Morningside Dr.	Manhattan Beach Blvd. to 10th Pl.	W	10	10	10	10	7
29	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	N	8	8	7	8	7
29	11th St.	Ardmore Ave. to Highview Ave.	S	25	12	23	11	23
29	Ardmore Ave.	11th St. to 9th St.	W	5	5	5	5	5
30	Highview Ave.	11th St. to 9th St.	N	21	13	14	2	21
30	11th St.	Highview Ave. to Ardmore Ave.	E	16	4	4	13	4
30	9th St.	Ardmore Ave. to Highview Ave.	S	19	6	9	9	19
30	Ardmore Ave.	11th St. to 9th St.	W	6	6	6	4	8
31	11th St.	Highland Ave. to Morningside Ave.	N	3	3	3	3	3
31	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	S	1	1	1	1	1
31	Highland Ave.	11th St. to 10th St.	W	2	2	2	2	2
32	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	N	4	3	1	4	4
32	Highland Ave.	10th St. to 9th St.	W	5	5	5	5	5
Total				**612**	**473**	**533**	**494**	**534**

Table 21. Downtown Fall On-Street Weekday Percent Occupancy by Time of Day

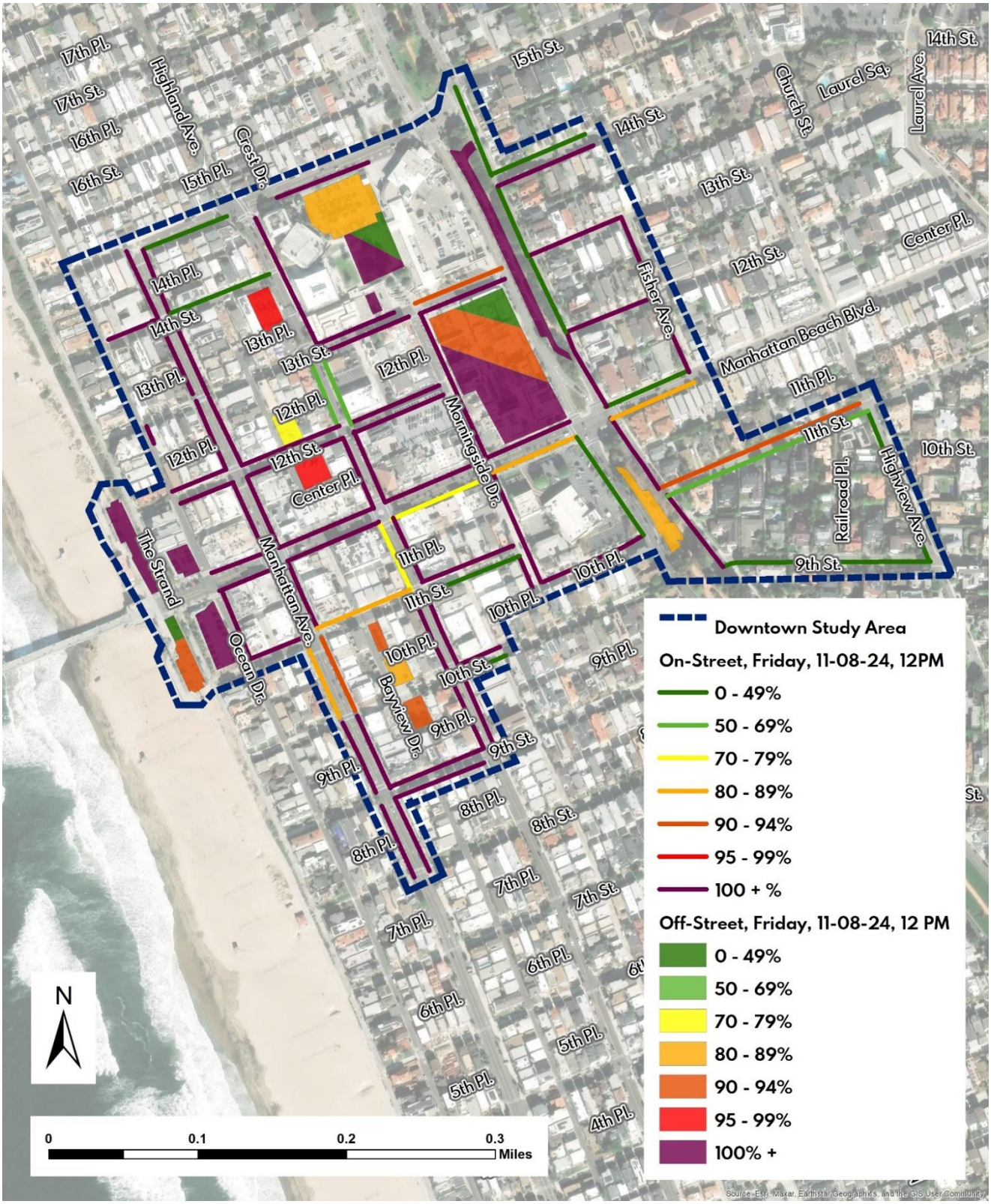
On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
1	Manhattan Ave.	15th St. to 14th St.	E	7	100%	100%	100%	100%
1	14th St.	Ocean Dr. to Manhattan Ave.	S	1	100%	100%	100%	100%
2	15th St.	Manhattan Ave. to Highland Dr.	N	10	90%	50%	80%	80%
2	Highland Ave.	15th St. to 14th St.	E	2	100%	200%	50%	100%
2	14th St.	Manhattan Ave. to Highland Dr.	S	3	100%	33%	67%	100%
2	Manhattan Ave.	15th St. to 14th St.	W	2	100%	100%	100%	100%
3	Manhattan Ave.	14th St. to 13th St.	E	8	100%	100%	100%	100%
4	Highland Ave.	14th St. to 13th St.	E	2	50%	200%	100%	50%
4	Manhattan Ave.	14th St. to 13th St.	W	2	100%	100%	100%	100%
5	Manhattan Ave.	13th St. to 12th St.	E	9	100%	100%	100%	100%
5	12th St.	Ocean Dr. to Manhattan Ave.	S	1	100%	100%	100%	100%
5	Ocean Dr.	13th St. to 12th St.	W	1	100%	100%	100%	100%
6	Highland Ave.	13th St. to 12th St.	E	7	57%	57%	86%	57%
6	12th St.	Manhattan Ave. to Highland Dr.	S	7	14%	100%	57%	71%
6	Manhattan Ave.	13th St. to 12th St.	W	3	67%	100%	67%	100%
7	12th St.	Ocean Dr. to Manhattan Ave.	N	6	100%	100%	117%	100%
7	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	E	9	78%	100%	44%	100%
7	Manhattan Beach	Ocean Dr. to Manhattan Ave.	S	14	79%	100%	100%	100%
8	12th St.	Manhattan Ave. to Highland Dr.	N	4	0%	100%	75%	75%
8	Highland Ave.	12th St. to Manhattan Beach Blvd.	E	3	100%	100%	100%	100%
8	Manhattan Beach	Manhattan Ave. to Highland Dr.	S	17	100%	100%	100%	100%
8	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	W	9	89%	100%	89%	100%
9	Manhattan Beach	Ocean Dr. to Manhattan Ave.	N	10	20%	100%	60%	80%
9	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	E	7	43%	100%	129%	100%
9	11th St.	Ocean Dr. to Manhattan Ave.	S	8	63%	100%	100%	100%
9	Ocean Dr.	Manhattan Beach Blvd. to 11th St.	W	4	100%	100%	100%	75%
10	Manhattan Beach	Manhattan Ave. to Highland Dr.	N	8	100%	100%	50%	100%
10	Highland Ave.	Manhattan Beach Blvd. to 11th St.	E	4	75%	75%	200%	100%
10	11th St.	Manhattan Ave. to Highland Dr.	S	10	40%	90%	100%	90%
10	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	W	10	60%	100%	90%	100%
11	Manhattan Ave.	11th St. to 10th St.	E	9	89%	89%	100%	89%
12	Highland Ave.	11th St. to 10th St.	E	5	100%	100%	100%	100%
12	Manhattan Ave.	11th St. to 10th St.	W	12	50%	92%	100%	100%
13	Manhattan Ave.	10th St. to 9th St.	E	7	100%	100%	71%	86%
14	Highland Ave.	10th St. to 9th St.	E	5	100%	100%	100%	100%
14	9th St.	Manhattan Ave. to Highland Dr.	S	6	67%	100%	100%	100%
14	14th St.	10th St. to 9th St.	W	12	92%	92%	83%	83%
15	Manhattan Ave.	9th St. to 8th St.	E	11	64%	100%	82%	100%
16	9th St.	Manhattan Ave. to Highland Dr.	N	5	80%	100%	80%	60%
16	Manhattan Ave.	9th St. to 8th St.	W	6	100%	100%	100%	83%
17	13th St.	Highland Dr. to Morningside Dr.	S	19	89%	95%	32%	100%
17	15th St.	Highland Dr. to Valley Dr. (partial blockface)	N	7	100%	100%	171%	100%
17	13th St.	Morningside Dr. to Valley Dr.	W	7	57%	100%	43%	86%
19	14th St.	Ardmore Ave. to Deegan Pl. (partial blockface)	S	6	50%	0%	17%	0%
19	Ardmore Ave.	15th St. to 14th St.	W	2	0%	0%	0%	100%

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
20	14th St.	Ardmore Ave. to Church St. (partial blockface)	N	3	67%	100%	100%	33%
20	13th St.	Ardmore Ave. to Church St. (partial blockface)	S	4	75%	100%	100%	75%
20	Ardmore Ave.	14th St. to 13th St.	W	5	20%	0%	20%	40%
21	13th St.	Highland Dr. to Morningside Dr.	N	7	100%	100%	100%	100%
21	12th St.	Highland Dr. to Morningside Dr.	S	8	100%	100%	100%	38%
21	Highland Ave.	13th St. to 12th St.	W	6	67%	67%	100%	100%
22	Manhattan Beach	Highland Dr. to Morningside Dr.	S	18	100%	100%	100%	94%
22	12th St.	Highland Dr. to Morningside Dr.	N	3	100%	100%	100%	100%
22	Highland Ave.	12th St. to Manhattan Beach Blvd.	W	3	100%	100%	100%	100%
23	13th St.	Morningside Dr. to Valley Dr.	N	15	80%	100%	100%	87%
23	Manhattan Beach	Morningside Dr. to Valley Dr.	S	8	100%	100%	100%	100%
23	Morningside Dr.	13th St. to Manhattan Beach Blvd.	W	12	100%	100%	83%	92%
24	Fisher Ave.	13th St. to 12th St.	E	10	100%	100%	80%	60%
24	12th St.	Ardmore Ave. to Fisher Ave.	S	5	100%	100%	100%	100%
24	Ardmore Ave.	14th St. to 13th St.	W	5	60%	40%	20%	80%
25	Fisher Ave.	12th St. to Manhattan Beach Blvd.	E	6	100%	100%	100%	83%
25	Manhattan Beach	Ardmore Ave. to Fisher Ave.	S	2	0%	50%	100%	0%
25	Ardmore Ave.	12th St. to Manhattan Beach Blvd.	W	1	100%	100%	100%	100%
26	Manhattan Beach	Highland Ave. to Morningside Ave.	N	15	100%	73%	73%	100%
26	Morningside Dr.	Manhattan Beach Blvd. to 11th St.	E	15	93%	100%	100%	73%
26	11th St.	Highland Ave. to Morningside Ave.	S	3	100%	100%	100%	100%
26	Highland Ave.	Manhattan Beach Blvd. to 11th St.	W	3	67%	100%	67%	100%
27	Manhattan Beach	Morningside Dr. to Valley Dr.	N	6	100%	83%	0%	100%
27	Valley Dr.	Manhattan Beach Blvd. to 11th St.	E	8	75%	0%	63%	0%
27	13th Pl.	Morningside Dr. to Valley Dr.	S	9	100%	100%	100%	100%
27	Morningside Dr.	Manhattan Beach Blvd. to 10th Pl.	W	10	100%	100%	100%	70%
29	Manhattan Beach	Ardmore Ave. to Fisher Ave.	N	8	100%	88%	100%	88%
29	11th St.	Ardmore Ave. to Highview Ave.	S	25	48%	92%	44%	92%
29	Ardmore Ave.	11th St. to 9th St.	W	5	100%	100%	100%	100%
30	Highview Ave.	11th St. to 9th St.	N	21	62%	67%	10%	100%
30	11th St.	Highview Ave. to Ardmore Ave.	E	16	25%	25%	81%	25%
30	9th St.	Ardmore Ave. to Highview Ave.	S	19	32%	47%	47%	100%
30	Ardmore Ave.	11th St. to 9th St.	W	6	100%	100%	67%	133%
31	11th St.	Highland Ave. to Morningside Ave.	N	3	100%	100%	100%	100%
31	10th St.	Highland Ave. to Morningside Ave. (partial	S	1	100%	100%	100%	100%
31	Highland Ave.	11th St. to 10th St.	W	2	100%	100%	100%	100%
32	10th St.	Highland Ave. to Morningside Ave. (partial	N	4	75%	25%	100%	100%
32	Highland Ave.	10th St. to 9th St.	W	5	100%	100%	100%	100%
Total				612	77%	87%	81%	87%

Weekday Occupancy Heat Map - Fall

Figure 12 shows a heat map of peak weekday parking occupancy in Downtown during the fall. The weekday systemwide peak was observed on Friday at 12 p.m.

Figure 12. Downtown Fall Weekday Occupancy Heat Map – Friday, November 8th at 12:00 pm



Weekend

During the Fall observation period, the weekend systemwide peak was observed on Saturday, November 9, 2024 at 2 p.m.

Off-Street

Tables 22 and 23 below show off-street parking occupancy and percent occupancy by time of day.

Table 22. Downtown Fall Off-Street Peak Weekend Occupancy by Time of Day

Facility ID	Facility Name	Inventory	Occupancy Counts			
		Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
A	**Civic Center Upper (Lot 14)**	**67**	**52**	**67**	**55**	**44**
B	Civic Center Lower - City Only	33	21	21	22	21
	Civic Center Lower - City/Public	76	32	76	74	32
	Civic Center Lower Subtotal	**109**	**53**	**97**	**96**	**53**
C	**Civic Center South (Lot 15)**	**10**	**7**	**10**	**10**	**8**
D	Metlox (Lot 9) - Upper	169	111	154	154	142
	Metlox (Lot 9) - Shade	32	12	13	18	25
	Metlox (Lot 9) - Lower	255	175	235	237	199
	Metlox Subtotal	**456**	**298**	**402**	**409**	**366**
E	Lot 2	15	12	15	10	15
	Lot 2 - Public	48	48	42	48	44
	Lot 2 Subtotal	**63**	**60**	**57**	**58**	**59**
F	**Lot 6**	**25**	**25**	**24**	**25**	**19**
G	Upper Pier Lot (Lot 11)	16	16	16	16	16
	Upper Pier Lot (Lot 11)	38	38	38	38	38
	Upper Pier Lots Subtotal	**54**	**54**	**54**	**54**	**54**
H	Lower Pier Lot (Lot 10)	44	44	44	44	44
	Lower Pier Lot - Public	28	28	28	28	13
	Lower Pier Lot - Reserved	8	2	4	3	0
	Lower Pier Lots Subtotal	**80**	**74**	**76**	**75**	**57**
I	Lot 1 - Merchant	20	12	15	18	20
	Lot 1 - Public	31	16	17	27	22
	Lot 1 Subtotal	**51**	**28**	**32**	**45**	**42**
J	**Lot 8**	**47**	**45**	**46**	**45**	**42**
K	**Lot 7**	**28**	**11**	**13**	**19**	**15**
	Total	**990**	**707**	**878**	**891**	**759**

Table 23. Downtown Fall Off-Street Peak Weekend Percent Occupancy by Time of Day

Facility ID	Facility Name	Inventory	Occupancy Counts			
		Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
A	**Civic Center Upper (Lot 14)**	**67**	**78%**	**100%**	**82%**	**66%**
B	Civic Center Lower - City Only	33	**64%**	**64%**	**67%**	**64%**
	Civic Center Lower - City/Public	76	**42%**	**100%**	**97%**	**42%**
	Civic Center Lower Subtotal	**109**	**49%**	**89%**	**88%**	**49%**
C	**Civic Center South (Lot 15)**	**10**	**70%**	**100%**	**100%**	**80%**
D	Metlox (Lot 9) - Upper	169	**66%**	**91%**	**91%**	**84%**
	Metlox (Lot 9) - Shade	32	**38%**	**41%**	**56%**	**78%**
	Metlox (Lot 9) - Lower	255	**69%**	**92%**	**93%**	**78%**
	Metlox Subtotal	**456**	**65%**	**88%**	**90%**	**80%**
E	Lot 2	15	**80%**	**100%**	**67%**	**100%**
	Lot 2 - Public	48	**100%**	**88%**	**100%**	**92%**
	Lot 2 Subtotal	**63**	**95%**	**90%**	**92%**	**94%**
F	**Lot 6**	**25**	**100%**	**96%**	**100%**	**76%**
G	Upper Pier Lot (Lot 11)	16	**100%**	**100%**	**100%**	**100%**
	Upper Pier Lot (Lot 11)	38	**100%**	**100%**	**100%**	**100%**
	Upper Pier Lots Subtotal	**54**	**100%**	**100%**	**100%**	**100%**
H	Lower Pier Lot (Lot 10)	44	**100%**	**100%**	**100%**	**100%**
	Lower Pier Lot - Public	28	**100%**	**100%**	**100%**	**46%**
	Lower Pier Lot - Reserved	8	**25%**	**50%**	**38%**	**0%**
	Lower Pier Lots Subtotal	**80**	**93%**	**95%**	**94%**	**71%**
I	Lot 1 - Merchant	20	**60%**	**75%**	**90%**	**100%**
	Lot 1 - Public	31	**52%**	**55%**	**87%**	**71%**
	Lot 1 Subtotal	**51**	**55%**	**63%**	**88%**	**82%**
J	**Lot 8**	**47**	**96%**	**98%**	**96%**	**89%**
K	**Lot 7**	**28**	**39%**	**46%**	**68%**	**54%**
	Total	**Total**	**71%**	**89%**	**90%**	**77%**

On-Street

Tables 24 and **25** show on-street parking occupancy and percent occupancy by time of day.

