CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT
STAFF REPORT

TO: Planning Commission

FROM: Richard Thompson, Director of Community Development

BY: Eric Haaland, Associate Planner

DATE: November 12, 2009

SUBJECT: Master Use Permit Amendment for a Reduction of Parking Requirements to Allow an Increased Amount of Medical Office Use, and Less Restaurant Use Based on a Current Parking Study on the Property Located at 500 S. Sepulveda Boulevard

RECOMMENDATION

Staff recommends that the Planning Commission **CONDUCT** the Public Hearing and **APPROVE** the subject request.

APPLICANT/OWNER

Manhattan Beach Mall 00 LP
749 Bayonne Street
El Segundo, CA 90245

PROJECT OVERVIEW

LOCATION

Location	500 Sepulveda Bl., southwest corner of Sepulveda and Keats. (See Site Location Map).
Legal Description	Lots 4 & 5, Block 2, Amended Map of Seaside Park
Area District	I

LAND USE

General Plan	General Commercial	
Zoning	CG, Commercial General	
Land Use	Existing UP Allowance	Proposed
	13,427 sq. ft. medical office	21,200 sq. ft
	15,740 sq. ft. general office	10,030 sq. ft.
	3,154 sq. ft. restaurant	1,291 sq. ft.

Neighboring Zoning/Land Uses	
North (across Keats)	CG/Office building
South	CG/Restaurant
East (across Kuhn)	RS/Single-family residences
West (across Sepulveda)	Hermosa Beach Com./Restaurant-Auto.

PROJECT DETAILS

	Proposed	Requirement (Staff Rec)
Parcel Size:	65,317 sq. ft	5,000 sq. ft. min
Building Floor Area:	32,521 sq. ft	97,975 sq. ft. max
Height	2-stories existing	30 ft. max.
Setbacks	None	None
Parking:	125 spaces	145 spaces (*)
Hours of Operation:	No restrictions	None proposed

(*) – Total parking requirement based on simple code ratios

BACKGROUND

The subject property was developed into a relatively large commercial complex in 1975 with predominantly office uses. A parking variance was originally approved, and later modified, based on alternating parking demand among project tenants. Conversion of a night club business to general office use, leaving two small restaurants as the only non-office use on the site, was the most recent parking analysis conducted by the Planning Commission in 1999. Since the current proposal is to reduce restaurant use, and otherwise maximize medical office based on an updated parking analysis, the site's entitlement must be amended to address this change. The current zoning code requires approval of a master use permit including a modified reduction in required parking for this proposal.

DISCUSSION

The submitted plans show an existing elbow-shaped group of 5 two-story buildings surrounded by parking and landscaping, on a large rectangular site bounded by streets on 3 sides and a large restaurant site. Vehicle and pedestrian access to the site are taken from Sepulveda Boulevard and Keats Street. No exterior modifications to the site are proposed. Any related construction would include tenant improvements within the existing buildings. The existing development conforms to the city's requirements for use, floor area, height, setbacks, signs, and landscaping.

The primary project issue is parking. The code requirement for the site, including the proposed conversions to medical office use, is 145 spaces. This number also reflects a change for the remaining restaurant to be sit-down type of operation with a small dining area instead of the approved take-out use. The site contains 125 parking spaces and has no readily available locations to add parking spaces. The zoning code provides for up to a 15% parking reduction for large multi-tenant commercial centers based on the probability that the different tenants will have different peak parking demand times. This relatively common reduction for commercial centers, which results in a 123 space requirement, would seem to be appropriate for this location due to the large number of different tenants (27) in the development.

The zoning code provides for approval of reduced parking in Section 10.64.050(B) as follows:

B. A use permit may be approved reducing the number of spaces to less than the number specified in the schedules in Section 10.64.030, provided that the following findings are made:

1. The parking demand will be less than the requirement in Schedule A or B; and
2. The probable long-term occupancy of the building or structure, based on its design, will not generate additional parking demand.

In reaching a decision, the Planning Commission shall consider survey data submitted by an applicant or collected at the applicant's request and expense

The applicant has provided the attached parking study analyzing the site's mix of uses to determine a detailed estimate of parking demand. The study estimates a peak demand at 10am weekdays of 126 parking spaces for the combined uses including the proposed 7,453 square foot increase in medical office use. Alternative use proposals that do not exceed the 125 space parking supply were subsequently analyzed including

- Reducing the amount of increased medical office use from 7,453 square feet to 6,453 square feet.

- Allowing the proposed 7,453 square feet of medical office conversion, while converting the remaining 1,291 square feet of restaurant use to general office.

The submitted parking study also includes a survey of the site's parking usage conducted by the applicant's parking consultant, which was combined with estimated parking demand for the development's vacant office space verifying that actual parking demand at that time did not exceed that which is estimated with standardized methods in the parking study.

Neighbor Comments: Staff has received a few inquiries, and one response (attached) in opposition to the project hearing notice. The anonymous opposition letter states that the on-site parking supply is not adequate, and parking demand will generally increase in the surrounding area in the future. The formal parking study submitted indicates that on-site parking demand will be accommodated, and the letter does not provide specific details contradicting the study's analysis.

CONCLUSION

Planning staff and the City's Traffic Engineer have reviewed the submitted parking study and found the proposal alternatives listed above to be appropriate. The study indicates that the applicant's request for increased medical office use can be accommodated by existing on-site parking, if restaurant use is eliminated from the site, or if the proposed amount of medical office conversion is reduced. Staff believes the findings required to approve the parking reduction request can be made as follows:

1. The parking demand will be less than the requirement calculated with the code-specified parking ratios as the submitted parking study concludes based on a substantial quantity of commercial tenants with varied peak parking demands sharing a common parking supply; and
2. The probable long-term occupancy of the buildings, based on their design, will not generate additional parking demand beyond quantities anticipated by the parking study since the use permit will limit the more intensive parking demand uses on the site and the building designs are office oriented that do not encourage retail or restaurant use.

A General Plan policy supporting the proposal is as follows:

Policy LU-8.2	Support the remodeling and upgrading needs of businesses as appropriate within regional-serving commercial districts.

The alternatives found by the parking study to conform to the site's 125-space parking supply have been incorporated into the attached amended master use permit resolution, which contains all other appropriate conditions previously imposed upon the master use permit for the property.

ENVIRONMENTAL DETERMINATION

Pursuant to the California Environmental Quality Act (CEQA), and the Manhattan Beach CEQA Guidelines, the subject project has been determined to be exempt (Class 32) as infill development within an existing urbanized area per Section 15332 of CEQA.

ALTERNATIVES

The alternatives to the staff recommendation available to the Planning Commission include:

1. **APPROVE** the project with modifications and **DIRECT** that staff prepare a revised Resolution.

2. **DENY** the project subject to public testimony received, based upon appropriate findings, and **DIRECT** Staff to return a new draft Resolution.

Attachments:

A. Vicinity map
B. Applicant request/information
C. Parking study
D. Existing MUP resolution
E. Opposition letter

Floor plans (separate)

cc: David Knapp, Applicant

RESOLUTION NO. PC 09-

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A MASTER USE PERMIT AMENDMENT TO INCLUDE A REDUCTION OF PARKING REQUIREMENTS FOR THE CONVERSION OF RESTAURANT AND GENERAL OFFICE USE TO MEDICAL OFFICE USE AT A AN EXISTING OFFICE DEVELOPMENT ON THE PROPERTY LOCATED AT 500 SOUTH SEPULVEDA BOULEVARD (Manhattan Mall 00 L.P.)

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. The Planning Commission of the City of Manhattan Beach considered an application for a master use permit amendment to include a reduction of parking requirements for the conversion of restaurant and general office use to medical office use at an existing office development on the property legally described as Lots 4 & 5, Block 2, Amended Map of Seaside Park located at 500 S. Sepulveda Boulevard in the City of Manhattan Beach.

B. The applicant for the subject project is Manhattan Mall 00 L.P., the owner of the property.

C. Pursuant to the California Environmental Quality Act (CEQA), and the Manhattan Beach CEQA Guidelines, the subject project has been determined to be exempt (Class 1) as an existing facility per Section 15301 of CEQA.

D. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

E. The property is located within Area District I and is zoned CG Commercial General. The surrounding private land uses consist of general commercial and single-family residential.

F. The General Plan designation for the property is General Commercial.

G. Approval of the conversion of restaurant and general office use to medical office use, subject to the conditions below, will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the City since the site's mix of uses will be adequately served by the site's shared parking supply as detailed in the project Staff Report.

H. The project shall be in compliance with applicable provisions of the Manhattan Beach Municipal Code.

I. The project will not create adverse impacts on, nor be adversely impacted by, the surrounding area, or create demands exceeding the capacity of public services and facilities as evidenced by the making the required parking reduction findings as follows:

   1. The parking demand will be less than the requirement calculated with the code-specified parking ratios as the submitted parking study concludes based on a substantial quantity of commercial tenants with varied peak parking demands sharing a common parking supply; and
   2. The probable long-term occupancy of the buildings, based on their design, will not generate additional parking demand beyond quantities anticipated by the parking study since the use permit will limit the more intensive parking demand uses on the site and the building designs are office oriented that do not encourage retail or restaurant use.

J. The project is consistent with the policies of the Manhattan Beach General Plan, specifically as follows:

Policy LU-8.2 Support the remodeling and upgrading needs of businesses as appropriate within regional-serving commercial districts.

K. A reduction of twenty commercial parking spaces is approved based on the site's sharing of parking by a number of commercial tenants, and the site's historically low parking demand analyzed in the project staff report and parking study. The building design and tenant restrictions shall be permanently controlled by this use permit.

K. This Resolution, upon its effectiveness, constitutes the Master Use Permit for the subject property, and supersedes any use permit approvals.

Section 2. The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject master use permit amendment application subject to the following conditions (*indicates a site specific condition):

1. * The project shall be operated in substantial compliance with the submitted plans as reviewed by the Planning Commission on November 12, 2009, and December 8,1999. Any substantial deviation from the approved plans must be reviewed and approved by the Planning Commission.

2. * The facility shall be limited to 32,521 square feet of office/restaurant space including a maximum of 19,880 square feet of medical office space; and, 1,291 square feet of sit-down restaurant space with a maximum dining area of 290 square feet. The restaurant use shall conform to previous applicable permits and plans approved by the Planning Commission and Board of Zoning Adjustment. Entertainment shall be prohibited. The restaurant space may be occupied by retail, personal services, medical office, or general office uses for interim periods which shall not be considered to contribute toward any use permit lapsing periods. The restaurant use may be permanently converted to medical office use, and transferred to a different space within the development, which shall terminate all restaurant use entitlement from the property.

3. A Traffic Management Plan shall be submitted in conjunction with any construction and other building plans, to be approved by the Police and Public Works Departments prior to issuance of building permits. The plan shall provide for the management of all construction related traffic during all phases of construction, including delivery of materials and parking of construction related vehicles.

4. All future electrical, telephone, cable television system, and similar service wires and cables shall be installed underground to the appropriate utility connections in compliance with all applicable Building and Electrical Codes, safety regulations, and orders, rules of the Public Utilities Commission, the serving utility company, and specifications of the Public Works Department.

5. Any future site landscaping plans shall utilize drought tolerant native plants and shall be submitted for review and approval. All plants shall be identified on the plan by the Latin and common names. The current edition of the Sunset Western Garden Book contains a list and description of drought tolerant plants suitable for this area. A low pressure or drip irrigation system shall be installed in the landscaped areas, which shall not cause any surface run-off. Details of the irrigation system shall be noted on the landscaping plans. The type and design shall be subject to the approval of the Public Works and Community Development Departments.

