



# Staff Report

## City of Manhattan Beach

**TO:** Honorable Mayor Tell and Members of the City Council

**THROUGH:** David N. Carmany, City Manager

**FROM:** Richard Thompson, Director of Community Development  
Esteban Danna, Assistant Planner

**DATE:** March 6, 2012

**SUBJECT:** Planning Commission Approval of a Planned Development Permit Amendment for Renovation, Small Addition, and Membership Increase at the Manhattan Country Club Located at 1330 Parkview Avenue.

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**RECOMMENDATION:**

Staff recommends that the City Council receive and file the Planning Commission's approval of PC 12-01 (Exhibit A) approving the renovation, small addition, and request to increase the maximum number of memberships from 1,200 to 1,400.

**FISCAL IMPLICATION:**

There are no fiscal implications associated with the recommended actions.

**BACKGROUND:**

The Manhattan Country Club is seeking permission to remodel 19,150 square feet of the clubhouse. The project also proposes a net interior building increase of 216 square feet. Concurrently, the Club seeks permission to increase its current membership cap from 1,200 to 1,400 while maintaining the existing number of on-site parking spaces. The City Traffic Engineer analyzed the project and determined that the proposed expansion in membership will be adequately accommodated with the existing parking supply.

At its January 11 and 25, 2012 regular meetings, the Planning Commission conducted public hearings and discussed the proposal to renovate, construct a small addition, and increase the maximum number of members from 1,200 to 1,400 at the Manhattan Country Club. After taking public testimony, discussing the item, and reviewing the 2004 and 2008 Traffic Studies, the Planning Commission approved Resolution PC 12-01 (5-0 vote).

**DISCUSSION:**

***2004 Parking Study***

At its January 11, 2012 regular meeting, the Planning Commission requested to see the 2004 Parking Analysis after accepting public testimony and discussing the project. This traffic study was conducted when the Country Club proposed to increase the membership from 1,000 to 1,200 members. The Club also proposed to reallocate approximately 11,000 square-feet of office space

to club use. The resulting decrease in office uses created a less intense parking demand when compared to the increased number of memberships.

***2008 Draft Parking Study***

The Country Club commissioned a Parking Analysis in 2008 when they were exploring the option to convert the existing three-story office building to a hotel. The Club subsequently decided not to pursue those plans. The actual parking counts collected for the study were used to analyze the current project and were determined to be accurate after being evaluated by the Traffic Engineer. He feels comfortable that there is adequate parking for the proposed increase in membership.

***City Traffic Engineer Analysis***

As requested by the Planning Commission, the City's Traffic Engineer reviewed the August 2004 Parking Analysis for the Manhattan Country Club. Upon review, the Traffic Engineer indicated that there is adequate parking supply to accommodate the currently proposed membership expansion to 1,400 members. The 2004 study and addendum forecasted a 20% increase in parking demand to account for the proposed membership of 1,200, resulting in a forecasted demand of 140 spaces. The Addendum then added a 15% contingency to provide a greater degree of conservativeness, resulting in a total forecasted demand for 1,200 members of 161 spaces. The addendum compared this to the available parking supply of 199 spaces and determined that there was ample surplus parking available to handle the increase from 1,000 members to 1,200 members.

Expanding from 1,200 to 1,400 members equals an increase of 17 percent. Using the 2004 survey methodology to forecast increased parking demand, the City Traffic Engineer estimates a projected demand of 188 parking spaces. This calculates to a surplus of 11 spaces and suggests that there is adequate parking supply to accommodate the proposed membership increase.

In his initial evaluation based on the 2008 data, the Traffic Engineer identified a surplus of 19 spaces. This evaluation was based on actual 2008 parking survey numbers (performed by the same engineering firm that performed the 2004 analysis), which are real numbers and not deduced by extrapolating projected 2004 numbers. Using the 2008 parking counts gives a more accurate projection since it is extrapolated from actual data at a time when the club was operating with 1,200 members. Both evaluations identify a surplus in available parking supply versus projected demand.

***Lease with the City***

The Manhattan Beach Country Club presently has a ground lease with the City for the use of the property for the clubhouse including the tennis facility, pool, gym, etc. There is a separate lease for the office building and for use of an area for parking. The latter two leases are not affected by this Planned Development Permit Amendment.

The lease provides that the Country Club may improve the buildings on the property or make additions to existing building, subject to applicable City building and related ordinances, and subject to the City's right under the lease to approve the plans and specifications for new improvements and the addition to the building. The City's regular procedure for approval of proposed plans and specifications as in this case rests with the Planning Commission through the

Planned Development Permit process. Upon completion of that process (when Planning Commission Resolution 12-01 is deemed final), the approval, along with the issuance of the building permit, will constitute the City's "approval" under the lease.

**CONCLUSION:**

Both the 2004 and 2008 parking studies show that the Manhattan Country Club has an adequate supply of parking spaces to accommodate an increase in memberships from 1,200 to 1,400 members. Staff recommends that the City Council receive and file the Planning Commission's approval of PC 12-01 approving the renovation, small addition, and request to increase the maximum number of memberships from 1,200 to 1,400.

Attachments:

- A. Resolution No. PC 12-01
- B. Staff Reports and Attachments, dated January 11 and 25, 2012
- C. Planning Commission Minutes, dated January 11 and 25, 2012
- D. Correspondence

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**RESOLUTION NO. PC 12-01**

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A REVISED PLANNED DEVELOPMENT PERMIT AMENDMENT AND RESCINDING ALL PRIOR APPROVALS TO ALLOW A RENOVATION, SMALL ADDITION, AND AN INCREASE IN CLUB MEMBERSHIPS FROM 1,200 TO 1,400 FOR THE MANHATTAN COUNTRY CLUB LOCATED AT 1330/1332/1334 PARK VIEW AVENUE**

**THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE AS FOLLOWS:**

**SECTION 1.** The Planning Commission of the City of Manhattan Beach hereby makes the following findings:

- A. On January 11 and 25, 2012 the Planning Commission of the City of Manhattan Beach conducted public hearings to consider a request submitted by the 1334 Partners, L.P., owners and operator of the Manhattan Country Club to amend its PD (Planned Development) Permit.
- B. The applicant requests approval for the Manhattan Country Club to increase its number of memberships from 1,200 to 1,400. The applicant also proposes to remodel 19,150 square feet of the club house as well as a net interior building increase of 216 square feet by creating a split level in one of the racquetball courts (addition of 548 square feet), expanding the bathrooms onto current balcony space (addition of 195 square feet), and reallocation of interior dining room area space to exterior balcony dining (removal of 527 square feet). No changes are proposed to the existing 38,276 square foot professional office building located adjacent at 1334 Park View Avenue which is also regulated by this entitlement.
- C. The Country Club property is legally described as Parcel 2, Parcel Map recorded in Parcel Map Book 145, pages 23-25 of Maps in the Office of the County Recorder of Los Angeles, and also known as Assessor Parcel 4138-018-900.
- D. The property's zoning, Planned Development (PD), is intended to provide flexible zoning to encourage quality projects on larger commercial parcels, through orderly and thorough review procedures. Pursuant to Section 10.32.020 of the Municipal Code, uses in a PD District shall be permitted subject to an approved PD Plan. This Resolution constitutes the PD Plan, or PD Permit for the subject property.
- E. The applicant for said Planned Development Permit amendment is 1334 Partners L.P. The applicant's objective is to enhance the Country Club amenities while increasing the number of memberships to support the club improvements.
- F. Pursuant to the California Environmental Quality Act (CEQA), and the Manhattan Beach CEQA Guidelines, this application is Categorical Exempt, Class 1, Section 15301, California Environmental Quality Act (CEQA) Guidelines.
- G. This approval amends and replaces all prior land use approvals, and all applicable findings and conditions are incorporated herein. The prior approvals include Resolutions 4128 and 4129 which were adopted by the City Council in 1984, granting a use permit and parking variance to allow the construction of the office building at 1334 Park View Avenue and Resolutions 4972 and 4973 which were adopted by the City Council on December 1, 1992, amending the site Planned Development Permit Amendment and granting a Use Permit for reduction in parking, to allow an increase in the total number of club memberships from 850 to 1,000. This approval also amends and replaces Resolution No. PC 04-18 allowing an increase in the total number of club memberships from 1,000 to 1,200 and conversion of office space to club use.
- H. Pursuant to Section 10.32.060 of the Municipal Code, the following findings are made relative to the PD District:

1. *The PD Plan or Specific Plan is consistent with the adopted Land Use Element of the General Plan and other applicable policies and is compatible with surrounding development;*

The project site is classified as Manhattan Village Commercial in the Land Use Element of the General Plan. The project is consistent with this land use category in that it is located near Manhattan Village Shopping Center and is a relatively large complex, encompassing approximately 7.5 acres in land area that provides a specialty health/fitness and social club for residents in the City and surrounding area.

The project, with the imposition of recommended conditions relating to provision of a valet parking program, joint use of parking lots, parking signage, and special event parking management plans, is consistent with I-3 of the Infrastructure Element of the adopted General Plan in that such special operating conditions will ensure that adequate on-site parking will be available to meet increased membership demand.

The project is an enhancement that strengthens the viability of the Manhattan Country Club which provides recreation and fitness opportunity for community residents and therefore is consistent with Policy CR-1.2 which encourages the development of quality recreational facilities on both private land and City owned land.

2. *The PD Plan or Specific Plan will enhance the potential for superior urban design in comparison with the development under the base district regulations that would apply if the Plan were not approved;*

The project is compatible and complimentary with existing surrounding land uses, including the Marriot Hotel and golf course to the east, and other commercial uses including the Manhattan Village Shopping Center to the west, Parkview Plaza and Kinecta Credit Union buildings to the north, and Manhattan Senior Villas to the southwest, in that the subject project will provide adequate on-site parking and will not infringe negatively on the parking needs of these surrounding uses as evidenced by the parking survey previously prepared for the property.

3. *Deviations from the base district regulations that otherwise would apply are justified by compensating benefits of the PD Plan or Specific Plan;*

The parking supply for the existing recreational facility satisfies the need for parking based on a detailed survey that was conducted for this project. The reduction in parking is justified based on the mixed use concept of the project and based on the parking survey previously prepared for the property. Given a supply of 155 spaces for Club use, a surplus of 19 parking spaces is anticipated for the Club use.

4. *The PD Plan or Specific Plan includes adequate provisions for utilities, services, and emergency vehicle access; and public service demands will not exceed the capacity of existing and planned systems.*

Staff does not anticipate a greater demand for utilities, services, or emergency access as a result of the renovation or the increase in maximum number of memberships. Parking demand will be adequately accommodated with the property's existing parking supply.

- I. The project is compatible and complimentary with existing surrounding land uses, including the Marriott Hotel and golf course to the east, and other commercial uses including the Manhattan Village Shopping Center to the west, Park View Plaza and Kinecta Credit Union buildings to the north, and Manhattan Senior Villas to the south west, in that the subject project will provide adequate on-site parking and is not expected to infringe negatively on the parking needs of these surrounding uses as evidenced by detailed parking survey conducted for the project.
- J. The use of the 1334 Park View Avenue building is limited to general/professional specialty offices, consistent with that project's original approval.

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**SECTION 2.** The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject application subject to the following conditions:

**Implementation/Uses**

- 1. The implementation of this permit shall be in substantial compliance with the project description, findings, and conditions of approval contained in this Resolution as well as the project description and plans reviewed by the Planning Commission on January 11 and 25, 2012. The remodel plan shall be consistent with the concept plan and project description submitted with this application.
- 2. The Country Club may increase its membership to no more than 1,400, including active and inactive memberships, and general and corporate memberships. No more than 50 of the total memberships shall be of the corporate category at any time. The number of tenants/subtenants and employees of the 1334 Parkview Offices which have Club memberships shall be included in the census of total memberships permitted in this Resolution.
- 3. The permitted use of the office building at 1334 Parkview Avenue shall be strictly limited to general office use (which does not include medical office uses).

**Traffic Engineering and Parking**

- 4. The parking lots for the entire site shall provide a minimum of 244 parking spaces on-site, including Club, office tenant, visitor, and required accessible spaces. Seven spaces shall be allocated to the offices at 1334 Park View Avenue and all spaces so allocated to the offices during business hours shall be physically demarcated (striping color, raised pavement markers, e.g.) from the spaces allocated to Club members. The total number of parking spaces for the Club may be reduced if it is determined through plan-check that more accessible parking spaces are required and if the increase in the number of accessible spaces cannot be obtained by enlarging the parking surface.
- 5. In addition to 244 on-site spaces, the Club shall continue to provide by lease with the City, 50 additional spaces in the public parking lot adjoining the Club on the west side, for a total parking requirement of 294 spaces.
- 6. A complimentary full-time valet parking service shall be provided to serve members and guests of the Club in order to ensure efficient utilization of the parking lot. The valet service shall also be responsible for monitoring visitor and tenant spaces assigned to the office building at 1334 Parkview Avenue to minimize inconvenience and congestion within the parking lots. A valet parking plan shall be submitted to the Department of Community Development which shall be reviewed and approved by the Fire Department during plan check for any submitted building improvements.
- 7. All parking spaces allocated for 1334 Park View, including tenant and visitor, shall be available for Club use after 6:00 p.m. on week days, after 1:00 p.m. on Saturdays and all day on Sundays.
- 8. All Club employees, with the exception of managers, shall park in the 50 leased spaces in the public parking lot to the west of the Club, or by agreement at another nearby property that has been determined by the City to have a sufficient surplus of parking spaces (beyond the amount required for the use by development permit or Zoning Ordinance standard). All employee vehicles shall display current Country Club identification.
- 9. The tandem spaces on the west boundary of the "Club Lot" that were previously lengthened shall not be modified.
- 10. Eight visitor spaces may remain in their existing location to the east of the entrance driveway to provide parking for office visitors subject to a time limit of two consecutive hours. The visitor spaces may be used by the Club after 6:00 p.m. on week days and all day Saturdays and Sundays without a time limit. The Club management shall enforce the use of the visitor spaces regularly with the expectation that the on-site valet will not allow cars in the spaces that display Club member, tenant, or employee stickers or identification.

11. The applicant shall provide evidence to the City that signs have been installed minimally at the eight visitor spaces and at the entrance driveway, directing and informing drivers to appropriate areas. The signs shall be clearly visible and shall be reviewed and approved by the Department of Community Development prior to their installation.
12. The Club management shall inform all members and employees of City approved parking regulations on a regular basis including monthly newsletters, and verbal or written correspondence.
13. An existing hand car wash service provided to Club members may be continued, however any canopy or tools utilized by the car wash operation shall not restrict use, or infringe upon any of the 244 required striped parking spaces on the lot.
14. A special event parking management plan shall be submitted and approved by the Department of Community Development and Fire Department for all special events of more than 250 persons.
15. New sidewalk shall be constructed parallel and adjacent to Parkview Avenue on the south side of Parkview Avenue in the vicinity of the parking lot driveway (approximately 40 feet east of and west of the driveway) to provide a continuous straight pedestrian path along the south side of Parkview Avenue. Plans shall be reviewed and approved by the Department of Community Development and Public Works prior to installation.
16. Americans with Disabilities Act (ADA) compliant curb ramps shall be constructed where the new sidewalk identified in item 15 intersects the parking lot driveway in order to provide a continuous accessible pedestrian route along the south side of Parkview Avenue.
17. All accessible parking spaces within the parking lot should be marked and signed as necessary to conform with current standards contained in the current edition of Caltrans Standard Plans A90A and A90B. At least one accessible parking space should be signed and marked as van accessible.
18. A pedestrian walkway shall provide a continuous accessible route from the entryway to the sidewalk on the south side of Parkview Avenue. The walkway shall be designed and installed in a manner consistent with current ADA guidelines.
19. Bicycle parking shall be installed per MBMC 10.64.080 and Bicycle Master Plan.

Construction

20. A construction management plan shall be submitted during plan-check of the office conversion improvements which shall establish parking and delivery loading rules regulations. This plan shall be reviewed and approved by the Department of Community Development.
21. The remodel/addition shall comply with all applicable accessibility requirements.
22. No structure, overhang or wall shall be constructed within 10 feet of an existing sanitary sewer line adjacent to the west elevation of the subject development (condition 2 from prior Resolution 4128).
23. All storm and irrigation runoff water shall be contained on site by proper grading and drainage systems. Under no condition shall such water be allowed to flow across the property line onto adjacent properties, with the exception of the property line that separates Manhattan Country Club from the 1334 Office Building (condition 4 from prior Resolution 4128).
24. All mechanical equipment, existing or proposed shall be screened from public view (condition 7 from prior Resolution 4128).

Enforcement

25. The City may request an audit of Club membership and office tenant records at any time to confirm compliance with the membership cap and this requirement.



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Miscellaneous

26. This Resolution shall become effective within fifteen days unless an appeal is filed previously by a party other than the City Council, or an appeal is made by the City Council subsequently at a regularly scheduled meeting.

27. Pursuant to Public Resources Code Section 21089(b) and Fish and Game Code Section 711.4(c), the project is not operative, vested or final until the required filing fees are paid as applicable.

28. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.

SECTION 3. Pursuant to Government Code Section 65009 and Code of Civil Procedures Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the city Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant and if any, the appellant at the address of said person set forth in the record of the proceeding required by Code of Civil Procedure Section 1094.6.

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as **ADOPTED** by the Planning Commission at its regular meeting of January 25, 2012 and that said Resolution was adopted by the following vote:

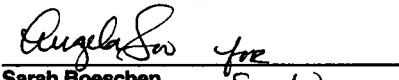
**AYES:** Chairperson Paralusz, Andreani, Conaway, Gross, Seville-Jones

**NOES:**

**ABSTAIN:**

**ABSENT:**

  
Richard Thompson  
Secretary to the Planning Commission

  
Sarah Boeschen  
Recording Secretary

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**CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT**

**TO:** Planning Commission

**FROM:** Richard Thompson, Director of Community Development

**BY:** Esteban Danna, Assistant Planner

**DATE:** January 25, 2012

**SUBJECT:** Planned Development Permit Amendment for renovation, small addition, and membership increase at the Manhattan Country Club located at 1330 Parkview Avenue.

**RECOMMENDATION**

Staff recommends that the Planning Commission **CONDUCT** the continued Public Hearing and **ADOPT** Resolution PC 12-XX approving the renovation, small addition, and request to increase the maximum number of memberships from 1,200 to 1,400.

**BACKGROUND**

At its January 11, 2012 regular meeting, the Planning Commission conducted a public hearing and discussed the proposal to renovate, construct a small addition, and increase the maximum number of members from 1,200 to 1,400 at the Manhattan Country Club. After taking public testimony and discussing the item, the Commission was generally in favor of the project but directed Staff to provide the Country Club Traffic Study that was conducted in 2004 as well as an analysis of the study by the City's Traffic Engineer.

**DISCUSSION**

***2004 Traffic Study***

The Planning Commission requested to see the 2004 Parking Analysis which was conducted when the Country Club proposed to increase the membership from 1,000 to 1,200 members. The Club also proposed to reallocate approximately 11,000 square-feet of office space to club use. The resulting decrease in office uses created a less intense parking demand when compared to the increased number of memberships. Staff did not initially analyze this parking study since the 2004 project was very different than the current proposed project. Also, Staff did not use the parking projections to extrapolate parking demand for the proposed project since there is actual data from 2008 that is more relevant and a more accurate projection can be made.

**EXHIBIT B  
CC MTG 3-6-12**

### ***2008 Draft Parking Study***

The Commission expressed concerns with the 2008 Traffic Analysis because it was a “Draft” and not a final report. The Country Club commissioned the study when they were exploring the option to convert the existing three-story office building to a hotel, but eventually decided to not pursue those plans. The actual parking counts collected for the study are accurate, and were evaluated by the Traffic Engineer for the current proposal. The Traffic Engineer feels the 2008 parking counts reflect current parking demand and he is comfortable given the data from the study that there is adequate parking for the proposed increase in membership.

### ***City Traffic Engineer Analysis***

As requested, the City’s Traffic Engineer reviewed the August 2004 Parking Analysis for the Manhattan Country Club Expansion prepared by Linscott, Law and Greenspan Engineers as well as the subsequent October 7, 2004 Parking Analysis Addendum. The parking analysis was conducted for the proposal to increase membership from 1,000 to 1,200 members, reallocate office area into club area, and to reallocate corresponding parking areas.

The 2004 study and addendum forecasted a 20% increase in parking demand to account for the proposed membership of 1,200, resulting in a forecasted demand of 140 parking spaces. The Addendum then added a 15% contingency to provide a greater degree of conservativeness, resulting in a total forecasted parking demand for 1,200 members of 161 spaces. The addendum compared this to the available parking supply of 199 spaces and determined that there was ample surplus parking available to handle the increase from 1,000 members to 1,200 members.

Expanding from 1,200 to 1,400 members equals an increase of 17%. Using the 2004 survey methodology to forecast increased parking demand, the City Traffic Engineer estimates a projected parking demand of 188 parking spaces, which is a surplus of 11 spaces. In summation, the Traffic Engineer indicated that there is adequate parking supply to accommodate the currently proposed membership expansion to 1,400 members.

Using the 2008 data, the Traffic Engineer identified a surplus of 19 parking spaces. This evaluation was based on actual 2008 parking survey numbers that were prepared by the same engineering firm that performed the 2004 analysis. The 2008 parking demand numbers are actual counts and were not just extrapolated from the 2004 parking numbers. According to the City Traffic Engineer, a projected surplus of 19 parking spaces is a more accurate projection than the 2004 projection since it is extrapolated from actual data taken in 2008 when the club was operating with 1,200 members. Using both the 2004 and the 2008 evaluations there is a surplus in available parking supply versus projected parking demand.

## **CONCLUSION**

Both the 2004 and 2008 parking studies show that the Manhattan Country Club has an adequate supply of parking spaces to accommodate an increase in membership to 1,400 members.

Staff recommends that the Planning Commission conduct the continued the public hearing, discuss the proposed project, and adopt the draft Resolution approving the project with conditions.

### Attachments:

- A. Draft Resolution No. PC 12-XX
- B. City Traffic Engineer Analysis
- C. 2004 Traffic Impact Analysis and Addendum for the Manhattan Country Club
- D. Staff Report and Attachments, dated January 11, 2012

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**RESOLUTION NO. PC 12-XX**

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A REVISED PLANNED DEVELOPMENT PERMIT AMENDMENT AND RESCINDING ALL PRIOR APPROVALS TO ALLOW A RENOVATION, SMALL ADDITION, AND AN INCREASE IN CLUB MEMBERSHIPS FROM 1,200 TO 1,400 FOR THE MANHATTAN COUNTRY CLUB LOCATED AT 1330/1332/1334 PARK VIEW AVENUE**

**THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE AS FOLLOWS:**

**SECTION 1.** The Planning Commission of the City of Manhattan Beach hereby makes the following findings:

- A. On January 11 and 25, 2012 the Planning Commission of the City of Manhattan Beach conducted public hearings to consider a request submitted by the 1334 Partners, L.P., owners and operator of the Manhattan Country Club to amend its PD (Planned Development) Permit.
- B. The applicant requests approval for the Manhattan Country Club to increase its number of memberships from 1,200 to 1,400. The applicant also proposes to remodel 19,150 square feet of the club house as well as a net interior building increase of 216 square feet by creating a split level in one of the racquetball courts (addition of 548 square feet), expanding the bathrooms onto current balcony space (addition of 195 square feet), and reallocation of interior dining room area space to exterior balcony dining (removal of 527 square feet). No changes are proposed to the existing 38,276 square foot professional office building located adjacent at 1334 Park View Avenue which is also regulated by this entitlement.
- C. The Country Club property is legally described as Parcel 2, Parcel Map recorded in Parcel Map Book 145, pages 23-25 of Maps in the Office of the County Recorder of Los Angeles, and also known as Assessor Parcel 4138-018-900.
- D. The property's zoning, Planned Development (PD), is intended to provide flexible zoning to encourage quality projects on larger commercial parcels, through orderly and thorough review procedures. Pursuant to Section 10.32.020 of the Municipal Code, uses in a PD District shall be permitted subject to an approved PD Plan. This Resolution constitutes the PD Plan, or PD Permit for the subject property.
- E. The applicant for said Planned Development Permit amendment is 1334 Partners L.P. The applicant's objective is to enhance the Country Club amenities while increasing the number of memberships to support the club improvements.
- F. Pursuant to the California Environmental Quality Act (CEQA), and the Manhattan Beach CEQA Guidelines, this application is Categorically Exempt, Class 1, Section 15301, California Environmental Quality Act (CEQA) Guidelines.
- G. This approval amends and replaces all prior land use approvals, and all applicable findings and conditions are incorporated herein. The prior approvals include Resolutions 4128 and 4129 which were adopted by the City Council in 1984, granting a use permit and parking variance to allow the construction of the office building at 1334 Park View Avenue and Resolutions 4972 and 4973 which were adopted by the City Council on December 1, 1992, amending the site Planned Development Permit Amendment and granting a Use Permit for reduction in parking, to allow an increase in the total number of club memberships from 850 to 1,000. This approval also amends and replaces Resolution No. PC 04-18 allowing an increase in the total number of club memberships from 1,000 to 1,200 and conversion of office space to club use.
- H. Pursuant to Section 10.32.060 of the Municipal Code, the following findings are made relative to the PD District:
  1. *The PD Plan or Specific Plan is consistent with the adopted Land Use Element of the General Plan and other applicable policies and is compatible with surrounding development;*

The project site is classified as Manhattan Village Commercial in the Land Use Element of the General Plan. The project is consistent with this land use category in that it is located near Manhattan Village Shopping Center and is a relatively large complex, encompassing

**EXHIBIT A  
PC MTG 1-25-12**

approximately 7.5 acres in land area that provides a specialty health/fitness and social club for residents in the City and surrounding area.

The project, with the imposition of recommended conditions relating to provision of a valet parking program, joint use of parking lots, parking signage, and special event parking management plans, is consistent with I-3 of the Infrastructure Element of the adopted General Plan in that such special operating conditions will ensure that adequate on-site parking will be available to meet increased membership demand.

The project is an enhancement that strengthens the viability of the Manhattan Country Club which provides recreation and fitness opportunity for community residents and therefore is consistent with Policy CR-1.2 which encourages the development of quality recreational facilities on both private land and City owned land.

- 2. *The PD Plan or Specific Plan will enhance the potential for superior urban design in comparison with the development under the base district regulations that would apply if the Plan were not approved;*

The project is compatible and complimentary with existing surrounding land uses, including the Marriot Hotel and golf course to the east, and other commercial uses including the Manhattan Village Shopping Center to the west, Parkview Plaza and Kinecta Credit Union buildings to the north, and Manhattan Senior Villas to the southwest, in that the subject project will provide adequate on-site parking and will not infringe negatively on the parking needs of these surrounding uses as evidenced by detailed parking survey conducted for the project.

- 3. *Deviations from the base district regulations that otherwise would apply are justified by compensating benefits of the PD Plan or Specific Plan;*

The parking supply for the existing recreational facility satisfies the need for parking based on a detailed survey that was conducted for this project. The reduction in parking is justified based on the mixed use concept of the project and based on a detailed demand analysis submitted for the proposed amendment. Given a supply of 155 spaces for Club use, a surplus of 19 parking spaces is anticipated for the Club use.

- 4. *The PD Plan or Specific Plan includes adequate provisions for utilities, services, and emergency vehicle access; and public service demands will not exceed the capacity of existing and planned systems.*

Staff does not anticipate a greater demand for utilities, services, or emergency access as a result of the renovation or the increase in maximum number of memberships. Parking demand will be adequately accommodated with the property's existing parking supply.

- I. The project is compatible and complimentary with existing surrounding land uses, including the Marriott Hotel and golf course to the east, and other commercial uses including the Manhattan Village Shopping Center to the west, Park View Plaza and Kinecta Credit Union buildings to the north, and Manhattan Senior Villas to the south west, in that the subject project will provide adequate on-site parking and is not expected to infringe negatively on the parking needs of these surrounding uses as evidenced by detailed parking survey conducted for the project.
- J. The use of the 1334 Park View Avenue building is limited to general/professional specialty offices, consistent with that project's original approval.

**SECTION 2.** The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject application subject to the following conditions:

Implementation/Uses

- 1. The implementation of this permit shall be in substantial compliance with the project description, findings, and conditions of approval contained in this Resolution as well as the project description and plans reviewed by the Planning Commission on January 11 and 25, 2012. The remodel plan shall be consistent with the concept plan and project description submitted with this application.
- 2. The Country Club may increase its membership to no more than 1,400, including active and inactive memberships, and general and corporate memberships. No more than 50 of the total memberships shall be of the corporate category at any time. The number of tenants/subtenants and employees of



the 1334 Parkview Offices which have Club memberships shall be included in the census of total memberships permitted in this Resolution.

3. The permitted use of the office building at 1334 Parkview Avenue shall be strictly limited to general office use (which does not include medical office uses).

#### Traffic Engineering and Parking

4. The parking lots for the entire site shall provide a minimum of 244 parking spaces on-site, including Club, office tenant, visitor, and required accessible spaces. Seven spaces shall be allocated to the offices at 1334 Park View Avenue and all spaces so allocated to the offices during business hours shall be physically demarcated (striping color, raised pavement markers, e.g.) from the spaces allocated to Club members. The total number of parking spaces for the Club may be reduced if it is determined through plan-check that more accessible parking spaces are required and if the increase in the number of accessible spaces cannot be obtained by enlarging the parking surface.
5. In addition to 244 on-site spaces, the Club shall continue to provide by lease with the City, 50 additional spaces in the public parking lot adjoining the Club on the west side, for a total parking requirement of 294 spaces.
6. A complimentary full-time valet parking service shall be provided to serve members and guests of the Club in order to ensure efficient utilization of the parking lot. The valet service shall also be responsible for monitoring visitor and tenant spaces assigned to the office building at 1334 Parkview Avenue to minimize inconvenience and congestion within the parking lots. A valet parking plan shall be submitted to the Department of Community Development which shall be reviewed and approved by the Fire Department during plan check for any submitted building improvements.
7. All parking spaces allocated for 1334 Park View, including tenant and visitor, shall be available for Club use after 6:00 p.m. on week days, after 1:00 p.m. on Saturdays and all day on Sundays.
8. All Club employees, with the exception of managers, shall park in the 50 leased spaces in the public parking lot to the west of the Club, or by agreement at another nearby property that has been determined by the City to have a sufficient surplus of parking spaces (beyond the amount required for the use by development permit or Zoning Ordinance standard). All employee vehicles shall display current Country Club identification.
9. The tandem spaces on the west boundary of the "Club Lot" that were previously lengthened shall not be modified.
10. Eight visitor spaces may remain in their existing location to the east of the entrance driveway to provide parking for office visitors subject to a time limit of two consecutive hours. The visitor spaces may be used by the Club after 6:00 p.m. on week days and all day Saturdays and Sundays without a time limit. The Club management shall enforce the use of the visitor spaces regularly with the expectation that the on-site valet will not allow cars in the spaces that display Club member, tenant, or employee stickers or identification.
11. The applicant shall provide evidence to the City that signs have been installed minimally at the eight visitor spaces and at the entrance driveway, directing and informing drivers to appropriate areas. The signs shall be clearly visible and shall be reviewed and approved by the Department of Community Development prior to their installation.
12. The Club management shall inform all members and employees of City approved parking regulations on a regular basis including monthly newsletters, and verbal or written correspondence.
13. An existing hand car wash service provided to Club members may be continued, however any canopy or tools utilized by the car wash operation shall not restrict use, or infringe upon any of the 244 required striped parking spaces on the lot.
14. A special event parking management plan shall be submitted and approved by the Department of Community Development and Fire Department for all special events of more than 250 persons.
15. New sidewalk shall be constructed parallel and adjacent to Parkview Avenue on the south side of Parkview Avenue in the vicinity of the parking lot driveway (approximately 40 feet east of and west of the driveway) to provide a continuous straight pedestrian path along the south side of Parkview Avenue. Plans shall be reviewed and approved by the Department of Community Development and Public Works prior to installation.

16. Americans with Disabilities Act (ADA) compliant curb ramps shall be constructed where the new sidewalk identified in item 15 intersects the parking lot driveway in order to provide a continuous accessible pedestrian route along the south side of Parkview Avenue.
17. All accessible parking spaces within the parking lot should be marked and signed as necessary to conform with current standards contained in the current edition of Caltrans Standard Plans A90A and A90B. At least one accessible parking space should be signed and marked as van accessible.
18. A pedestrian walkway shall provide a continuous accessible route from the entryway to the sidewalk on the south side of Parkview Avenue. The walkway shall be designed and installed in a manner consistent with current ADA guidelines.
19. Bicycle parking shall be installed per MBMC 10.64.080 and Bicycle Master Plan.

#### Construction

20. A construction management plan shall be submitted during plan-check of the office conversion improvements which shall establish parking and delivery loading rules regulations. This plan shall be reviewed and approved by the Department of Community Development.
21. The remodel/addition shall comply with all applicable accessibility requirements.
22. No structure, overhang or wall shall be constructed within 10 feet of an existing sanitary sewer line adjacent to the west elevation of the subject development (condition 2 from prior Resolution 4128).
23. All storm and irrigation runoff water shall be contained on site by proper grading and drainage systems. Under no condition shall such water be allowed to flow across the property line onto adjacent properties, with the exception of the property line that separates Manhattan Country Club from the 1334 Office Building (condition 4 from prior Resolution 4128).
24. All mechanical equipment, existing or proposed shall be screened from public view (condition 7 from prior Resolution 4128).

#### Enforcement

25. The City may request an audit of Club membership and office tenant records at any time to confirm compliance with the membership cap and this requirement.

#### Miscellaneous

26. This Resolution shall become effective within fifteen days unless an appeal is filed previously by a party other than the City Council, or an appeal is made by the City Council subsequently at a regularly scheduled meeting.
27. Pursuant to Public Resources Code Section 21089(b) and Fish and Game Code Section 711.4(c), the project is not operative, vested or final until the required filing fees are paid as applicable.
28. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.

SECTION 3. Pursuant to Government Code Section 65009 and Code of Civil Procedures Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the city Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant and if any, the appellant at the address of said person set forth in the record of the proceeding required by Code of Civil Procedure Section 1094.6.

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as **ADOPTED** by the Planning Commission at its regular meeting of January 25, 2012 and that said Resolution was adopted by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

---

**Richard Thompson**  
Secretary to the Planning Commission


---

**Sarah Boeschen**  
Recording Secretary

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**CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT**

**TO:** Esteban Danna  
Assistant Planner

**FROM:** Jack Rydell   
Traffic Engineer

**DATE:** January 20, 2012

**SUBJECT:** Manhattan Country Club Parking Expansion Project  
Parking Analysis

---

As requested, I have reviewed the August 2004 Parking Analysis and October 2004 Addendum for the Manhattan Country Club Expansion and offer the following comments.

Upon review of the August 2004 Parking Analysis for the Manhattan Country Club Expansion prepared by Linscott, Law and Greenspan Engineers and the subsequent October 7, 2004 Parking Analysis Addendum, I believe there is adequate parking supply to accommodate the currently proposed membership expansion to 1,400 members.

The 2004 study and addendum forecasted a 20% increase in parking demand to account for the proposed membership of 1,200, resulting in a forecasted demand of 140 spaces. The Addendum then added a 15% contingency to provide a greater degree of conservativeness, resulting in a total forecasted demand for 1,200 members of 161 spaces. The addendum compared this to the available parking supply of 199 spaces and determined that there was ample surplus parking available to handle the increase from 1,000 members to 1,200 members.

Expanding from 1,200 to 1,400 members equals an increase of 17% from the current membership. Using the 2004 survey methodology to forecast parking demand, the proposed increase in membership projects to a demand of 188 parking spaces. This calculates to a surplus of 11 spaces and suggests that there remains adequate parking supply to accommodate the proposed membership increase.

In my previous evaluation based on the 2008 data, I identified a surplus of 19 spaces. This evaluation was based on actual 2008 parking survey numbers (performed by the same engineering firm that performed the 2004 analysis), which are real numbers and not deduced by extrapolating projected 2004 numbers. I believe the projected surplus of 19 parking spaces is a more accurate projection since it is based on actual data taken in 2008 when the club was operating with 1,200 members. However both evaluations identify a surplus in available parking supply versus projected demand.

**EXHIBIT B**  
PC MTH. 1/25/12

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**PARKING ANALYSIS FOR  
THE MANHATTAN COUNTRY CLUB  
MEMBERSHIP EXPANSION PROJECT  
Manhattan Beach, California  
August 4, 2004**

Prepared For:

**MANHATTAN COUNTRY CLUB**  
1330 Parkview Avenue  
Manhattan Beach, CA 90266

Prepared By:

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
1580 Corporate Drive, Suite 122  
Costa Mesa, CA 92626  
Phone: (714) 641-1587  
FAX: (714) 641-0139

2-042537-1

**EXHIBIT C**  
FC Mtg. 1/25/12

August 4, 2004

Mr. Andrew Scott, General Manager  
**MANHATTAN COUNTRY CLUB**  
1330 Parkview Avenue  
Manhattan Beach, CA 90266

**LLG Reference: 2.042537.1**

**Subject: PARKING ANALYSIS FOR MANHATTAN COUNTRY CLUB  
MEMBERSHIP EXPANSION PROJECT  
(updated per City comments)  
Manhattan Beach, California**

**Engineers & Planners**  
Traffic  
Transportation  
Parking

**Linscott, Law &  
Greenspan, Engineers**  
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Suite 122  
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Pasadena  
Costa Mesa  
San Diego  
Las Vegas

Dear Mr. Scott:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Updated Parking Analysis for the Manhattan Country Club (MCC) Membership Expansion project that has been revised to address comments of City of Manhattan Beach staff. Manhattan Country Club is located along Parkview Avenue, south of Rosecrans Avenue, in the City of Manhattan Beach, California. The parking analysis has been prepared as part of MCC's proposed amendment to its Planned Development Permit and Conditional Use Permit to allow the maximum number of members of the club to be increased to 1,250 memberships.

The parking analysis focuses on determining the existing and future parking needs of Manhattan Country Club, and the availability of parking for the proposed addition of 250 club memberships. MCC proposes to convert existing office space in the 1332 office building to "club space" to provide additional country club amenities and accommodate an increase in club membership from 1,000 memberships to 1,250 memberships. The parking analysis is based on two days of parking surveys performed at MCC and the adjacent office building on a recent weekday (Wednesday, March 3, 2004) and weekend day (Saturday, March 6, 2004). These surveys are an indication of the existing parking usage and peak demand at the country club for both a "typical" weekday and weekend day based on a club membership of 1,000.

Briefly, we conclude that the existing peak parking demands of MCC and the adjacent office building, and the parking requirements for 250 additional club memberships can be accommodated within the existing parking supply. Further, the parking needs of the 1,250 club memberships will not have an impact on the parking conditions/operations of the office building adjoining MCC.

Philip M. Linscott, PE (1924-2000)  
Jack M. Greenspan, PE  
William A. Law, PE (Ret.)  
Paul W. Wilkinson, PE  
John P. Keating, PE  
David S. Shender, PE  
John A. Boarman, PE  
Clare M. Look-Jaeger, PE

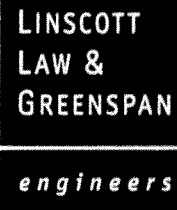
Richard A. Arrington, PE

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**CC MTG 3-6-12**

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Mr. Andrew Scott, General Manager  
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Based on the results of our analysis, the projected peak parking demand for MCC, with a total of 1,250 club memberships is expected to occur at 10:00 AM and 11:00 AM on a weekday, when a demand of 168 spaces is forecast. With a planned parking supply of 192 striped spaces, this weekday peak requirement results in a surplus of 24 striped parking spaces. In addition, the peak parking demand for the adjacent 1334 Office Building is expected to occur at 2:30 PM and 3:00 PM on a weekday, when a demand of 63 spaces is forecast. With a planned parking supply of 77 striped spaces, this weekday peak requirement results in a surplus of 14 parking striped spaces. Our method of analysis, findings and conclusions are described in detail below.

## PROJECT DESCRIPTION

Located at 1330 Parkview Avenue, Manhattan Country Club consists of a clubhouse with eighteen tennis courts. Adjoining the Club and under the same roof are 11,035 square feet (SF) of commercial office space located at, and known as, 1332 Parkview Avenue. 1332 Parkview Avenue at the present time is currently 65% occupied in anticipation of the modification of the Conditional Use Permit (CUP). Adjacent to both the Manhattan Country Club and 1332 Parkview Avenue, is a 38,276 SF office building located at, and known as, 1334 Parkview Avenue. 1334 Parkview Avenue is currently 100% occupied. The two separate parcels are bounded by Parkview Avenue to the north and the Marriott Hotel to the east. A public parking lot owned by the City of Manhattan Beach borders the country club on the west.

The Manhattan Country Club, 1332 Parkview Avenue and 1334 Parkview Avenue share a single access driveway to/from Parkview Avenue. Parking for the three addresses is provided on two separate parking lots with a total parking supply of 232 striped spaces; one located in front of the west side of the Club, and the other located in front of 1332 and 1334 Parkview Avenue. The Club Lot currently has a total supply of 105 striped spaces and the Office Lot provides a total of 127 striped parking spaces. Additional parking for MCC is provided in the City of Manhattan Beach public parking lot. **Exhibit 1**, located at the end of this letter report, illustrates the existing site plan/survey for the MCC, and the number of striped parking spaces within each parking area.

Presently, club members are not permitted to park in the office lot during weekday office business hours. Further, employees of MCC are not permitted to park in either the Club or Office Lots; they are directed to park in the City "Leased" Lot or curbside on Parkview Avenue. MCC currently has an average daily staff presence of 32 employees who work in five different shifts over the course of a twenty-four hour period of time.

### Proposed Project

MCC proposes to convert existing office space in the 1332 office building to "club space" to provide additional country club amenities and accommodate an increase in club membership from 1,000 memberships to 1,250 memberships. The additional club

amenities would include the expansion of the Gymnasium for more health and fitness equipment, the creation of a Youth Center to separate youth activities from the remainder of the club and the creation of a new Adult Activity Area with food and beverage service. MCC plans to reassign 37 striped spaces within the Office Lot to "club" use that are currently designated to the 1332 office building. Based on the current lease obligations in the 1332 Parkview Avenue, MCC anticipates that the entire conversion process would be completed by January 1, 2006. No net increase in staff presence is anticipated with the conversion of the 1332 office building.

**Exhibit 2** illustrates the reconfiguration of the Office Lot to accommodate the additional 250 club memberships. As shown, 37 of the 127 striped parking spaces provided in the Office Lot will be designated for MCC use and 77 striped parking spaces designated for the Office building. The remaining 13 striped parking spaces, consisting of 8 visitor parking spaces, 3 handicap parking spaces and 2 loading zone only parking spaces will be shared between MCC and the Office building.

#### EXISTING PARKING SUPPLY

**Table 1**, located at the end of this letter report, following the exhibits, summarizes the available parking supply within the Club Lot, Office Lot (Zone A and Zone B) and City "Leased" Lot. As shown, the Club Lot currently has a total supply of 105 striped spaces, of which 24 spaces are tandem (second access) stalls. The Office Lot (Zone A and Zone B) provides a total of 127 striped parking spaces, 16 of which are tandem spaces, for an on-site total of 232 striped spaces.

The City "Leased" Lot is located west of the club, and is accessed via a driveway along Parkview Avenue. Based on our inventory, there are 70 parking striped spaces contained in this parking easement; 37 of which are located west of the access driveway in the triangular lot that directly borders MCC. The remaining 33 spaces are located in the parking area east of the access driveway. MCC presently leases only 50 of these striped spaces from the City, bringing the overall parking supply to 282 striped spaces. Direct pedestrian access is provided between the City Lot and MCC.

In addition to the Club Lot, Office Lot (Zone A and Zone B) and City "Leased" Lot, there exists an opportunity to utilize the on-street parking spaces along Parkview Avenue in the vicinity of MCC. Within the vicinity of MCC, approximately eighty-four (84) curbside parking spaces are located on Parkview Avenue, between Village Drive and Parkway Drive. **Appendix A** contains an inventory of the curbside parking spaces provided on Parkview Avenue.

Mr. Andrew Scott, General Manager  
MANHATTAN COUNTRY CLUB  
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## EXISTING PARKING SURVEYS

To determine the existing parking usage and peak demand associated with the current MCC club membership of 1,000 and the adjoining office building, parking surveys were conducted on Wednesday, March 3, 2004 and Saturday, March 6, 2004. These days represent "typical" weekday and weekend activity at MCC, as well as the adjacent office building. The counts were conducted at half-hour intervals for a duration of 12-hours for both days, beginning at 7:00 AM and ending at 7:00 PM. **Appendix B** contains the detailed parking survey count sheets.

The parking lots surveyed included the MCC Club Lot, the adjoining office building parking lot, and the City "Leased" Lot. Existing curbside parking demand on Parkview Avenue in the vicinity of MCC was also collected. Not surveyed were vehicles parked on-street beyond reasonable walking distance to the Club and adjacent office building, parking lots belonging to other facilities, and the spaces in the City Lot located behind the chain-linked fence.

The results of the off-street parking surveys performed on Wednesday and Saturday are summarized in **Tables 2A** and **2B**, respectively. The results of the curbside (on-street) parking surveys performed on Wednesday and Saturday are summarized in **Tables 3A** and **3B**, respectively. These tables also indicate the parking accumulation data for each parking area as a percent utilization of the parking supply.

Review of Table 2A, shows that the off-street parking survey identifies a maximum peak parking demand (which includes the Club Lot and City "Leased" Lot) of 117 spaces at 10:00 AM and 11:00 AM on Wednesday. The off-street parking survey identifies a maximum peak parking demand (which includes the Office Lot – Zone A and Office Lot – Zone B) of 84 spaces at 3:30 PM on Wednesday. The off-street parking survey identifies a maximum overall peak parking demand (which includes the three parking lots) of 195 spaces at 10:00 AM and 11:00 AM on Wednesday.

Review of Table 2B, shows that the off-street parking survey identifies a maximum peak parking demand (which includes the Club Lot and City "Leased" Lot) of 63 spaces at 11:00 AM on Saturday. The off-street parking survey identifies a maximum peak parking demand (which includes the Office Lot – Zone A and Office Lot – Zone B) of 44 spaces at 10:30 AM on Saturday. The off-street parking survey identifies a maximum overall peak parking demand (which includes the three parking lots) of 106 spaces at 11:00 AM on Saturday.

Review of Table 3A, shows that the curbside parking survey along Parkview identifies a maximum overall peak parking demand of 79 spaces at 10:30 AM on Wednesday. Review of Table 3B, shows that a peak parking demand of 68 spaces occurs at 11:00 AM and 11:30 AM on Saturday.

**Table 4** summarizes the results of the survey as they relate to the existing parking demand generated at Manhattan Country Club. Review of Table 4 shows that the Club lot peaked at 11:00 AM on Wednesday during which 67% (70 spaces) of the spaces were occupied. This demand required the limited use of second access (tandem) parking. The Wednesday peak can be attributed to the Marine Tennis League. During this time period, the Office Lot – Zone A, the Office Lot – Zone B and the City “Leased” Lot were 76% (28 spaces), 65% (50 spaces) and 94% (47 spaces) occupied, respectively.

It should be noted that the Wednesday peak parking demand of the Club (11:00 AM) also reflects one of the peak observed parking demands generated at the site. The other peak observed parking demand occurs at 10:00 AM. At those times (10:00 AM and 11:00 AM), the off-street lots were 72% (195 spaces) occupied.

On Saturday, the peak parking period occurred at 11:00 AM, when 49% (51 spaces) of the parking supply at the Club was utilized. Approximately 65% (24 spaces), 25% (19 spaces) and 24% (12 spaces) of the Office Lot – Zone A, Office Lot – Zone B and the City “Leased” Lot were occupied at this time. Overall, the off-street lots were 39% (106 spaces) occupied.

**Chart 1**, located at the end of this letter report following the tables, presents a comparison of parking at the MCC lot for Wednesday and Saturday. The same comparison for the Office Lot, City “Leased” Lot and Parkview Avenue is presented in **Charts 2, 3, and 4** respectively.

Chart 1 indicates that on Wednesday, Club parking peaked at 70 spaces, which was higher than the peak period on a Saturday (51 occupied spaces). Chart 2 identifies a greater parking demand at the Office Lot on a Wednesday than a Saturday, which is expected since the office building is closed on Saturday. Maximum occupancy on Wednesday took place at 3:30 PM when 84 vehicles (30 vehicles in Zone A and 54 vehicles in Zone B) were parked within the Office Lot. Maximum occupancy on Saturday took place at 10:30 AM when 44 vehicles (26 vehicles in Zone A and 18 vehicles in Zone B) were parked within the Office Lot.

As depicted in Chart 3, the City “Leased” Lot is heavily utilized between 9:00 AM and 1:00 PM on Wednesday. The maximum occupancy observed is 50 vehicles on Wednesday at 9:30 AM. The Saturday peak demand was significantly less than the peak observed on Wednesday and totaled 12 vehicles.

Chart 4 indicates a slightly greater hourly parking demand on Wednesday for on-street spaces along Parkview Avenue than on Saturday. An on-street peak of 79 spaces is identified on Wednesday at 10:30 AM and an on-street peak of 68 spaces is identified on Saturday at 11:00 AM and 11:30 AM.

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**Chart 5** shows the parking utilization profiles on Wednesday March 3, 2004 for the Club Lot/City "Leased" Lot, Office Lot A/Office Lot B, Parkview Avenue and for an office use based on the ULI Shared Parking Methodology.

### **Club Lot and City "Leased" Lot Only**

In order to determine the existing weekday (Wednesday) and weekend day (Saturday) parking demand of the MCC exclusively, the Club Lot and City "Leased" Lot were isolated from the Office Lot (Zone A and Zone B). The results of the off-street parking surveys for the Club Lot and City "Leased" Lot only for Wednesday and Saturday are summarized in **Tables 5A** and **5B**, respectively. These tables also indicate the parking accumulation data for each parking area as a percent utilization of the parking supply.

Review of Table 5A shows that the existing parking survey for the Club Lot and City "Leased" Lot only identifies a maximum overall peak parking demand of 117 spaces (75% of the total supply within the Club Lot and City "Leased" Lot) at 10:00 AM and 11:00 AM. Review of Table 5B shows that a peak parking demand of 63 spaces (41% of the total supply within the Club Lot and City "Leased" Lot) occurs at 11:00 AM on Saturday.

## **PARKING ANALYSIS**

Analyzing the supply-demand relationship involves determining the parking needs and measurement against existing and/or future parking supply. In general, there are two methods that can be used to determine parking demand. They include: 1) the application of City parking code requirements, which typically treats each use as a "stand alone" facility at maximum demand, and 2) using actual (measured) peak demand figures in place of code.

### **Code Parking Analysis**

Based on prior analyses for the MCC, we have found that the City of Manhattan Beach, through the issuance of a Planned Development Permit and Use Permit, requires that MCC provide 238 striped spaces on-site for the country club and adjacent adjoining building and lease 50 off-site spaces from the City.

Currently, a total of 232 spaces are provided in the Club Lot and Office Lot. It appears that 6 spaces were lost to accommodate additional handicapped spaces and bring the facility up to current ADA requirements. The MCC presently leases 50 spaces from the City in a lot located west of the Club.

### **Forecast Parking Demand Based on Current Parking Usage Patterns**

As mentioned previously, parking surveys at Manhattan Country Club were conducted to determine the existing peak parking demand characteristics at the site with a current club

membership of 1,000. Based on the results of the surveys (with a focus to the Club Lot and City "Leased" Lot only), it was determined that the peak parking demand for MCC occurred on Wednesday with 117 spaces occupied. With an existing parking supply of 155 striped spaces, this translates to a parking occupancy rate of 75% with 38 striped spaces being vacant.

On Saturday, the peak parking demand for the MCC (Club Lot and City "Leased" Lot only) totaled 63 spaces. With an existing parking supply of 155 striped spaces, this translates to a parking occupancy rate of 41% with 92 striped spaces being vacant.

To determine the potential impact associated with the proposed increase in club memberships, we have estimated the parking requirements for the proposed club membership increase from 1,000 memberships to 1,250 memberships. **Tables 6A and 6B** summarize the forecast peak parking demand for the MCC assuming a club member increase from 1,000 memberships to 1,250 memberships for Wednesday and Saturday, respectively. Please note that MCC does not anticipate an increase in employees to accommodate the membership increase.

Review of Table 6A shows that the existing Wednesday peak parking demand within the Club Lot and City "Leased" Lot totaled 117 spaces. The existing Wednesday peak parking demand of 117 spaces was increased by twenty five percent (25%) to account for the additional 250 club memberships, resulting in a future peak parking demand of 146 spaces. To remain conservative a fifteen percent (15%) contingency factor has been added to the future peak parking demand, resulting in a future demand of 168 spaces. The 15% contingency factor is to account for daily variations and provide reserve capacity for vehicles cruising for a space, vehicles unparking, valet service operations and for peak surges in demand. With a proposed "MCC only" parking supply of 192 striped spaces a surplus of 24 striped spaces is expected.

A review of Table 6B shows that the increase of club membership from 1,000 memberships to 1,250 memberships results in a future Saturday peak parking demand of 91 spaces. With a proposed "MCC only" parking supply of 192 striped spaces a surplus of 101 striped spaces is expected.

Please note that the proposed parking supply includes the 105 striped parking spaces within the Club Lot, the 50 striped spaces within the City "Leased" Lot and 37 striped parking spaces within the Office Lot. As mentioned previously, MCC plans to reconfigure the Office Lot to utilize 37 striped parking spaces that are currently designated to the 1332 office building for "club" parking (refer to Exhibit 2).

In addition, an alternative parking analysis has been prepared that projects the half-hourly parking requirements for the MCC and the adjoining office building based on the existing parking accumulation characteristics of the site.

Table 7 presents the weekday, half-hourly parking demand forecast for MCC and the existing office uses, respectively. Column (1) presents the existing parking demand for MCC with an existing membership of 1,000 between the hours of 7:00 AM to 7:00 PM, as observed on Wednesday. Column (2) presents the parking demand for the additional 250 club memberships. Column (3) presents the future parking demand for MCC with a total of 1,250 club memberships. Column (4) represents the parking impact associated with the 15% contingency factor. The projected weekday hourly parking demands for MCC, with the additional 250 club memberships is summarized in column (5). Column (6) compares the future parking demand with the proposed supply. Columns (7), (8), (9) and (10) are similar to the parking data presented in the first six columns, however these values represent the parking characteristics of the adjoining "1334" office building.

As shown in column (5) of Table 7, a total of 168 parking spaces will be required during a "typical" weekday to support MCC after completion of the proposed expansion project. With a planned parking supply of 192 striped spaces, this weekday peak requirement results in a surplus of 24 striped parking spaces. As shown in column (9) of Table 7, a total of 63 parking spaces will be required during a "typical" weekday to support the 1334 Office Building. With a planned parking supply of 77 striped spaces, this weekday peak requirement results in a surplus of 14 striped parking spaces. Given that MCC and the 1334 Office Building have a surplus of parking spaces, we conclude that the planned parking supply will accommodate the forecast peak parking demand of MCC and the adjoining office, with an additional 250 club memberships.

#### Special Events and Catering

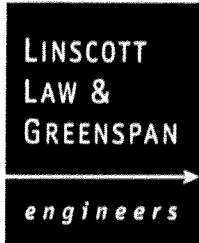
MCC currently hosts the following five major events per year: The Manhattan Beach Education Foundation Wine Auction (approximately 1,200 people), The Richstone Foundation Wine Auction (approximately 300 people), Easter Brunch (two shifts – approximately 250 people), Mother's Day Brunch (two shifts – approximately 250 people) and The Hawaiian Luau (maximum capacity of 200 people). The aforementioned events are held on weekend days when the office tenant parking demand is minimal.

Catering events are a regular part of MCC activities, however they typically are scheduled on nights and weekends when both MCC and office tenant parking demands are low. The survey data collected on Wednesday, March 3<sup>rd</sup> and Saturday, March 6<sup>th</sup> of 2004 both included catering functions and the corresponding demand for parking is reflected in the utilization rates. Of note, the Richstone Foundation Wine Auction was held on Saturday, March 6, 2004.

#### **SUMMARY OF FINDINGS AND CONCLUSIONS**

1. Located at 1330 Parkview Avenue, Manhattan Country Club consists of a clubhouse with eighteen tennis courts. Adjoining the Club and under the same roof are 11,035 SF of commercial office space located at, and known as, 1332 Parkview Avenue. Adjacent

Mr. Andrew Scott, General Manager  
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to both Manhattan Country Club and 1332 Parkview Avenue, is a separate 38,000 SF office building located at, and known as, 1334 Parkview Avenue. MCC has a total of 232 striped spaces available for their use in the Club Lot and Office Lot, and leases 50 striped spaces from the City of Manhattan Beach in a lot located west of the Club.

2. MCC proposes to convert existing office space in the 1332 office building to "club space" to accommodate an increase in club membership from 1,000 memberships to 1,250 memberships.
3. The City of Manhattan Beach, through the issuance of a Planned Development Permit and Use Permit, requires that MCC provide 238 striped spaces on-site and lease 50 off-site striped spaces from the City.
4. Based on the results of our analysis, the projected peak parking demand for MCC, with a total of 1,250 club memberships is expected to occur at 10:00 AM and 11:00 AM on a weekday, when a demand of 168 spaces is forecast. With a planned parking supply of 192 striped spaces, this weekday peak requirement results in a surplus of 24 striped parking spaces. In addition, the peak parking demand for the adjacent 1334 Office Building is expected to occur at 2:30 PM and 3:00 PM on a weekday, when a demand of 63 spaces is forecast. With a planned parking supply of 77 striped spaces, this weekday peak requirement results in a surplus of 14 striped parking spaces. Given that MCC and the 1334 Office Building have a surplus of parking spaces, we conclude that the planned parking supply will accommodate the forecast peak parking demand of MCC and the adjoining office, with an additional 250 club memberships.

\* \* \* \* \*

We appreciate the opportunity to prepare this analysis for you and the City of Manhattan Beach. Should you have any questions or need additional assistance, please do not hesitate to call us at (714) 641-1587.

Very truly yours,  
LINS COTT, LAW & GREENSPAN, ENGINEERS

Richard E. Barretto, P.E.  
Principal



Daniel A. Kloos, P.E.  
Transportation Engineer II



Attachments





**TABLE 1**

**SUMMARY OF EXISTING PARKING SUPPLY<sup>1</sup>  
Manhattan Country Club, Manhattan Beach**

Parking Lot	First Access Spaces					Tandem <sup>2</sup> Spaces	Total Supply
	Standard	Visitor	Reserved	Handicap	Loading		
Club Lot	76	0	1	2	2	24	105
Office Lot (Zone A)	30	8	3	3	2	4	50
Office Lot (Zone B)	65	0	0	0	0	12	77
Subotal On-site	171	8	4	5	4	40	232
City Leased Lot	50	-	-	-	-	-	50
<b>Total Supply</b>	<b>221</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>40</b>	<b>282</b>

<sup>1</sup> Source: Based on field inventory by LLG, Engineers, March, 2004.

Parkview Avenue, in the vicinity of the Manhattan Country Club, has the potential to provide a total of 84 curbside parking spaces.

<sup>2</sup> Parking spaces in tandem with a second space where access is gained by first moving another vehicle.

**TABLE 2A**

**SUMMARY OF OFF-STREET PARKING SURVEY DATA - WEDNESDAY MARCH 3, 2004**  
**Manhattan Country Club, Manhattan Beach**

Time Period	CLUB LOT		CITY LEASED LOT		SUBTOTAL		OFFICE LOT - ZONE A		OFFICE LOT - ZONE B		SUBTOTAL		TOTALS	
	Supply	105	Supply	50	Supply	155	Supply	37	Supply	77	Supply	114	Supply	269
	Parked Vehicles	Parking Utilization	Parked Vehicles <sup>1</sup>	Parking Utilization	Parked Vehicles	Parking Utilization	Parked Vehicles <sup>2</sup>	Parking Utilization	Parked Vehicles	Parking Utilization	On-site Subtotal	Parking Utilization	Parked Vehicles	Parking Utilization
7:00 AM	24	23%	15	30%	39	25%	9	24%	10	13%	19	17%	58	22%
7:30 AM	25	24%	15	30%	40	26%	9	24%	10	13%	19	17%	59	22%
8:00 AM	33	31%	15	30%	48	31%	9	24%	10	13%	19	17%	67	25%
8:30 AM	42	40%	15	30%	57	37%	9	24%	10	13%	19	17%	76	28%
9:00 AM	54	51%	46	92%	100	65%	24	65%	39	51%	63	55%	163	61%
9:30 AM	55	52%	<b>50</b>	<b>100%</b>	105	68%	30	81%	49	64%	79	69%	184	68%
10:00 AM	68	65%	49	98%	<b>117</b>	<b>75%</b>	32	86%	46	60%	78	68%	<b>195</b>	<b>72%</b>
10:30 AM	68	65%	47	94%	115	74%	32	86%	46	60%	78	68%	193	72%
11:00 AM	<b>70</b>	<b>67%</b>	47	94%	<b>117</b>	<b>75%</b>	28	76%	50	65%	78	68%	<b>195</b>	<b>72%</b>
11:30 AM	68	65%	44	88%	112	72%	28	76%	47	61%	75	66%	187	70%
12:00 Noon	67	64%	47	94%	114	74%	28	76%	47	61%	75	66%	189	70%
12:30 PM	67	64%	45	90%	112	72%	24	65%	53	69%	77	68%	189	70%
1:00 PM	54	51%	45	90%	99	64%	31	84%	44	57%	75	66%	174	65%
1:30 PM	54	51%	31	62%	85	55%	31	84%	44	57%	75	66%	160	59%
2:00 PM	54	51%	31	62%	85	55%	31	84%	44	57%	75	66%	160	59%
2:30 PM	29	28%	19	38%	48	31%	25	68%	<b>55</b>	<b>71%</b>	80	70%	128	48%
3:00 PM	29	28%	19	38%	48	31%	25	68%	<b>55</b>	<b>71%</b>	80	70%	128	48%
3:30 PM	25	24%	16	32%	41	26%	30	81%	54	70%	<b>84</b>	<b>74%</b>	125	46%
4:00 PM	26	25%	14	28%	40	26%	28	76%	54	70%	82	72%	122	45%
4:30 PM	30	29%	12	24%	42	27%	<b>34</b>	<b>92%</b>	49	64%	83	73%	125	46%
5:00 PM	48	46%	14	28%	62	40%	<b>34</b>	<b>92%</b>	49	64%	83	73%	145	54%
5:30 PM	56	53%	14	28%	70	45%	30	81%	33	43%	63	55%	133	49%
6:00 PM	56	53%	19	38%	75	48%	30	81%	33	43%	63	55%	138	51%
6:30 PM	56	53%	20	40%	76	49%	30	81%	33	43%	63	55%	139	52%
7:00 PM	53	50%	9	18%	62	40%	19	51%	16	21%	35	31%	97	36%

Notes:  
The BOLD, shaded data represents the existing peak parking demand for each parking area.

The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.

The existing parking demand within the Office Lot - Zone A includes the 8 visitor spaces, 3 handicap spaces and 2 loading only spaces, but the supply only represents the 37 office spaces.

**TABLE 2B**

**SUMMARY OF OFF-STREET PARKING SURVEY DATA - SATURDAY MARCH 6, 2004**  
**Manhattan Country Club, Manhattan Beach**

Time Period	CLUB LOT		CITY LEASED LOT		SUBTOTAL		OFFICE LOT - ZONE A		OFFICE LOT - ZONE B		SUBTOTAL		TOTALS	
	Supply Parked Vehicles	105 Parking Utilization	Supply Parked Vehicles <sup>1</sup>	50 Parking Utilization	Supply Parked Vehicles	155 Parking Utilization	Supply Parked Vehicles <sup>2</sup>	37 Parking Utilization	Supply Parked Vehicles	77 Parking Utilization	Supply On-site Subtotal	114 Parking Utilization	Supply Parked Vehicles	269 Parking Utilization
7:00 AM	16	15%	6	12%	22	14%	10	27%	1	1%	11	10%	33	12%
7:30 AM	16	15%	6	12%	22	14%	13	35%	3	4%	16	14%	38	14%
8:00 AM	27	26%	8	16%	35	23%	14	38%	4	5%	18	16%	53	20%
8:30 AM	33	31%	8	16%	41	26%	17	46%	7	9%	24	21%	65	24%
9:00 AM	40	38%	8	16%	48	31%	17	46%	7	9%	24	21%	72	27%
9:30 AM	48	46%	7	14%	55	35%	<b>27</b>	<b>73%</b>	15	19%	42	37%	97	36%
10:00 AM	50	48%	9	18%	59	38%	<b>27</b>	<b>73%</b>	16	21%	43	38%	102	38%
10:30 AM	50	48%	11	22%	61	39%	26	70%	18	23%	<b>44</b>	<b>39%</b>	105	39%
11:00 AM	<b>51</b>	<b>49%</b>	<b>12</b>	<b>24%</b>	<b>63</b>	<b>41%</b>	24	65%	<b>19</b>	<b>25%</b>	43	38%	<b>106</b>	<b>39%</b>
11:30 AM	44	42%	<b>12</b>	<b>24%</b>	56	36%	24	65%	18	23%	42	37%	98	36%
12:00 Noon	32	30%	<b>12</b>	<b>24%</b>	44	28%	21	57%	17	22%	38	33%	82	30%
12:30 PM	32	30%	<b>12</b>	<b>24%</b>	44	28%	15	41%	14	18%	29	25%	73	27%
1:00 PM	33	31%	10	20%	43	28%	13	35%	12	16%	25	22%	68	25%
1:30 PM	32	30%	10	20%	42	27%	12	32%	12	16%	24	21%	66	25%
2:00 PM	37	35%	10	20%	47	30%	14	38%	12	16%	26	23%	73	27%
2:30 PM	40	38%	10	20%	50	32%	14	38%	11	14%	25	22%	75	28%
3:00 PM	37	35%	10	20%	47	30%	16	43%	8	10%	24	21%	71	26%
3:30 PM	29	28%	10	20%	39	25%	15	41%	6	8%	21	18%	60	22%
4:00 PM	26	25%	<b>12</b>	<b>24%</b>	38	25%	15	41%	5	6%	20	18%	58	22%
4:30 PM	15	14%	10	20%	25	16%	9	24%	5	6%	14	12%	39	14%
5:00 PM	17	16%	10	20%	27	17%	14	38%	5	6%	19	17%	46	17%
5:30 PM	19	18%	8	16%	27	17%	21	57%	6	8%	27	24%	54	20%
6:00 PM	30	29%	7	14%	37	24%	<b>27</b>	<b>73%</b>	8	10%	35	31%	72	27%
6:30 PM	28	27%	7	14%	35	23%	25	68%	8	10%	33	29%	68	25%
7:00 PM	26	25%	7	14%	33	21%	25	68%	8	10%	33	29%	66	25%

**Notes:**  
The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.

The existing parking demand within the Office Lot - Zone A includes the 8 visitor spaces, 3 handicap spaces and 2 loading only spaces, but the supply only represents the 37 office spaces.

TABLE 3A

SUMMARY OF CURBSIDE PARKING SURVEY DATA  
 WEDNESDAY MARCH 3, 2004  
 Manhattan Country Club, Manhattan Beach

Time Period	PARK VIEW AVENUE	
	Supply Parked Vehicles	84 Parking Utilization
7:00 AM	58	69%
7:30 AM	58	69%
8:00 AM	58	69%
8:30 AM	57	68%
9:00 AM	71	85%
9:30 AM	77	92%
10:00 AM	78	93%
<b>10:30 AM</b>	<b>79</b>	<b>94%</b>
11:00 AM	77	92%
11:30 AM	78	93%
12:00 Noon	78	93%
12:30 PM	75	89%
1:00 PM	76	90%
1:30 PM	76	90%
2:00 PM	76	90%
2:30 PM	77	92%
3:00 PM	69	82%
3:30 PM	66	79%
4:00 PM	63	75%
4:30 PM	66	79%
5:00 PM	62	74%
5:30 PM	56	67%
6:00 PM	53	63%
6:30 PM	50	60%
7:00 PM	48	57%

Note: The **BOLD**, shaded data represents the existing peak parking demand.

TABLE 3B

SUMMARY OF CURBSIDE PARKING SURVEY DATA  
SATURDAY MARCH 6, 2004  
Manhattan Country Club, Manhattan Beach

Time Period	PARK VIEW AVENUE	
	Supply Parked Vehicles	84 Parking Utilization
7:00 AM	23	27%
7:30 AM	24	29%
8:00 AM	42	50%
8:30 AM	48	57%
9:00 AM	51	61%
9:30 AM	58	69%
10:00 AM	59	70%
10:30 AM	63	75%
<b>11:00 AM</b>	<b>68</b>	<b>81%</b>
<b>11:30 AM</b>	<b>68</b>	<b>81%</b>
12:00 Noon	66	79%
12:30 PM	63	75%
1:00 PM	63	75%
1:30 PM	63	75%
2:00 PM	56	67%
2:30 PM	59	70%
3:00 PM	59	70%
3:30 PM	50	60%
4:00 PM	44	52%
4:30 PM	42	50%
5:00 PM	44	52%
5:30 PM	45	54%
6:00 PM	48	57%
6:30 PM	56	67%
7:00 PM	56	67%

Note: The **BOLD**, shaded data represents the existing peak parking demand.