Table 24. Downtown Fall On-Street Peak Weekend Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
1	Manhattan Ave.	15th St. to 14th St.	E	7	7	7	7	6
1	14th St.	Ocean Dr. to Manhattan Ave.	S	1	1	1	1	1
2	Highland Ave.	15th St. to 14th St.	E	2	2	2	2	2
2	15th St.	Manhattan Ave. to Highland Dr.	N	10	10	10	10	9
2	14th St.	Manhattan Ave. to Highland Dr.	S	3	3	3	3	3
2	Manhattan Ave.	15th St. to 14th St.	W	2	2	2	2	2
3	Manhattan Ave.	14th St. to 13th St.	E	8	8	8	7	8
4	Highland Ave.	14th St. to 13th St.	E	2	2	2	2	2
4	Manhattan Ave.	14th St. to 13th St.	W	2	2	2	2	2
5	Manhattan Ave.	13th St. to 12th St.	E	9	9	9	9	8
5	12th St.	Ocean Dr. to Manhattan Ave.	S	1	1	1	1	1
5	Ocean Dr.	13th St. to 12th St.	W	1	1	1	1	1
6	Highland Ave.	13th St. to 12th St.	E	7	7	7	7	6
6	12th St.	Manhattan Ave. to Highland Dr.	S	7	7	7	7	7
6	Manhattan Ave.	13th St. to 12th St.	W	3	3	3	3	3
7	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	E	9	8	9	9	2
7	12th St.	Ocean Dr. to Manhattan Ave.	N	6	6	6	6	5
7	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	S	14	14	14	14	14
8	Highland Ave.	12th St. to Manhattan Beach Blvd.	E	3	3	3	3	3
8	12th St.	Manhattan Ave. to Highland Dr.	N	4	4	4	4	4
8	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	S	17	17	17	17	17
8	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	W	9	9	9	9	9
9	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	E	7	7	7	7	6
9	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	N	10	8	10	10	9
9	11th St.	Ocean Dr. to Manhattan Ave.	S	8	8	8	8	7
9	Ocean Dr.	Manhattan Beach Blvd. to 11th St.	W	4	4	4	4	4
10	Highland Ave.	Manhattan Beach Blvd. to 11th St.	E	4	4	4	4	4
10	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	N	8	8	8	8	8
10	11th St.	Manhattan Ave. to Highland Dr.	S	10	10	10	10	9
10	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	W	10	9	10	10	9
11	Manhattan Ave.	11th St. to 10th St.	E	9	8	9	9	9
12	Highland Ave.	11th St. to 10th St.	E	5	5	5	5	5
12	Manhattan Ave.	11th St. to 10th St.	W	12	12	12	12	12
13	Manhattan Ave.	10th St. to 9th St.	E	7	7	7	7	7
14	Highland Ave.	10th St. to 9th St.	E	5	5	5	5	4
14	9th St.	Manhattan Ave. to Highland Dr.	S	6	6	6	6	6
14	14th St.	10th St. to 9th St.	W	12	12	12	12	12
15	Manhattan Ave.	9th St. to 8th St.	E	11	11	11	11	11
16	9th St.	Manhattan Ave. to Highland Dr.	N	5	5	5	5	5
16	Manhattan Ave.	9th St. to 8th St.	W	6	6	6	6	6

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
17	15th St.	Highland Dr. to Valley Dr. (partial blockface)	N	7	7	7	7	6
17	13th St.	Morningside Dr. to Valley Dr.	N	12	6	6	6	6
17	13th St.	Highland Dr. to Morningside Dr.	S	7	10	10	10	10
17	Highland Ave.	15th St. to 13th St.	W	7	7	4	7	5
19	14th St.	Ardmore Ave. to Deegan Pl. (partial blockface)	S	6	4	4	6	3
19	Ardmore Ave.	15th St. to 14th St.	W	2	0	2	2	1
20	14th St.	Ardmore Ave. to Church St. (partial blockface)	N	3	1	1	3	2
20	13th St.	Ardmore Ave. to Church St. (partial blockface)	S	4	4	4	3	4
20	Ardmore Ave.	14th St. to 13th St.	W	5	5	5	5	4
21	13th St.	Highland Dr. to Morningside Dr.	N	7	7	7	7	4
21	12th St.	Highland Dr. to Morningside Dr.	S	8	3	8	7	8
21	Highland Ave.	13th St. to 12th St.	W	6	6	6	4	4
22	12th St.	Highland Dr. to Morningside Dr.	N	3	3	3	3	3
22	Manhattan Beach Blvd.	Highland Dr. to Morningside Dr.	S	18	18	18	18	18
22	Highland Ave.	12th St. to Manhattan Beach Blvd.	W	3	2	3	3	1
23	13th St.	Morningside Dr. to Valley Dr.	N	15	14	15	15	15
23	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	S	8	8	8	8	8
23	Morningside Dr.	13th St. to Manhattan Beach Blvd.	W	12	11	9	9	9
24	Fisher Ave.	13th St. to 12th St.	E	10	6	6	8	8
24	12th St.	Ardmore Ave. to Fisher Ave.	S	5	5	5	5	4
24	Ardmore Ave.	14th St. to 13th St.	W	5	4	5	5	1
25	Fisher Ave.	12th St. to Manhattan Beach Blvd.	E	6	6	6	6	6
25	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	S	2	2	2	2	1
25	Ardmore Ave.	12th St. to Manhattan Beach Blvd.	W	1	1	1	1	1
26	Morningside Dr.	Manhattan Beach Blvd. to 11th St.	E	11	10	15	15	15
26	Manhattan Beach Blvd.	Highland Ave. to Morningside Ave.	N	15	15	15	15	13
26	11th St.	Highland Ave. to Morningside Ave.	S	3	2	3	3	3
26	Highland Ave.	Manhattan Beach Blvd. to 11th St.	W	3	3	3	3	3
27	Valley Dr.	Manhattan Beach Blvd. to 11th St.	E	8	0	0	8	7
27	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	N	6	5	6	6	6
27	13th Pl.	Morningside Dr. to Valley Dr.	S	9	9	9	9	9
27	Morningside Dr.	Manhattan Beach Blvd. to 10th Pl.	W	10	10	10	10	9
29	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	N	8	8	8	8	8
29	11th St.	Ardmore Ave. to Highview Ave.	S	25	13	16	17	19
29	Ardmore Ave.	11th St. to 9th St.	W	5	5	5	6	4
30	Highview Ave.	11th St. to 9th St.	E	16	8	6	16	3

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
30	11th St.	Highview Ave. to Ardmore Ave.	N	21	12	11	21	11
30	9th St.	Ardmore Ave. to Highview Ave.	S	19	8	9	11	8
30	Ardmore Ave.	11th St. to 9th St.	W	6	6	6	6	3
31	Morningside Dr.	11th St. to 10th St.	E	4	0	0	0	0
31	11th St.	Highland Ave. to Morningside Ave.	N	3	1	3	3	3
31	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	S	1	1	1	1	1
31	Highland Ave.	11th St. to 10th St.	W	2	1	2	2	2
32	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	N	4	4	4	4	4
32	Highland Ave.	10th St. to 9th St.	W	5	5	5	5	5
Total				**612**	**527**	**548**	**584**	**516**

Table 25. Downtown Fall On-Street Peak Weekend Percent Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
1	Manhattan Ave.	15th St. to 14th St.	E	7	100%	100%	100%	86%
1	14th St.	Ocean Dr. to Manhattan Ave.	S	1	100%	100%	100%	100%
2	Highland Ave.	15th St. to 14th St.	E	2	100%	100%	100%	100%
2	15th St.	Manhattan Ave. to Highland Dr.	N	10	100%	100%	100%	90%
2	14th St.	Manhattan Ave. to Highland Dr.	S	3	100%	100%	100%	100%
2	Manhattan Ave.	15th St. to 14th St.	W	2	100%	100%	100%	100%
3	Manhattan Ave.	14th St. to 13th St.	E	8	100%	100%	88%	100%
4	Highland Ave.	14th St. to 13th St.	E	2	100%	100%	100%	100%
4	Manhattan Ave.	14th St. to 13th St.	W	2	100%	100%	100%	100%
5	Manhattan Ave.	13th St. to 12th St.	E	9	100%	100%	100%	89%
5	12th St.	Ocean Dr. to Manhattan Ave.	S	1	100%	100%	100%	100%
5	Ocean Dr.	13th St. to 12th St.	W	1	100%	100%	100%	100%
6	Highland Ave.	13th St. to 12th St.	E	7	100%	100%	100%	86%
6	12th St.	Manhattan Ave. to Highland Dr.	S	7	100%	100%	100%	100%
6	Manhattan Ave.	13th St. to 12th St.	W	3	100%	100%	100%	100%
7	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	E	9	89%	100%	100%	22%
7	12th St.	Ocean Dr. to Manhattan Ave.	N	6	100%	100%	100%	83%
7	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	S	14	100%	100%	100%	100%
8	Highland Ave.	12th St. to Manhattan Beach Blvd.	E	3	100%	100%	100%	100%
8	12th St.	Manhattan Ave. to Highland Dr.	N	4	100%	100%	100%	100%
8	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	S	17	100%	100%	100%	100%
8	Manhattan Ave.	12th St. to Manhattan Beach Blvd.	W	9	100%	100%	100%	100%
9	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	E	7	100%	100%	100%	86%
9	Manhattan Beach Blvd.	Ocean Dr. to Manhattan Ave.	N	10	80%	100%	100%	90%
9	11th St.	Ocean Dr. to Manhattan Ave.	S	8	100%	100%	100%	88%
9	Ocean Dr.	Manhattan Beach Blvd. to 11th St.	W	4	100%	100%	100%	100%
10	Highland Ave.	Manhattan Beach Blvd. to 11th St.	E	4	100%	100%	100%	100%
10	Manhattan Beach Blvd.	Manhattan Ave. to Highland Dr.	N	8	100%	100%	100%	100%
10	11th St.	Manhattan Ave. to Highland Dr.	S	10	100%	100%	100%	90%
10	Manhattan Ave.	Manhattan Beach Blvd. to 11th St.	W	10	90%	100%	100%	90%
11	Manhattan Ave.	11th St. to 10th St.	E	9	89%	100%	100%	100%
12	Highland Ave.	11th St. to 10th St.	E	5	100%	100%	100%	100%
12	Manhattan Ave.	11th St. to 10th St.	W	12	100%	100%	100%	100%
13	Manhattan Ave.	10th St. to 9th St.	E	7	100%	100%	100%	100%
14	Highland Ave.	10th St. to 9th St.	E	5	100%	100%	100%	80%
14	9th St.	Manhattan Ave. to Highland Dr.	S	6	100%	100%	100%	100%
14	14th St.	10th St. to 9th St.	W	12	100%	100%	100%	100%
15	Manhattan Ave.	9th St. to 8th St.	E	11	100%	100%	100%	100%
16	9th St.	Manhattan Ave. to Highland Dr.	N	5	100%	100%	100%	100%
16	Manhattan Ave.	9th St. to 8th St.	W	6	100%	100%	100%	100%
17	15th St.	Highland Dr. to Valley Dr. (partial blockface)	N	7	100%	100%	100%	86%
17	13th St.	Morningside Dr. to Valley Dr.	N	12	50%	50%	50%	50%
17	13th St.	Highland Dr. to Morningside Dr.	S	7	143%	143%	143%	143%

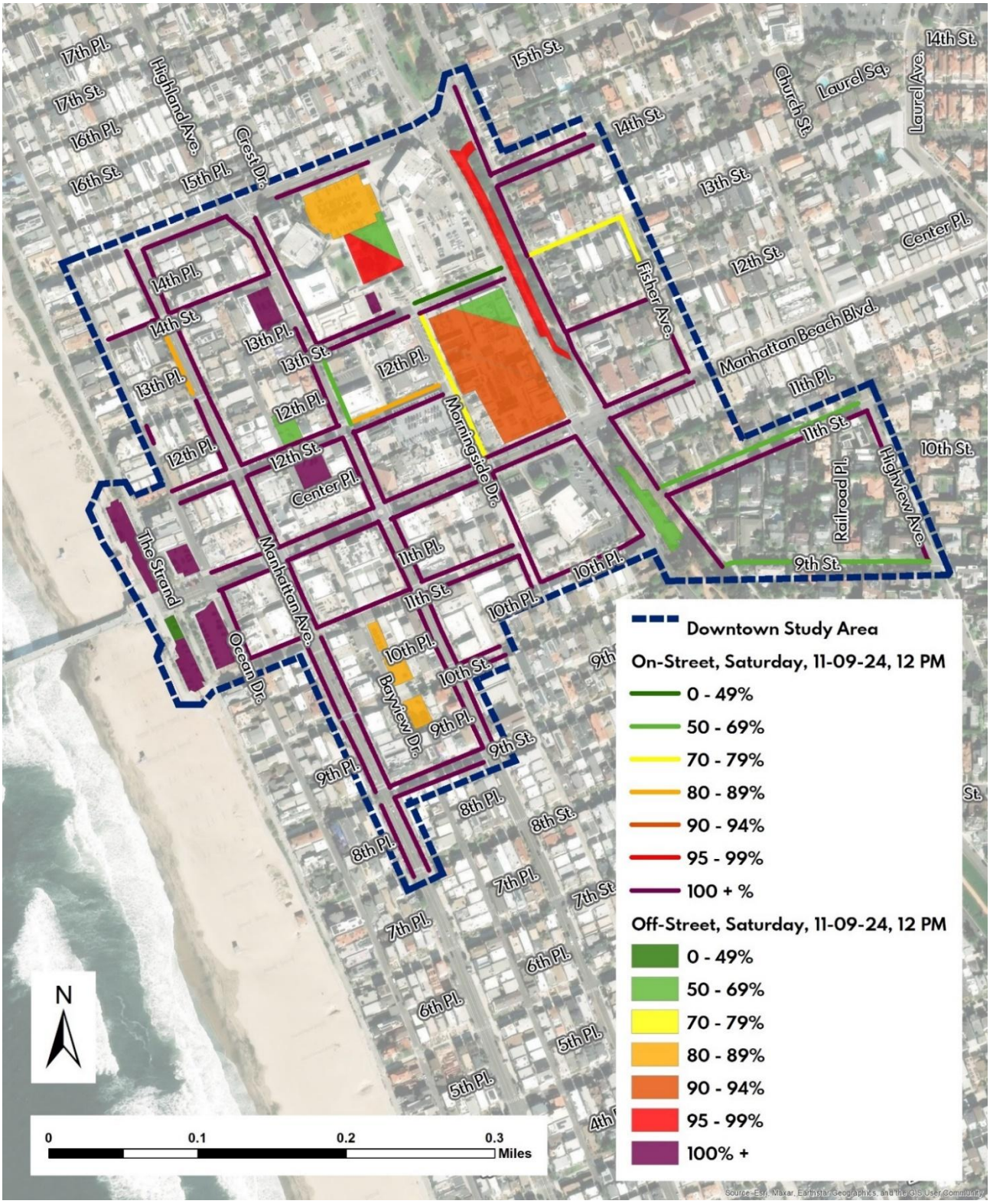
On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
17	Highland Ave.	15th St. to 13th St.	W	7	100%	57%	100%	71%
19	14th St.	Ardmore Ave. to Deegan Pl. (partial blockface)	S	6	67%	67%	100%	50%
19	Ardmore Ave.	15th St. to 14th St.	W	2	0%	100%	100%	50%
20	14th St.	Ardmore Ave. to Church St. (partial blockface)	N	3	33%	33%	100%	67%
20	13th St.	Ardmore Ave. to Church St. (partial blockface)	S	4	100%	100%	75%	100%
20	Ardmore Ave.	14th St. to 13th St.	W	5	100%	100%	100%	80%
21	13th St.	Highland Dr. to Morningside Dr.	N	7	100%	100%	100%	57%
21	12th St.	Highland Dr. to Morningside Dr.	S	8	38%	100%	88%	100%
21	Highland Ave.	13th St. to 12th St.	W	6	100%	100%	67%	67%
22	12th St.	Highland Dr. to Morningside Dr.	N	3	100%	100%	100%	100%
22	Manhattan Beach Blvd.	Highland Dr. to Morningside Dr.	S	18	100%	100%	100%	100%
22	Highland Ave.	12th St. to Manhattan Beach Blvd.	W	3	67%	100%	100%	33%
23	13th St.	Morningside Dr. to Valley Dr.	N	15	93%	100%	100%	100%
23	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	S	8	100%	100%	100%	100%
23	Morningside Dr.	13th St. to Manhattan Beach Blvd.	W	12	92%	75%	75%	75%
24	Fisher Ave.	13th St. to 12th St.	E	10	60%	60%	80%	80%
24	12th St.	Ardmore Ave. to Fisher Ave.	S	5	100%	100%	100%	80%
24	Ardmore Ave.	14th St. to 13th St.	W	5	80%	100%	100%	20%
25	Fisher Ave.	12th St. to Manhattan Beach Blvd.	E	6	100%	100%	100%	100%
25	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	S	2	100%	100%	100%	50%
25	Ardmore Ave.	12th St. to Manhattan Beach Blvd.	W	1	100%	100%	100%	100%
26	Morningside Dr.	Manhattan Beach Blvd. to 11th St.	E	11	91%	136%	136%	136%
26	Manhattan Beach Blvd.	Highland Ave. to Morningside Ave.	N	15	100%	100%	100%	87%
26	11th St.	Highland Ave. to Morningside Ave.	S	3	67%	100%	100%	100%
26	Highland Ave.	Manhattan Beach Blvd. to 11th St.	W	3	100%	100%	100%	100%
27	Valley Dr.	Manhattan Beach Blvd. to 11th St.	E	8	0%	0%	100%	88%
27	Manhattan Beach Blvd.	Morningside Dr. to Valley Dr.	N	6	83%	100%	100%	100%
27	13th Pl.	Morningside Dr. to Valley Dr.	S	9	100%	100%	100%	100%
27	Morningside Dr.	Manhattan Beach Blvd. to 10th Pl.	W	10	100%	100%	100%	90%
29	Manhattan Beach Blvd.	Ardmore Ave. to Fisher Ave.	N	8	100%	100%	100%	100%
29	11th St.	Ardmore Ave. to Highview Ave.	S	25	52%	64%	68%	76%
29	Ardmore Ave.	11th St. to 9th St.	W	5	100%	100%	120%	80%
30	Highview Ave.	11th St. to 9th St.	E	16	50%	38%	100%	19%
30	11th St.	Highview Ave. to Ardmore Ave.	N	21	57%	52%	100%	52%
30	9th St.	Ardmore Ave. to Highview Ave.	S	19	42%	47%	58%	42%
30	Ardmore Ave.	11th St. to 9th St.	W	6	100%	100%	100%	50%
31	Morningside Dr.	11th St. to 10th St.	E	4	0%	0%	0%	0%
31	11th St.	Highland Ave. to Morningside Ave.	N	3	33%	100%	100%	100%
31	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	S	1	100%	100%	100%	100%
31	Highland Ave.	11th St. to 10th St.	W	2	50%	100%	100%	100%
32	10th St.	Highland Ave. to Morningside Ave. (partial blockface)	N	4	100%	100%	100%	100%

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
32	Highland Ave.	10th St. to 9th St.	W	5	100%	100%	100%	100%
Total				**612**	**86%**	**90%**	**95%**	**84%**

Weekend Occupancy Heat Map - Fall

Figure 13 on the next page shows a heat map for peak weekend parking occupancy in Downtown during the fall. The weekend systemwide peak was observed on Saturday at 2 p.m.

Figure 13. Downtown Fall Weekend Occupancy Heat Map – Saturday, November 9th at 2:00 pm



Effective Supply and Adequacy

Effective Supply

For Downtown , effective supply adjustment factors ranging from between 0% for ADA and fully reserved parking spaces to 15% for time-limited metered parking and loading spaces were applied.

Walker elected to use higher adjustment factors for visitor parking as Manhattan Beach's public parking system is frequently congested, and it is likely that a majority of visitors during a given peak day are likely coming from outside of Manhattan Beach and are thus not habitual or frequent parkers who are familiar with the system. Furthermore, many parking spaces within the off-street system are small and/or compact, which can increase the number of parked vehicles that may be straddling striped lines and encroaching onto adjacent spaces across the system.

Adjustments were not made to the on-street supply as Walker already accounted for and adjusted for inefficiencies associated with on-street parking when determining the on-street parking supply.

Table 26 shows the effective off-street parking supply for Downtown.

Table 26. Downtown Off-Street Effective Supply by Facility

Lot ID	Name	Effective Supply Adjustment Factor Applied													Total Effective Supply
		0%	0%	15%	15%	10%	5%	10%	5%	5%	15%	15%	15%	15%	
		Type of Space													
		ADA	ADA-EV	2-Hour	15 Min	Shade	Shade (City)	MP	Reserved	EV-M	Loading	30-Min Meter	10-Hour Meter	2-Hour Meter	
A	Civic Center	8	0	48	3	0	0	0	0	0	0	0	0	0	58
B	Civic Center Lower	0	0	0	0	0	0	0	31	0	0	0	0	65	96
C	Civic Center South	0	0	0	0	0	0	0	0	0	0	0	0	9	9
D	Metlox (Lot 9)	10	0	0	0	28	1	0	0	4	1	3	217	128	391
E	Lot 2	3	0	0	0	0	0	8	0	2	0	0	0	42	55
F	Lot 6	2	0	0	0	0	0	0	0	0	0	0	0	20	22
G	Upper Pier Lots	2	2	0	0	0	0	0	0	2	0	0	0	41	47
H	Lower Pier Lots	4	0	0	0	0	0	0	8	0	0	0	0	58	69
I	Lot 1	3	0	0	0	0	0	0	0	1	0	0	0	40	44
J	Lot 8	2	0	0	0	0	0	18	0	0	0	0	0	21	41
K	Lot 7	2	0	0	0	0	0	0	0	0	0	0	22	0	24
X	Lot 3	3	0	0	0	0	0	0	0	1	0	0	0	72	76
Total (Summer Including Lot 3)		**39**	**2**	**48**	**3**	**28**	**1**	**26**	**39**	**10**	**1**	**3**	**239**	**494**	**932**
Total (Fall Excluding Lot 3)		**36**	**2**	**48**	**3**	**28**	**1**	**26**	**39**	**9**	**1**	**3**	**239**	**422**	**855**

The effective supply across all off-street Downtown parking facilities is 855 spaces, after accounting for the loss of Lot 3. This leaves a "cushion" of 135 spaces to allow for the dynamic nature of the parking system.

Adequacy

To determine parking adequacy, Walker compared the peak observed demand for each off-street public parking

facility during the absolute peak day systemwide to the effective supply for that facility. In the case of Downtown, the busiest parking day occurred during a weekend in July (Saturday, July 20, 2024).

Table 27 below shows off-street parking adequacy during the peak weekend in the summer. Surpluses are shown in green and deficits are shown in red.

Table 27. Downtown Off-Street Parking Adequacy by Facility During the Peak

Lot ID	Name	Effective Supply	Peak Occupancy (Highest Peak Across Seasons)	Adequacy (Effective Surplus or Deficit)
A	Civic Center Upper (Lot 14)	58	66	-8
B	Civic Center Lower	96	100	-4
C	Civic Center South (Lot 15)	9	10	-2
D	Metlox (Lot 9)	391	444	-53
E	Lot 2	55	63	-8
F	Lot 6	22	25	-3
G	Upper Pier Lots (Lot 11)	47	54	-7
H	Lower Pier Lots (Lot 10)	69	77	-8
I	Lot 1	44	42	2
J	Lot 8	41	50	-9
K	Lot 7	24	20	4
X	Lot 3	76	89	-13
Total		**932**	**1,040**	**-109**
Total (Excluding Lot 3 Supply)		**855**	**1,040**	**-185**

In all, Walker projects an existing Downtown systemwide off-street deficit of about – 109 spaces.

However, if accounting for the loss of Lot 3 moving forward, the projected deficit increases to – 185 spaces. This is because the existing Lot 3 demand that would be displaced during the summer needs to be considered. Such demand would need to be accommodated elsewhere within the parking system, assuming that new supply to replace some or all of the supply lost from Lot 3 were not constructed.