6. Security lighting for the site shall be provided in conformance with Municipal Code requirements including glare prevention design.

7. A covered trash enclosure(s), with adequate capacity shall be provided on the site subject to

the timing, specifications and approval of the Public Works Department, Community Development Department, and City's waste contractor. A trash and recycling plan shall be provided as required by the Public Works Department. Signage shall be provided at the existing parking space potentially obstructing trash access, which identifies parking time restrictions subject to review and approval by the Community Development Department.

8. * The site shall allow reciprocal vehicle access with the adjacent southerly property for any future City approved project upon which a similar reciprocal access condition is imposed. The Parking lot configuration shown on the subject plans shall be modified (at the expense of the subject property owner) at the time of implementation of the reciprocal access condition of the project.

9. * Parking shall be provided in conformance with the current Manhattan Beach Municipal Code, except that the automobile parking requirement is reduced to 125 parking spaces based on site uses and submitted parking demand analysis dated October 7, 2009. Eight bicycle parking spaces shall be provided on the site. Parking spaces shall not be labeled or otherwise restricted for use by any individual tenant of the project. Future parking lot modifications for the purposes of providing reciprocal access to the neighboring commercial property, and any parking requirement modifications that are necessary, shall be subject to approval of the Planning Commission in association with its review of the neighboring project.

10. * The facility operator shall prohibit employees from parking vehicles on the surrounding public streets. Employees must park on-site or be transported to the site from other off-street parking facilities subject to Community Development Department approval. As a minimum, the owner of the site shall include prohibitions against employee parking on local streets in any future lease and/or rental agreements excluding renewals.

11. * All new signs and sign changes shall be in compliance with the City's Sign Code. If the existing pole sign remains in place, any other freestanding signs on the site shall be removed prior to issuance of any permits or occupancy for the subject space. A sign program identifying allocation and restrictions of signs shall be submitted to and approved by the Community Development Dapartment prior to the subject permit issuance or occupancy. The sign program shall include a prohibition of future internally illuminated awnings.

13. Any outside sound or amplification system or equipment is prohibited.

14. The management of the property shall police the property and all areas immediately adjacent to the businesses during the hours of operation to keep it free of litter.

15. The operators of the facility shall provide adequate management and supervisory techniques to prevent loitering and other security concerns outside the subject businesses.

16. No waste water shall be permitted to be discharged from the premises. Waste water shall be discharged into the sanitary sewer system.

17. This Use Permit shall lapse two years after its date of approval, unless implemented or extended pursuant to 10.84.090 of the Municipal Code.

18. 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.

19. The applicant agrees, as a condition of approval of this project, to pay all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal action brought against the City within 90 days after the City's final approval of the project, other than one by the Applicant, challenging the approval of this project, or any action or failure

to act by the City relating to the environmental review process pursuant to the California Environmental Quality Act. In the event such a legal action is filed against the City, 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.

20. At any time in the future, the Planning Commission or City Council may review the Use Permit for the purposes of revocation or modification. Modification may consist of conditions deemed reasonable to mitigate or alleviate impacts to adjacent land uses.

SECTION 3. Pursuant to Government Code Section 65009 and Code of Civil Procedure 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 proceedings and such mailing shall constitute the notice 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 November 12, 2009 and that said Resolution was adopted by the following vote:

AYES:

NOES:

ABSTAIN:

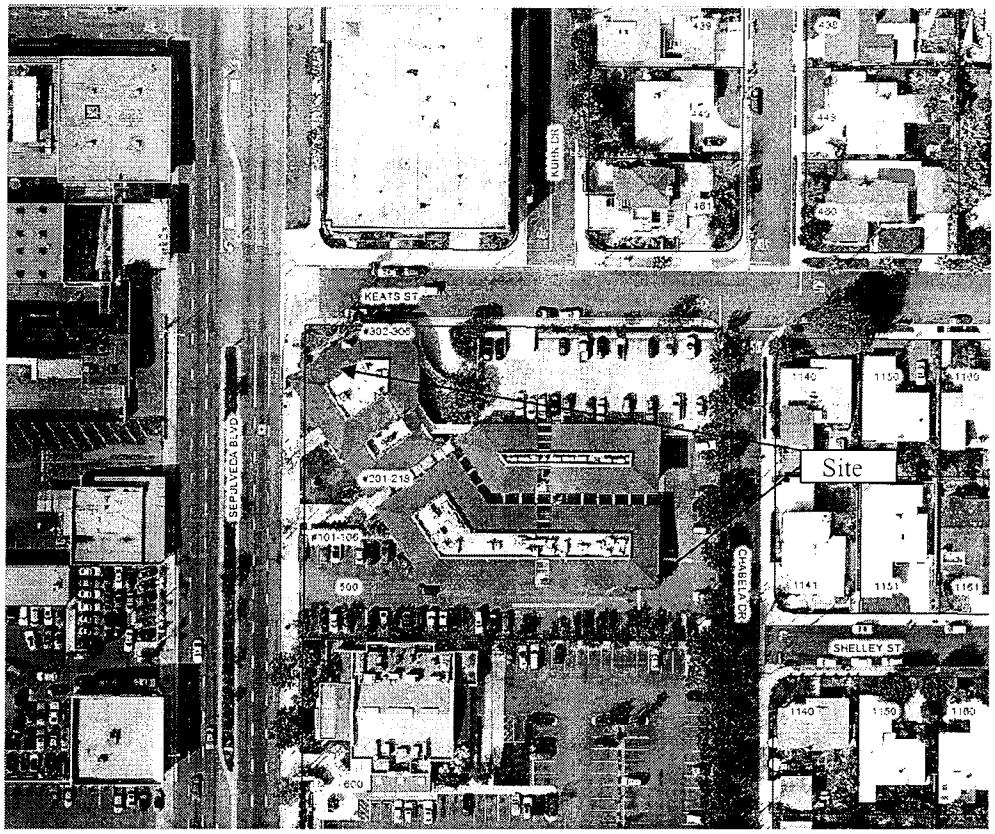
ABSENT:

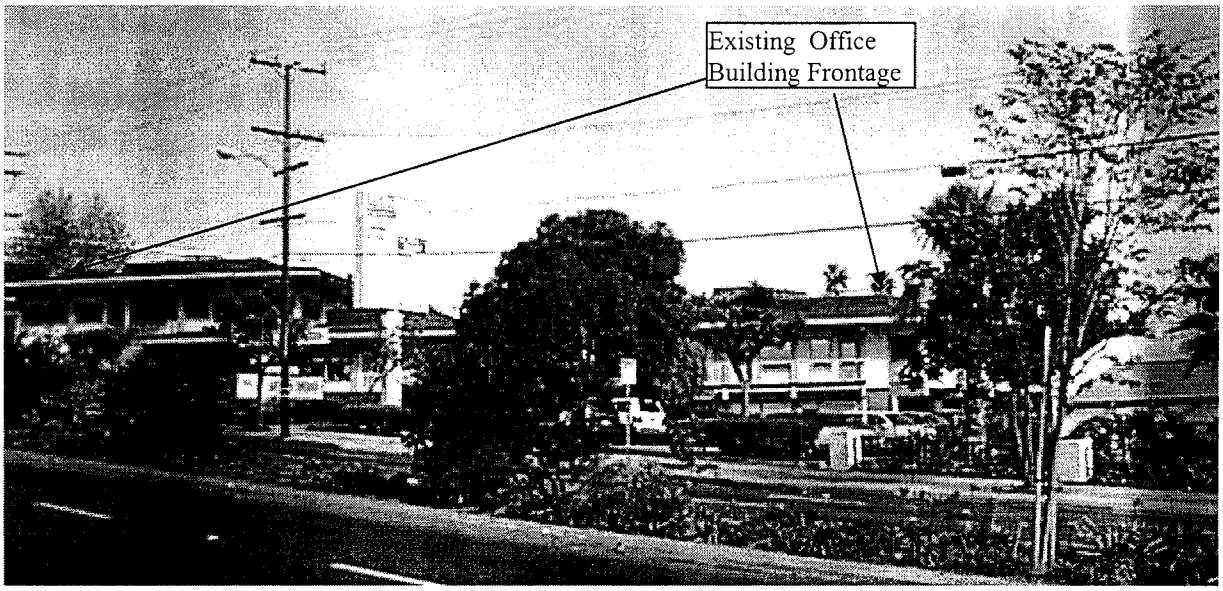
RICHARD THOMPSON,
Secretary to the Planning Commission

Sarah Boeschen,
Recording Secretary

500 S. Sepulveda Blvd.

Vicinity





To: Laurie Jester, Planning Manager City of Manhattan Beach, Community Development Department

From: Applicant/Owner: Manhattan Beach Mall 00, LLC (David Knapp / Robert Strock)

Subj: Master Use Permit Amendment to include flexibility in the amount of allowed medical office usage for the property located at 500 S. Sepulveda Boulevard

Date: November 2, 2009

Synopsis of Request

- Request updates an approved 1999 MUP Amendment and allows flexibility in the amount of medical office space vs general office space, something the 1999 verbiage does not allow.
- In 1999, the approval included two sit down restaurants for 18 and 17 parking spaces respectively. The restaurant using 18 spaces has vacated and there is no intention of replacing it with another restaurant use. Also, the restaurant assigned 17 parking spaces was erroneously characterized by prior management as a take-out only restaurant in 1999 when, in fact it has a sit-down dining area. The restaurant operator, then and now, has used the restaurant for dining and some take-out. The application includes a floor plan for this restaurant showing 290 sf of dining area. The correct parking requirement should be 1 for each 50 sf of dining area or 5.8 spaces. The restaurant uses no vehicle loading parking space.
- In 1999, there was reliance on off-site street parking. The current application does not rely on off-site street parking. The proposal's parking requirements are met with existing on-site parking. Notwithstanding this, the availability of off-site street parking should be considered a positive compensating factor.
- The application includes a parking study which supports the fact that the existing on-site parking will support the proposed uses.

Project Overview

LOCATION

Location: 500 Sepulveda Blvd., southwest corner of Sepulveda and Keats (See Map)

Legal Description: Lots 4 & 5, Block 2, Amended Map of Seaside Park

Area District: I

LAND USE

General Plan: General Commercial

Zoning: CG, Commercial General

Land Use:

	MUP Approval in 1999	Remeasured Existing	Proposed	Notes on Proposed
General Office	15,740	10,030	11,030	No Change
Vacant General Office	N/A	7,453		
Existing Vacant General Office > Flexible to Medical Office			6,453	Allow flexible use as medical office**
Medical Office	Max 13,427	13,747	13,747	No Change
Restaurant **	Max 3,154	1,291		
Existing Restaurant > Flexible to Medical Office			1,291	Allow flexible use as medical office
	32,321	32,521	32,521	

Notes **

- At the time of the 1999 MUP Amendment approval there were two existing restaurants, one vacated and their space remains vacant.

- The second restaurant is still operating. However, in 1999, the property manager mistakenly characterized its use as a take-out only restaurant requiring 1/75 sf of parking. Then and now the restaurant has used a 290 sf dinging area requiring 1/50 sf of dining area for parking.

- The Parking Study allows for the possibility that the restaurant may vacate in the future. If this occurs and the restaurant vacates, per Page 12 of the Study, point #6, the number of sf allowed to convert to medical office would be 291 bsf less. In other words, the 1,291 bsf, the size of the restaurant, would become office but we could then convert another 1,000 bsf to medical office.