**TABLE 4**

**PARKING DEMAND SUMMARY  
Manhattan Country Club, Manhattan Beach**

Location and Time of Peak Observed		Observed Parking Demand												Total Observed Parking (269 Spaces)	
		Club Lot (105 Spaces)		City "Leased" Lot (50 Spaces)		Subtotal (155 Spaces)		Office Lot - Zone A (37 Spaces)		Office Lot - Zone B (77 Spaces)		Subtotal (114 Spaces)		Cars Parked	Percent Occupied
		Cars Parked	Percent Occupied	Cars Parked	Percent Occupied	Cars Parked	Percent Occupied	Cars Parked	Percent Occupied	Cars Parked	Percent Occupied	Cars Parked	Percent Occupied		
<b>Wed March 3, 2004</b>															
Club Peak	11:00 AM	70	67%	47	94%	117	75%	28	76%	50	65%	78	68%	195	72%
Office Peak Zone A	4:30 PM	30	29%	12	24%	42	27%	34	92%	49	64%	83	73%	125	46%
	5:00 PM	48	46%	14	28%	62	40%	34	92%	49	64%	83	73%	145	54%
Office Peak Zone B	2:30 PM	29	28%	19	38%	48	31%	25	68%	55	71%	80	70%	128	48%
	3:00 PM	29	28%	19	38%	48	31%	25	68%	55	71%	80	70%	128	48%
Overall Peak	10:00 AM	68	65%	49	98%	117	75%	32	86%	46	60%	78	68%	195	72%
	11:00 AM	70	67%	47	94%	117	75%	28	76%	50	65%	78	68%	195	72%
<b>Sat March 6, 2004</b>															
Club Peak	11:00 AM	51	49%	12	24%	63	41%	24	65%	19	25%	43	38%	106	39%
Office Peak Zone A	9:30 AM	48	46%	7	14%	55	35%	27	73%	15	19%	42	37%	97	36%
	10:00 AM	50	48%	9	18%	59	38%	27	73%	16	21%	43	38%	102	38%
	6:00 PM	30	29%	7	14%	37	24%	27	73%	8	10%	35	31%	72	27%
Office Peak Zone B	11:00 AM	51	49%	12	24%	63	41%	24	65%	19	25%	43	38%	106	39%
Overall Peak	11:00 AM	51	49%	12	24%	63	41%	24	65%	19	25%	43	38%	106	39%

TABLE 5A

SUMMARY OF PARKING SURVEY DATA - WEDNESDAY MARCH 3, 2004  
Manhattan Country Club, Manhattan Beach

Time Period	CLUB LOT		CITY LEASED LOT		TOTALS	
	Supply Parked Vehicles	105 Parking Utilization	Supply Parked Vehicles	50 Parking Utilization	Supply Parked Vehicles	155 Parking Utilization
7:00 AM	24	23%	15	30%	39	25%
7:30 AM	25	24%	15	30%	40	26%
8:00 AM	33	31%	15	30%	48	31%
8:30 AM	42	40%	15	30%	57	37%
9:00 AM	54	51%	46	92%	100	65%
9:30 AM	55	52%	<b>50</b>	<b>100%</b>	105	68%
10:00 AM	68	65%	49	98%	<b>117</b>	<b>75%</b>
10:30 AM	68	65%	47	94%	115	74%
11:00 AM	<b>70</b>	<b>67%</b>	47	94%	<b>117</b>	<b>75%</b>
11:30 AM	68	65%	44	88%	112	72%
12:00 Noon	67	64%	47	94%	114	74%
12:30 PM	67	64%	45	90%	112	72%
1:00 PM	54	51%	45	90%	99	64%
1:30 PM	54	51%	31	62%	85	55%
2:00 PM	54	51%	31	62%	85	55%
2:30 PM	29	28%	19	38%	48	31%
3:00 PM	29	28%	19	38%	48	31%
3:30 PM	25	24%	16	32%	41	26%
4:00 PM	26	25%	14	28%	40	26%
4:30 PM	30	29%	12	24%	42	27%
5:00 PM	48	46%	14	28%	62	40%
5:30 PM	56	53%	14	28%	70	45%
6:00 PM	56	53%	19	38%	75	48%
6:30 PM	56	53%	20	40%	76	49%
7:00 PM	53	50%	9	18%	62	40%

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.



TABLE 5B

SUMMARY OF PARKING SURVEY DATA - SATURDAY MARCH 6, 2004  
Manhattan Country Club, Manhattan Beach

Time Period	CLUB LOT		CITY LEASED LOT		TOTALS	
	Supply Parked Vehicles	105 Parking Utilization	Supply Parked Vehicles	50 Parking Utilization	Supply Parked Vehicles	155 Parking Utilization
7:00 AM	16	15%	6	12%	22	14%
7:30 AM	16	15%	6	12%	22	14%
8:00 AM	27	26%	8	16%	35	23%
8:30 AM	33	31%	8	16%	41	26%
9:00 AM	40	38%	8	16%	48	31%
9:30 AM	48	46%	7	14%	55	35%
10:00 AM	50	48%	9	18%	59	38%
10:30 AM	50	48%	11	22%	61	39%
11:00 AM	<b>51</b>	<b>49%</b>	<b>12</b>	<b>24%</b>	<b>63</b>	<b>41%</b>
11:30 AM	44	42%	<b>12</b>	<b>24%</b>	56	36%
12:00 Noon	32	30%	<b>12</b>	<b>24%</b>	44	28%
12:30 PM	32	30%	<b>12</b>	<b>24%</b>	44	28%
1:00 PM	33	31%	10	20%	43	28%
1:30 PM	32	30%	10	20%	42	27%
2:00 PM	37	35%	10	20%	47	30%
2:30 PM	40	38%	10	20%	50	32%
3:00 PM	37	35%	10	20%	47	30%
3:30 PM	29	28%	10	20%	39	25%
4:00 PM	26	25%	<b>12</b>	<b>24%</b>	38	25%
4:30 PM	15	14%	10	20%	25	16%
5:00 PM	17	16%	10	20%	27	17%
5:30 PM	19	18%	8	16%	27	17%
6:00 PM	30	29%	7	14%	37	24%
6:30 PM	28	27%	7	14%	35	23%
7:00 PM	26	25%	7	14%	33	21%

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

TABLE 6A

**FORECAST WEEKDAY PEAK PARKING DEMAND  
Manhattan Country Club, Manhattan Beach**

Parking Generator	Number of Spaces
1) Existing Peak Demand (1,000 members) <sup>1</sup>	117
2) Additional Club Members (250 members) <sup>2</sup>	29
Subtotal (1,250 members):	146
3) 15% Contingency Factor: (146 spaces x 0.15)	22
<b>Total Forecast Peak Parking Demand (1,250 members)</b>	<b>168</b>
<b>Total Proposed Parking Supply<sup>3</sup></b>	<b>192</b>
<b>Total Surplus/Deficiency (+/-)</b>	<b>+24</b>

Notes:

<sup>1</sup> The existing peak demand was observed to be Wednesday March 3, 2004 at 10:00 AM and 11:00 AM.

<sup>2</sup> The number of parking spaces required for the additional 250 members = (0.25 x 117 spaces).

<sup>3</sup> The proposed parking supply consists of 105 parking spaces (Club Lot), 50 parking spaces (City Leased Lot) and 37 parking spaces (Zone A of the Office Lot).

TABLE 6B

**FORECAST SATURDAY PEAK PARKING DEMAND  
Manhattan Country Club, Manhattan Beach**

Parking Generator	Number of Spaces
1) Existing Peak Demand (1,000 members) <sup>1</sup>	63
2) Additional Club Members (250 members) <sup>2</sup>	16
Subtotal (1,250 members):	79
3) 15% Contingency Factor: (79 spaces x 0.15)	12
<b>Total Forecast Peak Parking Demand (1,250 members)</b>	<b>91</b>
<b>Total Proposed Parking Supply<sup>3</sup></b>	<b>192</b>
<b>Total Surplus/Deficiency (+/-)</b>	<b>+101</b>

Notes:

<sup>1</sup> The existing peak demand was observed to be Saturday March 6, 2004 at 11:00 AM.

<sup>2</sup> The number of parking spaces required for the additional 250 members = (0.25 x 63 spaces).

<sup>3</sup> The proposed parking supply consists of 105 parking spaces (Club Lot), 50 parking spaces (City Leased Lot) and 37 parking spaces (Zone A of the Office Lot).

TABLE 7

WEEKDAY HOURLY PARKING DEMAND FORECAST  
Manhattan Country Club, Manhattan Beach

Time of Day	Manhattan Country Club Parking Demand						1334 Office Building (Zone B) Parking Demand			
	(1) Existing Demand <sup>1</sup> 1,000 Members	(2) 250 Member Increase	(3) Subtotal MCC Parking Demand	(4) 15% Contingency Factor No. of Parking Spaces	(5) Total MCC Parking Demand	(6) Comparison with Supply of 192 Spaces <sup>2</sup> Hourly Surplus (+)/ Deficiency (-)	(7) Existing Demand <sup>3</sup> Number of Vehicles Observed	(8) 15% Contingency Factor No. of Parking Spaces	(9) Total Office Zone B Parking Demand	(10) Comparison with Supply of 77 Spaces Hourly Surplus (+)/ Deficiency (-)
	7:00 AM	39	10	49	7	56	136	10	2	12
7:30 AM	40	10	50	8	58	134	10	2	12	65
8:00 AM	48	12	60	9	69	123	10	2	12	65
8:30 AM	57	14	71	11	82	110	10	2	12	65
9:00 AM	100	25	125	19	144	48	39	6	45	32
9:30 AM	105	26	131	20	151	41	49	7	56	21
10:00 AM	117	29	146	22	168	24	46	7	53	24
10:30 AM	115	29	144	22	166	26	46	7	53	24
11:00 AM	117	29	146	22	168	24	50	8	58	19
11:30 AM	112	28	140	21	161	31	47	7	54	23
12:00 Noon	114	29	143	21	164	28	47	7	54	23
12:30 PM	112	28	140	21	161	31	53	8	61	16
1:00 PM	99	25	124	19	143	49	44	7	51	26
1:30 PM	85	21	106	16	122	70	44	7	51	26
2:00 PM	85	21	106	16	122	70	44	7	51	26
2:30 PM	48	12	60	9	69	123	55	8	63	14
3:00 PM	48	12	60	9	69	123	55	8	63	14
3:30 PM	41	10	51	8	59	133	54	8	62	15
4:00 PM	40	10	50	8	58	134	54	8	62	15
4:30 PM	42	11	53	8	61	131	49	7	56	21
5:00 PM	62	16	78	12	90	102	49	7	56	21
5:30 PM	70	18	88	13	101	91	33	5	38	39
6:00 PM	75	19	94	14	108	84	33	5	38	39
6:30 PM	76	19	95	14	109	83	33	5	38	39
7:00 PM	62	16	78	12	90	102	16	2	18	59

<sup>1</sup> Based on the Wednesday March 3, 2004 parking survey for 1,000 club members. Represents parking demand as observed in the Club Lot and City Lot.

<sup>2</sup> The proposed parking supply consists of 105 parking spaces (Club Lot), 50 parking spaces (City Leased Lot) and 37 office parking spaces (Zone A of the Office Lot).

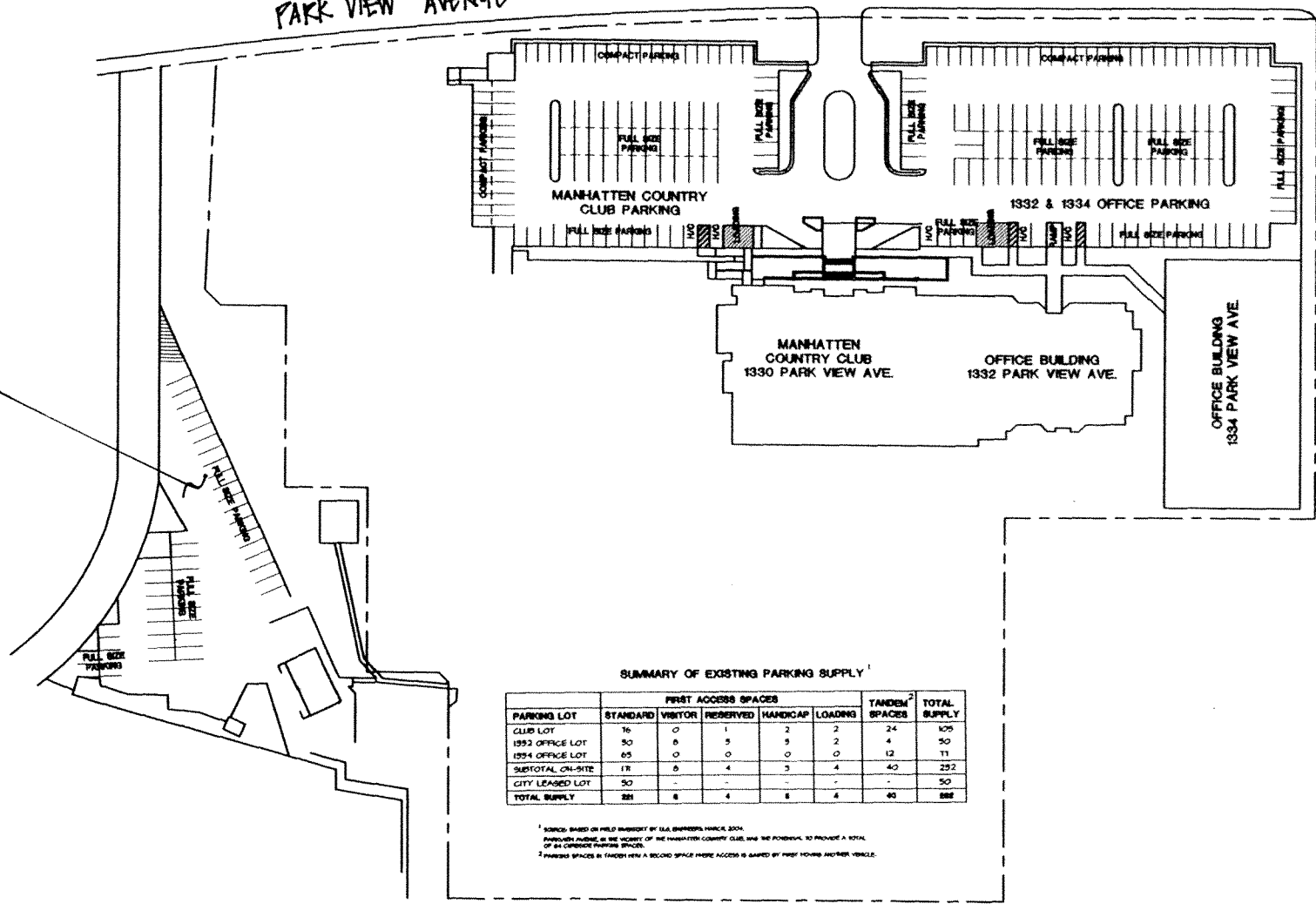
<sup>3</sup> Based on the Wednesday March 3, 2004 parking survey. Represents parking demand as observed in Zone B of the Office Lot.

*EXHIBITS*



PARK VIEW AVENUE

CITY LEASED LOT



SUMMARY OF EXISTING PARKING SUPPLY<sup>1</sup>

PARKING LOT	FIRST ACCESS SPACES					TANDEM SPACES <sup>2</sup>	TOTAL SUPPLY
	STANDARD	VISITOR	RESERVED	HANDICAP	LOADING		
CLUB LOT	76	0	1	2	2	24	109
1332 OFFICE LOT	50	0	5	5	2	4	50
1334 OFFICE LOT	65	0	0	0	0	12	11
SUBTOTAL ON-SITE	191	0	6	7	4	40	232
CITY LEASED LOT	50	-	-	-	-	-	50
TOTAL SUPPLY	241	0	6	7	4	40	288

<sup>1</sup> SOURCE: BASED ON FIELD SURVEY BY S&L ENGINEERS, MARCEL 2004.  
 PARKING AVAILABILITY IN THE VICINITY OF THE MANHATTAN COUNTRY CLUB WAS NOT POSSIBLE TO PROVIDE A TOTAL OF 84 COMPACT PARKING SPACES.  
<sup>2</sup> PARKING SPACES IN TANDEM WITH A SECOND SPACE THESE ACCESS IS SHARED BY FIRST MOVING ANOTHER VEHICLE.

m:\2560\2042537.dwg\2437e01.dwg LDP 10:48:47 04-20-2004 agulter

SOURCE: FISHER DESIGN COMPANY

 NO SCALE  
 LINSOTT  
 LAW &  
 GREENSPAN  
 ENGINEERS

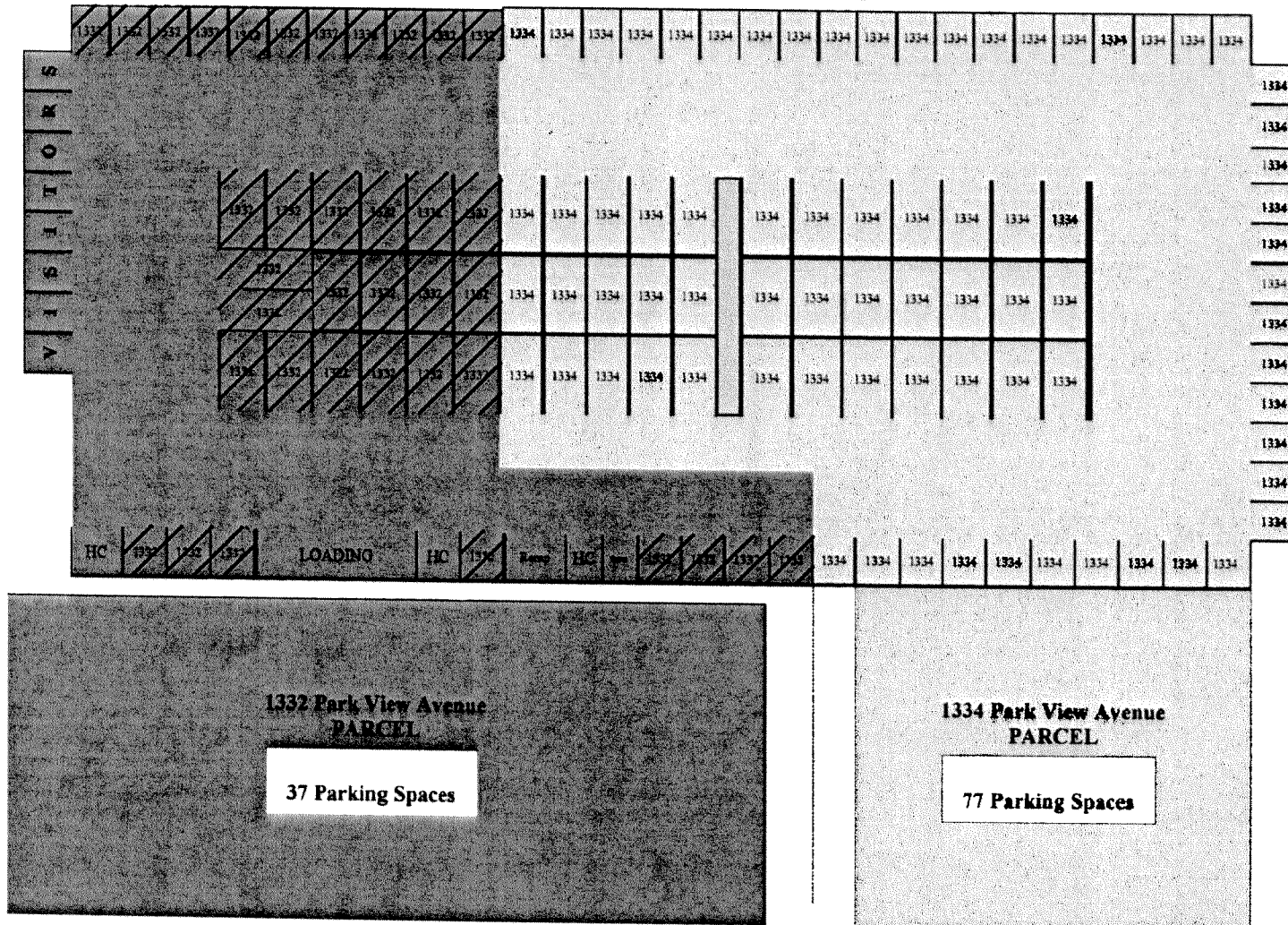
EXHIBIT 1

EXISTING SITE / PARKING PLAN  
 MANHATTAN COUNTRY CLUB, MANHATTAN BEACH





1332 Park View Avenue Parking Parcel &  
1334 Park View Avenue Parking Parcel



n:\2500\2042537.dwg \2537e02.dwg LDP 18:17:02 06-23-2004 hboos



NO SCALE

LINSCOTT  
LAW &  
GREENSPAN  
ENGINEERS

KEY



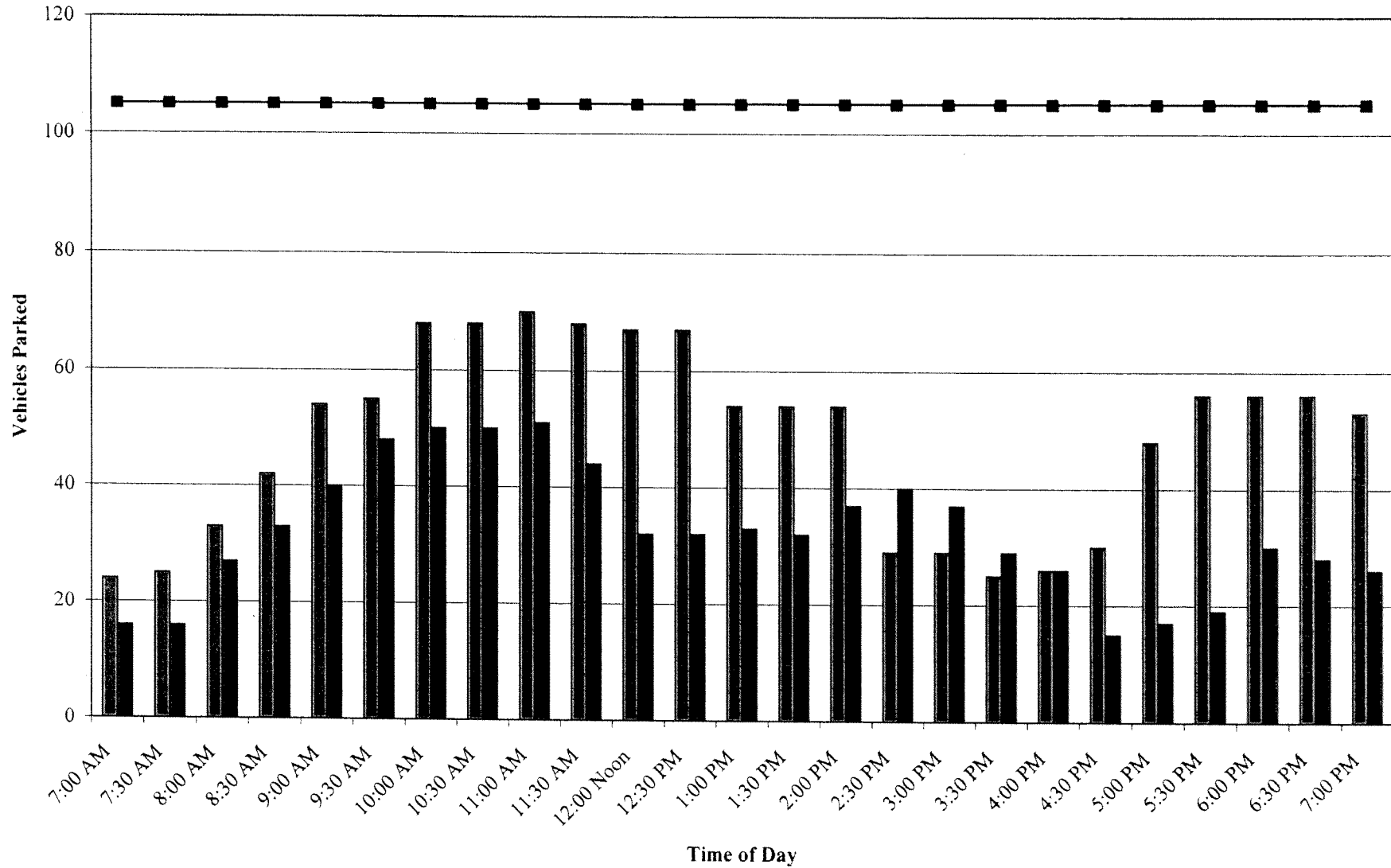
-  MANHATTAN COUNTRY CLUB PARKING SPACES
-  OFFICE BUILDING PARKING SPACES

EXHIBIT 2

PROPOSED PARKING LAYOUT - OFFICE LOT  
MANHATTAN COUNTRY CLUB, MANHATTAN BEACH

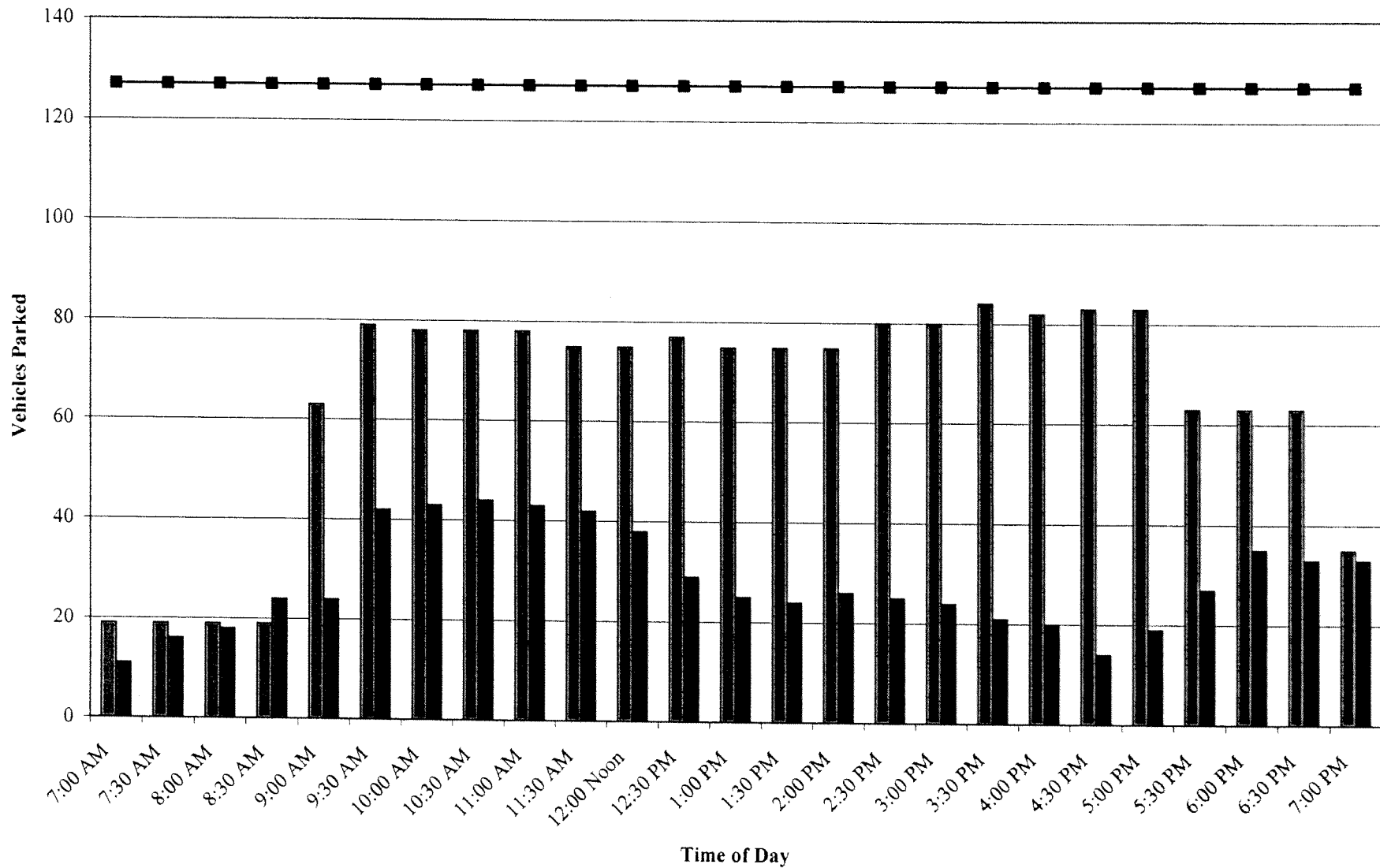




Wednesday 3-3-04
  Saturday 3-6-04
  Parking Supply - 105 spaces

**CHART 1**

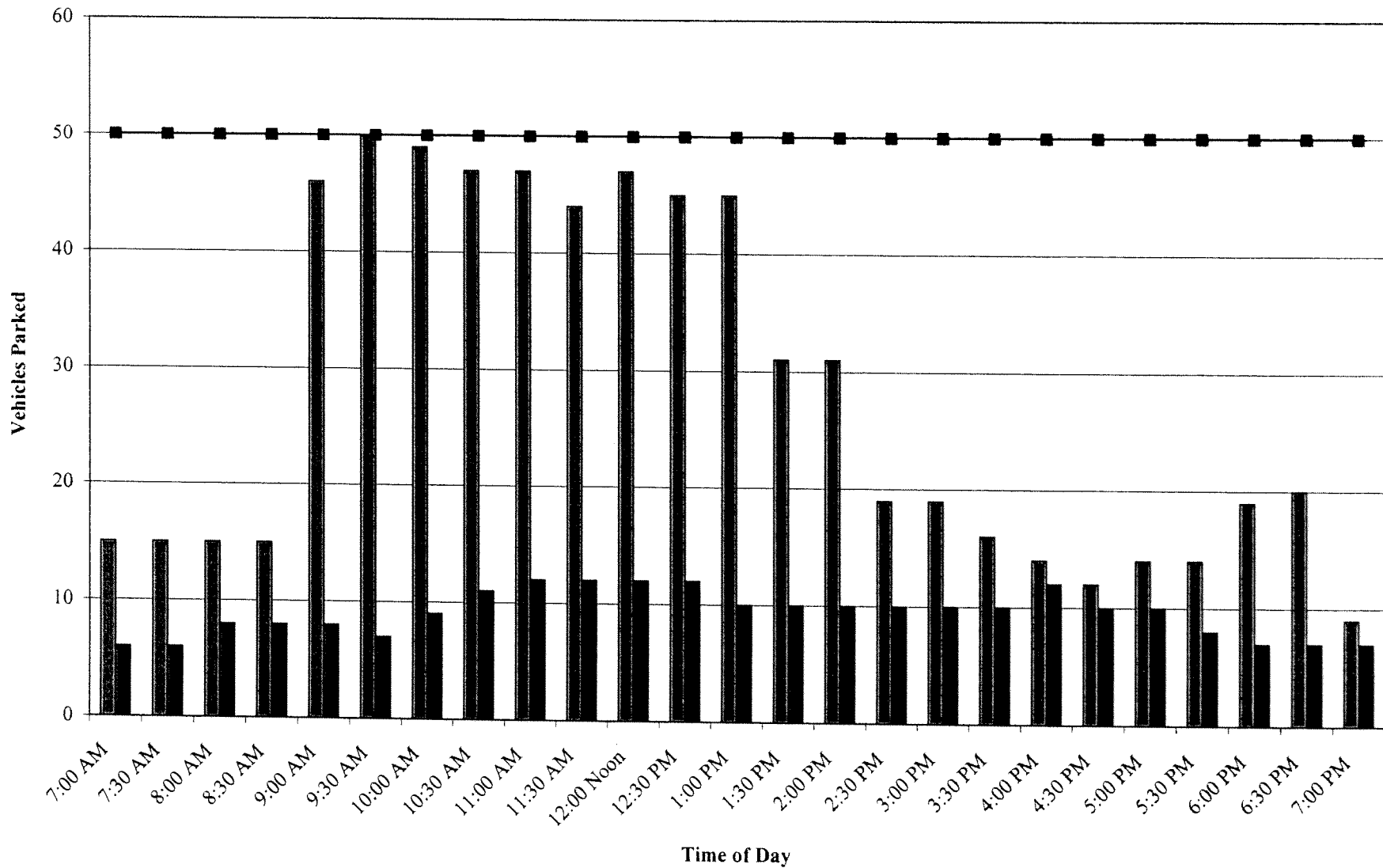
**EXISTING PARKING DEMAND PROFILE**



Wednesday 3-3-04
  Saturday 3-06-04
  Parking Supply - 127 Spaces

**CHART 2**

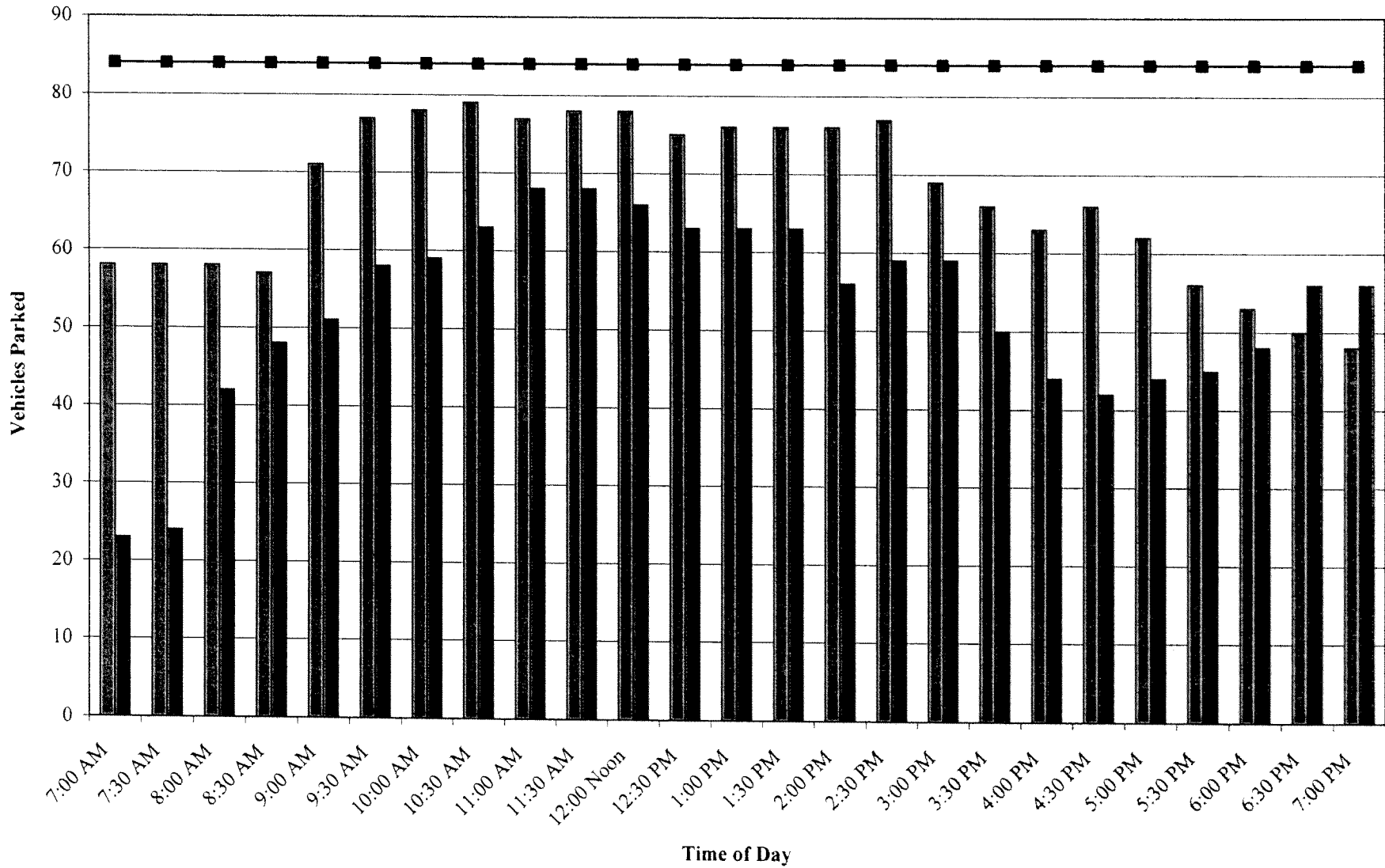
**EXISTING PARKING DEMAND PROFILE**



Wednesday 3-3-04
  Saturday 3-6-04
  Parking Supply - 50 Spaces

**CHART 3**

**EXISTING PARKING DEMAND PROFILE**



Wednesday 3-3-04
  Saturday 3-6-04
  On-Street Parking Supply - 84 Spaces

**CHART 4**

**EXISTING PARKING DEMAND PROFILE**

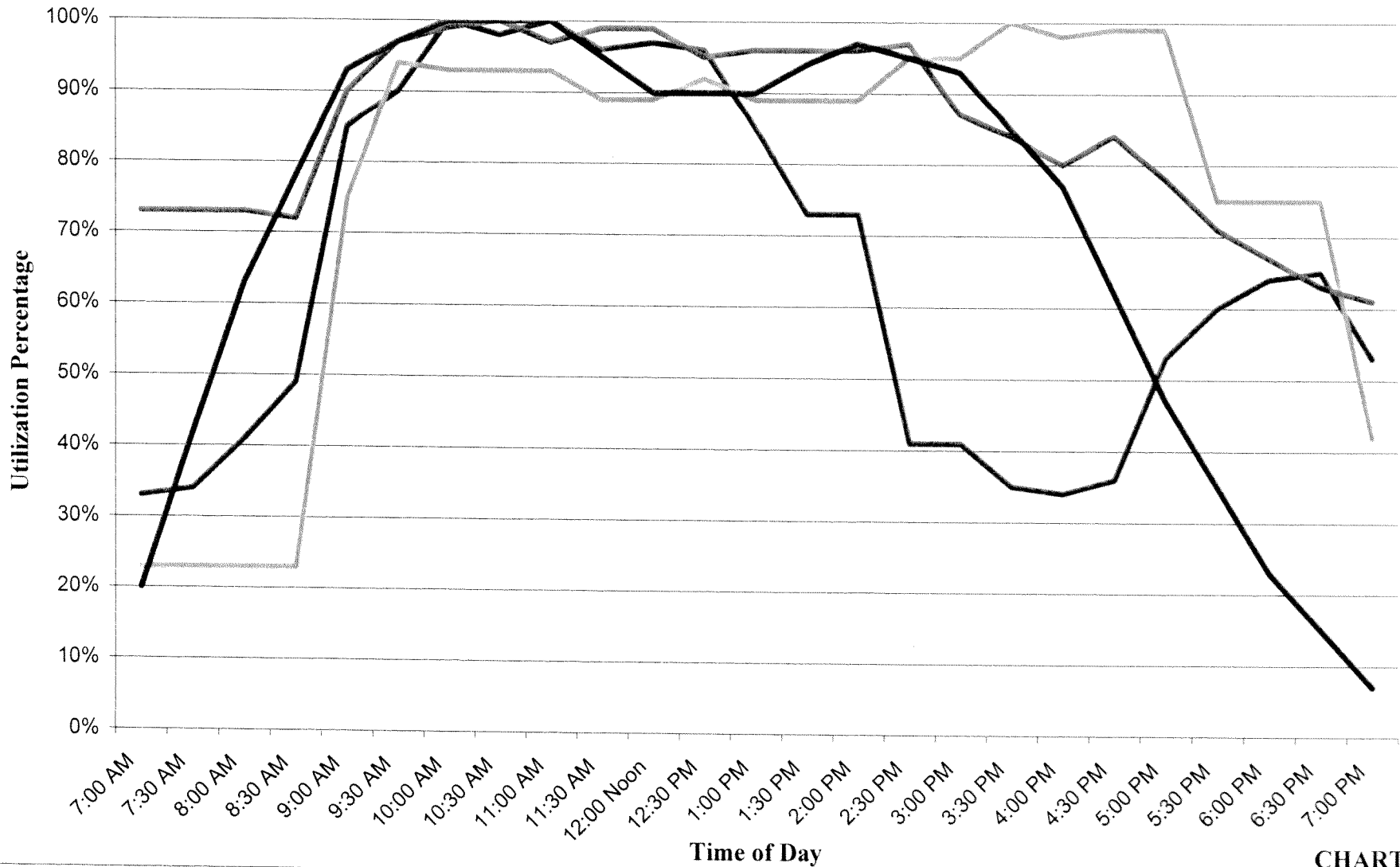


CHART 5

— Club Lot and City Leased Lot Profile      — Office Lot A and Lot B Profile  
 — Parkview Avenue Profile                      — ULI Office Profile

**PARKING UTILIZATION PROFILE**  
**WEDNESDAY MARCH 3, 2004**  
 Manhattan Country Club, Manhattan Beach

APPENDICES



APPENDIX A  
PARKVIEW AVENUE  
PARKING INVENTORY SURVEY

40' driveway  
to Manhattan  
Towers

ECR driveway

40' driveway to City Lot

ECR driveway

22'  
red  
curb

28' red curb

10 SHEETS  
12-351  
100 SHEETS  
42-382  
42-383  
42-384  
42-385  
42-386  
42-387  
42-388  
42-389  
42-390  
42-391  
42-392  
42-393  
42-394  
42-395  
42-396  
42-397  
42-398  
42-399  
42-400  
MADE IN U.S.A.

9

193'

unrestricted  
curb

NP Thurs  
6-7 AM  
Street  
Sweeping

AP  
PK  
X  
H  
E  
E  
X  
H  
E  
E  
E

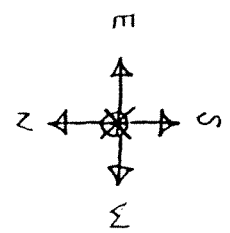
- 11
- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1

1

end red curb  
begin counts

end red curb  
begin counts

Village Drive



See sheet 3

15' red curb

(8)

175' unrestricted curb

25' red curb

(12)

275' unrestricted curb

21' of red curb

ECP

Entrance to Manhattan Towers

PARK VIEW AVENUE

See sheet 1

39' red curb

ECP driveway

43' driveway entrance to club

ECP driveway

34' red curb

(29)

(29)

(22)

(26)

(25)

(24)

(23)

(22)

(21)

(20)

(19)

(18)

(17)

(16)

(15)

(14)

(13)

(12)

21' of red curb

ECP

Entrance to City

Begin office lot

adjacent to the club lot spots (18) - (10)

NP Fri 6-7 AM street sweeping

Spots (1) - (9)

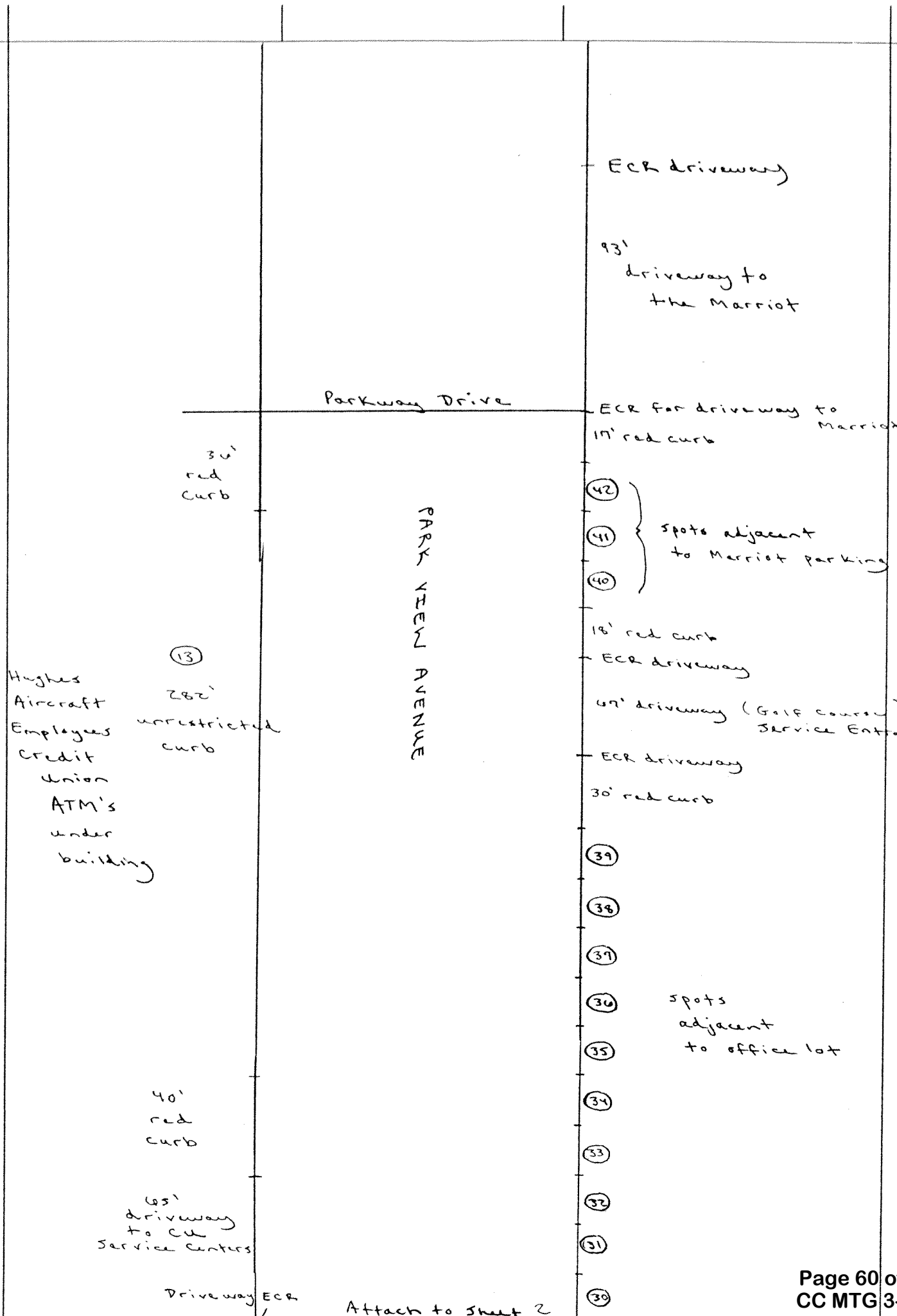
adjacent to the tennis courts

(12) each spot is 21.5' long

32 SHEETS 3 SQUARE  
36 SHEETS 4 SQUARE  
42 SHEETS 5 SQUARE  
48 SHEETS 6 SQUARE  
54 SHEETS 8 SQUARE  
60 SHEETS 10 SQUARE  
66 SHEETS 12 SQUARE  
72 SHEETS 15 SQUARE  
78 SHEETS 20 SQUARE  
84 SHEETS 25 SQUARE  
90 SHEETS 30 SQUARE  
96 SHEETS 40 SQUARE  
102 SHEETS 50 SQUARE  
108 SHEETS 60 SQUARE  
114 SHEETS 75 SQUARE  
120 SHEETS 100 SQUARE  
126 SHEETS 150 SQUARE  
132 SHEETS 200 SQUARE  
138 SHEETS 250 SQUARE  
144 SHEETS 300 SQUARE  
150 SHEETS 400 SQUARE  
156 SHEETS 500 SQUARE  
162 SHEETS 600 SQUARE  
168 SHEETS 750 SQUARE  
174 SHEETS 1000 SQUARE  
180 SHEETS 1500 SQUARE  
186 SHEETS 2000 SQUARE  
192 SHEETS 2500 SQUARE  
198 SHEETS 3000 SQUARE  
204 SHEETS 4000 SQUARE  
210 SHEETS 5000 SQUARE  
216 SHEETS 6000 SQUARE  
222 SHEETS 7500 SQUARE  
228 SHEETS 10000 SQUARE  
234 SHEETS 15000 SQUARE  
240 SHEETS 20000 SQUARE  
246 SHEETS 25000 SQUARE  
252 SHEETS 30000 SQUARE  
258 SHEETS 40000 SQUARE  
264 SHEETS 50000 SQUARE  
270 SHEETS 60000 SQUARE  
276 SHEETS 75000 SQUARE  
282 SHEETS 100000 SQUARE  
288 SHEETS 150000 SQUARE  
294 SHEETS 200000 SQUARE  
300 SHEETS 250000 SQUARE  
306 SHEETS 300000 SQUARE  
312 SHEETS 400000 SQUARE  
318 SHEETS 500000 SQUARE  
324 SHEETS 600000 SQUARE  
330 SHEETS 750000 SQUARE  
336 SHEETS 1000000 SQUARE  
342 SHEETS 1500000 SQUARE  
348 SHEETS 2000000 SQUARE  
354 SHEETS 2500000 SQUARE  
360 SHEETS 3000000 SQUARE  
366 SHEETS 4000000 SQUARE  
372 SHEETS 5000000 SQUARE  
378 SHEETS 6000000 SQUARE  
384 SHEETS 7500000 SQUARE  
390 SHEETS 10000000 SQUARE  
396 SHEETS 15000000 SQUARE  
402 SHEETS 20000000 SQUARE  
408 SHEETS 25000000 SQUARE  
414 SHEETS 30000000 SQUARE  
420 SHEETS 40000000 SQUARE  
426 SHEETS 50000000 SQUARE  
432 SHEETS 60000000 SQUARE  
438 SHEETS 75000000 SQUARE  
444 SHEETS 100000000 SQUARE  
450 SHEETS 150000000 SQUARE  
456 SHEETS 200000000 SQUARE  
462 SHEETS 250000000 SQUARE  
468 SHEETS 300000000 SQUARE  
474 SHEETS 400000000 SQUARE  
480 SHEETS 500000000 SQUARE  
486 SHEETS 600000000 SQUARE  
492 SHEETS 750000000 SQUARE  
498 SHEETS 1000000000 SQUARE  
504 SHEETS 1500000000 SQUARE  
510 SHEETS 2000000000 SQUARE  
516 SHEETS 2500000000 SQUARE  
522 SHEETS 3000000000 SQUARE  
528 SHEETS 4000000000 SQUARE  
534 SHEETS 5000000000 SQUARE  
540 SHEETS 6000000000 SQUARE  
546 SHEETS 7500000000 SQUARE  
552 SHEETS 10000000000 SQUARE  
558 SHEETS 15000000000 SQUARE  
564 SHEETS 20000000000 SQUARE  
570 SHEETS 25000000000 SQUARE  
576 SHEETS 30000000000 SQUARE  
582 SHEETS 40000000000 SQUARE  
588 SHEETS 50000000000 SQUARE  
594 SHEETS 60000000000 SQUARE  
600 SHEETS 75000000000 SQUARE  
606 SHEETS 100000000000 SQUARE  
612 SHEETS 150000000000 SQUARE  
618 SHEETS 200000000000 SQUARE  
624 SHEETS 250000000000 SQUARE  
630 SHEETS 300000000000 SQUARE  
636 SHEETS 400000000000 SQUARE  
642 SHEETS 500000000000 SQUARE  
648 SHEETS 600000000000 SQUARE  
654 SHEETS 750000000000 SQUARE  
660 SHEETS 1000000000000 SQUARE  
666 SHEETS 1500000000000 SQUARE  
672 SHEETS 2000000000000 SQUARE  
678 SHEETS 2500000000000 SQUARE  
684 SHEETS 3000000000000 SQUARE  
690 SHEETS 4000000000000 SQUARE  
696 SHEETS 5000000000000 SQUARE  
702 SHEETS 6000000000000 SQUARE  
708 SHEETS 7500000000000 SQUARE  
714 SHEETS 10000000000000 SQUARE  
720 SHEETS 15000000000000 SQUARE  
726 SHEETS 20000000000000 SQUARE  
732 SHEETS 25000000000000 SQUARE  
738 SHEETS 30000000000000 SQUARE  
744 SHEETS 40000000000000 SQUARE  
750 SHEETS 50000000000000 SQUARE  
756 SHEETS 60000000000000 SQUARE  
762 SHEETS 75000000000000 SQUARE  
768 SHEETS 100000000000000 SQUARE  
774 SHEETS 150000000000000 SQUARE  
780 SHEETS 200000000000000 SQUARE  
786 SHEETS 250000000000000 SQUARE  
792 SHEETS 300000000000000 SQUARE  
798 SHEETS 400000000000000 SQUARE  
804 SHEETS 500000000000000 SQUARE  
810 SHEETS 600000000000000 SQUARE  
816 SHEETS 750000000000000 SQUARE  
822 SHEETS 1000000000000000 SQUARE  
828 SHEETS 1500000000000000 SQUARE  
834 SHEETS 2000000000000000 SQUARE  
840 SHEETS 2500000000000000 SQUARE  
846 SHEETS 3000000000000000 SQUARE  
852 SHEETS 4000000000000000 SQUARE  
858 SHEETS 5000000000000000 SQUARE  
864 SHEETS 6000000000000000 SQUARE  
870 SHEETS 7500000000000000 SQUARE  
876 SHEETS 10000000000000000 SQUARE  
882 SHEETS 15000000000000000 SQUARE  
888 SHEETS 20000000000000000 SQUARE  
894 SHEETS 25000000000000000 SQUARE  
900 SHEETS 30000000000000000 SQUARE  
906 SHEETS 40000000000000000 SQUARE  
912 SHEETS 50000000000000000 SQUARE  
918 SHEETS 60000000000000000 SQUARE  
924 SHEETS 75000000000000000 SQUARE  
930 SHEETS 100000000000000000 SQUARE  
936 SHEETS 150000000000000000 SQUARE  
942 SHEETS 200000000000000000 SQUARE  
948 SHEETS 250000000000000000 SQUARE  
954 SHEETS 300000000000000000 SQUARE  
960 SHEETS 400000000000000000 SQUARE  
966 SHEETS 500000000000000000 SQUARE  
972 SHEETS 600000000000000000 SQUARE  
978 SHEETS 750000000000000000 SQUARE  
984 SHEETS 1000000000000000000 SQUARE  
990 SHEETS 1500000000000000000 SQUARE  
996 SHEETS 2000000000000000000 SQUARE  
1000 SHEETS 2500000000000000000 SQUARE  
MADE IN U.S.A.



15 SHEETS 5 SQUARE  
43-384 50 SHEETS 5 SQUARE  
43-385 100 SHEETS 5 SQUARE  
43-386 200 SHEETS 5 SQUARE  
43-387 500 SHEETS 5 SQUARE  
43-388 1000 SHEETS 5 SQUARE  
43-389 2000 SHEETS 5 SQUARE  
43-390 5000 SHEETS 5 SQUARE  
43-391 10000 SHEETS 5 SQUARE  
43-392 100 RECYCLED WHITE 5 SQUARE  
43-393 200 RECYCLED WHITE 5 SQUARE  
MADE IN U.S.A.



Hughes  
Aircraft  
Employees  
Credit  
Union  
ATM's  
under  
building

(13)  
282'  
unrestricted  
curb

40'  
red  
curb

65'  
driveway  
to CU  
Service Center

Driveway ECR

Parkway Drive

PARK VIEW AVENUE

ECR driveway

93'  
driveway to  
the Marriot

ECR for driveway to  
Marriot  
17' red curb

(42)  
(41)  
(40) } spots adjacent  
to Marriot parking

18' red curb

ECR driveway

67' driveway (Golf course)  
Service Entrance

ECR driveway

30' red curb

(39)

(38)

(37)

(36)

(35)

(34)

(33)

(32)

(31)

(30)

spots  
adjacent  
to office lot

(S)

Attach to sheet 2

**APPENDIX B**  
**PARKING SURVEY SUMMARY**

**CLUB LOT PARKING SURVEY**  
**WEDNESDAY 3-3-04**  
**Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked					Total Hourly Parking Demand
	Location A 8 Spaces	Location B 21 Spaces	Location C 26 Spaces	Location D 17 Spaces	Location E 33 Spaces	
7:00 AM	6	0	0	9	9	24
7:30 AM	6	0	0	10	9	25
8:00 AM	6	5	3	10	9	33
8:30 AM	6	9	8	10	9	42
9:00 AM	8	11	9	11	15	54
9:30 AM	8	12	10	12	13	55
10:00 AM	8	14	9	14	23	68
10:30 AM	8	14	9	14	23	68
<b>11:00 AM</b>	<b>6</b>	<b>13</b>	<b>10</b>	<b>13</b>	<b>28</b>	<b>70</b>
11:30 AM	7	13	10	12	26	68
12:00 Noon	7	12	9	14	25	67
12:30 PM	7	12	9	14	25	67
1:00 PM	7	10	7	9	21	54
1:30 PM	7	10	7	9	21	54
2:00 PM	7	10	7	9	21	54
2:30 PM	7	3	4	6	9	29
3:00 PM	7	3	4	6	9	29
3:30 PM	5	2	3	8	7	25
4:00 PM	5	1	1	6	13	26
4:30 PM	7	0	0	9	14	30
5:00 PM	7	5	1	12	23	48
5:30 PM	5	9	8	12	22	56
6:00 PM	5	9	8	12	22	56
6:30 PM	5	9	8	12	22	56
7:00 PM	6	10	6	11	20	53

**CLUB LOT PARKING SURVEY  
SATURDAY 3-6-04  
Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked					Total Hourly Parking Demand
	Location A 8 Spaces	Location B 21 Spaces	Location C 26 Spaces	Location D 17 Spaces	Location E 33 Spaces	
7:00 AM	6	3	0	3	4	16
7:30 AM	4	1	0	3	8	16
8:00 AM	5	1	0	7	14	27
8:30 AM	6	1	0	10	16	33
9:00 AM	5	2	2	10	21	40
9:30 AM	6	3	4	13	22	48
10:00 AM	6	6	5	10	23	50
10:30 AM	7	8	5	9	21	50
11:00 AM	5	9	5	10	22	51
11:30 AM	5	8	4	9	18	44
12:00 Noon	5	4	2	7	14	32
12:30 PM	6	4	0	9	13	32
1:00 PM	5	4	0	8	16	33
1:30 PM	5	4	0	7	16	32
2:00 PM	7	5	1	11	13	37
2:30 PM	7	6	2	11	14	40
3:00 PM	5	6	3	11	12	37
3:30 PM	5	5	2	8	9	29
4:00 PM	4	4	2	9	7	26
4:30 PM	1	3	1	4	6	15
5:00 PM	2	3	0	7	5	17
5:30 PM	2	3	1	9	4	19
6:00 PM	5	2	2	13	8	30
6:30 PM	7	2	2	12	5	28
7:00 PM	6	3	2	10	5	26

**OFFICE LOT PARKING SURVEY**  
**WEDNESDAY 3-3-04**  
**Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked		Total Hourly Parking Demand
	Location A 50 Spaces	Location B 77 Spaces	
7:00 AM	9	10	19
7:30 AM	9	10	19
8:00 AM	9	10	19
8:30 AM	9	10	19
9:00 AM	24	39	63
9:30 AM	30	49	79
10:00 AM	32	46	78
10:30 AM	32	46	78
11:00 AM	28	50	78
11:30 AM	28	47	75
12:00 Noon	28	47	75
12:30 PM	24	53	77
1:00 PM	31	44	75
1:30 PM	31	44	75
2:00 PM	31	44	75
2:30 PM	25	55	80
3:00 PM	25	55	80
<b>3:30 PM</b>	<b>30</b>	<b>54</b>	<b>84</b>
4:00 PM	28	54	82
4:30 PM	34	49	83
5:00 PM	34	49	83
5:30 PM	30	33	63
6:00 PM	30	33	63
6:30 PM	30	33	63
7:00 PM	19	16	35

Notes:

[\*] The **BOLD**, shaded data represents the anticipated peak parking demand of the Office Lot at full occupancy.



**OFFICE LOT PARKING SURVEY**  
**SATURDAY 3-6-04**  
**Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked		Total Hourly Parking Demand
	Location A 50 Spaces	Location B 77 Spaces	
7:00 AM	10	1	11
7:30 AM	13	3	16
8:00 AM	14	4	18
8:30 AM	17	7	24
9:00 AM	17	7	24
9:30 AM	27	15	42
10:00 AM	27	16	43
<b>10:30 AM</b>	<b>26</b>	<b>18</b>	<b>44</b>
11:00 AM	24	19	43
11:30 AM	24	18	42
12:00 Noon	21	17	38
12:30 PM	15	14	29
1:00 PM	13	12	25
1:30 PM	12	12	24
2:00 PM	14	12	26
2:30 PM	14	11	25
3:00 PM	16	8	24
3:30 PM	15	6	21
4:00 PM	15	5	20
4:30 PM	9	5	14
5:00 PM	14	5	19
5:30 PM	21	6	27
6:00 PM	27	8	35
6:30 PM	25	8	33
7:00 PM	25	8	33

Notes:

[\*] The **BOLD**, shaded data represents the anticipated peak parking demand of the Office Lot at full occupancy.

**CITY LEASED LOT PARKING SURVEY**  
**WEDNESDAY 3-3-04**  
**Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked					Total Hourly Parking Demand
	Location A 19 Spaces	Location B 18 Spaces	Location C 6 Spaces	Location D 1 Space	Location E 12 Spaces	
7:00 AM	5	9	0	0	1	15
7:30 AM	5	9	0	0	1	15
8:00 AM	5	9	0	0	1	15
8:30 AM	5	9	0	0	1	15
9:00 AM	17	17	5	1	6	46
<b>9:30 AM</b>	<b>18</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>50</b>
10:00 AM	17	17	5	1	9	49
10:30 AM	14	15	5	1	12	47
11:00 AM	14	15	5	1	12	47
11:30 AM	14	14	4	1	11	44
12:00 Noon	13	17	4	1	12	47
12:30 PM	14	15	4	0	12	45
1:00 PM	14	15	4	0	12	45
1:30 PM	12	11	1	0	7	31
2:00 PM	12	11	1	0	7	31
2:30 PM	7	9	0	0	3	19
3:00 PM	7	9	0	0	3	19
3:30 PM	5	6	1	0	4	16
4:00 PM	2	7	1	0	4	14
4:30 PM	2	5	1	0	4	12
5:00 PM	2	5	4	0	3	14
5:30 PM	2	5	4	0	3	14
6:00 PM	2	9	3	1	4	19
6:30 PM	3	11	2	1	3	20
7:00 PM	1	6	0	0	2	9

Notes:

[\*] The BOLD, shaded data represents the anticipated peak parking demand of the City Lot at full occupancy.

**CITY LEASED LOT PARKING SURVEY**  
**SATURDAY 3-6-04**  
**Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked					Total Hourly Parking Demand
	Location A 19 Spaces	Location B 18 Spaces	Location C 6 Spaces	Location D 1 Space	Location E 12 Spaces	
7:00 AM	2	3	0	0	1	6
7:30 AM	2	3	0	0	1	6
8:00 AM	3	4	0	0	1	8
8:30 AM	3	4	0	0	1	8
9:00 AM	3	4	0	0	1	8
9:30 AM	3	3	0	0	1	7
10:00 AM	3	5	0	0	1	9
10:30 AM	3	7	0	0	1	11
<b>11:00 AM</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>
<b>11:30 AM</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>
<b>12:00 Noon</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>
<b>12:30 PM</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>
1:00 PM	4	5	0	0	1	10
1:30 PM	4	5	0	0	1	10
2:00 PM	4	5	0	0	1	10
2:30 PM	4	5	0	0	1	10
3:00 PM	4	5	0	0	1	10
3:30 PM	4	5	0	0	1	10
<b>4:00 PM</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>12</b>
4:30 PM	3	6	0	0	1	10
5:00 PM	3	5	0	0	2	10
5:30 PM	3	3	0	0	2	8
6:00 PM	2	3	0	0	2	7
6:30 PM	2	3	0	0	2	7
7:00 PM	2	3	0	0	2	7

Notes:

[\*] The **BOLD**, shaded data represents the anticipated peak parking demand of the City Lot at full occupancy.

**CITY LEASED LOT PARKING SURVEY**  
**WEDNESDAY 3-3-04**  
**Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked							Total Hourly Parking Demand
	Location A 19 Spaces	Location B 18 Spaces	Location C 6 Spaces	Location D 1 Space	Location E 12 Spaces	Location F 79 Spaces	Location G 14 Spaces	
7:00 AM	5	9	0	0	1	9	0	24
7:30 AM	5	9	0	0	1	9	0	24
8:00 AM	5	9	0	0	1	9	0	24
8:30 AM	5	9	0	0	1	9	0	24
9:00 AM	17	17	5	1	6	18	0	64
9:30 AM	18	18	5	1	8	23	2	75
10:00 AM	17	17	5	1	9	26	6	81
10:30 AM	14	15	5	1	12	33	5	85
11:00 AM	14	15	5	1	12	33	5	85
11:30 AM	14	14	4	1	11	52	5	101
12:00 Noon	13	17	4	1	12	57	4	108
<b>12:30 PM</b>	<b>14</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>3</b>	<b>114</b>
<b>1:00 PM</b>	<b>14</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>3</b>	<b>114</b>
1:30 PM	12	11	1	0	7	67	5	103
2:00 PM	12	11	1	0	7	67	5	103
2:30 PM	7	9	0	0	3	60	1	80
3:00 PM	7	9	0	0	3	60	1	80
3:30 PM	5	6	1	0	4	60	1	77
4:00 PM	2	7	1	0	4	55	1	70
4:30 PM	2	5	1	0	4	44	2	58
5:00 PM	2	5	4	0	3	45	3	62
5:30 PM	2	5	4	0	3	45	3	62
6:00 PM	2	9	3	1	4	43	5	67
6:30 PM	3	11	2	1	3	37	9	66
7:00 PM	1	6	0	0	2	35	5	49

Notes:

[\*] The **BOLD**, shaded data represents the anticipated peak parking demand of the City Lot at full occupancy.

**CITY LEASED LOT PARKING SURVEY**  
**SATURDAY 3-6-04**  
**Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked							Total Hourly Parking Demand
	Location A 19 Spaces	Location B 18 Spaces	Location C 6 Spaces	Location D 1 Space	Location E 12 Spaces	Location F 79 Spaces	Location G 14 Spaces	
7:00 AM	2	3	0	0	1	1	0	7
7:30 AM	2	3	0	0	1	2	0	8
8:00 AM	3	4	0	0	1	7	0	15
8:30 AM	3	4	0	0	1	12	0	20
9:00 AM	3	4	0	0	1	16	0	24
9:30 AM	3	3	0	0	1	17	0	24
10:00 AM	3	5	0	0	1	22	0	31
10:30 AM	3	7	0	0	1	25	0	36
11:00 AM	3	8	0	0	1	36	0	48
11:30 AM	4	7	0	0	1	41	1	54
12:00 Noon	4	7	0	0	1	53	1	66
12:30 PM	4	7	0	0	1	5	1	18
1:00 PM	4	5	0	0	1	55	1	66
1:30 PM	4	5	0	0	1	56	1	67
2:00 PM	4	5	0	0	1	48	1	59
2:30 PM	4	5	0	0	1	56	1	67
3:00 PM	4	5	0	0	1	53	1	64
3:30 PM	4	5	0	0	1	53	1	64
4:00 PM	4	6	1	0	1	59	0	71
4:30 PM	3	6	0	0	1	59	0	69
<b>5:00 PM</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>1</b>	<b>73</b>
5:30 PM	3	3	0	0	2	57	1	66
6:00 PM	2	3	0	0	2	50	1	58
6:30 PM	2	3	0	0	2	49	1	57
7:00 PM	2	3	0	0	2	47	1	55

Notes:

[\*] The **BOLD**, shaded data represents the anticipated peak parking demand of the City Lot at full occupancy.

**ON STREET PARKING SURVEY  
PARK VIEW AVENUE (WEDNESDAY 3-3-04)  
Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked On Street		
	Northside	Southside	Total
7:00 AM	28	30	58
7:30 AM	28	30	58
8:00 AM	28	30	58
8:30 AM	28	29	57
9:00 AM	39	32	71
9:30 AM	39	38	77
10:00 AM	40	38	78
10:30 AM	40	39	79
11:00 AM	38	39	77
11:30 AM	39	39	78
12:00 Noon	39	39	78
12:30 PM	37	38	75
1:00 PM	38	38	76
1:30 PM	38	38	76
2:00 PM	38	38	76
2:30 PM	38	39	77
3:00 PM	31	38	69
3:30 PM	30	36	66
4:00 PM	30	33	63
4:30 PM	31	35	66
5:00 PM	31	31	62
5:30 PM	30	26	56
6:00 PM	29	24	53
6:30 PM	28	22	50
7:00 PM	28	20	48

**ON STREET PARKING SURVEY  
NORTHSIDE PARK VIEW AVENUE (WEDNESDAY 3-3-04)  
Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked On Street			How Many Leave
	Prior	New	Total	
7:00 AM	0	28	28	
7:30 AM	28	0	28	0
8:00 AM	28	0	28	0
8:30 AM	28	0	28	0
9:00 AM	27	12	39	1
9:30 AM	39	0	39	0
10:00 AM	35	5	40	4
10:30 AM	38	2	40	2
11:00 AM	38	0	38	2
11:30 AM	36	3	39	2
12:00 Noon	39	0	39	0
12:30 PM	35	2	37	4
1:00 PM	33	5	38	4
1:30 PM	37	1	38	1
2:00 PM	38	0	38	0
2:30 PM	38	0	38	0
3:00 PM	21	10	31	17
3:30 PM	26	4	30	5
4:00 PM	30	0	30	0
4:30 PM	27	4	31	3
5:00 PM	24	7	31	7
5:30 PM	29	1	30	2
6:00 PM	22	7	29	8
6:30 PM	27	1	28	2
7:00 PM	23	5	28	5

**ON STREET PARKING SURVEY**  
**SOUTHSIDE PARK VIEW AVENUE (WEDNESDAY 3-3-04)**  
**Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked On Street			How Many Leave
	Prior	New	Total	
7:00 AM	0	30	30	
7:30 AM	30	0	30	0
8:00 AM	30	0	30	0
8:30 AM	29	0	29	1
9:00 AM	26	6	32	3
9:30 AM	30	8	38	2
10:00 AM	35	3	38	3
10:30 AM	37	2	39	1
11:00 AM	39	0	39	0
11:30 AM	35	4	39	4
12:00 Noon	36	3	39	3
12:30 PM	37	1	38	2
1:00 PM	36	2	38	2
1:30 PM	38	0	38	0
2:00 PM	38	0	38	0
2:30 PM	29	10	39	9
3:00 PM	38	0	38	1
3:30 PM	35	1	36	3
4:00 PM	32	1	33	4
4:30 PM	27	8	35	6
5:00 PM	26	5	31	9
5:30 PM	26	0	26	5
6:00 PM	22	2	24	4
6:30 PM	22	0	22	2
7:00 PM	14	6	20	8



**ON STREET PARKING SURVEY  
PARK VIEW AVENUE (SATURDAY 3-6-04)  
Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked On Street		
	Northside	Southside	Total
7:00 AM	12	11	23
7:30 AM	12	12	24
8:00 AM	21	21	42
8:30 AM	24	24	48
9:00 AM	26	25	51
9:30 AM	30	28	58
10:00 AM	31	28	59
10:30 AM	30	33	63
<b>11:00 AM</b>	<b>33</b>	<b>35</b>	<b>68</b>
<b>11:30 AM</b>	<b>32</b>	<b>36</b>	<b>68</b>
12:00 Noon	31	35	66
12:30 PM	29	34	63
1:00 PM	27	36	63
1:30 PM	27	36	63
2:00 PM	26	30	56
2:30 PM	28	31	59
3:00 PM	23	36	59
3:30 PM	23	27	50
4:00 PM	20	24	44
4:30 PM	20	22	42
5:00 PM	19	25	44
5:30 PM	21	24	45
6:00 PM	23	25	48
6:30 PM	25	31	56
7:00 PM	26	30	56

**ON STREET PARKING SURVEY  
NORTHSIDE PARK VIEW AVENUE (SATURDAY 3-6-04)  
Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked On Street			How Many Leave
	Prior	New	Total	
7:00 AM	0	12	12	
7:30 AM	12	0	12	0
8:00 AM	12	9	21	0
8:30 AM	21	3	24	0
9:00 AM	23	3	26	1
9:30 AM	22	8	30	4
10:00 AM	30	1	31	0
10:30 AM	29	1	30	2
11:00 AM	28	5	33	2
11:30 AM	31	1	32	2
12:00 Noon	28	3	31	4
12:30 PM	26	3	29	5
1:00 PM	24	3	27	5
1:30 PM	27	0	27	0
2:00 PM	19	7	26	8
2:30 PM	26	2	28	0
3:00 PM	22	1	23	6
3:30 PM	23	0	23	0
4:00 PM	19	1	20	4
4:30 PM	17	3	20	3
5:00 PM	18	1	19	2
5:30 PM	19	2	21	0
6:00 PM	17	6	23	4
6:30 PM	18	7	25	5
7:00 PM	19	7	26	6

**ON STREET PARKING SURVEY**  
**SOUTHSIDE PARK VIEW AVENUE (SATURDAY 3-6-04)**  
**Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked On Street			How Many Leave
	Prior	New	Total	
7:00 AM	0	11	11	
7:30 AM	11	1	12	0
8:00 AM	7	14	21	5
8:30 AM	19	5	24	2
9:00 AM	22	3	25	2
9:30 AM	23	5	28	2
10:00 AM	26	2	28	2
10:30 AM	28	5	33	0
11:00 AM	27	8	35	6
11:30 AM	31	5	36	4
12:00 Noon	31	4	35	5
12:30 PM	31	3	34	4
1:00 PM	33	3	36	1
1:30 PM	36	0	36	0
2:00 PM	27	3	30	9
2:30 PM	28	3	31	2
3:00 PM	29	7	36	2
3:30 PM	26	1	27	10
4:00 PM	23	1	24	4
4:30 PM	16	6	22	8
5:00 PM	19	6	25	3
5:30 PM	23	1	24	2
6:00 PM	17	8	25	7
6:30 PM	24	7	31	1
7:00 PM	29	1	30	2



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October 7, 2004

Ms. Rosemary Lackow, Senior Planner  
**CITY OF MANHATTAN BEACH**  
1400 Highland Avenue  
Manhattan Beach, California 90266

LLG Reference: 2.04.2537.1

**Subject: PARKING ANALYSIS ADDENDUM FOR MANHATTAN  
COUNTRY CLUB MEMBERSHIP EXPANSION PROJECT  
Manhattan Beach, California**

Dear Ms. Lackow:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this addendum to the Parking Analysis for the Manhattan Country Club (MCC) Membership Expansion project. The parking analysis, dated August 4, 2004, had been prepared as part of MCC's proposed amendment to its Planned Development Permit to allow the maximum number of memberships of the club to be increased to 1,250 and to convert the existing office space in the 1332 office building to "club space". This addendum addresses comments received from the City's Planning Commissioners at the August 11, 2004 public hearing.