Table 28 shows the number of vacant parking spaces in Downtown (on-street and off-street combined) during the absolute peak day and averaged across all days during the summer.

Table 28. Composition of Vacant Spaces in Downtown at Peak

Study Area	Actual Surplus at Peak Time and Day	Composition of Vacant Spaces at Peak Time and Day
Downtown	67	40 Vacant On-Street Spaces 5 metered spaces 14 loading spaces 1 ADA space 2 police parking spaces 18 2-hour spaces in resident permit zone 27 Vacant Off-Street Spaces 1 ADA lower pier lot 2 reserved In lower pier lot 5 merchant permit spaces In Lot 1 1 15-min space civic center upper 9 city reserved civic center lower 12 spaces Shade Hotel nest In Metlox -3 (Lot 8 3 spaces overcapacity)

Commercial Parking Inventory & Occupancy Ratios

Existing Land Uses & Intensity

Table 29 below shows the total approximate building square footage (total gross square feet, or GSF) sorted by major land use or general selected land use category, for the Downtown study area as defined, plus a buffer of approximately 250 feet.

Table 29. Non-Residential Building Square Feet by Selected Land Use (Downtown Study Area)

Land Use	Total Building GSF
Bank	18,158
Lodge Hall	5,767
Government Services	21,632
City Hall	27,000
Hotel	29,964
Medical Dental	1,430
Office	138,965
Restaurant (Fast Casual)	20,148
Restaurant (Fine/Casual Dining)	20,148
Shopping Center	48,066
General Retail	151,046
Market	14,241
Total Building Square Feet (Study Area + 250-Foot Buffer)	**496,565**
Total Building Square Feet (Excluding Government)	**447,933**

Selected Parking Ratios

Tables 30 through **32** below show parking ratios applicable for Downtown, ranging from the supply and peak fall demand, sorted by weekday and weekend, for public off-street parking only, public off-street and on-street combined) parking, and all Downtown parking (public and commercial private). All ratios are provided in terms of the number of spaces per 1,000 square feet of gross building square feet (GSF).

Table 30. Fall Season Downtown Parking Ratios (Off-Street Parking Only)

Public Off-Street Parking per GSF Metric		Inventory	Weekday Peak	Weekend Peak
Excluding Lot 10	Total Spaces	910	828	816
	Ratio (Per 1k Sq. Ft. of Non-Residential Space)	1.83	1.67	1.64
Including Lot 10	Total Spaces	990	900	891
	Ratio (Per 1k Sq. Ft. of Non-Residential Space)	1.99	1.81	1.79

Table 31. Fall Season Downtown Parking Ratios (Public Off- and On-Street Parking)

Public Total Parking per GSF Metric		Inventory	Weekday Peak	Weekend Peak
Excluding Lot 10	Total Spaces	1,522	1,361	1,400
	Ratio (Per 1k Sq. Ft. of Non-Residential Space)	3.07	2.74	2.82
Including Lot 10	Total Spaces	1,602	1,433	1,475
	Ratio (Per 1k Sq. Ft. of Non-Residential Space)	3.23	2.89	2.97

Table 32. Fall Season Downtown Parking Ratios (All Downtown Parking)

Estimated Total Parking per GSF Metric (Public + Private)		Inventory	Weekday Peak	Weekend Peak
Excluding Lot 10	Total Spaces	1,992	1,635	1,567
	Ratio (Per 1k Sq. Ft. of Non-Residential Space)	4.01	3.29	3.16
Including Lot 10	Total Spaces	2,072	1,707	1,642
	Ratio (Per 1k Sq. Ft. of Non-Residential Space)	4.17	3.44	3.31

Projected Parking Demand Generated by Existing Land Uses

Projected Peak Weekday Downtown Parking Demand

Table 33 shows projected existing peak weekday parking demand for land uses within the study area plus an approximately 250-foot buffer, as calculated using Walker's Shared Parking Model and taking into account all the adjustments described above and herein.

Table 33. Projected Peak Existing Weekday Parking Demand (Downtown)

Land Use	Sub Category	Intensity	Per Unit	Base Parking Ratio	% Driving	% Non-Captive	Peak Hour Presence	Peak Month Presence	Peak Hour Demand
General Retail (Existing)	Customers	199,111	sf GLA	2.90	93%	88%	100%	100%	473
	Employees			0.70	93%	100%	100%	100%	130
	Sub-Total								**603**
Supermarket/Grocery	Customers	14,241	sf GLA	4.00	93%	88%	95%	100%	44
	Employees			0.75	93%	100%	100%	100%	10
	Sub-Total								**54**
Fine / Casual Dining	Customers	20,148	sf GLA	13.25	93%	51%	65%	100%	82
	Employees			2.25	93%	100%	90%	100%	39
	Sub-Total								**121**
Fast Casual / Fast Food	Customers	20,148	sf GLA	12.40	93%	2%	90%	96%	5
	Employees			2.00	93%	100%	95%	100%	36
	Sub-Total								**41**
Health Club	Customers	5,767	sf GLA	6.60	93%	15%	70%	100%	4
	Employees			0.40	93%	100%	75%	100%	2
	Sub-Total								**6**
Public Library	Customers	21,632	sf GLA	2.00	93%	88%	72%	65%	17
	Employees			0.25	93%	100%	100%	65%	4
	Sub-Total								**21**
Hotel - Leisure	Customers	75	Rooms	1.00	50%	100%	70%	50%	13
	Employees			0.15	93%	100%	100%	50%	5
	Sub-Total								**18**
Government Office	Employees	20,466	sf GLA	3.52	59%	100%	95%	100%	41
	Visitors			0.30	93%	100%	95%	100%	6
	Sub-Total								**47**
Private Office	Employees	105,335	sf GLA	3.14	59%	100%	95%	100%	186
	Visitors			0.25	93%	100%	95%	100%	24
	Sub-Total								**210**
Medical /Dental Office	Employees	1,430	sf GLA	3.00	93%	86%	100%	100%	4
	Visitors			1.60	93%	100%	100%	100%	3
	Sub-Total								**7**
Bank	Customers	18,158	sf GLA	3.50	93%	92%	70%	100%	38
	Employees			2.50	93%	100%	100%	100%	43
	Sub-Total								**81**
Total (All Uses)									**1,209**

Based on Walker's model, it is projected that all existing non-residential land uses within the Downtown study area generate a peak of about 1,209 spaces worth of parking demand during the weekday. Note that this table ONLY accounts for demand projected to directly be generated by Downtown land uses and does not include or account for any additional beach only demand or any other demand not generated directly by the respective land uses.

Projected Peak Weekend Downtown Parking Demand

Table34 shows projected existing peak weekend parking demand for land uses within the study area plus an approximately 250-foot buffer, as calculated using Walker's Shared Parking Model and taking into account all the adjustments described above and herein.

Table 34. Projected Peak Existing Weekend Parking Demand (Downtown)

Land Use	Sub Category	Intensity	per Unit	Base Parking Ratio	% Driving	% Non-Captive	Peak Hour Presence	Peak Month Presence	Peak Hour Demand
General Retail (Existing)	Customers	199,111	sf GLA	3.20	93%	90%	100%	100%	531
	Employees			0.80	93%	100%	100%	100%	149
	Sub-Total								**680**
Supermarket/Grocery	Customers	14,241	sf GLA	4.00	93%	90%	100%	100%	47
	Employees			0.75	93%	100%	100%	100%	10
	Sub-Total								**57**
Fine / Casual Dining	Customers	20,148	sf GLA	15.25	93%	43%	50%	100%	62
	Employees			2.50	93%	100%	75%	100%	36
	Sub-Total								**98**
Fast Casual / Fast Food	Customers	20,148	sf GLA	12.70	93%	33%	100%	96%	76
	Employees			2.00	93%	100%	100%	100%	38
	Sub-Total								**114**
Health Club	Customers	5,767	sf GLA	5.50	93%	65%	50%	100%	10
	Employees			0.25	93%	100%	50%	100%	1
	Sub-Total								**11**
Public Library	Customers	21,632	sf GLA	1.90	93%	90%	80%	65%	18
	Employees			0.20	93%	100%	100%	65%	3
	Sub-Total								**21**
Hotel - Leisure	Customers	75	Rooms	1.00	50%	100%	65%	50%	12
	Employees			0.15	93%	100%	100%	50%	5
	Sub-Total								**17**
Government Office	Employees	20,466	sf GLA	0.35	59%	100%	90%	100%	4
	Visitors			0.03	93%	100%	90%	100%	1
	Sub-Total								**5**
Private Office	Employees	105,335	sf GLA	0.31	59%	100%	90%	100%	18
	Visitors			0.03	93%	100%	90%	100%	3
	Sub-Total								**21**
Medical /Dental Office	Employees	1,430	sf GLA	0.00	93%	100%	30%	100%	0
	Visitors			0.00	93%	100%	100%	100%	0
	Sub-Total								**0**
Bank	Customers	18,158	sf GLA	3.00	93%	100%	90%	100%	46
	Employees			1.75	93%	100%	100%	100%	30
	Sub-Total								**76**
								Total (All Uses)	**1,100**

Based on Walker's model, it is projected that all existing non-residential land uses within the Downtown study area generate a peak of about 1,1,00 spaces worth of parking demand during the weekday. Note that this table ONLY accounts for demand projected to directly be generated by Downtown land uses and does not include or account for any additional beach only demand or any other demand not generated directly by the respective land uses.

Parking Length of Stay - Downtown

As mentioned previously, Walker collected parking duration data on an hourly basis in Downtown between 8:00 a.m. and 9:00 p.m. (14 hours of consecutive data) on both weekdays and weekends during the summer. In Downtown, the City Hall lot and metered spaces typically have 2-hour time limits and the beach lots have a 5-hour time limit.

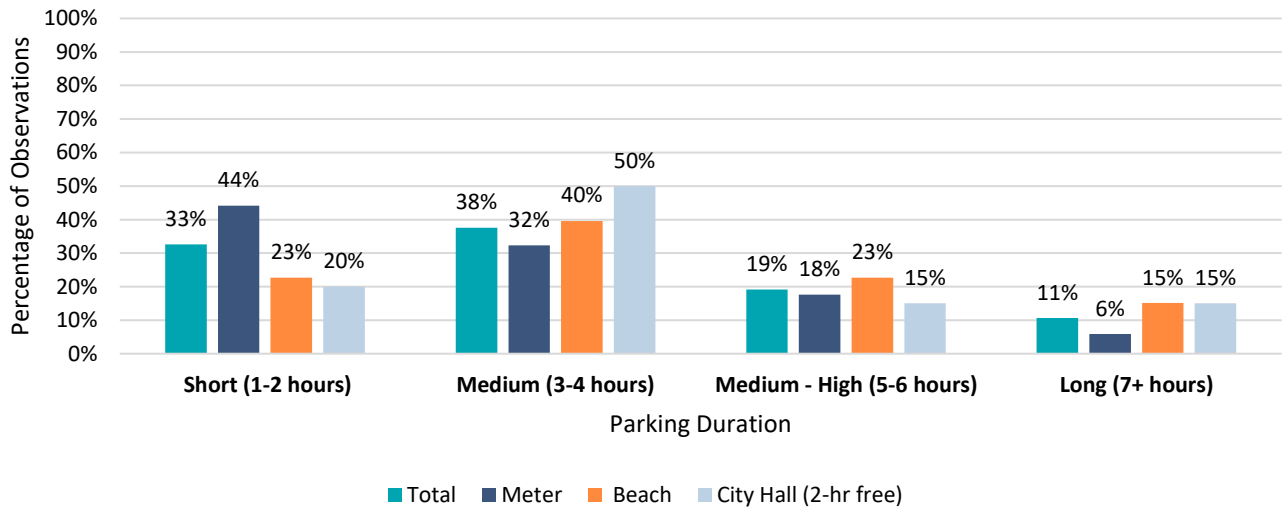
Subsequently, Walker analyzed parking duration by parking restriction type or area. **Table 35** provides a summary of the results of the parking duration analysis on the peak summer weekend day, Saturday, July 20, 2024.

Table 35. Parking Duration by Restriction Type or Area by Amount of Time Parked (Downtown)

Parking Restriction Type or Area	Short (1-2 hours)	Medium (3-4 hours)	Medium - High (5-6 hours)	Long (7+ hours)
Meter	30	22	12	4
Beach	12	21	12	8
City Hall (2-hr free)	4	10	3	3
Total	**46**	**53**	**27**	**15**

Figure 14 provides a visual representation of parking duration observations during the peak day and time in Downtown by parking restriction type and amount of time parked.

Figure 14. Parking Duration by Restriction Type or Area by Amount of Time Parked (Downtown)



As shown in **Figure 14,** of all parking duration observations, the most frequent type of overtime parking violations (medium and medium-long durations) were in metered spaces. The highest percentage of long parking durations were located in the beach lot.

The parking metered spaces had the highest percentage of total observed parking violations. During the peak period of 4:00 p.m., 16 of 20 observed vehicles (80 percent) in the City Hall lot had overstayed beyond the 2-hour time limit. In metered spaces (both on-street and off-street), 38 of 68 observed vehicles (56 percent) were

parked in violation of the 2-hour time limit. In the beach lot, 12 of 53 observed vehicles (23 percent) had overstayed beyond the 5-hour time limit.

Other observed parking violations were ADA placard holders and merchant permit holders parked in Lot 1 public parking spaces and vehicles parked in 24-minute loading spaces for extended periods (up to 7 hours).

05 NORTH MANHATTAN BEACH

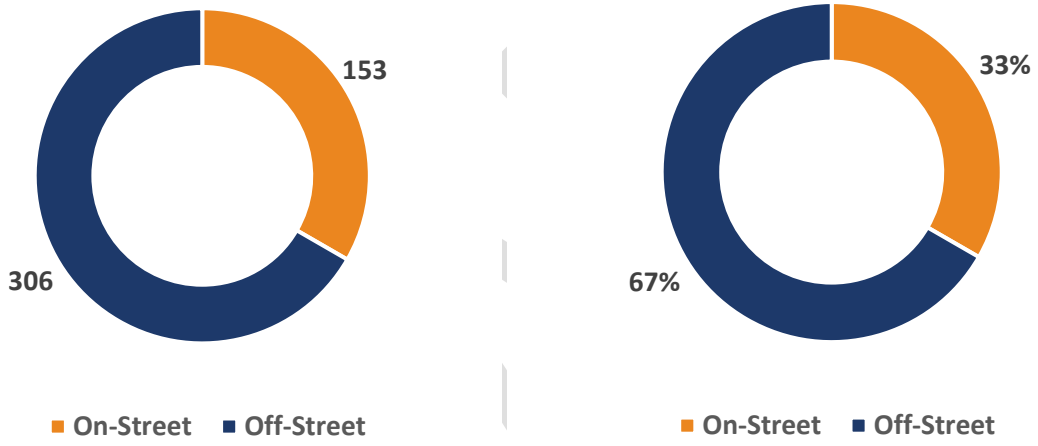
NORTH MANHATTAN BEACH

NORTH MANHATTAN BEACH INVENTORY

During this study, North Manhattan Beach had a total of 459 public parking spaces within the North Manhattan Beach study area as defined.

Figure 15 below shows the number and percent share of on-street and off-street spaces in North Manhattan Beach.

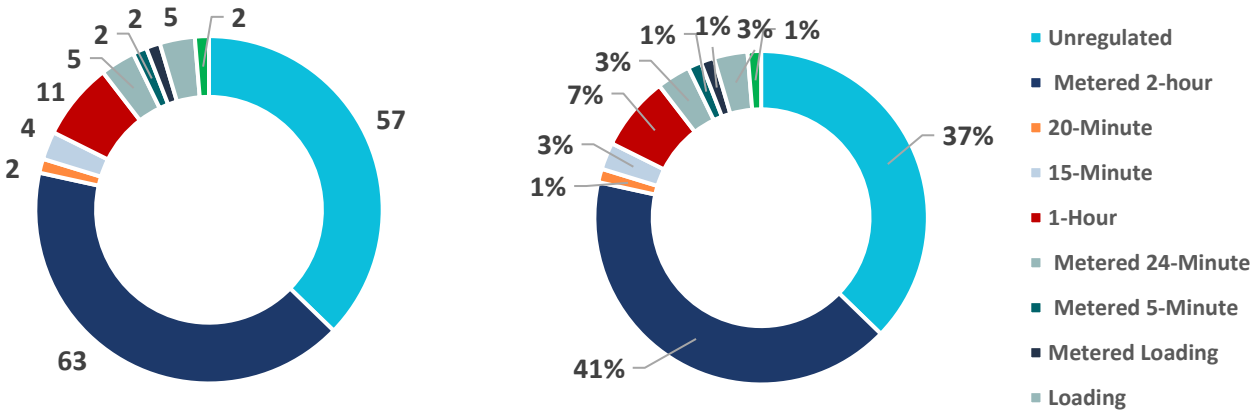
Figure 15. North Manhattan Beach Parking Inventory by Type



On-Street

Figure 16 shows the number and percent share of each on-street parking restriction observed within the North Manhattan Beach study area as a function of the total on-street parking supply.

Figure 16. North Manhattan Beach On-Street Parking Inventory by Parking Restriction



Off-Street

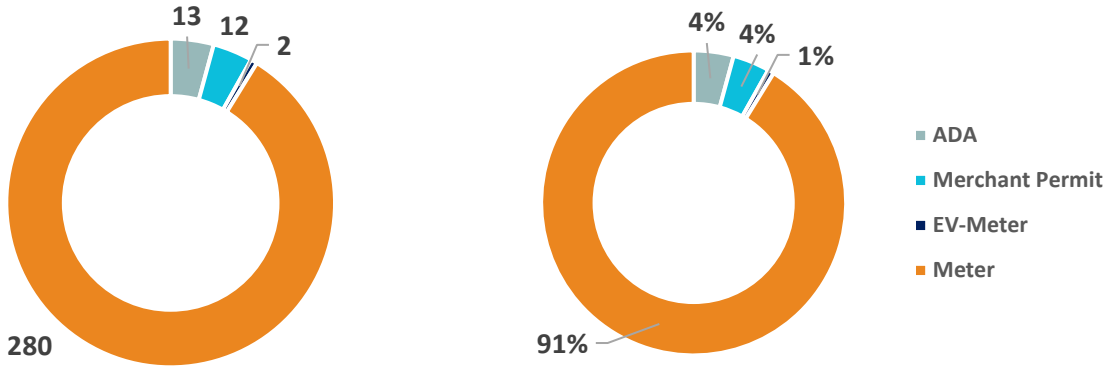
Table 36 shows the off-street parking inventory for the public parking facilities studied sorted by facility and type of space.

Table 36. North Manhattan Beach Off-Street Parking Inventory by Facility and Type of Space

Lot ID	Name	Type of Space				Total
		ADA	Merchant Permit	EV-Meter	Meter	
A	El Porto Beach Lot (North of 40th)	10	0	0	151	161
	El Porto Beach Lot (South of 40th)	1	0	0	68	69
B	Lot 4 Upper	0	12	0	27	39
	Lot 4 Lower	2	0	2	34	38
Total		**13**	**12**	**2**	**280**	**307**

Figure 17 shows the total off-street parking inventory for the public parking facilities studied sorted by type of space.

Figure 17. North Manhattan Beach Total Off-Street Parking Inventory by Type of Space



Inventory Map

Figure 18 shows a map of the North Manhattan Beach on-street and off-street parking facilities studied.

Figure 18. Map of North Manhattan Beach Public On-Street and Off-Street Parking Facilities Studied

The off-street parking facilities studied in North Manhattan Beach are listed below with facility IDs and corresponding names:

Facility ID	Facility Name
AA	El Porto Lot
BB	Lot 4

NORTH MANHATTAN BEACH PEAK OCCUPANCY (SUMMER SEASON)

For the tables below, the following times are shown: 9 a.m., 12 p.m., 4 p.m., and 7 p.m., as well as other selected times if the peak time occurred during a time other than those times on at least one day out of all the days studied. The weekday systemwide peak time is shown in teal and the peak weekend time is shown in blue-grey.

Weekday

During the summer observation period, the weekday systemwide peak was observed on Friday, July 19, 2024, at 12 p.m.

Off-Street

Tables 37 and **38** below show off-street parking occupancy and percent occupancy on Friday, July 19, 2024 by time of day.

Table 37. North Manhattan Beach Summer Off-Street Weekday Occupancy by Time of Day

Lot ID	Name	Inventory	Occupancy Counts			
		Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
A	El Porto Beach Lot (North of 40th)	161	135	160	128	77
	El Porto Beach Lot (South of 40th)	69	63	60	42	24
	El Porto Beach Lot Subtotal	**230**	**198**	**220**	**170**	**101**
B	Lot 4 Upper	39	20	38	25	35
	Lot 4 Lower	38	26	36	12	34
	Lot 4 Subtotal	**77**	**46**	**74**	**37**	**69**
Total		**307**	**244**	**294**	**207**	**170**

Table 38. North Manhattan Beach Summer Off-Street Weekday Percent Occupancy by Time of Day

Lot ID	Name	Inventory	Percent Occupancy			
		Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
A	El Porto Beach Lot (North of 40th)	161	84%	99%	80%	48%
	El Porto Beach Lot (South of 40th)	69	91%	87%	61%	35%
	El Porto Beach Lot Subtotal	**230**	**86%**	**96%**	**74%**	**44%**
B	Lot 4 Upper	39	51%	97%	64%	90%
	Lot 4 Lower	38	68%	95%	32%	89%
	Lot 4 Subtotal	**77**	**60%**	**96%**	**48%**	**90%**
Total		**307**	**79%**	**96%**	**67%**	**55%**

On-Street

Tables 39 and **40** below show on-street parking occupancy and percent occupancy on Friday, July 19, 2024 by time of day.