Neighborhood Zoning/Land Uses

North (Across Keats)	CG/Medical office building
South	CG/Restaurant
East (across Kuhn)	RS/Single-family residences
West (across Sepulveda)	Hermosa Beach Commercial/Restaurant-Auto

PROJECT DETAILS

	Existing	Required
Parcel Size:	65,317 sf	5,000 sf minimum
Building Floor Area:	32,521 bsf (Remeasured)	97,975 sf maximum
Height:	2 stories	30 feet maximum
Setbacks:	None	None
Parking:	125 spaces	123 required per Parking Study Shared Parking Analysis, no street parking

BACKGROUND

The subject property was developed into a commercial complex in 1975 with predominantly office uses. A parking variance was originally approved, and later modified, based on alternating parking demand among project tenants. The MUP was amended again in 1999 when the nightclub use was converted to general office use.

The MUP, in its current form, does not allow for any flexibility to interchange general office and medical office uses. The medical office use has been capped at 13,427 sf and has not fallen below that amount since the last amendment to the MUP in 1999. The owners have had the entire project re-measured and the actual medical square footage is 13,219. The proposal is to allow for flexibility in using currently vacant general office space (re-measured at 7,220 sf) for either general office or medical office.

Additionally, the proposal calls for flexibility to convert 1,294 sf of currently occupied restaurant space (re-measured at 1,262 sf) to medical office usage if the tenant ever vacates and the market demand exists. Because the existing MUP does not allow flexibility for increasing the existing medical office space and this potential increase has additional parking requirements, the site's entitlement must be amended to address this change. The current zoning code requires approval of a master use permit including a modified reduction in required parking for this proposal. This entitlement would replace the previous site use permit and parking variance approvals under the previous zoning code.

Importantly, the updated rent roll no longer includes a restaurant that had previously been allocated 18 parking spaces in 1999 MUP. This space is now available for less dense parking uses such as general and/or medical office. Further, the MUP application submitted by the then-owner in 1999 mistakenly characterized the only remaining restaurant, Brooklyn Brickoven Pizza, as a take-out only operation. In fact, they do have a dining area of 290 sf and should have been assigned 6 parking spaces (1 per 50 sf of dining area) instead of the 17 assigned in 1999. These two changes create significant additional on-site parking capacity for less dense parking uses.

DISCUSSION

The submitted site plan shows an existing elbow-shaped group of 5 two-story buildings surrounded by parking and landscaping, on a large rectangular site bounded by streets on three sides and a large restaurant site on the other. Vehicle and pedestrian access to the site are taken from Sepulveda Boulevard and Keats Street. No exterior modifications to the site are proposed. No related construction is proposed.

The existing development confirms to the City's requirements for use, floor area, height, setbacks and overall landscaping. The site is non-confirming for parking and signs.

The primary project issue is parking. The code requirement for the site, including the maximum usage of the proposed flexibility to convert to medical office space, is 145 spaces. The site contains 125 parking spaces and has no readily available locations to add parking spaces. The zoning code provides for up to a 15% parking reduction for large multi-tenant commercial centers based on the

probability that the different tenants will have different peak parking demand times. This relatively common reduction for commercial centers, which results in a 123 parking space requirement, would seem appropriate for this location due to the large number of different tenants (26) in the development.

The applicant has provided the attached parking study analyzing the site's mix of uses to determine a detailed estimate of parking demand. The study estimates a peak demand per its Shared Parking Demand Analysis of 125 spaces during the week and 101 spaces during the weekend. The existing parking of 125 spaces satisfies this peak demand.

The submitted parking study does not rely on the availability of adjacent on-street parking on Sepulveda Blvd., Keats Street and Kuhn Drive. The study indicates that on-street parking could easily absorb 6-10 additional spaces at peak mid-day hours. However, the applicant views the availability of on-street parking as a bonus and not a necessity to meeting the parking needs for their proposal.

In conclusion, the applicant's request for additional flexibility for medical office space is supported by the parking study and its conclusion that there is sufficient on-site parking to support proposed uses.

500 S. Sepulveda - Facing towards the North

500 S. Sepulveda - Facing towards the East

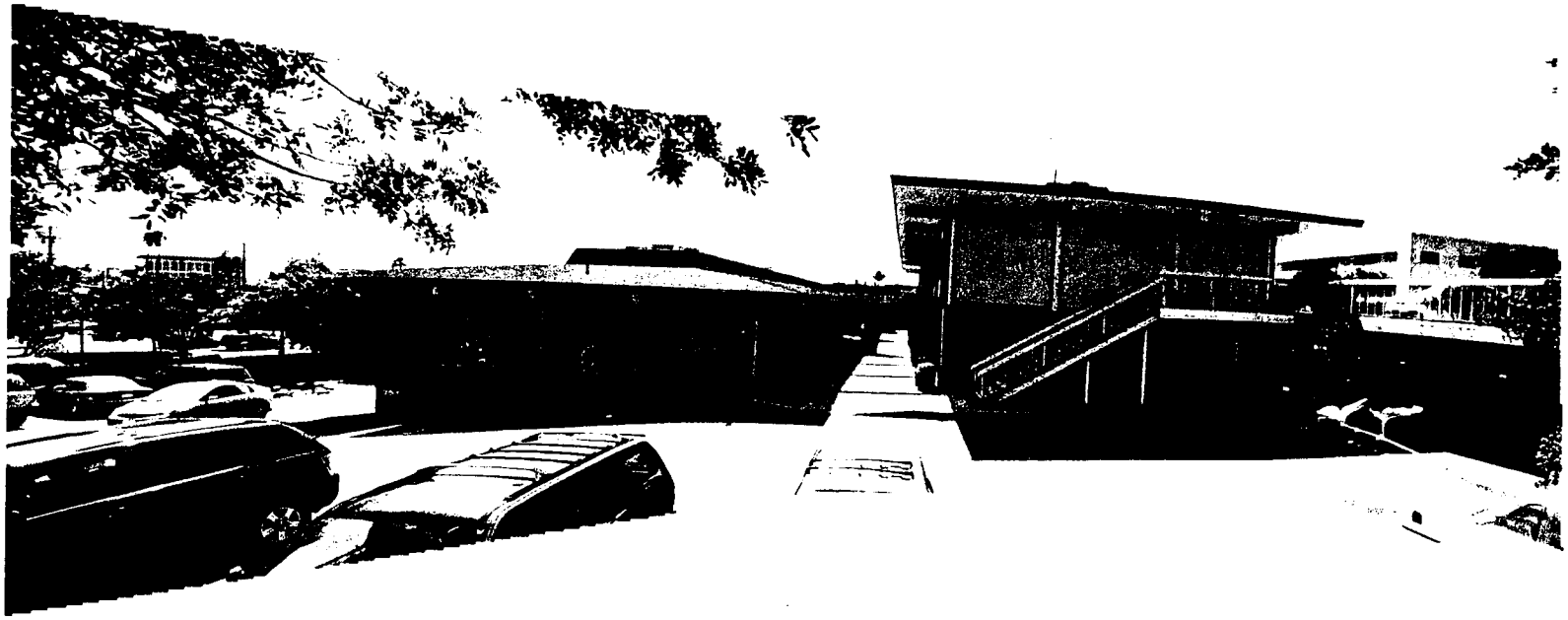
500 S. Sepulveda - Facing towards the Northeast

500 S. Sepulveda - Facing towards the Northwest

500 S. Sepulveda - Facing towards the South

500 S. Sepulveda - Facing towards the South

500 S. Sepulveda - Facing towards the West



LINSCOTT
LAW &
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engineers

PARKING DEMAND ANALYSIS
FOR MANHATTAN MALL

Manhattan Beach, California
October 7, 2009

Prepared for:

MR. DAVID KNAPP
749 Bayonne Street
El Segundo, California 90245

LLG Ref. 2.09.3057.1

LINSCOTT
LAW &
GREENSPAN
engineers

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

October 7, 2009

Mr. David Knapp
749 Bayonne Street
El Segundo, CA 90245

LLG Reference No. 2.08.3057.1

Subject: **Parking Demand Analysis for Manhattan Mall**
Manhattan Beach, California

Dear Mr. Knapp:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Parking Demand Analysis for Manhattan Mall, an existing commercial development located at 500 S. Sepulveda Boulevard in the City of Manhattan Beach, California. The parking analysis reflects an assessment of the requirements associated with the Manhattan Mall using the subject property's buildable floor area per the City of Manhattan Beach Municipal Code. The Manhattan Mall consists of five, two-story buildings with 32,521 square-feet (SF) of buildable floor area, of which 7,453 SF of general office space is currently vacant, and a two-level parking structure.

Based on our understanding, a parking study is required as part of the proposed modification to the existing Master Use Permit (MUP) for the site to allow for the re-occupancy of the current general office vacancies (or a portion thereof) to medical office/dental office uses and determine if the existing parking supply is adequate to Project's peak parking demands.

On that basis, this parking analysis focuses on determining the peak parking demand and the shared parking requirements of the existing and future uses within the Manhattan Mall development. The scope of work for this parking analysis was developed in coordination with City staff and satisfies the City's requirements.

The parking analysis evaluates the Project's parking requirements based on the City of Manhattan Beach Municipal Code, parking rates contained in the Institute of Transportation Engineers (ITE) *Parking Generation, 3rd Edition*, as well as the methodology outlined in Urban Land Institute's (ULI) *Shared Parking, 2nd Edition*. Our method of analysis, findings, and conclusions are described in detail in the following sections of this report.

LINSCOTT LAW & GREENSPAN engineers

PROJECT LOCATION AND DESCRIPTION

Manhattan Mall is an existing commercial development that is located at 500 S. Sepulveda Boulevard on the southeast corner of Sepulveda Boulevard and Keats Street in the City of Manhattan Beach. ***Figure 1***, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the project and depicts the surrounding street system.

Table 1, located at the rear of this letter report following the figures, presents a summary of the existing development tabulation and uses for Manhattan Mall. As shown, the existing commercial development has a total buildable floor area of approximately 32,521 SF within five (5) buildings. Of this total, 25,068 SF is currently occupied and 7,453 SF of general office space is currently vacant. The occupied buildable floor area consists of a 1,291 SF restaurant, 10,030 SF of general office space and 13,747 SF of medical/dental office space.

As proposed, the vacant floor area of 7,453 SF in Suites 102 & 104, 106, 201 and 215 shown in *Table 1* will be converted and re-occupied with medical office/dental office uses. In addition to the re-occupation of the vacancy, an alternative analysis was prepared to determine the parking impacts associated with the conversion of the existing 1,291 SF restaurant use to medical office/dental office space or general office space. ***Figure 2*** presents the site plan for Manhattan Mall. Parking The Manhattan Mall will maintain the current parking supply of 125 parking spaces[1].

Access to the property is provided via three driveways, one on Sepulveda Boulevard south of Keats Street and two on Keats Street east of Sepulveda Boulevard. The driveway on Sepulveda Boulevard is restricted to right-in/right-out only due to the existing median on Sepulveda Boulevard. The two driveways on Keats Drive are full access driveways, with the first driveway leading to first level of the parking structure and the second driveway leading directly to second level of the parking structure.

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1 Source: Based on field inventory by LLG in January 2009, a total of 125 spaces currently exist at the Manhattan Mall, of which 75 spaces are located in the two-level parking structure and 50 spaces are located in a surface parking lot.

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GREENSPAN
engineers

PARKING SUPPLY-DEMAND ANALYSIS

This parking analysis for Manhattan Mall involves determining the expected parking needs, based on the size and type of existing uses and anticipated tenants of the vacant suites at the commercial center, versus the parking supply.