### **Parking Analysis Overview**

The August 2004 parking study addressed the question of whether there would be adequate parking for the proposed conversion. It was determined that the planned parking supply will accommodate the forecast peak parking demand of MCC and the adjoining office and the parking requirements of 250 additional club memberships.

Several conservative measures were utilized in arriving at that conclusion. First, it was assumed that the vehicles parked in the City Leased Lot as observed during the March surveys represented actual MCC parking demand. The observed peak parking demand of the City Leased Lot was then combined with that of the MCC Club Lot. The combined peak parking demand was then increased by 25% to reflect the corresponding 25% increase in membership. To remain conservative, a 15% contingency factor was added for reserve capacity. The combination resulted in a compounded increase in demand of 44%. The parking supply within the Club Lot was increased from 105 to 142 spaces (a 35% increase), to reflect the conversion of 37 parking spaces that are currently designated to the 1332 office building. Using these assumptions, it was concluded that, from a total parking supply perspective, adequate parking exists for MCC's proposed membership increase.

Philip M. Linscott, PE (1924-2000)  
Jack M. Greenspan, PE  
William A. Law, PE (Ret.)  
Paul W. Wilkinson, PE  
John P. Keating, PE  
David S. Shender, PE  
John A. Boarman, PE  
Clare M. Look-Jaeger, PE  
Richard E. Barretto, PE

In response to the commissioners concerns that the proposed conversion resulted in a demand of 14 more parking spaces than the corresponding increase in supply, the applicant has modified its application in two significant ways. First, with the assistance of the City Staff, the applicant has devised a way to increase the number of striped spaces on the premises by 14 spaces, 7 of which would be allocated to the Club and 7 of which would be allocated to the 1334 Office Building. Second, the applicant has reduced its application from 250 to 200 new memberships.

As indicated in the August 4, 2004 Parking Study, the existing peak parking demand of the Club Lot and City Leased Lot was 117 spaces. Although recent survey data suggest that the use of the City Leased Lot by members is marginal, demand in this lot has again been included in calculating the future peak parking demand to remain consistent with prior calculations.

The combined total of 117 spaces is now increased by 20%, to reflect the revised increase of 200 memberships. To remain conservative, a 15% contingency is again added resulting in a new peak parking demand of 161 spaces. The additional peak parking demand of 44 spaces is accommodated by the corresponding increase in supply of 44 spaces. More importantly, the total demand of 161 spaces is easily accommodated by the total supply of 199 spaces.

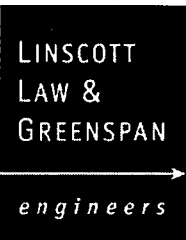
### **Supplemental Parking Survey Information**

In response to the concern that the data accumulated in the Wednesday, March 3, 2004 and Saturday, March 6, 2004 parking surveys were potentially inadequate, LLG conducted additional parking surveys on Wednesday, August 25, 2004 and Saturday, August 28, 2004. A summary of the August 2004 survey results is summarized in **Tables 1A and 1B**. **Tables 2A and 2B** provide a summary of the data collected on Wednesday, March 3, 2004 and Saturday, March 6, 2004, respectively, while a summary of the data previously collected on Wednesday, January 13, 1999 and Saturday, January 16, 1999 are presented as **Tables 3A and 3B**, respectively.

Review of the information in these tables, which were taken during three different seasons (winter, spring and summer), on the same days of the week over the last five years, with 1,000 existing memberships, indicates that sufficient parking exists for MCC and the adjacent office buildings.

### **Parking Utilization**

With regards to *“will weekday parking utilization rates increase or decrease as a result of the conversion?”*, we have concluded that the weekday and weekend utilization rates are expected to decrease in the Club Lot as a result of the conversion. In addition, to the extent that the Club Lot has historically had lower peak and



average weekday utilization rates than the Office Lot, weekday utilization rates on the overall site are expected to decline with the conversion.

**Tables 4A and 4B** illustrate how the data accumulated in three surveys of the Club Lot may be affected by the proposed conversion. The parking supply will be increased by a greater percentage (42%) than the corresponding increase in parking demand (38%), which is due to MCC's modified request to increase club memberships by 20% (or 200 club memberships) and the inclusion of a 15% contingency factor.

In all instances, weekday and weekend utilization rates (existing and projected) of the Club Lot decrease, but more importantly, they are well below 100%. Hence, from a total parking perspective, it can be concluded that adequate parking will be provided for MCC.

Please note that tables identify the existing and the "now-proposed" parking supply in the Club Lot. The proposed parking supply within the Club Lot will increase from 105 to 149 spaces (a 42% increase). The Office Lot, after implementation of the proposed improvements, will provide a total of 84 spaces. The eight (8) visitor parking spaces and three (3) handicapped spaces will remain for an on-site total of 244 striped spaces. The existing and proposed parking layouts of the Office Lot are presented in **Figures 1 and 2**, respectively. **Table 5** summarizes the proposed parking supply within the Club Lot, Office Lot (after reconfiguration) and the City "Leased" Lot.

### **City Leased Lot**

The City Leased Lot has historically not been monitored by MCC and is used for a variety of public uses, including visitors to the soccer field. Recent survey data collected on Wednesday, August 25, 2004 and Saturday, August 28, 2004 suggest that the use of this lot by MCC members is marginal. These data are presented as **Table 6**. Review of **Table 6** indicates that no more than 7 vehicles parked in the City Leased Lot were MCC members.

Anomalies exist in the survey data associated with the City Leased Lot because public use is not restricted. Therefore, an average of the survey data taken during three seasons over the last five years is presented as **Tables 7A and 7B**. **Tables 7A and 7B** also indicate that, on average, there is a sufficient parking supply to accommodate the applicants proposed conversion.

The parking analysis, dated August 4, 2004, assumed that all cars in the City Leased Lot were associated with MCC use. Even within this context, it was determined that

there was a sufficient parking supply on the total site to accommodate a 38% increase in demand in the combined City Leased Lot and Club Lot.

### **Valet Service Operation**

According to MCC, the valet service for the club is managed by Minuteman Parking, an independent contractor under the direction of the General Manager. The regular use patterns and predetermined calendar of events of the club provide management with ample opportunity to coordinate with the valet service to ensure that there is adequate valet staff on hand. The proposed increase in membership is not expected to change the use patterns of the club, however, it is reasonable to assume that an increased valet presence will be utilized during various peak use periods.

According to Minuteman Parking, the Club Lot is easier to manage than the Office Lot because weekday peak and average utilization rates are higher in the Office Lot. In addition, club members are intimately familiar with the parking protocol, whereas visitors to the office buildings require orientation and direction as to where to park. To the extent that the 1332 Office Building tenants will be replaced with members, the demand placed on the valet service for directions, or, to relocate vehicles which have inappropriately parked in assigned spaces, will be reduced.

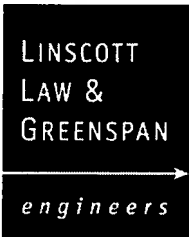
### **Car Wash Operation**

According to MCC, the club does not operate or have a financial interest in the car wash services and is willing to discontinue their operation, however, the service is appreciated by many members of the club. The club supports a condition recommended by the City Staff that restricts the activity of the carwash operation. Furthermore, the car wash at MCC is not a destination service. It is a service that members enjoy while they are using other components of the club. As such, the presence of the car wash does not affect the supply or demand of parking spaces and therefore does not impact utilization rates.

### **Compact Spaces**

The compact tandem spaces at the west end of the member lot are in compliance with the City's parking standard of compact spaces. The club supports a condition recommended by the City Staff which states that "the tandem spaces on the west boundary of the 'Club Lot' shall also be lengthened to the degree possible, while retaining existing mature trees in this area." Further, the club will instruct the valet to park smaller vehicles in the compact spaces so that these spaces will be utilized to their full potential.





**Office Lot**

The conditions in the Office Lot are expected to improve with the conversion because the supply of parking for the office building will be increased by 7 additional spaces (a 10% increase in supply). In addition, the demand for visitor parking spaces in the Office Lot is expected to decrease by 22% because the parking demand associated with the 1332 Office Building will be eliminated as result of the proposed conversion. According to MCC, visitor parking will be limited to two hours and signs will be displayed notifying users of this restriction. Any vehicle displaying an MCC Member, Tenant or Staff sticker, will not be permitted to park in these spaces.

The location of the eight (8) tenant visitor parking spaces has been analyzed extensively to ensure that it is located in the best position for future ease of use and enforcement. We have concluded that the existing location is also the best future location for several reasons including the following. The current location of tenant visitor parking is in closest proximity to the valet booth and is therefore easiest to monitor/enforce. Tenant visitors are accustomed to parking in the current visitor spaces and will not be required to alter their existing use patterns. Parking spaces located directly in front of the entrance to the 1332 Office Building, or future club, lend themselves more appropriately to club use. Lastly, the handicap spaces are best situated in front of the future club entrance.

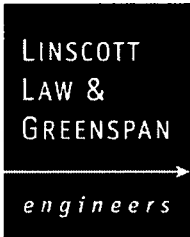
Monitoring the Office Lot will be facilitated by re-striping the Office and Club Lots in two contrasting colors, as proposed by MCC. In addition, a 48 foot raised pavement marker will be installed between the two lots. According to MCC, all parking spaces in the Office Lot will be marked as reserved by the leaseholder of each associated space. Further, club members will be advised on parking regulations in the monthly newsletter and other continuing written and verbal correspondence.

**Employee Parking at Kinecta Credit Union**

There is no anticipated increase in the staff presence associated with the proposed conversion. MCC staff, many of whom are members of the Kinecta Federal Credit Union, are presently allowed to park in twenty designated spaces on that lot. No change is anticipated in this long-term informal agreement.

\* \* \* \* \*

Ms. Rosemary Lackow, Senior Planner  
City of Manhattan Beach  
LLG Reference: 2.04.2537.1  
October 7, 2004  
Page 6



We appreciate the opportunity to prepare this analysis for you and the City of Manhattan Beach. Should you have any questions or need additional assistance, please do not hesitate to call us at (714) 641-1587.

Very truly yours,  
**LINSCOTT, LAW & GREENSPAN, ENGINEERS**

A handwritten signature in black ink, appearing to read "R. Barretto", is positioned below the typed name.

Richard E. Barretto, P.E.  
Principal

Cc: Andrew Scott, Manhattan Country Club  
Erik Zandvliet, Traffic Engineer, City of Manhattan Beach

TABLE 7B

SUMMARY OF WEEKEND "CITY LEASED LOT" PARKING PROJECTIONS  
Manhattan Country Club, Manhattan Beach

Time Period	Saturday, January 16, 1999		Saturday, March 6, 2004		Saturday, August 28, 2004		Average Over Time			
	CITY LEASED LOT		CITY LEASED LOT		CITY LEASED LOT		CITY LEASE LOT			
	Supply <sup>1</sup> 50		Supply <sup>1</sup> 50		Supply <sup>1</sup> 50		Supply <sup>1</sup> 50		Supply <sup>2</sup> 50	
	Existing		Existing		Existing		Existing Average		Projected <sup>3</sup>	
	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization
7:00 AM	6	12%	6	12%	6	12%	6	12%	9	18%
7:30 AM	6	12%	6	12%	7	14%	6	12%	9	18%
8:00 AM	9	18%	8	16%	8	16%	8	16%	12	24%
8:30 AM	7	14%	8	16%	10	20%	8	16%	12	24%
9:00 AM	7	14%	8	16%	10	20%	8	16%	12	24%
9:30 AM	7	14%	7	14%	10	20%	8	16%	12	24%
10:00 AM	7	14%	9	18%	11	22%	9	18%	13	26%
10:30 AM	7	14%	11	22%	<b>13</b>	<b>26%</b>	10	64%	14	28%
11:00 AM	8	16%	<b>12</b>	<b>24%</b>	<b>13</b>	<b>26%</b>	<b>11</b>	<b>22%</b>	<b>16</b>	<b>32%</b>
11:30 AM	8	16%	<b>12</b>	<b>24%</b>	11	22%	10	20%	14	28%
12:00 Noon	9	18%	<b>12</b>	<b>24%</b>	11	22%	<b>11</b>	<b>22%</b>	<b>16</b>	<b>32%</b>
12:30 PM	9	18%	<b>12</b>	<b>24%</b>	11	22%	<b>11</b>	<b>22%</b>	<b>16</b>	<b>32%</b>
1:00 PM	9	18%	10	20%	11	22%	10	20%	14	28%
1:30 PM	<b>10</b>	<b>20%</b>	10	20%	9	18%	10	20%	14	28%
2:00 PM	<b>10</b>	<b>20%</b>	10	20%	10	20%	10	20%	14	28%
2:30 PM	<b>10</b>	<b>20%</b>	10	20%	10	20%	10	20%	14	28%
3:00 PM	<b>10</b>	<b>20%</b>	10	20%	10	20%	10	20%	14	28%
3:30 PM	<b>10</b>	<b>20%</b>	10	20%	9	18%	10	20%	14	28%
4:00 PM	8	16%	<b>12</b>	<b>24%</b>	10	20%	10	20%	14	28%
4:30 PM	8	16%	10	20%	8	16%	9	18%	13	26%
5:00 PM	6	12%	10	20%	8	16%	8	16%	12	24%
5:30 PM	6	12%	8	16%	8	16%	7	14%	10	20%
6:00 PM	6	12%	7	14%	8	16%	7	14%	10	20%
6:30 PM	6	12%	7	14%	8	16%	7	14%	10	20%
7:00 PM	6	12%	7	14%	6	12%	6	64%	9	18%

Notes:

<sup>1</sup> Represents existing parking supply within City Lot leased by Manhattan Country Club.

<sup>2</sup> No change proposed in number of spaces to be leased by Manhattan Country Club.

<sup>3</sup> Projected parking demand calculated based on an increase of 20% to account for 200 additional memberships now proposed by MCC, and a 15% contingency factor.

<sup>4</sup> The **BOLD**, shaded data represents the peak parking demand.

TABLE 7A

SUMMARY OF WEEKDAY "CITY LEASED LOT" PARKING PROJECTIONS  
Manhattan Country Club, Manhattan Beach

Time Period	Wednesday, January 13, 1999		Wednesday, March 3, 2004		Wednesday, August 25, 2004		Average Over Time			
	CITY LEASED LOT		CITY LEASED LOT		CITY LEASED LOT		CITY LEASE LOT			
	Supply <sup>1</sup> 50		Supply <sup>1</sup> 50		Supply <sup>1</sup> 50		Supply <sup>1</sup> 50		Supply <sup>2</sup> 50	
	Existing		Existing		Existing		Existing Average		Projected <sup>3</sup>	
Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	
7:00 AM	9	18%	15	30%	8	16%	11	22%	15	30%
7:30 AM	9	18%	15	30%	9	18%	11	22%	15	30%
8:00 AM	8	16%	15	30%	7	14%	10	20%	14	28%
8:30 AM	8	16%	15	30%	20	40%	14	28%	19	38%
9:00 AM	9	18%	46	92%	36	72%	<b>30</b>	<b>60%</b>	<b>41</b>	<b>82%</b>
9:30 AM	12	24%	<b>50</b>	<b>100%</b>	17	34%	26	52%	36	72%
10:00 AM	12	24%	49	98%	17	34%	26	52%	36	72%
10:30 AM	12	24%	47	94%	20	40%	26	64%	36	72%
11:00 AM	12	24%	47	94%	18	36%	26	52%	36	72%
11:30 AM	8	16%	44	88%	20	40%	24	48%	33	66%
12:00 Noon	8	16%	47	94%	20	40%	25	50%	35	70%
12:30 PM	8	16%	45	90%	20	40%	24	48%	33	66%
1:00 PM	9	18%	45	90%	23	46%	26	52%	36	72%
1:30 PM	10	20%	31	62%	17	34%	19	38%	26	52%
2:00 PM	8	16%	31	62%	17	34%	19	38%	26	52%
2:30 PM	7	14%	19	38%	16	32%	14	28%	19	38%
3:00 PM	8	16%	19	38%	13	26%	13	26%	18	36%
3:30 PM	9	18%	16	32%	<b>37</b>	<b>74%</b>	21	42%	29	58%
4:00 PM	13	26%	14	28%	13	26%	13	26%	18	36%
4:30 PM	12	24%	12	24%	11	22%	12	24%	17	34%
5:00 PM	<b>18</b>	<b>36%</b>	14	28%	9	18%	14	28%	19	38%
5:30 PM	16	32%	14	28%	7	14%	12	24%	17	34%
6:00 PM	9	18%	19	38%	7	14%	12	24%	17	34%
6:30 PM	9	18%	20	40%	8	16%	12	24%	17	34%
7:00 PM	13	26%	9	18%	7	14%	10	20%	14	28%

Notes:

<sup>1</sup> Represents existing parking supply within City Lot leased by Manhattan Country Club.

<sup>2</sup> No change proposed in number of spaces to be leased by Manhattan Country Club.

<sup>3</sup> Projected parking demand calculated based on an increase of 20% to account for 200 additional memberships now proposed by MCC, and a 15% contingency factor.

<sup>4</sup> The BOLD, shaded data represents the peak parking demand.

TABLE 6

CITY LEASED LOT PARKING UTILIZATION ASSESSMENT  
Manhattan Country Club, Manhattan Beach

Time Period	Wednesday, August 25, 2004				Supply 50		Saturday, August 28, 2004				Supply 50	
	With MCC Permit <sup>1</sup>		Without MCC Permit <sup>2</sup>		Total Parked Vehicles <sup>1</sup>	Total Parking Utilization	With MCC Permit <sup>1</sup>		Without MCC Permit <sup>2</sup>		Total Parked Vehicles <sup>1</sup>	Total Parking Utilization
	Parked Vehicles	Parking Utilization	Parked Vehicles	Parking Utilization			Parked Vehicles	Parking Utilization	Parked Vehicles	Parking Utilization		
7:00 AM	0	0%	8	16%	8	16%	0	0%	6	12%	6	12%
7:30 AM	0	0%	9	18%	9	18%	0	0%	7	14%	7	14%
8:00 AM	0	0%	7	14%	7	14%	0	0%	8	16%	8	16%
8:30 AM	1	2%	19	38%	20	40%	0	0%	10	20%	10	20%
9:00 AM	2	4%	<b>34</b>	<b>68%</b>	<b>36</b>	<b>72%</b>	0	0%	10	20%	10	20%
9:30 AM	5	10%	12	24%	17	34%	0	0%	10	20%	10	20%
10:00 AM	5	10%	12	24%	17	34%	0	0%	11	22%	11	22%
10:30 AM	6	12%	14	28%	20	40%	0	0%	<b>13</b>	<b>26%</b>	<b>13</b>	<b>26%</b>
11:00 AM	5	10%	13	26%	18	36%	0	0%	<b>13</b>	<b>26%</b>	<b>13</b>	<b>26%</b>
11:30 AM	5	10%	15	30%	20	40%	0	0%	11	22%	11	22%
12:00 Noon	5	10%	15	30%	20	40%	0	0%	11	22%	11	22%
12:30 PM	5	10%	15	30%	20	40%	0	0%	11	22%	11	22%
1:00 PM	5	10%	18	36%	23	46%	0	0%	11	22%	11	22%
1:30 PM	4	8%	13	26%	17	34%	0	0%	9	18%	9	18%
2:00 PM	4	8%	13	26%	17	34%	<b>1</b>	<b>2%</b>	9	18%	10	20%
2:30 PM	3	6%	13	26%	16	32%	<b>1</b>	<b>2%</b>	9	18%	10	20%
3:00 PM	2	4%	11	22%	13	26%	<b>1</b>	<b>2%</b>	9	18%	10	20%
3:30 PM	<b>7</b>	<b>14%</b>	30	60%	37	74%	0	0%	9	18%	9	18%
4:00 PM	2	4%	11	22%	13	26%	0	0%	10	20%	10	20%
4:30 PM	1	2%	10	20%	11	22%	0	0%	8	16%	8	16%
5:00 PM	1	2%	8	16%	9	18%	0	0%	8	16%	8	16%
5:30 PM	0	0%	7	14%	7	14%	0	0%	8	16%	8	16%
6:00 PM	0	0%	7	14%	7	14%	0	0%	8	16%	8	16%
6:30 PM	0	0%	8	16%	8	16%	0	0%	8	16%	8	16%
7:00 PM	0	0%	7	14%	7	14%	0	0%	6	12%	6	12%

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

<sup>1</sup> Number of vehicles with a MCC parking permit/decal.

<sup>2</sup> Number of vehicles without a MCC parking permit/decal.

**TABLE 5**

**SUMMARY OF PROPOSED PARKING SUPPLY<sup>1</sup>  
Manhattan Country Club, Manhattan Beach**

Parking Lot	First Access Spaces					Tandem <sup>2</sup> Spaces	Total Supply
	Standard	Visitor	Reserved	Handicap	Loading		
Club Lot	76	0	1	2	2	24	105
Club Lot East <sup>3</sup>	35	0	3	0	0	6	44
<b>Subtotal - Club Lot</b>	<b>111</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>30</b>	<b>149</b>
Office Lot	71	8	0	3	0	13	95
<b>Subtotal On-site</b>	<b>182</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>43</b>	<b>244</b>
City Leased Lot	50	-	-	-	-	-	50
<b>Total Supply</b>	<b>232</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>40</b>	<b>294</b>

<sup>1</sup> Source: Manhattan Country Club and field inventory by LLG, Engineers, March, 2004.

<sup>2</sup> Parking spaces in tandem with a second space where access is gained by first moving another vehicle.

<sup>3</sup> Club Lot East is the former Office Lot - Zone A that will be reassigned for MCC use with the proposed conversion.

TABLE 4B

SUMMARY OF WEEKEND "CLUB LOT" PARKING PROJECTIONS  
Manhattan Country Club, Manhattan Beach

Time Period	Saturday, January 16, 1999				Saturday, March 6, 2004				Saturday, August 28, 2004				Average Over Time			
	CLUB LOT				CLUB LOT				CLUB LOT				CLUB LOT			
	Supply <sup>1</sup> 105		Supply <sup>2</sup> 149		Supply <sup>1</sup> 105		Supply <sup>2</sup> 149		Supply <sup>1</sup> 105		Supply <sup>2</sup> 149		Supply <sup>1</sup> 105		Supply <sup>2</sup> 149	
	Existing		Projected <sup>3</sup>		Existing		Projected <sup>3</sup>		Existing		Projected <sup>3</sup>		Existing Average		Projected <sup>3</sup>	
	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization
7:00 AM	9	9%	12	8%	16	15%	22	15%	10	10%	14	9%	12	11%	17	11%
7:30 AM	14	13%	19	13%	16	15%	22	15%	20	19%	28	19%	17	16%	23	15%
8:00 AM	28	27%	39	26%	27	26%	37	25%	27	26%	37	25%	27	26%	37	25%
8:30 AM	48	46%	66	44%	33	31%	46	31%	43	41%	59	40%	41	39%	57	38%
9:00 AM	57	54%	79	53%	40	38%	55	37%	46	44%	63	42%	48	46%	66	44%
9:30 AM	<b>71</b>	<b>68%</b>	<b>98</b>	<b>66%</b>	48	46%	66	44%	60	57%	83	56%	60	57%	83	56%
10:00 AM	<b>71</b>	<b>68%</b>	<b>98</b>	<b>66%</b>	50	48%	69	46%	65	62%	90	60%	62	59%	86	58%
10:30 AM	65	62%	90	60%	50	48%	69	46%	68	65%	94	63%	61	64%	84	56%
11:00 AM	70	67%	97	65%	<b>51</b>	<b>49%</b>	<b>70</b>	<b>47%</b>	68	65%	94	63%	<b>63</b>	<b>60%</b>	<b>87</b>	<b>58%</b>
11:30 AM	64	61%	88	59%	44	42%	61	41%	72	69%	99	66%	60	57%	83	56%
12:00 Noon	52	50%	72	48%	32	30%	44	30%	<b>76</b>	<b>72%</b>	<b>105</b>	<b>70%</b>	53	50%	73	49%
12:30 PM	37	35%	51	34%	32	30%	44	30%	67	64%	92	62%	45	43%	62	42%
1:00 PM	40	38%	55	37%	33	31%	46	31%	60	57%	83	56%	44	42%	61	41%
1:30 PM	36	34%	50	34%	32	30%	44	30%	37	35%	51	34%	35	33%	48	32%
2:00 PM	50	48%	69	46%	37	35%	51	34%	36	34%	50	34%	41	39%	57	38%
2:30 PM	48	46%	66	44%	40	38%	55	37%	30	29%	41	28%	39	37%	54	36%
3:00 PM	40	38%	55	37%	37	35%	51	34%	31	30%	43	29%	36	34%	50	34%
3:30 PM	38	36%	52	35%	29	28%	40	27%	35	33%	48	32%	34	32%	47	32%
4:00 PM	33	31%	46	31%	26	25%	36	24%	31	30%	43	29%	30	29%	41	28%
4:30 PM	28	27%	39	26%	15	14%	21	14%	23	22%	32	21%	22	21%	30	20%
5:00 PM	19	18%	26	17%	17	16%	23	15%	22	21%	30	20%	19	18%	26	17%
5:30 PM	20	19%	28	19%	19	18%	26	17%	20	19%	28	19%	20	19%	28	19%
6:00 PM	13	12%	18	12%	30	29%	41	28%	22	21%	30	20%	22	21%	30	20%
6:30 PM	15	14%	21	14%	28	27%	39	26%	14	13%	19	13%	19	18%	26	17%
7:00 PM	13	12%	18	12%	26	25%	36	24%	10	10%	14	9%	16	16%	22	15%

Notes:  
<sup>1</sup> Represents existing parking supply within Club Lot of the Manhattan Country Club.  
<sup>2</sup> Represents proposed parking supply with the addition of 44 spaces from the Office Lot (105 spaces + 44 spaces = 149 spaces).  
<sup>3</sup> Projected parking demand calculated based on an increase of 20% to account for 200 additional memberships now proposed by MCC, and a 15% contingency factor.  
<sup>4</sup> The BOLD, shaded data represents the peak parking demand.

TABLE 4A

SUMMARY OF WEEKDAY "CLUB LOT" PARKING PROJECTIONS  
Manhattan Country Club, Manhattan Beach

Time Period	Wednesday, January 13, 1999				Wednesday, March 3, 2004				Wednesday, August 25, 2004				Average Over Time			
	CLUB LOT				CLUB LOT				CLUB LOT				CLUB LOT			
	Supply <sup>1</sup> 105		Supply <sup>2</sup> 149		Supply <sup>1</sup> 105		Supply <sup>2</sup> 149		Supply <sup>1</sup> 105		Supply <sup>2</sup> 149		Supply <sup>1</sup> 105		Supply <sup>2</sup> 149	
	Existing		Projected <sup>3</sup>		Existing		Projected <sup>3</sup>		Existing		Projected <sup>3</sup>		Existing Average		Projected <sup>3</sup>	
	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization	Parked Vehicles <sup>4</sup>	Parking Utilization
7:00 AM	21	20%	29	19%	24	23%	33	22%	20	19%	28	19%	22	21%	30	20%
7:30 AM	25	24%	35	23%	25	24%	35	23%	28	27%	39	26%	26	25%	36	24%
8:00 AM	32	30%	44	30%	33	31%	46	31%	27	26%	37	25%	31	30%	43	29%
8:30 AM	40	38%	55	37%	42	40%	58	39%	24	23%	33	22%	35	33%	48	32%
9:00 AM	63	60%	87	58%	54	51%	75	50%	36	34%	50	34%	51	49%	70	47%
9:30 AM	67	64%	92	62%	55	52%	76	51%	45	43%	62	42%	56	53%	77	52%
10:00 AM	78	74%	108	72%	68	65%	94	63%	46	44%	63	42%	64	61%	88	59%
10:30 AM	<b>79</b>	<b>75%</b>	<b>109</b>	<b>73%</b>	68	65%	94	63%	53	50%	73	49%	<b>67</b>	<b>64%</b>	<b>92</b>	<b>62%</b>
11:00 AM	76	72%	105	70%	<b>70</b>	<b>67%</b>	<b>97</b>	<b>65%</b>	41	39%	57	38%	62	59%	86	58%
11:30 AM	68	65%	94	63%	68	65%	94	63%	44	42%	61	41%	60	57%	83	56%
12:00 Noon	62	59%	86	58%	67	64%	92	62%	47	45%	65	44%	59	56%	81	54%
12:30 PM	55	52%	76	51%	67	64%	92	62%	48	46%	66	44%	57	54%	79	53%
1:00 PM	48	46%	66	44%	54	51%	75	50%	51	49%	70	47%	51	49%	70	47%
1:30 PM	36	34%	50	34%	54	51%	75	50%	53	50%	73	49%	48	46%	66	44%
2:00 PM	21	20%	29	19%	54	51%	75	50%	35	33%	48	32%	37	35%	51	34%
2:30 PM	20	19%	28	19%	29	28%	40	27%	29	28%	40	27%	26	25%	36	24%
3:00 PM	16	15%	22	15%	29	28%	40	27%	24	23%	33	22%	23	22%	32	21%
3:30 PM	19	18%	26	17%	25	24%	35	23%	43	41%	59	40%	29	28%	40	27%
4:00 PM	27	26%	37	25%	26	25%	36	24%	43	41%	59	40%	32	30%	44	30%
4:30 PM	35	33%	48	32%	30	29%	41	28%	40	38%	55	37%	35	33%	48	32%
5:00 PM	48	46%	66	44%	48	46%	66	44%	44	42%	61	41%	47	45%	65	44%
5:30 PM	61	58%	84	56%	56	53%	77	52%	49	47%	68	46%	55	52%	76	51%
6:00 PM	72	69%	99	66%	56	53%	77	52%	55	52%	76	51%	61	58%	84	56%
6:30 PM	74	70%	102	68%	56	53%	77	52%	72	69%	99	66%	<b>67</b>	<b>64%</b>	<b>92</b>	<b>62%</b>
7:00 PM	74	70%	102	68%	53	50%	73	49%	<b>73</b>	<b>70%</b>	<b>101</b>	<b>68%</b>	<b>67</b>	<b>64%</b>	<b>92</b>	<b>62%</b>

Notes:  
<sup>1</sup> Represents existing parking supply within Club Lot of the Manhattan Country Club.  
<sup>2</sup> Represents proposed parking supply with the addition of 44 spaces from the Office Lot (105 spaces + 44 spaces = 149 spaces).  
<sup>3</sup> Projected parking demand calculated based on an increase of 20% to account for 200 additional memberships now proposed by MCC, and a 15% contingency factor.  
<sup>4</sup> The **BOLD**, shaded data represents the peak parking demand.



**TABLE 3B**

**SUMMARY OF OFF-STREET PARKING SURVEY DATA - SATURDAY JANUARY 16, 1999**  
**Manhattan Country Club, Manhattan Beach**

Time Period	CLUB LOT		CITY LEASED LOT		SUBTOTAL		OFFICE LOT - ZONE A		OFFICE LOT - ZONE B		OFFICE TOTAL		TOTALS	
	Supply Parked Vehicles	105 Parking Utilization	Supply Parked Vehicles <sup>1</sup>	50 Parking Utilization	Supply Parked Vehicles	155 Parking Utilization	Supply Parked Vehicles <sup>2</sup>	37 Parking Utilization	Supply Parked Vehicles	77 Parking Utilization	On-site Subtotal	114 Parking Utilization	Supply Parked Vehicles	269 Parking Utilization
7:00 AM	9	9%	6	12%	15	10%					8	7%	23	9%
7:30 AM	14	13%	6	12%	20	13%					13	11%	33	12%
8:00 AM	28	27%	9	18%	37	24%					20	18%	57	21%
8:30 AM	48	46%	7	14%	55	35%					22	19%	77	29%
9:00 AM	57	54%	7	14%	64	41%					37	32%	101	38%
9:30 AM	<b>71</b>	<b>68%</b>	7	14%	<b>78</b>	<b>50%</b>					40	35%	118	44%
10:00 AM	<b>71</b>	<b>68%</b>	7	14%	<b>78</b>	<b>50%</b>					49	43%	127	47%
10:30 AM	65	62%	7	14%	72	46%					<b>51</b>	<b>45%</b>	123	46%
11:00 AM	70	67%	8	16%	78	50%					49	43%	<b>127</b>	<b>47%</b>
11:30 AM	64	61%	8	16%	72	46%					46	40%	118	44%
12:00 Noon	52	50%	9	18%	61	39%					42	37%	103	38%
12:30 PM	37	35%	9	18%	46	30%					37	32%	83	31%
1:00 PM	40	38%	9	18%	49	32%					33	29%	82	30%
1:30 PM	36	34%	<b>10</b>	<b>20%</b>	46	30%					30	26%	76	28%
2:00 PM	50	48%	<b>10</b>	<b>20%</b>	60	39%					27	24%	87	32%
2:30 PM	48	46%	<b>10</b>	<b>20%</b>	58	37%					25	22%	83	31%
3:00 PM	40	38%	<b>10</b>	<b>20%</b>	50	32%					26	23%	76	28%
3:30 PM	38	36%	<b>10</b>	<b>20%</b>	48	31%					26	23%	74	28%
4:00 PM	33	31%	8	16%	41	26%					24	21%	65	24%
4:30 PM	28	27%	8	16%	36	23%					24	21%	60	22%
5:00 PM	19	18%	6	12%	25	16%					22	19%	47	17%
5:30 PM	20	19%	6	12%	26	17%					22	19%	48	18%
6:00 PM	13	12%	6	12%	19	12%					22	19%	41	15%
6:30 PM	15	14%	6	12%	21	14%					20	18%	41	15%
7:00 PM	13	12%	6	12%	19	12%					18	16%	37	14%
<b>Average</b>	<b>39</b>	<b>37%</b>	<b>8</b>	<b>16%</b>	<b>47</b>	<b>30%</b>					<b>29</b>	<b>26%</b>	<b>76</b>	<b>28%</b>

Notes:  
 The **BOLD**, shaded data represents the existing peak parking demand for each parking area.  
<sup>1</sup> The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.  
<sup>2</sup> The existing parking demand within the Office Lot - Zone A includes the 8 visitor spaces, 3 handicap spaces and 2 loading only spaces, but the supply only represents the 37 office spaces.

TABLE 3A

**SUMMARY OF OFF-STREET PARKING SURVEY DATA - JANUARY 13, 1999**  
**Manhattan Country Club, Manhattan Beach**

Time Period	CLUB LOT		CITY LEASED LOT		SUBTOTAL		OFFICE LOT - ZONE A		OFFICE LOT - ZONE B		OFFICE TOTAL		TOTALS	
	Supply Parked Vehicles	105 Parking Utilization	Supply Parked Vehicles <sup>1</sup>	50 Parking Utilization	Supply Parked Vehicles	155 Parking Utilization	Supply Parked Vehicles <sup>2</sup>	37 Parking Utilization	Supply Parked Vehicles	77 Parking Utilization	Supply On-site	114 Parking Utilization	Supply Parked Vehicles	269 Parking Utilization
7:00 AM	21	20%	9	18%	30	19%					10	9%	40	15%
7:30 AM	25	24%	9	18%	34	22%					13	11%	47	17%
8:00 AM	32	30%	8	16%	40	26%					22	19%	62	23%
8:30 AM	40	38%	8	16%	48	31%					37	32%	85	32%
9:00 AM	63	60%	9	18%	72	46%					57	50%	129	48%
9:30 AM	67	64%	12	24%	79	51%					87	76%	166	62%
10:00 AM	78	74%	12	24%	90	58%					90	79%	180	67%
10:30 AM	<b>79</b>	<b>75%</b>	12	24%	<b>91</b>	<b>59%</b>					<b>92</b>	<b>81%</b>	<b>183</b>	<b>68%</b>
11:00 AM	76	72%	12	24%	88	57%					90	79%	178	66%
11:30 AM	68	65%	8	16%	76	49%					88	77%	164	61%
12:00 Noon	62	59%	8	16%	70	45%					85	75%	155	58%
12:30 PM	55	52%	8	16%	63	41%					94	82%	157	58%
1:00 PM	48	46%	9	18%	57	37%					88	77%	145	54%
1:30 PM	36	34%	10	20%	46	30%					87	76%	133	49%
2:00 PM	21	20%	8	16%	29	19%					86	75%	115	43%
2:30 PM	20	19%	7	14%	27	17%					86	75%	113	42%
3:00 PM	16	15%	8	16%	24	15%					95	83%	119	44%
3:30 PM	19	18%	9	18%	28	18%					92	81%	120	45%
4:00 PM	27	26%	13	26%	40	26%					93	82%	133	49%
4:30 PM	35	33%	12	24%	47	30%					93	82%	140	52%
5:00 PM	48	46%	<b>18</b>	<b>36%</b>	66	43%					78	68%	144	54%
5:30 PM	61	58%	16	32%	77	50%					72	63%	149	55%
6:00 PM	72	69%	9	18%	81	52%					61	54%	142	53%
6:30 PM	74	70%	9	18%	83	54%					72	63%	155	58%
7:00 PM	74	70%	13	26%	87	56%					70	61%	157	58%
<b>Average</b>	<b>49</b>	<b>46%</b>	<b>10</b>	<b>20%</b>	<b>59</b>	<b>38%</b>					<b>74</b>	<b>64%</b>	<b>132</b>	<b>49%</b>

Detailed Parking Data Not Collected during 1999 Surveys

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

<sup>1</sup> The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.

<sup>2</sup> The existing parking demand within the Office Lot - Zone A includes the 8 visitor spaces, 3 handicap spaces and 2 loading only spaces, but the supply only represents the 37 office spaces.

**TABLE 2B**

**SUMMARY OF OFF-STREET PARKING SURVEY DATA - SATURDAY MARCH 6, 2004  
Manhattan Country Club, Manhattan Beach**

Time Period	CLUB LOT		CITY LEASED LOT		SUBTOTAL		OFFICE LOT - ZONE A		OFFICE LOT - ZONE B		SUBTOTAL		TOTALS	
	Supply Parked Vehicles	105 Parking Utilization	Supply Parked Vehicles <sup>1</sup>	50 Parking Utilization	Supply Parked Vehicles	155 Parking Utilization	Supply Parked Vehicles <sup>2</sup>	37 Parking Utilization	Supply Parked Vehicles	77 Parking Utilization	Supply On-site Subtotal	114 Parking Utilization	Supply Parked Vehicles	269 Parking Utilization
7:00 AM	16	15%	6	12%	22	14%	10	27%	1	1%	11	10%	33	12%
7:30 AM	16	15%	6	12%	22	14%	13	35%	3	4%	16	14%	38	14%
8:00 AM	27	26%	8	16%	35	23%	14	38%	4	5%	18	16%	53	20%
8:30 AM	33	31%	8	16%	41	26%	17	46%	7	9%	24	21%	65	24%
9:00 AM	40	38%	8	16%	48	31%	17	46%	7	9%	24	21%	72	27%
9:30 AM	48	46%	7	14%	55	35%	27	73%	15	19%	42	37%	97	36%
10:00 AM	50	48%	9	18%	59	38%	27	73%	16	21%	43	38%	102	38%
10:30 AM	50	48%	11	22%	61	39%	26	70%	18	23%	44	39%	105	39%
11:00 AM	<b>51</b>	<b>49%</b>	<b>12</b>	<b>24%</b>	<b>63</b>	<b>41%</b>	24	65%	<b>19</b>	<b>25%</b>	43	38%	<b>106</b>	<b>39%</b>
11:30 AM	44	42%	<b>12</b>	<b>24%</b>	56	36%	24	65%	18	23%	42	37%	98	36%
12:00 Noon	32	30%	<b>12</b>	<b>24%</b>	44	28%	21	57%	17	22%	38	33%	82	30%
12:30 PM	32	30%	<b>12</b>	<b>24%</b>	44	28%	15	41%	14	18%	29	25%	73	27%
1:00 PM	33	31%	10	20%	43	28%	13	35%	12	16%	25	22%	68	25%
1:30 PM	32	30%	10	20%	42	27%	12	32%	12	16%	24	21%	66	25%
2:00 PM	37	35%	10	20%	47	30%	14	38%	12	16%	26	23%	73	27%
2:30 PM	40	38%	10	20%	50	32%	14	38%	11	14%	25	22%	75	28%
3:00 PM	37	35%	10	20%	47	30%	16	43%	8	10%	24	21%	71	26%
3:30 PM	29	28%	10	20%	39	25%	15	41%	6	8%	21	18%	60	22%
4:00 PM	26	25%	<b>12</b>	<b>24%</b>	38	25%	15	41%	5	6%	20	18%	58	22%
4:30 PM	15	14%	10	20%	25	16%	9	24%	5	6%	14	12%	39	14%
5:00 PM	17	16%	10	20%	27	17%	14	38%	5	6%	19	17%	46	17%
5:30 PM	19	18%	8	16%	27	17%	21	57%	6	8%	27	24%	54	20%
6:00 PM	30	29%	7	14%	37	24%	<b>27</b>	<b>73%</b>	8	10%	35	31%	72	27%
6:30 PM	28	27%	7	14%	35	23%	25	68%	8	10%	33	29%	68	25%
7:00 PM	26	25%	7	14%	33	21%	25	68%	8	10%	33	29%	66	25%
<b>Average</b>	<b>32</b>	<b>31%</b>	<b>9</b>	<b>19%</b>	<b>42</b>	<b>27%</b>	<b>18</b>	<b>49%</b>	<b>10</b>	<b>13%</b>	<b>28</b>	<b>25%</b>	<b>70</b>	<b>26%</b>

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

<sup>1</sup> The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.

<sup>2</sup> The existing parking demand within the Office Lot - Zone A includes the 8 visitor spaces, 3 handicap spaces and 2 loading only spaces, but the supply only represents the 37 office spaces.

**TABLE 2A**

**SUMMARY OF OFF-STREET PARKING SURVEY DATA - WEDNESDAY MARCH 3, 2004  
Manhattan Country Club, Manhattan Beach**

Time Period	CLUB LOT		CITY LEASED LOT		SUBTOTAL		OFFICE LOT - ZONE A		OFFICE LOT - ZONE B		SUBTOTAL		TOTALS	
	Supply Parked Vehicles	105 Parking Utilization	Supply Parked Vehicles <sup>1</sup>	50 Parking Utilization	Supply Parked Vehicles	155 Parking Utilization	Supply Parked Vehicles <sup>2</sup>	37 Parking Utilization	Supply Parked Vehicles	77 Parking Utilization	Supply On-site Subtotal	114 Parking Utilization	Supply Parked Vehicles	269 Parking Utilization
7:00 AM	24	23%	15	30%	39	25%	9	24%	10	13%	19	17%	58	22%
7:30 AM	25	24%	15	30%	40	26%	9	24%	10	13%	19	17%	59	22%
8:00 AM	33	31%	15	30%	48	31%	9	24%	10	13%	19	17%	67	25%
8:30 AM	42	40%	15	30%	57	37%	9	24%	10	13%	19	17%	76	28%
9:00 AM	54	51%	46	92%	100	65%	24	65%	39	51%	63	55%	163	61%
9:30 AM	55	52%	<b>50</b>	<b>100%</b>	105	68%	30	81%	49	64%	79	69%	184	68%
10:00 AM	68	65%	49	98%	<b>117</b>	<b>75%</b>	32	86%	46	60%	78	68%	<b>195</b>	<b>72%</b>
10:30 AM	68	65%	47	94%	115	74%	32	86%	46	60%	78	68%	193	72%
11:00 AM	<b>70</b>	<b>67%</b>	47	94%	<b>117</b>	<b>75%</b>	28	76%	50	65%	78	68%	<b>195</b>	<b>72%</b>
11:30 AM	68	65%	44	88%	112	72%	28	76%	47	61%	75	66%	187	70%
12:00 Noon	67	64%	47	94%	114	74%	28	76%	47	61%	75	66%	189	70%
12:30 PM	67	64%	45	90%	112	72%	24	65%	53	69%	77	68%	189	70%
1:00 PM	54	51%	45	90%	99	64%	31	84%	44	57%	75	66%	174	65%
1:30 PM	54	51%	31	62%	85	55%	31	84%	44	57%	75	66%	160	59%
2:00 PM	54	51%	31	62%	85	55%	31	84%	44	57%	75	66%	160	59%
2:30 PM	29	28%	19	38%	48	31%	25	68%	<b>55</b>	<b>71%</b>	80	70%	128	48%
3:00 PM	29	28%	19	38%	48	31%	25	68%	<b>55</b>	<b>71%</b>	80	70%	128	48%
3:30 PM	25	24%	16	32%	41	26%	30	81%	54	70%	<b>84</b>	<b>74%</b>	125	46%
4:00 PM	26	25%	14	28%	40	26%	28	76%	54	70%	82	72%	122	45%
4:30 PM	30	29%	12	24%	42	27%	<b>34</b>	<b>92%</b>	49	64%	83	73%	125	46%
5:00 PM	48	46%	14	28%	62	40%	<b>34</b>	<b>92%</b>	49	64%	83	73%	145	54%
5:30 PM	56	53%	14	28%	70	45%	30	81%	33	43%	63	55%	133	49%
6:00 PM	56	53%	19	38%	75	48%	30	81%	33	43%	63	55%	138	51%
6:30 PM	56	53%	20	40%	76	49%	30	81%	33	43%	63	55%	139	52%
7:00 PM	53	50%	9	18%	62	40%	19	51%	16	21%	35	31%	97	36%
<b>Average</b>	<b>48</b>	<b>46%</b>	<b>28</b>	<b>56%</b>	<b>76</b>	<b>49%</b>	<b>26</b>	<b>69%</b>	<b>39</b>	<b>51%</b>	<b>65</b>	<b>57%</b>	<b>141</b>	<b>52%</b>

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

<sup>1</sup> The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.

<sup>2</sup> The existing parking demand within the Office Lot - Zone A includes the 8 visitor spaces, 3 handicap spaces and 2 loading only spaces, but the supply only represents the 37 office spaces.

**TABLE 1B**

**SUMMARY OF OFF-STREET PARKING SURVEY DATA - SATURDAY AUGUST 28, 2004  
Manhattan Country Club, Manhattan Beach**

Time Period	CLUB LOT		CITY LEASED LOT		SUBTOTAL		OFFICE LOT - ZONE A		OFFICE LOT - ZONE B		SUBTOTAL		TOTALS	
	Supply Parked Vehicles	105 Parking Utilization	Supply Parked Vehicles <sup>1</sup>	50 Parking Utilization	Supply Parked Vehicles	155 Parking Utilization	Supply Parked Vehicles <sup>2</sup>	37 Parking Utilization	Supply Parked Vehicles	77 Parking Utilization	Supply On-site Subtotal	114 Parking Utilization	Supply Parked Vehicles	269 Parking Utilization
7:00 AM	10	10%	6	12%	16	10%	1	3%	2	3%	3	3%	19	7%
7:30 AM	20	19%	7	14%	27	17%	2	5%	2	3%	4	4%	31	12%
8:00 AM	27	26%	8	16%	35	23%	3	8%	2	3%	5	4%	40	15%
8:30 AM	43	41%	10	20%	53	34%	10	27%	2	3%	12	11%	65	24%
9:00 AM	46	44%	10	20%	56	36%	12	32%	3	4%	15	13%	71	26%
9:30 AM	60	57%	10	20%	70	45%	20	54%	5	6%	25	22%	95	35%
10:00 AM	65	62%	11	22%	76	49%	20	54%	7	9%	27	24%	103	38%
10:30 AM	68	65%	<b>13</b>	<b>26%</b>	81	52%	<b>32</b>	<b>86%</b>	13	17%	45	39%	126	47%
11:00 AM	68	65%	<b>13</b>	<b>26%</b>	81	52%	27	73%	14	18%	41	36%	122	45%
11:30 AM	72	69%	11	22%	83	54%	27	73%	<b>15</b>	<b>19%</b>	42	37%	125	46%
12:00 Noon	<b>76</b>	<b>72%</b>	11	22%	<b>87</b>	<b>56%</b>	31	84%	<b>15</b>	<b>19%</b>	<b>46</b>	<b>40%</b>	<b>133</b>	<b>49%</b>
12:30 PM	67	64%	11	22%	78	50%	18	49%	13	17%	31	27%	109	41%
1:00 PM	60	57%	11	22%	71	46%	19	51%	13	17%	32	28%	103	38%
1:30 PM	37	35%	9	18%	46	30%	9	24%	8	10%	17	15%	63	23%
2:00 PM	36	34%	10	20%	46	30%	9	24%	7	9%	16	14%	62	23%
2:30 PM	30	29%	10	20%	40	26%	11	30%	5	6%	16	14%	56	21%
3:00 PM	31	30%	10	20%	41	26%	12	32%	7	9%	19	17%	60	22%
3:30 PM	35	33%	9	18%	44	28%	14	38%	4	5%	18	16%	62	23%
4:00 PM	31	30%	10	20%	41	26%	15	41%	4	5%	19	17%	60	22%
4:30 PM	23	22%	8	16%	31	20%	11	30%	3	4%	14	12%	45	17%
5:00 PM	22	21%	8	16%	30	19%	10	27%	4	5%	14	12%	44	16%
5:30 PM	20	19%	8	16%	28	18%	9	24%	4	5%	13	11%	41	15%
6:00 PM	22	21%	8	16%	30	19%	8	22%	4	5%	12	11%	42	16%
6:30 PM	14	13%	8	16%	22	14%	13	35%	4	5%	17	15%	39	14%
7:00 PM	10	10%	6	12%	16	10%	16	43%	4	5%	20	18%	36	13%
<b>Average</b>	<b>40</b>	<b>38%</b>	<b>9</b>	<b>19%</b>	<b>49</b>	<b>32%</b>	<b>14</b>	<b>39%</b>	<b>7</b>	<b>8%</b>	<b>21</b>	<b>18%</b>	<b>70</b>	<b>26%</b>

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

<sup>1</sup> The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.

<sup>2</sup> The existing parking demand within the Office Lot - Zone A includes the 8 visitor spaces, 3 handicap spaces and 2 loading only spaces, but the supply only represents the 37 office spaces.

**TABLE 1A**

**SUMMARY OF OFF-STREET PARKING SURVEY DATA - WEDNESDAY AUGUST 25, 2004  
Manhattan Country Club, Manhattan Beach**

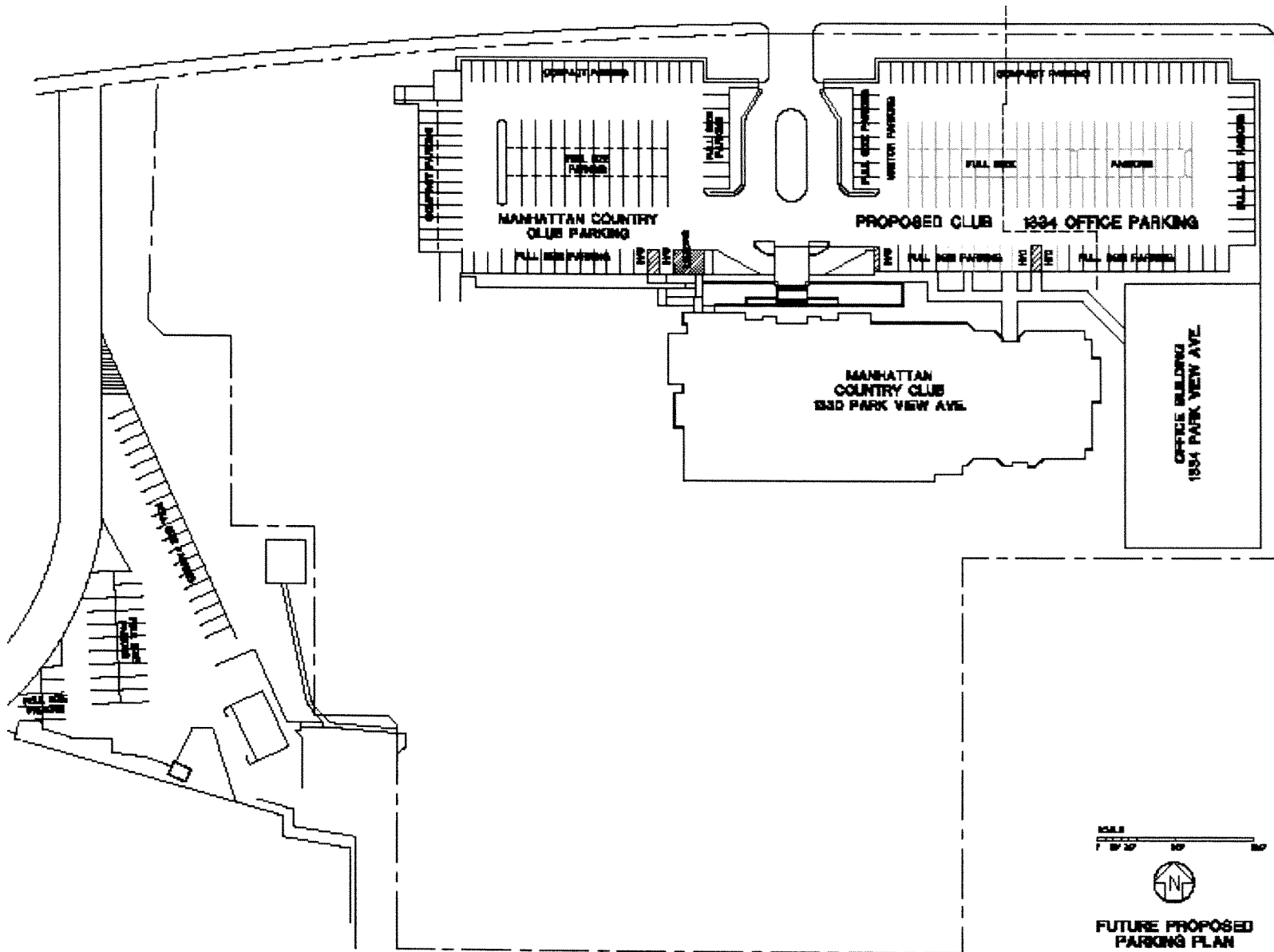
Time Period	CLUB LOT		CITY LEASED LOT		SUBTOTAL		OFFICE LOT - ZONE A		OFFICE LOT - ZONE B		SUBTOTAL		TOTALS	
	Supply Parked Vehicles	105 Parking Utilization	Supply Parked Vehicles <sup>1</sup>	50 Parking Utilization	Supply Parked Vehicles	155 Parking Utilization	Supply Parked Vehicles <sup>2</sup>	37 Parking Utilization	Supply Parked Vehicles	77 Parking Utilization	Supply On-site Subtotal	114 Parking Utilization	Supply Parked Vehicles	269 Parking Utilization
7:00 AM	20	19%	8	16%	28	18%	6	16%	5	6%	11	10%	39	14%
7:30 AM	28	27%	9	18%	37	24%	16	43%	5	6%	21	18%	58	22%
8:00 AM	27	26%	7	14%	34	22%	17	46%	13	17%	30	26%	64	24%
8:30 AM	24	23%	20	40%	44	28%	27	73%	23	30%	50	44%	94	35%
9:00 AM	36	34%	36	72%	72	46%	24	65%	34	44%	58	51%	130	48%
9:30 AM	45	43%	17	34%	62	40%	33	89%	38	49%	71	62%	133	49%
10:00 AM	46	44%	17	34%	63	41%	31	84%	43	56%	74	65%	137	51%
10:30 AM	53	50%	20	40%	73	47%	31	84%	43	56%	74	65%	147	55%
11:00 AM	41	39%	18	36%	59	38%	<b>37</b>	<b>100%</b>	44	57%	81	71%	140	52%
11:30 AM	44	42%	20	40%	64	41%	36	97%	50	65%	86	75%	150	56%
12:00 Noon	47	45%	20	40%	67	43%	36	97%	46	60%	82	72%	149	55%
12:30 PM	48	46%	20	40%	68	44%	35	95%	48	62%	83	73%	151	56%
1:00 PM	51	49%	23	46%	74	48%	36	97%	48	62%	84	74%	158	59%
1:30 PM	53	50%	17	34%	70	45%	32	86%	48	62%	80	70%	150	56%
2:00 PM	35	33%	17	34%	52	34%	<b>37</b>	<b>100%</b>	<b>54</b>	<b>70%</b>	<b>91</b>	<b>80%</b>	143	53%
2:30 PM	29	28%	16	32%	45	29%	35	95%	44	57%	79	69%	124	46%
3:00 PM	24	23%	13	26%	37	24%	28	76%	53	69%	81	71%	118	44%
3:30 PM	43	41%	<b>37</b>	<b>74%</b>	<b>80</b>	<b>52%</b>	32	86%	47	61%	79	69%	<b>159</b>	<b>59%</b>
4:00 PM	43	41%	13	26%	56	36%	31	84%	48	62%	79	69%	135	50%
4:30 PM	40	38%	11	22%	51	33%	31	84%	39	51%	70	61%	121	45%
5:00 PM	44	42%	9	18%	53	34%	31	84%	37	48%	68	60%	121	45%
5:30 PM	49	47%	7	14%	56	36%	29	78%	28	36%	57	50%	113	42%
6:00 PM	55	52%	7	14%	62	40%	29	78%	28	36%	57	50%	119	44%
6:30 PM	72	69%	8	16%	<b>80</b>	<b>52%</b>	<b>37</b>	<b>100%</b>	24	31%	61	54%	141	52%
7:00 PM	73	70%	7	14%	<b>80</b>	<b>52%</b>	<b>37</b>	<b>100%</b>	21	27%	58	51%	138	51%
<b>Average</b>	<b>43</b>	<b>41%</b>	<b>16</b>	<b>32%</b>	<b>59</b>	<b>38%</b>	<b>30</b>	<b>81%</b>	<b>36</b>	<b>47%</b>	<b>67</b>	<b>58%</b>	<b>125</b>	<b>47%</b>

Notes:

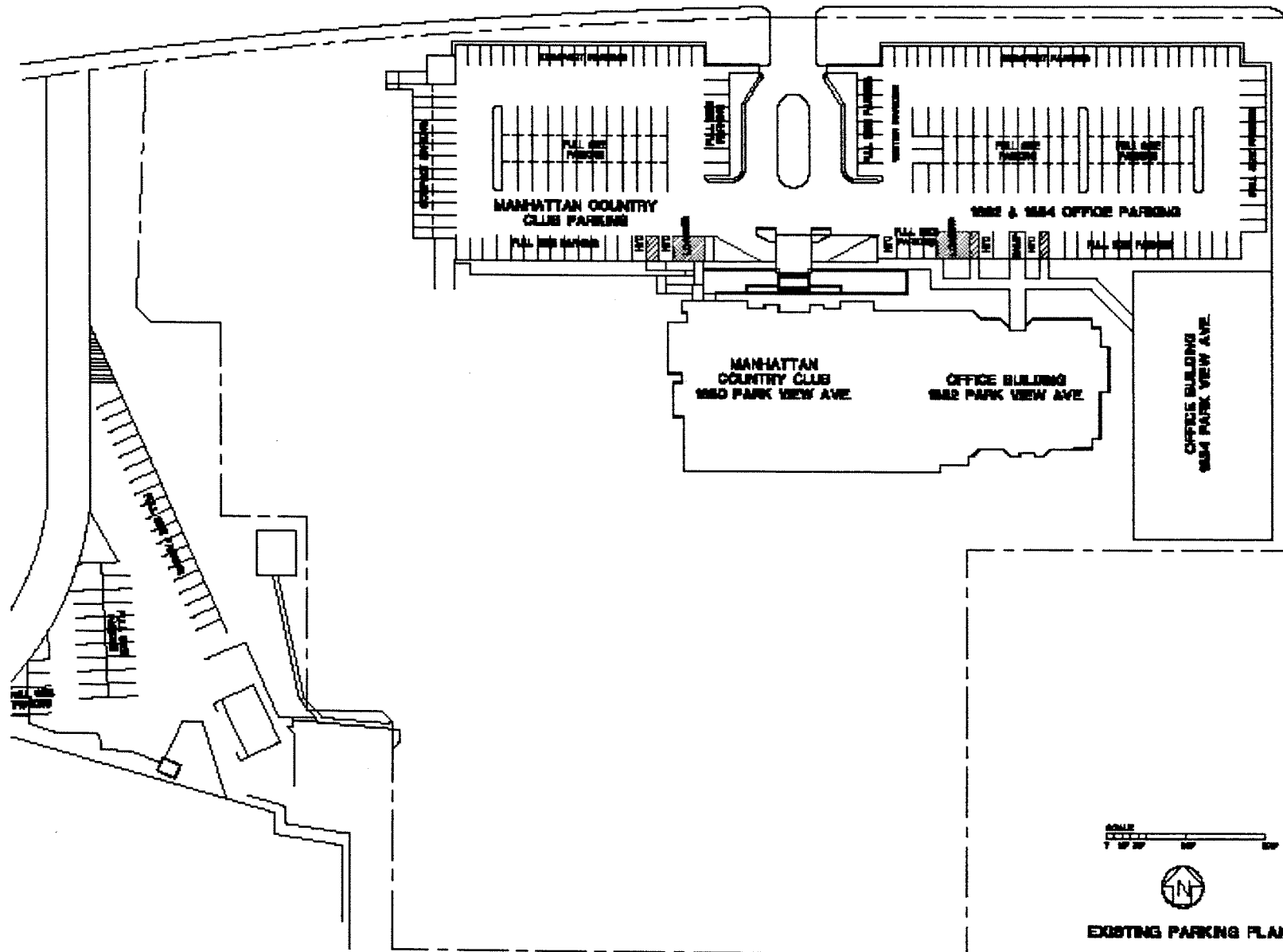
The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

<sup>1</sup> The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.

<sup>2</sup> The existing parking demand within the Office Lot - Zone A includes the 8 visitor spaces, 3 handicap spaces and 2 loading only spaces, but the supply only represents the 37 office spaces.



**FIGURE 2**





**FIGURE 1**



**CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT**

**TO:** Planning Commission

**FROM:** Richard Thompson, Director of Community Development 

**BY:** Esteban Danna, Assistant Planner 

**DATE:** January 11, 2012

**SUBJECT:** Planned Development Permit Amendment for renovation, small addition, and membership increase at the Manhattan Country Club located at 1330 Parkview Avenue.

**RECOMMENDATION**

Staff recommends that the Planning Commission **CONDUCT** the Public Hearing and **ADOPT** Resolution PC 11-XX approving the renovation, small addition, and request to increase the maximum number of memberships from 1,200 to 1,400.

**APPLICANT**

1334 Partners LP  
1330 Parkview Ave  
Manhattan Beach, CA 90266

**PROJECT OVERVIEW**

***Location***

Location 1330 Parkview Avenue  
Area District II

***Landuse***

General Plan Manhattan Village Commercial  
Zoning PD – Planned Development  
Existing Land Use Private Club and Lodge  
Neighboring Zoning  
North PD – Planned Development  
South RPD – Residential Planned Development  
East PD – Planned Development  
West PD – Planned Development

**EXHIBIT D  
PC MTG 1-25-12**

## **BACKGROUND**

The Manhattan Country Club complex is located on the south side of Parkview Avenue east of the Manhattan Village Shopping Center and west of the Marriot Hotel. It is currently developed with two separate uses that are addressed as 1330/1332 (clubhouse) and 1334 Parkview Avenue (3-story office building). The clubhouse and offices are served by a surface parking lot at the front of the complex, via a single driveway on Parkview Avenue. The Club management refers to the portion of the parking lot on the east side of the driveway as the "Office Lot" and the portion of the parking lot on the west side as the "Club Lot." The complex provides a 244 space surface parking lot that is divided into two lots, the lot used for the club to the west of the driveway entrance and the lot used for the office to the east of the driveway entrance. The club is assigned 105 striped spaces and the office building is assigned 139 spaces. The Club also leases 50 additional parking spaces from the City in a paved parking lot adjacent to the complex to the west.

The Manhattan Country Club was established in 1982. It is a two story facility providing a 48,000 square foot clubhouse with outdoor tennis courts, a full-sized outdoor competition pool, as well as a gym, locker rooms, racquetball courts, and squash courts. The facility also includes a restaurant, lounge, bar, snack bar and a banquet room. The 1334 Office Building is a separate 38,276 square foot three-story building located to the east of the clubhouse. There are no proposed operational or physical changes to this building. During times when the offices are closed at 1334, club members are allowed to use the Office Lot.

The Club and Office building complex is governed by a Planned Development Permit approved by the City Council in 2004 (Exhibit B). The Club provides a free valet parking service for its members. No changes have been proposed to an existing 38,276 square foot general office building which abuts the Club to the east at 1334 Park View Avenue and is under common ownership and entitlement as the Club.

## **DISCUSSION**

### ***Addition/Remodel***

The Manhattan Country Club is seeking permission to remodel 19,150 square feet of the clubhouse. The project also proposes a net interior building increase of 216 square feet by creating a split level in one of the racquetball courts (addition of 548 square feet), expanding the bathrooms onto current balcony space (addition of 195 square feet), and reallocation of interior dining room area space to exterior balcony dining (removal of 527 square feet).

### ***Membership Increase***

Concurrently, the Club seeks permission to increase its current membership cap from 1,200 to 1,400 while maintaining the existing number of on-site parking spaces.

### ***Parking Analysis***

Parking requirements for projects in the PD district are calculated based on a detailed parking survey that is submitted for the subject project. Based on a review of the 2008 Draft Traffic Impact Analysis for the Manhattan Country Club Office Conversion project (Exhibit C), prepared by LLG Engineers, a parking demand study was performed and revealed that the peak parking demand occurred on weekdays and showed a documented demand of 116 parking spaces. This demand was created by a membership of 1,200. The City Traffic Engineer reviewed parking issues related to the Club's increase in membership from 1,200 to 1,400 (with no assumed increase in employees). Using the same demand ratio applied to a proposed membership of 1,400, the expected parking demand would be 136 spaces.

The existing parking supply for the Manhattan Country Club is 105 spaces on the club lot and 50 spaces on the City-owned leased lot, for a total of 155 spaces. This calculates to a current parking surplus of 39 spaces (155-116) with 1,200 members and a projected surplus of 19 spaces (155-136) with 1,400 members. Furthermore, there is a significant surplus of available on-street parking spaces on Parkway Avenue. Based on this information, the City Traffic Engineer believes that the proposed expansion in membership could be adequately accommodated with the existing parking supply.

### ***Planning Commission Authority***

In accordance with Chapters 10.32 and 10.96 of the MBMC, the Planning Commission conducts a public hearing and has the authority to approve, approve with conditions or deny the Planned Development Permit amendment. With any action the Planned Development Permit findings must be considered (10.32.060A), and conditions may be placed on an application.

### ***Planned Development Permit Findings***

In order to approve a Planned Development Permit or an amendment to a Planned Development Permit the following findings must be made by the Planning Commission in accordance with MBMC Section 10.32.060. The findings are met as follows:

- 1. The PD Plan or Specific Plan is consistent with the adopted Land Use Element of the General Plan and other applicable policies and is compatible with surrounding development;*

The project site is classified as Manhattan Village Commercial in the Land Use Element of the General Plan. The project is consistent with this land use category in that it is located near Manhattan Village Shopping Center and is a relatively large complex, encompassing approximately 7.5 acres in land area that provides a specialty health/fitness and social club for residents in the City and surrounding area.

The project, with the imposition of recommended conditions relating to provision of a valet parking program, joint use of parking lots, parking signage, and special event parking management plans, is consistent with I-3 of the Infrastructure Element of the adopted

General Plan in that such special operating conditions will ensure that adequate on-site parking will be available to meet increased membership demand.

The project is an enhancement that strengthens the viability of the Manhattan Country Club which provides recreation and fitness opportunity for community residents and therefore is consistent with Policy CR-1.2 which encourages the development of quality recreational facilities on both private land and City owned land.

2. *The PD Plan or Specific Plan will enhance the potential for superior urban design in comparison with the development under the base district regulations that would apply if the Plan were not approved;*

The project is compatible and complimentary with existing surrounding land uses, including the Marriot Hotel and golf course to the east, and other commercial uses including the Manhattan Village Shopping Center to the west, Parkview Plaza and Kinecta Credit Union buildings to the north, and Manhattan Senior Villas to the southwest, in that the subject project will provide adequate on-site parking and will not infringe negatively on the parking needs of these surrounding uses as evidenced by detailed parking survey conducted for the project.