Table 39. North Manhattan Beach Summer On-Street Weekday Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
33	Highland Dr.	31st St. to 32nd St.	W	7	7	7	7	7
33	Highland Dr.	32nd St. to 32nd St.	E	2	2	2	2	2
34	Highland Dr.	32nd St. to 33rd St.	W	6	6	6	6	6
34	Highland Dr.	33rd St. to 33rd St.	E	3	3	1	2	3
35	Highland Dr.	33rd St. to 34th St.	W	3	3	2	3	3
35	Highland Dr.	34th St. to 34th St.	E	5	2	5	1	5
36	Highland Dr.	34th St. to 35th St.	W	6	6	6	4	4
36	Highland Dr.	35th St. to 35th St.	E	6	6	5	3	5
37	Highland Dr.	35th St. to 36th St.	W	6	6	6	5	5
37	Highland Dr.	36th St. to 36th St.	E	8	8	8	7	8
38	Highland Dr.	36th St. to Rosecrans Ave.	W	2	0	0	0	0
38	Highland Dr.	37th St. to Rosecrans Ave.	E	5	5	5	4	5
39	Highland Dr.	Rosecrans Ave. to 38th St.	W	3	3	3	1	2
40	Highland Dr.	38th St. to 39th St.	W	7	6	7	5	7
41	Highland Dr.	39th St. to El Porto St.	W	2	2	1	2	2
41	Highland Dr.	39th St. to El Porto St.	E	4	4	0	4	4
42	Highland Dr.	El Porto St. to 40th St.	W	2	2	1	1	1
42	Highland Dr.	El Porto St. to 40th St.	E	3	2	0	2	2
43	Highland Dr.	40th St. to Kelp St.	E	1	1	0	1	1
44	Highland Dr.	Kelp St. to 41st St.	E	2	2	0	2	1
45	Highland Dr.	41st St. to Moonstone St.	W	4	2	4	1	2
45	Highland Dr.	41st St. to Moonstone St.	E	2	2	0	2	1
46	Rosecrans Ave.	The Strand to Ocean Dr.	S	12	10	12	12	11
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	N	5	5	5	5	5
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	S	9	9	9	9	9
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	N	4	1	4	4	4
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	S	7	5	7	2	7
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	N	15	4	15	10	12
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	S	11	11	11	11	11
Total				**152**	**125**	**132**	**118**	**135**

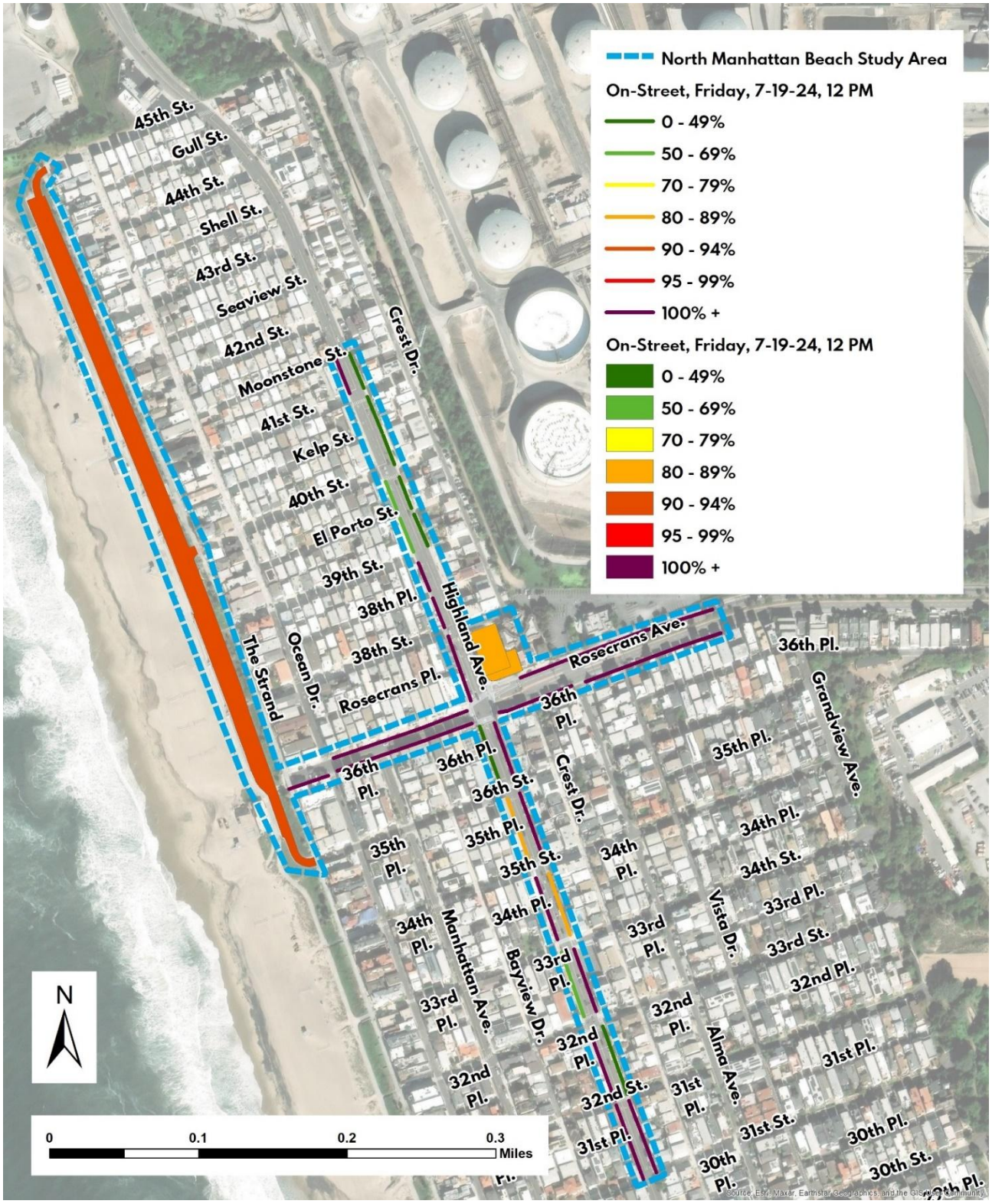
Table 40. North Manhattan Beach Summer On-Street Weekday Percent Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Percent Occupancy			
			Face	Total	9:00 AM	12:00 PM	4:00 PM	7:00 PM
33	Highland Dr.	31st St. to 32nd St.	W	7	100%	100%	100%	100%
33	Highland Dr.	32nd St. to 32nd St.	E	2	100%	100%	100%	100%
34	Highland Dr.	32nd St. to 33rd St.	W	6	100%	100%	100%	100%
34	Highland Dr.	33rd St. to 33rd St.	E	3	100%	33%	67%	100%
35	Highland Dr.	33rd St. to 34th St.	W	3	100%	67%	100%	100%
35	Highland Dr.	34th St. to 34th St.	E	5	40%	100%	20%	100%
36	Highland Dr.	34th St. to 35th St.	W	6	100%	100%	67%	67%
36	Highland Dr.	35th St. to 35th St.	E	6	100%	83%	50%	83%
37	Highland Dr.	35th St. to 36th St.	W	6	100%	100%	83%	83%
37	Highland Dr.	36th St. to 36th St.	E	8	100%	100%	88%	100%
38	Highland Dr.	36th St. to Rosecrans Ave.	W	2	0%	0%	0%	0%
38	Highland Dr.	37th St. to Rosecrans Ave.	E	5	100%	100%	80%	100%
39	Highland Dr.	Rosecrans Ave. to 38th St.	W	3	100%	100%	33%	67%
40	Highland Dr.	38th St. to 39th St.	W	7	86%	100%	71%	100%
41	Highland Dr.	39th St. to El Porto St.	W	2	100%	50%	100%	100%
41	Highland Dr.	39th St. to El Porto St.	E	4	100%	0%	100%	100%
42	Highland Dr.	El Porto St. to 40th St.	W	2	100%	50%	50%	50%
42	Highland Dr.	El Porto St. to 40th St.	E	3	67%	0%	67%	67%
43	Highland Dr.	40th St. to Kelp St.	E	1	100%	0%	100%	100%
44	Highland Dr.	Kelp St. to 41st St.	E	2	100%	0%	100%	50%
45	Highland Dr.	41st St. to Moonstone St.	W	4	50%	100%	25%	50%
45	Highland Dr.	41st St. to Moonstone St.	E	2	100%	0%	100%	50%
46	Rosecrans Ave.	The Strand to Ocean Dr.	S	12	83%	100%	100%	92%
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	N	5	100%	100%	100%	100%
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	S	9	100%	100%	100%	100%
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	N	4	25%	100%	100%	100%
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	S	7	71%	100%	29%	100%
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	N	15	27%	100%	67%	80%
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	S	11	100%	100%	100%	100%
				Total	**152**	**82%**	**87%**	**78%**	**89%**

Weekday Occupancy Heat Map - Summer

Figure 19 on the next page shows a heat map of peak weekday parking occupancy in North Manhattan Beach during the summer. The weekday systemwide peak was observed on Friday at 12 p.m.

Figure 19. North Manhattan Beach Summer Weekday Occupancy Heat Map – Friday, July 19 at 12:00 pm



Weekend

During the summer observation period, the weekend systemwide peak was observed on Saturday, July 20, 2024 at 2 p.m.

Off-Street

Tables 41 and 42 below show off-street parking occupancy and percent occupancy on Saturday, July 20, 2024 by time of day.

Table 41. North Manhattan Beach Summer Off-Street Peak Weekend Occupancy by Time of Day

Lot ID	Name	Inventory	Occupancy Counts				
		Total	9:00 AM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
A	El Porto Beach Lot (North of 40th)	161	159	154	161	161	154
	El Porto Beach Lot (South of 40th)	69	64	65	68	68	67
	El Porto Beach Lot Subtotal	**230**	**223**	**219**	**229**	**229**	**221**
B	Lot 4 Upper	39	30	31	37	36	36
	Lot 4 Lower	38	35	38	38	38	37
	Lot 4 Subtotal	**77**	**65**	**69**	**75**	**74**	**73**
Total		**307**	**288**	**288**	**304**	**303**	**294**

Table 42. North Manhattan Beach Summer Off-Street Peak Weekend Percent Occupancy by Time of Day

Lot ID	Name	Inventory	Percent Occupancy				
		Total	9:00 AM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
A	El Porto Beach Lot (North of 40th)	161	99%	96%	100%	100%	96%
	El Porto Beach Lot (South of 40th)	69	93%	94%	99%	99%	97%
	El Porto Beach Lot Subtotal	**230**	**97%**	**95%**	**100%**	**100%**	**96%**
B	Lot 4 Upper	39	77%	79%	95%	92%	92%
	Lot 4 Lower	38	92%	100%	100%	100%	97%
	Lot 4 Subtotal	**77**	**84%**	**90%**	**97%**	**96%**	**95%**
Total		**307**	**94%**	**94%**	**99%**	**99%**	**96%**

On-Street

Tables 43 and 44 below show on-street parking occupancy and percent occupancy on Saturday, July 20, 2024 by time of day.

Table 43. North Manhattan Beach Summer On-Street Weekend Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts				
			Face	Total	9:00 AM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
33	Highland Dr.	31st St. to 32nd St.	W	7	7	7	7	7	7
33	Highland Dr.	32nd St. to 32nd St.	E	2	2	2	2	2	2
34	Highland Dr.	32nd St. to 33rd St.	W	6	6	6	6	6	6
34	Highland Dr.	33rd St. to 33rd St.	E	3	3	3	3	3	3
35	Highland Dr.	33rd St. to 34th St.	W	3	3	3	3	3	3
35	Highland Dr.	34th St. to 34th St.	E	5	5	5	5	5	5
36	Highland Dr.	34th St. to 35th St.	W	6	6	6	6	6	6
36	Highland Dr.	35th St. to 35th St.	E	6	6	6	6	6	6
37	Highland Dr.	35th St. to 36th St.	W	7	7	6	7	7	7
37	Highland Dr.	36th St. to 36th St.	E	8	8	8	8	8	8
38	Highland Dr.	36th St. to Rosecrans Ave.	W	2	0	0	0	1	1
38	Highland Dr.	37th St. to Rosecrans Ave.	E	5	4	5	5	5	5
39	Highland Dr.	Rosecrans Ave. to 38th St.	W	3	3	3	3	3	3
40	Highland Dr.	38th St. to 39th St.	W	7	4	7	7	7	7
41	Highland Dr.	39th St. to El Porto St.	W	2	2	2	2	2	2
41	Highland Dr.	39th St. to El Porto St.	E	4	4	4	4	4	5
42	Highland Dr.	El Porto St. to 40th St.	W	2	0	2	2	1	2
42	Highland Dr.	El Porto St. to 40th St.	E	3	2	2	2	2	2
43	Highland Dr.	40th St. to Kelp St.	E	1	1	1	1	1	1
44	Highland Dr.	Kelp St. to 41st St.	E	2	2	2	2	2	2
45	Highland Dr.	41st St. to Moonstone St.	W	4	1	2	2	3	3
45	Highland Dr.	41st St. to Moonstone St.	E	2	2	2	2	2	2
46	Rosecrans Ave.	The Strand to Ocean Dr.	S	12	12	12	12	12	12
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	N	5	5	5	5	5	5
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	S	9	9	9	9	9	9
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	N	4	4	4	4	4	4
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	S	7	7	7	7	5	7
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	N	15	15	13	14	15	15
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	S	11	11	10	11	11	11
Total				**153**	**141**	**144**	**147**	**147**	**151**

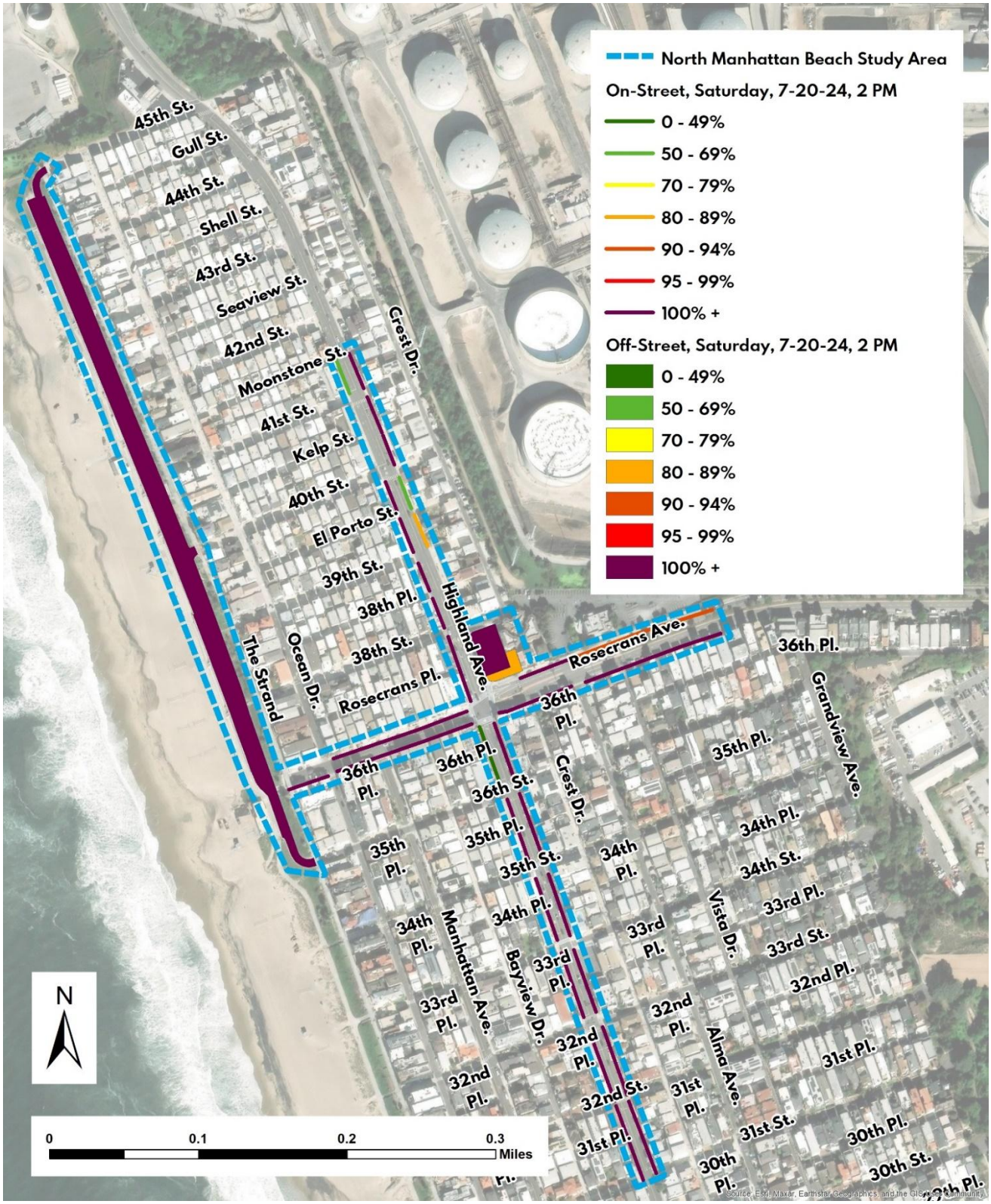
Table 44. North Manhattan Beach Summer On-Street Weekend Percent Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Percent Occupancy				
			Face	Total	9:00 AM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
33	Highland Dr.	31st St. to 32nd St.	W	7	100%	100%	100%	100%	100%
33	Highland Dr.	32nd St. to 32nd St.	E	2	100%	100%	100%	100%	100%
34	Highland Dr.	32nd St. to 33rd St.	W	6	100%	100%	100%	100%	100%
34	Highland Dr.	33rd St. to 33rd St.	E	3	100%	100%	100%	100%	100%
35	Highland Dr.	33rd St. to 34th St.	W	3	100%	100%	100%	100%	100%
35	Highland Dr.	34th St. to 34th St.	E	5	100%	100%	100%	100%	100%
36	Highland Dr.	34th St. to 35th St.	W	6	100%	100%	100%	100%	100%
36	Highland Dr.	35th St. to 35th St.	E	6	100%	100%	100%	100%	100%
37	Highland Dr.	35th St. to 36th St.	W	7	100%	86%	100%	100%	100%
37	Highland Dr.	36th St. to 36th St.	E	8	100%	100%	100%	100%	100%
38	Highland Dr.	36th St. to Rosecrans Ave.	W	2	0%	0%	0%	50%	50%
38	Highland Dr.	37th St. to Rosecrans Ave.	E	5	80%	100%	100%	100%	100%
39	Highland Dr.	Rosecrans Ave. to 38th St.	W	3	100%	100%	100%	100%	100%
40	Highland Dr.	38th St. to 39th St.	W	7	57%	100%	100%	100%	100%
41	Highland Dr.	39th St. to El Porto St.	W	2	100%	100%	100%	100%	100%
41	Highland Dr.	39th St. to El Porto St.	E	4	100%	100%	100%	100%	125%
42	Highland Dr.	El Porto St. to 40th St.	W	2	0%	100%	100%	50%	100%
42	Highland Dr.	El Porto St. to 40th St.	E	3	67%	67%	67%	67%	67%
43	Highland Dr.	40th St. to Kelp St.	E	1	100%	100%	100%	100%	100%
44	Highland Dr.	Kelp St. to 41st St.	E	2	100%	100%	100%	100%	100%
45	Highland Dr.	41st St. to Moonstone St.	W	4	25%	50%	50%	75%	75%
45	Highland Dr.	41st St. to Moonstone St.	E	2	100%	100%	100%	100%	100%
46	Rosecrans Ave.	The Strand to Ocean Dr.	S	12	100%	100%	100%	100%	100%
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	N	5	100%	100%	100%	100%	100%
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	S	9	100%	100%	100%	100%	100%
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	N	4	100%	100%	100%	100%	100%
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	S	7	100%	100%	100%	71%	100%
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	N	15	100%	87%	93%	100%	100%
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	S	11	100%	91%	100%	100%	100%
Total				**153**	**92%**	**94%**	**96%**	**96%**	**99%**

Weekend Occupancy Heat Map - Summer

Figure 20 on the next page shows a heat map of peak weekend parking occupancy in North Manhattan Beach during the summer. The weekday systemwide peak was observed on Saturday at 4 p.m.