For this project, there are four methods that can be used to estimate the site's peak parking demands. These methods include:

1. Application of City code requirements (which typically treat each use in the center as a "stand alone" use at maximum demand).
2. Application of peak parking demand rates contained in the 3rd Edition of Parking Generation published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2004].
3. Application of shared parking usage patterns by time-of-day (which recognizes that the parking demand for each land use component varies by time of day, day of week, and/or month of year).
4. Application of parking survey information combined with the shared parking methodology, which combines actual parking demand data from the existing uses with the proposed uses based on code requirements and ULI time of day profiles.

The shared parking methodology is certainly applicable to a development such as Manhattan Mall, as the individual land uses (i.e., restaurant/food uses, general office uses and medical/dental office uses) experience peak demands at different times of the day.

CITY CODE PARKING REQUIREMENTS

As a benchmark, the number of parking spaces required to support the Manhattan Mall with the proposed re-occupation of 7,453 SF of vacant floor area with medical office/dental office space, 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 existing parking supply of 125 spaces. Per MBMC Section *10.64.030* Off-street Parking, the following parking ratios were used to calculate the parking requirements for the Manhattan Mall:

- Office, Business and Professional: one (1) space per 300 SF of buildable floor area.
- Office, Medical and Dental: one (1) space per 200 SF of buildable floor area.

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- Eating and Drinking establishments, General: one (1) space per 50 SF of seating area[2].

Table 2 summarizes the parking requirements for the existing and proposed mix of tenants at Manhattan Mall using the above-referenced City code parking ratios. As shown, direct application of City code parking ratios to the commercial development results in a code-parking requirement of 145 parking spaces.

However, per Section 10.64.040 of the MBMC, a collective parking reduction of 15% is allowed "on a site of five thousand (5,000) square feet of more that serves more than one (1) use or site and is located in a district in which parking for the uses served is a permitted or conditional use" provided data is submitted by the applicant substantiating the request for reduced parking requirements. As a result, Manhattan Mall, with the proposed conversion of vacant office suites to medical offices uses, will require 123 spaces to satisfy City code parking requirements. With an on-site parking supply of 125 spaces, a theoretical parking surplus of 2 spaces is forecast.

PARKING FORECAST – 3RD EDITION OF PARKING GENERATION

To forecast the peak parking demand for the Manhattan Mall, with the proposed re-occupation of 7,453 SF of vacant floor area with medical/dental office space, parking generation rates/equations found in the 3rd Edition of *Parking Generation,* published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2004], were utilized. ITE's 3rd Edition of *Parking Generation* specifies the following 85th percentile peak parking rates for office buildings, medical-dental office building and high-turnover sit-down restaurants:

- ITE Land Use 701: Office Building: 2.97 spaces per 1,000 SF
- ITE Land Use 720: Medical/Dental Office Building: 4.30 spaces per 1,000 SF
- ITE Land Use 932: High-turnover Sit-down Restaurant: 6.37 spaces per 1,000 SF.

Table 3 summarizes the parking requirements for the existing and proposed mix of tenants at Manhattan Mall using the above-referenced ITE peaking parking ratios. As shown, direct application of ITE peak parking ratios to the commercial development

2 Per City staff, Brooklyn Brickoven Pizza was designated in the 1999 MUP for the project as a "take-out service" restaurant and associated parking requirements were calculated as such. It is our understanding that this restaurant provides table service and is not a "take-out only" restaurant. Please note that regardless of the characterization of the existing restaurant, adequate on-site parking is available for the proposed uses (See findings of the *Shared Parking Analysis* section of report).

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results in a total parking requirement of 129 parking spaces. With an on-site parking supply of 125 spaces, a parking deficiency of 4 spaces is forecast.

Parking Generation Alternatives Analysis

In addition to the above analysis, two alternative scenarios were also analyzed using the same approach. The alternative scenarios include re-occupying the existing vacancies with medical/dental uses and converting the 1,291 SF restaurant to medical/dental office uses (Alternative A) or general office (Alternative B).

Tables 4A and ***4B*** summarize the parking requirements for the existing and proposed alternative mix of tenants at Manhattan Mall using the above-referenced ITE peak parking ratios. As shown, direct application of ITE peak parking ratios to the commercial development results in a total parking requirement of 127 spacs for Alternative A and 125 parking spaces for Alternative B. With an on-site parking supply of 125 spaces, a parking deficiency of 2 spaces is forecast for Alternative A, while the projected parking demand for Alternative B exactly matches the project's on-site parking supply of 125 spaces.

However, as previously mentioned, there is an opportunity to share parking spaces based on the utilization profile of each land use component. The following section calculates the peak parking requirements for the Manhattan Mall based on the shared parking methodology approach.

SHARED PARKING ANALYSIS

Shared Parking Methodology

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 existing and proposed mixed-use characteristics of Manhattan Mall, opportunities to share parking can be expected. The objective of this shared parking analysis is to project the peak (existing) 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

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time of day, week, and year), rather than individual peak ratios as represented in City of Manhattan Beach Municipal Code.

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 equal the "code" parking ratio for that use. The analytical procedures for Shared Parking Analyses are well documented in the *Shared Parking, 2nd Edition* publication by the Urban Land Institute (ULI).

Shared parking calculations for Manhattan Mall 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 retail center.

Shared Parking Ratios and Profiles

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to Manhattan Mall are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 2nd 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.

One of the primary project components for Manhattan Mall is medical/dental office space, therefore the ULI medical/dental office use profiles are applied directly. In doing so, there is an intermediate step in expressing ULI profiles as a percentage of the week-long peak, thus arriving at a weekday profile and weekend profile each expressed as a percentage of the baseline parking ratio (ULI actually starts with separate ratios for weekday and weekend day, and develops profiles for each accordingly; we've found it more convenient to translate both profiles to a percent of expected maximum demand). The resulting profiles represent the most likely hourly parking demand profile, and are applied to the ITE's medical/dental office building peak parking ratio of 4.30 spaces per 1,000 SF. Peak demand for medical/dental office uses occurs between 10:00 AM – 12:00 PM and 2:00 PM – 4:00 PM on weekdays, and 10:00 AM – 12:00 PM on weekends.

The ULI *Shared Parking* publication includes an office profile that is used in this analysis. To estimate the office parking demand, a parking ratio of 2.97 spaces per 1,000 SF (which matches ITE peak parking ratio) is utilized. For office uses peak demand occurs between 10:00 AM – 11:00 AM and 2:00 PM – 3:00 PM for weekdays and between 11:00 AM - 12:00 PM for weekends.

For this analysis, the restaurant use profile is based on a family (high-turnover) restaurant (typically non fast-food). The restaurant-parking ratio utilized in this analysis exactly matches the ITE peak parking ratio of 6.37 spaces per 1,000 SF. According to the *Shared Parking* publication, family restaurant uses peak demand occurs between 12:00 PM and 1:00 PM on weekdays and weekends. According to the ULI *Shared Parking, 2nd Edition* publication, "family" restaurants are typically lower priced restaurants that do not accept reservations, and lack bars and lounges. Many serve breakfast, lunch and dinner. Examples include a pancake house, cafeteria-style restaurants, diners and coffee shops and moderately priced ethnic restaurants.

Application of Shared Parking Methodology

Tables 5 and ***6*** present the weekday and weekend parking demand for Manhattan Mall, with the re-occupation of 7,453 SF of vacant floor area with medical/dental office space, based on the shared parking methodology, as proposed by the project applicant. Columns 1 through 3 of these tables present the parking accumulation characteristics and parking demand of Manhattan Mall for the hours of 6:00 AM to midnight. Column 4 presents the expected joint-use parking demand for the entire site on an hourly basis, while Column 6 summarizes the hourly parking surplus/deficiency for the project compared to an existing parking supply of 125 spaces.

Tables 7 and ***8*** present the weekday and weekend parking demand for the alternative development scenario for Manhattan Mall, which assumes re-occupation of 7,453 SF of vacant floor area as well as the conversion of the 1,291 SF restaurant to medical/dental office space, based on the shared parking methodology. The structure of theses tables are similar to *Tables 5* and *6*.

Shared Parking Analysis Results

Review of *Table 5* shows that the peak-parking requirement for Manhattan Mall during a weekday occurs at 10:00 AM and totals 126 spaces. As shown in *Table 6,* on a weekend day, the peak parking requirement for the project occurs at 11:00 AM, when a parking demand of 101 spaces is forecast.

Based on an existing parking supply of 125 spaces, a deficiency of 1 space and a surplus of 24 spaces would result during the weekday and weekend peak hours, respectively.

Shared Parking Sensitivity Analysis

The results of a parking sensitivity analysis indicate that to mitigate a forecast parking deficiency of 1 space and ensure adequate parking is provided on-site, no more than 6,453 SF of office floor area can be converted to medical office space. As shown in ***Table 5A,*** a mix use development consisting of 11,030 SF of office, 20,200 SF of medical office and a 1,291 SF restaurant has a forecast weekday peak parking demand of 125 spaces, which exactly matches the project's existing on-site parking supply.

Appendix A contains the shared parking analysis calculation worksheets for the weekday and weekend day parking scenarios.

Shared Parking Analysis Results – Alternative Scenario

A review of *Table 7* indicates that Manhattan Mall, with the proposed re-occupation of 7,453 SF of vacant floor area with medical/dental office space and the conversion of the existing 1,291 SF restaurant to medical/dental office space, will result in a total weekday shared parking demand 127 parking spaces that occurs at 10:00 AM and 2:00 PM. As shown in *Table 8*, on a weekend day the peak parking requirements for the project occurs at 11:00 AM, when a parking demand of 100 spaces is forecast.

Based on an existing parking supply of 125 spaces, a deficiency of 2 spaces and surplus of 25 spaces would result during the weekday and weekend peak hours, respectively.

Shared Parking Sensitivity Analysis – Alternative Scenario

Under this scenario, the results of a parking sensitivity analysis indicate that to mitigated a forecast parking deficiency of 2 spaces and ensure adequate parking is provided on-site, conversion of the 1,291 SF restaurant would have to be limited to office space. However, the entire re-occupation of 7,453 SF of vacant floor area to medical/dental office space would be acceptable. As shown in ***Table 7A,*** a mix use development consisting of 11,321 SF of office and 21,200 SF of medical office space has a forecast weekday peak parking demand of 125 spaces, which exactly matches the project's existing on-site parking supply.

Appendix B contains the shared parking analysis calculation worksheets for the weekday and weekend day alternative parking scenarios.

PARKING SURVEY ANALYSIS

To determine the existing parking demand of the existing mix of uses at the Manhattan Mall, parking surveys were conducted on one weekday by Pacific Traffic Data Services, a subconsultant to LLG. The parking surveys were performed at one half-hour intervals between 7:00 AM and 10:00 PM on Tuesday, January 27, 2009. The parking surveys consisted of counting the number of parked vehicles within each parking stall for the entire site.

For information purposes only, on-street parking surveys were also conducted on Tuesday January 27, 2009 from 7:00 AM to 10:00 PM to determine the existing on-street parking demand in the vicinity of the Manhattan Mall and potential utilization by the project's patrons/employees.

The results of the on-site and on-street parking surveys are summarized in ***Tables 9*** and ***10***, respectively. These tables present the parking demand for each half-hour of the weekday count date. As shown in *Table 9*, the on-site parking experienced a peak demand of *89 vehicles (71.2% utilization)* within the entire site at 11:00 AM. Also, as shown in *Table 10,* the on-street parking experienced a peak demand of *21 vehicles (30.0% utilization)* that occurred at 5:00 PM.

Based on the different peak times for the on-site and on-street parking shown in *Tables 9* and *10,* it is unlikely that the Manhattan Mall contributes to the on-street parking demand.

SURVEY DATA SHARED PARKING ANALYSIS

To further assess the adequacy of the existing parking supply for the Manhattan Mall, with the proposed re-occupancy of 7,453 SF of vacant floor area with medical/dental office space, the shared parking methodology was utilized in combination with the existing parking survey data collected on a recent weekday.