3. *Deviations from the base district regulations that otherwise would apply are justified by compensating benefits of the PD Plan or Specific Plan;*

The parking supply for the existing recreational facility satisfies the need for parking based on a detailed survey that was conducted for this project. The reduction in parking is justified based on the mixed use concept of the project and based on a detailed demand analysis submitted for the proposed amendment. Given a supply of 155 spaces for Club use, a surplus of 19 parking spaces is anticipated for the Club use.

4. *The PD Plan or Specific Plan includes adequate provisions for utilities, services, and emergency vehicle access; and public service demands will not exceed the capacity of existing and planned systems.*

Staff does not anticipate a greater demand for utilities, services, or emergency access as a result of the renovation or the increase in maximum number of memberships. Parking demand will be adequately accommodated with the property's existing parking supply.

#### ***Public Input***

A public notice for the project was mailed to the property owners within 500 feet of the site and published in the Beach Reporter newspaper (Exhibit D). Staff did not receive any comments at the writing of this report.

## **ENVIRONMENTAL REVIEW**

The Project is Categorically Exempt from the requirements of the Department of Environmental Quality Act (CEQA), pursuant to Class 1, Section 15301 based on staff's determination that the use on the property does not change and thus will not have a significant impact on the environment.

## **CONCLUSION**

Staff recommends that the Planning Commission conduct the public hearing, discuss the proposed project, and adopt the draft Resolution approving the project with conditions.

### Attachments:

- A. Draft Resolution No. PC 11-XX
- B. Resolution PC 04-18
- C. Draft Traffic Impact Analysis for the Manhattan Country Club Office Conversion
- D. Notice
- E. Application Materials
- F. Vicinity Map
- G. Plans

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**RESOLUTION NO. PC 11-XX**

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF  
MANHATTAN BEACH APPROVING A REVISED PLANNED DEVELOPMENT  
PERMIT AMENDMENT AND RESCINDING ALL PRIOR APPROVALS TO  
ALLOW A RENOVATION, SMALL ADDITION, AND AN INCREASE IN CLUB  
MEMBERSHIPS FROM 1,200 TO 1,400 FOR THE MANHATTAN COUNTRY  
CLUB LOCATED AT 1330/1332/1334 PARK VIEW AVENUE**

**THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE  
AS FOLLOWS:**

**SECTION 1.** The Planning Commission of the City of Manhattan Beach hereby makes the following findings:

- A. On January 11, 2012 the Planning Commission of the City of Manhattan Beach conducted a public hearing to consider a request submitted by the 1334 Partners, L.P., owners and operator of the Manhattan Country Club to amend its PD (Planned Development) Permit.
- B. The applicant requests approval for the Manhattan Country Club to increase its number of memberships from 1,200 to 1,400. The applicant also proposes to remodel 19,150 square feet of the club house as well as a net interior building increase of 216 square feet by creating a split level in one of the racquetball courts (addition of 548 square feet), expanding the bathrooms onto current balcony space (addition of 195 square feet), and reallocation of interior dining room area space to exterior balcony dining (removal of 527 square feet). No changes are proposed to the existing 38,276 square foot professional office building located adjacent at 1334 Park View Avenue which is also regulated by this entitlement.
- C. The Country Club property is legally described as Parcel 2, Parcel Map recorded in Parcel Map Book 145, pages 23-25 of Maps in the Office of the County Recorder of Los Angeles, and also known as Assessor Parcel 4138-018-900.
- D. The property's zoning, Planned Development (PD), is intended to provide flexible zoning to encourage quality projects on larger commercial parcels, through orderly and thorough review procedures. Pursuant to Section 10.32.020 of the Municipal Code, uses in a PD District shall be permitted subject to an approved PD Plan. This Resolution constitutes the PD Plan, or PD Permit for the subject property.
- F. The applicant for said Planned Development Permit amendment is 1334 Partners L.P. The applicant's objective is to enhance the Country Club amenities while increasing the number of memberships to support the club improvements.
- E. Pursuant to the California Environmental Quality Act (CEQA), and the Manhattan Beach CEQA Guidelines, this application is Categorically Exempt, Class 1, Section 15301, California Environmental Quality Act (CEQA) Guidelines.
- I. This approval amends and replaces all prior land use approvals, and all applicable findings and conditions are incorporated herein. The prior approvals include Resolutions 4128 and 4129 which were adopted by the City Council in 1984, granting a use permit and parking variance to allow the construction of the office building at 1334 Park View Avenue and Resolutions 4972 and 4973 which were adopted by the City Council on December 1, 1992, amending the site Planned Development Permit Amendment and granting a Use Permit for reduction in parking, to allow an increase in the total number of club memberships from 850 to 1,000. This approval also amends and replaces Resolution No. PC 04-18 allowing an increase in the total number of club memberships from 1,000 to 1,200 and conversion of office space to club use.
- J. Pursuant to Section 10.32.060 of the Municipal Code, the following findings are made relative to the PD District:
  - 1. *The PD Plan or Specific Plan is consistent with the adopted Land Use Element of the General Plan and other applicable policies and is compatible with surrounding development;*

The project site is classified as Manhattan Village Commercial in the Land Use Element of the General Plan. The project is consistent with this land use category in that it is located near Manhattan Village Shopping Center and is a relatively large complex, encompassing

**EXHIBIT A  
PC MTG 1-11-12**

approximately 7.5 acres in land area that provides a specialty health/fitness and social club for residents in the City and surrounding area.

The project, with the imposition of recommended conditions relating to provision of a valet parking program, joint use of parking lots, parking signage, and special event parking management plans, is consistent with I-3 of the Infrastructure Element of the adopted General Plan in that such special operating conditions will ensure that adequate on-site parking will be available to meet increased membership demand.

The project is an enhancement that strengthens the viability of the Manhattan Country Club which provides recreation and fitness opportunity for community residents and therefore is consistent with Policy CR-1.2 which encourages the development of quality recreational facilities on both private land and City owned land.

- 2. *The PD Plan or Specific Plan will enhance the potential for superior urban design in comparison with the development under the base district regulations that would apply if the Plan were not approved;*

The project is compatible and complimentary with existing surrounding land uses, including the Marriot Hotel and golf course to the east, and other commercial uses including the Manhattan Village Shopping Center to the west, Parkview Plaza and Kinecta Credit Union buildings to the north, and Manhattan Senior Villas to the southwest, in that the subject project will provide adequate on-site parking and will not infringe negatively on the parking needs of these surrounding uses as evidenced by detailed parking survey conducted for the project.

- 3. *Deviations from the base district regulations that otherwise would apply are justified by compensating benefits of the PD Plan or Specific Plan;*

The parking supply for the existing recreational facility satisfies the need for parking based on a detailed survey that was conducted for this project. The reduction in parking is justified based on the mixed use concept of the project and based on a detailed demand analysis submitted for the proposed amendment. Given a supply of 155 spaces for Club use, a surplus of 19 parking spaces is anticipated for the Club use.

- 4. *The PD Plan or Specific Plan includes adequate provisions for utilities, services, and emergency vehicle access; and public service demands will not exceed the capacity of existing and planned systems.*

Staff does not anticipate a greater demand for utilities, services, or emergency access as a result of the renovation or the increase in maximum number of memberships. Parking demand will be adequately accommodated with the property's existing parking supply.

- K. The project is compatible and complimentary with existing surrounding land uses, including the Marriott Hotel and golf course to the east, and other commercial uses including the Manhattan Village Shopping Center to the west, Park View Plaza and Kinecta Credit Union buildings to the north, and Manhattan Senior Villas to the south west, in that the subject project will provide adequate on-site parking and is not expected to infringe negatively on the parking needs of these surrounding uses as evidenced by detailed parking survey conducted for the project.

- L. The use of the 1334 Park View Avenue building is limited to general/professional specialty offices, consistent with that project's original approval.

**SECTION 2.** The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject application subject to the following conditions:

Implementation/Uses

- 1. The implementation of this permit shall be in substantial compliance with the project description, findings, and conditions of approval contained in this Resolution as well as the project description and plans reviewed by the Planning Commission on January 11, 2012. The remodel plan shall be consistent with the concept plan and project description submitted with this application.
- 2. The Country Club may increase its membership to no more than 1,400, including active and inactive memberships, and general and corporate memberships. No more than 50 of the total memberships shall be of the corporate category at any time. The number of tenants/subtenants and employees of



the 1334 Parkview Offices which have Club memberships shall be included in the census of total memberships permitted in this Resolution.

3. The permitted use of the office building at 1334 Parkview Avenue shall be strictly limited to general office use (which does not include medical office uses).

#### Traffic Engineering and Parking

4. The parking lots for the entire site shall provide a minimum of 244 parking spaces on-site, including Club, office tenant, visitor, and required accessible spaces. Seven spaces shall be allocated to the offices at 1334 Park View Avenue and all spaces so allocated to the offices during business hours shall be physically demarcated (striping color, raised pavement markers, e.g.) from the spaces allocated to Club members. The total number of parking spaces for the Club may be reduced if it is determined through plan-check that more accessible parking spaces are required and if the increase in the number of accessible spaces cannot be obtained by enlarging the parking surface.
5. In addition to 244 on-site spaces, the Club shall continue to provide by lease with the City, 50 additional spaces in the public parking lot adjoining the Club on the west side, for a total parking requirement of 294 spaces.
6. A complimentary full-time valet parking service shall be provided to serve members and guests of the Club in order to ensure efficient utilization of the parking lot. The valet service shall also be responsible for monitoring visitor and tenant spaces assigned to the office building at 1334 Parkview Avenue to minimize inconvenience and congestion within the parking lots. A valet parking plan shall be submitted to the Department of Community Development which shall be reviewed and approved by the Fire Department during plan check for any submitted building improvements.
7. All parking spaces allocated for 1334 Park View, including tenant and visitor, shall be available for Club use after 6:00 p.m. on week days, after 1:00 p.m. on Saturdays and all day on Sundays.
8. All Club employees, with the exception of managers, shall park in the 50 leased spaces in the public parking lot to the west of the Club, or by agreement at another nearby property that has been determined by the City to have a sufficient surplus of parking spaces (beyond the amount required for the use by development permit or Zoning Ordinance standard). All employee vehicles shall display current Country Club identification.
9. The tandem spaces on the west boundary of the "Club Lot" that were previously lengthened shall not be modified.
10. Eight visitor spaces may remain in their existing location to the east of the entrance driveway to provide parking for office visitors subject to a time limit of two consecutive hours. The visitor spaces may be used by the Club after 6:00 p.m. on week days and all day Saturdays and Sundays without a time limit. The Club management shall enforce the use of the visitor spaces regularly with the expectation that the on-site valet will not allow cars in the spaces that display Club member, tenant, or employee stickers or identification.
11. The applicant provide evidence to the City that signs have been installed minimally at the eight visitor spaces and at the entrance driveway, directing and informing drivers to appropriate areas. The signs shall be clearly visible and shall be reviewed and approved by the Department of Community Development prior to their installation.
12. The Club management shall inform all members and employees of City approved parking regulations on a regular basis including monthly newsletters, and verbal or written correspondence.
13. An existing hand car wash service provided to Club members may be continued, however any canopy or tools utilized by the car wash operation shall not restrict use, or infringe upon any of the 244 required striped parking spaces on the lot.
14. A special event parking management plan shall be submitted and approved by the Department of Community Development and Fire Department for all special events of more than 250 persons.
15. New sidewalk shall be constructed parallel and adjacent to Parkview Avenue on the south side of Parkview Avenue in the vicinity of the parking lot driveway (approximately 40 feet east of and west of the driveway) to provide a continuous straight pedestrian path along the south side of Parkview Avenue. Plans shall be reviewed and approved by the Department of Community Development and Public Works prior to installation.

16. Americans with Disabilities Act (ADA) compliant curb ramps shall be constructed where the new sidewalk identified in item 15 intersects the parking lot driveway in order to provide a continuous accessible pedestrian route along the south side of Parkview Avenue.
17. All accessible parking spaces within the parking lot should be marked and signed as necessary to conform with current standards contained in the current edition of Caltrans Standard Plans A90A and A90B. At least one accessible parking space should be signed and marked as van accessible.
18. A pedestrian walkway shall provide a continuous accessible route from the entryway to the sidewalk on the south side of Parkview Avenue. The walkway shall be designed and installed in a manner consistent with current ADA guidelines.
19. Bicycle parking shall be installed per MBMC 10.64.080 and Bicycle Master Plan.

#### Construction

20. A construction management plan shall be submitted during plan-check of the office conversion improvements which shall establish parking and delivery loading rules regulations. This plan shall be reviewed and approved by the Department of Community Development.
21. The remodel/addition shall comply with all applicable accessibility requirements.
22. No structure, overhang or wall shall be constructed within 10 feet of an existing sanitary sewer line adjacent to the west elevation of the subject development (condition 2 from prior Resolution 4128).
23. All storm and irrigation runoff water shall be contained on site by proper grading and drainage systems. Under no condition shall such water be allowed to flow across the property line onto adjacent properties, with the exception of the property line that separates Manhattan Country Club from the 1334 Office Building (condition 4 from prior Resolution 4128).
24. All mechanical equipment, existing or proposed shall be screened from public view (condition 7 from prior Resolution 4128).

#### Enforcement

25. The City may request an audit of Club membership and office tenant records at any time to confirm compliance with the membership cap and this requirement.

#### Miscellaneous

26. This Resolution shall become effective within fifteen days unless an appeal is filed previously by a party other than the City Council, or an appeal is made by the City Council subsequently at a regularly scheduled meeting.
27. Pursuant to Public Resources Code Section 21089(b) and Fish and Game Code Section 711.4(c), the project is not operative, vested or final until the required filing fees are paid as applicable.
28. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.

**SECTION 3.** Pursuant to Government Code Section 65009 and Code of Civil Procedures Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the city Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant and if any, the appellant at the address of said person set forth in the record of the proceeding required by Code of Civil Procedure Section 1094.6.

I hereby certify that the foregoing is a full, true, and correct copy of the Resolution as **ADOPTED** by the Planning Commission at its regular meeting of January 11, 2012 and that said Resolution was adopted by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

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**Richard Thompson**  
Secretary to the Planning Commission

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**Sarah Boeschen**  
Recording Secretary

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RESOLUTION NO. PC 04-18

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A REVISED PLANNED DEVELOPMENT PERMIT AND RESCINDING ALL PRIOR APPROVALS TO ALLOW AN INCREASE IN CLUB MEMBERSHIPS FROM 1,000 TO 1,200 AND CONVERSION OF OFFICE SPACE AT 1332 PARK VIEW AVENUE TO CLUB USE FOR THE MANHATTAN COUNTRY CLUB LOCATED AT 1330 PARK VIEW AVENUE**

**THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH DOES HEREBY RESOLVE AS FOLLOWS:**

SECTION 1. The Planning Commission of the City of Manhattan Beach hereby makes the following findings:

- A. On August 11, and October 13, 2004 the Planning Commission of the City of Manhattan Beach conducted a public hearing to consider a request submitted by the 1334 Partners, L.P owner and operator of the Manhattan Country Club to amend its PD (Planned Development) Permit and Use Permit.
- B. The applicant requests approval for the Manhattan Country Club to increase its number of memberships from 1,000 to 1,200. The applicant also proposes to remodel 11,035 square feet within existing commercial offices at 1332 Park View Avenue (within the same structure as the Club), to be replaced with club uses. The new club uses in the remodeled area are proposed to include an expanded gym, new Youth Center and new Adult Activity Center. The increase in memberships is proposed to be phased in proportion to vacancies as they occur at 1332 Park View Avenue. No changes are proposed to the existing 38,276 square foot professional office building located adjacent at 1334 Park View Avenue which is also regulated by this entitlement.
- C. The Country Club property is legally described as Parcel 2, Parcel Map recorded in Parcel Map Book 145, pages 23-25 of Maps in the Office of the County Recorder of Los Angeles, and also known as Assessor Parcel 4138-018-900.
- D. The subject property is located in Area District II and is zoned PD, Planned Development, as are all of the adjoining properties, with the exception of the Manhattan Village Soccer Field and Marriot Hotel Golf Course, to the south west and south east, which are zoned OS, Open Space, and the Manhattan Village residential development, to the south, which is zoned RPD, Residential Planned Development. The subject property is classified Manhattan Village Commercial in the Manhattan Beach General Plan.
- E. The property's zoning, Planned Development is intended to provide flexible zoning to encourage quality projects on larger commercial parcels, through orderly and thorough review procedures. Pursuant to Section 10.32.020 of the Municipal Code, uses in a PD District shall be permitted subject to an approved PD Plan. This Resolution constitutes the PD Plan, or PD Permit for the subject property.
- F. The applicant for said Planned Development Permit is 1334 Partners L.P. The applicant's objective is to enhance the Country Club amenities while increasing the number of memberships to support the club improvements.
- G. An Initial Study was prepared, and a Negative Declaration has been proposed based on the Initial Study conclusions. The Planning Commission has reviewed the Initial Study and approves the Negative Declaration together with comments received in the public hearing and finds that there is no substantial evidence that the project will have a significant effect on the environment. During the public review the applicant revised the project description to decrease the requested membership cap from 1,250 to 1,200 and to increase the striped parking supply on-site by 14 spaces, to be achieved by re-configuring parking spaces and removing some landscaping. A parking analysis dated October 6, 2004 has been submitted and reviewed and concludes that the projected demand for parking, with an increase of 200 new memberships,

**EXHIBIT B  
PC MTG 1-11-12**

RESOLUTION NO. PC 04-18

will be accommodated by the total proposed supply of parking for the project. In addition, appropriate conditions have been imposed to ensure that potential impacts to nearby properties, including the 1334 Park View office building, are mitigated.

- H. A de minimis impact finding is hereby made that the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.
- I. This approval amends and replaces all prior land use approvals, and all applicable findings and conditions are incorporated herein. The prior approvals include Resolutions 4128 and 4129 which were adopted by the City Council in 1984, granting a use permit and parking variance to allow the construction of the office building at 1334 Park View Avenue and Resolutions 4972 and 4973 which were adopted by the City Council on December 1, 1992, amending the site Planned Development Permit Amendment and granting a Use Permit for reduction in parking, to allow an increase in the total number of club memberships from 850 to 1,000.
- J. Pursuant to Section 10.32.060 of the Municipal Code, the following findings are made relative to the PD District:
1. The proposed project is consistent with the goals and policies of the General Plan as follows:
    - a. The project site is classified as Manhattan Village Commercial in the Land Use Element of the General Plan. The project is consistent with this land use category in that it is located near the Manhattan Village Shopping Center and is a relatively large complex, encompassing approximately 7.5 acres in land area that provides a specialty health/fitness and social club for residents in the City and surrounding area.
    - b. The project as revised and with the imposition of recommended conditions such as provision of a free Club valet parking program, joint use of parking lots, signage, and special event parking management plans, is consistent with I-3 of the Infrastructure Element of the adopted General Plan in that such special operating conditions will ensure that adequate parking will be available to meet increased membership demand.
    - c. The project is an enhancement that strengthens the viability of the Manhattan Country Club which provides recreation and fitness opportunity for community residents and therefore is consistent with Policy CR-1.2 of the Community Resource Element which encourages the development of quality recreational facilities on both private land and City owned land.
  2. The PD Plan and Permit will enhance the potential for superior urban design by uniting all uses of the Manhattan Country Club within the existing building as a single intuitive use.
  3. The parking supply for the project will be adequate based on the detailed parking survey prepared for the project.
  4. The subject project provides adequate provisions for utilities, services and emergency vehicle access and public service demands are not expected to exceed the capacity of existing and planned systems. A full-time valet operation will be provided to ensure that access within the parking lot is maintained.

RESOLUTION NO. PC 04-18

- K. The project is compatible and complimentary with existing surrounding land uses, including the Marriot Hotel and golf course to the east, and other commercial uses including the Manhattan Village Shopping Center to the west, Park View Plaza and Kinecta Credit Union buildings to the north, and Manhattan Senior Villas to the south west, in that the subject project will provide adequate on-site parking and is not expected to infringe negatively on the parking needs of these surrounding uses as evidenced by detailed parking survey conducted for the project. The on-site parking supply will be increased by 14 striped spaces, of which 7 will be allocated for the professional offices at 1334 Park View Avenue.
- L. The use of the 1334 Park View building is limited to general/professional/specialty offices, consistent with that project's original approval.

Section 2. The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject application subject to the following conditions:

Implementation/Uses

1. The implementation of this permit shall be in substantial compliance with the project description, findings and conditions of approval contained in this Resolution. The remodel plan shall be consistent with the concept plan project description submitted with the application.
2. The Country Club may increase its membership to no more than 1,200, including active and inactive memberships, and general and corporate memberships. No more than 50 of the total memberships shall be of the corporate category at any time. The increase in Club memberships shall be phased with the remodel construction, in proportion to vacancy of offices at 1332 Park View Avenue. The number of tenants/subtenants and employees of the 1334 Park View Offices which have Club memberships shall be included in the census of total memberships permitted in this Resolution.
3. The permitted use of the office building at 1334 Park View shall be strictly limited to general office use (which does not include medical office uses).

Parking

4. The parking lots for the entire site shall be re-striped and altered to provide a minimum of 244 parking spaces on-site (an increase of 14 striped spaces, and net gain of 12 in total supply), including Club, office tenant, visitor and required disabled access spaces. Seven new spaces shall be allocated to the offices at 1334 Park View and all spaces so allocated to the offices during business hours shall be physically demarcated (striping color, raised pavement markers, e.g.) from the spaces allocated to Club members. The amount of added parking spaces for the Club may be reduced if it is determined through plan-check that more disabled parking spaces are required and if the increase in the number of disabled access spaces cannot be obtained by enlarging the parking surface.
5. In addition to 244 on-site spaces, the Club shall continue to provide by lease with the City, 50 additional spaces in the public parking lot adjoining the Club on the west side, for a total parking requirement of 294 spaces.
6. The 37 parking spaces previously assigned to the 1332 Park View commercial offices shall be reassigned for use by Club members, in addition to seven new spaces created due to re-striping (44 total).

## RESOLUTION NO. PC 04-18

7. A free full-time valet parking service shall be provided to serve members and guests of the Club in order to ensure efficient utilization of the parking lot. The valet service shall also be responsible for monitoring visitor and tenant spaces assigned to the office building at 1334 Park View Avenue to minimize inconvenience and congestion within the parking lots. A valet parking plan shall be submitted to the Department of Community Development which shall be reviewed and approved by the Fire Department during plan-check for any submitted building improvements.
8. All parking spaces allocated for 1334 Park View, including tenant and visitor, must be available for Club use after 6:00 p.m. on week days, after 1:00 p.m. on Saturdays and all day on Sundays.
9. All Club employees, with the exception of managers, shall park in the 50 leased spaces in the public parking lot to the west of the Club, or by agreement at another nearby property that has been determined by the City to have a sufficient surplus of parking spaces (beyond the amount required for the use by development permit or Zoning Ordinance standard). All employee vehicles shall display current Country Club identification.
10. The tandem spaces on the west boundary of the "Club Lot" shall also be lengthened to the degree possible, while retaining existing mature trees in this area.
11. Eight visitor spaces may remain in their existing location to the east of the entrance driveway to provide parking for office visitors subject to a time limit of two consecutive hours. The visitor spaces may be used by the Club after 6:00 p.m. on week days and all day on Saturdays and Sundays without a time limit. The Club management shall enforce the use of the visitor spaces regularly with the expectation that the on-site valet will not allow cars in the spaces that display Club member, tenant, or employee stickers or identification.
12. Signs shall be installed minimally at the eight visitor spaces and at the entrance driveway, directing and informing drivers to appropriate areas. The signs shall be clearly visible and shall be reviewed and approved by the Department of Community Development prior to their installation.
13. The Club management shall inform all members and employees of City approved parking regulations on a regular basis including monthly newsletters, and verbal or written correspondence.
14. An existing hand car wash service provided to Club members may be continued, however any canopy or tools utilized by the car wash operation shall not restrict use, or infringe upon any of the 244 required striped parking spaces on the lot.
15. A special event parking management plan shall be submitted and approved by the Department of Community Development and Fire Department for all special events of more than 250 persons. The parking plan may remain on file with the City for similar or annual events.

### Construction

16. A construction management plan shall be submitted during plan-check of the office conversion improvements which shall establish parking and delivery/loading rules regulations. This plan shall be reviewed and approved by the Department of Community Development.
17. The remodel/addition shall comply with all applicable Disabled Access requirements.
18. No structure, overhang or wall shall be constructed within 10 feet of an existing sanitary sewer line adjacent to the west elevation of the subject development (condition 2 from prior Resolution 4128).



## RESOLUTION NO. PC 04-18

19. All storm and irrigation runoff water shall be contained on site by proper grading and drainage systems. Under no condition shall such water be allowed to flow across the property line onto adjacent properties, with the exception of the property line that separates Manhattan Country Club from the 1334 Office Building (condition 4 from prior Resolution 4128).
20. All mechanical equipment, existing or proposed shall be screened from public view (condition 7 from prior Resolution 4128).
21. All building construction shall meet with the 2001 California Codes which includes: 1999 National Electrical Code, 1997 Uniform Building Code, 2000 Uniform Mechanical Code and Uniform Plumbing Code.

### Enforcement

22. A review of these conditions of approval will be conducted by the Planning Division within one year (October 13, 2005) of the initial date of the implementation of this approval. The applicant/business owner shall cooperate with the Department of the Community Development in its conduct of periodic reviews for compliance of conditions of approval.
23. The City may request an audit of Club membership and office tenant records at any time to confirm compliance with the membership cap and this requirement.

### Miscellaneous

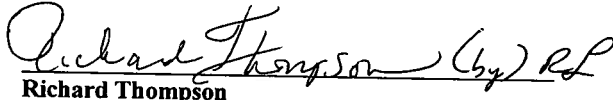
24. This Resolution shall become effective within fifteen days unless 1) an appeal is filed previously by a party other than the City Council, or 2) an appeal is made by the City Council subsequently at a regularly scheduled meeting.
25. Pursuant to Public Resources Code Section 21089 (b) and Fish and Game Code Section 711.4 (c), the project is not operative, vested or final until the required filing fees are paid as applicable.
26. All prior land use approvals, including City Council Resolutions 4128 and 4129 adopted in 1984 and City Council Resolutions 4972 and 4973 adopted in 1992 are hereby rescinded and replaced.
27. The applicant agrees, as a condition of approval of this project, to pay for all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal actions associated with the approval of this project brought against the City. In the event such a legal action is filed against the project, the City shall estimate its expenses for the litigation. Applicant shall deposit said amount with the City or enter into an agreement with the City to pay such expenses as they become due.

**SECTION 3.** Pursuant to Government Code Section 65009 and Code of Civil Procedures Section 1094.6, any action or proceeding to attack, review, set aside, void or annul this decision, or concerning any of the proceedings, acts, or determinations taken, done or made prior to such decision or to determine the reasonableness, legality or validity of any condition attached to this decision shall not be maintained by any person unless the action or proceeding is commenced within 90 days of the date of this resolution and the City Council is served within 120 days of the date of this resolution. The City Clerk shall send a certified copy of this resolution to the applicant and if any, the appellant at the address of said person set forth in the record of the proceeding required by Code of Civil Procedure Section 1094.6.

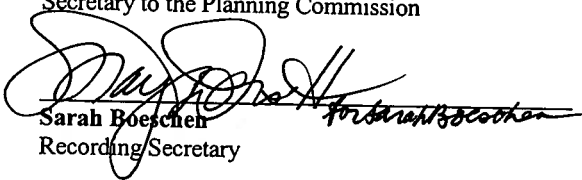
**RESOLUTION NO. PC 04-18**

I hereby certify that the following is a full, true, and correct copy of the Resolution as **ADOPTED** by the Planning Commission at its regular meeting on October 13, 2004 and that said Resolution was adopted by the following vote:

**AYES:** Savikas, Simon, Chairman Montgomery  
**NOES:** O'Connor  
**ABSTAIN:** Kuch  
**ABSENT:** None



**Richard Thompson**  
Secretary to the Planning Commission

  
for Sarah Boeschen

**Sarah Boeschen**  
Recording Secretary

# Draft

TRAFFIC IMPACT ANALYSIS

## MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT

Manhattan Beach, California  
June 27, 2008

*Prepared for:*

**MANHATTAN COUNTRY CLUB**  
1330 Park View Avenue  
Manhattan Beach, CA 90266

LLG Ref. 2-08-2979-1

*Prepared by:*

Daniel A. Kloos, P.E.  
Senior Transportation Engineer

*Prepared Under the Supervision of:*

Richard E. Barretto, P.E.  
Principal

**EXHIBIT C**  
**PC MTG 1-11-12**

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**Page 115 of 252**  
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**CC MTG 3-6-12**

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## TRAFFIC IMPACT ANALYSIS

### MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT

Manhattan Beach, California

June 27, 2008

## 1.0 INTRODUCTION

This traffic impact study addresses the potential traffic impacts and parking requirements associated with the proposed conversion of an existing office building located at the Manhattan Country Club (MCC) to an “all-suites” hotel. The Manhattan Country Club Office Conversion Project (hereinafter referred to as Project) is located at 1334 Park View Avenue, south of Park View Avenue between Village Drive and Parkway Drive in the City of Manhattan Beach, California.

This report documents the findings and recommendations of a traffic impact analysis and parking analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the proposed Project. This traffic report satisfies the traffic impact requirements of the City of Manhattan Beach and is consistent with the *2004 Congestion Management Program (CMP) for Los Angeles County*. The Scope of Work for this traffic study has been developed in consultation with City of Manhattan Beach staff. The traffic analysis evaluates the existing operating conditions at five (5) key study intersections within the project vicinity, estimates the trip generation potential of the proposed Project, and forecasts future operating conditions without and with the proposed Project. Where necessary, intersection improvements/mitigation measures are identified.

The project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing midday peak hour traffic information has been collected at five key study locations on a “typical” weekend day (Saturday) for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed Project has been researched at the City of El Segundo, City of Manhattan Beach and City of Hawthorne. Based on our research, there are fourteen (14) related projects within a two-mile radius of the project site that are expected to add volume to the five key study intersections. These 14 related projects were considered in the cumulative traffic analysis for this project.

This traffic report analyzes existing and future weekend day (Saturday) midday peak hour traffic conditions for a near-term (Year 2011) traffic setting upon completion of the proposed Project. Midday peak hour traffic forecasts for the Year 2011 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of one percent (1.0%) per year and adding traffic volumes generated by 14 related projects.

The parking study evaluates the future parking demand of the Manhattan Country Club and the availability of parking after completion of the proposed Project. The parking analysis is based on



the City of Manhattan Beach Off-street Parking Code in comparison to information contained in the 3<sup>rd</sup> Edition of *Parking Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2004], the methodology outlined in Urban Land Institute's (ULI) *Shared Parking Second Edition* guidelines, and existing parking surveys performed at MCC and the adjacent office building on a recent weekday (Wednesday, August 29, 2007) and weekend day (Saturday, August 25, 2007). These surveys are an indication of the existing parking usage and peak demand at the country club for both a "typical" weekday and weekend day based on a club membership of 1,200. An alternative parking evaluation has also been prepared based on a reduction in the number of hotel rooms provided and inclusion of an ancillary restaurant within the proposed hotel.

## 1.1 Study Area

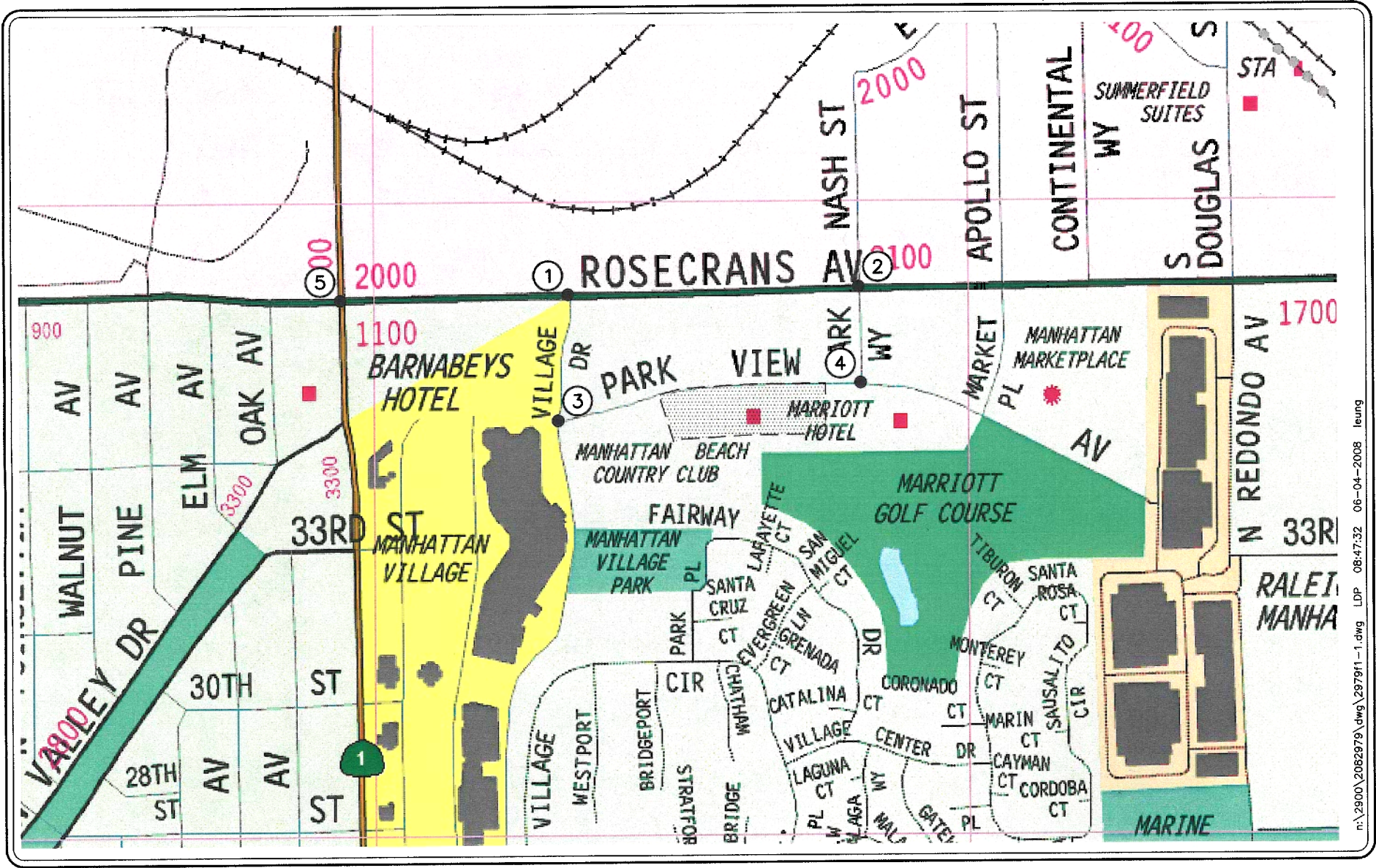
The five (5) key study intersections selected for evaluation were determined based on the approved Traffic Study Scope of Work and discussions with City of Manhattan Beach staff. **Appendix A** contains a copy of the approved Traffic Study Scope of Work. The key study intersections listed below provide regional and local access to the study area and define the extent of the boundaries for this traffic impact investigation.

1. Village Drive at Rosecrans Avenue
2. Nash Street/Parkway Drive at Rosecrans Avenue
3. Village Drive at Park View Avenue
4. Parkway Drive at Park View Avenue
5. Sepulveda Boulevard at Rosecrans Avenue

**Figure 1-1** presents a Vicinity Map, which illustrates the general location of the project and depicts the study locations and surrounding street system. The Volume-Capacity (V/C) and Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service, and/or mitigates the impact of the project.

Included in this Traffic Impact Analysis are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- Saturday Midday peak hour capacity analyses for existing conditions (Year 2008)
- Saturday Midday peak hour capacity analyses for future (Year 2011) conditions without and with Project traffic,
- Project-Specific Improvements,
- Site Access and Internal Circulation Evaluation and,
- Parking Evaluation (Proposed Project and Alternative Project).



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LINSCOTT  
LAW &  
GREENSPAN  
engineers



SOURCE: THOMAS BROS  
KEY

- # = KEY STUDY INTERSECTION
- = PROJECT SITE

# FIGURE 1-1

## VICINITY MAP

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

## 2.0 PROJECT DESCRIPTION

Located at 1330 and 1332 Park View Avenue, Manhattan Country Club consists of a clubhouse with eighteen tennis courts, a swimming pool and club amenities that include a gymnasium, a Youth Center, an Adult Activity Area, and banquet/dining facilities with food and beverage service. Adjacent to the Manhattan Country Club and located at 1334 Park View Avenue is an existing office building with 42,000 square-feet (SF) of gross floor area. The two separate parcels are bounded by Park View Avenue to the north and the Marriott Hotel to the east. A public parking lot owned by the City of Manhattan Beach borders the country club on the west.

The Manhattan Country Club and 1334 Park View Avenue share a single access driveway to/from Park View Avenue. Parking for these two facilities is provided on two separate parking lots with a total parking supply of 241 striped spaces; one located in front of the west side of the Club, and the other located in front of 1332 and 1334 Park View Avenue. The Club Lot currently has a total supply of 103 striped spaces and the Office Lot provides a total of 138 striped parking spaces. Within the Office Lot, 38 of the 138 striped parking spaces provided in the Office Lot are designated for MCC use and 87 striped parking spaces designated for the Office building. The remaining XX striped parking spaces, consisting of 8 visitor parking spaces and 5 handicap parking spaces are shared between MCC and the Office building. Additional parking for MCC is provided in the City of Manhattan Beach public parking lot. MCC presently leases only 50 of these striped spaces from the City, bringing the overall parking supply to 291 striped spaces. *Figure 2-1* illustrates the existing site plan/survey for the MCC, and the number of striped parking spaces within each parking area.

Presently, club members are not permitted to park in the office lot during weekday office business hours. Further, employees of MCC are not permitted to park in either the Club or Office Lots; they are directed to park in the City “Leased” Lot. In addition, MCC staff, many of whom are members of the Kinecta Federal Credit Union, are presently allowed to park in twenty designated spaces on that lot. MCC currently has an average daily staff presence of 32 employees who work in five different shifts over the course of a twenty-four hour period of time.

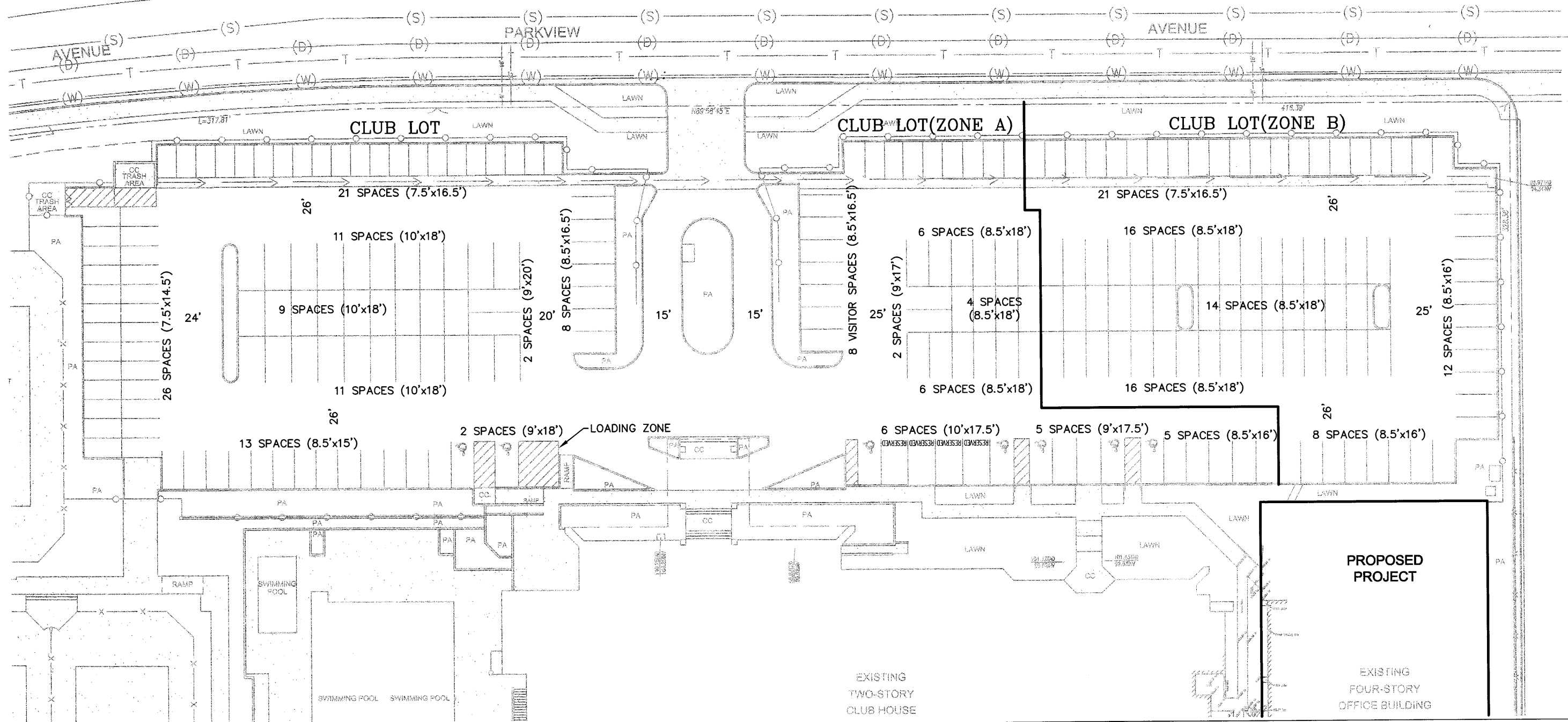
The Project site is located at the Manhattan Country Club located south of Park View Avenue between Village Drive and Parkway Drive in the City of Manhattan Beach, California.

## 2.1 Proposed Project

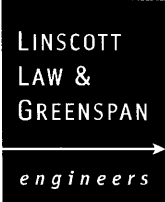
*Figure 2-2* presents the proposed site plan for the proposed Project prepared by Kanner Architects. A review of the project site plan indicates that the proposed Project includes the conversion and expansion of the 1334 Park View Avenue office building to a 100,000 SF, 120-room “all-suites” hotel. The proposed Project is expected to be completed by the Year 2011.

As part of the proposed Project, the existing parking lot serving the Manhattan Country Club and 1334 Park View Avenue will be redesigned to maximize the number of parking spaces available and to provide better circulation between the two properties. Upon completion of the parking lot redesign, up to 293 spaces will be provided for the Manhattan Country Club and the proposed hotel.

PARKING LOT	FIRST ACCESS SPACES				TANDEM SPACES	TOTAL SUPPLY
	STANDARD	VISITOR	RESERVED	HANDICAP		
CLUB LOT	79	0	0	2	22	103
OFFICE LOT(ZONE A)	30	8	4	5	4	51
OFFICE LOT(ZONE B)	73	0	0	0	14	87
SUBTOTAL ONSITE	182	8	4	7	40	241
CITY LEASED LOT	50	-	-	-	-	50
TOTAL SUPPLY	232	8	4	7	40	291



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SCALE: 1"=40'

FIGURE 2-1

EXISTING SITE PLAN  
MANHATTAN COUNTRY CLUB, MANHATTAN BEACH

In addition to the parking lot redesign, the existing driveway serving the project site will be relocated to the east to provide a larger parking field in front of the Manhattan Country Club. The new driveway will be located immediately east of the existing driveway serving the properties across the street. The new driveway will continue to provide full access to the site and will be controlled by a stop sign. Two additional project driveways will also be provided. The first driveway, located at the west end of the parking lot will provide left-turn/right-turn ingress only. The second driveway, located at the east end of the parking lot will provide left-turn/right-turn egress only.

## 2.2 Alternative Project

The Alternative Project will consist of a 117-room hotel with a 3,200 SF ancillary restaurant. The restaurant will be accommodated by eliminating three (3) hotel rooms.

## 2.3 Site Access

As mentioned above, access to the project site (proposed project or alternative project) will be provided via a full access unsignalized driveway, one left-turn/right-turn ingress only driveway and one left-turn/right-turn egress only driveway located along Park View Avenue.

## 3.0 EXISTING CONDITIONS

### 3.1 Existing Street System

The local network of streets serving the proposed Project includes Sepulveda Boulevard, Rosecrans Avenue, Park View Avenue, Village Drive and Nash Street/Parkway Drive. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

**Sepulveda Boulevard** is an eight-lane, divided roadway north of Rosecrans Avenue and a six-lane, divided roadway south of Rosecrans Avenue oriented in the north-south direction. On-street parking is not permitted along this roadway in the vicinity of the project. The posted speed limit on Sepulveda Boulevard is 45 miles per hour (mph) north of Rosecrans Avenue and 35 mph south of Rosecrans Avenue. A traffic signal controls the study intersection of Sepulveda Boulevard and Rosecrans Avenue.

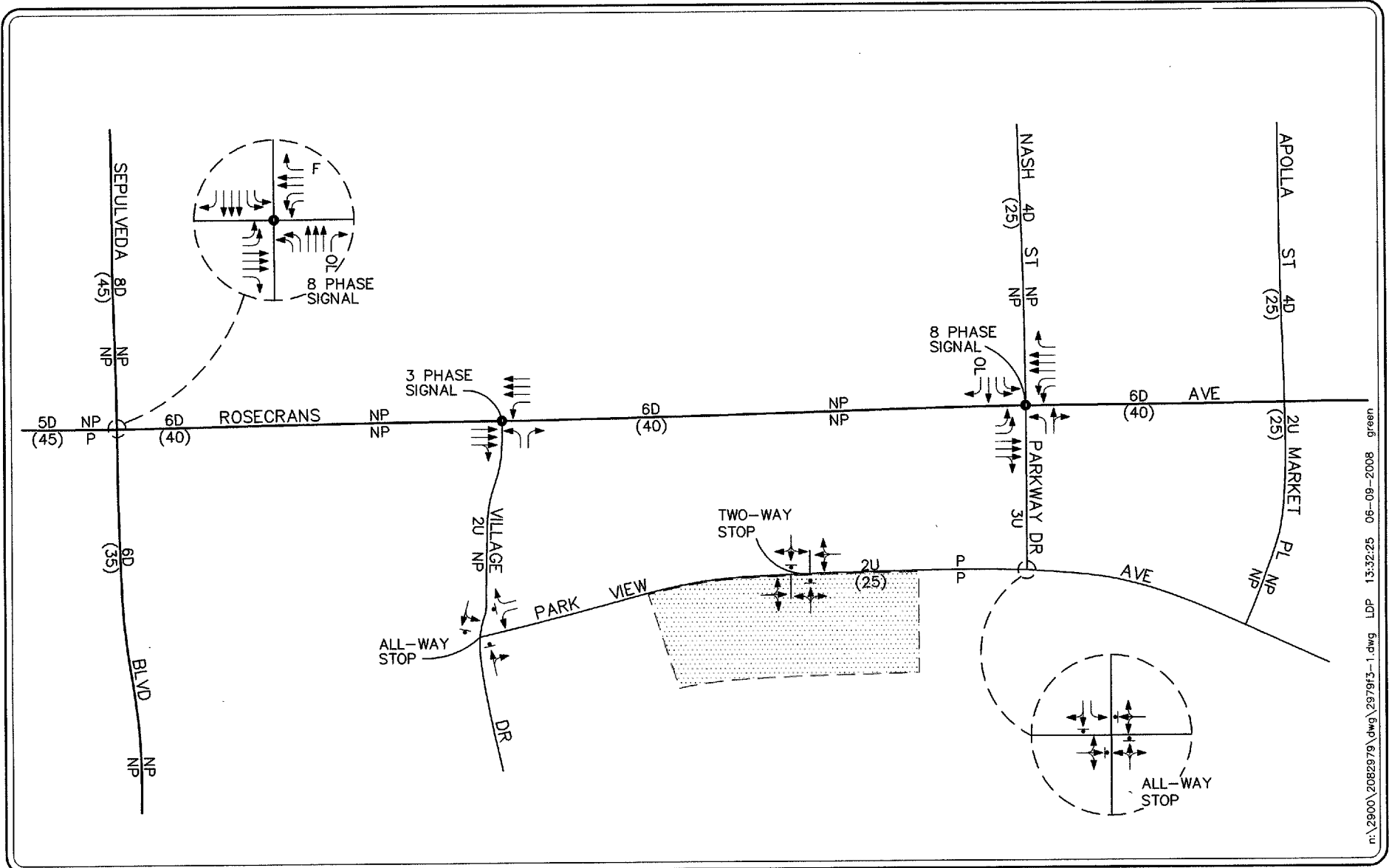
**Rosecrans Avenue** is generally a six-lane, divided roadway oriented in the east-west direction. On-street parking is not permitted along this roadway in the vicinity of the project. The posted speed limit on Rosecrans Avenue is 45 mph west of Sepulveda Boulevard and 40 mph east of Sepulveda Boulevard. Traffic signals control the study intersections of Rosecrans Avenue and Sepulveda Boulevard, Village Drive and Nash Street/Parkway Drive.

**Park View Avenue** is a two-lane, undivided roadway oriented in the east-west direction. Park View Avenue borders the project site to the north and will provide access to the project site via one full access unsignalized driveway, one left-turn in/right-turn in only driveway and one left-turn out/right-turn out only driveway. On-street parking is permitted along the majority of this roadway in the vicinity of the project. The posted speed limit on Park View Avenue is 25 mph. An all-way stop controls the study intersections of Park View Avenue and Village Drive and Parkway Drive.

**Village Drive** is generally a two-lane, undivided roadway oriented in the north-south direction. On-street parking is prohibited along the majority of this roadway in the vicinity of the project. The posted speed limit on Village Drive is 25 mph. A traffic signal controls the study intersection of Village Drive and Rosecrans Avenue and an all-way stop controls the study intersection of Village Drive and Park View Avenue.

**Nash Street/Parkway Drive** is a four-lane, divided roadway north of Rosecrans Avenue and a three-lane undivided roadway south of Rosecrans Avenue oriented in the north-south direction. On-street parking is prohibited along the majority of this roadway in the vicinity of the project. The posted speed limit on Nash Street/Parkway Drive is 25 mph. A traffic signal controls the study intersection of Nash Street/Parkway Drive and Rosecrans Avenue and an all-way stop controls the study intersection of Parkway Drive and Park View Avenue.

*Figure 3-1* presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area study intersections.



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**LINSCOTT  
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GREENSPAN**  
engineers

- KEY**
- ← = APPROACH LANE ASSIGNMENT
  - = TRAFFIC SIGNAL, + = STOP SIGN
  - P = PARKING, NP = NO PARKING
  - U = UNDIVIDED, D = DIVIDED F = FREE-RIGHT
  - 2 = NUMBER OF TRAVEL LANES
  - (XX) = POSTED SPEED LIMIT (MPH)
  - OL = RIGHT-TURN OVERLAP
  - [Hatched Box] = PROJECT SITE

## FIGURE 3-1

### EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

## 3.2 Existing Traffic Volumes

Five (5) key study intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections, and their analysis will reveal the expected relative impacts of the project. These key study intersections were selected for evaluation based on discussions with the City of Manhattan Beach.

Existing weekend day (Saturday) Midday peak hour traffic volumes for the five (5) key study intersections were obtained from traffic counts conducted by Transportation Studies Inc. in May 2008. **Figure 3-2** illustrates the existing weekend day (Saturday) Midday peak hour traffic volumes at the 5 key study intersections evaluated in this report, respectively. **Appendix B** contains the detailed peak hour count sheets for the 5 key study intersections evaluated in this report.

## 3.3 Existing Intersection Conditions

In conformance with City of Manhattan Beach requirements, weekend day (Saturday) Midday peak hour operating conditions for the key study intersections were evaluated using the *Intersection Capacity Utilization (ICU)* methodology for signalized intersections and the methodology outlined in Chapter 17 of the *Highway Capacity Manual 2000 (HCM2000)* for unsignalized intersections.

### 3.3.1 *Intersection Capacity Utilization (ICU) Method of Analysis*

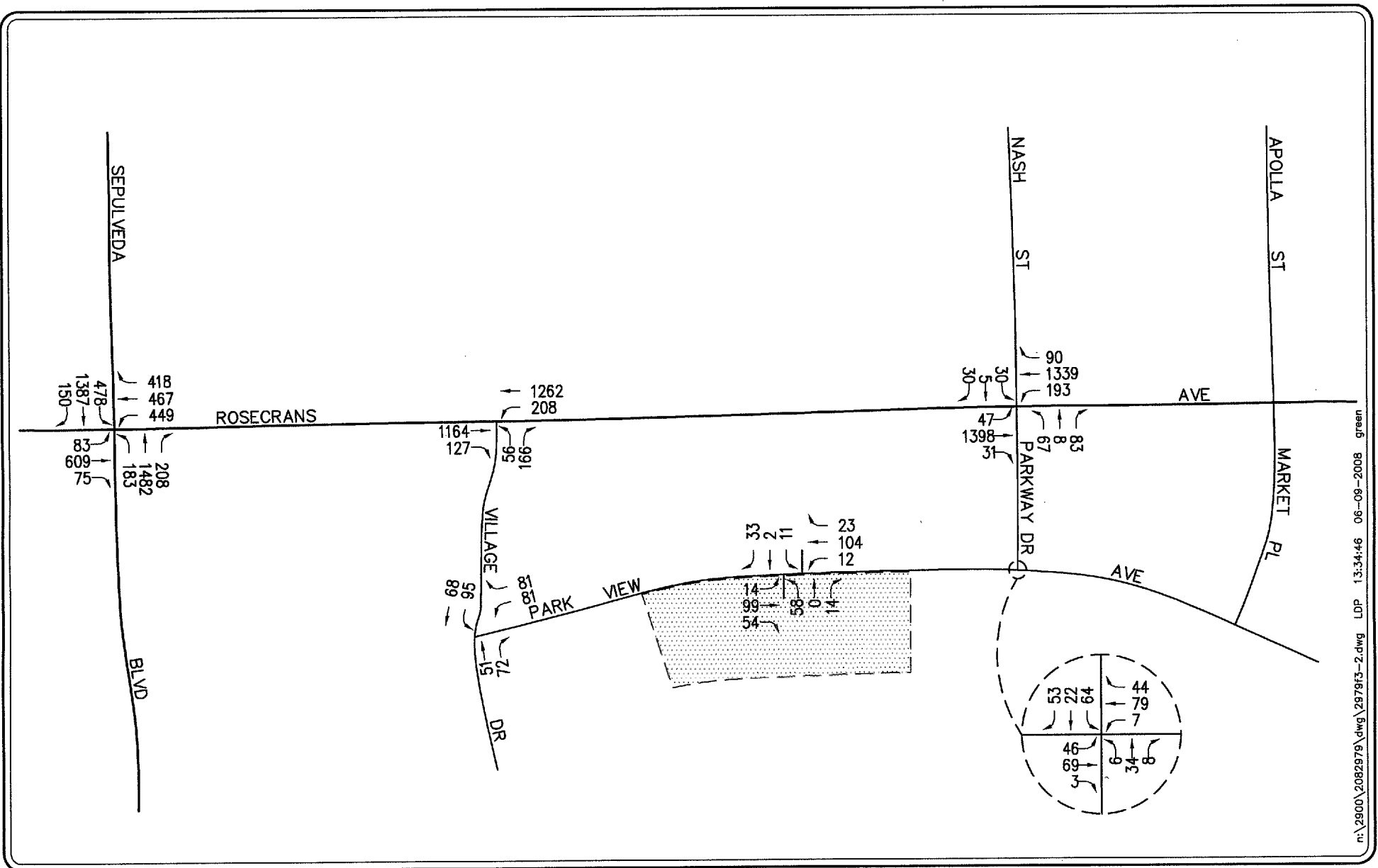
The *Intersection Capacity Utilization (ICU)* technique estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

Per LA County CMP requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left turn capacity of 2,880 vph. A clearance adjustment factor of 0.10 was added to each Level of Service calculation.

The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in **Table 3-1**.

The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. According to City of Manhattan Beach criteria, LOS D (ICU = 0.801 – 0.900) is the minimum acceptable condition that should be maintained during the morning and evening peak commute hours.





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**FIGURE 3-2**

**EXISTING SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES**  
 MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

### 3.3.2 Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)

The 2000 HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. For all-way stop controlled intersections, the overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in **Table 3-2**.

### 3.4 Existing Level of Service Results

**Table 3-3** summarizes the existing weekend day (Saturday) Midday peak hour service level calculations for the five (5) key study intersections based on existing traffic volumes and current street geometry. Review of **Table 3-3** indicates that all 5 key study intersections currently operate at acceptable LOS D or better during the weekend day (Saturday) Midday peak hour.

**Appendix C** presents the ICU/LOS and/or HCM/LOS calculations for the five (5) key study intersections for the AM peak hour and PM peak hour.

TABLE 3-1  
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS<sup>1</sup>

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

<sup>1</sup> Source: *Transportation Research Board Circular 212 - Interim Materials on Highway Capacity*.

TABLE 3-2  
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS<sup>2</sup>

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	$\leq 10.0$	Little or no delay
B	$> 10.0$ and $\leq 15.0$	Short traffic delays
C	$> 15.0$ and $\leq 25.0$	Average traffic delays
D	$> 25.0$ and $\leq 35.0$	Long traffic delays
E	$> 35.0$ and $\leq 50.0$	Very long traffic delays
F	$> 50.0$	Severe congestion

---

<sup>2</sup> Source: *Highway Capacity Manual 2000*, Chapter 17 (Unsignalized Intersections).

TABLE 3-3  
EXISTING PEAK HOUR LEVELS OF SERVICE<sup>3</sup>

Key Intersections	Time Period	Control Type	ICU/HCM	LOS
1. Village Drive at Rosecrans Avenue	Midday	3Ø Traffic Signal	0.534	A
2. Nash St/Parkway Dr at Rosecrans Avenue	Midday	8Ø Traffic Signal	0.532	A
3. Village Drive at Park View Avenue	Midday	All – Way Stop	8.3 sec/veh	A
4. Parkway Drive at Park View Avenue	Midday	All – Way Stop	8.2 sec/veh	A
5. Sepulveda Boulevard at Rosecrans Avenue	Midday	8Ø Traffic Signal	0.858	D

<sup>3</sup> Appendix B contains the level of service calculation worksheets for the key study intersections.

## 4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the Project's impacts identified.

## 5.0 PROJECT TRAFFIC CHARACTERISTICS

### 5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Seventh Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2003].

#### 5.1.1 Weekday Trip Generation

**Table 5-1** summarizes the weekday trip generation rates used in forecasting the vehicular trips generated by the existing land use/proposed Project and presents their respective trip generation potential. As shown in the upper portion of **Table 5-1**, the weekday trip generation potential of the existing land use was estimated using ITE Land Use 710: General Office trip rates. The traffic generated by the existing land use represents a “trip budget” for the Project site, against which the impact of the proposed Project might be compared.

The weekday trip generation potential of the proposed Project could be estimated using ITE Land Use 310: Hotel trip rates, ITE Land Use 311: All Suites Hotel trip rates, ITE Land Use 312: Business Hotel trip rates, ITE Land Use 320: Motel trip rates or ITE Land Use 330: Resort Hotel trip rates. Based on review of the aforementioned trip rates, it was deemed appropriate to utilize ITE Land Use 310: Hotel trip rates to forecast the trips for the proposed Project. Even though ITE Land Use 310: Hotel trips rates do not result in the highest trip generation potential for the proposed Project (ITE Land Use 312: Business Hotel has slightly higher AM peak hour and PM peak hour trip rates), this land use best represents the characteristics/operations of the proposed Project.

Review of the middle portion of **Table 5-1** shows that the Project site has a weekday “trip budget” of 462 daily trips, with 65 trips (57 inbound, 8 outbound) produced in the AM peak hour and 63 trips (11 inbound, 52 outbound) produced in the PM peak hour.

As shown in the lower portion of **Table 5-1**, the proposed Project is forecast to generate 980 daily trips, with 67 trips (41 inbound, 26 outbound) produced in the AM peak hour and 71 trips (37 inbound, 34 outbound) produced in the PM peak hour.

Comparison of the existing weekday “trip budget” for the Project site as established by the existing office building to the trips generated by the proposed Project, shows that implementation of the proposed Project will result in 518 greater daily trips, 2 greater AM peak hour trips and 8 greater PM peak hour trips (see the last row of **Table 5-1**). Since the existing office building is fully occupied and generating traffic to its full potential, these net trips would be used to evaluate the Project’s potential traffic impacts at the five key study intersections.

TABLE 5-1  
WEEKDAY PROJECT TRAFFIC GENERATION FORECAST<sup>4</sup>

ITE Land Use / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><u>Generation Factors:</u></b>							
▪ 310: Hotel (TE/Room)	8.17	0.34	0.22	0.56	0.31	0.28	0.59
▪ 311: All Suites Hotel (TE/Room)	4.90	0.21	0.17	0.38	0.18	0.22	0.40
▪ 312: Business Hotel (TE/Occupied Room)	7.27	0.34	0.24	0.58	0.37	0.25	0.62
▪ 320: Motel (TE/Room)	5.63	0.17	0.28	0.45	0.25	0.22	0.47
▪ 330: Resort Hotel (TE/Room)	0.00	0.22	0.09	0.31	0.18	0.24	0.42
▪ 710: General Office Building (TE/1000 SF)	11.01	1.36	0.19	1.55	0.25	1.24	1.49
<b><u>Generation Forecast:</u></b>							
<b><u>Existing General Office Building</u></b>							
▪ Existing Office Building (42,000 SF)	462	57	8	65	11	52	63
<b><u>Proposed Project</u></b>							
▪ Proposed Hotel (120 Rooms)	980	41	26	67	37	34	71
<b>Net Difference in Trip Generation Potential – Proposed vs. Existing</b>	<b>518</b>	<b>-16</b>	<b>18</b>	<b>2</b>	<b>26</b>	<b>-18</b>	<b>8</b>

**Notes:**

- TE/Room = Trip ends per Room
- TE/1000 SF = Trip end per 1,000 square-feet of development
- SF = Square Feet

<sup>4</sup> Source: *Trip Generation*, 7<sup>th</sup> Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2003)].



## 5.1.2 *Weekend Day (Saturday) Trip Generation*

**Table 5-2** summarizes the weekend day (Saturday) trip generation rates used in forecasting the vehicular trips generated by the existing land use/proposed Project and presents their respective trip generation potential.

Review of the middle portion of *Table 5-2* shows that the Project site has a weekend day (Saturday) “trip budget” of 100 daily trips, with 17 trips (9 inbound, 8 outbound) produced in the Midday peak hour.

As shown in the lower portion of *Table 5-2*, the proposed Project is forecast to generate 983 daily trips, with 86 trips (48 inbound, 38 outbound) produced in the Midday peak hour.

Comparison of the existing weekend day (Saturday) “trip budget” for the Project site as established by the existing office building to the trips generated by the proposed Project, shows that implementation of the proposed Project will result in 883 greater daily trips and 69 greater Midday peak hour trips (see the last row of *Table 5-2*). Since the existing office building is fully occupied and generating traffic to its full potential, these net trips would be used to evaluate the Project’s potential traffic impacts at the five key study intersections.

## 5.1.3 *Weekday Trip Generation Versus Weekend Day (Saturday) Trip Generation Comparison*

Comparison of the last rows of *Tables 5-1* and *5-2* shows that the weekend day (Saturday) net trip generation results in the higher trip generation potential for the proposed Project. Therefore, this analysis focuses to the weekend day (Saturday) Midday peak hour and the net Saturday Midday peak hour trips were used to evaluate the potential impacts of the proposed project at the five key study intersections.

Please note that it is unlikely that the weekday net new trips would generate a significant project impact at any of the five key study intersections, given the minimal net increase in weekday project traffic (i.e. 2 AM peak hour trips and 8 PM peak hour trips).

TABLE 5-2  
WEEKEND (SATURDAY) PROJECT TRAFFIC GENERATION FORECAST<sup>5</sup>

ITE Land Use / Project Description	Daily 2-Way	Saturday Peak Hour		
		Enter	Exit	Total
<b><u>Generation Factors:</u></b>				
▪ 310: Hotel (TE/Room)	8.19	0.40	0.32	0.72
▪ 311: All Suites Hotel (TE/Room)	0.00	0.00	0.00	0.00
▪ 312: Business Hotel (TE/Occupied Room)	0.00	0.00	0.00	0.00
▪ 320: Motel (TE/Room)	0.00	0.00	0.00	0.00
▪ 330: Resort Hotel (TE/Room)	0.00	0.00	0.00	0.00
▪ 710: General Office Building (TE/1000 SF)	2.37	0.22	0.19	0.41
<b><u>Generation Forecast:</u></b>				
<b><u>Existing General Office Building</u></b>				
▪ Existing Office Building (42,000 SF)	100	9	8	17
<b><u>Proposed Project</u></b>				
▪ Proposed Hotel (120 Rooms)	983	48	38	86
<b>Net Difference in Trip Generation Potential – Proposed vs. Existing</b>	<b>883</b>	<b>39</b>	<b>30</b>	<b>69</b>

Notes:

- TE/Room = Trip ends per Room
- TE/1000 SF = Trip end per 1,000 square-feet of development
- SF = Square Feet

<sup>5</sup> Source: *Trip Generation*, 7<sup>th</sup> Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2003)].

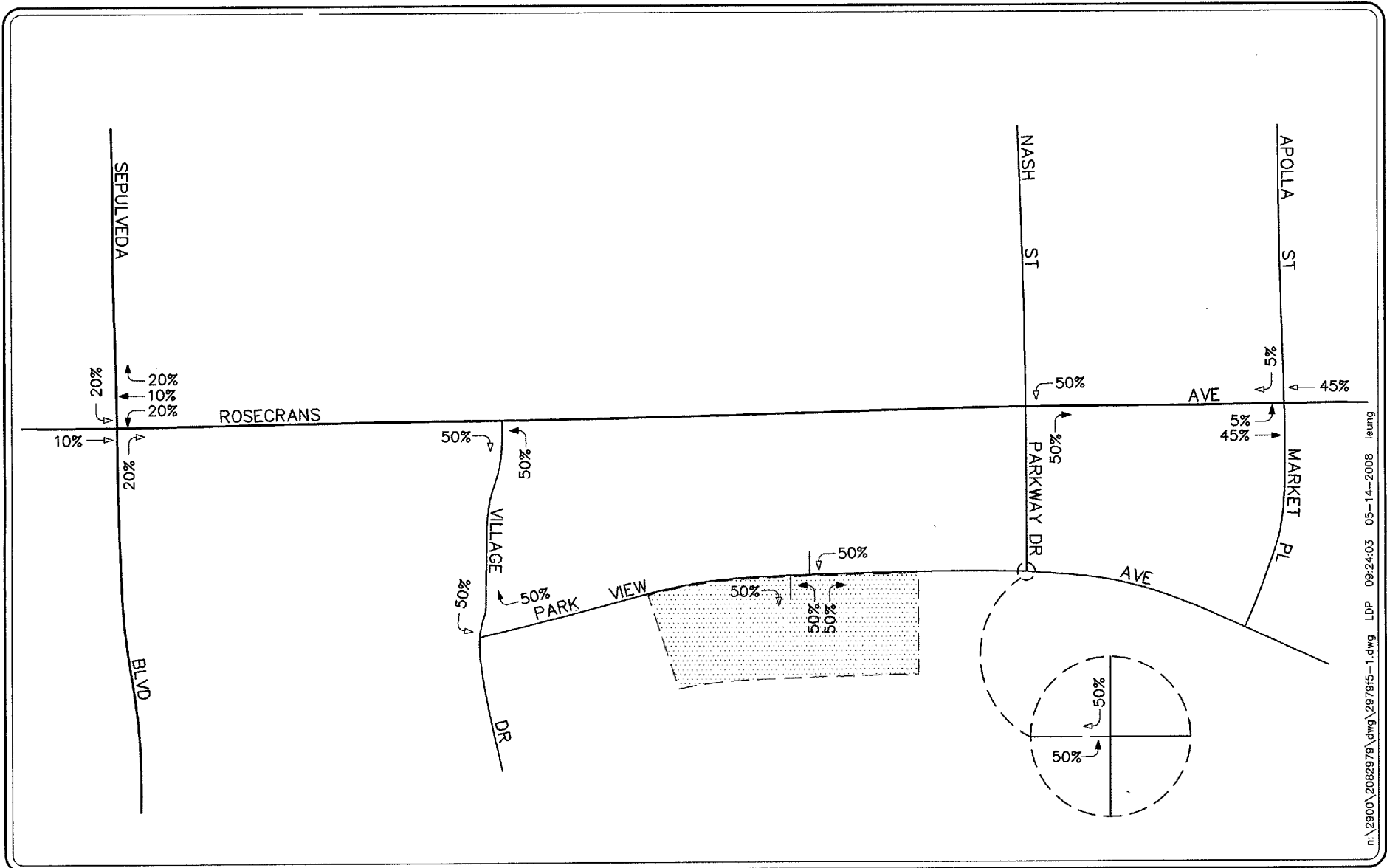
## 5.2 Project Traffic Distribution and Assignment

The weekend day (Saturday) Midday peak hour traffic distribution pattern for the existing office building and the proposed Project is presented in **Figures 5-1** and **5-2**, respectively. Traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. Sepulveda Boulevard, Rosecrans Avenue),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals and turn restrictions at the study intersections,
- existing intersection traffic volumes,
- ingress/egress availability at the project site,
- input from City staff, and
- the location of proposed parking facilities.

**Figure 5-3** presents the weekend day (Saturday) Midday peak hour traffic volumes associated with the existing office building at the five (5) key study intersections. The traffic volume assignments presented in **Figure 5-3** reflect the traffic distribution characteristics shown in **Figure 5-1** and the traffic generation forecast presented in **Table 5-2** (existing office building).

The anticipated weekend day (Saturday) Midday peak hour project traffic volumes associated with the proposed Project at the five (5) study intersections are presented in **Figures 5-4**. The traffic volume assignments presented in **Figure 5-4** reflect the traffic distribution characteristics shown in **Figure 5-2** and the traffic generation forecast presented in **Table 5-2** (proposed Project).