Figure 20. North Manhattan Beach Summer Weekend Occupancy Heat Map – Saturday, July 20 at 2:00 pm



NORTH MANHATTAN BEACH PEAK OCCUPANCY (FALL SEASON)

For the tables below, the following times are shown: 10:00 a.m., 12:00 p.m. 2:00 p.m., and 6:00 p.m., as well as other selected times if the peak time occurred during a time other than those times on at least one day out of all the days studied.

The weekday systemwide peak time is shown in teal and the peak weekend time is shown in blue-grey.

Weekday

During the fall observation period, the weekday systemwide peak was observed on Friday, October 11, 2024, at 10:00 a.m.

Off-Street

Tables 44 and **46** below show off-street parking occupancy and percent occupancy Friday, October 11, 2024 by time of day.

Table 45. North Manhattan Beach Fall Off-Street Weekday Occupancy by Time of Day

Lot ID	Name	Inventory	Occupancy Counts			
		Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
A	El Porto Beach Lot (North of 40th)	161	106	70	64	59
	El Porto Beach Lot (South of 40th)	69	22	11	14	25
	El Porto Beach Lot Subtotal	**230**	**128**	**81**	**78**	**84**
B	Lot 4 Upper	39	22	25	24	33
	Lot 4 Lower	38	29	29	18	34
	Lot 4 Subtotal	**77**	**51**	**54**	**42**	**67**
Total		**307**	**179**	**135**	**120**	**151**

Table 46. North Manhattan Beach Fall Off-Street Weekday Percent Occupancy by Time of Day

Lot ID	Name	Inventory	Percent Occupancy			
		Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
A	El Porto Beach Lot (North of 40th)	161	66%	43%	40%	37%
	El Porto Beach Lot (South of 40th)	69	32%	16%	20%	36%
	El Porto Beach Lot Subtotal	**230**	**56%**	**35%**	**34%**	**37%**
B	Lot 4 Upper	39	56%	64%	62%	85%
	Lot 4 Lower	38	76%	76%	47%	89%
	Lot 4 Subtotal	**77**	**66%**	**70%**	**55%**	**87%**
Total		**307**	**58%**	**44%**	**39%**	**49%**

On-Street

Tables 47 and **48** below show on-street parking occupancy and percent occupancy by time of day on Friday, October 11, 2024.

Table 47. North Manhattan Beach Fall On-Street Weekday Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
33	Highland Dr.	31st St. to 32nd St.	W	7	7	6	6	7
33	Highland Dr.	32nd St. to 32nd St.	E	2	2	2	2	2
34	Highland Dr.	32nd St. to 33rd St.	W	6	6	5	6	6
34	Highland Dr.	33rd St. to 33rd St.	E	3	3	3	3	3
35	Highland Dr.	33rd St. to 34th St.	W	3	3	2	1	2
35	Highland Dr.	34th St. to 34th St.	E	5	5	3	5	5
36	Highland Dr.	34th St. to 35th St.	W	6	5	5	5	3
36	Highland Dr.	35th St. to 35th St.	E	6	6	4	4	5
37	Highland Dr.	35th St. to 36th St.	W	7	7	7	7	6
37	Highland Dr.	36th St. to 36th St.	E	8	8	6	5	7
38	Highland Dr.	36th St. to Rosecrans Ave.	W	2	0	0	0	0
38	Highland Dr.	37th St. to Rosecrans Ave.	E	5	4	4	2	5
39	Highland Dr.	Rosecrans Ave. to 38th St.	W	3	3	3	2	3
40	Highland Dr.	38th St. to 39th St.	W	7	5	7	6	7
41	Highland Dr.	39th St. to El Porto St.	W	2	2	2	2	2
41	Highland Dr.	39th St. to El Porto St.	E	4	4	4	4	4
42	Highland Dr.	El Porto St. to 40th St.	W	2	1	0	2	1
42	Highland Dr.	El Porto St. to 40th St.	E	3	3	2	3	2
43	Highland Dr.	40th St. to Kelp St.	E	1	1	2	1	1
44	Highland Dr.	Kelp St. to 41st St.	E	2	2	2	2	2
45	Highland Dr.	41st St. to Moonstone St.	W	4	2	2	4	2
45	Highland Dr.	41st St. to Moonstone St.	E	2	1	2	2	2
46	Rosecrans Ave.	The Strand to Ocean Dr.	S	12	12	12	10	12
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	N	5	5	5	4	5
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	S	9	9	9	8	9
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	N	4	4	4	2	4
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	S	7	5	5	6	6
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	N	15	4	9	1	14
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	S	11	11	11	11	11
Total				**153**	**130**	**128**	**116**	**138**

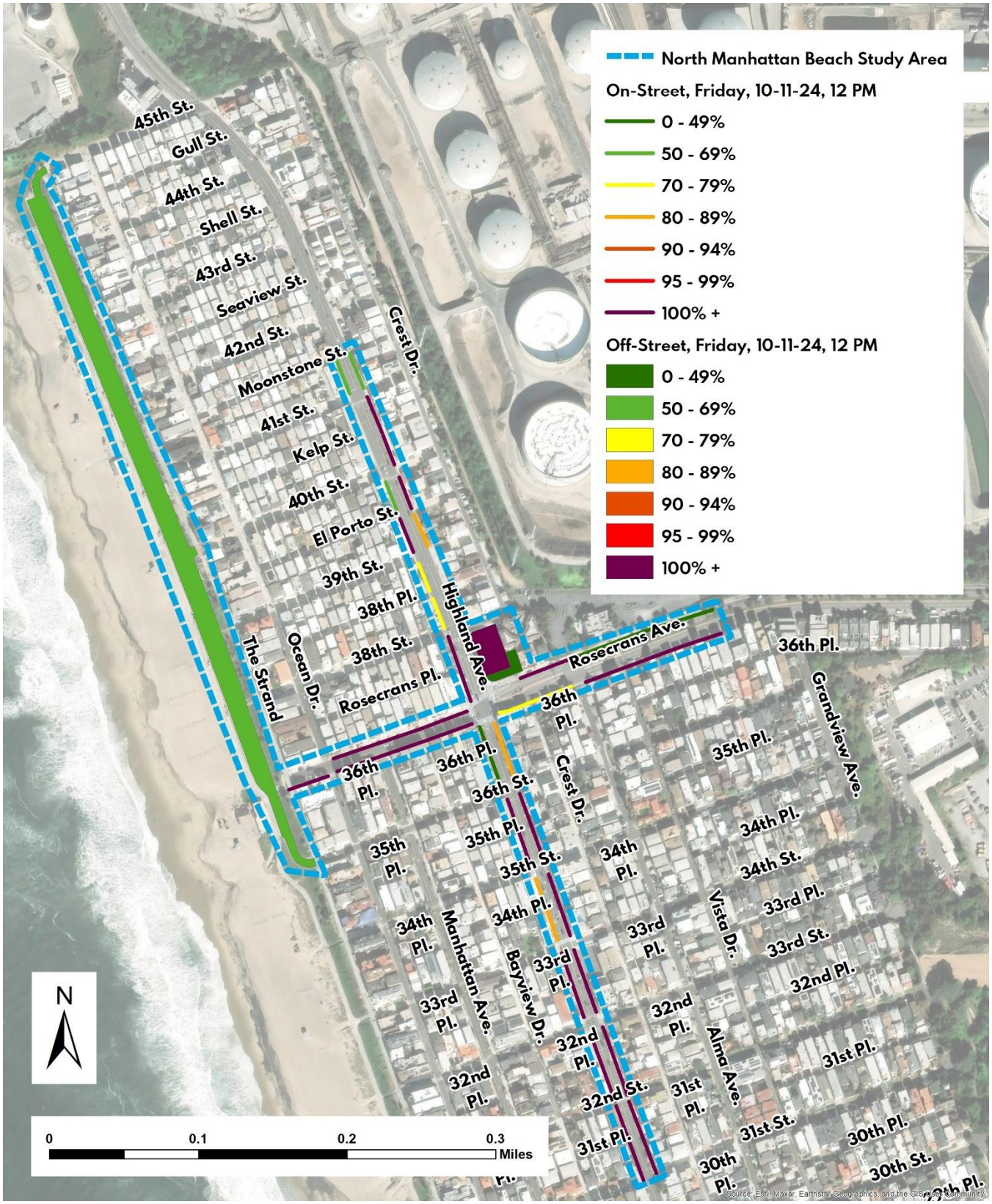
Table 48. North Manhattan Beach Fall On-Street Weekday Percent Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Percent Occupancy			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
33	Highland Dr.	31st St. to 32nd St.	W	7	100%	86%	86%	100%
33	Highland Dr.	32nd St. to 32nd St.	E	2	100%	100%	100%	100%
34	Highland Dr.	32nd St. to 33rd St.	W	6	100%	83%	100%	100%
34	Highland Dr.	33rd St. to 33rd St.	E	3	100%	100%	100%	100%
35	Highland Dr.	33rd St. to 34th St.	W	3	100%	67%	33%	67%
35	Highland Dr.	34th St. to 34th St.	E	5	100%	60%	100%	100%
36	Highland Dr.	34th St. to 35th St.	W	6	83%	83%	83%	50%
36	Highland Dr.	35th St. to 35th St.	E	6	100%	67%	67%	83%
37	Highland Dr.	35th St. to 36th St.	W	7	100%	100%	100%	86%
37	Highland Dr.	36th St. to 36th St.	E	8	100%	75%	63%	88%
38	Highland Dr.	36th St. to Rosecrans Ave.	W	2	0%	0%	0%	0%
38	Highland Dr.	37th St. to Rosecrans Ave.	E	5	80%	80%	40%	100%
39	Highland Dr.	Rosecrans Ave. to 38th St.	W	3	100%	100%	67%	100%
40	Highland Dr.	38th St. to 39th St.	W	7	71%	100%	86%	100%
41	Highland Dr.	39th St. to El Porto St.	W	2	100%	100%	100%	100%
41	Highland Dr.	39th St. to El Porto St.	E	4	100%	100%	100%	100%
42	Highland Dr.	El Porto St. to 40th St.	W	2	50%	0%	100%	50%
42	Highland Dr.	El Porto St. to 40th St.	E	3	100%	67%	100%	67%
43	Highland Dr.	40th St. to Kelp St.	E	1	100%	200%	100%	100%
44	Highland Dr.	Kelp St. to 41st St.	E	2	100%	100%	100%	100%
45	Highland Dr.	41st St. to Moonstone St.	W	4	50%	50%	100%	50%
45	Highland Dr.	41st St. to Moonstone St.	E	2	50%	100%	100%	100%
46	Rosecrans Ave.	The Strand to Ocean Dr.	S	12	100%	100%	83%	100%
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	N	5	100%	100%	80%	100%
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	S	9	100%	100%	89%	100%
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	N	4	100%	100%	50%	100%
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	S	7	71%	71%	86%	86%
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	N	15	27%	60%	7%	93%
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	S	11	100%	100%	100%	100%
Total				**153**	**85%**	**84%**	**76%**	**90%**

Weekday Occupancy Heat Map - Fall

Figure 21 on the next page shows a heat map of peak weekday parking occupancy in North Manhattan Beach during the fall. The weekday systemwide peak was observed on Friday at 12:00 p.m.

Figure 21. North Manhattan Beach Fall Weekday Occupancy Heat Map – Friday, October 11 at 12:00 pm



Weekend

During the Fall observation period, the weekend systemwide peak was observed on Saturday, October 12, 2024 at 10:00 a.m.

Off-Street

Tables 49 and **50** below show off-street parking occupancy and percent occupancy on Saturday, October 12, 2024 by time of day.

Table 49. North Manhattan Beach Fall Off-Street Weekend Occupancy by Time of Day

Lot ID	Name	Inventory	Occupancy Counts			
		Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
A	El Porto Beach Lot (North of 40th)	161	159	161	143	96
	El Porto Beach Lot (South of 40th)	69	69	69	42	18
	El Porto Beach Lot Subtotal	230	228	230	185	114
B	Lot 4 Upper	39	33	29	23	19
	Lot 4 Lower	38	34	31	34	25
	Lot 4 Subtotal	77	67	60	57	44
Total		**307**	**295**	**290**	**242**	**158**

Table 50. North Manhattan Beach Fall Off-Street Weekend Percent Occupancy by Time of Day

Lot ID	Name	Inventory	Percent Occupancy			
		Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
A	El Porto Beach Lot (North of 40th)	161	99%	100%	89%	60%
	El Porto Beach Lot (South of 40th)	69	100%	100%	61%	26%
	El Porto Beach Lot Subtotal	**230**	99%	100%	80%	50%
B	Lot 4 Upper	39	85%	74%	59%	49%
	Lot 4 Lower	38	89%	82%	89%	66%
	Lot 4 Subtotal	**77**	87%	78%	74%	57%
	Total	**307**	96%	94%	79%	51%

On-Street

Tables 51 and **52 below** show on-street parking occupancy and percent occupancy on Saturday, October 12, 2024 by time of day.

Table 51. North Manhattan Beach Fall On-Street Weekend Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Occupancy Counts			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
33	Highland Dr.	31st St. to 32nd St.	W	7	7	7	7	7
33	Highland Dr.	32nd St. to 32nd St.	E	2	2	2	2	2
34	Highland Dr.	32nd St. to 33rd St.	W	6	6	6	6	3
34	Highland Dr.	33rd St. to 33rd St.	E	3	2	2	3	3
35	Highland Dr.	33rd St. to 34th St.	W	3	3	3	2	3
35	Highland Dr.	34th St. to 34th St.	E	5	5	5	4	4
36	Highland Dr.	34th St. to 35th St.	W	6	6	6	6	3
36	Highland Dr.	35th St. to 35th St.	E	6	6	6	5	5
37	Highland Dr.	35th St. to 36th St.	W	7	5	5	6	4
37	Highland Dr.	36th St. to 36th St.	E	8	7	7	7	5
38	Highland Dr.	36th St. to Rosecrans Ave.	W	2	1	0	0	0
38	Highland Dr.	37th St. to Rosecrans Ave.	E	5	5	3	5	5
39	Highland Dr.	Rosecrans Ave. to 38th St.	W	3	3	3	3	2
40	Highland Dr.	38th St. to 39th St.	W	7	5	6	7	2
41	Highland Dr.	39th St. to El Porto St.	W	2	2	1	2	2
41	Highland Dr.	39th St. to El Porto St.	E	4	4	4	3	4
42	Highland Dr.	El Porto St. to 40th St.	W	2	2	0	1	2
42	Highland Dr.	El Porto St. to 40th St.	E	3	2	2	1	3
43	Highland Dr.	40th St. to Kelp St.	E	1	1	1	1	1
44	Highland Dr.	Kelp St. to 41st St.	E	2	2	2	1	2
45	Highland Dr.	41st St. to Moonstone St.	W	4	4	4	3	2
45	Highland Dr.	41st St. to Moonstone St.	E	2	2	2	2	2
46	Rosecrans Ave.	The Strand to Ocean Dr.	S	12	12	12	11	11
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	N	5	5	5	5	5
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	S	9	9	9	9	8
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	N	4	4	4	0	2
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	S	7	4	5	3	5
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	N	15	13	6	5	5
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	S	11	11	11	11	10
Total				**153**	**140**	**129**	**121**	**112**

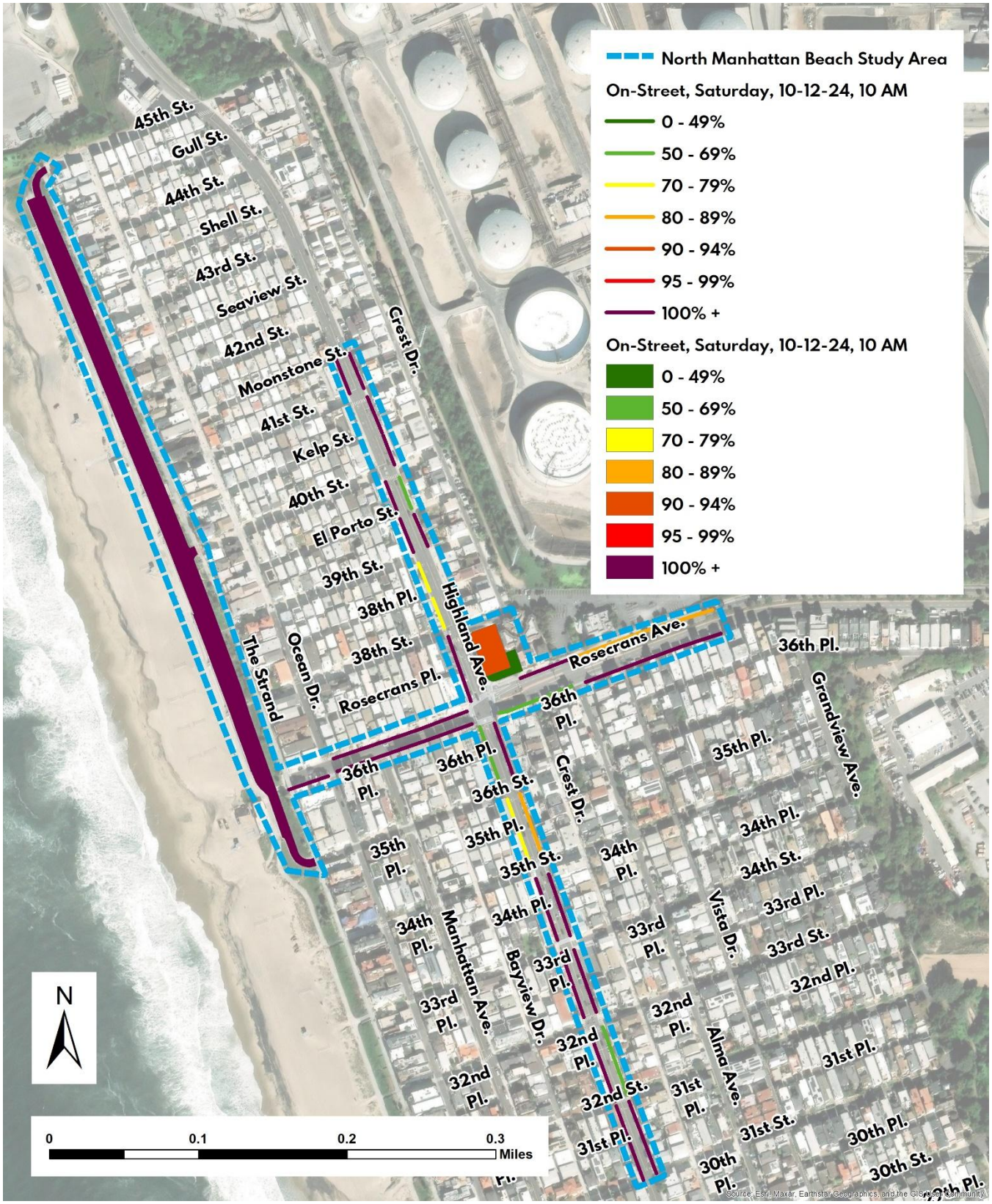
Table 52. North Manhattan Beach Fall On-Street Weekend Percent Occupancy by Time of Day

On-Street Block #	Street	Street Segment	Inventory		Percent Occupancy			
			Face	Total	10:00 AM	12:00 PM	2:00 PM	6:00 PM
33	Highland Dr.	31st St. to 32nd St.	W	7	100%	100%	100%	100%
33	Highland Dr.	32nd St. to 32nd St.	E	2	100%	100%	100%	100%
34	Highland Dr.	32nd St. to 33rd St.	W	6	100%	100%	100%	50%
34	Highland Dr.	33rd St. to 33rd St.	E	3	67%	67%	100%	100%
35	Highland Dr.	33rd St. to 34th St.	W	3	100%	100%	67%	100%
35	Highland Dr.	34th St. to 34th St.	E	5	100%	100%	80%	80%
36	Highland Dr.	34th St. to 35th St.	W	6	100%	100%	100%	50%
36	Highland Dr.	35th St. to 35th St.	E	6	100%	100%	83%	83%
37	Highland Dr.	35th St. to 36th St.	W	7	71%	71%	86%	57%
37	Highland Dr.	36th St. to 36th St.	E	8	88%	88%	88%	63%
38	Highland Dr.	36th St. to Rosecrans Ave.	W	2	50%	0%	0%	0%
38	Highland Dr.	37th St. to Rosecrans Ave.	E	5	100%	60%	100%	100%
39	Highland Dr.	Rosecrans Ave. to 38th St.	W	3	100%	100%	100%	67%
40	Highland Dr.	38th St. to 39th St.	W	7	71%	86%	100%	29%
41	Highland Dr.	39th St. to El Porto St.	W	2	100%	50%	100%	100%
41	Highland Dr.	39th St. to El Porto St.	E	4	100%	100%	75%	100%
42	Highland Dr.	El Porto St. to 40th St.	W	2	100%	0%	50%	100%
42	Highland Dr.	El Porto St. to 40th St.	E	3	67%	67%	33%	100%
43	Highland Dr.	40th St. to Kelp St.	E	1	100%	100%	100%	100%
44	Highland Dr.	Kelp St. to 41st St.	E	2	100%	100%	50%	100%
45	Highland Dr.	41st St. to Moonstone St.	W	4	100%	100%	75%	50%
45	Highland Dr.	41st St. to Moonstone St.	E	2	100%	100%	100%	100%
46	Rosecrans Ave.	The Strand to Ocean Dr.	S	12	100%	100%	92%	92%
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	N	5	100%	100%	100%	100%
47	Rosecrans Ave.	Ocean Dr. to Highland Dr.	S	9	100%	100%	100%	89%
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	N	4	100%	100%	0%	50%
48	Rosecrans Ave.	Highland Dr. to Alma Ave.	S	7	57%	71%	43%	71%
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	N	15	87%	40%	33%	33%
49	Rosecrans Ave.	Alma Ave. to 452 Rosecrans Ave.	S	11	100%	100%	100%	91%
Total				**153**	**92%**	**84%**	**79%**	**73%**

Weekend Occupancy Heat Map - Fall

Figure 22 on the next page shows a heat map of peak weekend parking occupancy in North Manhattan Beach during the fall. The weekday systemwide peak was observed on Saturday at 10 a.m.