Table 11 presents an approach which applies the ITE peak parking ratios and site-specific time of day parking profiles to the proposed medical/dental office uses for the weekday time frame, while directly applying the parking survey results as a time of day parking profile for the existing uses within the Manhattan Mall development.

As shown in *Table 11*, the peak-parking requirement for the proposed medical/dental office uses and the existing uses during a typical weekday totals 121 parking spaces and occurs at 11:00 AM.

With an existing on-site parking supply of 125 parking spaces, a minimum parking surplus of 4 spaces is forecast. Consequently, based on the results of this "Survey Shared Parking" analysis, we conclude that there is adequate parking at the Manhattan Mall to accommodate the proposed re-occupancy of 7,453 SF of vacant floor area with medical/dental office space.

Appendix C contains the shared parking analysis calculation worksheets for this weekday day parking scenario.

SUMMARY OF FINDINGS AND CONCLUSIONS

1. Manhattan Mall is an existing commercial development that consists of five (5) two-story buildings with approximately 32,521 SF of floor area, of which 7,453 SF is a currently vacant. A total of 125 spaces currently exist at the Manhattan Mall, of which 75 spaces are located in the two-level parking structure and 50 spaces are located in a surface parking lot.

2. As part of the re-tenancy of the Manhattan Mall, the project applicant/owner proposes to re-occupy the existing vacancies (or a portion thereof) with medical/dental office uses, which are now restricted to office uses only. An alternative scenario is to re-occupy the existing vacancies with medical/dental office space and convert the existing 1,291 SF restaurant use to medical/dental office space or office space. The City of Manhattan Beach requires a parking study to determine the potential parking impact associated with this conversion.

3. Application of City parking codes to the existing and proposed mix of uses of Manhattan Mall results in a total parking requirement of 123 parking spaces. With an existing parking supply of 125 spaces, a theoretical parking surplus of 2 spaces is forecast.

4. The results of the Shared Parking Analysis indicate that peak parking demand for the existing and proposed mix of tenants at Manhattan Mall, assuming the re-occupancy of 7,453 SF of vacant floor area with medical/dental office uses, totals 126 parking spaces during a weekday and 101 parking spaces during a weekend. With an existing parking supply of 125 parking spaces, a parking deficiency of 1

space and a parking surplus of 24 parking spaces is forecast on a typical weekday and weekend.

5. The results of a shared parking sensitivity analysis indicate that to mitigate a parking deficiency of 1 space and ensure adequate parking is provided on-site, no more than 6,453 SF of office floor area can be converted to medical office space. With this limitation, a mix use development consisting of 11,030 SF of office, 20,200 SF of medical office and a 1,291 SF restaurant has a forecast weekday peak parking demand of 125 spaces, which exactly matches the project's existing on-site parking supply.

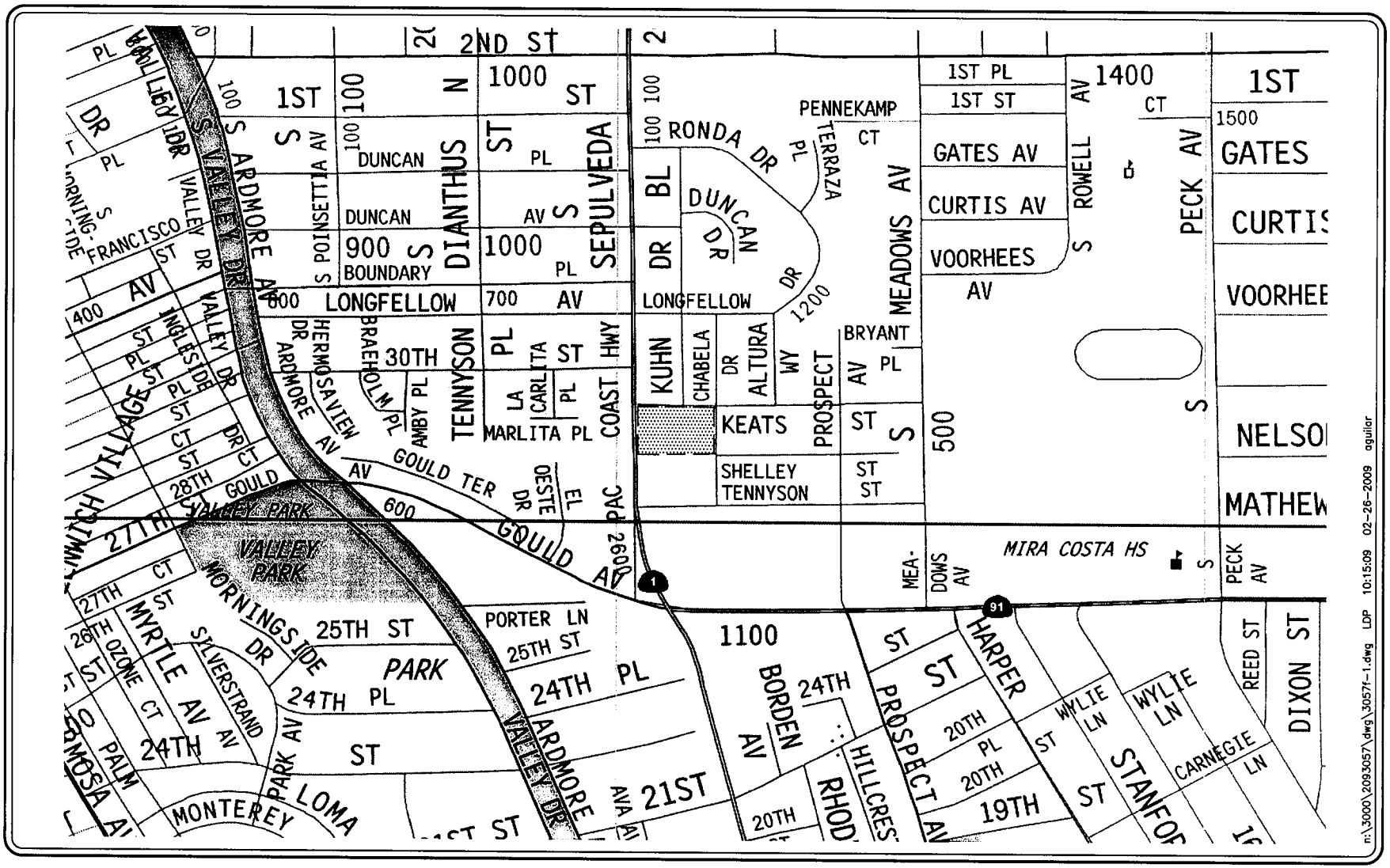
6. Alternatively, we conclude that sufficient parking is provided at Manhattan Mall to accommodate the potential conversion of 1,291 SF of restaurant space to office space in combination with the conversion of 7,453 SF of vacant floor area to medical/dental office space With this limitation, a mix use development consisting of 11,321 SF of office and 21,200 SF of medical office has a forecast weekday peak parking demand of 125 spaces, which exactly matches the project's existing on-site parking supply.

We appreciate the opportunity to prepare this analysis. Should you have any questions or need additional assistance, please do not hesitate to call me at (714) 641-1587.

Very truly yours,
Linscott, Law & Greenspan, Engineers

Richard E. Barretto, P.E.
Principal

Attachments
cc: file



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N NO SCALE

SOURCE: THOMAS BROS.

KEY

= PROJECT SITE

FIGURE 1

VICINITY MAP

MANHATTAN MALL, MANHATTAN BEACH

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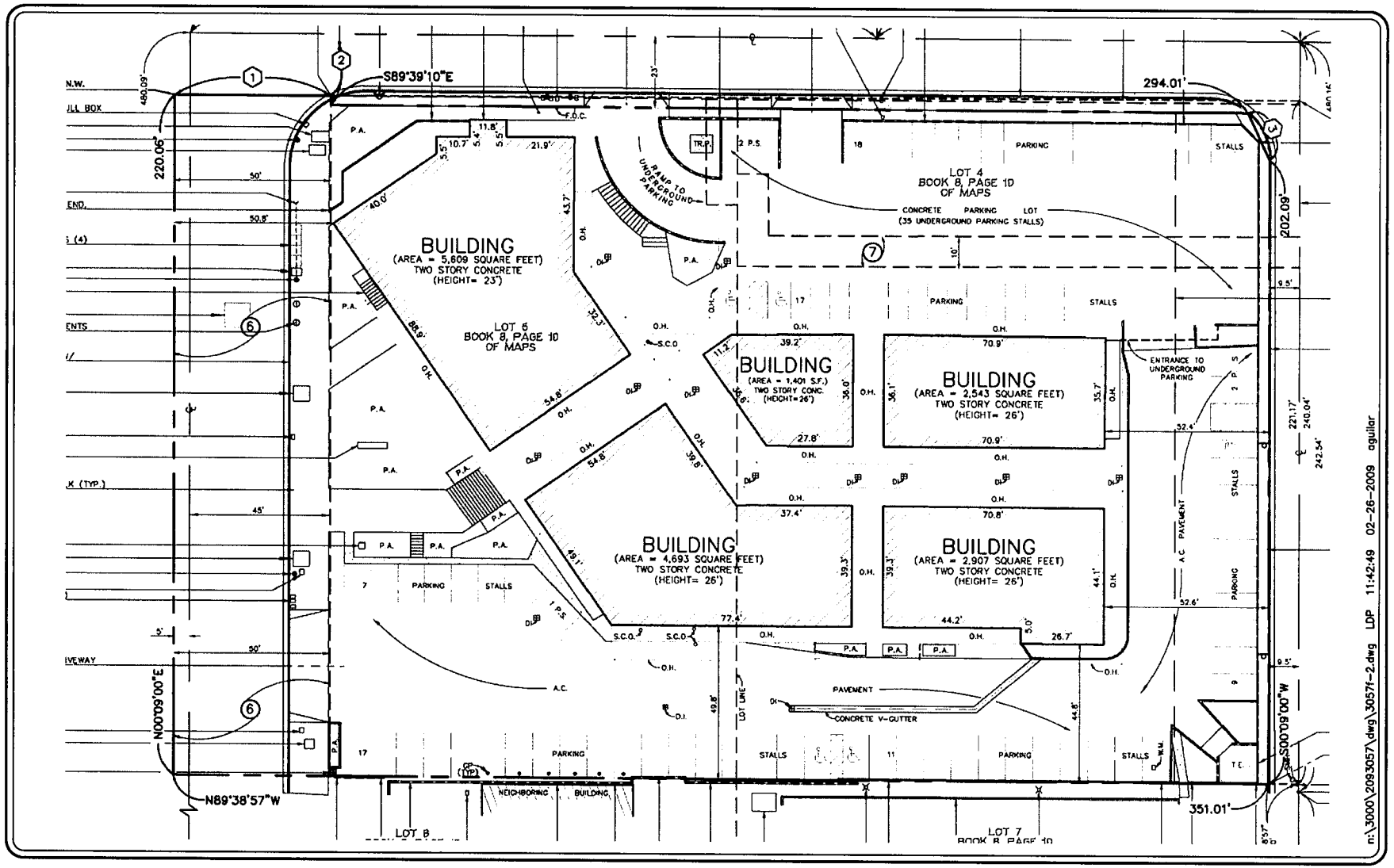

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N NO SCALE

SOURCE: JRN CIVIL ENGINEERS

FIGURE 2

SITE PLAN

MANHATTAN MALL, MANHATTAN BEACH

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TABLE 1

LAND USE SUMMARY[3]