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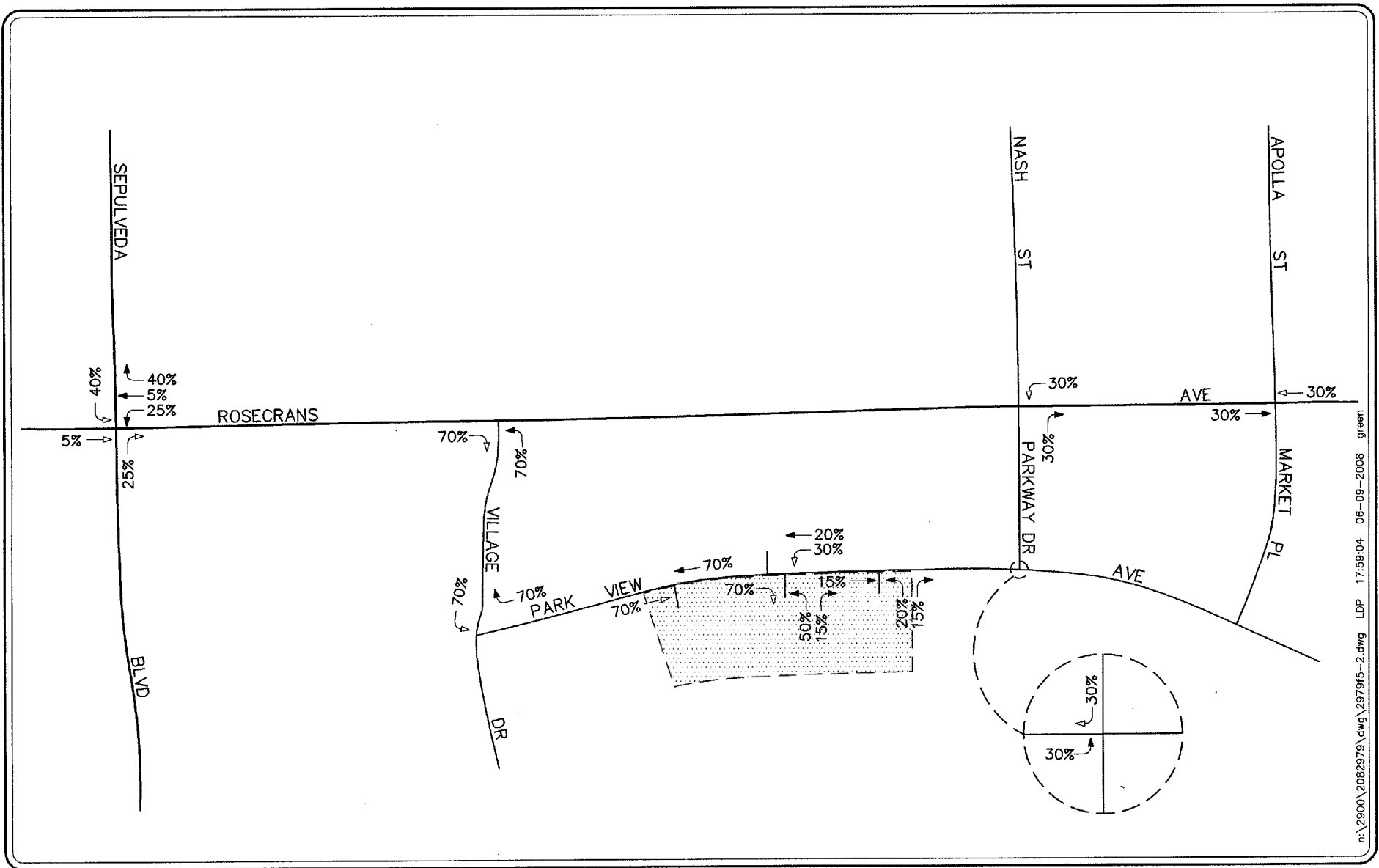
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FIGURE 5-1

EXISTING OFFICE DISTRIBUTION PATTERN  
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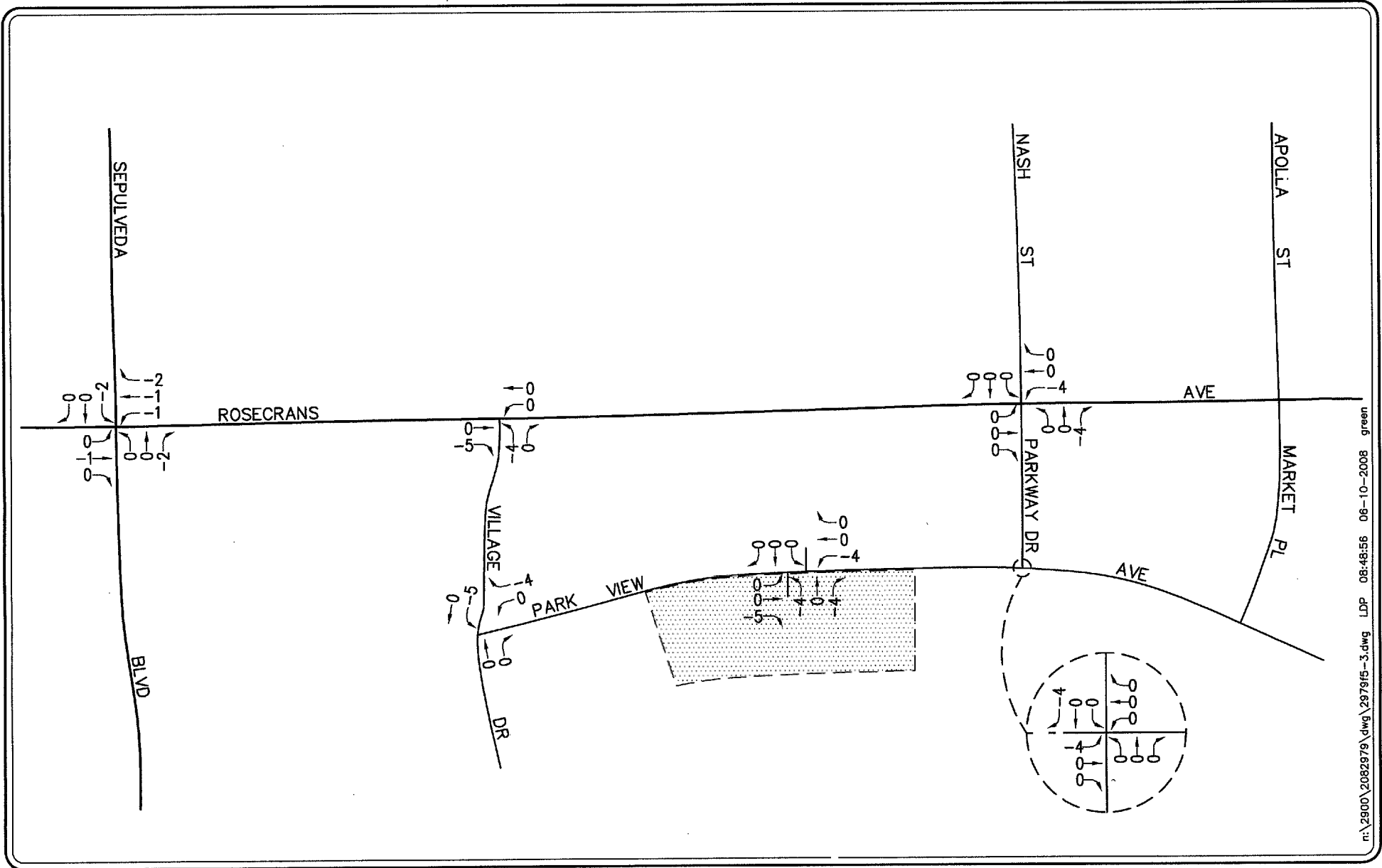
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**FIGURE 5-2**

PROJECT DISTRIBUTION PATTERN  
MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

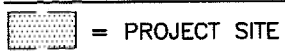


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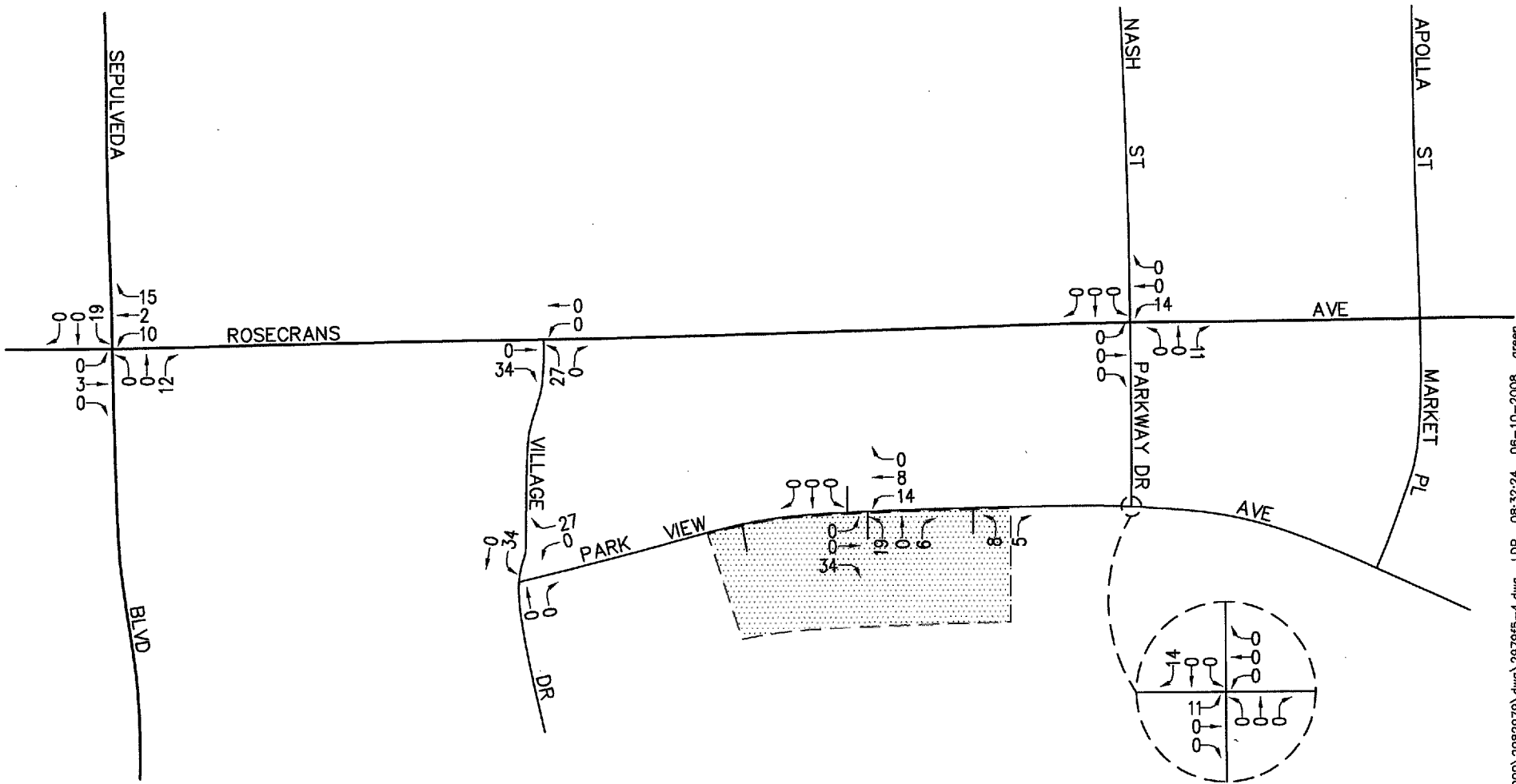
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**FIGURE 5-3**

**SATURDAY MIDDAY PEAK HOUR EXISTING OFFICE TRAFFIC VOLUMES**


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**FIGURE 5-4**

**SATURDAY MIDDAY PEAK HOUR PROJECT TRAFFIC VOLUMES**  
 MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN BEACH

## 6.0 FUTURE TRAFFIC CONDITIONS

### 6.1 Ambient Traffic Growth

Horizon year, background traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future related projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at one percent (1.0%) per year. The ambient growth factor was based on review of the background traffic growth estimates for the South Bay area published in the *2004 Congestion Management Program for Los Angeles County*, which indicate that existing traffic volumes would be expected to increase at an annual rate of approximately 1.0% per year between 1998 and 2010. Applied to existing Year 2008 traffic volumes results in a three percent (3%) increase growth in existing volumes to horizon Year 2011.

### 6.2 Related Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known development projects (related projects) in the area has been researched. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. Based on our research, there are fourteen (14) related projects within a two-mile radius of the project that are located in the City of El Segundo, the City of Manhattan Beach or the City of Hawthorne. These 14 related projects have either been built, but not yet fully occupied, or are being processed for approval. These 14 related projects have been included as part of the cumulative background setting.

**Table 6-1** provides the location and a brief description for each of the 14 related projects. **Figure 6-1** graphically illustrates the location of the 14 related projects. These related projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

**Table 6-2** presents the trip generation for the related projects. As shown in **Table 6-2**, the related projects are expected to generate a combined total of 18,159 daily trips on a “typical” weekend, with 1,752 trips (928 inbound and 824 outbound) forecast during the Saturday Midday peak hour.

### 6.3 Year 2011 Traffic Volumes

The Saturday Midday peak hour traffic volumes associated with the fourteen (14) related projects in the Year 2011 are presented in **Figure 6-2**.

**Figure 6-3** presents the Saturday Midday peak hour background traffic volumes (existing traffic + ambient growth + related projects) at the key study intersections for the Year 2011, respectively.

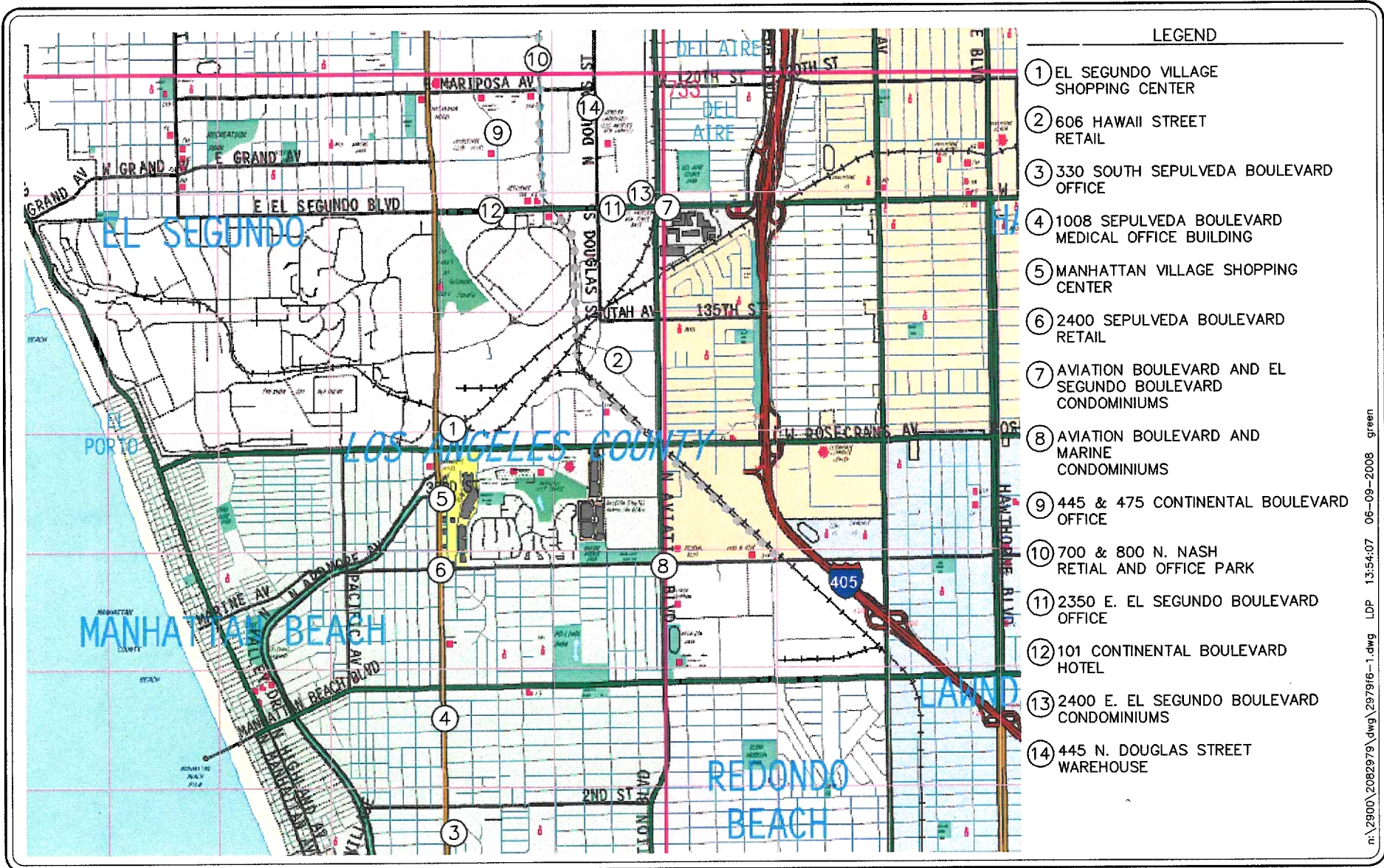
**Figure 6-4** illustrates the Year 2011 forecast Saturday Midday peak hour traffic volumes, with the inclusion of the trips generated by the proposed Project.



TABLE 6-1  
LOCATION AND DESCRIPTION OF RELATED PROJECTS<sup>6</sup>

No.	Cumulative Project	Location/Address	Description
1.	El Segundo Village	850 S. Sepulveda Boulevard, El Segundo	850,000 SF Retail Shopping Center
2.	606 Hawaii Street Retail	606 Hawaii Street, El Segundo	23,593 SF Retail
3.	330 South Sepulveda Blvd Office	330 South Sepulveda Boulevard, Manhattan Beach	56,000 Office Building
4.	1008 Sepulveda Boulevard Medical Office Building	1008 Sepulveda Boulevard, Manhattan Beach	24,707 SF Medical Office 4,000 SF Quality Restaurant
5.	Manhattan Village Shopping Center	3200 N. Sepulveda Boulevard, Manhattan Beach	52,000 SF Shopping Center Expansion
6.	2400 Sepulveda Boulevard Retail	2400 South Sepulveda Boulevard, Manhattan Beach	15,000 SF Retail
7.	Aviation Boulevard and El Segundo Boulevard Condominiums	North east corner of Aviation Boulevard and El Segundo Boulevard, Hawthorne	600 DU Condominium
8.	Aviation Boulevard and Marine Condominiums	South east corner of Aviation Boulevard and Marine, Hawthorne	280 DU Condominium
9.	445 & 475 Continental Boulevard	445 & 475 Continental Boulevard, El Segundo	174,240 SF Office and 300,000 SF Research and Development Center
10.	700 & 800 N. Nash Retail and Office Park	700 & 800 N. Nash, El Segundo	197,300 SF Office Park and 18,700 SF Shopping Center
11.	2350 E. El Segundo Boulevard Office	2350 E. El Segundo Boulevard, El Segundo	150,000 SF Office and 15,000 SF Research and Development Center
12.	101 Continental Boulevard Hotel	101 Continental Boulevard, El Segundo	167 room Hotel
13.	2400 E. El Segundo Boulevard Condominiums	2400 E. El Segundo Boulevard, El Segundo	625 DU Condos
14.	445 North Douglas Street Warehouse	445 North Douglas Street, El Segundo	332,137 SF Warehouse

<sup>6</sup> Source: City of Manhattan Beach, City of El Segundo and City of Hawthorne Planning Departments.

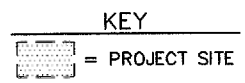


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SOURCE: THOMAS BROS.



## FIGURE 6-1

### RELATED PROJECT LOCATION MAP

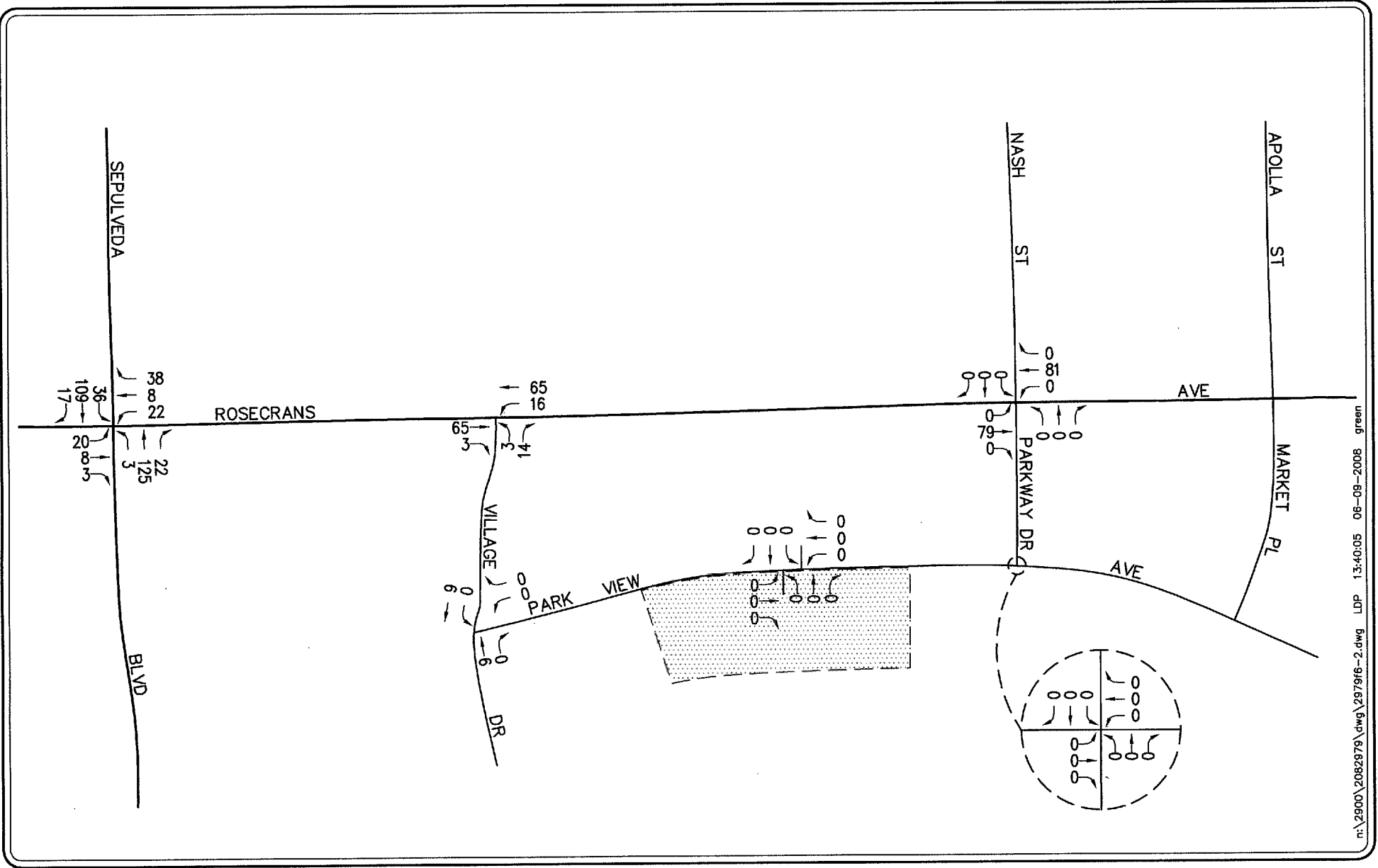
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TABLE 6-2  
RELATED PROJECTS TRAFFIC GENERATION FORECAST<sup>7</sup>

No. / Related Projects Description	Daily 2-Way	Saturday Midday Peak Hour		
		In	Out	Total
1. El Segundo Village <sup>8</sup>	2,695	139	129	268
2. 606 Hawaii Street Retail	872	45	41	86
3. 330 South Sepulveda Blvd Office	133	12	11	23
4. 1008 Sepulveda Boulevard Medical Office Building	-156	25	21	46
5. Manhattan Village Shopping Center	1,191	62	57	119
6. 2400 Sepulveda Boulevard Retail	555	29	27	56
7. Aviation Blvd and El Segundo Blvd Condominiums	3,402	150	132	282
8. Aviation Boulevard and Marine Condominiums	1,588	70	62	132
9. 445 & 475 Continental Boulevard Office	877	60	56	116
10. 700 & 800 N. Nash Street Retail and Office park	931	50	39	89
11. 2350 E. El Segundo Boulevard Office	368	30	26	56
12. 101 Continental Boulevard Hotel	1,754	73	72	145
13. 2400 E. El Segundo Boulevard Condominiums	3,544	156	138	294
14. 455 N. Douglas Street Warehouse	405	27	13	40
<b>Total Related Projects Trip Generation Potential</b>	<b>18,159</b>	<b>928</b>	<b>824</b>	<b>1,752</b>

<sup>7</sup> Source: *Trip Generation*, 7<sup>th</sup> Edition, Institute of Transportation Engineers (ITE) [Washington, D.C. (2003)].


<sup>8</sup> Source: Erik Zandvilet from the City of Manhattan Beach (e-mail dated June 4, 2008).



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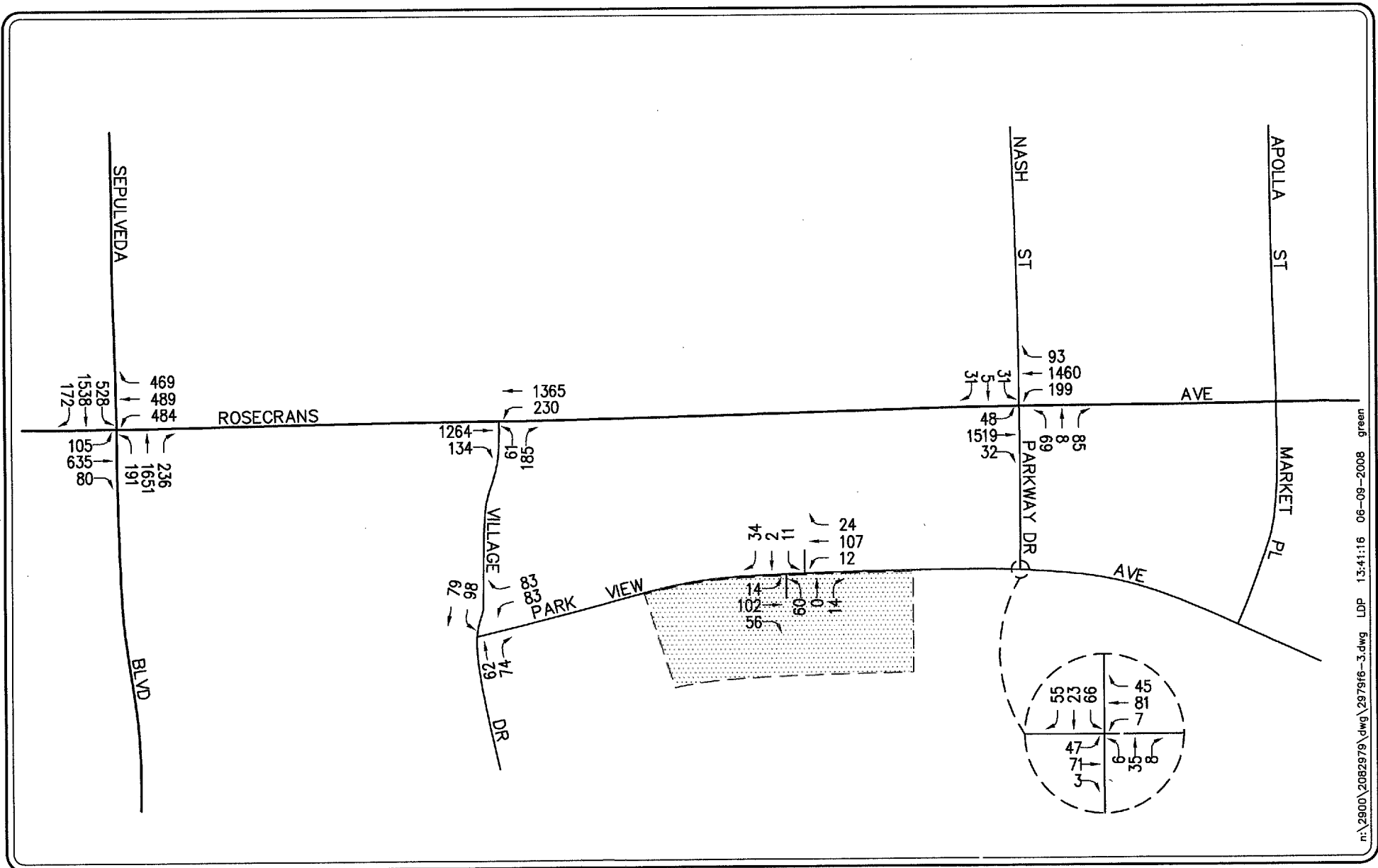
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**FIGURE 6-2**

YEAR 2011 RELATED PROJECTS SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES  
 MANHATTAN COUNTRY CLUB OFFICE CONVERSION PROJECT, MANHATTAN



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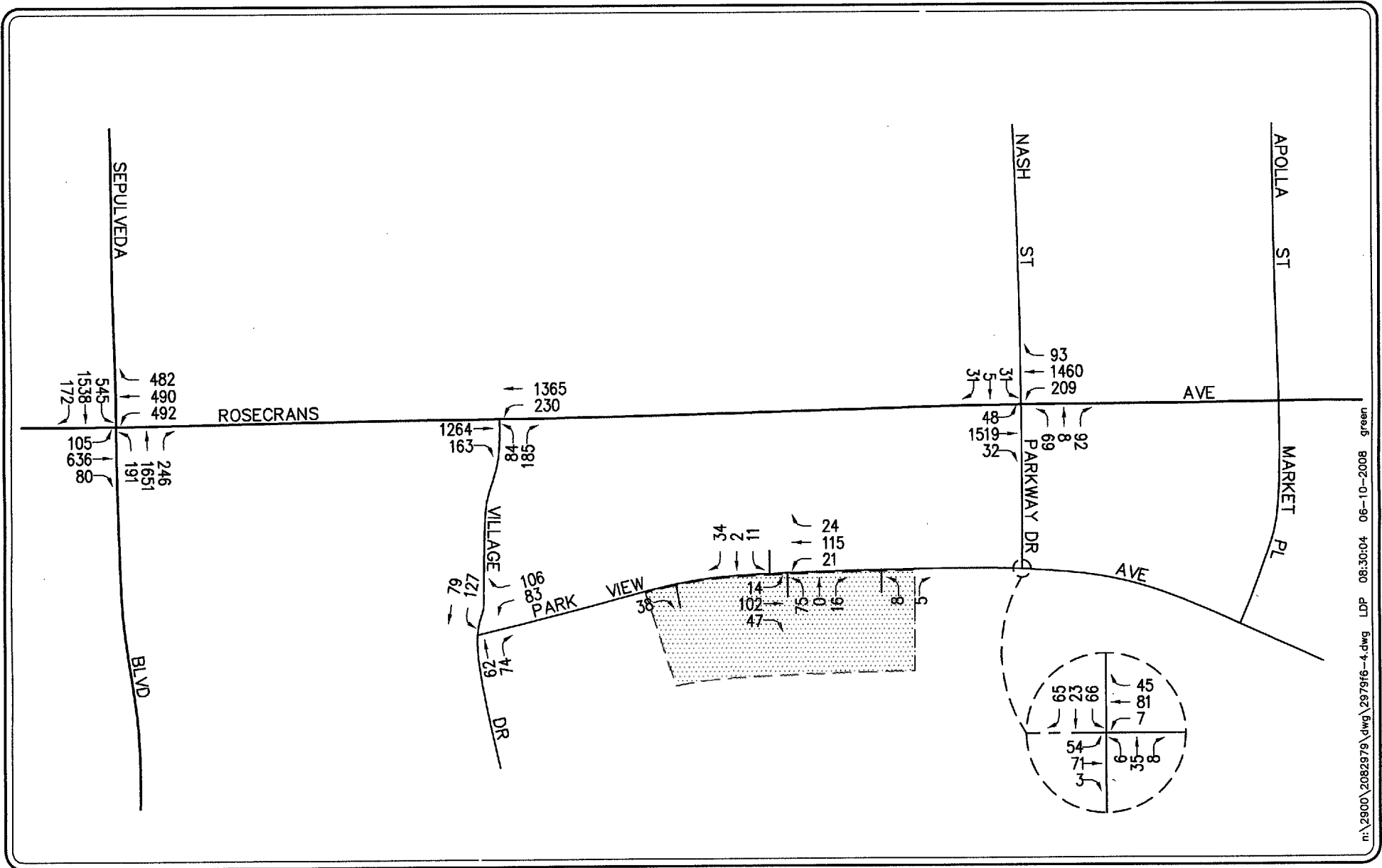


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**FIGURE 6-3**

**YEAR 2011 SATURDAY MIDDAY PEAK HOUR BACKGROUND TRAFFIC VOLUMES**

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FIGURE 6-4

YEAR 2011 SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES PLUS PROJECT TRAFFIC

## 7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

### 7.1 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes generated by the proposed Project during the Saturday Midday peak hour was evaluated based on analysis of future operating conditions at the five key study intersections, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships and service level characteristics at each study intersection.

The significance of the potential impacts of the project at each key intersection was then evaluated using the City's LOS standards and the following traffic impact criteria. Impacts to local and regional transportation systems are considered significant if:

- An unacceptable peak hour Level of Service (LOS) (i.e. LOS E or F) at any of the key intersections is projected. The City of Manhattan Beach considers LOS D (ICU = 0.801 - 0.900) to be the minimum desirable LOS for all intersections; or
- The addition of Project traffic causes an increase of 0.020 or greater in the ICU value for signalized intersections, causing or worsening LOS E or F (ICU > 0.900).
- At unsignalized intersections, this report identifies a significant traffic impact when the addition of Project traffic results in a decrease in LOS by one level or more for those locations operating at LOS D or E.

### 7.2 Traffic Impact Analysis Scenarios

The following scenarios are those for which volume/capacity calculations have been performed at the key intersections for near-term (Year 2011) traffic conditions:

- A. Existing Traffic Conditions;
- B. Year 2011 Future Background Traffic Conditions (existing plus ambient growth to the Year 2011 at 1.0% per year plus related projects traffic);
- C. Year 2011 Future Traffic Conditions plus the proposed Project; and
- D. Scenario (3) with Mitigation, if necessary.

Please note that the existing Manhattan Country Club is already operating under full membership capacity (i.e. 1,200 members) and it is represented under Scenario A.

## 8.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

### 8.1 Year 2011 Traffic Conditions

*Table 8-1* summarizes the peak hour Level of Service results at the five key study intersections for the 2011 horizon year. The first column (1) of ICU/LOS and HCM/LOS values in *Table 8-1* presents a summary of existing weekend day (Saturday) Midday peak hour traffic conditions (which were also presented in *Table 3-3*). The second column (2) lists projected background traffic conditions based on existing intersection geometry, but without any traffic generated from the proposed Project. The third column (3) presents forecast Year 2011 near-term traffic conditions with the addition of project traffic. The fourth column (4) shows the increase in ICU value or delay value due to the added peak hour project trips and indicates whether the traffic associated with the Project will have a significant impact based on the City of Manhattan Beach LOS standards and the significance impact criteria defined in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended traffic improvements to achieve an acceptable LOS and/or offset the cumulative impact of future background traffic growth and Project traffic.

#### 8.1.1 Existing Traffic Conditions

As previously presented in *Table 3-3*, all five (5) key study intersections currently operate at acceptable LOS D or better during the weekend day (Saturday) Midday peak hour.

#### 8.1.2 Year 2011 Future Background Traffic Conditions

An analysis of future (Year 2011) background traffic conditions indicates that ambient traffic growth and related projects traffic will cumulatively impact one of the five key study intersections, as Sepulveda Boulevard at Rosecrans Avenue is forecast to operate at LOS E during the Saturday Midday peak hour. The remaining four key study intersections are forecast to continue to operate at an acceptable LOS based on the LOS criteria identified in this report.

#### 8.1.3 Year 2011 Future Traffic Conditions Plus Project

Review of Columns 3 and 4 of *Table 8-1* shows that traffic associated with the proposed Project *will not* have a significant impact at any of the five key study intersections, when compared to the City of Manhattan Beach LOS standards and significant traffic impact criteria. Although the intersection of Sepulveda Boulevard/Rosecrans Avenue is forecast to operate at unacceptable LOS E during the Saturday Midday peak hour with the addition of project traffic, the proposed Project is expected to add less than 0.020 to the ICU value. The remaining four key study intersections are forecast to continue to operate at an acceptable LOS with the addition of project generated traffic.

Eventhough the proposed Project does not have a significant impact at any of the five key study intersections, column 5 of *Table 8-1* shows the resultant LOS values with planned improvements identified by the City of Manhattan Beach. As shown, the intersection of Sepulveda Boulevard/Rosecrans Avenue is forecast to operate at acceptable LOS D during the Saturday Midday peak hour with planned improvements. The planned improvement at the intersection of Sepulveda Boulevard/Rosecrans Avenue consists of the addition of a fourth northbound through lane on Sepulveda Boulevard.



TABLE 8-1  
YEAR 2011 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersections	Time Period	(1) Existing Traffic Conditions			(2) Year 2011 Background Traffic Conditions			(3) Year 2011 Plus Project Traffic Conditions			(4) Project Significant Impact		(5) Year 2011 W/Planned Improvements		
		Delay	ICU	LOS	Delay	ICU	LOS	Delay	ICU	LOS	Increase	Yes/No	Delay	ICU	LOS
1. Village Drive at Rosecrans Avenue	Midday	--	0.534	A	--	0.573	A	--	0.594	A	0.021	No	--	--	--
2. Nash St/Parkway Dr at Rosecrans Avenue	Midday	--	0.532	A	--	0.561	A	--	0.570	A	0.009	No	--	--	--
3. Village Drive at Park View Avenue	Midday	8.3 s/v	--	A	8.5 s/v	--	A	8.7 s/v	--	A	0.2 s/v	No	--	--	--
4. Parkway Drive at Park View Avenue	Midday	8.2 s/v	--	A	8.2 s/v	--	A	8.3 s/v	--	A	0.1 s/v	No	--	--	--
5. Sepulveda Boulevard at Rosecrans Avenue	Midday	--	0.858	D	--	<b>0.927</b>	<b>E</b>	--	<b>0.937</b>	<b>E</b>	0.010	No	--	0.851	D <sup>9</sup>

Notes:

- s/v = seconds per vehicle

<sup>9</sup> The City of Manhattan Beach has identified a planned improvement for this key study intersection (Source: Erik Zandvilet from the City of Manhattan Beach - El Segundo Village Project). The planned improvement consists of the addition of a 4<sup>th</sup> northbound through lane on Sepulveda Boulevard.

## 9.0 SITE ACCESS EVALUATION

### 9.1 Site Access Evaluation

As mentioned previously, access to the project site will be provided via a full access unsignalized driveway, one left-turn/right-turn ingress only driveway and one left-turn/right-turn egress only driveway located along Park View Avenue.

**Table 9-1** summarizes the intersection operations at the main project driveway for near-term (Year 2011) traffic conditions at completion and full occupancy of the proposed Project. The operations analysis for the main project driveway is based on the *Highway Capacity Manual 2000* (HCM 2000) methodology. Review of **Table 9-1**, shows that the main project driveway is forecast to operate at LOS B during the Saturday Midday peak hour for near-term (Year 2011) traffic conditions. As such, project access will be adequate. Motorists entering and exiting the project site will be able to do so comfortably, safely, and without undue congestion.

**Appendix D** presents the Year 2011 level of service calculation worksheet for the main project driveway.

### 9.2 Queuing Analysis For Project Access Locations

In response to City staff concerns, stacking/storage requirements at the main project driveway was evaluated. The queuing evaluation was conducted based on projected Year 2011 plus project Midday peak hour driveway traffic volumes and the Highway Capacity Manual (HCM) unsignalized methodology.

Main Project Driveway at Park View Avenue: Based on the HCM service level calculation, which calculates a critical (95<sup>th</sup> percentile) queue value in number of vehicles, the Midday peak hour queue length is not more than one (1) vehicle for the outbound movements at the Main Project Driveway. The Midday peak hour queue is not more than one (1) vehicle for the westbound left-turn movement (inbound) at the Main Project Driveway and not more than one (1) vehicle for the eastbound left-turn movement at the driveway serving the properties across the street.

Review of the proposed site plan indicates that the Main Project Driveway provides two outbound lanes (one left-turn lane and one right-turn lane) with stacking sufficient enough to accommodate more than to one (1) vehicle.

Review of the existing conditions on Park View Avenue at the Main Project Driveway indicates that Park View Avenue provides one lane in each direction for eastbound and westbound traffic. Vehicles wanting to make a left-turn into the project site or into the property across the street currently do so from the through lane. Based on the calculated queue of one (1) vehicle and the forecasted volumes a separate eastbound and westbound left-turn lane is not required to serve the proposed Project and the property across the street.

TABLE 9-1

PROJECT DRIVEWAY PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Project Driveway	Time Period	Year 2011	
		Delay (sec/veh)	LOS
▪ Main Project Driveway at Park View Ave	Midday	11.5 sec/veh	B

### 9.3 Internal Circulation Evaluation

The on-site circulation layout of the proposed Project as illustrated in *Figure 2-2* on an overall basis is adequate. Curb return radii have been confirmed and are adequate for small service/delivery (Fedex, UPS) trucks and trash trucks. Vehicle turning templates (ASSHTO SU-30) have been used to ensure that passenger cars, small trucks and trash trucks can properly access and circulate through the site.

## 10.0 PARKING SUPPLY-DEMAND ANALYSIS

Analysis of the parking supply-demand relationship for the proposed Project involves determining the parking needs in relation to the existing and/or future parking supply. For this analysis, the following methods were used to calculate the parking requirements/demand of the proposed Project:

- Application of City code parking requirements (which typically treats each use as a “stand-alone” use at maximum demand);
- Application of peak parking demand rates contained in the 3<sup>rd</sup> Edition of *Parking Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2004].
- Shared parking approach/methodology outlined in the current Urban Land Institute’s (ULI) *Shared Parking*, 2<sup>nd</sup> Edition publication.

The shared parking methodology is certainly applicable to a development such as the proposed Project, as the proposed individual land uses (i.e. hotel) and the existing adjacent development (i.e. Manhattan Country Club) experience peak demands at different times of the day.

### 10.1 City Code Parking Analysis

As a benchmark, the number of parking spaces required to support the Project was calculated using the parking Code requirements outlined in *Chapter 10.64.030 Off-Street Parking* of the City of Manhattan Beach Municipal Code (MBMC) and comparing it to the proposed Project parking supply. Based on prior analyses for the MCC, we have found that the City of Manhattan Beach, through the issuance of a Planned Development Permit and Use Permit, requires that MCC provide 238 parking spaces on-site for the country club (with 1,200 members) and the adjacent adjoining building and lease 50 off-site spaces from the City for a total of 288 parking spaces.

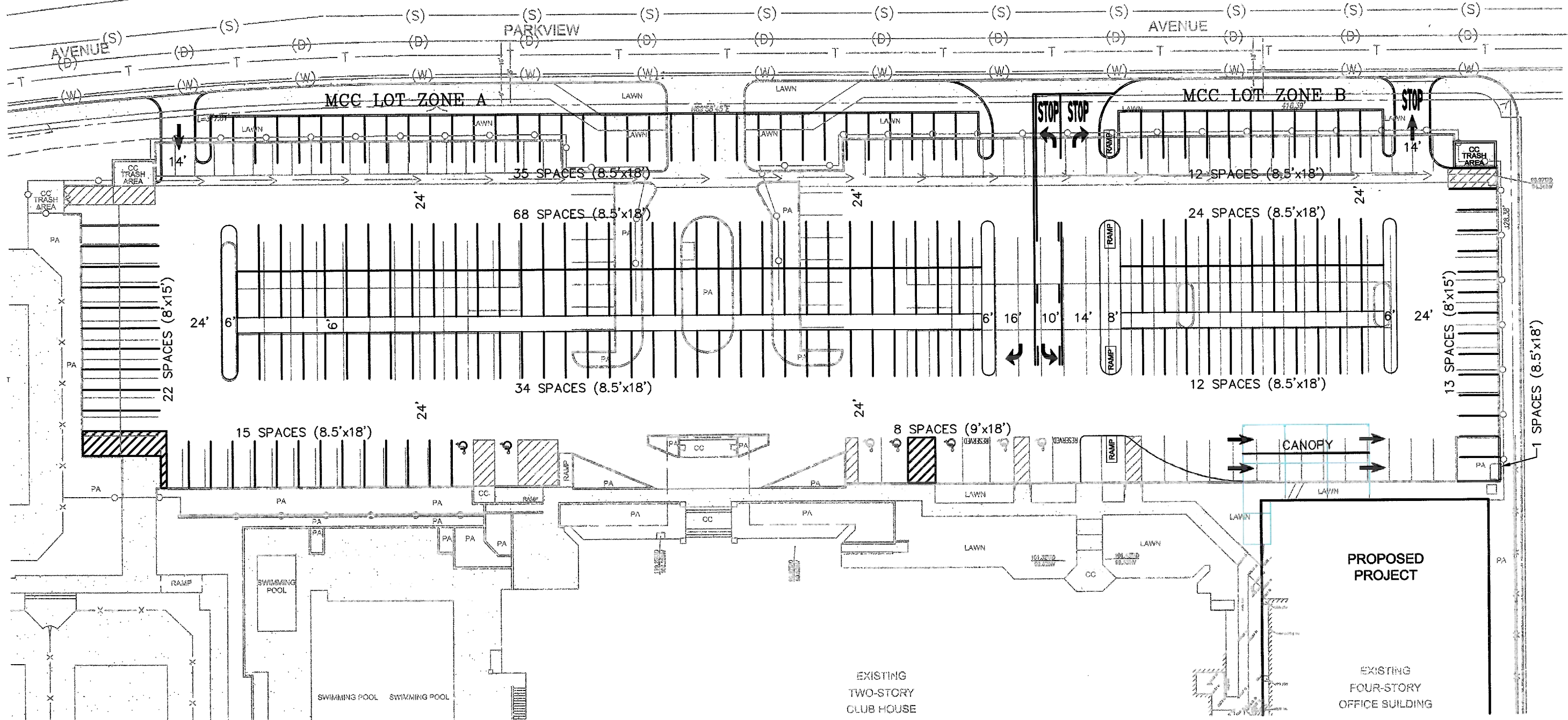
#### 10.1.1 Existing Parking Supply

As presented previously in *Figure 2-1*, the existing parking supply available for use by the Manhattan Country Club and the existing office building located at 1334 Park View Avenue consists of 241 on-site spaces and 50 “off-site” spaces which are leased from the City. The available on-site parking supply is divided amongst the MCC Club Lot and the Office Lot (Zone A and Zone B). The MCC Club Lot currently has a total parking supply of 103 parking spaces. The Office Lot (Zone A and Zone B) provides a total parking supply of 138 parking spaces (51 parking spaces within Zone A and 87 parking spaces within Zone B). Direct pedestrian access is provided between the City Lot and MCC. With City “Leased” Lot, the overall existing parking supply totals 291 parking spaces.

#### 10.1.2 Proposed Parking Supply

*Figures 10-1* and *10-2* illustrate two potential parking layouts for the Manhattan Country Club and the proposed hotel. Both options provide a total of 243 on-site parking spaces. With the 50 parking spaces from the City “Leased” Lot, the overall proposed parking supply totals 293 parking spaces. Please note that the only difference between these two options is the 6-foot landscaped median island in the parking field; removal of this median minimizes the need to widen along the northern curb face of the parking lot.

PARKING LOT	FIRST ACCESS SPACES				TANDEM SPACES	TOTAL SUPPLY
	STANDARD	VISITOR	RESERVED	HANDICAP		
MCC LOT ZONE A	127	0	2	7	45	181
MCC LOT ZONE B	50	0	0	0	12	62
SUBTOTAL ONSITE	177	0	2	7	57	243
CITY LEASED LOT	50	-	-	-	-	50
TOTAL SUPPLY	227	0	2	7	57	293



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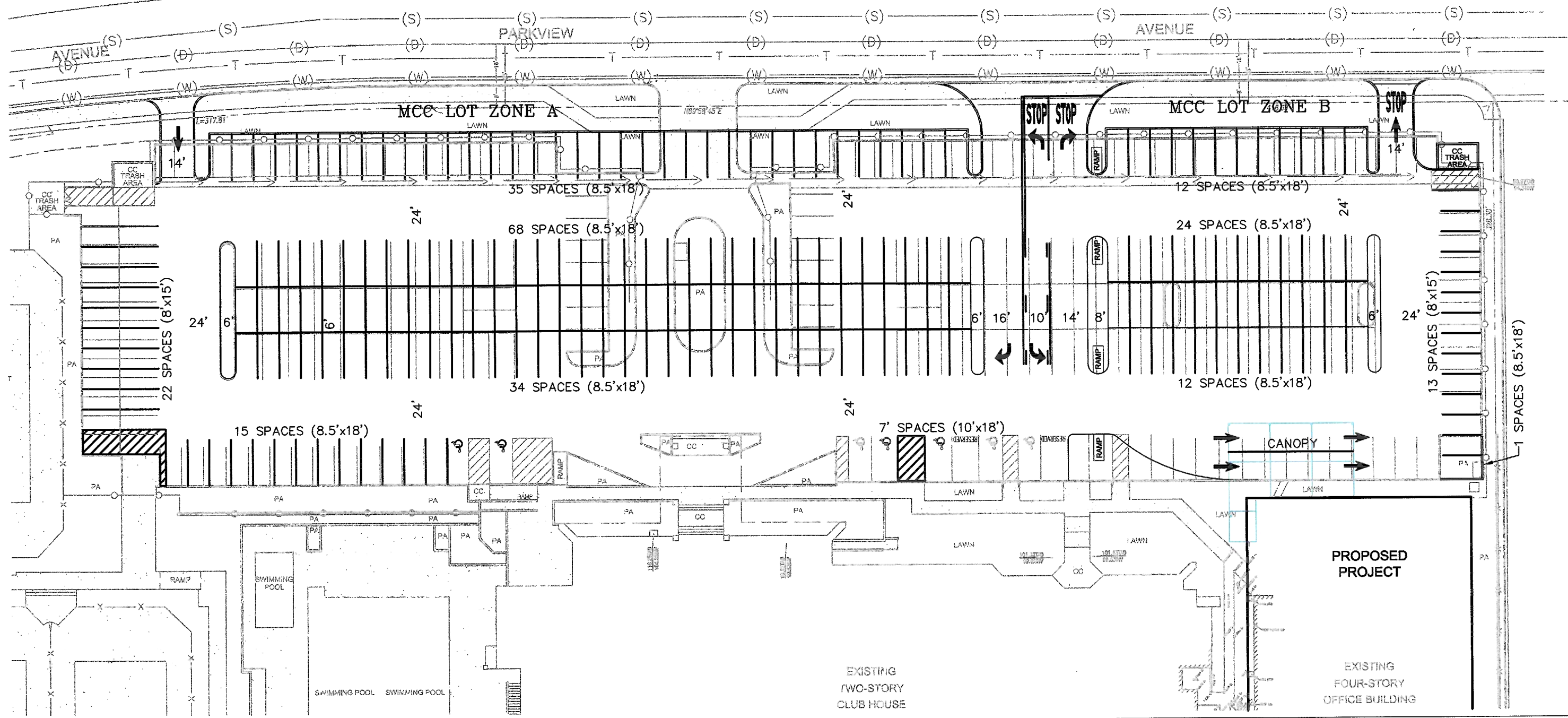


SCALE: 1"=40'

**FIGURE 10-1**

CONCEPT PARKING PLAN OPTION 1  
MANHATTAN COUNTRY CLUB, MANHATTAN BEACH

PARKING LOT	FIRST ACCESS SPACES				TANDEM SPACES	TOTAL SUPPLY
	STANDARD	VISITOR	RESERVED	HANDICAP		
MCC LOT ZONE A	127	0	2	7	45	181
MCC LOT ZONE B	50	0	0	0	12	62
SUBTOTAL ONSITE	177	0	2	7	57	243
CITY LEASED LOT	50	-	-	-	-	50
TOTAL SUPPLY	227	0	2	7	57	293



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FIGURE 10-2

CONCEPT PARKING PLAN OPTION 2  
MANHATTAN COUNTRY CLUB, MANHATTAN BEACH

### 10.1.3 Proposed Project Parking Requirements

Per MBMC Section 10.64.030 *Off-Street Parking*, the following parking ratios were used to calculate the parking requirements for the proposed Manhattan Country Club Office Conversion Project project:

- **Hotel:** 1.1 spaces per room.

The City parking code was applied to the proposed Project development tabulation and *Table 10-1* summarizes the parking requirements for the proposed Project. As shown, application of the above-referenced City's parking code to the proposed development, combined MCC's parking requirement, results in a code-parking requirement of 333 spaces. With a total existing parking supply of 291 spaces, the City's code parking requirements are not satisfied and a parking deficiency of 42 spaces is calculated. With a total proposed parking supply of 293 spaces, the City's code parking requirements are not satisfied and a parking deficiency of 40 spaces is calculated.

## 10.2 Parking Forecast – 3<sup>rd</sup> Edition of Parking Generation

To forecast the proposed Project's peak parking demand, parking generation equations found in the 3<sup>rd</sup> Edition of *Parking Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2004], were utilized.

*Table 10-2* summarizes the parking generation equations utilized in forecasting the parking requirements for the proposed Project. As shown, ITE Land Use Code 310: "Hotel" parking rates were utilized to project the peak parking demand of the Manhattan Country Club Office Conversion Project.

Review of *Table 10-2* indicates that application of the parking generation equations to the proposed Project results in a peak-parking requirement of 110 spaces. Combined with the code requirement of the MCC (i.e. 201 spaces), results in a total parking requirement of 311 spaces. With a total existing parking supply of 291 spaces, the proposed Project would have a parking deficiency of 20 parking spaces. With a total proposed parking supply of 293 spaces, the proposed Project would have a deficiency of 18 spaces.



TABLE 10-1  
CITY CODE PARKING REQUIREMENT<sup>10</sup>

Project Description	Size	City of Manhattan Beach Code Parking Ratio	Spaces Required
<u>Existing Manhattan Country Club<sup>11</sup></u>			
▪ MCC/Existing Office Building On-Site	---	---	238
▪ City Leased Lot	---	---	50
▪ Less The Existing Office Building Being Replaced by the Proposed Project	42,000 SF	---	-87 <sup>12</sup>
Subtotal			201
<u>Proposed Project</u>			
▪ Hotel	120 Rooms	1.1 spaces per room	132
City Code Parking Requirement			333
Existing Parking Supply			291
<b>Parking Surplus/Deficiency (+/-)</b>			<b>-42</b>
Proposed Parking Supply			293
<b>Parking Surplus/Deficiency (+/-)</b>			<b>-40</b>

<sup>10</sup> Source: *City of Manhattan Beach Municipal Code (Chapter 10.64.030 Off-Street Parking)*.

<sup>11</sup> Source: Based on prior approvals for the Manhattan Country Club through the issuance of a Planned Development Permit and Use Permit.

<sup>12</sup> Represents the number of parking spaces available in the Office Lot serving the existing office building (Zone B).

TABLE 10-2  
PARKING GENERATION EQUATIONS<sup>13</sup>

ITE Land Use Code	Time Period	Parking Generation Equation	Project Description	Forecast Parking Demand (P)
<i>Proposed Project</i> 310: Hotel (Space/Room)	Weekday Peak Hour	$P = 0.91 (X)$ Where X = Number of Rooms	120 Rooms	110 spaces
<b>Total Forecast Parking Demand (P):</b>				<b>110 spaces</b>

<sup>13</sup> Source: *Parking Generation*, 3<sup>rd</sup> Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2004).

## 10.3 Forecast Parking Demand Based on Current Parking Usage Patterns

### 10.3.1 Existing Parking Surveys

To determine the existing parking usage and peak demand associated with the current MCC club membership of 1,200 and the adjoining office building, parking surveys were conducted on Wednesday, August 29, 2007 and Saturday, August 25, 2007. These days represent “typical” weekday and weekend activity at MCC, as well as the adjacent office building. The counts were conducted at half-hour intervals for a duration of 12-hours for both days, beginning at 7:00 AM and ending at 7:00 PM. **Appendix E** contains the detailed parking survey count sheets.

The parking lots surveyed included the MCC Club Lot, the adjoining office building parking lot, and the City “Leased” Lot. The results of the off-street parking surveys performed on Wednesday and Saturday are summarized in **Tables E-1** and **E-2** within **Appendix E**, respectively. These tables also indicate the parking accumulation data for each parking area as a percent utilization of the parking supply.

Review of **Table E-1**, shows that the off-street parking survey identifies a maximum peak parking demand (which includes the Club Lot and City “Leased” Lot) of 95 spaces at 6:30 PM on Wednesday. The off-street parking survey identifies a maximum peak parking demand (which includes Office Lot – Zone A and Office Lot – Zone B) of 99 spaces at 10:30 AM on Wednesday. The off-street parking survey identifies a maximum overall peak parking demand (which includes the three parking lots) of 186 spaces at 10:30 AM on Wednesday.

Review of **Table E-2**, shows that the off-street parking survey identifies a maximum peak parking demand (which includes the Club Lot and City “Leased” Lot) of 94 spaces at 11:00 AM on Saturday. The off-street parking survey identifies a maximum peak parking demand (which includes Office Lot – Zone A and Office Lot – Zone B) of 22 spaces at 8:30 AM on Saturday. The off-street parking survey identifies a maximum overall peak parking demand (which includes the three parking lots) of 114 spaces at 11:00 AM on Saturday.

### 10.3.2 Existing MCC Parking Demand

In order to determine the existing weekday (Wednesday) and weekend day (Saturday) parking demand of the MCC exclusively, the Club Lot, Office Lot (Zone A) and the City “Leased” Lot were isolated from Office Lot – Zone B. The results of the off-street parking surveys for the Club Lot, Office Lot (Zone A) and the City “Leased” Lot only for Wednesday and Saturday are summarized in **Tables E-3** and **E-4**, respectively. These tables also indicate the parking accumulation data for each parking area as a percent utilization of the parking supply.

Review of **Table E-3** shows that the existing parking survey for the Club Lot, Office Lot (Zone A) and City “Leased” Lot only identifies a maximum overall peak parking demand of 116 spaces (57% of the total supply) at 6:30 PM. Review of **Table E-4** shows that a peak parking demand of 103 spaces (50% of the total supply) occurs at 11:00 AM on Saturday.

### 10.3.3 Forecast Parking Demand

As mentioned previously, parking surveys at Manhattan Country Club were conducted to determine the existing peak parking demand characteristics at the site with a current club membership of 1,200. Based on the results of the surveys (with a focus to the Club Lot, Office Lot – Zone A and the City “Leased” Lot only), it was determined that the peak parking demand for MCC occurred on Wednesday with 116 spaces occupied (see *Table E-3*). On Saturday, the peak parking demand for the MCC (Club Lot, Office Lot – Zone A and City “Leased” Lot only) totaled 103 spaces. These weekday and weekend observed demands are added to the City code parking requirements for the proposed Project to determine the total parking requirement for the site.

*Tables 10-3* and *10-4* present the project’s parking requirements using the aforementioned survey information in combination with City code parking requirements. Review of *Table 10-3* shows that adding the 116 spaces associated with the parking surveys to the City code requirement of 132 spaces for the proposed Project results in a total peak demand of 248 spaces. Applying a fifteen percent (15%) contingency factor results in a total peak demand of 286 spaces. With an existing parking supply of 291 spaces, a parking surplus of 5 spaces is forecast. With a total proposed parking supply of 293 spaces, a parking surplus of 5 spaces is forecast of 7 spaces.

Review of *Table 10-4* shows that adding the 103 spaces associated with the parking surveys to the City code requirement of 132 spaces for the proposed Project results in a total peak demand of 235 spaces. Applying a fifteen percent (15%) contingency factor results in a total peak demand of 271 spaces. With an existing parking supply of 291 spaces, a parking surplus of 20 spaces is forecast. With a total proposed parking supply of 293 spaces, a parking surplus of 22 spaces is forecast.

## 10.4 Shared Parking Analysis

### 10.4.1 Shared Parking Rationale and Basis

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Due to the proposed mixed-use characteristics of the existing land uses and the proposed Project, opportunities to share parking can be expected. The objective of this shared parking analysis is to project the peak parking requirements for the project based on the combined demand patterns of different land uses at the site.

Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week, or even months of the year. When uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day, week, and year), rather than individual peak ratios as represented in the City’s Municipal Code.

TABLE 10-3  
FORECAST WEEKDAY PEAK PARKING DEMAND

Parking Generator	Number of Spaces
1) Existing MCC Peak Demand from Parking Surveys	116 spaces
2) City Code Requirement for the Proposed Project	132 spaces
Subtotal	248 spaces
3) 15% Contingency Factor: (248 spaces x 0.15)	38 spaces
Total Forecast Peak Parking Demand	286 spaces
Total Existing Parking Supply	291 spaces
<b>Total Surplus/Deficiency (+/-)</b>	<b>+5 spaces</b>
Total Proposed Parking Supply	293 spaces
<b>Total Surplus/Deficiency (+/-)</b>	<b>+7 spaces</b>

TABLE 10-4  
FORECAST WEEKEND PEAK PARKING DEMAND

<b>Parking Generator</b>	<b>Number of Spaces</b>
1) Existing MCC Peak Demand from Parking Surveys	103 spaces
2) City Code Requirement for the Proposed Project	132 spaces
Subtotal	235 spaces
3) 15% Contingency Factor: (235 spaces x 0.15)	36 spaces
Total Forecast Peak Parking Demand	271 spaces
Total Existing Parking Supply	291 spaces
<b>Total Surplus/Deficiency (+/-)</b>	<b>+20 spaces</b>
Total Proposed Parking Supply	293 spaces
<b>Total Surplus/Deficiency (+/-)</b>	<b>22 spaces</b>

There is an important common element between the traditional "code" and the Shared Parking calculation methodologies; the peak parking ratios, or "highpoint" for each land use's parking profile, typically equals the "code" parking ratio for that use. The analytical procedures for Shared Parking Analyses are well documented in the *Shared Parking, 2<sup>nd</sup> Edition* publication by the Urban Land Institute (ULI).

Shared parking calculations for the proposed Project utilize hourly parking accumulations developed from field studies of single developments in free-standing settings, where travel by private auto is maximized. These characteristics permit the means for calculating peak parking needs when land use types are combined. Further, the shared parking approach will result, at other than peak parking demand times, in an excess amount of spaces that will service the overall needs of the project.

#### 10.4.2 *Shared Parking Ratios and Profiles*

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to the proposed Project are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 2<sup>nd</sup> Edition*. The ULI publication presents hourly parking demand profiles for seven general land uses: office, retail, restaurant, cinema, residential (Central Business District: CBD and non-CBD), hotel (consisting of separate factors for guest rooms, restaurant/lounge, conference room, and convention area). These factors present a profile of parking demand over time and have been used directly, by land use type, in the analysis of this project.

##### Hotel Profiles

For a hotel, peak demand occurs between 10:00 PM and 12:00 AM on weekdays and on weekends. The hourly factors shown for hotel uses are taken directly from ULI (business hotel category). The hotel parking demand profile was applied to the proposed hotel.

##### Health Club Profiles

Hourly parking demand profiles for a health club land use are provided in the ULI *Shared Parking, 2<sup>nd</sup> Edition* publication. However the health clubs represented in the ULI publication are not similar in operations to the Manhattan Country Club. As such, the weekday and weekend parking demand profiles developed from the aforementioned parking surveys were utilized for the Manhattan Country Club.

#### 10.4.3 *Shared Parking Analysis Results*

**Tables 10-5** and **10-6** present the weekday and weekend parking demand for the existing land use and the proposed Project based on the shared parking methodology. Columns (1) through (2) of these tables present the parking accumulation characteristics and parking demand of the existing land use and the Project for the hours of 7:00 AM to midnight. Column (3) presents the expected joint-use parking demand for the entire site on an hourly basis. Column (4) applies a fifteen percent (15%) circulation factor of safety to the expected joint-use parking demand. Column (5) summarizes the hourly parking surplus/deficiency for the proposed Project compared to the existing parking supply. Column (6) summarizes the hourly parking surplus/deficiency for the proposed Project compared to the proposed parking supply.

TABLE 10-5  
WEEKDAY SHARED PARKING ANALYSIS [1]

Land Use	(1)	(2)	(3)	(4)	(5)		(6)	
	Proposed Hotel	Manhattan Country Club			Comparison with Total Existing Parking Supply		Comparison with Total Proposed Parking Supply	
Size	120 Rooms		Total Shared Parking Demand	Total Shared Parking Demand With 15% Circulation Factor of Safety	Hourly Parking Supply	Surplus/ Deficiency (+/-)	Hourly Parking Supply	Surplus/ Deficiency (+/-)
Pkg Rate [2]	1.1 Spaces/Room	Spaces ---						
Rq'd Spaces	Spaces 132	Spaces ---	Total Shared Parking Demand	Total Shared Parking Demand With 15% Circulation Factor of Safety	Hourly Parking Supply	Surplus/ Deficiency (+/-)	Hourly Parking Supply	Surplus/ Deficiency (+/-)
Adjustments	---	---						
Time of Day	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Total Shared Parking Demand	Total Shared Parking Demand With 15% Circulation Factor of Safety	Hourly Parking Supply	Surplus/ Deficiency (+/-)	Hourly Parking Supply	Surplus/ Deficiency (+/-)
7:00 AM	103	21	124	143	291	148	293	150
7:30 AM	103	20	123	141	291	150	293	152
8:00 AM	108	25	133	153	291	138	293	140
8:30 AM	108	40	148	170	291	121	293	123
9:00 AM	97	62	159	183	291	108	293	110
9:30 AM	97	71	168	193	291	98	293	100
10:00 AM	90	98	188	216	291	75	293	77
10:30 AM	90	109	199	229	291	62	293	64
11:00 AM	90	97	187	215	291	76	293	78
11:30 AM	90	100	190	219	291	72	293	74
12:00 PM	84	102	186	214	291	77	293	79
12:30 PM	84	99	183	210	291	81	293	83
1:00 PM	84	81	165	190	291	101	293	103
1:30 PM	84	67	151	174	291	117	293	119
2:00 PM	90	77	167	192	291	99	293	101
2:30 PM	90	68	158	182	291	109	293	111
3:00 PM	90	74	164	189	291	102	293	104
3:30 PM	90	67	157	181	291	110	293	112
4:00 PM	92	78	170	196	291	95	293	97
4:30 PM	92	83	175	201	291	90	293	92
5:00 PM	92	84	176	202	291	89	293	91
5:30 PM	92	98	190	219	291	72	293	74
6:00 PM	90	110	200	230	291	61	293	63
<b>6:30 PM</b>	<b>90</b>	<b>116</b>	<b>206</b>	<b>237</b>	<b>291</b>	<b>54</b>	<b>293</b>	<b>56</b>
7:00 PM	85	107	192	221	291	70	293	72
7:30 PM	85	107	192	221	291	70	293	72
8:00 PM	90	93	183	210	291	81	293	83
8:30 PM	90	93	183	210	291	81	293	83
9:00 PM	95	82	177	204	291	87	293	89
9:30 PM	95	82	177	204	291	87	293	89
10:00 PM	106	41	147	169	291	122	293	124
10:30 PM	106	41	147	169	291	122	293	124
11:00 PM	109	12	121	139	291	152	293	154
11:30 PM	109	12	121	139	291	152	293	154
12:00 AM	107	0	107	123	291	168	293	170

Notes:  
 [1] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition* and parking surveys conducted at the Manhattan Country Club.  
 [2] Parking rates for all uses are based on *City of Manhattan Beach Planning and Zoning (Chapter 10.64 - Off Street Parking and Loading Regulations)*.  
 [3] See Appendix C-1 through C-2 for details on the shared parking calculations for each project component.



TABLE 10-6  
WEEKEND SHARED PARKING ANALYSIS [1]

Land Use	(1)	(2)	(3)	(4)	(5)		(6)	
	Proposed Hotel	Manhattan Country Club			Comparison with Total Existing Parking Supply		Comparison with Total Proposed Parking Supply	
Size	120 Rooms		Total Shared Parking Demand	Total Shared Parking Demand With 15% Circulation Factor of Safety	Hourly Parking Supply	Surplus/Deficiency (+/-)	Hourly Parking Supply	Surplus/Deficiency (+/-)
Pkg Rate [2]	1.1 Spaces/Room	Spaces ---						
Rq'd Spaces	132	---	Total Shared Parking Demand	Total Shared Parking Demand With 15% Circulation Factor of Safety	Hourly Parking Supply	Surplus/Deficiency (+/-)	Hourly Parking Supply	Surplus/Deficiency (+/-)
Adjustments	---	---						
Time of Day	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Total Shared Parking Demand	Total Shared Parking Demand With 15% Circulation Factor of Safety	Hourly Parking Supply	Surplus/Deficiency (+/-)	Hourly Parking Supply	Surplus/Deficiency (+/-)
7:00 AM	94	16	110	127	291	164	293	166
7:30 AM	94	18	112	129	291	162	293	164
8:00 AM	93	38	131	151	291	140	293	142
8:30 AM	93	56	149	171	291	120	293	122
9:00 AM	83	65	148	170	291	121	293	123
9:30 AM	83	69	152	175	291	116	293	118
10:00 AM	75	83	158	182	291	109	293	111
10:30 AM	75	98	173	199	291	92	293	94
<b>11:00 AM</b>	<b>75</b>	<b>103</b>	<b>178</b>	<b>205</b>	<b>291</b>	<b>86</b>	<b>293</b>	<b>88</b>
11:30 AM	75	75	150	173	291	118	293	120
12:00 PM	71	68	139	160	291	131	293	133
12:30 PM	71	64	135	155	291	136	293	138
1:00 PM	71	57	128	147	291	144	293	146
1:30 PM	71	52	123	141	291	150	293	152
2:00 PM	75	52	127	146	291	145	293	147
2:30 PM	75	48	123	141	291	150	293	152
3:00 PM	75	51	126	145	291	146	293	148
3:30 PM	75	53	128	147	291	144	293	146
4:00 PM	79	55	134	154	291	137	293	139
4:30 PM	79	52	131	151	291	140	293	142
5:00 PM	81	48	129	148	291	143	293	145
5:30 PM	81	49	130	150	291	141	293	143
6:00 PM	84	40	124	143	291	148	293	150
6:30 PM	84	43	127	146	291	145	293	147
7:00 PM	84	39	123	141	291	150	293	152
7:30 PM	84	39	123	141	291	150	293	152
8:00 PM	88	13	101	116	291	175	293	177
8:30 PM	88	13	101	116	291	175	293	177
9:00 PM	94	5	99	114	291	177	293	179
9:30 PM	94	5	99	114	291	177	293	179
10:00 PM	102	1	103	118	291	173	293	175
10:30 PM	102	1	103	118	291	173	293	175
11:00 PM	106	1	107	123	291	168	293	170
11:30 PM	106	1	107	123	291	168	293	170
12:00 AM	104	0	104	120	291	171	293	173

Notes:

- [1] Based on weekend hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition* and parking surveys conducted at Manhattan Country Club.
- [2] Parking rates for all uses are based on *City of Manhattan Beach Planning and Zoning (Chapter 10.64 - Off Street Parking and Loading Regulations)*.
- [3] See Appendix C-3 through C-4 for details on the shared parking calculations for each project component.