Figure 22. North Manhattan Beach Fall Weekend Occupancy Heat Map – Saturday, October 12 at 10:00 am



Effective Supply and Adequacy

Effective Supply

For North Manhattan Beach, effective supply adjustment factors ranging from between 0% for ADA and fully reserved parking spaces to 15% for time-limited metered parking were applied. An adjustment factor of 5% for Merchant Permit spaces was used.

Adjustments were not made to on-street supply as Walker already accounted for and adjusted for such inefficiencies associated with on-street parking when determining the on-street parking supply.

Table 53 shows effective off-street parking supply for North Manhattan Beach.

Table 53. North Manhattan Beach Off-Street Effective Supply by Facility

Lot ID	Name	Effective Supply Adjustment Factor Applied				Total
		0%	5%	0%	15%	
		Type of Space				
		ADA	Merchant Permit	EV-Meter	Meter	
A	El Porto Beach Lot (North of 40th)	10	0	0	128	138
	El Porto Beach Lot (South of 40th)	1	0	0	58	59
B	Lot 4 Upper	0	11	0	23	34
	Lot 4 Lower	2	0	2	29	33
Total		**13**	**11**	**2**	**238**	**264**

In all, the effective supply across all off-street North Manhattan Beach parking facilities is 264 spaces. This leaves a "cushion" of 43 spaces to allow for the dynamic nature of the parking system.

Adequacy

To determine parking adequacy, Walker compared the peak observed demand for each off-street public parking facility during the absolute peak day systemwide to the effective supply for that facility. In the case of North Manhattan Beach, the busiest parking day occurred during a weekend in July (Saturday, July 20, 2024).

Table 54 below shows off-street parking adequacy during the peak weekend in the summer. Surpluses are shown in green and deficits are shown in red.

Table 54. North Manhattan Beach Off-Street Parking Adequacy by Facility During the Busiest Day

Lot ID	Name	Effective Supply	Peak Occupancy (Highest Peak Across Seasons)	Adequacy (Effective Surplus or Deficit)
A	El Porto Beach Lot (North of 40th)	138	161	-23
	El Porto Beach Lot (South of 40th)	59	68	-9
B	Lot 4 Upper	34	37	-3
	Lot 4 Lower	33	38	-5
Total		**264**	**304**	**-40**

In all, Walker projects an existing North Manhattan Beach systemwide off-street deficit of about – 40 spaces.

Table 55 shows the number of vacant parking spaces in North Manhattan Beach (on-street and off-street combined) during the absolute peak day and averaged across all days during the summer.

Table 55. Composition of Vacant Spaces in North Manhattan Beach at Peak

Study Area	Actual Surplus at Peak Time and Day	Composition of Vacant Spaces at Peak Time and Day
North Manhattan Beach	8	5 Vacant On-Street Spaces 2 loading spaces outside Pancho's 1 1-hr space on Highland 2 15-min spaces on Highland 3 Vacant Off-Street Spaces 1 space in the beach lot 2 merchant spaces In Lot 4

Commercial Parking Inventory & Occupancy Ratios

Existing Land Uses & Intensity

Table 56 below shows the total approximate building square footage (total gross square feet, or GSF) sorted by major land use or general selected land use category, for the North Manhattan Beach study area as defined plus a buffer of approximately 250 feet.

Table 56. Non-Residential Building Square Feet by Selected Land Use (North MB Area)

Land Use	Total Building GSF
Government	0
Health Club	4,501
Hotel	7,983
Office	35,266
Restaurant (Fast Casual)	11,522
Restaurant (Fine/Casual Dining)	11,522
General Retail	31,517
Market	2,520
Total Building Square Feet (Study Area + 250-Foot Buffer)	**104,830**

Selected Parking Ratios

Tables 57 and 58 below show parking ratios applicable for the North Manhattan Beach study area, ranging from the supply and peak fall demand, sorted by weekday and weekend, for public off-street parking only and for public off-street and on-street combined) parking. Public + private parking ratios are not shown as no private parking data was available from the 2018 study or this study.

Table 57. Fall Season North MB Parking Ratios (Off-Street Parking Only)

Public Off-Street Parking per GSF Metric	Inventory	Weekday Peak	Weekend Peak
Total Spaces	307	179	295
Ratio (Per 1k Sq. Ft. of Non-Residential Space)	2.93	1.71	2.81

Table 58. Fall Season North MB Parking Ratios (Public Off- and On-Street Parking)

Public Total Parking per GSF Metric	Inventory	Weekday Peak	Weekend Peak
Total Spaces	459	309	435
Ratio (Per 1k Sq. Ft. of Non-Residential Space)	4.38	2.95	4.15

Projected Parking Demand Generated by Existing Land Uses

Projected Peak Weekday North MB Parking Demand

Table 59 shows projected existing peak weekday parking demand for land uses within the study area plus an approximately 250-foot buffer, as calculated using Walker's Shared Parking Model and taking into account all the adjustments described above and herein.

Table 59. Projected Peak Existing Weekday Parking Demand (North MB)

Land Use	Sub Category	Intensity	per Unit	Base Parking Ratio	% Driving	% Non-Captive	Peak Hour Presence	Peak Month Presence	Peak Hour Demand
General Retail (Existing)	Customers	31,516	sf GLA	2.90	93%	87%	90%	100%	67
	Employees			0.70	93%	100%	100%	100%	21
	Sub-Total								**88**
Supermarket/Grocery	Customers	2,520	sf GLA	4.00	93%	87%	100%	100%	9
	Employees			0.75	93%	100%	80%	100%	1
	Sub-Total								**10**
Fine / Casual Dining	Customers	11,522	sf GLA	13.25	93%	93%	95%	100%	125
	Employees			2.25	93%	100%	100%	100%	24
	Sub-Total								**149**
Fast Casual / Fast Food	Customers	11,522	sf GLA	12.40	93%	76%	85%	96%	82
	Employees			2.00	93%	100%	90%	100%	20
	Sub-Total								**102**
Health Club	Customers	4,501	sf GLA	6.60	93%	96%	100%	100%	27
	Employees			0.40	93%	100%	100%	100%	2
	Sub-Total								**29**
Hotel - Leisure*	Customers	20	Rooms	1.00	50%	100%	85%	50%	4
	Employees			0.15	93%	100%	40%	50%	1
									5
Private Office**,***	Employees	26,731	sf GLA	3.14	59%	100%	25%	100%	14
	Visitors			0.25	93%	100%	5%	100%	0
	Sub-Total								**14**
Total (All Uses)									**397**

Based on Walker's model, it is projected that all existing non-residential land uses within the North Manhattan Beach study area generate a peak of about 397 spaces worth of parking demand during the weekday. Note that this table ONLY accounts for demand projected to directly be generated by North Manhattan Beach land uses and does not include or account for any additional beach only demand or any other demand not generated directly by the respective land uses.

Projected Peak Weekend Downtown Parking Demand

Table 60 shows projected existing peak weekend parking demand for land uses within the study area plus an approximately 250-foot buffer, as calculated using Walker's Shared Parking Model and taking into account all

the adjustments described above and herein.

Table 60. Projected Peak Existing Weekend Parking Demand (North MB)

Land Use	Sub Category	Intensity	per Unit	Base Parking Ratio	% Driving	% Non-Captive	Peak Hour Presence	Peak Month Presence	Peak Hour Demand
General Retail (Existing)	Customers	31,516	sf GLA	3.20	93%	87%	65%	100%	53
	Employees			0.80	93%	100%	85%	100%	21
	Sub-Total								**74**
Supermarket/Grocery	Customers	2,520	sf GLA	4.00	93%	87%	50%	100%	4
	Employees			0.75	93%	100%	45%	100%	1
	Sub-Total								**5**
Fine / Casual Dining	Customers	11,522	sf GLA	15.25	93%	94%	90%	100%	139
	Employees			2.50	93%	100%	100%	100%	27
	Sub-Total								**166**
Fast Casual / Fast Food	Customers	11,522	sf GLA	12.70	93%	80%	85%	96%	89
	Employees			2.00	93%	100%	90%	100%	20
	Sub-Total								**109**
Health Club	Customers	4,501	sf GLA	5.50	93%	97%	95%	100%	21
	Employees			0.25	93%	100%	100%	100%	2
	Sub-Total								**23**
Hotel - Leisure*	Customers	20	Room	1.00	50%	100%	85%	50%	4
	Employees			0.15	93%	100%	40%	50%	1
	Sub-Total								**5**
Private Office**,***	Employees	26,731	sf GLA	0.31	59%	100%	5%	100%	0
	Visitors			0.03	93%	100%	5%	100%	0
	Sub-Total								**0**
Total (All Uses)									**382**

Based on Walker's model, it is projected that all existing non-residential land uses within the North Manhattan Beach study area generate a peak of about 382 spaces worth of parking demand during the weekday. Note that thistable ONLY accounts for demand projected to directly be generated by North Manhattan Beach land uses and does not include or account for any additional beach only demand or any other demand not generated directly by the respective land uses.

Parking Length of Stay – North Manhattan Beach

As mentioned previously, Walker collected parking duration data on an hourly basis in North Manhattan Beach between 8:00 a.m. and 9:00 p.m. (14 hours of consecutive data) on both weekdays and weekends during the summer. In North Manhattan Beach, metered spaces typically have 2-hour time limits, the beach lots have a 5-hour time limit, and unrestricted spaces have no time limits.

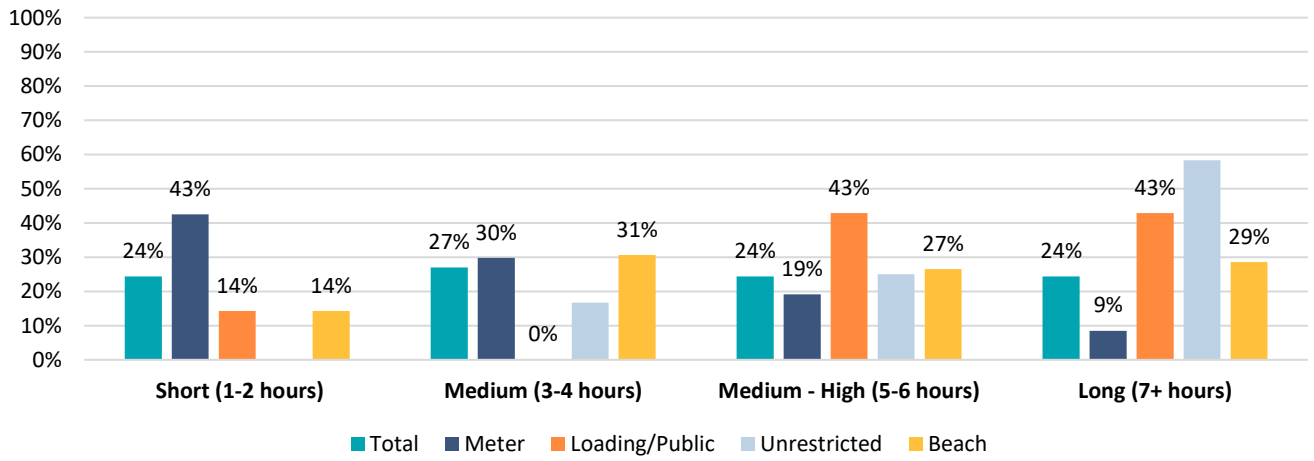
Subsequently, Walker analyzed parking duration by parking restriction type or area. **Table 61** provides a summary of the results of the parking duration analysis on the peak summer weekend day, Saturday, July 20, 2024.

Table 61. Parking Duration by Restriction Type or Area by Amount of Time Parked (North Manhattan Beach)

Parking Restriction Type or Area	Short (1-2 hours)	Medium (3-4 hours)	Medium - High (5-6 hours)	Long (7+ hours)
Meter	20	14	9	4
Loading/Public	1	0	3	3
Unrestricted	0	2	3	7
Beach	7	15	13	14
Total	**28**	**31**	**28**	**28**

Figure 23 provides a visual representation of parking duration observations during the peak day and time in North Manhattan Beach by parking restriction type and amount of time parked.

Figure 23. Parking Duration by Restriction Type or Area by Amount of Time Parked (North Manhattan Beach)



As shown in **Table 23,** of all parking duration observations, the highest percentage of long parking durations were located in unrestricted spaces (58 percent), followed by loading/public parking spaces (43 percent).

Lot 4 and on-street parking meters had the highest percentage of observed parking violations. At the peak time of 2:00 p.m., 27 of 47 observed vehicles (57 percent) had overstayed beyond the 2-hour time limit. In the Beach Lot, 18 of 49 observed vehicles (37 percent) had overstayed beyond the 5-hour time limit.

Other observed parking violations were merchant permit holders parked in Beach Lot/Lot 4 public spaces and vehicles parked in loading spaces for extended periods.

06

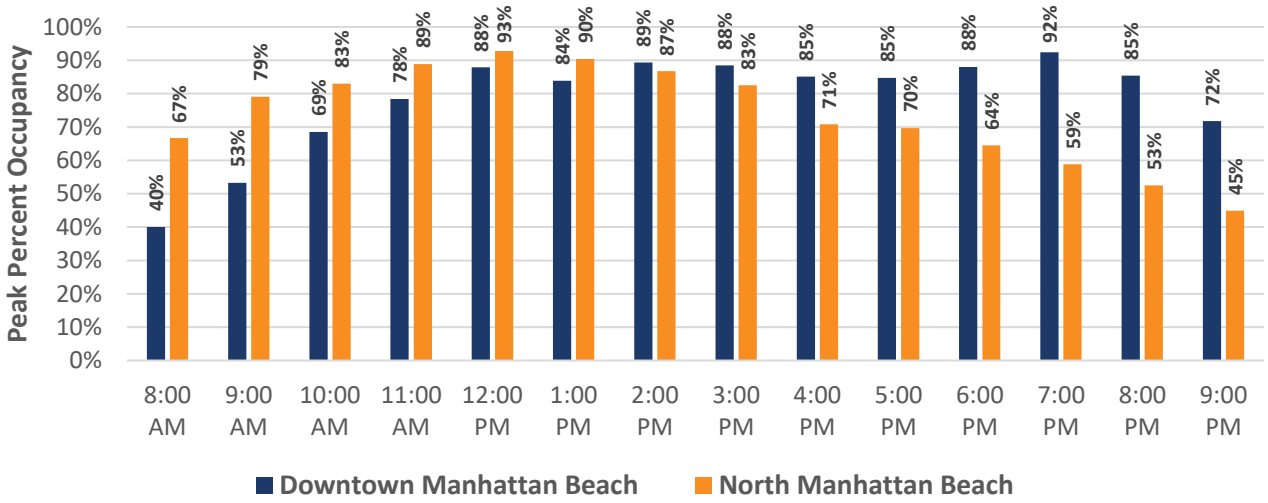
SYSTEMWIDE SUMMARY AND COMPARISON OF FINDINGS

SYSTEMWIDE SUMMARY

SUMMER BY STUDY AREA

Figure 24 below shows peak weekday systemwide parking occupancy in the Downtown and North Manhattan Beach study areas in summer.

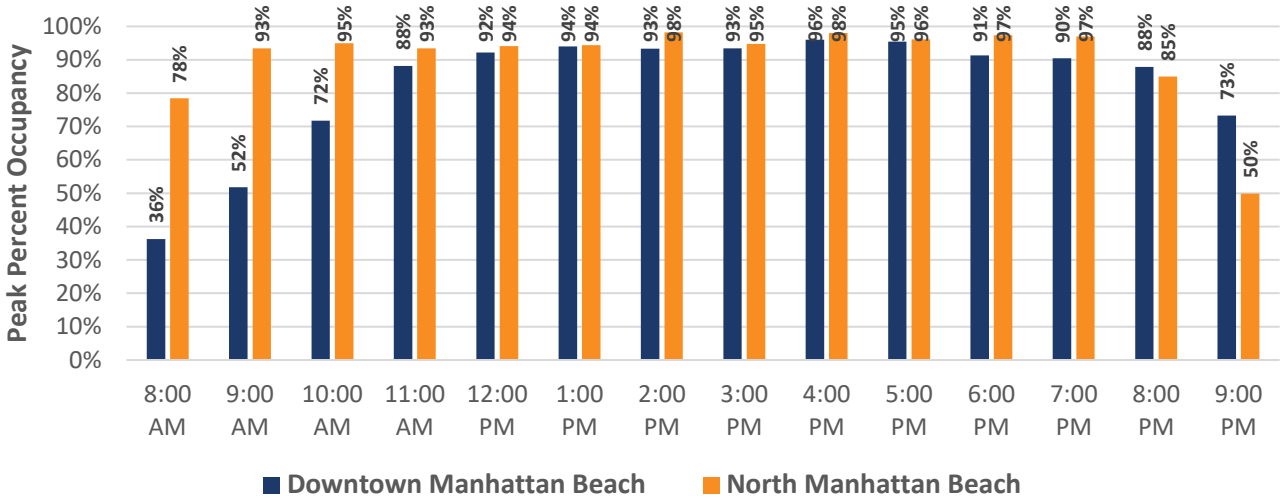
Figure 24. Summer Peak Percent Occupancy by Time of Day and Study Area (Weekday)



During the summer, the weekday systemwide peak for Downtown was observed on Friday, July 26, 2024 at 7:00 p.m. (92%), while the corresponding peak for North Manhattan Beach was observed on Friday, July 19 2024, at 12:00 p.m. (93%).

Figure 25 below shows peak weekend systemwide parking occupancy in the Downtown and North Manhattan Beach study areas in summer.

Figure 25. Summer Peak Percent Occupancy by Time of Day and Study Area (Weekend)



During the summer, the weekend systemwide peaks for both Downtown and North Manhattan Beach were observed on Saturday, July 20, 2024 at 2:00 p.m. and 4:00 p.m., respectively. The systemwide peak occupancy for Downtown was 96%, and the peak for North Manhattan Beach was 98%.

Figure 26 below shows average combined on-street and off-street peak percent occupancy by day of week during the summer by study area.

Figure 26. Average Peak Percent Occupancy by Day of Week by Study Area (Summer)

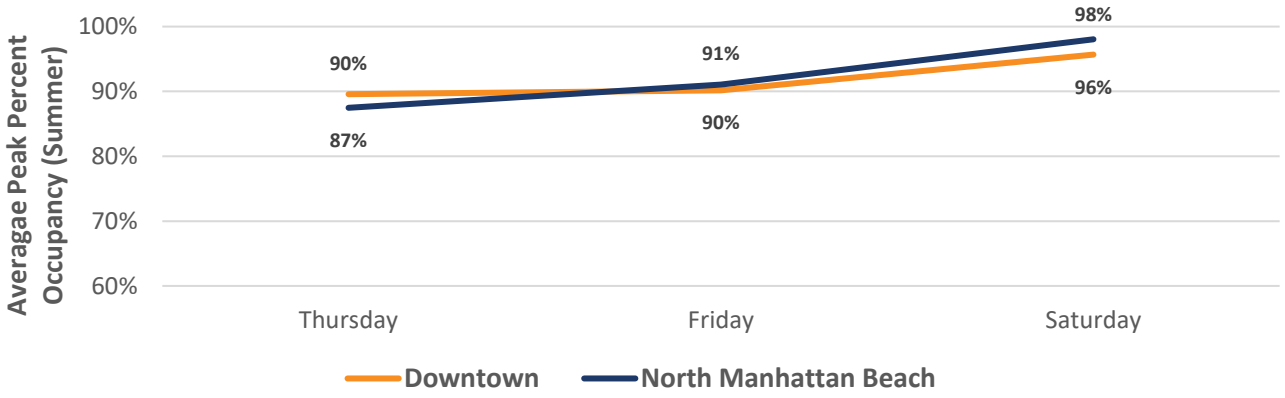


Table 62 below shows the day and time of systemwide peak parking occupancy observations and the corresponding systemwide parking occupancy during the summer.

Days highlighted in blue indicate the observed summer peak weekday by study area, while days highlighted in blue-grey indicate the observed summer peak weekend by study area.

Table 62. Peak Summer 2024 Occupancy by Observation Day and Percent Occupancy

Study Area	Peak Weekday Percent Occupancy				Peak Weekend Percent Occupancy	
Downtown	Thursday, July 18 1 PM	Friday, July 19 2 PM	Thursday, July 25 7 PM	**Friday, July 26 7 PM**	**Saturday, July 20 4 PM**	Saturday, July 27 2 PM
	89%	88%	90%	**92%**	**96%**	95%
North Manhattan Beach	Thursday, July 18 1 PM	**Friday, July 19 12 PM**	Thursday, July 25 1 PM	Friday, July 26 5 PM	**Saturday, July 20 2 PM**	Saturday, July 27 2 PM
	86%	**93%**	89%	89%	**98%**	98%

Table 63 below shows the number of actual vacant parking spaces within each study area (on-street and off-street combined) during the absolute peak day and averaged across all days during the summer.