MANHATTAN MALL, MANHATTAN BEACH

Suite	Business Name	Land Use	Building Size (SF)
101	Manhattan Chiropractic Associates	Medical Office	1,204
102 & 104	***VACANT***	***Medical Office[4]***	***3,057***
103	Sunset Printing	Office	431
105	Delio Orthodontics	Medical Office	1,544
106	***VACANT***	***Medical Office[4]***	***1,363***
201	***VACANT***	***Medical Office[4]***	***1,789***
202	Ullman & Schwartz Chiropractic Group	Medical Office	1,129
203	Brooklyn Brickoven Pizza	Restaurant	1,291
204	Jeff Skippon & Misty Skippon	Office	1,044
205	Ruth Demonteverde, M.D.	Medical Office	1,454
206	Ronald Greenspan, D.D.S.	Medical Office	1,637
207	Jones Realty, Property Management	Office	700
209	Ross Moore	Office	701
210	Manhattan Beach Dentistry	Medical Office	2,050
211	VOX DJs, Inc.	Office	544
212	Developing Minds	Office	444
213	Farmers Insurance	Office	661
214	Barney Hom, D.D.S.	Medical Office	1,810
215	***VACANT***	***Medical Office[4]***	***1,244***
218	Affiliated Podiatry Group	Medical Office	892
300	Executive Linguist Agency	Office	1,873
301	Pac Advant	Office	1,731
302	Body & Mind Coe-Dynamics, Inc.	Office	514
303	Raju Chhabria Real Estate	Office	871
304	Complete Accounting Services	Office	516
305	Greenspan Dentistry	Medical Office	981
306	Dr. Gayle Wood	Medical Office	1,046
		Total Occupied Floor Area	**25,068**
		Total Existing Vacant Floor Area	**7,453**
		Total Floor Area	**32,521**

[3] Source: David Knapp / Shlemmer Algaze Associates Interiors and Architecture.

[4] The existing vacant suites (102 & 104, 106, 201 and 215) are assumed to be re-occupied with medical office use.

TABLE 2
CITY CODE PROJECT PARKING REQUIREMENT[5]
MANHATTAN MALL, MANHATTAN BEACH

Classification / Land Use	Size	City of Manhattan Beach Code Parking Ratio	Spaces Required
Office - Business/Professional	10,030 SF	1 Space per 300 SF	33
Office - Medical/Dental	13,747 SF	1 Space per 200 SF	69
Office - Vacancies re-occupied as Medical/Dental	7,453 SF	1 Space per 200 SF	37
Eating and Drinking Establishment – General[6]	1,291 SF[7]	1 Space per 50 SF of seating area	6
Total Floor Area	**32,521 SF**	**Subtotal Parking Requirement**	**145**
		Collective Parking Reduction (15%)[8]	**-22**
		Total Parking Code Requirement	**123**
		Existing Parking Supply	**125**
		Parking Surplus (Deficiency)	**2**

5 Source: *Chapter 10.64.030, Off-Street Parking & Loading Spaces Required, City of Manhattan Beach Zoning Code.*

6 Per City staff, Brooklyn Brickoven Pizza was designated in the 1999 MUP for the project as a "take-out service" restaurant and associated parking requirements were calculated as such.

7 Brooklyn Brickoven Pizza has a total floor area of 1,291 SF of which 290 SF is designated as seating area.

8 Source: *Chapter 10.64.040, Collective Provision for Parking, City of Manhattan Beach Zoning Code;* the maximum allowable reduction in the number of spaces to be provided shall not exceed fifteen percent (15%) of the sum of the number required for each use served.

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TABLE 3

WEEKDAY PROJECT PEAK PARKING DEMAND FORECAST BASED ON ITE PARKING GENERATION RATES[9]

85TH PERCENTILE PEAK PERIOD PARKING RATES

MANHATTAN MALL, MANHATTAN BEACH

ITE Land Use	Size	ITE Parking Generation 85th Percentile Peak Period Rates	Spaces Required
701: Office Building (Urban)	10,030 SF	2.97 Spaces per 1,000 SF	30
720: Medical-Dental Office Building	13,747 SF	4.3 Spaces per 1,000 SF	59
720: Medical-Dental Office Building (Vacant Suites) [10]	7,453 SF	4.3 Spaces per 1,000 SF	32
932:High-Turnover Sit-Down Restaurant (Urban)	1,291 SF	6.37 Spaces per 1,000 SF	8
		Total Weekday Peak Parking Demand Forecast	**129**
		Existing Parking Supply	**125**
		Parking Surplus (Deficiency)	**(4)**

9 Source: *Parking Generation*, 3rd Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2004).

10 Vacant suites (102 & 104, 106, 201 and 215) assumed to be re-occupied by medical/dental uses.

TABLE 4A

PARKING DEMAND ALTERNATIVE ANALYSIS BASED ON ITE PARKING GENERATION RATES – ALTERNATIVE A[11]

85TH PERCENTILE PEAK PERIOD PARKING RATES

MANHATTAN MALL, MANHATTAN BEACH

ITE Land Use	Size	ITE Parking Generation 85th Percentile Peak Period Rates	Spaces Required
701: Office Building (Urban)	10,030 SF	2.97 Spaces per 1,000 SF	30
720: Medical-Dental Office Building	13,747 SF	4.3 Spaces per 1,000 SF	59
720: Medical-Dental Office Building (Vacant Suites) [12]	7,453 SF	4.3 Spaces per 1,000 SF	32
720: Medical-Dental Office Building (Restaurant Conversion) [13]	1,291 SF	4.3 Spaces per 1,000 SF	6
		Total Weekday Peak Parking Demand Forecast	**127**
		Existing Parking Supply	**125**
		Parking Surplus (Deficiency)	**(2)**

11 Source: *Parking Generation*, 3rd Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2004).
12 Vacant suites 102/104, 106, 201 and 215 are assumed to be re-occupied by medical/dental uses.
13 The existing 1,291 SF restaurant use in Suite 203 is assumed to be converted to medical/dental uses.

TABLE 4B

PARKING DEMAND ALTERNATIVE ANALYSIS BASED ON ITE PARKING GENERATION RATES – ALTERNATIVE B[14]

85TH PERCENTILE PEAK PERIOD PARKING RATES

MANHATTAN MALL, MANHATTAN BEACH

ITE Land Use	Size	ITE Parking Generation 85th Percentile Peak Period Rates	Spaces Required
701: Office Building (Urban)	10,030 SF	2.97 Spaces per 1,000 SF	30
720: Medical-Dental Office Building	13,747 SF	4.3 Spaces per 1,000 SF	59
720: Medical-Dental Office Building (Vacant Suites) [15]	7,453 SF	4.3 Spaces per 1,000 SF	32
701: Office Building (Restaurant Conversion) [16]	1,291 SF	2.97 Spaces per 1,000 SF	4
Total Weekday Peak Parking Demand Forecast			**125**
Existing Parking Supply			**125**
Parking Surplus (Deficiency)			**0**

14 Source: *Parking Generation*, 3rd Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2004).
15 Vacant suites 102/104, 106, 201 and 215 are assumed to be re-occupied by medical/dental uses.
16 The existing 1,291 SF restaurant use in Suite 203 is assumed to be converted to office uses.

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TABLE 5

WEEKDAY PROJECT SHARED PARKING DEMAND ANALYSIS[17]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	(1) Family Restaurant	(2) Office	(3) Medical/Dental Office	(4)	(5)
Size	1.291 KSF	10.030 KSF	21.200 KSF	Total	
Pkg Rate[18]	6.37 /KSF	2.97 /KSF	4.30 /KSF	Spaces =	Comparison w/
Gross Spaces	8 Spc.	30 Spc.	91 Spc.	129 Shared	Parking Supply 125 Spaces
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
7:00 AM	3	8	0	11	114
8:00 AM	4	21	73	98	27
9:00 AM	5	28	85	118	7
10:00 AM	**5**	**30**	**91**	**126**	**(1)**
11:00 AM	5	29	91	125	0
12:00 PM	6	25	48	79	46
1:00 PM	5	26	85	116	9
2:00 PM	3	30	91	124	1
3:00 PM	3	29	91	123	2
4:00 PM	3	25	85	113	12
5:00 PM	5	14	79	98	27
6:00 PM	5	7	61	73	52
7:00 PM	5	3	27	35	90
8:00 PM	5	2	14	21	104
9:00 PM	4	1	0	5	120
10:00 PM	3	0	0	3	122

[17] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[18] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

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TABLE 6
WEEKEND PROJECT SHARED PARKING DEMAND ANALYSIS[19]
MANHATTAN MALL, MANHATTAN BEACH

Land Use	(1) Family Restaurant	(2) Office	(3) Medical/Dental Office	(4)	(5)
Size	1.291 KSF	10.030 KSF	21.200 KSF	Total	
Pkg Rate[20]	6.37 /KSF	2.97 /KSF	4.30 /KSF	Spaces =	Comparison w/
Gross Spaces	8 Spc.	30 Spc.	91 Spc.	129 Shared	Parking Supply 125 Spaces
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
7:00 AM	3	1	0	4	121
8:00 AM	4	2	73	79	46
9:00 AM	6	2	85	93	32
10:00 AM	7	3	91	101	24
11:00 AM	**7**	**3**	**91**	**101**	**24**
12:00 PM	8	3	48	59	66
1:00 PM	7	2	0	9	116
2:00 PM	6	2	0	8	117
3:00 PM	4	1	0	5	120
4:00 PM	4	1	0	5	120
5:00 PM	5	0	0	5	120
6:00 PM	6	0	0	6	119
7:00 PM	6	0	0	6	119
8:00 PM	6	0	0	6	119
9:00 PM	3	0	0	3	122
10:00 PM	3	0	0	3	122

[19] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[20] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

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TABLE 5A

WEEKDAY SHARED PARKING DEMAND SENSITIVITY ANALYSIS[21]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	(1) Family Restaurant	(2) Office	(3) Medical/Dental Office	(4)	(5)
Size	1.291 KSF	11.030 KSF	20.200 KSF	Total	
Pkg Rate[22]	6.37 /KSF	2.97 /KSF	4.30 /KSF	Spaces =	Comparison w/
Gross Spaces	8 Spc.	33 Spc.	87 Spc.	128 Shared	Parking Supply 125 Spaces
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
7:00 AM	3	9	0	12	113
8:00 AM	4	24	69	97	28
9:00 AM	5	31	81	117	8
10:00 AM	**5**	**33**	**87**	**125**	**0**
11:00 AM	5	31	87	123	2
12:00 PM	6	27	46	79	46
1:00 PM	5	28	81	114	11
2:00 PM	3	33	87	123	2
3:00 PM	3	31	87	121	4
4:00 PM	3	27	81	111	14
5:00 PM	5	15	75	95	30
6:00 PM	5	8	58	71	54
7:00 PM	5	3	26	34	91
8:00 PM	5	2	13	20	105
9:00 PM	4	1	0	5	120
10:00 PM	3	0	0	3	122

[21] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[22] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

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TABLE 7

ALTERNATIVE WEEKDAY SHARED PARKING DEMAND ANALYSIS[23]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	(1) Office	(2) Medical/Dental Office	(3)	(4)
Size	10.030 KSF	22.491 KSF	Total	
Pkg Rate[24]	2.97 /KSF	4.30 /KSF	Spaces =	Comparison w/
Gross Spaces	30 Spc.	97 Spc.	127 Shared	Parking Supply 125 Spaces
Time of Day	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
7:00 AM	8	0	8	117
8:00 AM	21	78	99	26
9:00 AM	28	91	119	6
10:00 AM	**30**	**97**	**127**	**(2)**
11:00 AM	29	97	126	(1)
12:00 PM	25	52	77	48
1:00 PM	26	91	117	8
2:00 PM	**30**	**97**	**127**	**(2)**
3:00 PM	29	97	126	(1)
4:00 PM	25	91	116	9
5:00 PM	14	84	98	27
6:00 PM	7	65	72	53
7:00 PM	3	30	33	92
8:00 PM	2	15	17	108
9:00 PM	1	0	1	124
10:00 PM	0	0	0	125