Review of *Table 10-5* shows that the weekday peak parking demand is forecast to occur at 6:30 PM with a peak demand of 237 spaces (includes 15% circulation factor of safety – see Column 4). Based on the existing parking supply of 291 spaces, a weekday surplus of 54 spaces is forecast. Based on the proposed parking supply of 293 spaces, a weekday surplus of 56 spaces is forecast.

Review of *Table 10-6* shows that the weekend peak parking demand is forecast to occur at 11:00 AM with a peak demand of 205 spaces (includes 15% circulation factor of safety – see Column 4). Based on the existing parking supply of 291 spaces, a weekend surplus of 86 spaces is forecast. Based on the proposed parking supply of 293 spaces, a weekend surplus of 88 spaces is forecast.

As shown in *Tables 10-5* and *10-6*, the proposed Project will have adequate parking during a typical weekday and a typical weekend day.

*Tables E-5* through *E-8* located within *Appendix E* contain the detailed shared parking calculation worksheets for the existing land uses and the proposed Project.

## 10.5 Alternative Project Parking Analysis

As mentioned previously, the Alternative Project will consist of a 117-room hotel with a 3,200 SF ancillary restaurant. The restaurant will be accommodated by eliminating three (3) hotel rooms. This section of the report summarizes the parking requirements of the Alternative Project based on the shared parking methodology.

### 10.5.1 Shared Parking Analysis Results

*Tables 10-7* and *10-8* present the weekday and weekend parking demand for the existing land use and the proposed Alternative Project based on the shared parking methodology. The structures of these tables are similar to those presented in *Tables 10-5* and *10-6*.

Review of *Table 10-7* shows that the weekday peak parking demand for the Alternative Project is forecast to occur at 6:30 PM with a peak demand of 254 spaces (includes 15% circulation factor of safety – see Column 5). Based on the existing parking supply of 291 spaces, a weekday surplus of 37 spaces is forecast. Based on the proposed parking supply of 293 spaces, a weekday surplus of 39 spaces is forecast.

Review of *Table 10-8* shows that the weekend peak parking demand for the Alternative Project is forecast to occur at 11:00 AM with a peak demand of 205 spaces (includes 15% circulation factor of safety – see Column 4). Based on the existing parking supply of 291 spaces, a weekend surplus of 86 spaces is forecast. Based on the proposed parking supply of 293 spaces, a weekend surplus of 88 spaces is forecast.

As shown in *Tables 10-7* and *10-8*, the proposed Alternative Project will have adequate parking during a typical weekday and a typical weekend day.

*Tables E-9* through *E-14* located within *Appendix E* contain the detailed shared parking calculation worksheets for the existing land uses and the proposed Alternative Project.

TABLE 10-7

WEEKDAY SHARED PARKING ANALYSIS - ALTERNATIVE PROJECT [1]

Land Use	(1)	(2)	(3)	(4)	(5)	(6)		(7)	
	Proposed Hotel	Proposed Restaurant	Manhattan Country Club			Comparison with Total Existing Parking Supply	Comparison with Total Proposed Parking Supply	Hourly Parking Supply	Surplus/Deficiency (+/-)
Size	117 Rooms	3,200 SF		Total Shared Parking Demand	Total Shared Parking Demand With 15% Circulation Factor of Safety	291	147	293	149
Pkg Rate [2]	1.1 Spaces/Room	1.0 Space/50 SF	Spaces ---						
Rq'd Spaces	Spaces 129	Spaces 64	Spaces ---						
Adjustments	---	w/50% non-guest	---	Total Shared Parking Demand					
Time of Day	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Total Shared Parking Demand	Factor of Safety	Hourly Parking Supply	Surplus/Deficiency (+/-)	Hourly Parking Supply	Surplus/Deficiency (+/-)
7:00 AM	101	3	21	125	144	291	147	293	149
7:30 AM	101	3	20	124	143	291	148	293	150
8:00 AM	105	10	25	140	161	291	130	293	132
8:30 AM	105	10	40	155	178	291	113	293	115
9:00 AM	95	3	62	160	184	291	107	293	109
9:30 AM	95	3	71	169	194	291	97	293	99
10:00 AM	88	3	98	189	217	291	74	293	76
10:30 AM	88	3	109	200	230	291	61	293	63
11:00 AM	88	2	97	187	215	291	76	293	78
11:30 AM	88	2	100	190	219	291	72	293	74
12:00 PM	83	32	102	217	250	291	41	293	43
12:30 PM	83	32	99	214	246	291	45	293	47
1:00 PM	83	32	81	196	225	291	66	293	68
1:30 PM	83	32	67	182	209	291	82	293	84
2:00 PM	88	11	77	176	202	291	89	293	91
2:30 PM	88	11	68	167	192	291	99	293	101
3:00 PM	88	3	74	165	190	291	101	293	103
3:30 PM	88	3	67	158	182	291	109	293	111
4:00 PM	90	3	78	171	197	291	94	293	96
4:30 PM	90	3	83	176	202	291	89	293	91
5:00 PM	90	10	84	184	212	291	79	293	81
5:30 PM	90	10	98	198	228	291	63	293	65
6:00 PM	87	18	110	215	247	291	44	293	46
<b>6:30 PM</b>	<b>87</b>	<b>18</b>	<b>116</b>	<b>221</b>	<b>254</b>	<b>291</b>	<b>37</b>	<b>293</b>	<b>39</b>
7:00 PM	82	19	107	208	239	291	52	293	54
7:30 PM	82	19	107	208	239	291	52	293	54
8:00 PM	87	22	93	202	232	291	59	293	61
8:30 PM	87	22	93	202	232	291	59	293	61
9:00 PM	93	21	82	196	225	291	66	293	68
9:30 PM	93	21	82	196	225	291	66	293	68
10:00 PM	103	19	41	163	187	291	104	293	106
10:30 PM	103	19	41	163	187	291	104	293	106
11:00 PM	106	13	12	131	151	291	140	293	142
11:30 PM	106	13	12	131	151	291	140	293	142
12:00 AM	104	10	0	114	131	291	160	293	162

Notes:

[1] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition* and parking surveys conducted at the Manhattan Country Club.

[2] Parking rates for all uses are based on *City of Manhattan Beach Planning and Zoning (Chapter 10.64 - Off Street Parking and Loading Regulations)*.

[3] See Appendix C-5 through C-7 for details on the shared parking calculations for each project component.

**TABLE 10-8  
WEEKEND SHARED PARKING ANALYSIS - ALTERNATIVE PROJECT [1]**

Land Use	(1)	(2)	(3)	(4)	(5)	(6)		(7)	
	Proposed Hotel	Proposed Restaurant	Manhattan Country Club			Comparison with Total Existing Parking Supply		Comparison with Total Proposed Parking Supply	
	Size Pkg Rate [2] Rq'd Spaces Adjustments	117 Rooms 1.1 Spaces/Room Spaces 129	3,200 SF 1.0 Space/50 SF Spaces 64 w/50% non-guest			Spaces ---	Total Shared Parking Demand With 15% Circulation Factor of Safety	Hourly Parking Supply	Surplus/Deficiency (+/-)
Time of Day	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Hourly Parking Demand [3]	Total Shared Parking Demand	Total Shared Parking Demand With 15% Circulation Factor of Safety	Hourly Parking Supply	Surplus/Deficiency (+/-)	Hourly Parking Supply	Surplus/Deficiency (+/-)
7:00 AM	92	3	16	111	128	291	163	293	165
7:30 AM	92	3	18	113	130	291	161	293	163
8:00 AM	92	10	38	140	161	291	130	293	132
8:30 AM	92	10	56	158	182	291	109	293	111
9:00 AM	82	3	65	150	173	291	118	293	120
9:30 AM	82	3	69	154	177	291	114	293	116
10:00 AM	73	3	83	159	183	291	108	293	110
10:30 AM	73	3	98	174	200	291	91	293	93
<b>11:00 AM</b>	<b>73</b>	<b>2</b>	<b>103</b>	<b>178</b>	<b>205</b>	<b>291</b>	<b>86</b>	<b>293</b>	<b>88</b>
11:30 AM	73	2	75	150	173	291	118	293	120
12:00 PM	69	32	68	169	194	291	97	293	99
12:30 PM	69	32	64	165	190	291	101	293	103
1:00 PM	69	32	57	158	182	291	109	293	111
1:30 PM	69	32	52	153	176	291	115	293	117
2:00 PM	73	11	52	136	156	291	135	293	137
2:30 PM	73	11	48	132	152	291	139	293	141
3:00 PM	73	3	51	127	146	291	145	293	147
3:30 PM	73	3	53	129	148	291	143	293	145
4:00 PM	78	3	55	136	156	291	135	293	137
4:30 PM	78	3	52	133	153	291	138	293	140
5:00 PM	79	10	48	137	158	291	133	293	135
5:30 PM	79	10	49	138	159	291	132	293	134
6:00 PM	82	18	40	140	161	291	130	293	132
6:30 PM	82	18	43	143	164	291	127	293	129
7:00 PM	81	19	39	139	160	291	131	293	133
7:30 PM	81	19	39	139	160	291	131	293	133
8:00 PM	86	22	13	121	139	291	152	293	154
8:30 PM	86	22	13	121	139	291	152	293	154
9:00 PM	91	21	5	117	135	291	156	293	158
9:30 PM	91	21	5	117	135	291	156	293	158
10:00 PM	100	19	1	120	138	291	153	293	155
10:30 PM	100	19	1	120	138	291	153	293	155
11:00 PM	104	13	1	118	136	291	155	293	157
11:30 PM	104	13	1	118	136	291	155	293	157
12:00 AM	102	10	0	112	129	291	162	293	164

**Notes:**

- [1] Based on weekend hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition* and parking surveys conducted at Manhattan Country Club.
- [2] Parking rates for all uses are based on *City of Manhattan Beach Planning and Zoning (Chapter 10.64 - Off Street Parking and Loading Regulations)*.
- [3] See Appendix C-8 through C-10 for details on the shared parking calculations for each project component.

## 11.0 CONSTRUCTION TRAFFIC IMPACT ASSESSMENT

This section of the report qualitatively evaluates the potential traffic impacts associated with construction activities at the project site. The construction activities may include but are not limited to demolition, site grading, site access/parking lot re-configuration and building construction, etc. With the aforementioned construction activities, there is the potential for short-term adverse traffic and parking impacts in the project vicinity during construction of the project. Construction related trips associated with trucks and employees traveling to and from the site in the morning and afternoon may result in some minor traffic delays; however, potential traffic interference caused by construction vehicles would create a temporary/short-term impact to vehicles using Park View Avenue in the morning and afternoon hours and the number of construction workers will vary depending on the specific construction activities over time. Traffic impacts to the adjacent roadway network will be minimal and **not** long-term. Therefore, aside from the nuisance traffic that will occur as a result of construction-related traffic (e.g., construction materials, construction workers, etc.), no significant impacts resulting from construction traffic are anticipated.

Nevertheless, to reduce the impact of construction-related traffic, the implementation of a construction management plan is recommended to minimize traffic impacts upon the local circulation system.

### 11.1 Construction Management Plan Criteria

To ensure impacts to the surrounding street system are kept a minimum, it is recommended that the Construction Management Plan for the proposed Project be developed in coordination with the City of Manhattan Beach and at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e. lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the Applicant to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- Use of local streets shall be prohibited.
- Haul trucks entering or exiting public streets shall at all times yield to public traffic.
- If hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route, the applicant will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.
- All constructed-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur on-site.
- This Plan shall meet standards established in the current *California Manual on Uniform Traffic Control Device (MUTCD)* as well as City of Manhattan Beach requirements.

## APPENDIX A

### TRAFFIC STUDY SCOPE OF WORK

## APPENDIX B

### EXISTING TRAFFIC COUNT DATA

## APPENDIX C

# INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS



APPENDIX D  
TRUCK TURNING TEMPLATES

APPENDIX E  
PARKING SURVEY DATA

**CITY OF MANHATTAN BEACH**

**NOTICE OF A PUBLIC HEARING BEFORE THE PLANNING COMMISSION OF THE CITY OF  
MANHATTAN BEACH TO CONSIDER AN APPLICATION FOR USE PERMIT AMENDMENT  
FOR MANHATTAN COUNTRY CLUB LOCATED AT 1330 PARKVIEW AVENUE**

**Applicant:** Manhattan Country Club

**Filing Date:** October 27, 2011

**Project Location:** 1330 Parkview Ave

**Project Description:** Application of a Use Permit Amendment to increase membership from 1,200 to 1,400 members as well as a small addition and renovation to the existing building.

**Environmental Determination:** This project is Categorically Exempt, Class 1, Section 15301, California Environmental Quality Act (CEQA) Guidelines.

**Project Planner:** Esteban Danna, 310-802-5514, edanna@citymb.info

**Public Hearing Date:** Wednesday, January 11, 2011

**Time:** 6:30 p.m.

**Location:** Council Chambers, City Hall, 1400 Highland Avenue, Manhattan Beach

**Further Information:** Proponents and opponents may be heard at that time. For further information contact project Planner. The project file is available for review at the Community Development Department at City Hall.

A Staff Report will be available for public review at the Civic Center Library on Saturday, January 7, 2012, or at the Community Development Department on Monday, January 9, or City website: [www.citymb.info](http://www.citymb.info) on Friday, January 6 after 5 p.m.

**Public Comments:** Anyone wishing to provide written comments for inclusion in the Staff Report must do so by January 4, 2012. Written comments received after this date will be forwarded to the Planning Commission at, or prior to the public hearing, but will not be addressed in the Staff Report. Oral and written testimony will be received during the public hearing.

**Appeals:** The Planning Commission's decision is appealable to the Manhattan Beach City Council within 15 days from the date of the Planning Commission's decision. Appeals to the City Council shall be accompanied by a fee in the amount of \$500.

**Mail:** December 27, 2011  
**Publish:** December 30, 2011 and January 6, 2012– Beach Reporter

**EXHIBIT D  
PC MTG 1-11-12**

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**Project Address:** 1330 Park View Avenue, Manhattan Beach, CA 90266

**Legal Description:** That portion of Parcel 2 of Parcel Map No. 13910, in the City of Manhattan Beach, County of Los Angeles, State of California, as per Map filed in Book 145 pages 12 to 25 inclusive of Parcel Maps in the Office of the County Recorder to said County together with that 7,670 square foot portion of Parcel 1 of said Parcel Map No. 13910 as shown on map filed in Book 93 page 86 of Records of Survey in the Office of said County Recorder. Also referred to as County Assessor's ID No: 4138-018-900. Complete legal description attached.

**General Plan Designation:** Manhattan Village Commercial

**Zoning Designation:** Planned Development

**Area District:** II

**Complete Project Description:**

The Applicant proposes to amend the Planned Development Permit and Use Permit to allow the maximum number of memberships of the Manhattan Country Club ("Club") to be 1,400.

The proposed modification involves an extensive multi-million dollar capital renovation of the Facility, including the addition of interior and exterior amenities to service the membership and the community.

The proposed modification would include landscape upgrades and the construction of a pedestrian access sidewalk from Parkview Avenue to the Club entrance.

Upon completion of the Plan Check process, interior demolition and complete renovation of the entry/upper level of 1330/1332 Park View (contiguous) would take place in accordance with current building and safety codes. Additionally one racquetball court on the lower level of the Club would be split in to two levels to accommodate the relocation of Club management offices, and the lower level would accommodate additional adult and youth recreation and fitness amenities. No demolition of existing structures or overall change in permitted use is proposed. Total Club interior building square footage (1330 & 1332 Park View combined) would increase by 216 square feet, from 48,146 to 48,362 due to the split leveling of the court (548 s.f.) and expansion of bathrooms onto current balcony space (195 s.f.), less the reallocation of interior dining room area space to exterior balcony dining (527 s.f.).



Allocation of square footage by use within the Club would be adjusted as follows:

**Allocation of square feet on 2nd Floor of Club**

Use	Existing	Proposed
Administrative Offices	1,854	1,045
F&B Support Areas (Kitchen, Staging, Emp. Rms)	2,097	2,762
Storage	3,718	874
Special Event/General Assembly*	PD Approved	7,287
	Currently Built	4,447
<i>*Conversion of 2,840 s.f. of leased office space to general assembly was approved in Oct-04 but has not yet been completed. Includes Youth Activity &amp; Meeting spaces.</i>		
Member Bar/Dining Areas (Interior)	3,218	3,186
Exterior Balcony Dining Area	2,193	2,720
Restrooms	454	662

**Allocations of 1st floor Club Space remain unchanged:**

Use	Existing	Proposed
Fitness	10,933	10,933
Locker Rooms	7,685	7,685
General Assembly/Youth Activity	865	865
Administrative Offices	150	150

The proposed modification would benefit the City in the following ways:

- The conversion would continue to increase and vastly improve the scarce allocation of recreational, fine dining, and special event space in the area.
- The modification is projected to have a positive and significant impact on City Revenue. Ground lease revenue to the City from the percentage of Food & Beverage sales will increase as the addition of patrons from new memberships will enable the Club to offer a significantly more appropriate level of Food & Beverage operation by way of facility investment and dining capacity expansion.
- The addition of a pedestrian ingress/egress to Parkview would increase the walkability of the area at no expense to the City.
- The modification would represent a significant investment and improvement to a facility residing on City of Manhattan Beach leased land.

The proposed modification would benefit the current and future members of the Club in several ways:

- It would allow for vast improvements to the Club facility well beyond basic maintenance.
- It would support the Club in adding significant amenities including expanded dining facilities, an expansion of the Youth activities and education center, an Adult activity area, a private screening room and additional special event facilities.

- It would open the recreation and dining amenities offered by the Club to additional members of the local community.
- It would create pedestrian friendly ingress/egress for the Club and increase walk safety from Parkview Avenue.

The proposed modification can be accommodated within the existing parking supply. A parking survey and analysis completed by LL&G after the current membership capacity of 1,200 had been achieved indicated that there continues to be ample parking supply to accommodate Club members, with the Club lot reaching a maximum of 64% occupancy at its peak. Further, the absence of parked cars on Parkview Avenue following the recent installation of paid meters would support that there is no parking overflow burden associated with the Club, or parking capacity deficiency in the general area. Finally, the applicant's free valet service offering allows for the management and mitigation of all parking demand.

The proposed renovations are in accordance with the existing and approved Use Permit, and do not require its amendment, however, in order to justify and support the expanded and improved Food & Beverage operation under consideration, and to financially support the overall improvement expenditure, an increase to the membership limit is requested by the applicant. The result of the improvements will include a well-appointed and inviting, family focused, recreation, dining and social facility that far exceeds the current standard or any on offer in the region. A proposed reconfiguration of the main dining area would increase capacity by 30% (including exterior dining), and add a new level of style and comfort to the existing operation. An expansion of the ballroom and the additions of a board room and movie screening facility would make for a highly appealing and flexible event space. Finally, a façade improvement and entryway renovation would allow for a more intuitive and welcoming arrival. However, the benefits to the facility, community and Club membership notwithstanding, the commitment to a facility upgrade of this magnitude presents significant challenges within a restricted membership driven operation. An expansion to the membership base will allow for the necessary incentive to complete the improvement.

The professional offices at 1334 Park View Avenue and the associated parking allocation would not be affected by the proposed modification.

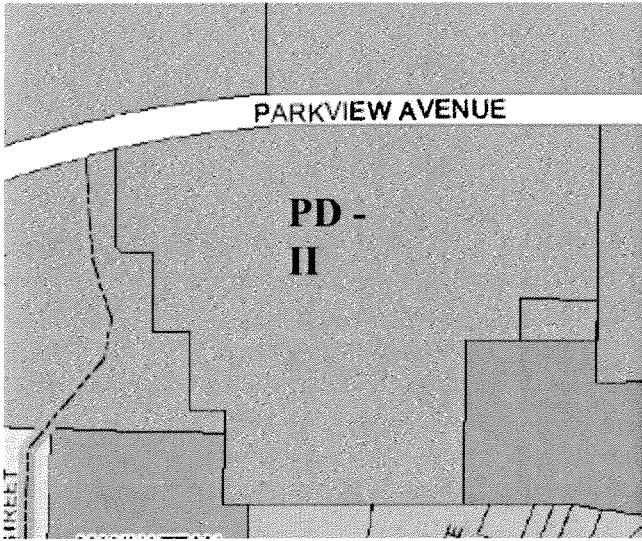




TABLE 1

SUMMARY OF OFF-STREET PARKING SURVEY DATA - WEDNESDAY AUGUST 29, 2007  
Manhattan Country Club, Manhattan Beach

Time Period	CLUB LOT		CITY LEASED LOT 50		SUBTOTAL		OFFICE LOT - ZONE A		OFFICE LOT - ZONE B		SUBTOTAL		TOTALS	
	Supply Parked Vehicles	103 Parking Utilization	Total Parked Vehicles <sup>1</sup>	Total Parking Utilization	Supply Parked Vehicles	153 Parking Utilization	Supply Parked Vehicles <sup>2</sup>	51 Parking Utilization	Supply Parked Vehicles	88 Parking Utilization	Supply On-site Subtotal	139 Parking Utilization	Supply Parked Vehicles	292 Parking Utilization
7:00 AM	11	11%	5	10%	16	10%	5	10%	13	15%	18	13%	34	12%
7:30 AM	11	11%	6	12%	17	11%	3	6%	13	15%	16	12%	33	11%
8:00 AM	14	14%	8	16%	22	14%	3	6%	19	22%	22	16%	44	15%
8:30 AM	24	23%	10	20%	34	22%	6	12%	27	31%	33	24%	67	23%
9:00 AM	37	36%	11	22%	48	31%	14	27%	51	58%	65	47%	113	39%
9:30 AM	37	36%	18	36%	55	36%	16	31%	63	72%	79	57%	134	46%
10:00 AM	48	47%	30	60%	78	51%	20	39%	60	68%	80	58%	158	54%
10:30 AM	56	54%	31	62%	<b>87</b>	<b>57%</b>	22	43%	<b>77</b>	<b>88%</b>	<b>99</b>	<b>71%</b>	<b>186</b>	<b>64%</b>
11:00 AM	49	48%	32	64%	81	53%	16	31%	68	77%	84	60%	165	57%
11:30 AM	47	46%	<b>34</b>	<b>68%</b>	81	53%	19	37%	64	73%	83	60%	164	56%
12:00 Noon	48	47%	31	62%	79	52%	<b>23</b>	<b>45%</b>	65	74%	88	63%	167	57%
12:30 PM	44	43%	32	64%	76	50%	<b>23</b>	<b>45%</b>	60	68%	83	60%	159	54%
1:00 PM	30	29%	33	66%	63	41%	18	35%	58	66%	76	55%	139	48%
1:30 PM	21	20%	33	66%	54	35%	13	25%	56	64%	69	50%	123	42%
2:00 PM	28	27%	<b>34</b>	<b>68%</b>	62	41%	15	29%	62	70%	77	55%	139	48%
2:30 PM	24	23%	30	60%	54	35%	14	27%	62	70%	76	55%	130	45%
3:00 PM	30	29%	30	60%	60	39%	14	27%	63	72%	77	55%	137	47%
3:30 PM	28	27%	29	58%	57	37%	10	20%	62	70%	72	52%	129	44%
4:00 PM	34	33%	30	60%	64	42%	14	27%	59	67%	73	53%	137	47%
4:30 PM	37	36%	33	66%	70	46%	13	25%	48	55%	61	44%	131	45%
5:00 PM	41	40%	30	60%	71	46%	13	25%	47	53%	60	43%	131	45%
5:30 PM	51	50%	31	62%	82	54%	16	31%	35	40%	51	37%	133	46%
6:00 PM	60	58%	28	56%	88	58%	22	43%	24	27%	46	33%	134	46%
6:30 PM	<b>66</b>	<b>64%</b>	29	58%	95	62%	21	41%	17	19%	38	27%	133	46%
7:00 PM	61	59%	28	56%	89	58%	18	35%	9	10%	27	19%	116	40%

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

<sup>1</sup> The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.

<sup>2</sup> The existing parking demand within the Office Lot - Zone A includes the 12 visitor spaces and 5 handicap spaces.

TABLE 2

SUMMARY OF OFF-STREET PARKING SURVEY DATA - SATURDAY AUGUST 25, 2007  
Manhattan Country Club, Manhattan Beach

Time Period	CLUB LOT		CITY LEASED LOT 50		SUBTOTAL		OFFICE LOT - ZONE A		OFFICE LOT - ZONE B		SUBTOTAL		TOTALS	
	Supply Parked Vehicles	103 Parking Utilization	Total Parked Vehicles <sup>1</sup>	Total Parking Utilization	Supply Parked Vehicles	153 Parking Utilization	Supply Parked Vehicles <sup>2</sup>	51 Parking Utilization	Supply Parked Vehicles	88 Parking Utilization	Supply On-site Subtotal	139 Parking Utilization	Supply Parked Vehicles	292 Parking Utilization
7:00 AM	7	7%	5	10%	12	8%	4	8%	8	9%	12	9%	24	8%
7:30 AM	8	8%	6	12%	14	9%	4	8%	8	9%	12	9%	26	9%
8:00 AM	23	22%	8	16%	31	20%	7	14%	10	11%	17	12%	48	16%
8:30 AM	37	36%	10	20%	47	31%	<b>9</b>	<b>18%</b>	13	15%	<b>22</b>	<b>16%</b>	69	24%
9:00 AM	47	46%	11	22%	58	38%	7	14%	13	15%	20	14%	78	27%
9:30 AM	45	44%	18	36%	63	41%	6	12%	12	14%	18	13%	81	28%
10:00 AM	45	44%	30	60%	75	49%	8	16%	12	14%	20	14%	95	33%
10:30 AM	58	56%	31	62%	89	58%	<b>9</b>	<b>18%</b>	11	13%	20	14%	109	37%
11:00 AM	<b>62</b>	<b>60%</b>	32	64%	<b>94</b>	<b>61%</b>	<b>9</b>	<b>18%</b>	11	13%	20	14%	<b>114</b>	<b>39%</b>
11:30 AM	35	34%	<b>34</b>	<b>68%</b>	69	45%	6	12%	13	15%	19	14%	88	30%
12:00 Noon	33	32%	31	62%	64	42%	4	8%	<b>15</b>	<b>17%</b>	19	14%	83	28%
12:30 PM	28	27%	32	64%	60	39%	4	8%	12	14%	16	12%	76	26%
1:00 PM	22	21%	33	66%	55	36%	2	4%	10	11%	12	9%	67	23%
1:30 PM	18	17%	33	66%	51	33%	1	2%	9	10%	10	7%	61	21%
2:00 PM	17	17%	<b>34</b>	<b>68%</b>	51	33%	1	2%	9	10%	10	7%	61	21%
2:30 PM	17	17%	30	60%	47	31%	1	2%	4	5%	5	4%	52	18%
3:00 PM	19	18%	30	60%	49	32%	2	4%	6	7%	8	6%	57	20%
3:30 PM	20	19%	29	58%	49	32%	4	8%	8	9%	12	9%	61	21%
4:00 PM	21	20%	30	60%	51	33%	4	8%	8	9%	12	9%	63	22%
4:30 PM	14	14%	33	66%	47	31%	5	10%	7	8%	12	9%	59	20%
5:00 PM	14	14%	30	60%	44	29%	4	8%	6	7%	10	7%	54	18%
5:30 PM	15	15%	31	62%	46	30%	3	6%	9	10%	12	9%	58	20%
6:00 PM	10	10%	28	56%	38	25%	2	4%	8	9%	10	7%	48	16%
6:30 PM	10	10%	29	58%	39	25%	4	8%	6	7%	10	7%	49	17%
7:00 PM	7	7%	28	56%	35	23%	4	8%	6	7%	10	7%	45	15%

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

<sup>1</sup> The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.

<sup>2</sup> The existing parking demand within the Office Lot - Zone A includes the 12 visitor spaces and 5 handicap spaces.

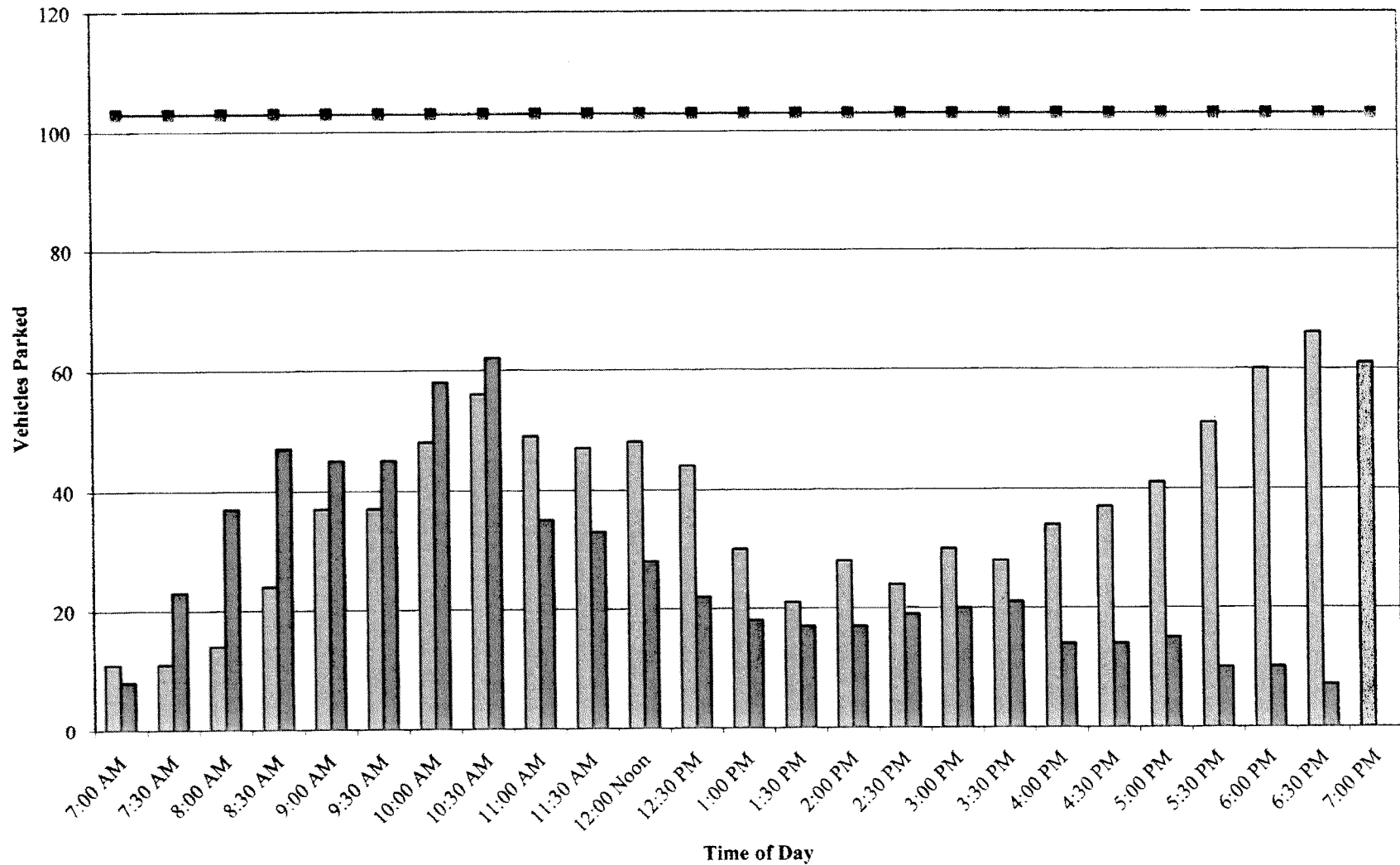
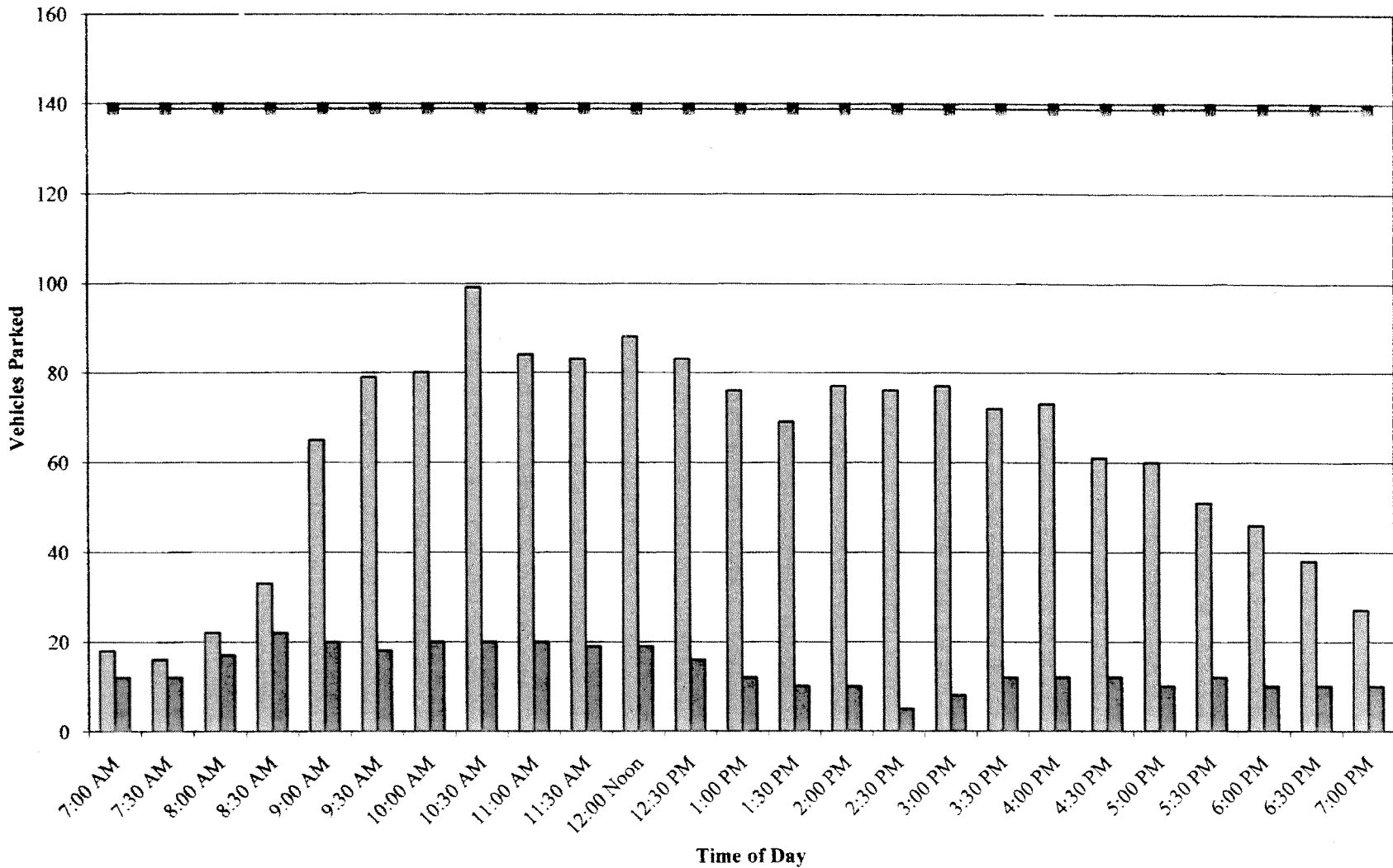


CHART 1

Wednesday 8-29-07
  Saturday 8-25-07
  Parking Supply - 103 spaces

EXISTING PARKING DEMAND PROFILE



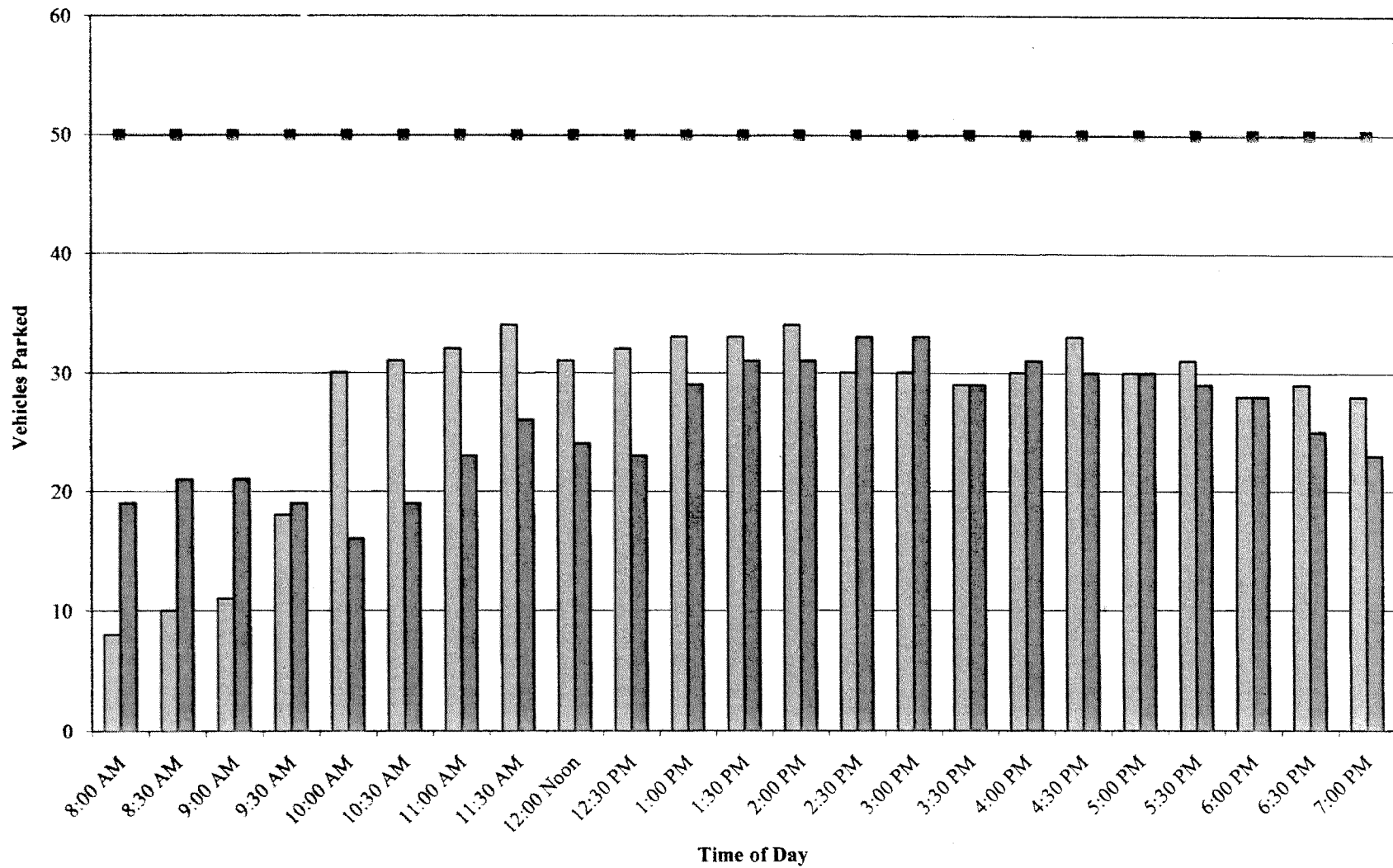
**CHART 2**

Wednesday 8-29-07
  Saturday 8-25-07
  Parking Supply - 139 Spaces

**EXISTING PARKING DEMAND PROFILE**

**OFFICE LOT**

Manhattan Country Club, Manhattan Beach



Wednesday 8-29-07
  Saturday 8-25-07
  Parking Supply - 50 Spaces

**CHART 3**

**EXISTING PARKING DEMAND PROFILE**

**TABLE 1-A**  
**CLUB LOT PARKING SURVEY**  
**WEDNESDAY 8-29-07**  
**Manhattan Country Club**

Time Period	Number of Vehicles Parked					Total Hourly Parking Demand
	Location A 8 Spaces	Location B 21 Spaces	Location C 26 Spaces	Location D 15 Spaces	Location E 33 Spaces	
7:00 AM	2	0	0	3	6	11
7:30 AM	1	0	0	4	6	11
8:00 AM	4	0	0	5	5	14
8:30 AM	4	1	0	11	8	24
9:00 AM	6	3	1	13	14	37
9:30 AM	7	6	1	10	13	37
10:00 AM	7	11	2	13	15	48
10:30 AM	7	13	2	15	19	56
11:00 AM	7	10	2	14	16	49
11:30 AM	7	8	1	13	18	47
12:00 Noon	7	9	1	14	17	48
12:30 PM	7	7	0	13	17	44
1:00 PM	5	4	0	10	11	30
1:30 PM	2	3	0	7	9	21
2:00 PM	5	1	0	12	10	28
2:30 PM	3	2	3	10	6	24
3:00 PM	4	4	4	11	7	30
3:30 PM	4	3	4	12	5	28
4:00 PM	4	5	3	9	13	34
4:30 PM	6	5	4	10	12	37
5:00 PM	6	4	4	13	14	41
5:30 PM	7	9	4	13	18	51
6:00 PM	7	12	4	12	25	60
6:30 PM	7	14	8	13	24	66
7:00 PM	6	12	8	12	23	61

**TABLE 1-B  
CLUB LOT PARKING SURVEY  
SATURDAY 8-25-07  
Manhattan Country Club**

Time Period	Number of Vehicles Parked					Total Hourly Parking Demand
	Location A 8 Spaces	Location B 21 Spaces	Location C 26 Spaces	Location D 15 Spaces	Location E 33 Spaces	
7:00 AM	1	1	0	3	2	7
7:30 AM	1	0	0	3	4	8
8:00 AM	2	4	3	5	9	23
8:30 AM	4	8	6	9	10	37
9:00 AM	6	13	7	9	12	47
9:30 AM	4	12	7	8	14	45
10:00 AM	5	9	6	8	17	45
10:30 AM	6	11	10	12	19	58
11:00 AM	7	11	10	13	21	62
11:30 AM	6	7	3	7	12	35
12:00 Noon	4	5	2	8	14	33
12:30 PM	4	5	2	6	11	28
1:00 PM	4	4	1	6	7	22
1:30 PM	3	3	1	5	6	18
2:00 PM	3	3	1	5	5	17
2:30 PM	0	2	2	7	6	17
3:00 PM	2	2	2	7	6	19
3:30 PM	3	1	2	7	7	20
4:00 PM	3	1	2	8	7	21
4:30 PM	3	0	0	5	6	14
5:00 PM	3	0	0	5	6	14
5:30 PM	3	0	1	6	5	15
6:00 PM	3	0	1	4	2	10
6:30 PM	3	1	1	3	2	10
7:00 PM	4	1	1	1	0	7

**TABLE 2-A**  
**CITY LEASED LOT PARKING SURVEY**  
**WEDNESDAY 8-29-07**  
**Manhattan Country Club**

Time Period	Number of Vehicles Parked							Total Hourly Parking Demand
	Location A 19 Spaces	Location B 18 Spaces	Location C 6 Spaces	Location D 1 Space	Location E 12 Spaces	Location F 79 Spaces	Location G 14 Spaces	
7:00 AM	0	1	0	0	0	1	3	5
7:30 AM	2	0	0	0	0	0	4	6
8:00 AM	2	0	0	0	0	3	3	8
8:30 AM	2	1	0	0	1	3	3	10
9:00 AM	4	1	0	0	1	2	3	11
9:30 AM	7	4	0	0	0	4	3	18
10:00 AM	7	5	0	0	0	15	3	30
10:30 AM	5	4	0	0	0	20	2	31
11:00 AM	1	5	0	0	0	24	2	32
11:30 AM	2	5	0	0	0	25	2	34
12:00 Noon	2	2	0	0	0	25	2	31
12:30 PM	1	1	0	0	1	27	2	32
1:00 PM	1	1	0	0	0	29	2	33
1:30 PM	2	1	0	0	0	28	2	33
2:00 PM	2	1	0	0	1	28	2	34
2:30 PM	1	1	0	0	1	25	2	30
3:00 PM	1	0	0	0	1	26	2	30
3:30 PM	1	1	0	0	0	25	2	29
4:00 PM	1	2	0	0	0	25	2	30
4:30 PM	1	1	0	0	0	29	2	33
5:00 PM	1	1	0	0	0	26	2	30
5:30 PM	1	0	0	0	0	28	2	31
6:00 PM	1	0	0	0	0	25	2	28
6:30 PM	1	0	0	0	0	26	2	29
7:00 PM	1	0	0	0	0	25	2	28



**TABLE 2-B**  
**CITY LEASED LOT PARKING SURVEY**  
**SATURDAY 8-25-07**  
**Manhattan Country Club**

Time Period	Number of Vehicles Parked							Total Hourly Parking Demand
	Location A 19 Spaces	Location B 18 Spaces	Location C 6 Spaces	Location D 1 Space	Location E 12 Spaces	Location F 79 Spaces	Location G 14 Spaces	
7:00 AM	0	1	0	0	2	1	2	6
7:30 AM	0	1	0	0	3	3	2	9
8:00 AM	2	1	0	0	3	10	3	19
8:30 AM	2	1	0	0	3	12	3	21
9:00 AM	0	0	0	0	2	16	3	21
9:30 AM	0	0	0	0	2	14	3	19
10:00 AM	0	0	0	0	0	14	2	16
10:30 AM	0	0	0	0	0	17	2	19
11:00 AM	1	0	0	0	1	19	2	23
11:30 AM	1	0	0	0	1	22	2	26
12:00 Noon	0	0	0	0	0	22	2	24
12:30 PM	0	0	0	0	0	21	2	23
1:00 PM	0	0	0	0	0	27	2	29
1:30 PM	0	0	0	0	0	29	2	31
2:00 PM	0	0	0	0	0	29	2	31
2:30 PM	0	1	0	0	0	30	2	33
3:00 PM	0	1	0	0	0	30	2	33
3:30 PM	0	0	0	0	0	27	2	29
4:00 PM	0	0	0	0	0	29	2	31
4:30 PM	0	0	0	0	0	28	2	30
5:00 PM	0	0	0	0	0	28	2	30
5:30 PM	0	0	0	0	0	27	2	29
6:00 PM	0	0	0	0	0	26	2	28
6:30 PM	0	0	0	0	0	23	2	25
7:00 PM	0	0	0	0	0	23	0	23

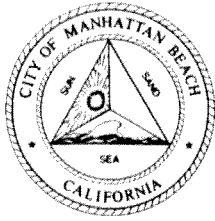
**TABLE 3-A**  
**OFFICE LOT PARKING SURVEY**  
**WEDNESDAY 8-29-07**  
**Manhattan Country Club**

Time Period	Number of Vehicles Parked		Total Hourly Parking Demand
	Location A 51 Spaces	Location B 88 Spaces	
7:00 AM	5	13	18
7:30 AM	3	13	16
8:00 AM	3	19	22
8:30 AM	6	27	33
9:00 AM	14	51	65
9:30 AM	16	63	79
10:00 AM	20	60	80
10:30 AM	22	77	99
11:00 AM	16	68	84
11:30 AM	19	64	83
12:00 Noon	23	65	88
12:30 PM	23	60	83
1:00 PM	18	58	76
1:30 PM	13	56	69
2:00 PM	15	62	77
2:30 PM	14	62	76
3:00 PM	14	63	77
3:30 PM	10	62	72
4:00 PM	14	59	73
4:30 PM	13	48	61
5:00 PM	13	47	60
5:30 PM	16	35	51
6:00 PM	22	24	46
6:30 PM	21	17	38
7:00 PM	18	9	27

**TABLE 3-B**  
**OFFICE LOT PARKING SURVEY**  
**SATURDAY 8-25-07**  
**Manhattan Beach Country Club**

Time Period	Number of Vehicles Parked		Total Hourly Parking Demand
	Location A 51 Spaces	Location B 88 Spaces	
7:00 AM	4	8	12
7:30 AM	4	8	12
8:00 AM	7	10	17
8:30 AM	9	13	22
9:00 AM	7	13	20
9:30 AM	6	12	18
10:00 AM	8	12	20
10:30 AM	9	11	20
11:00 AM	9	11	20
11:30 AM	6	13	19
12:00 Noon	4	15	19
12:30 PM	4	12	16
1:00 PM	2	10	12
1:30 PM	1	9	10
2:00 PM	1	9	10
2:30 PM	1	4	5
3:00 PM	2	6	8
3:30 PM	4	8	12
4:00 PM	4	8	12
4:30 PM	5	7	12
5:00 PM	4	6	10
5:30 PM	3	9	12
6:00 PM	2	8	10
6:30 PM	4	6	10
7:00 PM	4	6	10





# MASTER APPLICATION FORM

CITY OF MANHATTAN BEACH  
COMMUNITY DEVELOPMENT DEPARTMENT

<i>Office Use Only</i>	
Date Submitted:	
Received By:	
F&G Check Submitted:	

1330 Parkview Avenue  
Project Address

Assessor Parcel # 4138-018-900  
Legal Description

Manhattan Village Commercial  
General Plan Designation

Planned Development - II  
Zoning Designation Area District

For projects requiring a Coastal Development Permit, select one of the following determinations<sup>1</sup>:

- |   |  |
|---|--|
| Project located in Appeal Jurisdiction                                    | Project <u>not</u> located in Appeal Jurisdiction                        |
| <input type="checkbox"/> Major Development (Public Hearing required)      | <input type="checkbox"/> Public Hearing Required (due to UP, Var., etc.) |
| <input type="checkbox"/> Minor Development (Public Hearing, if requested) | <input type="checkbox"/> No Public Hearing Required                      |

**Submitted Application (check all that apply)**

- |  |  |
|--|--|
| <input type="checkbox"/> Appeal to PC/PWC/BBA/CC _____                   | <input type="checkbox"/> Use Permit (Residential) _____                      |
| <input type="checkbox"/> Coastal Development Permit _____                | <input type="checkbox"/> Use Permit (Commercial) _____                       |
| <input checked="" type="checkbox"/> Environmental Assessment <u>ISSA</u> | <input type="checkbox"/> Use Permit Amendment _____                          |
| <input type="checkbox"/> Minor Exception _____                           | <input type="checkbox"/> Variance _____                                      |
| <input type="checkbox"/> Subdivision (Map Deposit)4300 _____             | <input checked="" type="checkbox"/> Public Notification Fee / \$85 <u>85</u> |
| <input type="checkbox"/> Subdivision (Tentative Map) _____               | <input type="checkbox"/> Park/Rec Quimby Fee 4425 _____                      |
| <input type="checkbox"/> Subdivision (Final) _____                       | <input type="checkbox"/> Lot Merger/Adjustment/\$15 rec. fee _____           |
| <input type="checkbox"/> Subdivision (Lot Line Adjustment) _____         | <input checked="" type="checkbox"/> Other <u>Amend PD plan</u> <u>1209</u>   |

**Fee Summary: Account No. 4225 (calculate fees on reverse)**

Pre-Application Conference: Yes X No \_\_\_\_\_ Date: \_\_\_\_\_ Fee: \_\_\_\_\_

Amount Due: \$ 2851 (less Pre-Application Fee if submitted within past 3 months)

Receipt Number: \_\_\_\_\_ Date Paid: \_\_\_\_\_ Cashier: \_\_\_\_\_

**Applicant(s)/Appellant(s) Information**

1334 Partners LP dba Manhattan Country Club  
Name

1330 Parkview Avenue, Manhattan Beach, CA 90266  
Mailing Address

Business owner, Ground lease holder  
Applicant(s)/Appellant(s) Relationship to Property

Sara Neilson, Managing Director 310-698-1853 / sara.neilson@manhattancc.com  
Contact Person (include relationship to applicant/appellant) Phone number / e-mail

1330 Parkview Ave, Manhattan Beach, CA 90266  
Address

Applicant(s)/Appellant(s) Signature \_\_\_\_\_ Phone number \_\_\_\_\_

**Complete Project Description- including any demolition (attach additional pages if necessary)**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

<sup>1</sup> An Application for a Coastal Development Permit shall be made prior to, or concurrent with, an application for any other permit or approvals required for the project by the City of Manhattan Beach Municipal Code. (Continued on reverse)

100-22-0  
3011630-100/A  
1441

# OWNER'S AFFIDAVIT

STATE OF CALIFORNIA  
 COUNTY OF LOS ANGELES

I/We \_\_\_\_\_ being duly sworn,  
 depose and say that I am/we are the owner(s) of the property involved in this application and that  
 the foregoing statements and answers herein contained and the information herewith submitted  
 are in all respects true and correct to the best of my/our knowledge and belief(s).

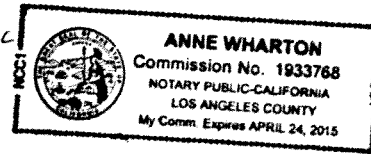
\_\_\_\_\_  
*Signature of Property Owner(s) – (Not Owner in Escrow or Lessee)*

\_\_\_\_\_  
*Print Name*

\_\_\_\_\_  
*Mailing Address*

\_\_\_\_\_  
*Telephone*

Subscribed and sworn to before me, Anne Wharton, Notary Public  
 this 20<sup>th</sup> day of October, 2011  
 in and for the County of Los Angeles  
 State of California



Notary Public

## Fee Schedule Summary

Below are the fees typically associated with the corresponding applications. Additional fees not shown on this sheet may apply – refer to current City Fee Resolution (contact the Planning Department for assistance.) Fees are subject to annual adjustment.

**Submitted Application (circle applicable fees, apply total to Fee Summary on application)**

*Coastal Development Permit*

Filing Fee (public hearing – no other discretionary approval required):	\$ 4,615	✉
Filing Fee (public hearing – other discretionary approvals required):	1,660	✉
Filing Fee (no public hearing required – administrative):	920	✉

*Use Permit*

Use Permit Filing Fee:	\$ 5,200	✉
Master Use Permit Filing Fee:	8,255	✉
Master Use Permit Amendment Filing Fee:	4,740	✉
Master Use Permit Conversion:	4,075	✉

*Variance*

Filing Fee:	\$ 5,160	✉
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*Minor Exception*

Filing Fee (without notice):	\$ 1,775	
Filing Fee (with notice):	2,020	✉

*Subdivision*

Certificate of Compliance:	\$ 1,560	
Final Parcel Map + mapping deposit:	515	
Final Tract Map + mapping deposit:	595	
Mapping Deposit (paid with Final Map application):	500	
Merger of Parcels or Lot Line Adjustment:	1,155	
Quimby (Parks & Recreation) fee (per unit/lot):	1,817	
Tentative Parcel Map (4 or less lots / units) No Public Hearing:	915	
Tentative Parcel Map (4 or less lots / units) Public Hearing:	3,325	✉
Tentative Tract Map (5 or more lots / units):	4,080	✉

*Environmental Review (contact Planning Division for applicable fee)*

Environmental Assessment (no Initial Study prepared):	\$ 215	
Environmental Assessment (if Initial Study is prepared):	2,260	
Fish and Game/CEQA Exemption County Clerk Posting Fee <sup>2</sup> :	50	

✉ *Public Notification Fee* applies to all projects with public hearings and covers the city's costs of envelopes, postage and handling the mailing of public notices. Add this to filing fees above, as applicable: \$ 85

<sup>2</sup>Make a separate \$50 check payable to LA County Clerk, (DO NOT PUT DATE ON CHECK)

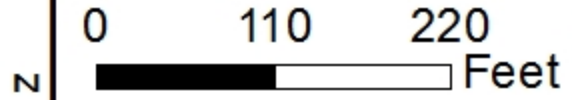
# Manhattan Country Club

VILLAGE DR

PARKVIEW AVE

FAIRWAY DR

PARK PL

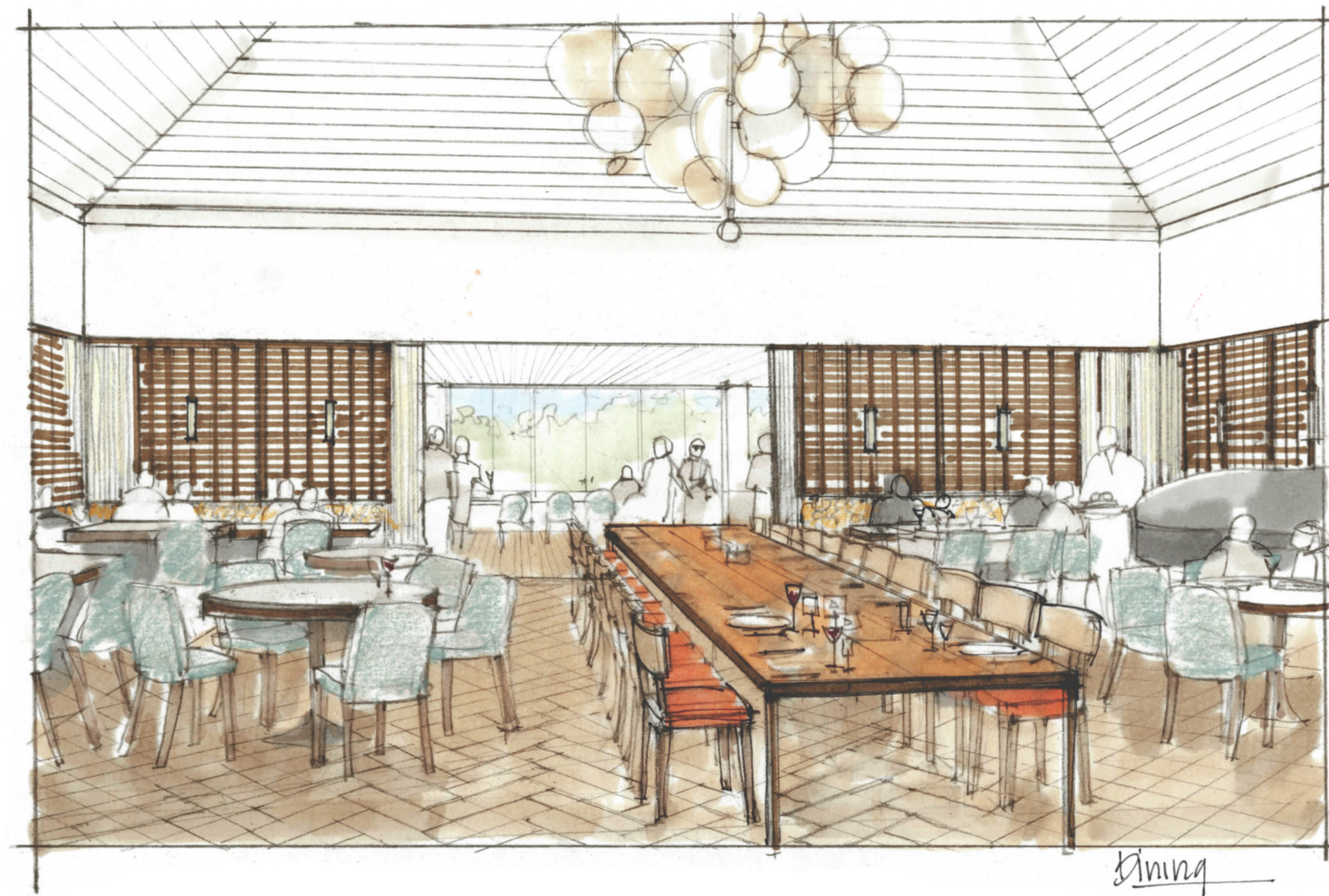


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# MANHATTAN COUNTRY CLUB REMODEL

## SHEET INDEX

ARCHITECTURAL	
A000	COVER SHEET
AE100	UPPER LEVEL EXISTING / DEMOLITION PLAN
A100	UPPER LEVEL FLOOR PLAN
A130	ROOF PLAN
A200	REFLECTED CEILING PLAN
A300	EXTERIOR ELEVATIONS



PROJECT  
 11128

## MANHATTAN COUNTRY CLUB REMODEL

1330 PARKVIEW AVENUE  
 MANHATTAN BEACH  
 CALIFORNIA 90266

REVISION	
10/26/11	PRELIMINARY SET ISSUED FOR PDP AMENDMENT
11/2/11	PRELIMINARY SET ISSUED FOR BUDGET PRICING
12/15/11	PDP AMENDMENT REVISIONS
12/16/11	PLAN CHECK SUBMITTAL (ARCHITECTURAL & STRUCTURAL)

## LEGEND

	ELEVATION INDICATOR	EXTERIOR ELEVATION
	DRAWING SHEET	
	SECTION INDICATOR	BUILDING SECTION
	WALL SECTION INDICATOR	WALL SECTION
	ELEVATION INDICATOR	INTERIOR ELEVATION
	DETAIL INDICATOR	DETAIL INDICATOR
	KEYNOTE	
	DOOR NUMBER	
	WINDOW NUMBER	
	UNIT NUMBER	
	REVISION	
	WALL TYPE	
	SMOKE DETECTOR	
	LEVEL CHANGE	
	DIMENSION TO CENTER LINE	
	DIMENSION TO FACE OF FRAMING OR MASONRY, UNLESS NOTED OTHERWISE	
	ELEVATION DATUM LINE	

## PROJECT CONTACTS

<b>CLIENT</b> 1334 PARTNERS, LP MANHATTAN BEACH, CA 90266 TEL: (310) 546-5656 CONTACTS: MILES TUCKER SARA NEILSON	<b>STRUCTURAL ENGINEERS</b> INSIGHT STRUCTURAL ENGINEERS 879 NORTH DOUGLAS STREET EL SEGUNDO, CA 90245 TEL: (310) 640-0123 CONTACT: BRENT BLACKMAN
<b>ARCHITECTURE</b> KAA DESIGN 4201 REDWOOD AVE. LOS ANGELES, CA 90066 TEL: (310) 821-1400 FAX: (310) 821-1440 CONTACT: MARIA IWANICKI	<b>KITCHEN CONSULTANT</b> TRIMARK 2301 MCGRAW AVE. SUITE B IRVINE, CA 92614 TEL: (949) 753-7171 FAX: (949) 753-7174 CONTACT: DIANE LYONS
<b>GENERAL CONTRACTOR</b> ACR BUILDERS, INC. 17 VIA BELMONTE RANCHO SANTA MARGARITA, CA 92688 TEL: (949) 713-3266 FAX: (949) 713-3267 CONTACT: STEVE RICHARDSON	<b>MECHANICAL, ELECTRICAL, AND PLUMBING</b> BREEN ENGINEERING, INC. 1983 WEST 190TH STREET, SUITE 200 TORRANCE, CA 90504 TEL: (310) 464-8404 FAX: (310) 464-8408 CONTACT: JOOPER TUPAS
<b>LIGHTING</b> KGM ARCHITECTURAL LIGHTING 270 CORAL CIRCLE DRIVE EL SEGUNDO, CA 90245 TEL: (310) 552-2191 FAX: (310) 552-2192 CONTACT: DAVE MCCARROLL PATRICK MCCOLLUGH	<b>AUDIO VISUAL</b> EDWARDS TECHNOLOGIES, INC. 139 MARYLAND STREET EL SEGUNDO, CA 90245 TEL: (310) 356-4361 CONTACT: RICHARD ORTIZ DEREK LEWIS

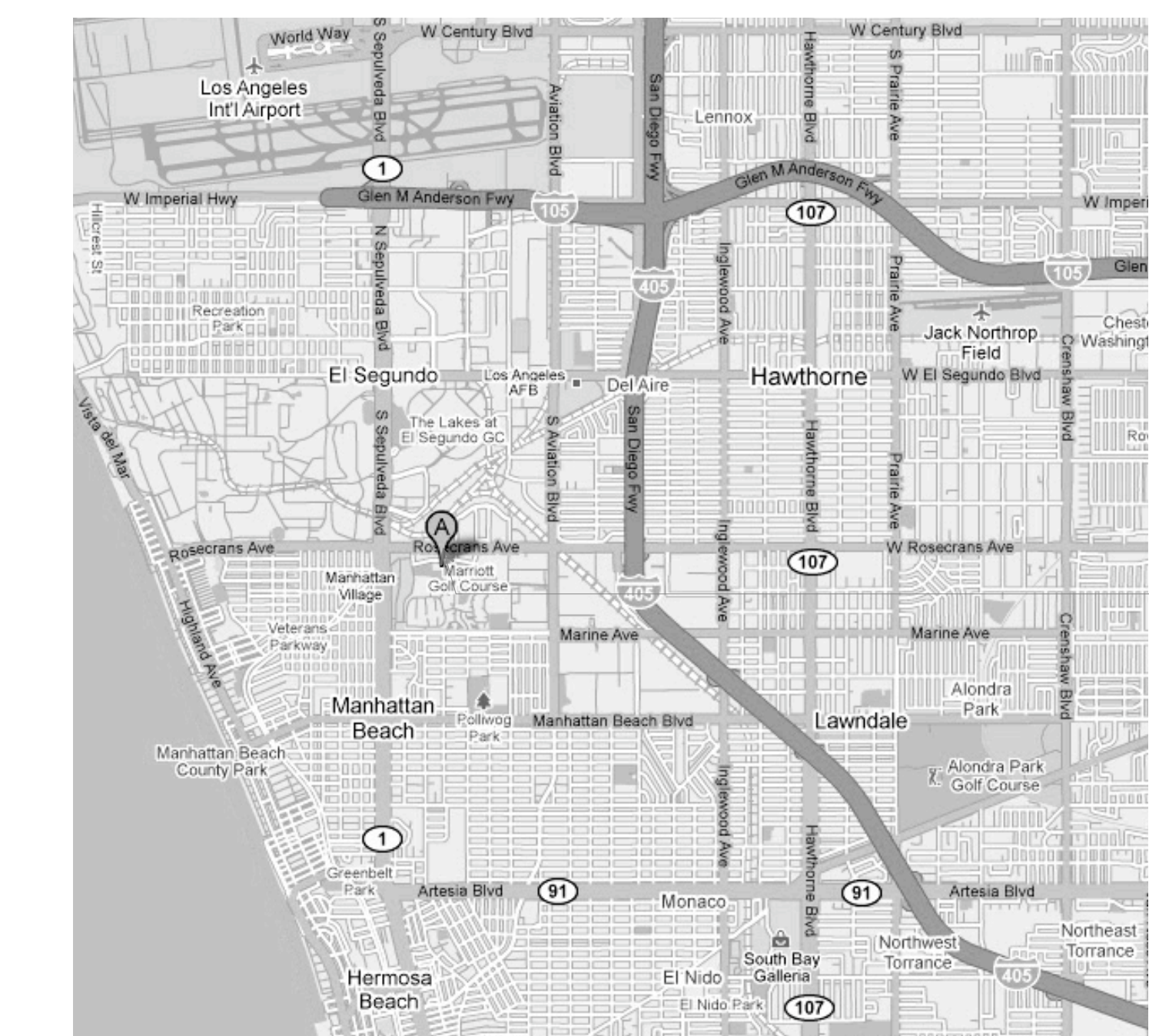
## ABBREVIATIONS

<b>ARCH'T</b>	Architect	<b>HDR. HT.</b>	Header Height	<b>SHT. SIM.</b>	Sheet Similar
<b>B.O. BET. BLDG. BM.</b>	Bottom of Building Beam	<b>INT.</b>	Interior	<b>SQ. STRUCT.</b>	Square Structural
<b>CLR. CLG. COL. CONC. CONT.</b>	Clear Ceiling Column Concrete Continuous	<b>LT. WT.</b>	Light Weight	<b>T. T.O. T. &amp; G. TYP.</b>	Treads Top of Tongue and groove Typical
<b>D. DIA. DIM. DW. DWG.</b>	Dryer Diameter Dimension(s) Dishwasher Drawing(s)	<b>MAX. MECH. MFR. MIN. MTL. MW.</b>	Maximum Mechanical Manufacturer Minimum Metal Microwave	<b>U.N.O. V.I.F.</b>	Unless noted otherwise Verify in field
<b>ELEV. EQ. EXT.</b>	Elevation Equal Exterior	<b>NO. NO.</b>	Number	<b>W. WD.</b>	Washer Wood
<b>FIN. FLR. FTG.</b>	Finish: Finished Floor Footing	<b>O.C. O.H.</b>	On Center Overhang		
<b>PLY. PTD.</b>	Plywood Painted	<b>R. R.O. R.R. REC. REV.</b>	Risers Rough Opening Reserach Report Refrigerator Required Reversed		
<b>GALV. GYP. BD.</b>	Galvanized Gypsum wall board				

## PROJECT SUMMARY

<b>JOB ADDRESS:</b>	1330 / 1332 PARKVIEW AVENUE MANHATTAN BEACH, CA 90266
<b>ZONE:</b>	PD
<b>AREA DISTRICT:</b>	II
<b>USE GROUP/OCCUPANCY:</b>	MIXED USE (EXISTING): A-2 (RESTAURANT) A-3 (GYMNASIUM) B (OFFICE)
<b>CONSTRUCTION TYPE:</b>	TYPE V-B (NO CHANGE)
(NOTE: PER CITY RECORDS, THE EXISTING BUILDING CONSTRUCTION IS V-B (PREVIOUSLY V-N). PLEASE REFER TO CITY RECORDS FOR THE MANHATTAN COUNTRY CLUB, DRAWINGS DATED 4/07/2006, PERMIT #06-01703, APPROVED 9/20/2006)	
<b>NUMBER OF STORIES:</b>	2 (EXISTING) (NO CHANGE)
<b>BUILDING HEIGHT:</b>	47.07 FEET (NO CHANGE)
<b>BUILDING IS FULLY SPRINKLERED.</b>	
<b>OCCUPANCY AND EGRESS:</b>	PLEASE SEE SHEETS A030 AND A031 FOR DIAGRAM AND CALCULATIONS
<b>PLUMBING FIXTURES:</b>	PLEASE SEE SHEET A070 FOR CALCULATIONS
<b>APPLICABLE CODES:</b>	2010 CA BUILDING CODE BASED ON 2009 IBC 2010 CA PLUMBING CODE BASED ON 2009 UPC 2010 VICTIMARY MAP CA MECHANICAL CODE BASED ON 2009 LMC 2010 CA ELECTRICAL CODE BASED ON 2008 NEC 2010 CA ENERGY CODE 2010 CA GREEN BUILDING STANDARDS CODE ALL AS AMENDED BY THE BUILDING REGULATIONS OF THE CITY OF MANHATTAN BEACH MUNICIPAL CODES
<b>PROJECT DESCRIPTION:</b>	- TENANT IMPROVEMENTS TO THE EXISTING COUNTRY CLUB INCLUDE THE REMODELING OF THE DINING AND BALLROOM FACILITIES AND THE RE-USE OF ONE RACQUETBALL COURT AS AN OFFICE AT THE UPPER LEVEL AND A YOUTH RECREATION AREA AT THE LOWER LEVEL. - EXTERIOR WORK INCLUDES LANDSCAPE UPGRADES AND A NEW PEDESTRIAN ACCESS FROM THE STREET TO THE CLUB ENTRANCE.
<b>DEFERRED SUBMITTALS:</b>	FIRE PROTECTION SYSTEMS MECHANICAL, ELECTRICAL AND PLUMBING HEALTH DEPARTMENT (KITCHEN)

## VICINITY MAP



## LEGAL DESCRIPTION

PARCEL 2 IN THE CITY OF MANHATTAN BEACH, AS SHOWN ON PARCEL MAP 13910, FILED IN BOOK 145 PAGES 23 TO 25 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, GAS AND OTHER HYDROCARBONS, GEOTHERMAL RESOURCES AS DEFINED IN SECTION 6903, OF THE CALIFORNIA PUBLIC RESOURCES CODE AND ALL OTHER MINERALS, WHETHER SIMILAR TO THOSE HEREIN SPECIFIED OR NOT WITHIN OR THAT MAY BE PRODUCED FROM THE PROPERTY PROVIDED, HOWEVER THAT ALL RIGHTS AND INTEREST IN THE SURFACE OF THE PROPERTY ARE HEREBY CONVEYED TO GRANTEE, NO RIGHT OR INTEREST OF ANY KIND THEREIN, EXPRESS OR IMPLIED, BEING EXPECTED OR RESERVED TO GRANTEE EXCEPT AS HEREINAFTER EXPRESSLY SET FORTH.