Table 63. Number of Available Parking Spaces by Study Area (Peak Day and Average)

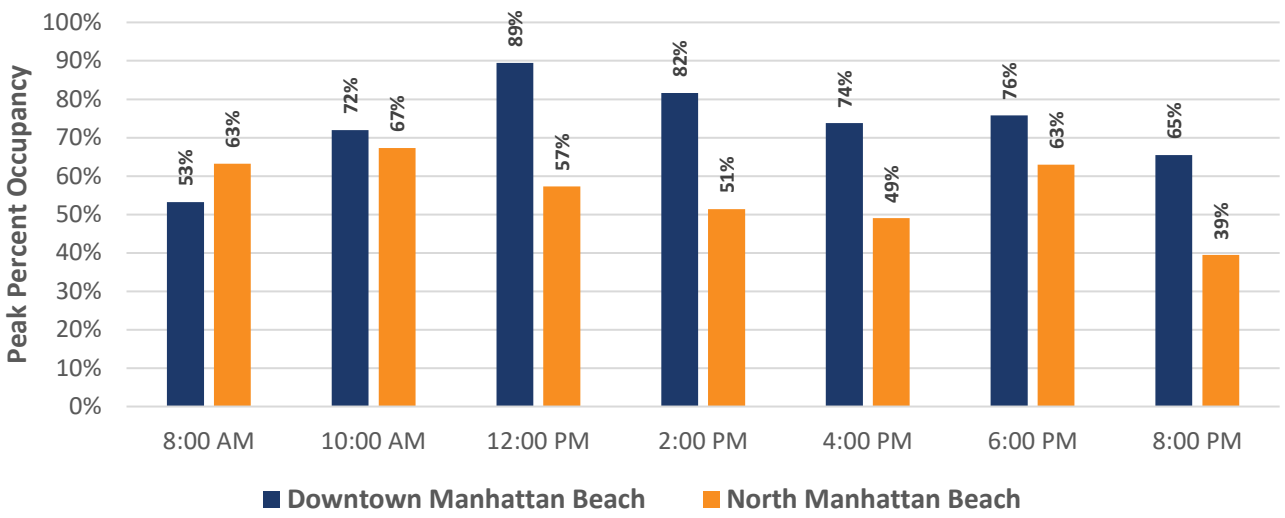
Study Area	Number of Vacant Spaces at Peak Time and Day	Number of Vacant Spaces at Peak Time (Average Across Days)
Downtown	67	138
North Manhattan Beach	8	36

The parking system in both study areas was effectively full and experiencing a deficit during peak times in the summer. Any remaining available parking spaces were restricted to particular uses or users, such as short-term loading, ADA, residential permit zone, or reserved spaces.

FALL BY STUDY AREA

Figure 27 below shows weekday systemwide parking occupancy in the Downtown and North Manhattan Beach study areas during the peak days in the fall.

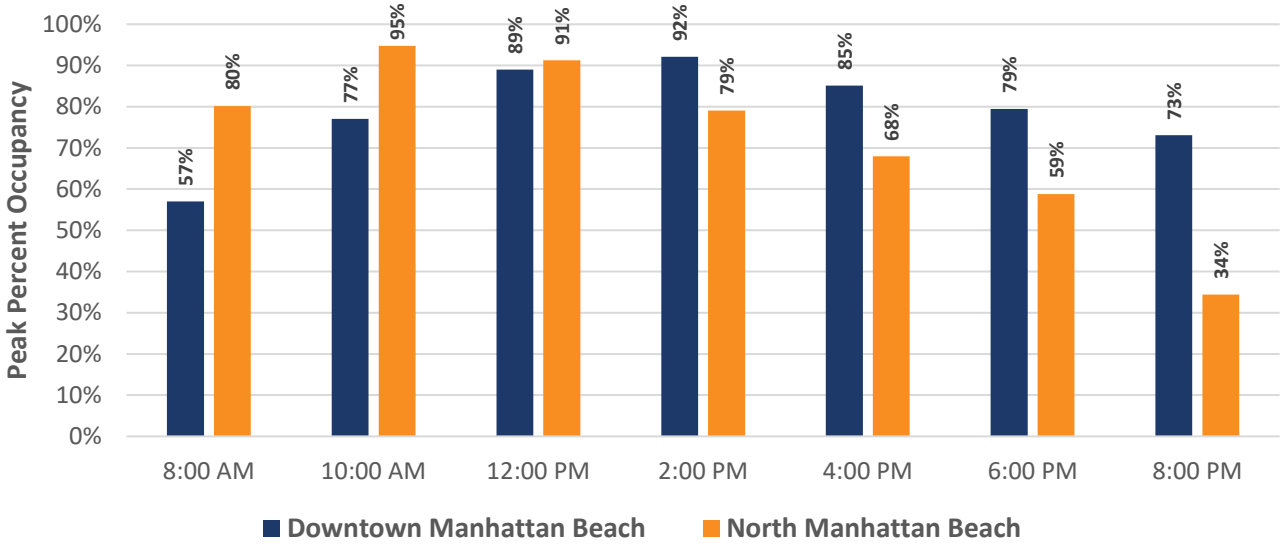
Figure 27. Fall Peak Percent Occupancy by Time of Day and Study Area (Weekday)



During the fall, the weekday systemwide peak for Downtown was observed on Friday, November 8, 2024 at 12:00 p.m. (89%), while the corresponding peak for North Manhattan Beach was observed on Friday, October 11, 2024 at 10:00 a.m. (67%).

Figure 28 below shows weekend systemwide parking occupancy in the Downtown and North Manhattan Beach study areas during the peak days in the fall.

Figure 28. Fall Peak Percent Occupancy by Time of Day and Study Area (Weekend)



During the fall, the weekend systemwide peak for Downtown was observed on Saturday, November 9, 2024, while the corresponding peak for North Manhattan Beach was observed on Saturday, October 12, 2024.

Figure 29 below shows average combined on-street and off-street peak percent occupancy by day of week during the fall by study area.

Figure 29. Average Peak Percent Occupancy by Day of Week by Study Area (Fall)

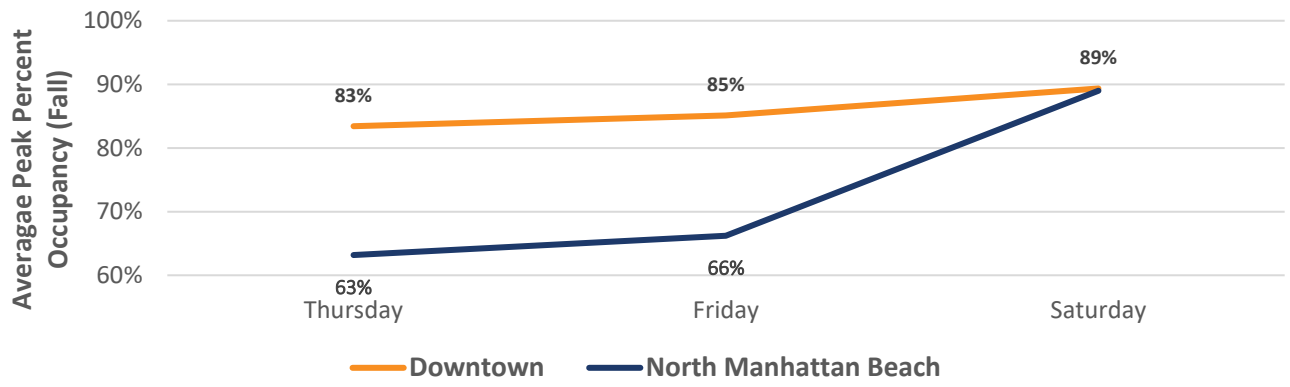


Table 64 below shows the day and time of systemwide peak parking occupancy observations and the corresponding systemwide parking occupancy during the fall.

Days highlighted in blue indicate the observed fall peak weekday by study area, while days highlighted in blue-grey indicate the observed fall peak weekend by study area.

Table 64. Peak Fall 2024 Occupancy by Observation Day

Study Area	Peak Weekday Percent Occupancy				Peak Weekend Percent Occupancy	
Downtown	Thursday, October 10 12 PM	Friday, October 11 12 PM	Thursday, November 7 12 PM	**Friday, November 8 12 PM**	Saturday, October 12 2 PM	**Saturday, November 9 2 PM**
	84%	81%	83%	**89%**	87%	**92%**
North Manhattan Beach	Thursday, October 10 12 PM	**Friday, October 11 10 AM**	Thursday, November 7 8 AM	Friday, November 8 10 AM	**Saturday, October 12 10 AM**	Saturday, November 9 10 AM
	67%	**67%**	60%	65%	**95%**	83%

Table 65 below shows the actual number of vacant parking spaces within each study area (on-street and off-street combined) during the absolute peak day and averaged across all days during the fall.

Table 65. Fall Actual Number of Vacant Parking Spaces by Study Area (Peak Day and Average)

Study Area	Number of Vacant Spaces at Peak Time and Day	Number of Vacant Spaces at Peak Time (Average Across Days)
Downtown	127	225
North Manhattan Beach	24	125

SUMMER VS. FALL

Downtown

Figure 30 below shows observed percent occupancy by time of day for the peak summer weekday compared to the peak fall weekday in the Downtown study area.

Figure 30. Downtown Weekday Peak Percent Occupancy by Time of Day (Summer vs. Fall)

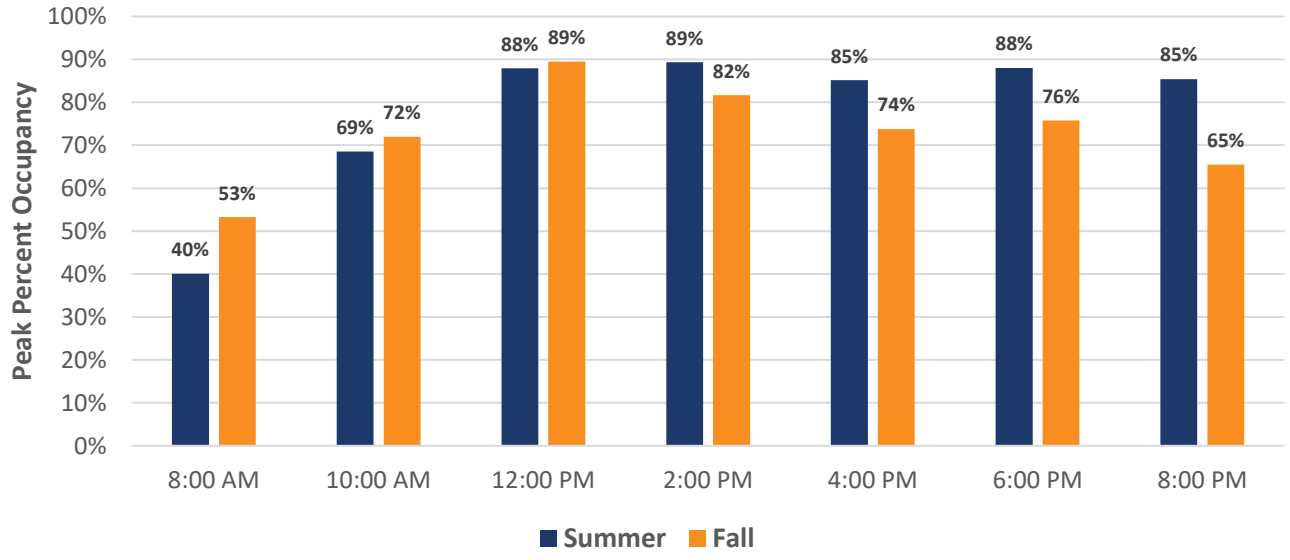
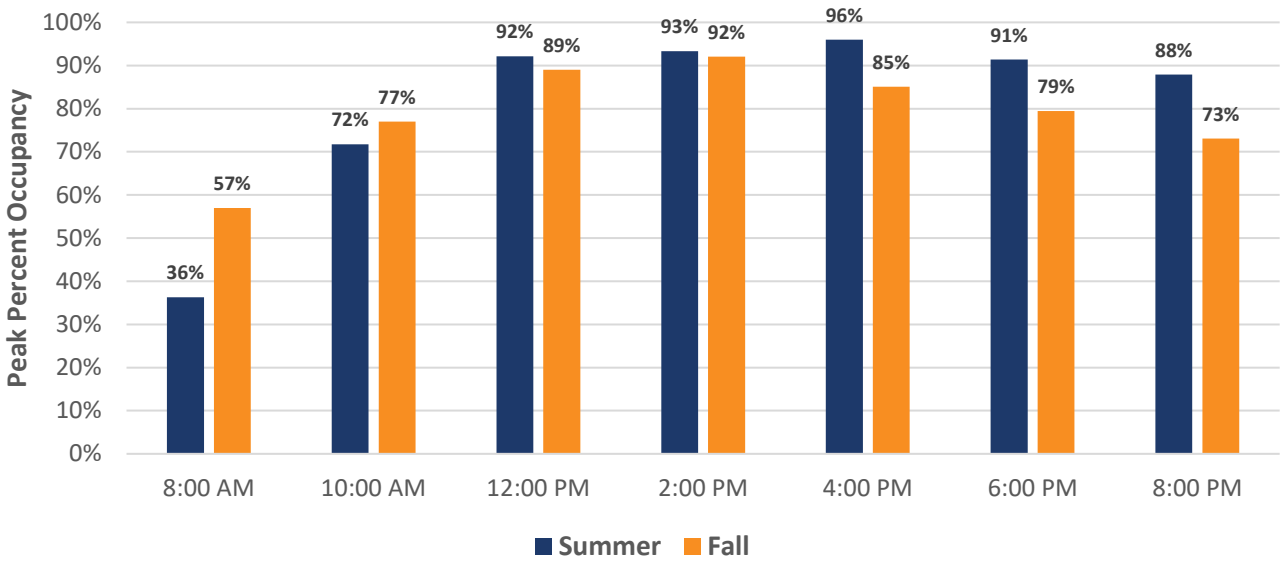


Figure 31 below shows observed percent occupancy by time of day for the peak summer weekend day compared to the peak fall weekend day in the Downtown study area.

Figure 31. Downtown Weekend Systemwide Occupancy on Peak Day (Summer vs. Fall)



North Manhattan Beach

Figure 32 below shows observed percent occupancy by time of day for the peak summer weekday compared to the peak fall weekday in the North Manhattan Beach study area.

Figure 32. North Manhattan Beach Weekday Systemwide Occupancy on Peak Day (Summer vs. Fall)

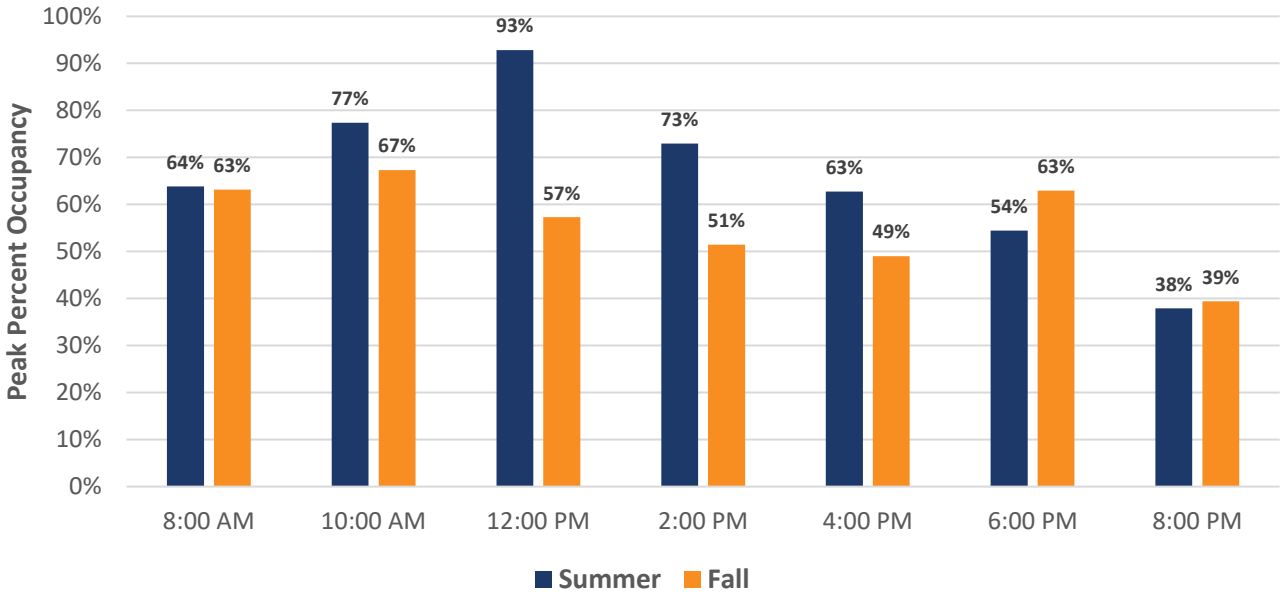
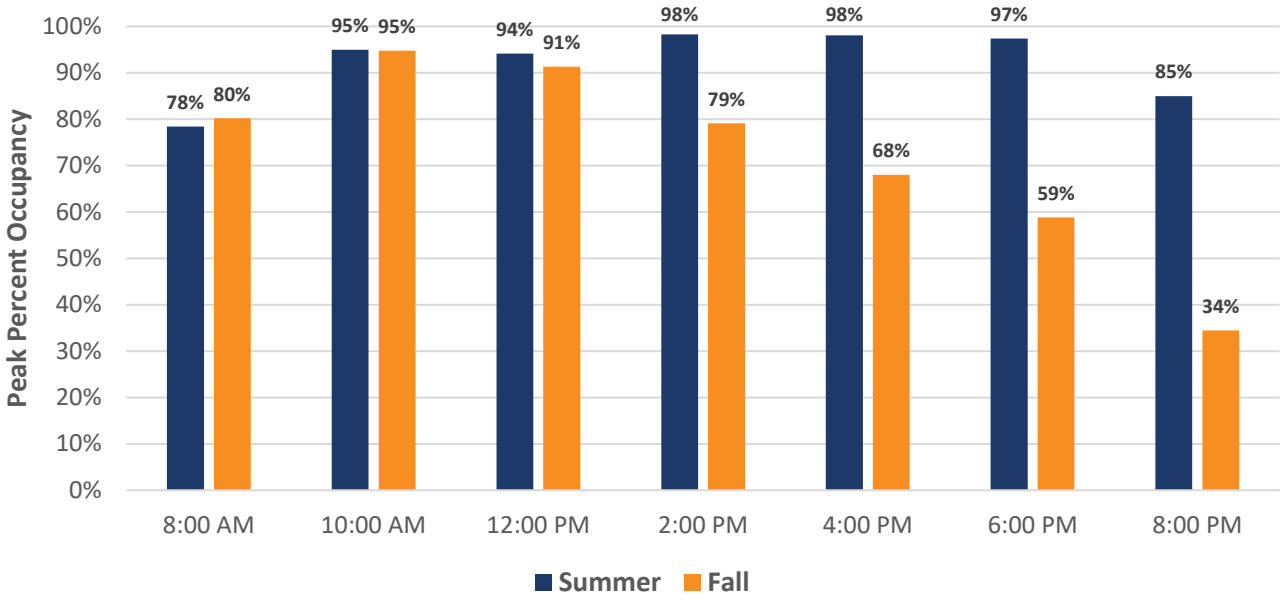


Figure 33 below shows observed percent occupancy by time of day for the peak summer weekend day compared to the peak fall weekend day in the North Manhattan Beach study area.

Figure 33. North Manhattan Beach Weekend Systemwide Occupancy on Peak Day (Summer vs. Fall)



COMPARISON OF 2024 AND 2008 FINDINGS

Summer parking utilization observations in 2024 were similar to those of summer 2008, with a few noteworthy differences.

In terms of similarities, Walker found that weekday and weekend usage is very similar in both seasons. Summer and fall usage are very similar during the middle of the day (10 a.m. - 4 p.m.) on both weekdays and weekends - within 10% points, with larger variations in mornings and evenings, similar to observations in summer 2008,

Walker found that on weekends in the summer, commercial on-street spaces reach 85% occupancy by 11:00 a.m. and remain full until 6:00 p.m. On weekdays in the summer, commercial on-street spaces reach 85% occupancy by 12:00 p.m. and remain full until 9:00 p.m. (later than on weekends). Another common finding in 2024 and 2008 is that vehicles often park beyond the paid time limit at metered spaces.

Moreover, free residential parking attracts employee parkers, resulting in overflow parking in most residential on-street areas near Downtown (both in summer and in fall). Walker notes that implementing the Downtown Area Override Permit Zone subsequent to the 2008 study has alleviated overflow employee parking in permit areas.