[23] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[24] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

TABLE 8
ALTERNATIVE WEEKEND SHARED PARKING DEMAND ANALYSIS[25]
MANHATTAN MALL, MANHATTAN BEACH

Land Use	(1) Office	(2) Medical/Dental Office	(3)	(4)
Size	10.030 KSF	22.491 KSF	Total	
Pkg Rate[26]	2.97 /KSF	4.30 /KSF	Spaces =	Comparison w/
Gross Spaces	30 Spc.	97 Spc.	127 Shared	Parking Supply 125 Spaces
Time of Day	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
7:00 AM	1	0	1	124
8:00 AM	2	78	80	45
9:00 AM	2	91	93	32
10:00 AM	3	97	100	25
11:00 AM	**3**	**97**	**100**	**25**
12:00 PM	3	52	55	70
1:00 PM	2	0	2	123
2:00 PM	2	0	2	123
3:00 PM	1	0	1	124
4:00 PM	1	0	1	124
5:00 PM	0	0	0	125
6:00 PM	0	0	0	125
7:00 PM	0	0	0	125
8:00 PM	0	0	0	125
9:00 PM	0	0	0	125
10:00 PM	0	0	0	125

[25] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[26] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

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TABLE 7A

ALTERNATIVE WEEKDAY SHARED PARKING DEMAND SENSITIVITY ANALYSIS[27]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	(1) Office	(2) Medical/Dental Office	(3)	(4)
Size	11.321 KSF	21.200 KSF	Total	
Pkg Rate[28]	2.97 /KSF	4.30 /KSF	Spaces =	Comparison w/
Gross	34 Spc.	91 Spc.	125	Parking Supply
Spaces			Shared	125 Spaces
Time of Day	Number of Spaces	Number of Spaces	Parking Demand	Surplus (Deficiency)
7:00 AM	9	0	9	116
8:00 AM	24	73	97	28
9:00 AM	31	85	116	9
10:00 AM	**34**	**91**	**125**	**0**
11:00 AM	32	91	123	2
12:00 PM	28	48	76	49
1:00 PM	29	85	114	11
2:00 PM	**34**	**91**	**125**	**0**
3:00 PM	32	91	123	2
4:00 PM	28	85	113	12
5:00 PM	16	79	95	30
6:00 PM	8	61	69	56
7:00 PM	3	27	30	95
8:00 PM	2	14	16	109
9:00 PM	1	0	1	124
10:00 PM	0	0	0	125

[27] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[28] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

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TABLE 9

ON-SITE PARKING SURVEY SUMMARY[29]

TUESDAY, JANUARY 27, 2009

MANHATTAN MALL, MANHATTAN BEACH

Time of Day	Level 1		Level 2		Surface Lot		TOTAL	
	# of Cars	Percent Utilized[30]	# of Cars	Percent Utilized[31]	# of Cars	Percent Utilized[32]	# of Cars	Percent Utilized[33]
7:00 AM	5	13.9%	2	5.1%	2	4.0%	9	7.2%
7:30 AM	10	27.8%	3	7.7%	5	10.0%	18	14.4%
8:00 AM	21	58.3%	13	33.3%	2	4.0%	36	28.8%
8:30 AM	18	50.0%	19	48.7%	3	6.0%	40	32.0%
9:00 AM	32	88.9%	21	53.8%	22	44.0%	75	60.0%
9:30 AM	33	91.7%	22	56.4%	20	40.0%	75	60.0%
10:00 AM	32	88.9%	**29**	**74.4%**	23	46.0%	84	67.2%
10:30 AM	**34**	**94.4%**	25	64.1%	27	54.0%	86	68.8%
11:00 AM	33	91.7%	22	56.4%	**34**	**68.0%**	**89**	**71.2%**
11:30 AM	30	83.3%	23	59.0%	28	56.0%	81	64.8%
12:00 PM	30	83.3%	20	51.3%	19	38.0%	69	55.2%
12:30 PM	27	75.0%	16	41.0%	14	28.0%	57	45.6%
1:00 PM	31	86.1%	21	53.8%	12	24.0%	64	51.2%
1:30 PM	32	88.9%	22	56.4%	11	22.0%	65	52.0%
2:00 PM	32	88.9%	22	56.4%	20	40.0%	74	59.2%
2:30 PM	33	91.7%	21	53.8%	18	36.0%	72	57.6%
3:00 PM	33	91.7%	21	53.8%	20	40.0%	74	59.2%
3:30 PM	**34**	**94.4%**	20	51.3%	27	54.0%	81	64.8%
4:00 PM	**34**	**94.4%**	20	51.3%	28	56.0%	82	65.6%
4:30 PM	33	91.7%	19	48.7%	23	46.0%	75	60.0%
5:00 PM	27	75.0%	21	53.8%	24	48.0%	72	57.6%
5:30 PM	14	38.9%	8	20.5%	13	26.0%	35	28.0%
6:00 PM	9	25.0%	6	15.4%	10	20.0%	25	20.0%
6:30 PM	8	22.2%	7	17.9%	4	8.0%	19	15.2%
7:00 PM	6	16.7%	7	17.9%	2	4.0%	15	12.0%
7:30 PM	3	8.3%	2	5.1%	2	4.0%	7	5.6%
8:00 PM	4	11.1%	3	7.7%	2	4.0%	9	7.2%
8:30 PM	1	2.8%	1	2.6%	2	4.0%	4	3.2%
9:00 PM	1	2.8%	1	2.6%	2	4.0%	4	3.2%
9:30 PM	1	2.8%	1	2.6%	1	2.0%	3	2.4%

Notes:
Bold, highlighted cells represent peak observed parking demands.

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29 On-site parking surveys conducted by Pacific Traffic Data Services. At the time of the surveys there was 10,030 SF of general office, 13,747 SF of medical office and 1,291 SF of restaurant uses.

30 Parking utilization percentages calculated based on an existing on-site parking availability of 36 spaces on Level 1.

31 Parking utilization percentages calculated based on an existing on-site parking availability of 39 spaces on Level 2.

32 Parking utilization percentages calculated based on an existing on-site parking availability of 50 spaces in Surface Lot.

33 Parking utilization percentages calculated based on an existing on-site parking availability of 125 spaces on Level 1, Level 2 and in Surface Lot.

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TABLE 10

ON-STREET PARKING SURVEY SUMMARY[34]

TUESDAY, JANUARY 27, 2009

MANHATTAN MALL, MANHATTAN BEACH

Time of Day	Sepulveda Blvd.		Kuhn Dr.		Keats St.		Tennyson St.		Total	
	# of Cars	Percent Utilized[35]	# of Cars	Percent Utilized[36]	# of Cars	Percent Utilized[37]	# of Cars	Percent Utilized[38]	# of Cars	Percent Utilized[39]
7:00 AM	0	0.0%	2	7.4%	0	0.0%	1	5.6%	3	4.3%
7:30 AM	0	0.0%	2	7.4%	0	0.0%	3	16.7%	5	7.1%
8:00 AM	0	0.0%	2	7.4%	0	0.0%	4	22.2%	6	8.6%
8:30 AM	0	0.0%	2	7.4%	0	0.0%	2	11.1%	4	5.7%
9:00 AM	0	0.0%	2	7.4%	0	0.0%	2	11.1%	4	5.7%
9:30 AM	0	0.0%	3	11.1%	0	0.0%	1	5.6%	4	5.7%
10:00 AM	0	0.0%	2	7.4%	0	0.0%	0	0.0%	2	2.9%
10:30 AM	0	0.0%	1	3.7%	0	0.0%	1	5.6%	2	2.9%
11:00 AM	0	0.0%	2	7.4%	0	0.0%	2	11.1%	4	5.7%
11:30 AM	0	0.0%	3	11.1%	0	0.0%	1	5.6%	4	5.7%
12:00 PM	0	0.0%	3	11.1%	0	0.0%	2	11.1%	5	7.1%
12:30 PM	0	0.0%	3	11.1%	3	23.1%	3	16.7%	9	12.9%
1:00 PM	0	0.0%	5	18.5%	3	23.1%	5	27.8%	13	18.6%
1:30 PM	0	0.0%	5	18.5%	3	23.1%	4	22.2%	12	17.1%
2:00 PM	0	0.0%	7	25.9%	3	23.1%	5	27.8%	15	21.4%
2:30 PM	0	0.0%	6	22.2%	3	23.1%	4	22.2%	13	18.6%
3:00 PM	0	0.0%	4	14.8%	2	15.4%	4	22.2%	10	14.3%
3:30 PM	0	0.0%	4	14.8%	5	38.5%	4	22.2%	13	18.6%
4:00 PM	0	0.0%	4	14.8%	5	38.5%	7	38.9%	16	22.9%
4:30 PM	0	0.0%	4	14.8%	7	53.8%	7	38.9%	18	25.7%
5:00 PM	0	0.0%	5	18.5%	6	46.2%	10	55.6%	21	30.0%
5:30 PM	0	0.0%	4	14.8%	2	15.4%	11	61.1%	17	24.3%
6:00 PM	0	0.0%	3	11.1%	2	15.4%	13	72.2%	18	25.7%
6:30 PM	0	0.0%	1	3.7%	2	15.4%	5	27.8%	8	11.4%
7:00 PM	0	0.0%	1	3.7%	1	7.7%	7	38.9%	9	12.9%
7:30 PM	0	0.0%	1	3.7%	1	7.7%	6	33.3%	8	11.4%
8:00 PM	0	0.0%	1	3.7%	1	7.7%	7	38.9%	9	12.9%
8:30 PM	0	0.0%	1	3.7%	0	0.0%	6	33.3%	7	10.0%
9:00 PM	0	0.0%	0	0.0%	0	0.0%	7	38.9%	7	10.0%
9:30 PM	0	0.0%	0	0.0%	0	0.0%	4	22.2%	4	5.7%

[34] On-street parking surveys conducted by Pacific Traffic Data Services.

[35] Parking utilization percentages calculated based on an existing parking availability of 12 spaces on Sepulveda Boulevard.

[36] Parking utilization percentages calculated based on an existing parking availability of 27 spaces on Kuhn Drive.

[37] Parking utilization percentages calculated based on an existing parking availability of 13 spaces on Keats Street.

[38] Parking utilization percentages calculated based on an existing parking availability of 18 spaces on Tennyson Street.

[39] Parking utilization percentages calculated based on an existing on-street parking availability of 70 spaces.

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TABLE 11

WEEKDAY SURVEY-SHARED PARKING DEMAND ANALYSIS[40]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	(1) Existing Manhattan Mall	(2) Medical/Dental Office	(3)	(4)
Size	25,068 SF Occupied[41]	7.453 KSF	Total	
Pkg Rate[42]		4.30 /KSF	Spaces =	Comparison w/
Gross	Observed	32 Spc.	32	Parking Supply
Spaces	Hourly		Shared	125 Spaces
Time of Day	Parking Demand	Number of Spaces	Parking Demand	Surplus (Deficiency)
7:00 AM	9	0	9	116
8:00 AM	36	26	62	63
9:00 AM	75	30	105	20
10:00 AM	84	32	116	9
11:00 AM	**89**	**32**	**121**	**4**
12:00 PM	69	17	86	39
1:00 PM	64	30	84	31
2:00 PM	74	32	106	19
3:00 PM	74	32	106	19
4:00 PM	82	30	112	13
5:00 PM	72	28	100	25
6:00 PM	25	21	46	79
7:00 PM	15	9	24	101
8:00 PM	9	5	14	111
9:00 PM	4	0	4	121
10:00 PM	3	0	3	122

[40] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[41] At the time of the surveys there was 10,030 SF of general office, 13,747 SF of medical office and 1,291 SF of restaurant uses.