ALSO EXCEPT THEREFROM THE SOLE AND EXCLUSIVE RIGHT FROM TIME TO TIME TO DRILL AND MAINTAIN WELLS OR OTHER WORKS INTO OR THROUGH THE PROPERTY BELOW A DEPTH OF 500 FEET AND TO PRODUCE, INJECT, STORE AND REMOVE FROM OR THROUGH SUCH WELLS OR WORKS, OIL, GAS, AND OTHER SUBSTANCES OF WHATEVER NATURE, INCLUDING THE RIGHT TO PERFORM ANY AND ALL OPERATIONS DEMAND BY GRANTEE NECESSARY OR CONVENIENT FOR THE EXERCISE OF SUCH RIGHTS AS RESERVED IN DEED RECORDED APRIL 19, 1979 AS INSTRUMENT NO. 79-424731.

NOTE: ADDITIONAL LAND HAS BEEN ADDED TO PARCEL 2 PER RECORD OF SURVEY VICINITY MAP BOOK 93, PG. 86 L.A. COUNTY RECORDS.

## COVER SHEET

SCALE  
 N.T.S.

**EXHIBIT G**  
**PC MTG 1-11-12**

**A000**

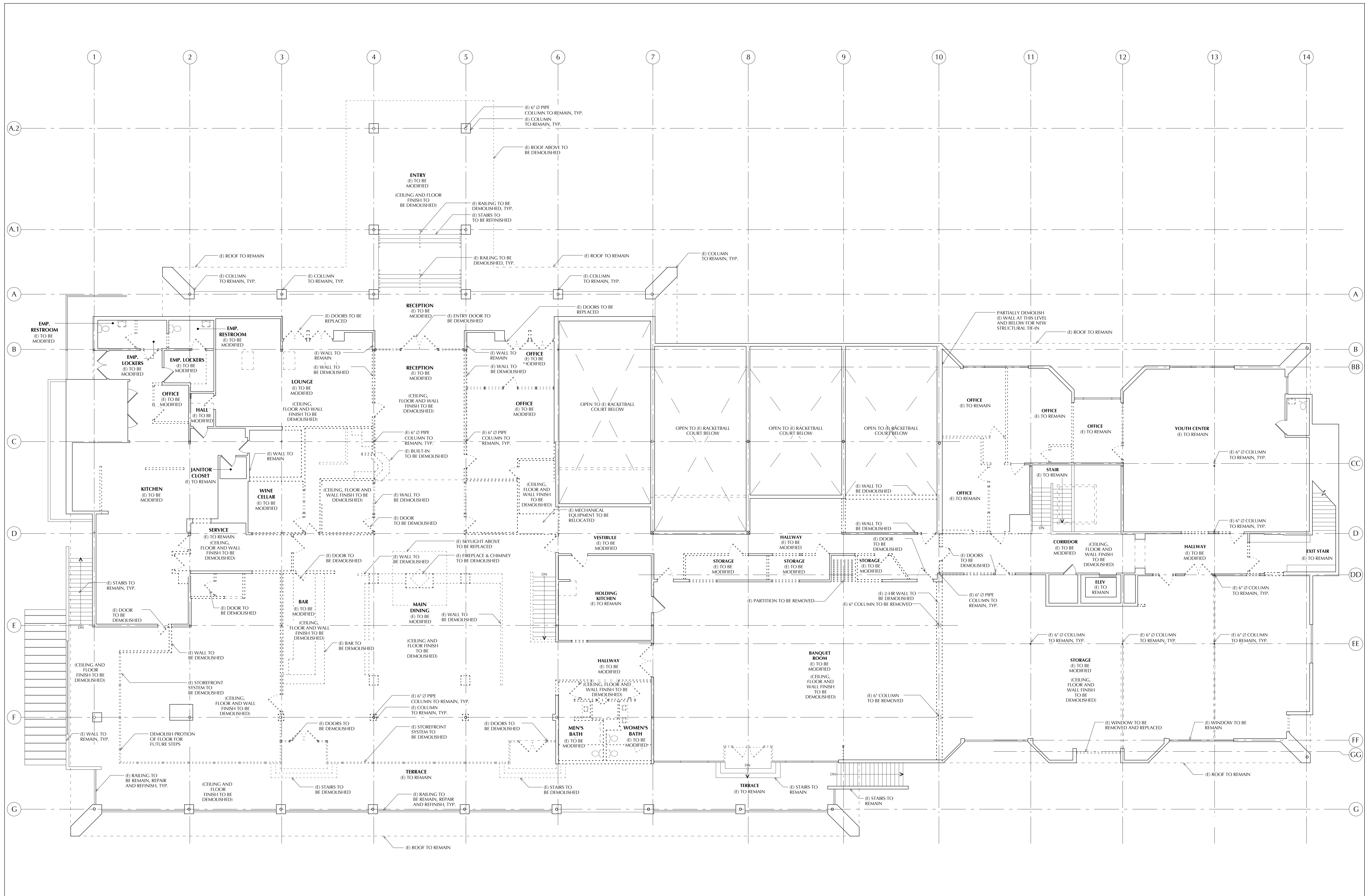
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PROJECT  
**11128**

**MANHATTAN  
 COUNTRY  
 CLUB  
 REMODEL**

1330 PARKVIEW AVENUE  
 MANHATTAN BEACH  
 CALIFORNIA 90266

REVISION  
 10/26/11 PRELIMINARY SET ISSUED FOR PDP  
 AMENDMENT  
 11/2/11 PRELIMINARY SET ISSUED FOR  
 BUDGET PRICING  
 12/9/11 PROGRESS UPDATE  
 12/15/11 PDP AMENDMENT REVISIONS  
 12/16/11 PLAN CHECK SUBMITTAL



**DEMOLITION PLAN NOTES**

**1. GENERAL DEMOLITION NOTES**

A. CONTRACTOR TO NOTIFY OWNER AND ARCHITECT OF ANY DISCREPANCIES BETWEEN EXISTING TO REMAIN ACTUAL CONDITIONS AND PLANS PRIOR TO DEMOLITION OF THAT PORTION OF THE BUILDING.

B. ALL DEMOLITION WORK SHALL AT ALL TIMES BE UNDER THE IMMEDIATE SUPERVISION OF A PERSON WITH THE PROPER EXPERIENCE, TRAINING, AND AUTHORITY.

C. CONTRACTOR TO NOTIFY OWNER AND ARCHITECT OF ANY DRY ROT, MOLD, WATER DAMAGE, TERMITES, OR OTHER FRAMING AND/OR STRUCTURAL DAMAGE TO EXISTING BUILDING.

D. ALL REMOVED BUILDING MATERIALS AND FIXTURES MAY BE SALVAGED AT THE OWNER'S DISCRETION. VERIFY WITH OWNER PRIOR TO DEMOLITION WHAT IS TO BE REMOVED WITH CARE, SALVAGED, AND STORED AT A LOCATION DESCRIBED BY OWNER.

E. REMOVE AND HAUL OFF SITE ALL MATERIALS TO BE DISPOSED.

F. DEMOLITION CONTRACTOR TO REDIRECT/RECONNECT ANY ACTIVE EXISTING UTILITY, DRAINAGE, AND SPRINKLER LINES WHICH ARE DISTURBED BY DEMOLITION. CAP ALL ABANDONED LINES.

G. CONTRACTOR IS TO BE FAMILIAR WITH DEMOLITION AND FIELD VERIFY ALL DEMOLITION PRIOR TO BEGINNING WORK. REPORT ANY DISCREPANCIES TO ARCHITECT.

H. CONTRACTOR TO COORDINATE ALL DEMOLITION WORK WITH STRUCTURAL DRAWINGS. EXTENT OF EXISTING STRUCTURAL ELEMENTS DEMOLITION TO BE THOROUGHLY VERIFIED.

**2. WALL DEMOLITION NOTES**

A. WHERE INDICATED ON PLAN, REMOVE ALL FINISHES, BUILT-IN MILLWORK AND FRAMING UP TO THE FACE OF FRAMING.

B. FIREPROOF COATING ON EXISTING STRUCTURAL MEMBERS IS TO REMAIN.

**3. FLOOR DEMOLITION NOTES**

A. WHERE INDICATED, REMOVE EXISTING FLOOR FINISHES.

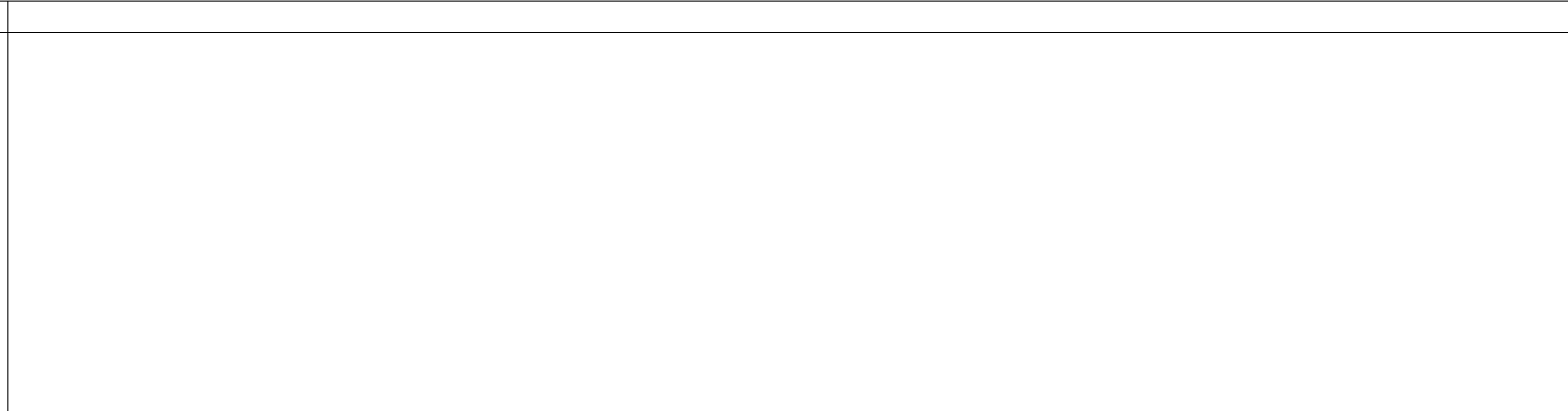
**4. CEILING DEMOLITION NOTES**

A. WHERE INDICATED, REMOVE EXISTING CEILING FINISHES, BACKING MATERIAL AND CEILING FRAMING/SUSPENSION SYSTEM.

B. FIREPROOF COATING ON EXISTING STRUCTURAL MEMBERS IS TO REMAIN.

D. REMOVE ALL EXISTING ELECTRICAL CONDUITS.

E. EXISTING HVAC DUCTWORK, S/A AND R/A GRILLES AND REGISTERS TO BE SELECTIVELY DEMOLISHED; COORDINATE WITH NEW SCOPE OF WORK.



**LEGEND**

----- EXISTING WALL TO DEMOLISHED  
 \_\_\_\_\_ EXISTING WALL TO REMAIN  
 - · - · - LINE OF (E) ROOF ABOVE

UPPER LEVEL  
 EXISTING /  
 DEMOLITION PLAN

SCALE  
 1/8" = 1'-0"

**AE100**

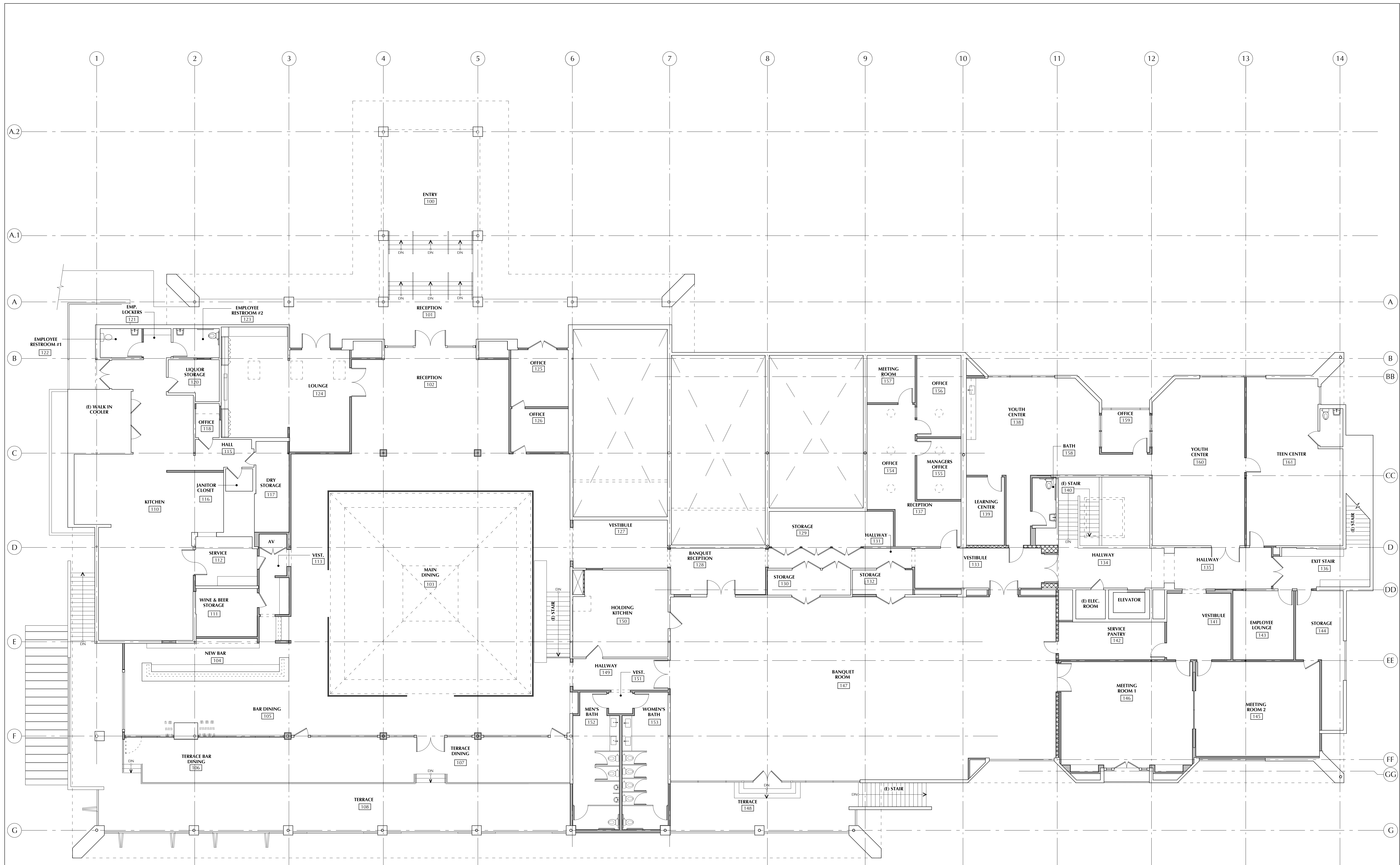
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PROJECT  
**11128**

**MANHATTAN  
 COUNTRY  
 CLUB  
 REMODEL**

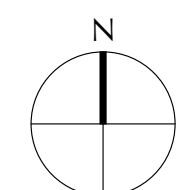
1330 PARKVIEW AVENUE  
 MANHATTAN BEACH  
 CALIFORNIA 90266

REVISION  
 10/26/11 PRELIMINARY SET ISSUED FOR PDP  
 AMENDMENT  
 11/2/11 PRELIMINARY SET ISSUED FOR  
 BUDGET PRICING  
 12/1/11 PROGRESS UPDATE  
 12/15/11 PDP AMENDMENT REVISIONS  
 12/16/11 PLAN CHECK SUBMITTAL



**LEGEND**

- EXISTING WALL TO REMAIN
- ▬ NEW WALL, SEE WALL TYPES
- ▨ NEW FIRE RATED WALL, SEE WALL TYPE FOR RATING
- ⊠ WALL TYPE, SEE A700
- XXXX KEYNOTE



SEE CONSULTANT DRAWINGS FOR ALL  
 LANDSCAPE, LIGHTING, MECHANICAL AND  
 STRUCTURAL INFORMATION. INFORMATION  
 INCLUDED HERE IS SCHEMATIC AND IS  
 NOT TO BE USED FOR THE PURPOSES  
 OF CONSTRUCTION.

**UPPER LEVEL  
 FLOOR PLAN**

SCALE  
 1/8" = 1'-0"

**A100**

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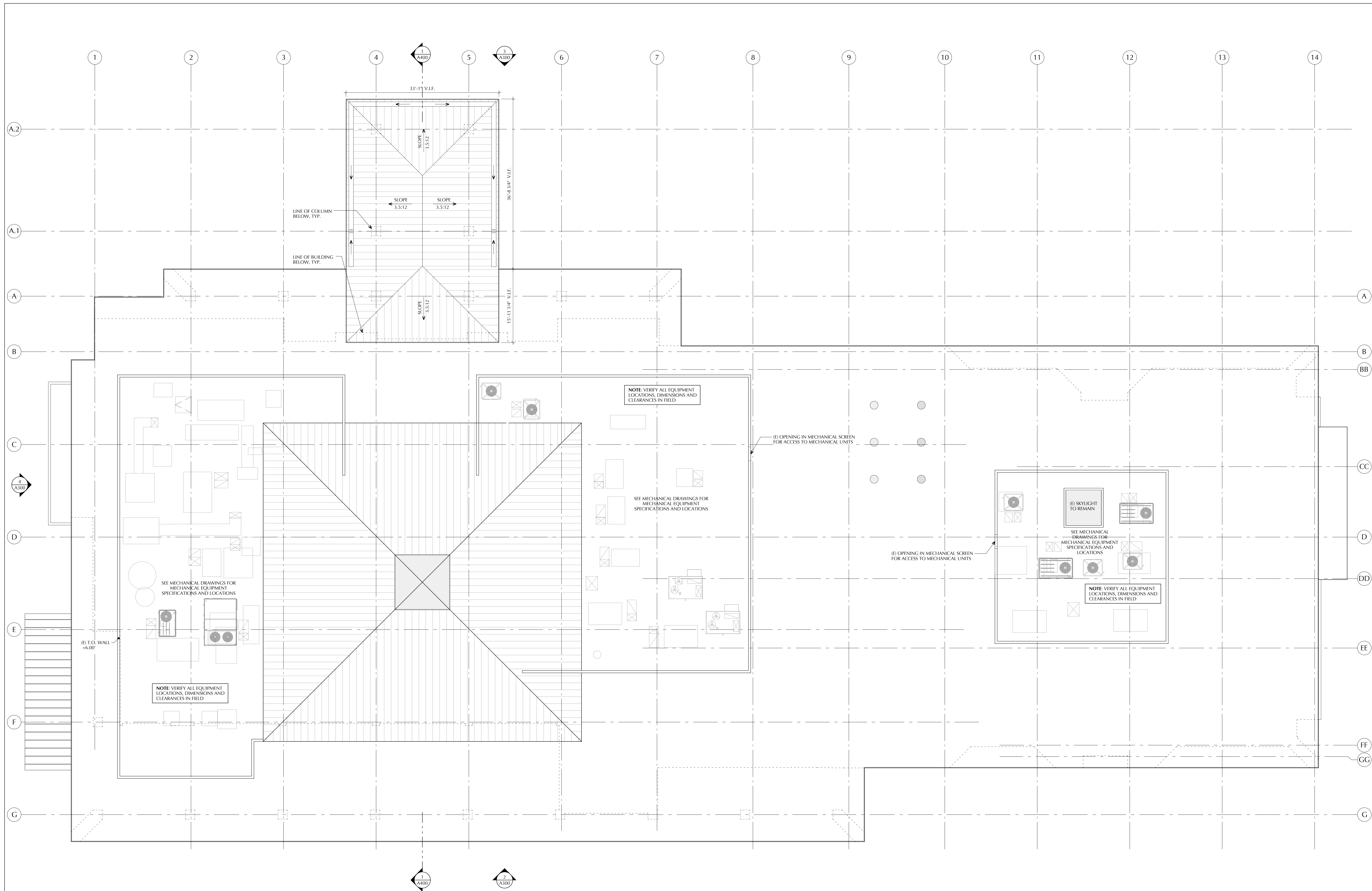
PROJECT  
**11128**

**MANHATTAN  
 COUNTRY  
 CLUB  
 REMODEL**

1330 PARKVIEW AVENUE  
 MANHATTAN BEACH  
 CALIFORNIA 90266

REVISION

10/26/11	PRELIMINARY SET ISSUED FOR PDP AMENDMENT
11/2/11	PRELIMINARY SET ISSUED FOR BUDGET PROGRAM
12/6/11	PROGRESS UPDATE
12/15/11	PDP AMENDMENT REVISIONS
12/16/11	PLAN CHECK SUBMITTAL



**FLOOR PLAN GENERAL NOTES**

**DIMENSIONING**  
 A. DO NOT SCALE DRAWINGS. REFER TO DIMENSIONS SHOWN.  
 B. VERIFY ALL EXISTING CONDITIONS AND INFORM ARCHITECT OF ANY DISCREPANCIES.  
 C. CONTACT ARCHITECT FOR ANY MISSING DIMENSIONS OR INFORMATION.  
 D. UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE TO FACE OF MASONRY OR STUD.

**FRAMING**  
 A. ROUGH FRAMER TO COORDINATE FRAMING LAYOUT WITH LIGHTING, PLUMBING AND MECHANICAL PLANS AND INFORM ARCHITECT OF ANY DISCREPANCIES. ALL REQUIRED FURRING, SOFFITS, AND CEILING JOISTS SHALL BE INCLUDED IN BID.  
 B. REFER TO BUILDING SECTIONS, INTERIOR ELEVATIONS, REFLECTED CEILING PLANS OR ELECTRICAL PLAN AND CEILING DETAILS.  
 C. NON-STRUCTURAL FRAMING MAY NOT BE SHOWN ON STRUCTURAL PLANS. ROUGH CARPENTER TO REVIEW ALL ARCHITECTURAL SHEETS FOR CLEAR UNDERSTANDING OF WORK TO BE INCLUDED IN BID.  
 D. PROVIDE DRAFT STOPS AS REQUIRED BY SECTION 708 OF THE 1994 LBC OR CURRENT BUILDING CODE. ENCLOSED SPACES IN STUD WALL, PARTITIONS AND FURRED WALLS SHALL BE FIRE-STOPPED AT TOP AND BOTTOM AND AT MID-POINT IN WALLS MORE THAN 10 FEET HIGH. VERIFY WITH STRUCTURAL PLANS. ENCLOSED USABLE SPACE UNDER INTERIOR STAIRS REQUIRES ONE-HOUR FIRE-RESISTIVE CONSTRUCTION ON ENCLOSED SIDE.  
 E. PROVIDE STRAP REINFORCEMENT AT ALL HEADERS.

**LEGEND**

	EXISTING WALL TO REMAIN
	NEW WALL, SEE WALL TYPES
	NEW FIRE RATED WALL, SEE WALL TYPE FOR RATING
	WALL TYPE, SEE A700
	KEYNOTE

SEE CONSULTANT DRAWINGS FOR ALL LANDSCAPE, LIGHTING, MECHANICAL AND STRUCTURAL INFORMATION. INFORMATION INCLUDED HERE IS SCHEMATIC AND IS NOT TO BE USED FOR THE PURPOSES OF CONSTRUCTION.

**ROOF PLAN**

SCALE  
 1/8" = 1'-0"

**A130**

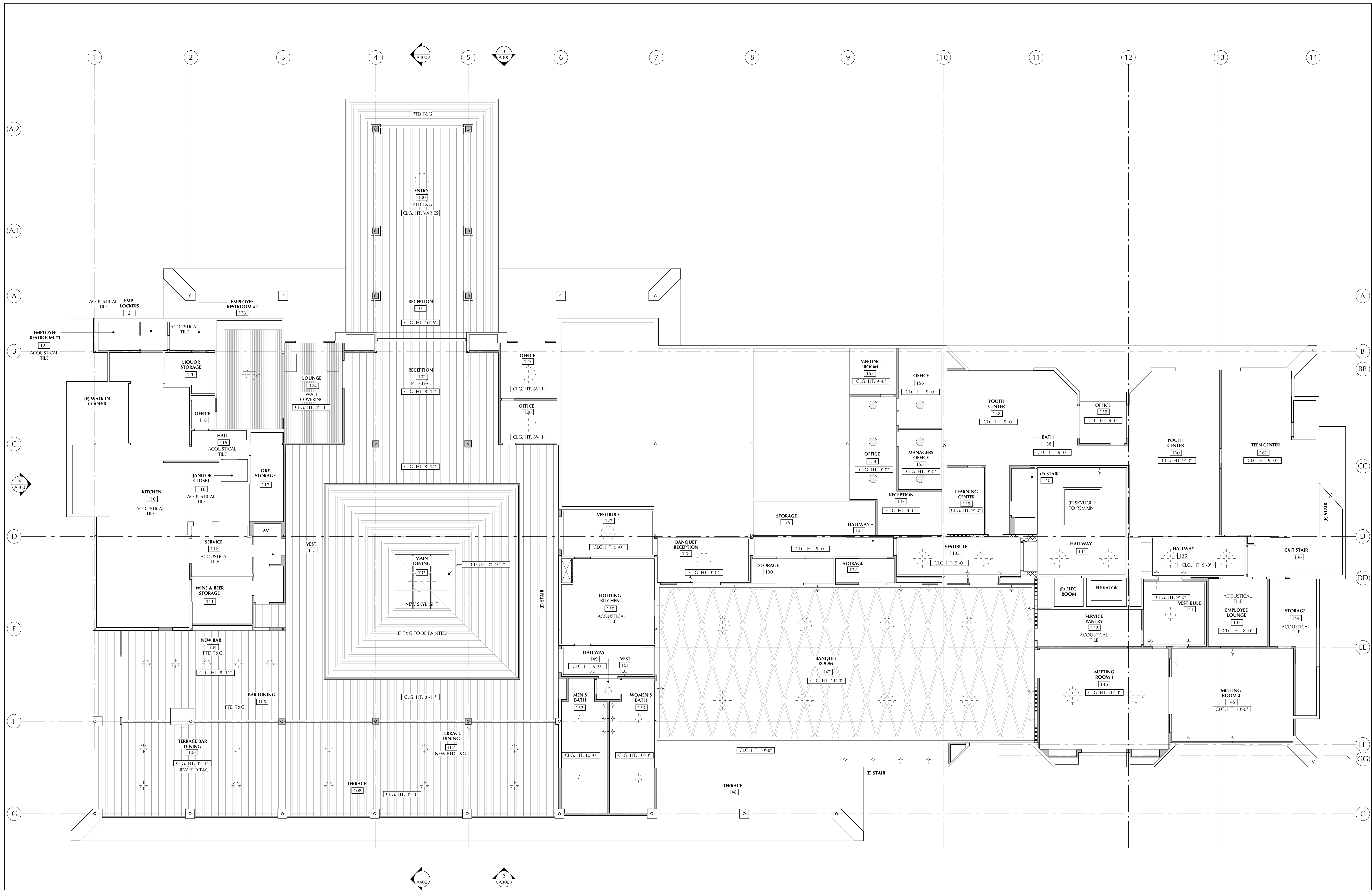
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PROJECT  
**11128**

**MANHATTAN  
 COUNTRY  
 CLUB  
 REMODEL**

1330 PARKVIEW AVENUE  
 MANHATTAN BEACH  
 CALIFORNIA 90266

REVISION  
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 11/2/11 PRELIMINARY SET ISSUED FOR  
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 12/1/11 PROGRESS UPDATE  
 12/15/11 PDP AMENDMENT REVISIONS  
 12/16/11 PLAN CHECK SUBMITTAL



**FLOOR PLAN GENERAL NOTES**

**DIMENSIONING**  
 A. DO NOT SCALE DRAWINGS. REFER TO DIMENSIONS SHOWN.  
 B. VERIFY ALL EXISTING CONDITIONS AND INFORM ARCHITECT OF ANY DISCREPANCIES.  
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**FRAMING**  
 A. ROUGH FRAMER TO COORDINATE FRAMING LAYOUT WITH LIGHTING, PLUMBING AND MECHANICAL PLANS AND INFORM ARCHITECT OF ANY DISCREPANCIES. ALL REQUIRED FURRING, SOFFITS, AND CEILING JOISTS SHALL BE INCLUDED IN BID.  
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 E. PROVIDE STRAP REINFORCEMENT AT ALL HEADERS.

**LEGEND**

- EXISTING WALL TO REMAIN
- ▨ NEW WALL, SEE WALL TYPES
- ▩ NEW FIRE RATED WALL, SEE WALL TYPE FOR RATING
- ▧ WALL TYPE, SEE A700
- XXX KEYNOTE

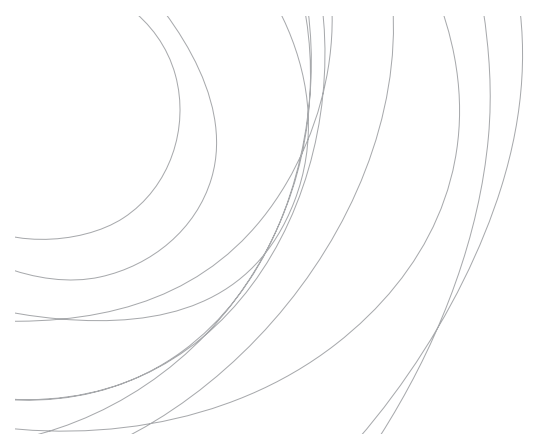
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**UPPER LEVEL  
 REFLECTED CEILING  
 PLAN**

SCALE  
 1/8" = 1'-0"

**A200**

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**KAA DESIGN**

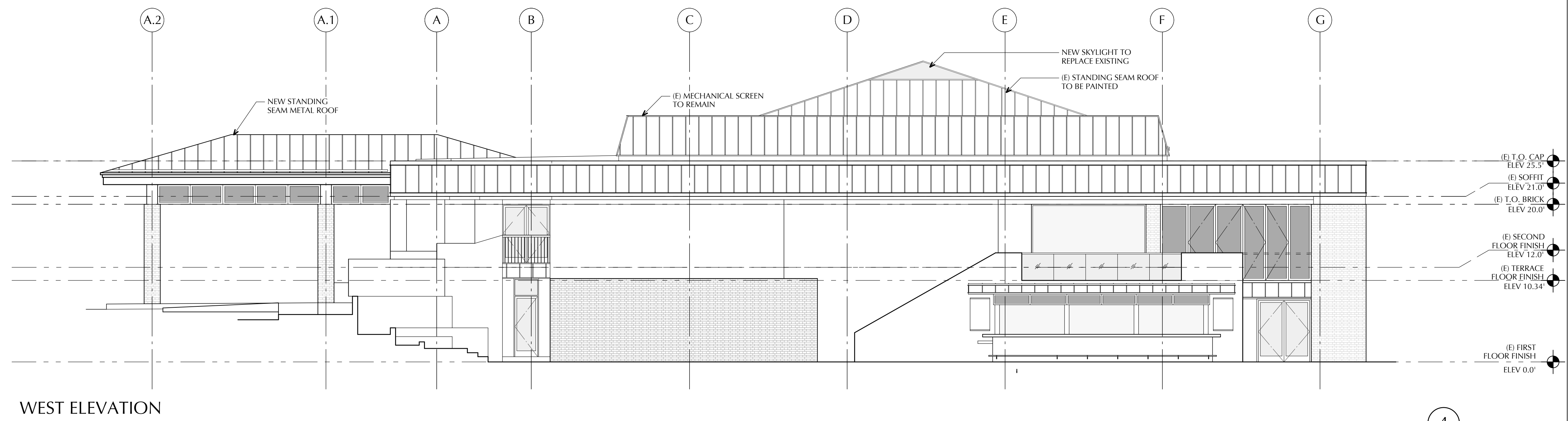
4201 redwood avenue, los angeles, ca 90066  
310 821 1400, fax 310 821 1440  
kaadesigngroup.com

PROJECT  
**11128**

**MANHATTAN  
COUNTRY  
CLUB  
REMODEL**

1330 PARKVIEW AVENUE  
MANHATTAN BEACH  
CALIFORNIA 90266

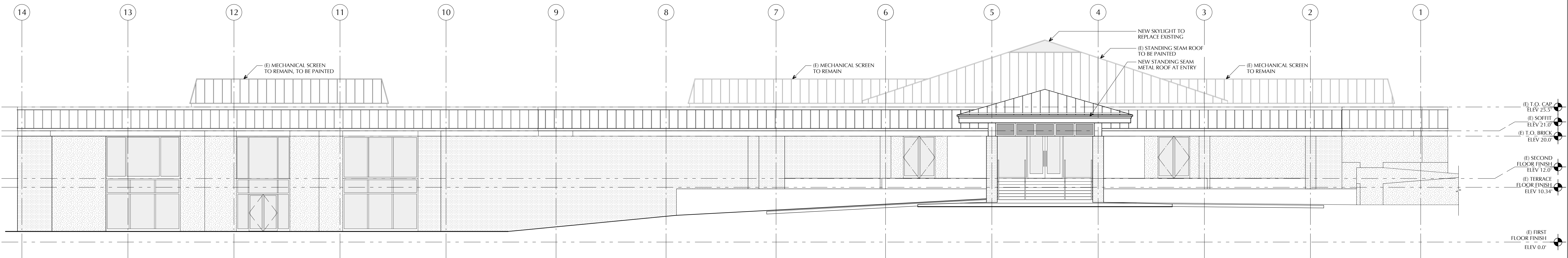
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WEST ELEVATION

EXISTING TO REMAIN UNLESS NOTED OTHERWISE

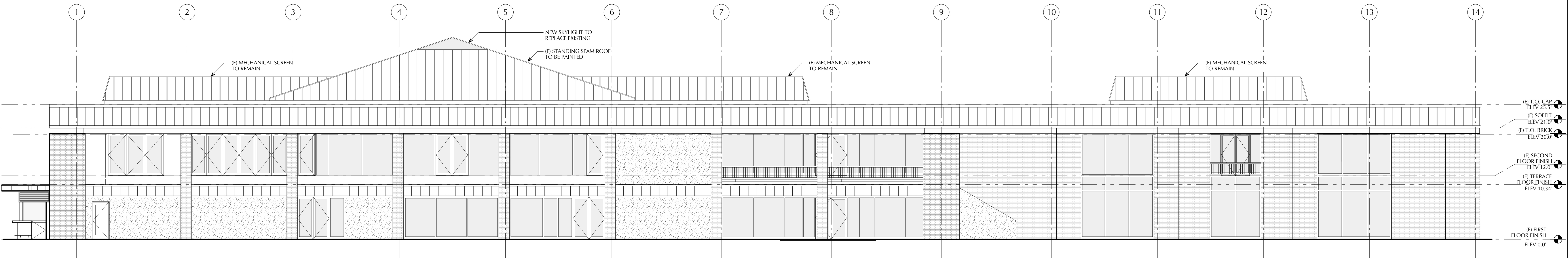
4



NORTH ELEVATION

EXISTING TO REMAIN UNLESS NOTED OTHERWISE

3



SOUTH ELEVATION

(RAIL AND SHUTTERS OMITTED FOR CLARITY)

EXISTING TO REMAIN UNLESS NOTED OTHERWISE

2

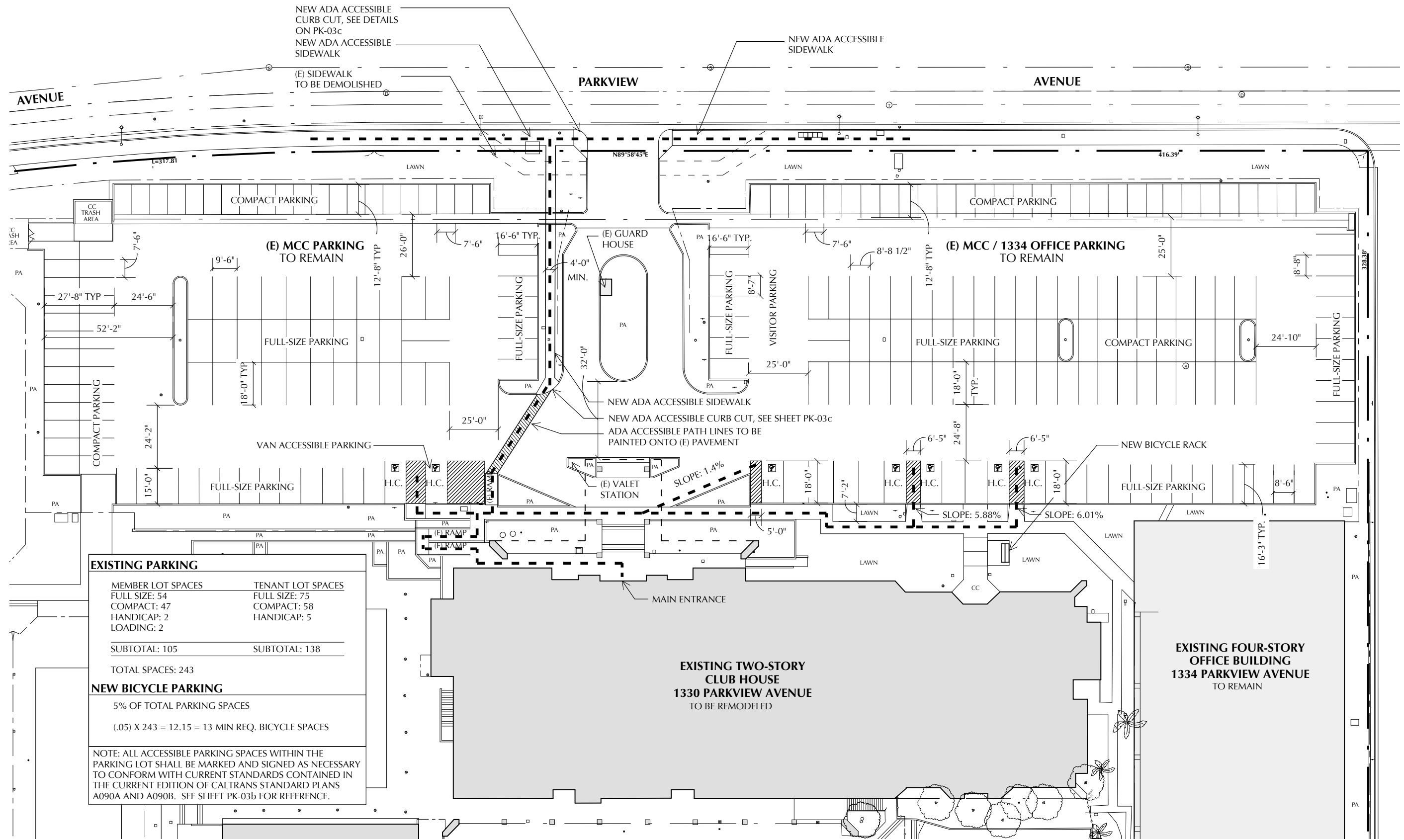
EXTERIOR  
ELEVATIONS

SCALE  
1/8" = 1'-0"

**A300**

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12/21/11



EXISTING PARKING	
MEMBER LOT SPACES	TENANT LOT SPACES
FULL SIZE: 54	FULL SIZE: 75
COMPACT: 47	COMPACT: 58
HANDICAP: 2	HANDICAP: 5
LOADING: 2	
SUBTOTAL: 105                      SUBTOTAL: 138	
TOTAL SPACES: 243	
NEW BICYCLE PARKING	
5% OF TOTAL PARKING SPACES	
(.05) X 243 = 12.15 = 13 MIN REQ. BICYCLE SPACES	
NOTE: ALL ACCESSIBLE PARKING SPACES WITHIN THE PARKING LOT SHALL BE MARKED AND SIGNED AS NECESSARY TO CONFORM WITH CURRENT STANDARDS CONTAINED IN THE CURRENT EDITION OF CALTRANS STANDARD PLANS A090A AND A090B. SEE SHEET PK-03b FOR REFERENCE.	

### PARKING PLAN

scale	1"=40'	date	12/15/2011	sketch no.
project	Manhattan Country Club Remodel (11128)			
sheet no.	-			

**KAA DESIGN**

4201 redwood avenue . los angeles . ca 90066

310 821 1400 . fax 310 821 1440

kaadesigngroup.com

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**CITY OF MANHATTAN BEACH  
PLANNING COMMISSION  
MINUTES OF REGULAR MEETING  
JANUARY 11, 2012**

A Regular Meeting of the Planning Commission of the City of Manhattan Beach, California, was held on the 11th day of January, 2012, at the hour of 6:30 p.m., in the City Council Chambers of City Hall, at 1400 Highland Avenue, in said City.

**1. ROLL CALL**

Present: Andreani, Conaway, Gross, Seville-Jones, Chairperson Paralusz  
Absent: None  
Staff Present: Richard Thompson, Director of Community Development  
Esteban Danna, Assistant Planner  
Jack Rydell, Traffic Engineer  
Recording Secretary, Sarah Boeschen

**2. APPROVAL OF MINUTES – December 14, 2011**

A motion was MADE and SECONDED (Seville-Jones/Conaway) to **APPROVE** the minutes of December 14, 2011.

AYES: Andreani, Conaway, Gross, Seville-Jones, Chairperson Paralusz  
NOES: None  
ABSENT: None  
ABSTAIN: None

**3. AUDIENCE PARTICIPATION**

**Ed Caprelian**, a Manhattan Beach resident, said that the actual number of on site and offsite sales indicated in staff's report regarding the alcohol related study that was directed by the City Council is inaccurate and does not correlate with the information of the Police Department regarding the number of onsite and offsite sales of alcohol. He stated that the only issue that has been raised by the Police Department is regarding the number of alcohol related vehicle accidents. He said that corrections have been made, and he provided the results with the revised figures. He commented that the number of alcohol related accidents in the City has dropped, but Manhattan Beach still ranked high in the number of accidents. He indicated that there are concerns regarding the number of alcohol related accidents in the South Bay, including within Manhattan Beach. He commented that the direction from the City Council to the Community Development Director was very general. He requested that the Commission ask the Community Development Director about the results that are expected to be produced in the staff report.

**4. PUBLIC HEARINGS**

**01/11/12-2 Planned Development Permit Amendment for Renovation, Small Addition, and a Membership Increase at the Manhattan Country Club Located at 1330 Parkview Avenue**

Assistant Planner Esteban Danna summarized the staff report.

Commissioner Gross asked about the information in the 2008 traffic study being applicable to current conditions for parking at the subject site, as parking meters have since been installed along the street on Parkview Avenue.

Traffic Engineer Rydell commented that the information that he took from the 2008 study was to determine the actual parking demand on the site. He indicated that the peak demand was found to be 116 vehicles per day on a weekday. He said that the study was based on a membership for the club of 1,200. He commented that increasing the membership from 1,200 to 1,400 members would result in an estimated increased demand of 20 parking spaces per day, which would result in a demand of 136 spaces. He commented that there is sufficient parking to handle the peak demand for the club with the proposed expansion, and he can feel comfortable that the available parking will satisfy the parking demand without adversely effecting on adjacent residents.

Director Thompson commented that parking requirements are designed to accommodate the parking demand that is generated by a use on a particular site. He said that there is not a formula for parking requirement that has been established for the subject type of use, and the amount of parking is based on a parking demand study. He commented that it is not possible to accommodate the parking demand during special events, and the expectation is that the parking that is provided will meet the demand during normal operation.

Commissioner Seville-Jones asked whether notice of the hearing was provided to the residents of the senior housing development located nearby the club. She said that they are impacted by the use of the subject parking lot for the club.

Assistant Planner Danna indicated that notice was provided to properties within a 500 foot radius of the subject property.

In response to a question from Commissioner Seville-Jones, Assistant Planner Danna commented that he believes the subject property and adjacent property are owned by the City. He stated that the City does not have plans to change the use of the building on the adjacent property.

In response to a question from Commissioner Seville-Jones, Director Thompson stated that the City Manager and City Attorney are working on the terms of the lease agreement for the subject site. He said that the subject application is separate from the discussions regarding the terms of the lease with the club.

Commissioner Andreani pointed out that the traffic study that was conducted in 2008 is in draft form. She asked as to whether the study was ever finalized and why information was taken from a draft report. She also asked regarding the level of development that requires a traffic impact analysis.

Director Thompson indicated that a new parking study is done when a request is made for change in use of a property. He said that the traffic engineer felt that the information from the 2008 study was adequate and current to today's standards.

In response to a question from Commissioner Conaway, Assistant Planner Danna indicated that the parking lot to the south of the office building is part of the golf course. He commented that notice of the hearing was provided to the residents of the senior housing development near the subject site.

In response to a question from Chairperson Paralusz, Assistant Planner Danna said that staff felt that the distance from any nearby residences is sufficient to mitigate noise from the expansion of the outdoor dining area. He indicated that staff has not received complaints from adjacent residents in the past regarding noise from the dining area. He said that there is no proposal to increase the hours of the dining area. He commented that the increase in demand for parking does not assume an increase in the number of employees. He indicated that staff feels comfortable that there is an adequate surplus of parking to accommodate an increase in the number of employees.

In response to a question from Commissioner Gross, Director Thompson said that it has been the practice of the club to request a permit for special events in order to ensure that the City departments are aware of such events before they occur.

Assistant Planner Danna pointed out that item 14 on page 3 of the draft Resolution requires a parking management plan to be submitted to the City for special events of more than 250 people.

Chairperson Paralusz opened the public hearing.

### **Audience Participation**

**Keith Brackpool**, representing the applicant, stated that they have a ground lease from the City with 65 years remaining. He commented that there currently is no lease negotiation occurring between the club and the City. He stated that the residents of the senior housing development located near the subject site did receive notice of the project. He indicated that they have a full membership. He stated that they need to increase their membership in order to help offset the large investment they are making to renovate the club. He commented that there is not a parking problem at the club. He pointed out that the members would leave the club if parking were an issue. He commented that they donate the facility every year for a special event given by the Manhattan Beach Education Foundation, which they have done for the past 16 years. He said that the Education Foundation requests the special event permit from the City, and they make arrangements with the adjacent businesses to provide for parking.

**Grant Kirkpatrick**, the project architect, stated that they are attempting to update the facility with the remodel rather than to change the nature of the club. He pointed out that they are not proposing any additions outside of the existing footprint of the building. He described the proposed renovations.

In response to a question from Commissioner Gross, **Mr. Kirkpatrick** indicated that 50 seats would be added to the dining area as a result of the proposal.

**Sara Nielson**, representing the applicant, pointed out that their members did not park on Parkview Avenue prior to the installation of the street parking meters, although some employees did park on the street. She indicated that their members prefer to park in the lot for the club rather than on the street. She indicated that the employees are not permitted to park in the lot for the club. She indicated that the club has leased spaces in the parking lot at Kinecta for employee parking. She pointed out that the membership count, use patterns, and services of the club have not changed since the parking study was done in 2008. She stated that a special event permit is filed for any event over 250 people at the club. She indicated that parking for special events is arranged with Kinecta and the Marriott, which are located across from the club.

In response to a question from Commissioner Seville-Jones, **Ms. Nielson** indicated that they are adding seats to the dining area as part of the renovations. She commented that most of the additional seating will be outside with the new configuration of the exterior dining. She indicated that people who are not members of the club currently cannot have lunch in the dining area, which would still be the case after the proposed renovations. She pointed out that they are not subject to the same requirements as a fitness center or restaurant because of their restricted patronage base.

In response to a question from Commissioner Gross, **Ms. Nielson** indicated that approximately 80 percent of their membership base is located in Manhattan Beach. She said that there are a large number of Manhattan Beach residents that would join if they felt the club better met their needs and standards.

In response to a question from Chairperson Paralusz, **Ms. Nielsen** commented that they did study the noise impact to the adjacent residents. She pointed out that shutters and a curtain system would be included to enclose the outdoor area in the evenings. She stated that there has not been an issue with noise in the past because of the distance of the dining area from the adjacent residents.

**Mr. Kirkpatrick** said that the existing outdoor dining area is similar to the subject proposal. He stated that there would be shutters as well as exterior canvas drapes that would enclose the area and help to buffer any noise impacts.

In response to a question from Chairperson Paralusz, **Ms. Nielsen** indicated that they hope to begin construction in March if the project is approved. She commented that the construction would most likely take approximately six months to complete.

**Ed Caprellian** commented that he was not provided with information from staff regarding the number of parking spaces that are allocated to the club in relation to the number allocated to the adjacent office building, which he feels is a critical issue regarding the availability of parking. He said that he is not concerned with the proposed renovations but is concerned that the parking would not be sufficient with the proposed expansion to the club membership. He commented that before the parking meters were installed on Parkview Avenue, the City's previous traffic engineer stated in a report that patrons and employees of local business such as the Marriott and the country club utilized the street parking on Parkview Avenue rather than the private lots in order to avoid the private lot parking fees or at the request of their employers. He said that the previous report also states that special events create additional parking demands. He commented that the previous general manager of the club indicated in a report that the installation of the parking meters on Parkview Avenue would result in many problems. He pointed out that the spaces that are allocated for the country club at the Village Field parking lot are not marked.

**Mr. Caprellian** said that the City Council contracted \$35,000.00 to a consulting firm to research the proposed renovations and the impacts that it might have on the terms of the lease with the City. He commented that the club has requested to lower their lease payments during construction. He indicated that discussion of the previous expansion for the club in 2004 by the Planning Commission took two meetings, and he suggested that the item be continued to the next meeting for further consideration. He said that eight two-hour reserved parking spaces are for tenants of the adjacent office building.

**Mr. Caprellian** indicated that the parking study that was conducted in 2004 was funded by the country club, and the same firm was hired to conduct several studies. He commented that one study conducted by the same firm included the street parking spaces on Parkview Avenue as

belonging to the club. He pointed out that questions were raised by the Planning Commission at the 2004 hearing regarding the management of the parking at the club. He commented that he feels members of the public should be given more than three minutes to speak at Planning Commission meetings. He said that applicants are given unlimited time to speak and three minutes is not necessarily sufficient for members of the public to receive fair and equal consideration.

**Gerry O'Connor**, a Manhattan Beach resident, commented that the situation with the subject proposal is unique, in that the City is the landlord and the governing body over a piece of property and the tenants of that property. He said that the local businesses should be supported. He commented that **Mr. Kirkpatrick** has the best interest of the community at heart and does wonderful projects. He indicated, however, that the primary concern with the proposal is regarding parking. He commented that he voted no on allowing a membership increase for the club in 2004 when the issue was before the Commission and he was the chairperson. He stated that he felt the parking study that was done had some significant questions that were not answered to his satisfaction. He said that he does not object to the expansion of the membership. He indicated, however, that the City has the responsibility as landlord and governing body to ensure that adequate parking is provided.

**Mr. O'Connor** pointed out that the parking study that was commissioned by the club in 2004 was not mentioned in the current staff report. He said that the current staff report references a draft traffic impact study that was conducted in 2008. He indicated that the 2008 parking study was conducted for a project that was never finalized. He said that he does not feel that it is logical to use a draft study as a basis for evaluating the current proposal. He suggested that the Commission review the 2004 parking study before considering the proposed increase. He indicated that there are inconsistencies in the approach of the 2004 parking study and the 2008 parking study. He commented that the 2004 parking study suggested that a membership increase from 1,000 to 1,200 members would require an increase of 14 parking spaces; however, the current staff report suggests that there is an excess of parking and an increase in membership from 1,200 to 1,400 members requires no additional parking spaces. He said that the amount of available parking should be quantified. He stated that the City has a responsibility as the landholder and governing body to provide an assurance that adequate parking will be provided for the site. He commented that he is not suggesting that parking would be insufficient with the proposal; however, he feels that the staff report and traffic study do not provide adequate information in order to reach a conclusion regarding the parking.

**Mr. O'Connor** indicated that the Commission has never had a policy of limiting the time given to members of the public to speak regarding issues. He indicated that members of the public should be allotted ample time to speak provided that they are adding value to the discussion and provided that there are not a large number of other audience members waiting to speak on an item.

**Ms. Nielson** pointed out that 14 parking spaces were added to the club parking lot with the membership increase in 2004; however 44 parking spaces were actually added to the club allocation for parking. She said that commercial office space was converted at the time into club space, which added 44 parking spaces to the supply of parking for the club. She said that the membership in 2004 was actually increased by 20 percent, and the parking was increased by 40 percent. She said that the lease negotiations with the City have been terminated, and they are not pursuing any lease modifications or reduction in lease payments during construction.

**Ms. Nielson** pointed out that the parking study included in the current staff report taken in 2008 was for a project to convert the office building which eventually was not pursued further.

She indicated, however, the information taken by staff in preparing the current staff report was regarding the parking survey data which is accurate. She commented that the study found that the club was using 60 percent of the available parking. She indicated that the street spaces on Parkview Avenue are not utilized since the installation of the meters.

In response to a question from Commissioner Gross, **Ms. Nielson** indicated that the club does provide valet parking. She indicated that the valet service could utilize the meter spaces on Parkview Avenue; however, the company would be required to pay for the meters.

In response to a question from Commissioner Conaway, **Ms. Nielson** said that their lot has not been full to capacity during normal operation of the club. She said that the valet service arranges parking with the Marriott and Kinecta for special events. She stated their average usage is approximately 40 percent of the available parking, and their peak usage is approximately 60 percent of available parking.

In response to a question from Commissioner Seville-Jones, **Ms. Neilson** stated that they have a contract for use of 20 parking spaces in the Kinecta parking lot. She indicated that the parking analyst did verify the results of the 2008 parking survey; however, the approval of the study was never finalized because the project did not go forward.

**Mr. Kirkpatrick** commented that he is a member of the club for over 10 years and has never had difficulty finding parking. He requested that the Commission consider the information that has been provided in the staff report and take into account that there currently is not an issue with parking at the club. He suggested that the Commission approve the project with the condition that additional information be provided to staff if the Commissioners feel that the data from the 2008 parking survey is not sufficient. He said that it is very important to the applicant that the process move forward.

Chairperson Paralusz closed the public hearing.

Director Thompson commented that there currently have not been any concerns raised regarding parking on the subject site.

Traffic Engineer Rydell said that the only information he used from the 2008 study was the data from the count of the number of occupied parking spaces. He commented that he has confidence in the information that was provided by the firm that did the survey and has no reason to believe that the information that they provided was not accurate. He said that the information he used was raw data and did not include any analysis. He stated that the applicant has a larger parking supply than was considered for the project, as they have a lease for additional parking spaces. He commented that there has always been available street parking on Parkview Avenue when he has visited the site. He indicated that he has also not seen the demand for parking at the club exceeds the amount of available parking. He said that he believes there is adequate parking at the club to accommodate the proposal.

In response to a question from Commissioner Seville-Jones, Traffic Engineer Rydell said that he did not review the 2004 parking study. He indicated that his analysis for the subject proposal was based on the data that was included in the 2008 study.

Traffic Engineer Rydell commented that he feels comfortable given the data from the 2008 study that there is adequate parking for the site.

### **Commission Discussion**

Commissioner Conaway indicated that he would prefer for a new parking survey be done rather than to revisit a study that was prepared in 2004. He stated that he has no reason to feel that the data gathered in the 2008 study is inaccurate. He said that it has been indicated that there is a surplus of parking for the club, and he does not feel parking is a major issue for the proposed increase in the membership. He pointed out that it is in the best interest of the applicant to provide adequate parking to the members of the club. He indicated that the club is an asset to the community. He said that no complaints have been raised by the tenants of the nearby senior housing development. He commented that any issues with sound have been addressed. He indicated that he would not be opposed to a continuance in order to review the 2004 traffic study. He indicated, however, that he is not convinced that the information from the 2004 report would be applicable in terms of the current parking demand on the site. He indicated that he supports the proposal.

Commissioner Gross commented that he appreciates the input of **Mr. Caprellian** and **Mr. O'Connor**. He said that it costs money to have a perfect process in evaluating projects. He said that the City is attempting to control costs, and it is also important to attempt to reduce the costs for applicants to have a project evaluated. He said that there is not always the time and money to have a perfect process for considering projects. He commented that while the process of evaluating the project has not been perfect, he does not feel it is sufficiently flawed to change the outcome. He stated that he supports the project as proposed. He said that the project would help to generate more sales tax revenue for the City with the increase in memberships and the increase in seating capacity at the restaurant. He commented that he would hope that the parking for the use of the club would overflow onto Parkview Avenue in order for the City to collect additional revenue from the parking meters. He commented that the proposal would offer 200 more memberships to residents of the City. He pointed out that the applicant has a huge incentive to make sure that the parking meets the demand. He said that the club also serves the City in many ways by sponsoring events. He indicated that he supports the proposal.

Commissioner Seville-Jones indicated that the club provides an important service to the community. She commented that she supports the proposed additions and appreciates that the increase in membership is necessary in order to make the renovations economically feasible. She said that she feels the data that is in front of the Commission supports moving ahead with the proposal. She indicated, however, that she is concerned with not having the information from the 2004 parking study. She said that the 2004 study was certified and signed by a parking engineer, and she would feel more comfortable with having the opportunity to review the factors that were taken into account at that time. She commented that there seems to be adequate parking at the club. She stated, however, that the membership would be increased with the proposal which would result in an increase in the parking demand. She said that she is interested to see the factors that were considered in 2004. She indicated that she also feels that the 2004 report should be reviewed by the traffic engineer. She said that she would support a continuance for the proposal. She commented that she feels the distance between the dining area and the adjacent residents is sufficient to mitigate any noise issues. She also pointed out that concerns regarding noise or traffic issues have not been raised by any neighboring residents to the club. She said that she supports the project but feels the Commission has a duty to review the prior 2004 traffic study.

Commissioner Andreani said that she also supports the project. She stated that she feels the club is an asset to the community and appreciates that they would like to expand. She commented that she is not a member but has attended several events at the club. She said that she appreciates that there would not be a noise impact to adjacent neighbors as a result of the expansion. She stated, however, that she also has concerns with the parking analysis. She said that she is not clear as to why the 2008 draft report for a project involving the office building

adjacent to the club was included with the subject proposal. She pointed out that the club also has leased 20 spaces from Kinecta which she would factor into the available parking. She commented that she is not certain about the parking spaces allotted to the adjacent office building being available for club use after 6:00 p.m. on weekdays, as some of the office parking may still be occupied after 6:00 p.m. She said that she would support a continuance if concerns regarding the parking cannot be resolved without reviewing the 2004 report.

Director Thompson suggested that staff ask the traffic engineer to review the 2004 traffic study and that the report be addressed in the staff report that is forwarded to the City Council. He said that staff could bring the issue back before the Commission if there are any inconsistencies.

Commissioner Seville-Jones indicated that she would be concerned that the Commission is not doing their due diligence in considering the project if they do not review the 2004 study.

Chairperson Paralusz commented that she would approve the project except for her concerns regarding the parking. She indicated that the club provides a great service to the community. She said that she feels the subject proposal would be successful and appreciates that there would not be a noise impact to the surrounding neighbors. She indicated that she also appreciates that the adjacent neighbors have not raised concerns regarding the proposal. She stated, however, that she is concerned that the 2004 parking study was not considered as part of the subject proposal. She commented that projects should be reviewed with the most complete information possible. She indicated that she feels the 2004 study should be considered by the Commission in reaching their decision rather than forwarding the issue to the Council without the Commissioners first having reviewed the report. She said that she does not believe that the additional information will change the ultimate outcome, but she feels it is important to do a thorough review of the information that is available. She indicated that she would support a continuance in order to have an opportunity to review the 2004 study.

Commissioner Gross said that by the Commission requesting to review the 2004 report, an argument could be made that the Commission should review all of the previous traffic reports that have been prepared in the past for the club. He said that the information that is truly relevant is the most recent data regarding the parking. He stated that he is confident that the survey data that was included in the 2008 draft study is accurate. He said that he does not feel that having prior data would necessarily help the Commission in reaching their decision except that it would ensure the thoroughness of the process in approving the project. He said that he feels there is sufficient information that has been provided to approve the subject proposal without reviewing the 2004 study.

Director Thompson pointed out that staff did not ask the traffic engineer to review the 2004 study because the report was done for a separate project and the conditions on the site were different at the time. He said that staff looked at the most current information in making their recommendation. He stated that staff and the traffic engineer feel comfortable with the recommendation in the staff report.

Commissioner Seville-Jones commented that she would want to look at the analysis that was done in 2004 in order to know the factors that were taken into account at the time. She said that the report from 2008 is a draft, and the most recent certified traffic study was conducted in 2004. She said that she does not feel the applicant should be required to incur the expense of conducting a new traffic study, but she would like further information regarding the previous study that was done in 2004.



Commissioner Andreani indicated that her concern is that the study conducted in 2008 is in draft form and was not done for the current project.

Chairperson Paralusz commented that she also feels the Commission should have the opportunity to review the analysis that was done as part of the 2004 study. She commented that a valid question was raised by **Mr. O'Connor** about the parking study, and he was on the Commission when the item was considered in 2004. She commented that she would be in favor of a continuance.

Commissioner Conaway stated that the main issue being considered by the Commission is the proposed membership increase for the club, and the proposal is not for operation of a new hotel or an office building. He indicated that he would be more interested in looking at the current parking numbers rather than reviewing a report from 2004. He said that in this case he feels the data that was provided in the current staff report is sufficient in making a decision. He suggested the possibility of doing a survey in the next two weeks on the site to determine the amount of parking that is currently being utilized.

Commissioner Seville-Jones indicated that she does not feel there is a need to collect additional data; however, she wants to have an opportunity to look at the factors that were taken into account in the 2004 study. She said that requiring new traffic counts would burden the applicant with more expense. She said she wants to be certain that the Commission is doing their due diligence in considering the proposal.

Commissioner Gross said that his understanding is that **Mr. O'Connor** is raising an issue that the 2004 and 2008 reports are not consistent. He pointed out that **Mr. O'Connor** did not say that he feels the 2008 data is inaccurate or that there would not be sufficient parking to meet the demand. He indicated that there is sufficient information with the 2008 data to approve the project, as it is not being argued that the information provided from 2008 is inaccurate.

Chairperson Paralusz indicated that she would like to have an opportunity to evaluate whether there are any inconsistencies between the 2004 and 2008 reports and whether any inconsistencies may be relevant in making a decision regarding the subject proposal.

Chairperson Paralusz reopened the public hearing and continued consideration of a Planned Development Permit Amendment for renovation, small addition, and a membership increase at the Manhattan Country Club located at 1330 Parkview Avenue to the meeting of January 25, 2012.

## **5. DIRECTORS ITEMS**

Director Thompson stated that the League of California Cities Planners Institute Conference is scheduled in San Jose on March 20, 2012. He said that he will be attending; however, there is not money allocated in the current budget for the Commissioners to attend conferences this year. He indicated that he is working with the new budget to provide money for the Commissioners to attend workshops and conferences.

## 6. PLANNING COMMISSION ITEMS

Chairperson Paralusz said that the project for the Chevron service station at the intersection of Marine Avenue and Aviation Boulevard appears almost completed.

Director Thompson said that work on the project can now progress quickly.

In response to a question from Commissioner Gross, Director Thompson said that new construction has fallen in the City; however, renovation of existing structures is at the same level or higher than in 2006-2007. He indicated that the larger number of renovations is a result of the new incentives for renovating existing structures. He said that the fees for remodeling do not cover the City's expenses, which is an issue.

Commissioner Seville-Jones asked if the Commission should give further consideration as to whether they should allow more time for members of the public to speak at meetings and as to whether they are being open and transparent with members of the public.

Director Thompson commented that the City Council is currently considering policies regarding open government, which would also apply to Commissions.

Chairperson Paralusz said that her intent as chairperson has been to provide the public with an opportunity to speak and to provide consistency in the manner in which they can expect to address the Commission. She said that she appreciates the point made by **Mr. O'Connor** that there should be flexibility in certain situations. She commented that her intent as chairperson is to not provide preferential treatment to any members of the public. She said that she would support further discussion regarding having an open government.

Commissioner Andreani feels that there has been flexibility by the Commission in allowing time for members of the public to speak. She said that speakers have typically been allowed additional time unless there has been a large audience where parameters were necessary. She said that she also would support further discussion of the issue and would suggest allowing more time than three minutes for members of the public to speak.

Director Thompson commented that consideration must also be given to the rights of the applicant as well as the efficiency of government. He commented that the discussion can become overrun by a group of people who are raising issues that may not be relevant to the discussion of a particular project. He said that there are many opportunities for members of the public to speak regarding issues and to participate in the process of considering projects. He indicated that the City does a good job of providing notice of projects and in being accessible to receiving input from members of the public. He pointed out that staff members are always available to discuss issues regarding projects with members of the public. He said that Planning Commission meetings are not designed for debating but rather to allow an opportunity for the public to raise any issues regarding a proposal.

In response to a question from Commissioner Gross, Director Thompson stated that he can provide the Commissioners with further information regarding the role of the Planning Commission.

Commissioner Conaway said that the public should be educated as well regarding participation at meetings. He commented that the agendas are clear that members of the audience are allowed three minutes to speak. He said that having a limited time encourages members of the public to organize their points and to remain on the topic. He suggested possibly providing

additional community outreach to inform members of the public regarding the public participation process.

Director Thompson indicated that staff does try their best to educate the public.

**7. TENTATIVE AGENDA January 25, 2012**

A Tin Roof- Use Permit Amendment – 3500 North Sepulveda Boulevard

**8. ADJOURNMENT**

The meeting was adjourned at 9:00 p.m. to Wednesday, January 25, 2012, in the City Council Chambers, City Hall, 1400 Highland Avenue

SARAH BOESCHEN  
Recording Secretary

ATTEST:

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RICHARD THOMPSON  
Community Development Director

**CITY OF MANHATTAN BEACH  
PLANNING COMMISSION  
MINUTES OF REGULAR MEETING  
JANUARY 25, 2012**

A Regular Meeting of the Planning Commission of the City of Manhattan Beach, California, was held on the 25th day of January, 2012, at the hour of 6:30 p.m., in the City Council Chambers of City Hall, at 1400 Highland Avenue, in said City.

**1. ROLL CALL**

Present: Andreani, Conaway, Gross, Seville-Jones, Chairperson Paralusz  
Absent: None  
Staff Present: Richard Thompson, Director of Community Development  
Esteban Danna, Assistant Planner  
Jack Rydell, Traffic Engineer  
Recording Secretary, Sarah Boeschen

**2. APPROVAL OF MINUTES – January 11, 2012**

Commissioner Gross requested that the fifth sentence of the second paragraph on page 7 of the January 11 minutes be revised to read: "He commented that while the process of evaluating the project has not been perfect, he does not feel it is ~~not~~ sufficiently flawed to change the outcome."

A motion was MADE and SECONDED (Andreani/Conaway) to **APPROVE** the minutes of January 11, 2012, as amended.

AYES: Andreani, Conaway, Gross, Seville-Jones, Chairperson Paralusz  
NOES: None  
ABSENT: None  
ABSTAIN: None

**3. AUDIENCE PARTICIPATION**

**4. PUBLIC HEARINGS- CONTINUED**

**01/11/12-2 Planned Development Permit Amendment for Renovation, Small Addition, and a Membership Increase at the Manhattan Country Club Located at 1330 Parkview Avenue**

Director Thompson indicated that the 2004 traffic study for the site which was requested by the Commission at the last hearing is included with the staff report. He commented that a memo from the traffic engineer is also included with the staff report which includes his conclusion that there is a surplus of parking for the club and that there is consistency between the 2004 and 2008 traffic studies that were prepared for the site.

**Audience Participation**

**Sara Nielson**, representing the applicant, stated that they understand the obligation of the Commission to ensure that the operations of the club do not adversely impact the availability of parking in the surrounding area. She indicated that a 17 percent increase in the club membership as proposed would not have an adverse impact on the surrounding area. She pointed out that they found that 42 of the 149 spaces in the club lot were vacant in doing a count of parked cars during peak operation at the club. She indicated that they also did a count

with the traffic engineer in the morning on January 11, 2012, and found that the lot was at 75 percent occupancy. **Ms. Nielson** pointed out that there has not been a claim made that there is a parking issue for the club or that an increase in membership would create a parking issue. She indicated that the conclusions of the 2004 parking study are consistent with the results that they have observed. She also stated that the methodology used in the 2004 study is consistent with that used by the traffic engineer and staff. She said that the conditions on the site have changed since the report was prepared in 2004. She indicated that the site included 11,000 square feet of commercial office space in 2004. She said that there also was 10 percent fewer spaces allocated for the office building located at 1334 Parkview Avenue and 42 percent fewer spaces allocated for club members in 2004 than are available currently. She indicated that the street parking on Parkview Avenue offered free and convenient parking and was often filled to capacity prior to the parking meters being installed on the street. She commented that parking in the area was considered an issue in 2004 because there were occasions when there was no available street parking on Parkview Avenue. She said, however, that people now park in the allocated lots for the adjacent uses rather than on Parkview Avenue since the parking meters were installed.