However, Walker identified some important differences between parking utilization findings in 2024 and 2008. In the summer of 2008, peak systemwide parking demand was observed between 1 p.m. and 5 p.m. However, in the summer of 2024, peak weekend demand was observed during a shorter period between 2 p.m. and 4 p.m., while peak weekday demand occurred over a longer period,

between 1 p.m. and 7 p.m.

Another noteworthy difference between 2024 and 2008 observations is that peak fall parking demand in 2024 was similar to that of peak summer demand on both weekdays and weekends. Peak fall demand was 89% on weekdays and 92% on weekends, and peak summer demand was also 89% on weekdays and 96% on weekends.

07 BICYCLE PARKING

BICYCLE PARKING

BICYCLE PARKING INVENTORY

The City of Manhattan Beach currently has a total of 85 bicycle racks with parking capacity for 262 bicycles.

Table 66 provides information about the bicycle parking supply and capacity by bicycle rack type in North Manhattan Beach and Downtown.

Table 66. Bicycle Parking Inventory and Capacity Rack Types

Rack Type	Downtown				North Manhattan Beach			
	Count	Bicycle Capacity by Rack Type	Bicycle Parking Capacity - Total	Bicycle Parking Capacity - Secure	Count	Bicycle Capacity	Bicycle Parking Capacity - Total	Bicycle Parking Capacity - Secure
A	1	2	2	2	4	2	8	8
B	0	2	0	0	4	2	8	8
C	2	8	16	16	0	8	0	0
D	2	10	20	20	2	10	20	20
E	27	2	54	54	1	2	2	2
F	27	2	54	54	8	2	16	16
G	2	8	16	0	0	8	0	0
H	0	2	0	0	0	2	0	0
I	1	6	6	0	0	6	0	0
J	1	10	10	10	0	10	0	0
K	2	10	20	20	1	10	10	10
Total	**65**	**-**	**198**	**176**	**20**	**-**	**64**	**64**

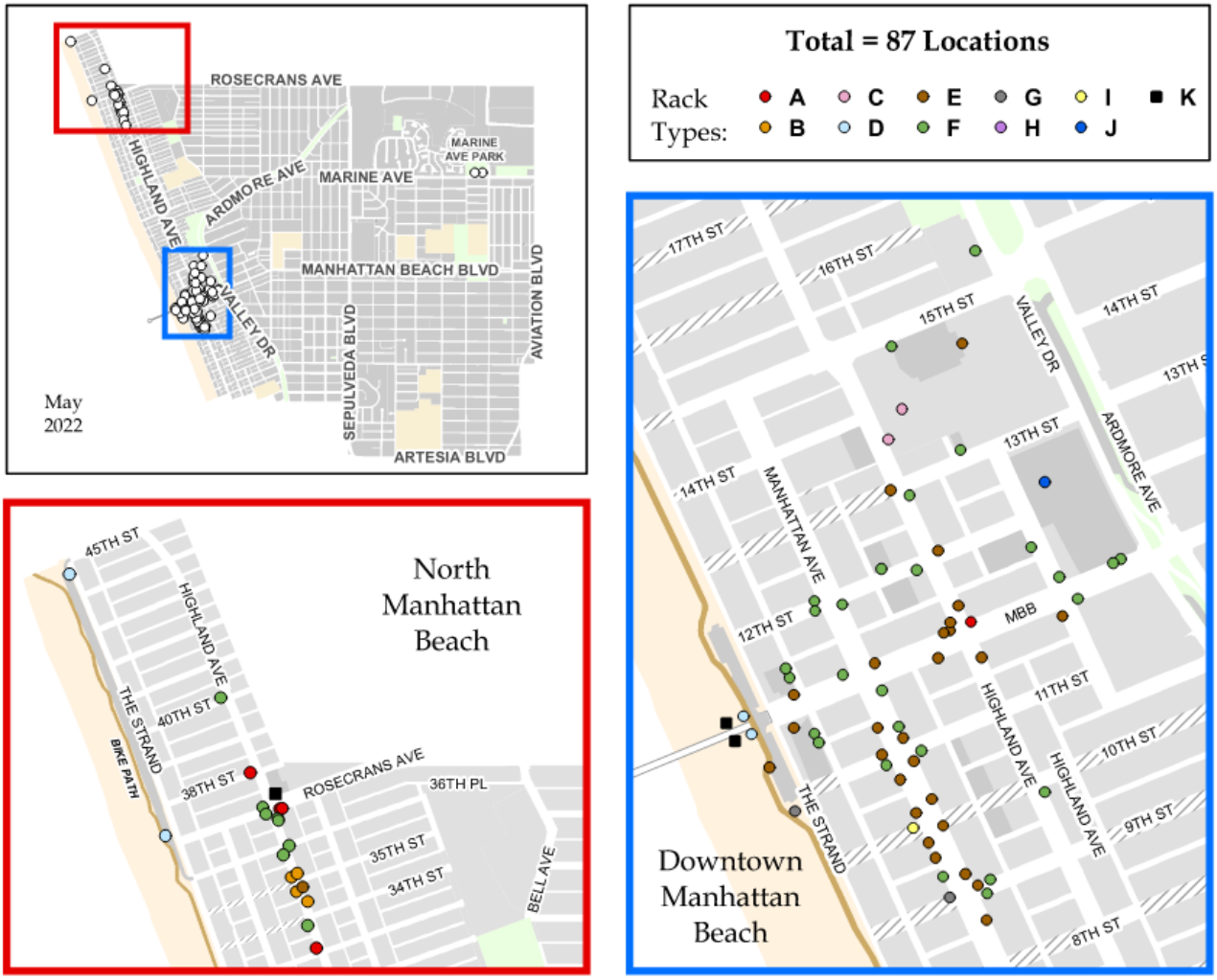
The City has 10 types of bicycle racks with parking capacity ranging from 2 to 10 bicycles per rack. Bicycle parking best practices include racks designed to allow for locking of the bicycle frame and wheel to maximize the security of bicycle parking.

Of the 10 rack types, three rack types (G, H, and I) are not designed to allow locking of the bicycle frame and wheel, and these racks account for a capacity of 22 bicycle parking spaces. As a result, the total number of secure bicycle parking spaces is slightly lower, a total of 240 bicycle parking spaces (176 spaces in Downtown and 64 spaces in North Manhattan Beach).

BICYCLE RACK LOCATIONS

Figure 34 shows the location of bicycle racks in North Manhattan Beach and Downtown.

Figure 34. Locations of Bicycle Racks



Source: City of Manhattan Beach

BICYCLE PARKING NEEDS

Table 67 summarizes the current bicycle parking supply in Downtown and North Manhattan Beach relative to vehicle parking spaces and households.

Table 67. Bicycle Parking Spaces Relative to Vehicle Parking Spaces and Households

Study Area	Number of Bicycle Parking Spaces	Number of Vehicle Parking Spaces	Ratio of Bicycle Parking to Vehicle Parking Spaces	Number of Households in Study Area
Downtown	198	1,602	0.12	1,818
North Manhattan Beach	64	459	0.14	2,089

Downtown currently has 198 bicycle parking spaces, a ratio of one bicycle parking space for every 12 vehicle parking spaces. North Manhattan Beach currently has 64 bicycle parking spaces, a ratio of one bicycle parking space for every 14 vehicle parking spaces.

Table 68 provides a summary of bicycle parking requirements for commercial land uses in peer communities.

Table 68. Bicycle Parking Requirements in Peer Communities

Community	Bicycle Parking Requirement	Source
City of Los Angeles	1 short-term and 1 long-term bicycle parking space per 2,000 sq ft of general commercial or restaurant space	City of Los Angeles Municipal Code, Ordinance No 182386.
City of Santa Monica	1 short-term bicycle parking space per 1,000 sq ft of general retail (minimum of 4) and 1 per 20,000 sq ft (minimum of 4)	City of Santa Monica Bicycle Action Plan, Appendix F. Bicycle Parking Ordinance
County of Santa Cruz	Number of bicycle parking spaces equivalent to 15% of vehicle parking spaces (minimum of 2) in commercial, industrial, office, and retail uses	City of Santa Cruz County Commercial Bicycle and Vehicle Parking and Loading Requirements

As shown in **Table 68**, commercial bicycle parking requirements in peer communities range from 2-4 spaces per 1,000 to 2,000 sq ft. If a similar requirement was implemented in the City of Manhattan Beach (assuming all businesses have a minimum of 1,000 sq ft), with approximately 250 Downtown businesses, the Downtown would have a minimum of 500 bicycle parking spaces.

FUTURE BICYCLE PARKING LOCATIONS

Future bicycle parking facilities for short-term use (i.e., fewer than 4 hours) should be located close to (i.e., within 75 feet) frequent destinations of residents/visitors, including restaurants, retail stores, public amenities, the beach, and bicycle paths or mixed-use trails.

Future secure bicycle parking facilities for long-term use (i.e. more than 4 hours) should be located within a short walking distance (less than 0.25 mile) to employment centers, public amenities, grocery stores, hotels, restaurants, and other local businesses with full-time employees.

Figure 35 shows the location of existing and planned bicycle facilities in Manhattan Beach as depicted in the 2016 Downtown Specific Plan. Since its publication, Class 2 bike lanes have been installed on 15th Street. Valley Drive and Ardmoe Avenue are currently Class 3 bike routes with sharrows.

Figure 35. Existing and Planned Bicycle Facilities in Manhattan Beach from 2016 Downtown Specific Plan

Source: City of Manhattan Beach Draft Downtown Specific Plan, 2016
Note: Dashed black line represents Downtown Specific Plan boundaries

The City of Manhattan Beach can promote bicycle rack installation in Downtown and North Manhattan Beach through a public bike rack installation program. The City of Culver City's Public Works Department manages a program for bicycle rack installation. The program uses an online application process for bicycle rack installation requests, and reviews applications to determine the highest demand locations and most suitable locations for installation of future bicycle racks.[3]

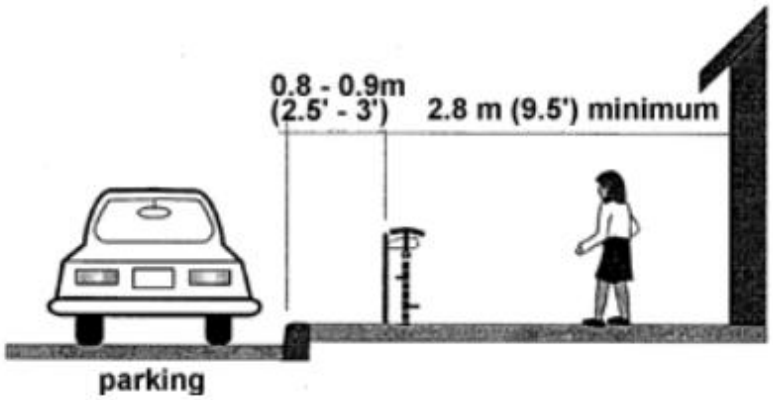
BICYCLE RACK DESIGN AND PLACEMENT

The classic standard for secure bicycle design for short-term bicycle parking is an inverted "U" shaped bicycle rack that allows for locking the bicycle frame and wheel and is compatible with various types of bicycle locks. Many variations of secure bicycle rack designs exist and can be customized to meet the needs of a particular district or community. For example, several communities have bicycle corrals at the curb, providing more space for pedestrian access on sidewalks and greater bicycle parking capacity than a standard rack.

Best practices for long-term bicycle parking or storage include a secure locking mechanism and shelter or structure to protect the bicycle from the elements and reduce its visibility. Long-term secure bicycle parking should be provided for bicycle commuters to facilitate biking to work for local employees or those who ride transit with a bicycle. Secured access can be provided to individuals using bicycle lockers or to groups with access to locked bicycle rooms or facilities using locks, keys, smart cards, or Bluetooth technology.[4]

In addition, the City of Manhattan Beach should establish parking design specifications to ensure consistency of bicycle rack design and placement. **Figure 36** shows the City of Philadelphia's standard for bicycle rack placement in business districts.[5]

Figure 36. The City of Philadelphia's Standard for Bicycle Rack Placement



[3] https://www.culvercity.org/Services/Applications-Forms/Bicycle-Bike-Rack-Installation

[4] Association of Pedestrian and Bicycle Professionals (APBP). (2015). Essentials of Bicycle Parking. Accessed on December 12, 2024. https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf

[5] https://safety.fhwa.dot.gov/ped_bike/univcourse/swless22.cfm

08 EVALUATION OF PARKING PROGRAMS

EVALUATION OF PARKING PROGRAMS

PARKING ENFORCEMENT, PRACTICES, AND FEES

This section provides a high-level analysis of parking enforcement, management practices, and fees based on observations in parking occupancy and behaviors in Downtown and North Manhattan Beach.

Parking Enforcement

Parking enforcement in both the commercial and residential areas is not adequate to capture the high number of parking violations in Manhattan Beach, in both summer and fall. Walker observed a high level of parking demand in both seasons, and low turnover in both metered and unrestricted parking spaces. Summer parking demand spills into residential parking areas, although the resident override permit district is succeeding in keeping long-term non-resident parkers off residential streets.

These trends and parking behaviors indicate that parking enforcement is not effective at citing many cases of parking violations, which results in lower than desired compliance with parking regulations. In addition to the loss of parking revenue resulting from a high number of parking violations that go uncited, low compliance with parking regulations results in behaviors that reduce the parking system's performance to serve resident, commercial, and visitor parking needs.

The City enforces parking restrictions to some degree every day of the week; however, enforcement staff noted that due to staffing issues, they have to prioritize what is enforced. A fully staffed enforcement division would result in compliance rates closer to the desired level.

Parking Prices

The high levels of observed parking demand during the summer and fall seasons, on both weekdays and weekends demonstrate that the price of parking in Manhattan Beach is below the current market rate for the area. Walker recommends conducting a benchmarking analysis to determine the market rate of paid parking for the community, for both public parking and resident/commercial permits.

Parking Citations

As mentioned previously, most common parking violations, such as parking without a permit or parking beyond the time limit at an expired meter, are cited a fine of $53 in the City of Manhattan Beach. This fine for common parking violations is too low to incentivize a high compliance rate, especially given the high level of parking demand in the City.

The City's fines for more serious violations that pose traffic safety threats, such as parking in a fire line or blocking an intersection (fines of $111 and $118, respectively) are comparable to those in peer communities. The City of Los Angeles[6] issues citations of $63 for most common parking violations and the City of Santa

[6] https://beaches.lacounty.gov/wp-content/uploads/2016/11/ParkingCodeViolationsFees1.pdf

Monica[7] issues citations of $68 for most common violations.

The City of Santa Monica also issues citations for vehicles parked in a bicycle lane (fee of $93), and a much higher fine for parking in a bus zone/bus lane ($293 fine in Santa Monica compared with a $53 fine in Manhattan Beach). As a best practice, Walker recommends increasing the fines for safety-related parking violations (e.g., parking in a bike lane or bus zone/bus lane) to discourage these parking behaviors and encourage a safer environment for pedestrians and bicyclists.

The low fines for common parking violations may be contributing to the high rate of parking violations of time limits or metered times observed in Manhattan Beach, in combination with ineffective parking enforcement due to staffing issues.

Parking Permit Programs – Downtown and North Manhattan Beach

Residential Permits

Residential parking permits in the Downtown Area Override Permit Zone, with an annual cost of $15 for the first permit and $5 for each additional permit, are low compared to permit costs in peer communities. In the City of Los Angeles, annual residential parking permits cost $34 each, with a limit of 3 permits per household.[8] In the City of Santa Monica, the annual cost of residential permits is tiered, with the following cost schedule: The first residential permit is $23, the second permit is $28, the third permit is $46, and guest permits (limited to 2 per household) cost $35 each.[9]

Walker recommends increasing the fee for residential parking permits to adequately cover the cost of enforcing residential parking programs due to the considerable degree of parking observed in residential neighborhoods near Downtown by visitors.

Commercial Permits

Parking Occupancy

The City of Manhattan Beach has 382 parking spaces available to merchant parking permit holders, including designated spaces for merchant use only (41 spaces) and parking spaces open to all users (341 spaces total). **Table 69** shows the supply of citywide parking spaces available to merchant permit holders by parking facility.

[7] https://finance.smgov.net/Media/Default/fines/Parking.pdf

[8] https://ladotparking.org/permits/ppd-permits/#

[9] https://www.santamonica.gov/process-explainers/how-to-obtain-a-preferential-parking-permit

Table 69. Citywide Available Spaces for Merchant Permitholders by Parking Facility

Parking Facility	Type of Parking Space	Number of Parking Spaces
Lot 1	Merchant permit only spaces	20
Lot 2	Merchant permit only spaces	9
Lot 4	Merchant permit only spaces	12
Metlox	Merchant permit holders allowed and exempted	255 10-hour spaces
Lot 3	Merchant permit holders allowed	86 metered spaces
Subtotal (Merchant Only)		**41**
Subtotal (Merchant and General Public Parking)		**341**
Total		**382**

Table 70 provides a summary of Downtown merchant parking occupancy in Metlox and Lot 3 during the weekday (Thursday, July 25).

Table 70. Weekday Downtown Merchant Parking Utilization by Parking Facility – Thursday, July 25, 2024

Parking Area	Number of Parking Spaces	Occupancy Counts (Merchant Permitholders Only)		Percent Occupancy (Merchant Permitholders as a % of total supply)	
		11AM	3PM	11AM	3PM
Metlox	255 10-hour spaces (permit holders exempt)	218	217	85%	85%
Lot 3	86 metered spaces	29	27	34%	31%
Total		**247**	**244**	-	-

Of the

W

parking facilities evaluated for merchant parking utilization, the Metlox had the highest merchant permit holder parking occupancy, with a peak occupancy of 85% of all 10-hour permit holder exempt spaces in the Upper and Lower level.

In North Manhattan Beach, the only parking facility with designated parking spaces for merchants is Lot 4, with 12 parking spaces for merchants only. **Table 715** and **72** show weekday and weekend parking occupancy at different times of the day on Thursday, July 25, 2024 and Saturday, July 27, 2024.

Table 71. Weekday North Manhattan Beach Merchant Parking Utilization (Lot 4) – Thursday, July 25, 2024

Parking Area	Number of Parking Spaces	Occupancy Counts				Percent Occupancy			
		9:00 AM	12:00 PM	4:00 PM	7:00 PM	9:00 AM	12:00 PM	4:00 PM	7:00 PM
Lot 4	9 merchant-only spaces	8	10	11	10	67%	83%	92%	83%
Average		**9.14**				**76%**			

On the weekday in North Manhattan Beach, Lot 4 merchant parking spaces had a peak occupancy of 92% at 4:00 p.m. and 8:00 p.m. and an average parking occupancy of 76% across the 14-hour data collection period.

Table 72. Weekend North Manhattan Beach Merchant Parking Utilization (Lot 4) – Saturday, July 27, 2024

Parking Area	Number of Parking Spaces	Occupancy Counts				Percent Occupancy			
		9:00 AM	12:00 PM	4:00 PM	7:00 PM	9:00 AM	12:00 PM	4:00 PM	7:00 PM
Lot 4	9 merchant-only spaces	3	8	8	9	25%	67%	67%	75%
Average		**6.86**				**57%**			

On the weekend in North Manhattan Beach, Lot 4 merchant parking spaces had a peak occupancy of 75% at 2:00 p.m. and 7:00 p.m. and an average parking occupancy of 57% across the 14-hour data collection period.

On the weekday, Lot 4 merchant parking spaces reached a higher peak parking occupancy and had a higher average occupancy across the 14-hour period compared with the weekend. This trend is likely attributed to the longer average workday on weekdays, when more businesses are open earlier in the morning, compared with weekend business hours. Because merchant permit users are either business owners or employees, it is expected that the parking demand follows the scheduled work hours of Downtown businesses.

Permit Usage Relative to Total Permits Sold

In 2020, the City of Manhattan Beach had a total of 64 annual and 687 6-month merchant permits in circulation for the Downtown district. **Table 73** provides a summary of the permits sold for each parking facility.

Table 73. Number of Downtown Merchant Permits by Parking Facility and Business

Parking Facility	Number of Permit-Only and Permit-Holder Exempted Parking Spaces	Number of Annual Permits Sold	Number of 6-Month Permits Sold	Number of 1-Month Permits Sold	Number of Businesses With Permits	Average Number of Permits Per Business	Percent Oversell
Lot 1	20	31	0	0	17	1.8	55%
Lot 2	19	33	0	0	17	1.9	74%
Metlox	261	0	687	93	125	-	-
Total	**300**	**64**	**687**	**93**	**159**	**-**	**-**

Changes in Merchant Permit Usage and Utilization Since 2008

In terms of changes in merchant permit usage and utilization since 2008, Walker noted that there was a 25% increase in the number of 6-month permits sold and a 137% increase in average merchant permitholder parking utilization between 2008 and 2024. **Table 74** summarizes the changes in the merchant parking permit program between 2008 and 2024.

Table 74. Merchant Permit Usage and Parking Space Utilization, 2008 and 2024

Year	Number of 6-Month Merchant Permits Sold	Average Number of Merchant Parking Spaces Occupied Daily
2008	550	100
2024	687	237
Percent Change	**25%**	**137%**

A driver of this change in usage is likely the institution of the resident override permit area adjacent to Downtown, which has successfully moved Downtown employees from residential streets into Metlox.