**Ms. Nielson** stated that the club has not changed their policy regarding the use of the lot by club members and managers only. She pointed out that the membership base of the club has never used the allocation of membership parking spaces to their full capacity, which has been verified in four parking surveys between 1999 and 2008 and which she has observed over the past eight years. She commented that the Commissioners and City Council have not heard that any club member has been required to park on the street or that a neighboring resident has been impacted because of parking for the club. She said that the club increased its membership in their previous request by 20 percent with an increase in parking allocated to members of 42 percent. She pointed out that a fitness center of comparable size has parking requirements based on the square footage of the establishment but is permitted to sell a much larger number of memberships than the club with no restrictions. She indicated that a restaurant of comparable size and seating capacity to the restaurant at the club draws from a patron base of 50,000 households. She said that they are requesting to have a patron base of 1,400 in order to financially support renovating the club, which would bring additional business and revenue to the City. She indicated that their plans have been submitted to the building department, and they are ready to proceed with the project if approval is received.

In response to a question from Commissioner Gross, **Ms. Nielson** commented that she has a letter that is signed by the parking engineer who collected the data for the 2008 traffic study for the site which states that the survey data is accurate and reflects that the peak utilization of parking was 71 of 149 available parking spaces on weekend mornings and 87 out of 149 available parking spaces on weekday evenings.

In response to a question from Commissioner Gross, **Ms. Nielson** indicated that their agreement with Kinecta is for the utilization of spaces in their parking lot. She commented that it is not a lease agreement, as they are not paying for use of the spaces.

In response to a question from Commissioner Andreani, **Ms. Nielson** said that each membership does allow use of the club by household family members. She commented that the average membership includes a family of three. She indicated that 49 of their 50 allotted corporate memberships are currently filled.

In response to a question from Chairperson Paralusz, **Ms. Nielson** stated that corporate memberships allow for a business to have up to five assignees on an account. She commented that the Conditional Use Permit for the club allows for 50 corporate memberships, and the corporate memberships have basically remained at full capacity. She said that the average

number of assignees for corporate memberships is 5 persons. She indicated that corporate memberships also apply to household family members of the assignees.

Commissioner Gross suggested changing item 8 in section 2 on page 3 of the draft Resolution to also allow parking for club visitors and members as well as employees at the adjacent parking lot.

Commissioner Seville-Jones pointed out that the wording specifies that employees shall park in the adjacent parking lot or other designated parking area. She commented that the wording of the condition as stated is silent regarding visitors and club members parking in the adjacent lot.

Chairperson Paralusz said that she would not see the current language of the condition as restricting parking in the adjacent lot by club members or visitors.

**Ms. Neilson** pointed out that the agreement between the club and Kinecta restricts parking for club members in the Kinecta lot and only allows for club employee parking. She indicated that the valet service has a separate agreement with Kinecta for use of their lot for overflow parking, which is compensated separately. She said that the wine auction is the only event where there is an agreement for use of the Kinecta lot by visitors of the club.

Chairperson Paralusz closed the public hearing.

### **Commission Discussion**

Commissioner Conaway said that he learned from the 2004 parking report that there was a 15 percent contingency factor that was added to the numbers. He stated that he agrees with the analysis of the traffic engineer. He commented that the 2004 study also indicated that the utilization of the parking was slightly less in 2008 than 2004. He indicated that the parking lot was not full when he visited the site, and there were no cars parked on Parkview Avenue. He stated that there is ample adjacent parking to the club. He indicated that he also appreciates the investment that the applicant is making in the community. He said that he supports the project.

Commissioner Seville-Jones said that she also supports the project. She commented that the Commissioners have now had an opportunity to review the 2004 parking study for the site and to consider the traffic engineer's review. She said that she is convinced that there is surplus parking for the site. She indicated that the club has every reason to continue to manage the parking in order to accommodate their members in order to justify their investment. She commented that there has been no additional information provided by **Ed Caprellian**, and there was ample time for any information to be submitted to staff and the Commission. She pointed out that she does not feel there is as conflict in the Commission considering this application, as the Commission is not the operating agency that is making any decision regarding the lease for the club. She said that the role of the Commission is to determine whether the parking that is being provided is sufficient for the proposed expanded membership for the club.

Commissioner Gross commented that he is in favor of the project. He said that the only issue before the Commission is whether the parking is sufficient to accommodate an additional 200 members as proposed. He pointed out that there is not a formula for addressing the parking for the subject site because it includes a mix of uses. He commented that the only relevant factual information to consider is whether there is excess parking with the current club membership of 1,200, as there is not a formula for addressing the parking. He indicated that he does not feel there are inconsistencies in the 2004 and 2008 studies for the purposes of the parking in relation to the number of members. He pointed out that there is an agreement for the use of the

20 spaces for employee parking at Kinecta. He stated that there are also 84 street parking spaces that are available along Parkview Avenue. He said that he is comfortable with the supply of parking for the club, although he does feel that the capacity for memberships is beginning to reach close to the maximum available parking with the proposed expansion in memberships.

In response to a comment from Commissioner Gross, Director Thompson suggested that the wording in items 2 and 3 under item H in section 1 on page 2 of the draft Resolution be changed to read: “. . . detailed parking survey conducted for this project property.”

Commissioner Gross commented the residents who spoke at the previous hearing gave an impression that the Commissioners would not be doing their duty if they did not review the 2004 traffic study. He said that he appreciates that members of the public did bring up issues regarding the project but is concerned that staff and the Commissioners were surprised at the last hearing by the allegation that the additional information must be considered before the Commissioners vote on the project. He said that it would have been better if the members of the public had informed staff well in advance of the hearing so that staff would have had an opportunity to review and address the issues that they raised in the staff report or for staff to be able to say at the beginning of the hearing that they need additional time to address the issues. He commented that he is not certain of the reason why the members of the public did not address their concerns to staff in advance of the meeting.

Commissioner Gross stated that he respects the desire of the Commissioners to demonstrate to the Council and the public that all of the available information was considered in making an important decision. He commented that he hopes in the future that the Commission's desire to review all possible information is tempered with the time and cost that is involved. He stated that in his experience as a Commissioner over the past five years, he has found that the most important and useful public input is from residents that are directly impacted by a project. He indicated that the lack of an objection to a project from people who are directly impacted is basically indicating that the project is acceptable. He pointed out that no neighboring residents raised an objection to the subject proposal. He commented that the Commission receives input from a few concerned citizens on a broad range of topics at many meetings. He stated that such input can be valuable but maybe not in proportion to the time and effort that they require. He commented that establishing and keeping credibility with their input affects how a person's comments are viewed.

Commissioner Andreani stated that she is in favor of the project and feels the applicant is a good community neighbor. She said that the applicant has demonstrated with the proposed improvements that they are investing in the future of the club and the community. She indicated that she was sorry that a continuance was necessary but did benefit from reviewing the 2004 parking study. She commented that she feels the draft Resolution is well written for the entire property. She said that parking for visitors, the office building and the club members are addressed in the draft Resolution. She commented that she supports the proposal. She indicated that she would hope that any member of the community feels that they can come to speak before the Commission. She said that the staff report is made available to the public at a relatively late date before hearings, however, it is available to the public at the same time it is available to Commissioners, and includes a great deal of information.

Chairperson Paralusz said that she still supports the project as she did at the last hearing. She said that her opinion has not changed in support of the project after reading the 2004 traffic study and the additional comments of the traffic engineer. She thanked the members of the public who attended the meeting two weeks ago who brought forward the issue of the importance of reviewing the 2004 report and the methodology that was used to conduct the

survey. She indicated that she had more comfort in confirming her decision to support the project with the information in the 2004 parking survey. She commented that she feels it is important to demand due process in approving projects when additional information is available. She said that she does feel that having the additional information was beneficial to the Commission. She also thanked the applicant for being a good neighbor and investing in the project which will benefit many residents and visitors to the City. She commented that she appreciates that the meters being installed on Parkview Avenue resulted in more people parking in the lots for the businesses that they are utilizing rather than on the street. She said that she is confident that the project will be successful and is in support.

### **Action**

A motion was MADE and SECONDED (Conaway/Andreani) to **APPROVE** Planned Development Permit Amendment for renovation, small addition, and a membership increase at the Manhattan Country Club located at 1330 Parkview Avenue with the change to the wording in items 2 and 3 under item H in section 1 on page 2 of the draft Resolution be changed to read: “. . . detailed parking survey conducted for this ~~project~~ property.”

AYES: Andreani, Conaway, Gross, Seville-Jones, Chairperson Paralusz  
NOES: None  
ABSENT: None  
ABSTAIN: None

Director Thompson explained the 15-day appeal period and stated that the item will be placed on the City Council’s Consent Calendar for their meeting of February 21, 2012.

#### **5. DIRECTORS ITEMS**

#### **6. PLANNING COMMISSION ITEMS**

Commissioner Seville-Jones commented that interested members of the public who do not live directly next to projects have come before the Commission and given valid and important comments. She indicated that all comments are important for consideration even if they are from people that are not directly impacted by a project. She said that it has been a pleasure as a Commissioner to hear views of members of the public.

Chairperson Paralusz commented that testimony from anyone who has an interest in a project is important for consideration. She indicated that the Commissioners can consider the relationship that a member of the public has to a project as part of weighing their testimony. She said that it is important to take all testimony into consideration.

Commissioner Gross commented that he agrees with the comments of Commissioner Seville-Jones and Chairperson Paralusz. He said that his point is that the credibility of members of the public who repeatedly come before the Commission is established by their previous comments. He indicated that previous comments of speakers impact the weight that is given their opinion. He commented that he had the feeling of being intimidated at the last hearing that the Commissioners must consider the additional information from the 2004 parking study. He indicated, however, that none of the additional information impacted the decision that was ultimately reached by the Commission, although it did provide additional information in support of the decision.

Commissioner Conaway said that it is difficult to regulate comments that are received by the public. He indicated that he suggested possibly establishing additional public education to help



people who wish to speak in front of the Commission or other City body to organize their thoughts. He said that the Commission must leave open the possibility of receiving last minute testimony from speakers.

Chairperson Paralusz stated that Leadership Manhattan Beach Class of 2012 is sponsoring mulch day on Saturday, January 28, 2012, from 9:00 a.m. to 3:00 p.m. on the corner of 15<sup>th</sup> Street and Valley. She said that Leadership Manhattan Beach is installing a sustainable garden located on the corner of 15<sup>th</sup> Street and Valley at the Manhattan Beach Chamber of Commerce.

**7. TENTATIVE AGENDA February 8, 2012**

- A. Capital Improvement Plan
- B. Tin Roof, 350 North Sepulveda Boulevard,- Master Use Permit

**8. ADJOURNMENT**

The meeting was adjourned at 7:20 p.m. to Wednesday, February 8, 2012, in the City Council Chambers, City Hall, 1400 Highland Avenue.

SARAH BOESCHEN  
Recording Secretary

ATTEST:

\_\_\_\_\_  
RICHARD THOMPSON  
Community Development Director

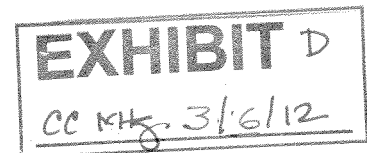
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Dear City Council Members:

With reference to the current application before the council for an increase in memberships at Manhattan Country Club, please consider what many long-term members of the club believe but are afraid to say for fear of being ridiculed by the club's owner and staff.

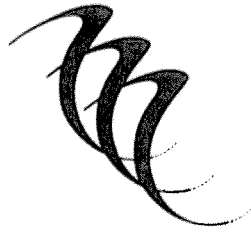
1. The club is in violation of its existing use permit because current membership levels exceed the approved cap.
2. The City Council has a fiduciary responsibility to the citizens of Manhattan Beach to perform an independent external audit as a part of considering the current application.
3. Fines should be imposed for violating the existing use permit and the current application should be rejected.
4. The parking situation at Manhattan Country Club is dangerous. Spaces are narrow and inaccessible with blind spots throughout. Fender benders occur routinely.
5. With literally thousands of children running around the club, it is only a matter of time before a serious accident occurs in the parking lot.
6. Adding an additional 200 memberships (approximately 480 children) would only increase the likelihood of an accident. Is the City Council prepared to assume responsibility for an inevitable accident involving children?
7. The club misrepresents its parking utilization by shuttling cars off premises whenever a parking study or audit is performed.
8. The club increased its membership on two previous occasions. In both instances, promises were made to the members for club improvements that remain unfulfilled. The same promises are now being used again as a deliberate form of misdirection to manipulate member attention away from the underlying issue that the parking lot is unsafe.
9. Departing members must currently wait more than six months to sell their membership. By issuing new memberships, the waiting period will increase. No new memberships should be approved for sale until all dissatisfied members are permitted to sell their memberships and leave an unsafe club environment.
10. Any council person who has received campaign contributions directly or indirectly from the owner of the club should recuse themselves from voting on this matter.

The parking lot at Manhattan Country Club is unsafe for the members and their children. Please refuse the application and take action steps to bring the club into compliance with its existing use permit.



**EXHIBIT D**  
**CC MTG 3-6-12**





MANHATTAN  
C O U N T R Y C L U B

February 17, 2012

Dear Manhattan Beach City Council Members,

The Manhattan Country Club has been an ardent supporter of the Manhattan Beach community over the years, and has invested heavily in its facility in a way that adds value to its members and the community. In addition to the significant ongoing capital expenses incurred by the Club to maintain the facility, the Club spent over \$1.7 Million in 2005 to expand and beautify the spa locker room facilities, \$1.8 Million in 2006-2007 to expand and outfit the fitness center to the highest possible standards and develop a Youth Activity Center, and over \$900,000 to upgrade the poolside experience and dining facilities in 2009 and 2010. All developments have been widely well received. The current development plan under way proposes what is now an over \$6 Million capital improvement to better serve both Club members and the community, with an entirely new approach to everything from the Club entry, to the dining areas and special event facilities. It is fiscally unfeasible for the Club to make such a sizeable facility investment without the support of an expanded membership base. We would hope that the far reaching benefits and positive impact of our current proposal should be sufficient to overshadow the irrational and unsubstantiated accusations of an anonymous detractor.

With response to the anonymous letter to the Council, it is relevant to note that to date, neither the Club nor the City of Manhattan Beach have received a single objection from Club members or neighbors with regard to our current application. Furthermore we can assure you that Manhattan Country Club members are not shy when it comes to expressing any concern or displeasure as it relates to the management and policies of the Club. As far as the rest is concerned, there is not a single statement made within the letter as it relates to the Club that is accurate.

The Club has diligently adhered to the parameters of its conditional use permit and membership cap, and the assertion that it exceeds its CUP mandated membership limit is simply untrue. The attached system generated report provides a detailed count of current membership allocation for reference.

While the City is welcome to conduct an audit of membership count at any time, we fail to see how a request to increase the limit, concurrent with a Planning Department and City traffic engineers' review indicating that parking utilization is below available capacity,

1330 Parkview Avenue  
Manhattan Beach, CA 90266  
310•546•5656 Fax 310•545•4361

would trigger the necessity for an independent audit of the current count. An audit might have been triggered if the City had received complaints regarding the parking availability at the facility, or received parking surveys indicating that parking demand was exceeding capacity. However neither have ever been the case. In fact, all parking surveys and evaluations have indicated that parking demand is well below the available supply and the City, by way of a very thorough Planning Commission review, has more than met its fiduciary duty to the citizens of Manhattan Beach to ensure this is the case. Accusations that the Club is "shuttling cars off premises whenever a parking study or audit is performed" is categorically false, and the accuser has no basis whatsoever for making such an accusation. The most recent evaluation of the Club's parking demand, which was consistent with all previous parking surveys as well as the projected utilization prior to expansion in 2004, was conducted by the City's traffic engineer at the Club's peak operating time without prior notice to the Club or its valet company.

The Club's parking lots are both safe and monitored with a complimentary, onsite valet presence throughout primary operating hours, as mandated by the Club's CUP. Neither the Club nor the valet company has a single record of an accident, fender bender or any other incident in the Club parking lot in well over a year. Prior to that, minor incidents in the parking lot have occurred and only on a very rare occasion (ie: less than annually). Again, to state that the Club's parking lots are unsafe is simply inaccurate. Further, a component of the Club's proposal involves additional landscaping and the addition of a sidewalk to Parkview Avenue to increase pedestrian safety when accessing the Club. And finally, stating that the Club is an unsafe environment for children is simply unwarranted. The Club maintains a very strict policy, often to the dismay of our members, requiring that all children under the age of 12 be supervised at all times, and enforces this policy diligently on parents by way of peer review and fines. The Club prides itself on providing a multi-faceted facility where families can come and safely enjoy the many amenities it offers, and where children take advantage of a wealth of programs and services to further education, athletics, socialization and etiquette on their way to becoming well rounded and responsible adults. The effort to expand this outreach to more members of the community should be a welcome and positive aspect of the proposed development.

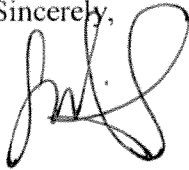
The time required for processing membership resale transactions is neither a component of the Council's jurisdiction, nor a relevant item as it relates to parking and the CUP. To clarify however, it varies seasonally, does not currently take anywhere near six months, and is in part a factor of members expressing a need to sell their membership long before they actually desire to relinquish it. Because the Club operates at the permitted capacity for memberships, the waiting time for prospective members desiring to purchase memberships has historically far exceeded that of outgoing members wishing to relinquish theirs. It should also be noted that Club members are under no contractual or financial obligation to retain their membership should they not wish to wait for the Club to secure and qualify a buyer on their behalf.

Finally, neither the Club nor its ownership have made campaign contributions to any of the sitting council members.

The parking availability has been fully vetted by the Community Development Staff, the City Traffic Engineer, an independent Traffic Engineer, and the Planning Commission. The unanimous conclusion has been that the Club has sufficient excess parking capacity to accommodate an increase in memberships. Further, the abundance of surface area and unused meter parking in the surrounding area supports that the Club is not in any way at risk of causing a detrimental impact on the availability of parking for the general public.

We respectfully request that the Council approve the Planning Commission approved CUP Amendment, and allow the Club to proceed without further delay so that we may commence with this positive development to vastly improve the facility.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sara Neilson', written in a cursive style.

Sara Neilson  
Managing Director  
Manhattan Country Club

**Manhattan Country Club**



Member Type Count Report

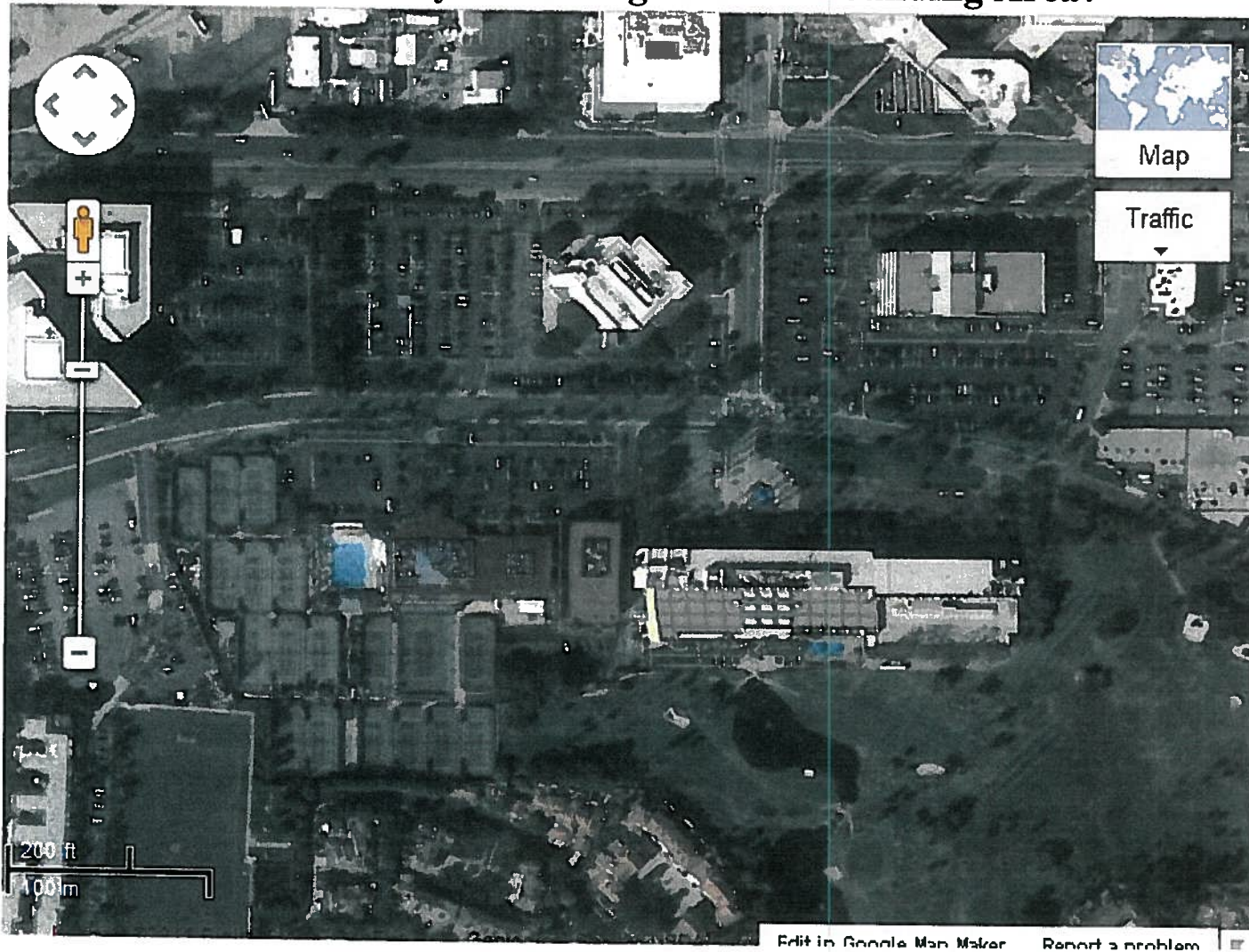
Member Type: CORP. COUPLE, CORP.  
SINGLE, CORP.FAMILY, COUPLE, FAMILY,  
INACTIVE COUPLE, INACTIVE FAMILY,  
Inactive Single, Junior Single, NON TRANS -  
COUPLE, NON TRANS - FAMILY, NON-  
TRANS SINGLE, SINGLE, SOCIAL COUPLE,  
SOCIAL SINGLE, TENANT/COUPLE,  
TENANT/FAMILY, TENANT/SINGLE

Member Status: <All>

<b>Member Type</b>	<b>Count</b>
CORP. COUPLE	9
CORP. SINGLE	5
CORP.FAMILY	35
COUPLE	119
FAMILY	886
INACTIVE COUPLE	5
INACTIVE FAMILY	11
Inactive Single	1
Junior Single	1
NON TRANS - COUPLE	1
NON TRANS - FAMILY	5
SINGLE	114
SOCIAL COUPLE	1
SOCIAL SINGLE	1
TENANT/COUPLE	3
TENANT/FAMILY	1
TENANT/SINGLE	2
<b>Total:</b>	<b>1200</b>



**Will a 17% Increase in Manhattan Country Club Membership have an adverse impact on the availability of Parking in the surrounding Area?**



**Concentration of surface area parking in surrounding area:**





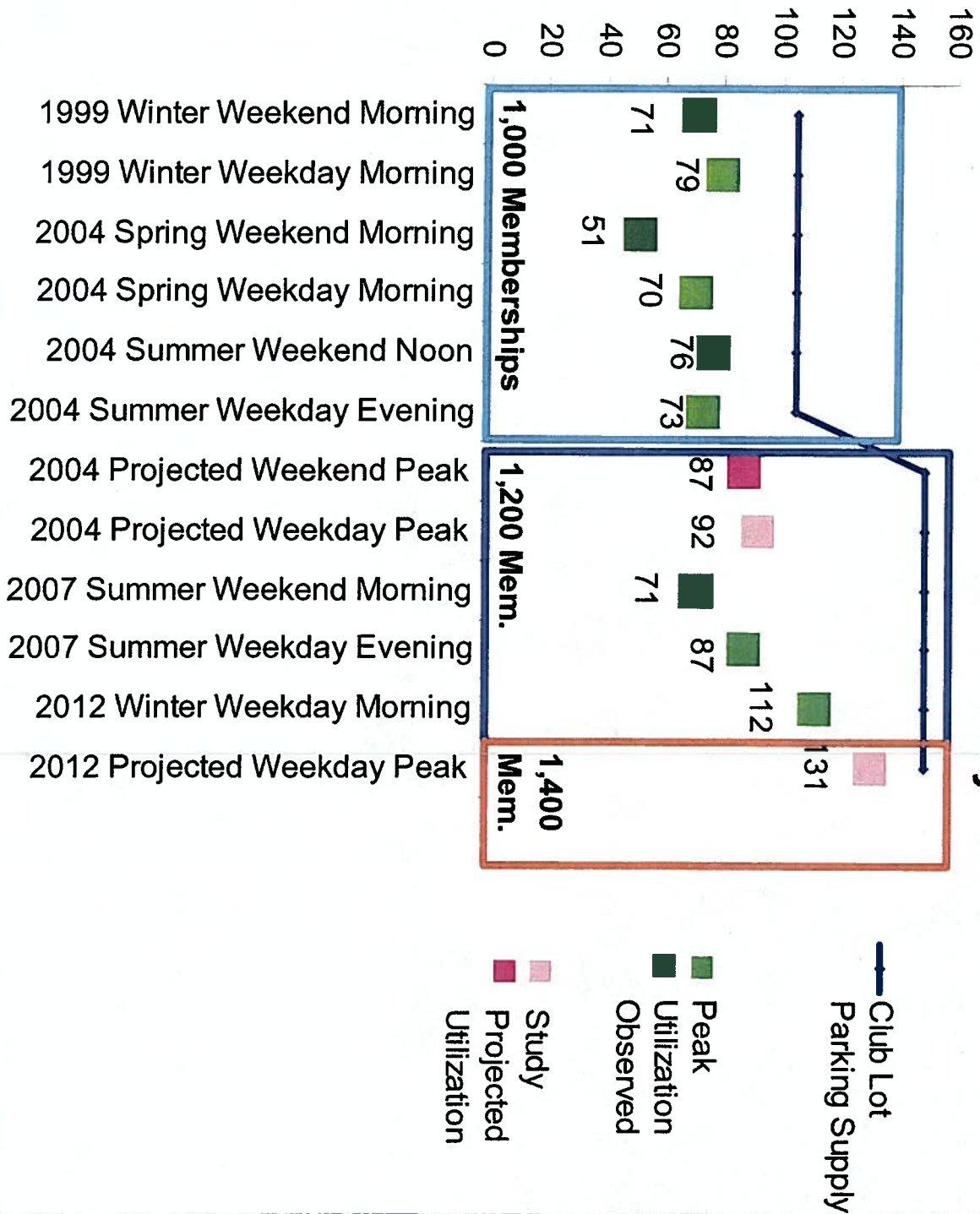
**PICTURES OF PARKVIEW AVENUE at 10:45 am Wednesday January 18, 2012 – at a time when all 18 tennis courts were occupied, 16 of them with doubles play.**



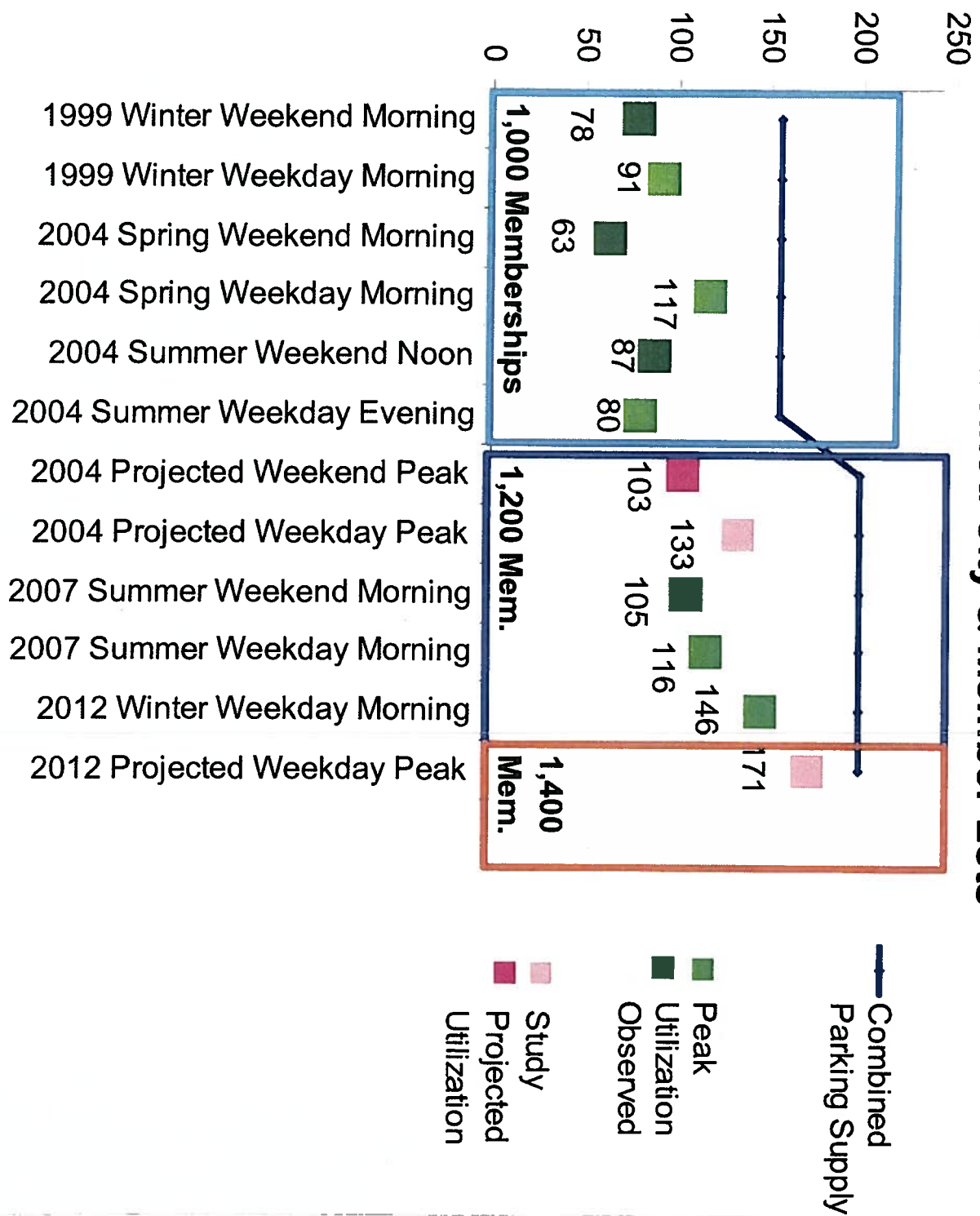


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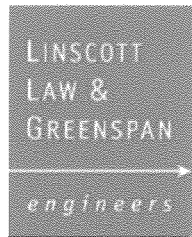
# MCC Club Member only Lot



# Combined City & Member Lots







February 22, 2012

Ms. Sara Neilson  
Manhattan Country Club  
1330 Parkview Avenue  
Manhattan Beach, CA 90266

**LLG Reference: 2.08.2979.1**

**Subject: Updated Existing Parking Demand Surveys  
Manhattan Country Club  
Manhattan Beach, California**

**Engineers & Planners**  
Traffic  
Transportation  
Parking

**Linscott, Law &  
Greenspan, Engineers**  
1580 Corporate Drive  
Suite 122  
Costa Mesa, CA 92626  
**714.641.1587** T  
714.641.0139 F  
www.llgengineers.com

Pasadena  
Costa Mesa  
San Diego  
Las Vegas

Dear Ms. Neilson:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this *updated* letter that summarizes the existing parking demand for the Manhattan Country Club (MCC) based on recent parking surveys conducted on a weekday in February 2012 and prior parking surveys conducted at the site in August 2007. The February 2012 parking surveys, as well as the August 2007 parking surveys, are representative of the parking demand associated with the current MCC club membership of 1,200 members.

**Project Location and Description**

Located at 1330 and 1332 Park View Avenue, Manhattan Country Club consists of a clubhouse with eighteen tennis courts, a swimming pool and club amenities that include a gymnasium, a Youth Center, an Adult Activity Area, and banquet/dining facilities with food and beverage service. Adjacent to the Manhattan Country Club and located at 1334 Park View Avenue is an existing office building with 42,000 square-foot (SF) of gross floor area. The two separate parcels are bounded by Park View Avenue to the north and the Marriott Hotel to the east. A public parking lot owned by the City of Manhattan Beach borders the country club on the west.

The Manhattan Country Club and 1334 Park View Avenue share a single access driveway to/from Park View Avenue. Parking for the these two facilities is provided on two separate parking lots with a total parking supply of 241 striped spaces; one located in front of the west side of the Club (103 spaces), and the other located in front of 1332 and 1334 Park View Avenue. Within the parking lot located in front of 1332 and 1334 Park View Avenue, 43 of the 138 striped parking spaces are designated for MCC use and are referred to in this report as Club Lot East. Eight (8) spaces are reserved for tenant visitors and the remaining 87 striped parking spaces are designated for the Office building. Additional parking for MCC is provided in the City of Manhattan Beach public parking lot. MCC presently leases only 50 of these striped spaces from the City, bringing the overall parking supply to 291 striped spaces.

Philip M. Linscott, PE (1924-2000)  
Jack M. Greenspan, PE (Ret.)  
William A. Law, PE (Ret.)  
Paul W. Wilkinson, PE  
John P. Keating, PE  
David S. Shender, PE  
John A. Boorman, PE  
Clare M. Look-Jaeger, PE  
Richard E. Barretto, PE  
Keil D. [unclear], PE

Presently, employees of MCC are not permitted to park in either the Club or Office Lots; they are directed to park in the City “Leased” Lot. In addition, MCC staff is presently allowed to park in twenty (20) designated spaces on the Kinecta Federal Credit Union lot. MCC currently has an average daily staff presence of 32 employees and teaching professional who work in five different shifts over the course of a twenty-four hour period of time. MCC estimates that approximately 20% of staff ride-share or utilize public transportation.

### Updated Existing Parking Surveys

To update and document the current parking usage and existing peak demand associated with the current MCC club membership of 1,200 and the adjoining office building, LLG conducted parking surveys on Wednesday/Thursday, February 15/16, 2012<sup>1</sup>. This information was combined with the data collected on Wednesday, August 29, 2007 and Saturday, August 25, 2007. The parking surveys were conducted at half-hour intervals for a duration of 12-hours for both days, beginning at 7:00 AM and ending at 7:00 PM.

The parking lots surveyed included the MCC Club Lot, the adjoining office building parking lot, and the City “Leased” Lot. The results of the off-street parking surveys completed in February 2012 and those collected in August 2007 are summarized in *Tables 1, 2* and *3*, respectively. These tables also indicate the parking accumulation data for each parking area as a percent utilization of the parking supply. The first four columns of these tables summarize the parking demand associated with MCC, while the fifth and sixth column summarizes the office parking demand and the combined total, respectively.

*Charts 1, 2* and *3* present a graphical representative of the parking survey data that was collected in August 2007 and February 2012 at the Club Lot, Office Lot and City “Leased” Lot, respectively.

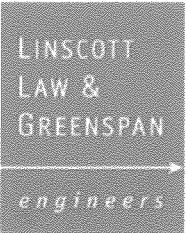
### Existing MCC Parking Demand

Review of the February 2012 weekday parking survey data in *Table 1* shows that the off-street parking survey identifies MCC’s maximum peak parking demand totaled 142 spaces at 10:30 AM (see Column 4). With a parking supply of 204 spaces, a surplus of 62 spaces was observed.

In addition, the off-street parking survey identifies a maximum peak parking demand for the office uses totaled 54 spaces at 11:30 AM on a weekday (Wednesday/Thursday).

---

<sup>1</sup> Due to weather, parking surveys at MCC completed during the morning of Wednesday, February 15, 2012 were combined with the data collected during the afternoon of Thursday, February 16, 2012. Further, parking surveys were not collected on a weekend since the Saturday demand was significantly less than the weekday, as documented based on the August 2007 surveys.



Overall, the recent off-street parking survey identifies a maximum weekday peak parking demand (which includes the three parking lots) of 190 spaces at 10:30 AM on Wednesday. A comparison of the weekday parking survey data collected in August 2007, as summarized in *Table 2*, indicates similar information with the overall peak parking demand totaling 186 vehicles and occurring at 10:30 AM.

*Table 3* indicates that the maximum weekend peak parking demand for MCC, as surveyed in August 2007 totaled 103 spaces and occurred at 11:00 AM.

*Charts 4, 5 and 6* present a graphical representative of the existing parking demand for MCC (as summarized in *Table 1, 2 and 3*) relative to a parking supply of 204 spaces based on the data collected February 2012 and August 2007.

\* \* \* \* \*

This completes our assessment. If there are any further questions, or you require any additional information, please do not hesitate to call me.

Sincerely,  
**Linscott, Law & Greenspan, Engineers**

A handwritten signature in black ink, appearing to read "R. Barretto", is positioned below the typed name.

Richard E. Barretto, P.E.  
Principal

TABLE 1

SUMMARY OF OFF-STREET PARKING SURVEY DATA - WEDNESDAY/THURSDAY, FEBRUARY 15/16, 2012  
Manhattan Country Club, Manhattan Beach

Time Period	CLUB LOT		CLUB LOT EAST		CITY LEASED LOT 50		MCC PARKING DEMAND		OFFICE DEMAND OFFICE LOT - ZONE B		TOTALS	
	Supply Parked	103 Parking Utilization	Supply Parked	51 Parking Utilization	Total Parked	Total Parking Utilization	Supply Parked	204 Parking Utilization	Supply Parked	87 Parking Utilization	Supply Parked	291 Parking Utilization
	Vehicles		Vehicles <sup>2</sup>		Vehicles <sup>1</sup>		Vehicles		Vehicles		Vehicles	
7:00 AM	15	15%	13	25%	11	23%	39	19%	3	3%	42	15%
7:30 AM	19	18%	13	25%	11	21%	43	21%	4	5%	47	16%
8:00 AM	29	28%	13	25%	13	26%	55	27%	9	10%	64	22%
8:30 AM	45	44%	22	43%	20	41%	87	43%	20	23%	107	37%
9:00 AM	61	59%	30	59%	26	51%	117	57%	31	36%	148	51%
9:30 AM	63	61%	32	63%	30	60%	125	61%	33	38%	158	54%
10:00 AM	62	60%	36	71%	<b>39</b>	<b>78%</b>	137	67%	45	52%	182	63%
10:30 AM	<b>68</b>	<b>66%</b>	36	71%	38	75%	<b>142</b>	<b>69%</b>	48	55%	<b>190</b>	<b>65%</b>
11:00 AM	56	54%	38	75%	38	75%	132	64%	50	57%	182	62%
11:30 AM	51	50%	39	76%	35	71%	125	61%	<b>54</b>	<b>62%</b>	179	62%
12:00 Noon	43	42%	<b>41</b>	<b>80%</b>	37	74%	121	59%	51	59%	172	59%
12:30 PM	41	40%	30	59%	36	72%	107	52%	47	54%	154	53%
1:00 PM	39	38%	25	49%	30	60%	94	46%	40	46%	134	46%
1:30 PM	44	43%	29	57%	29	57%	102	50%	43	49%	145	50%
2:00 PM	37	36%	20	39%	28	56%	85	42%	39	45%	124	43%
2:30 PM	32	31%	17	33%	29	57%	78	38%	44	51%	122	42%
3:00 PM	35	34%	21	41%	28	56%	84	41%	40	46%	124	43%
3:30 PM	30	29%	29	57%	28	56%	87	43%	41	47%	128	44%
4:00 PM	43	42%	27	53%	34	68%	104	51%	40	46%	144	49%
4:30 PM	46	45%	21	41%	35	71%	102	50%	37	43%	139	48%
5:00 PM	56	54%	23	45%	38	75%	117	57%	35	40%	152	52%
5:30 PM	56	54%	26	51%	18	36%	100	49%	21	24%	121	42%
6:00 PM	60	58%	31	61%	14	27%	105	51%	16	18%	121	41%
6:30 PM	62	60%	30	59%	13	26%	105	51%	16	18%	121	41%
7:00 PM	62	60%	30	59%	13	26%	105	51%	16	18%	121	41%

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

<sup>1</sup> The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.

<sup>2</sup> The existing parking demand within the Office Lot - Zone A includes the 12 visitor spaces and 5 handicap spaces.

TABLE 2

SUMMARY OF OFF-STREET PARKING SURVEY DATA - WEDNESDAY AUGUST 29, 2007  
Manhattan Country Club, Manhattan Beach

Time Period	CLUB LOT		CLUB LOT EAST		CITY LEASED LOT 50		MCC PARKING DEMAND		OFFICE DEMAND OFFICE LOT - ZONE B		TOTALS	
	Supply Parked Vehicles	103 Parking Utilization	Supply Parked Vehicles <sup>2</sup>	51 Parking Utilization	Total Parked Vehicles <sup>1</sup>	Total Parking Utilization	Supply Parked Vehicles	204 Parking Utilization	Supply Parked Vehicles	87 Parking Utilization	Supply Parked Vehicles	291 Parking Utilization
7:00 AM	11	11%	5	10%	5	10%	21	10%	13	15%	34	12%
7:30 AM	11	11%	3	6%	6	12%	20	10%	13	15%	33	11%
8:00 AM	14	14%	3	6%	8	16%	25	12%	19	22%	44	15%
8:30 AM	24	23%	6	12%	10	20%	40	20%	27	31%	67	23%
9:00 AM	37	36%	14	27%	11	22%	62	30%	51	59%	113	39%
9:30 AM	37	36%	16	31%	18	36%	71	35%	63	72%	134	46%
10:00 AM	48	47%	20	39%	30	60%	98	48%	60	69%	158	54%
10:30 AM	56	54%	22	43%	31	62%	109	53%	<b>77</b>	<b>89%</b>	<b>186</b>	<b>64%</b>
11:00 AM	49	48%	16	31%	32	64%	97	48%	68	78%	165	57%
11:30 AM	47	46%	19	37%	<b>34</b>	<b>68%</b>	100	49%	64	74%	164	56%
12:00 Noon	48	47%	<b>23</b>	<b>45%</b>	31	62%	102	50%	65	75%	167	57%
12:30 PM	44	43%	<b>23</b>	<b>45%</b>	32	64%	99	49%	60	69%	159	55%
1:00 PM	30	29%	18	35%	33	66%	81	40%	58	67%	139	48%
1:30 PM	21	20%	13	25%	33	66%	67	33%	56	64%	123	42%
2:00 PM	28	27%	15	29%	<b>34</b>	<b>68%</b>	77	38%	62	71%	139	48%
2:30 PM	24	23%	14	27%	30	60%	68	33%	62	71%	130	45%
3:00 PM	30	29%	14	27%	30	60%	74	36%	63	72%	137	47%
3:30 PM	28	27%	10	20%	29	58%	67	33%	62	71%	129	44%
4:00 PM	34	33%	14	27%	30	60%	78	38%	59	68%	137	47%
4:30 PM	37	36%	13	25%	33	66%	83	41%	48	55%	131	45%
5:00 PM	41	40%	13	25%	30	60%	84	41%	47	54%	131	45%
5:30 PM	51	50%	16	31%	31	62%	98	48%	35	40%	133	46%
6:00 PM	60	58%	22	43%	28	56%	110	54%	24	28%	134	46%
6:30 PM	<b>66</b>	<b>64%</b>	21	41%	29	58%	<b>116</b>	<b>57%</b>	17	20%	133	46%
7:00 PM	61	59%	18	35%	28	56%	107	52%	9	10%	116	40%

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

<sup>1</sup> The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.

<sup>2</sup> The existing parking demand within the Office Lot - Zone A includes the 12 visitor spaces and 5 handicap spaces.

TABLE 3

SUMMARY OF OFF-STREET PARKING SURVEY DATA - SATURDAY AUGUST 25, 2007  
Manhattan Country Club, Manhattan Beach

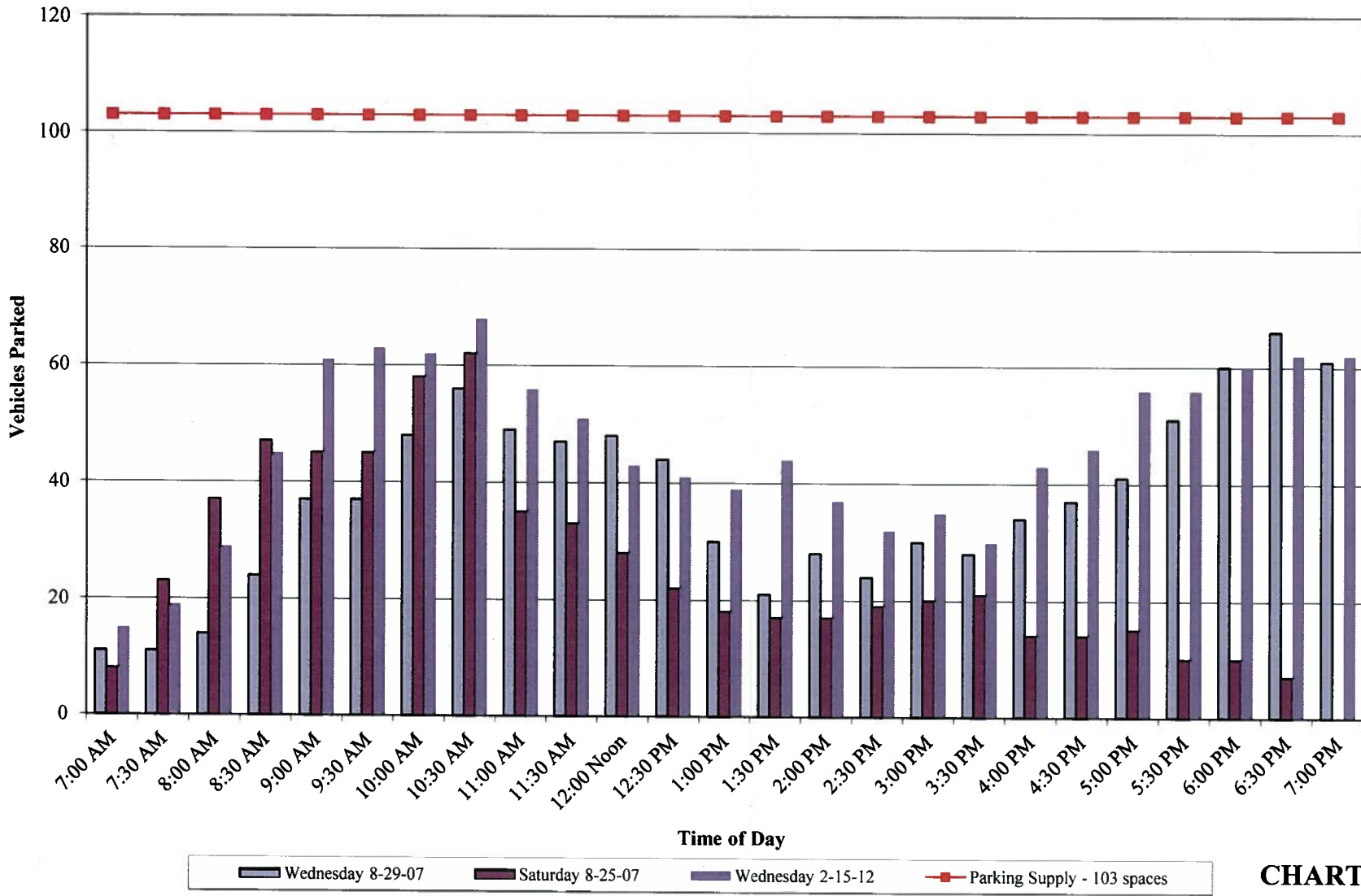
Time Period	CLUB LOT 103		CLUB LOT EAST 51		CITY LEASED LOT 50		MCC PARKING DEMAND 204		OFFICE DEMAND OFFICE LOT - ZONE B 87		TOTALS 291	
	Supply Parked Vehicles	Parking Utilization	Supply Parked Vehicles <sup>2</sup>	Parking Utilization	Total Parked Vehicles <sup>1</sup>	Total Parking Utilization	Supply Parked Vehicles	Parking Utilization	Supply Parked Vehicles	Parking Utilization	Supply Parked Vehicles	Parking Utilization
7:00 AM	7	7%	4	8%	5	10%	16	8%	8	9%	24	8%
7:30 AM	8	8%	4	8%	6	12%	18	9%	8	9%	26	9%
8:00 AM	23	22%	7	14%	8	16%	38	19%	10	11%	48	16%
8:30 AM	37	36%	<b>9</b>	<b>18%</b>	10	20%	56	27%	13	15%	69	24%
9:00 AM	47	46%	7	14%	11	22%	65	32%	13	15%	78	27%
9:30 AM	45	44%	6	12%	18	36%	69	34%	12	14%	81	28%
10:00 AM	45	44%	8	16%	30	60%	83	41%	12	14%	95	33%
10:30 AM	58	56%	<b>9</b>	<b>18%</b>	31	62%	98	48%	11	13%	109	37%
11:00 AM	<b>62</b>	<b>60%</b>	<b>9</b>	<b>18%</b>	32	64%	<b>103</b>	<b>50%</b>	11	13%	<b>114</b>	<b>39%</b>
11:30 AM	35	34%	6	12%	<b>34</b>	<b>68%</b>	75	37%	13	15%	88	30%
12:00 Noon	33	32%	4	8%	31	62%	68	33%	<b>15</b>	<b>17%</b>	83	29%
12:30 PM	28	27%	4	8%	32	64%	64	31%	12	14%	76	26%
1:00 PM	22	21%	2	4%	33	66%	57	28%	10	11%	67	23%
1:30 PM	18	17%	1	2%	33	66%	52	25%	9	10%	61	21%
2:00 PM	17	17%	1	2%	<b>34</b>	<b>68%</b>	52	25%	9	10%	61	21%
2:30 PM	17	17%	1	2%	30	60%	48	24%	4	5%	52	18%
3:00 PM	19	18%	2	4%	30	60%	51	25%	6	7%	57	20%
3:30 PM	20	19%	4	8%	29	58%	53	26%	8	9%	61	21%
4:00 PM	21	20%	4	8%	30	60%	55	27%	8	9%	63	22%
4:30 PM	14	14%	5	10%	33	66%	52	25%	7	8%	59	20%
5:00 PM	14	14%	4	8%	30	60%	48	24%	6	7%	54	19%
5:30 PM	15	15%	3	6%	31	62%	49	24%	9	10%	58	20%
6:00 PM	10	10%	2	4%	28	56%	40	20%	8	9%	48	16%
6:30 PM	10	10%	4	8%	29	58%	43	21%	6	7%	49	17%
7:00 PM	7	7%	4	8%	28	56%	39	19%	6	7%	45	15%

Notes:

The **BOLD**, shaded data represents the existing peak parking demand for each parking area.

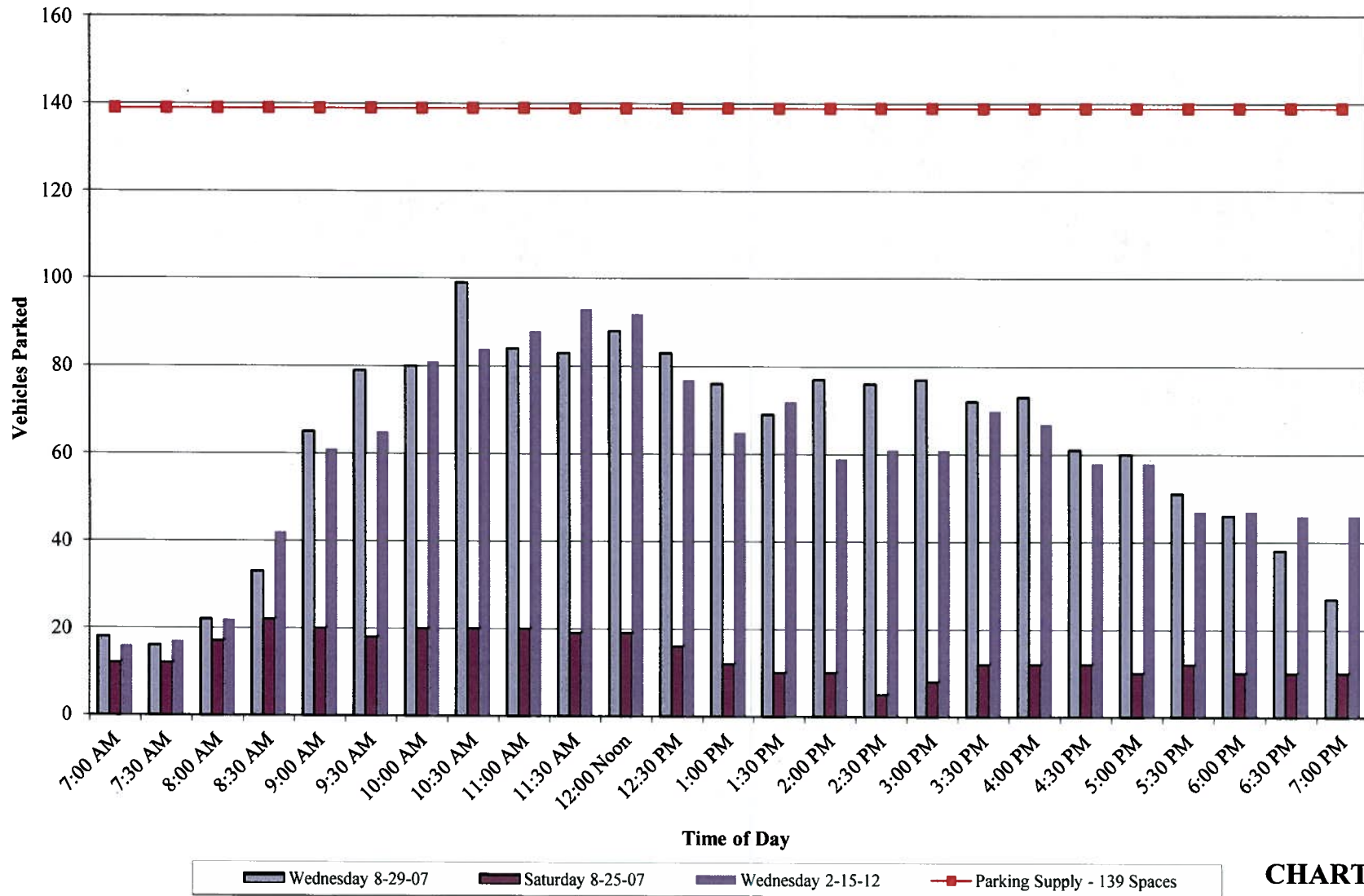
<sup>1</sup> The existing parking demand within the City Leased parking lot includes the employee parking demand (average staff presence of 32 employees on any given day) of Manhattan Country Club.

<sup>2</sup> The existing parking demand within the Office Lot - Zone A includes the 12 visitor spaces and 5 handicap spaces.



**CHART 1**

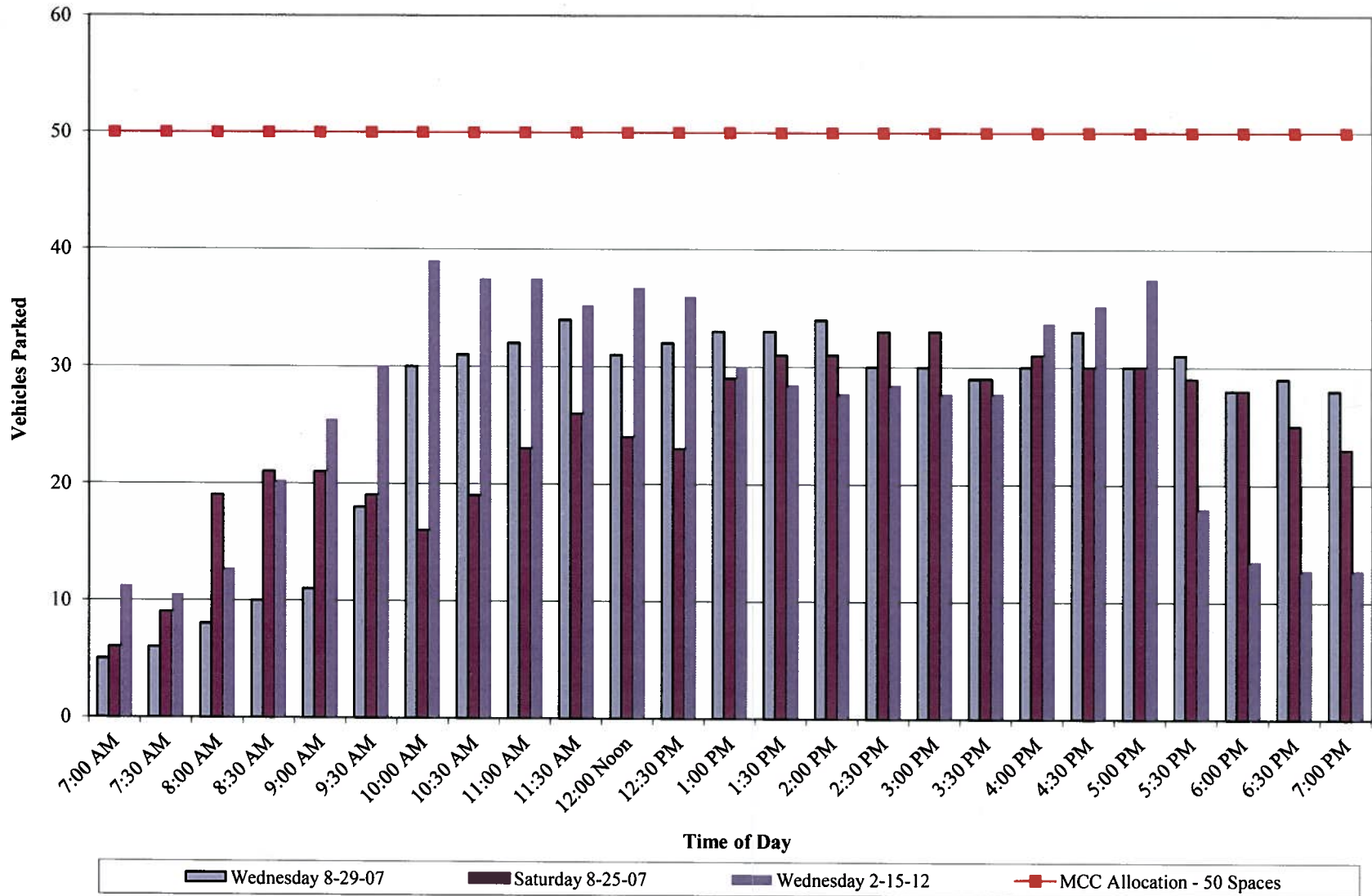
**EXISTING PARKING DEMAND PROFILE  
CLUB LOT**



**CHART 2**

**EXISTING PARKING DEMAND PROFILE  
OFFICE LOT**



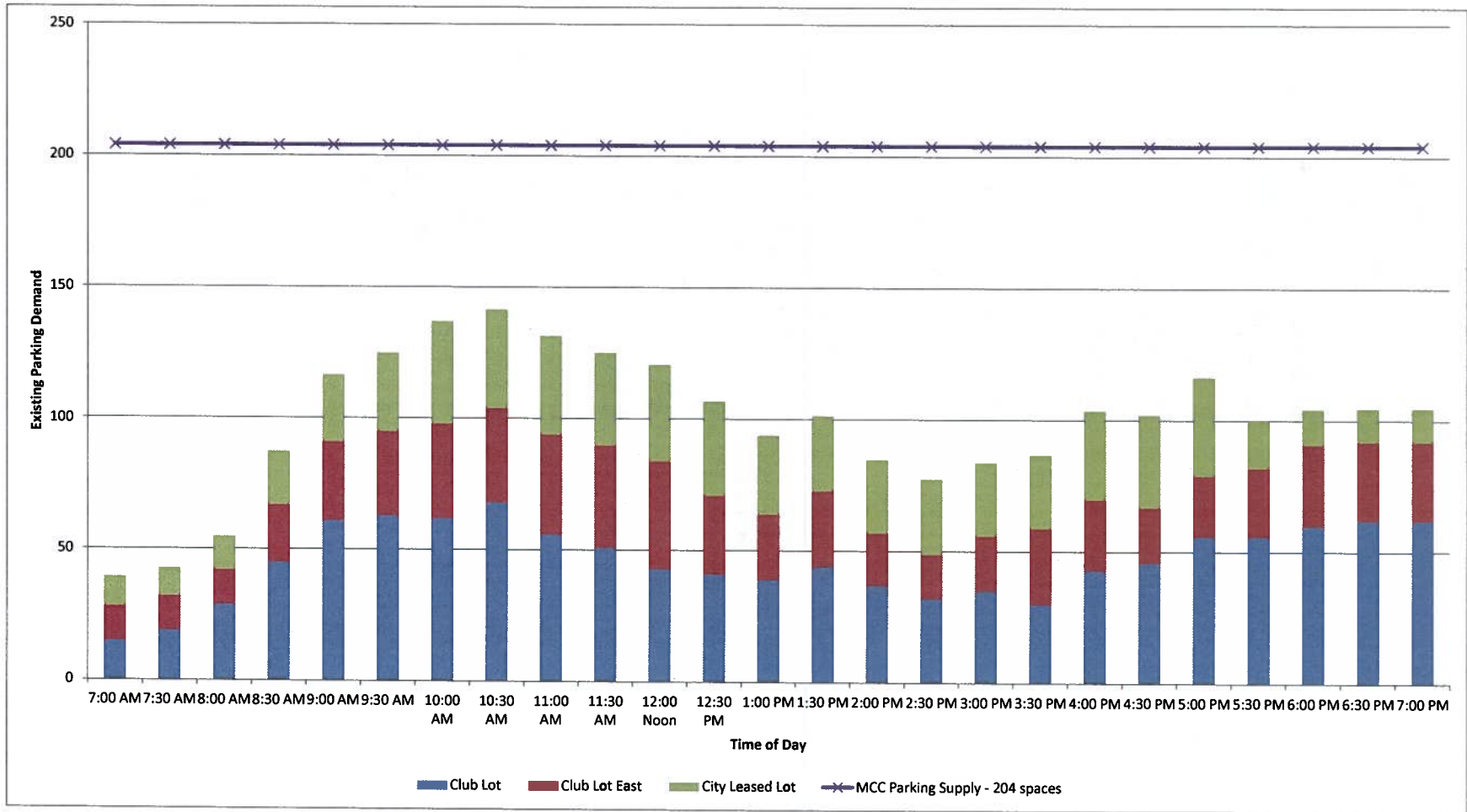


**CHART 3**

**EXISTING PARKING DEMAND PROFILE**

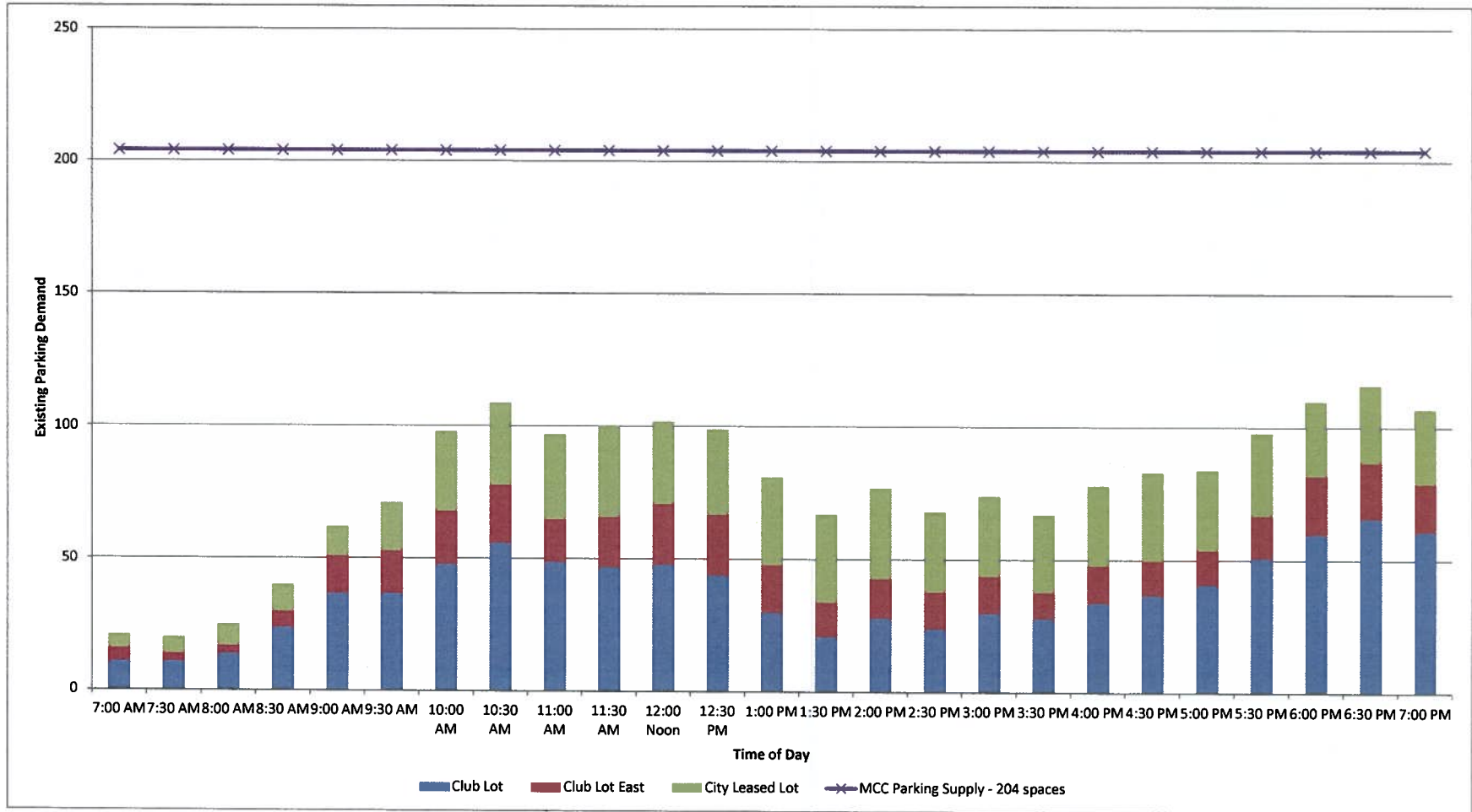
**CITY LOT**

Manhattan Country Club, Manhattan Beach



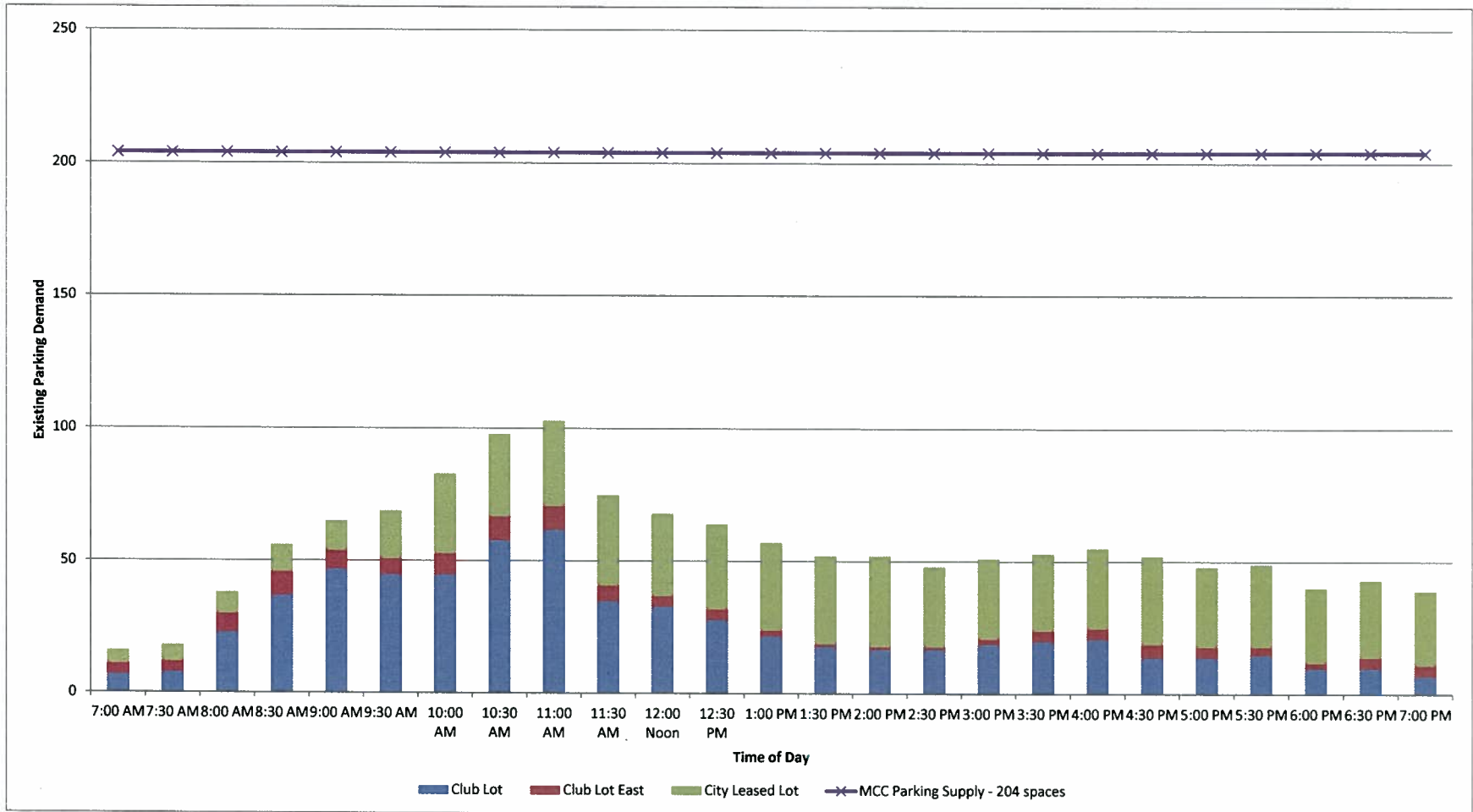
**Chart 4**

**Existing MCC Weekday Parking Demand  
February 2012  
Manhattan Country Club, Manhattan Beach**



**Chart 5**

**Existing MCC Weekday Parking Demand  
August 2007  
Manhattan Country Club, Manhattan Beach**



**Chart 6**

**Existing MCC Weekend Parking Demand**

**August 2007**

Manhattan Country Club, Manhattan Beach