[42] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

APPENDIX A

ULI PARKING CALCULATION WORKSHEETS
PROPOSED PROJECT

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APPENDIX TABLE A-1

FAMILY RESTAURANT

WEEKDAY SHARED PARKING DEMAND ANALYSIS[43]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Family Restaurant				
Size	1.291 KSF				
Pkg Rate[44]	6.37 /KSF				
Gross Spaces	8 Spaces				
	7 Guest Spc.		1 Emp. Spc.		Shared Parking Demand
Time of Day	% Of Peak[45]	# Of Spaces	% Of Peak[45]	# Of Spaces	
6:00 AM	18%	1	35%	0	1
7:00 AM	35%	2	53%	1	3
8:00 AM	42%	3	63%	1	4
9:00 AM	53%	4	63%	1	5
10:00 AM	60%	4	70%	1	5
11:00 AM	63%	4	70%	1	5
12:00 PM	**70%**	**5**	**70%**	**1**	**6**
1:00 PM	63%	4	70%	1	5
2:00 PM	35%	2	70%	1	3
3:00 PM	32%	2	53%	1	3
4:00 PM	32%	2	53%	1	3
5:00 PM	53%	4	67%	1	5
6:00 PM	56%	4	67%	1	5
7:00 PM	56%	4	67%	1	5
8:00 PM	56%	4	67%	1	5
9:00 PM	42%	3	56%	1	4
10:00 PM	39%	3	46%	0	3
11:00 PM	35%	2	46%	0	2
12:00 AM	18%	1	25%	0	1

[43] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[44] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[45] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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APPENDIX TABLE A-2

FAMILY RESTAURANT

WEEKEND SHARED PARKING DEMAND ANALYSIS[46]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Family Restaurant				
Size	1.291 KSF				
Pkg Rate[47]	6.37 /KSF				
Gross Spaces	8 Spaces				
	7 Guest Spc.		1 Emp. Spc.		Shared
Time of Day	% Of Peak[48]	# Of Spaces	% Of Peak[48]	# Of Spaces	Parking Demand
6:00 AM	10%	1	50%	1	2
7:00 AM	25%	2	75%	1	3
8:00 AM	45%	3	90%	1	4
9:00 AM	70%	5	90%	1	6
10:00 AM	90%	6	100%	1	7
11:00 AM	90%	6	100%	1	7
12:00 PM	**100%**	**7**	**100%**	**1**	**8**
1:00 PM	85%	6	100%	1	7
2:00 PM	65%	5	100%	1	6
3:00 PM	40%	3	75%	1	4
4:00 PM	45%	3	75%	1	4
5:00 PM	60%	4	95%	1	5
6:00 PM	70%	5	95%	1	6
7:00 PM	70%	5	95%	1	6
8:00 PM	65%	5	95%	1	6
9:00 PM	30%	2	80%	1	3
10:00 PM	25%	2	65%	1	3
11:00 PM	15%	1	65%	1	2
12:00 AM	10%	1	35%	0	1

[46] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[47] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[48] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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APPENDIX TABLE A-3

OFFICE

WEEKDAY SHARED PARKING DEMAND ANALYSIS[49]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Office				
Size	10.030 KSF				
Pkg Rate[50]	2.97 /KSF				
Gross Spaces	30 Spaces				
	2 Guest Spc.		28 Emp. Spc.		Shared Parking Demand
Time of Day	% Of Peak[51]	# Of Spaces	% Of Peak[51]	# Of Spaces	
6:00 AM	0%	0	3%	1	1
7:00 AM	1%	0	30%	8	8
8:00 AM	20%	0	75%	21	21
9:00 AM	60%	1	95%	27	28
10:00 AM	**100%**	**2**	**100%**	**28**	**30**
11:00 AM	45%	1	100%	28	29
12:00 PM	15%	0	90%	25	25
1:00 PM	45%	1	90%	25	26
2:00 PM	**100%**	**2**	**100%**	**28**	**30**
3:00 PM	45%	1	100%	28	29
4:00 PM	15%	0	90%	25	25
5:00 PM	10%	0	50%	14	14
6:00 PM	5%	0	25%	7	7
7:00 PM	2%	0	10%	3	3
8:00 PM	1%	0	7%	2	2
9:00 PM	0%	0	3%	1	1
10:00 PM	0%	0	1%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

[49] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[50] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[51] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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APPENDIX TABLE A-4

OFFICE

WEEKEND SHARED PARKING DEMAND ANALYSIS[52]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Office				
Size	10.030 KSF				
Pkg Rate[53]	2.97 /KSF				
Gross Spaces	30 Spaces				
	2 Guest Spc.		28 Emp. Spc.		Shared Parking Demand
Time of Day	% Of Peak[54]	# Of Spaces	% Of Peak[54]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	2%	0	2%	1	1
8:00 AM	6%	0	6%	2	2
9:00 AM	8%	0	8%	2	2
10:00 AM	9%	0	9%	3	3
11:00 AM	10%	0	10%	3	3
12:00 PM	9%	0	9%	3	3
1:00 PM	8%	0	8%	2	2
2:00 PM	6%	0	6%	2	2
3:00 PM	4%	0	4%	1	1
4:00 PM	2%	0	2%	1	1
5:00 PM	1%	0	1%	0	0
6:00 PM	1%	0	1%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

52 Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

53 Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

54 Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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APPENDIX TABLE A-5

MEDICAL/DENTAL OFFICE

WEEKDAY SHARED PARKING DEMAND ANALYSIS[55]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Medical/Dental Office				
Size	21.200 KSF				
Pkg Rate[56]	4.30 /KSF				
Gross Spaces	91 Spaces				
	61 Guest Spc.		30 Emp. Spc.		Shared
Time of Day	% Of Peak[57]	# Of Spaces	% Of Peak[57]	# Of Spaces	Parking Demand
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	55	60%	18	73
9:00 AM	90%	55	100%	30	85
10:00 AM	**100%**	**61**	**100%**	**30**	**91**
11:00 AM	**100%**	**61**	**100%**	**30**	**91**
12:00 PM	30%	18	100%	30	48
1:00 PM	90%	55	100%	30	85
2:00 PM	**100%**	**61**	**100%**	**30**	**91**
3:00 PM	**100%**	**61**	**100%**	**30**	**91**
4:00 PM	90%	55	100%	30	85
5:00 PM	80%	49	100%	30	79
6:00 PM	67%	41	67%	20	61
7:00 PM	30%	18	30%	9	27
8:00 PM	15%	9	15%	5	14
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

55 Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

56 Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

57 Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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APPENDIX TABLE A-6

MEDICAL/DENTAL OFFICE

WEEKEND SHARED PARKING DEMAND ANALYSIS[58]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Medical/Dental Office				
Size	21.200 KSF				
Pkg Rate[59]	4.30 /KSF				
Gross Spaces	91 Spaces				
	61 Guest Spc.		30 Emp. Spc.		Shared
Time of Day	% Of Peak[60]	# Of Spaces	% Of Peak[60]	# Of Spaces	Parking Demand
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	55	60%	18	73
9:00 AM	90%	55	100%	30	85
10:00 AM	**100%**	**61**	**100%**	**30**	**91**
11:00 AM	**100%**	**61**	**100%**	**30**	**91**
12:00 PM	30%	18	100%	30	48
1:00 PM	0%	0	0%	0	0
2:00 PM	0%	0	0%	0	0
3:00 PM	0%	0	0%	0	0
4:00 PM	0%	0	0%	0	0
5:00 PM	0%	0	0%	0	0
6:00 PM	0%	0	0%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

58 Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

59 Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

60 Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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APPENDIX TABLE A-7

OFFICE

WEEKDAY SHARED PARKING SENSITIVITY DEMAND ANALYSIS[61]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Office				
Size	11.030 KSF				
Pkg Rate[62]	2.97 /KSF				
Gross Spaces	33 Spaces				
	3 Guest Spc.		30 Emp. Spc.		Shared Parking Demand
Time of Day	% Of Peak[63]	# Of Spaces	% Of Peak[51]	# Of Spaces	
6:00 AM	0%	0	3%	1	1
7:00 AM	1%	0	30%	9	9
8:00 AM	20%	1	75%	23	24
9:00 AM	60%	2	95%	29	31
10:00 AM	**100%**	**3**	**100%**	**30**	**33**
11:00 AM	45%	1	100%	30	31
12:00 PM	15%	0	90%	27	27
1:00 PM	45%	1	90%	27	28
2:00 PM	**100%**	**3**	**100%**	**30**	**33**
3:00 PM	45%	1	100%	30	31
4:00 PM	15%	0	90%	27	27
5:00 PM	10%	0	50%	15	15
6:00 PM	5%	0	25%	8	8
7:00 PM	2%	0	10%	3	3
8:00 PM	1%	0	7%	2	2
9:00 PM	0%	0	3%	1	1
10:00 PM	0%	0	1%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

61 Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

62 Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

63 Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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APPENDIX TABLE A-8

MEDICAL/DENTAL OFFICE

WEEKDAY SHARED PARKING SENSITIVITY DEMAND ANALYSIS[64]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Medical/Dental Office				
Size	21.200 KSF				
Pkg Rate[65]	4.30 /KSF				
Gross Spaces	87 Spaces				
	58 Guest Spc.		29 Emp. Spc.		Shared
Time of Day	% Of Peak[66]	# Of Spaces	% Of Peak[57]	# Of Spaces	Parking Demand
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	52	60%	17	69
9:00 AM	90%	52	100%	29	81
10:00 AM	**100%**	**58**	**100%**	**29**	**87**
11:00 AM	**100%**	**58**	**100%**	**29**	**87**
12:00 PM	30%	17	100%	29	46
1:00 PM	90%	52	100%	29	81
2:00 PM	**100%**	**58**	**100%**	**29**	**87**
3:00 PM	**100%**	**58**	**100%**	**29**	**87**
4:00 PM	90%	52	100%	29	81
5:00 PM	80%	46	100%	29	75
6:00 PM	67%	39	67%	19	58
7:00 PM	30%	17	30%	9	26
8:00 PM	15%	9	15%	4	13
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

64 Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

65 Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

66 Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

APPENDIX B

ULI PARKING CALCULATION WORKSHEETS

ALTERNATIVE ANALYSIS

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APPENDIX TABLE B-1

OFFICE

WEEKDAY SHARED PARKING DEMAND ANALYSIS[67]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Office				
Size	10.030 KSF				
Pkg Rate[68]	2.97 /KSF				
Gross Spaces	30 Spaces				
	2 Guest Spc.		28 Emp. Spc.		Shared
Time of Day	% Of Peak[69]	# Of Spaces	% Of Peak[69]	# Of Spaces	Parking Demand
6:00 AM	0%	0	3%	1	1
7:00 AM	1%	0	30%	8	8
8:00 AM	20%	0	75%	21	21
9:00 AM	60%	1	95%	27	28
10:00 AM	**100%**	**2**	**100%**	**28**	**30**
11:00 AM	45%	1	100%	28	29
12:00 PM	15%	0	90%	25	25
1:00 PM	45%	1	90%	25	26
2:00 PM	**100%**	**2**	**100%**	**28**	**30**
3:00 PM	45%	1	100%	28	29
4:00 PM	15%	0	90%	25	25
5:00 PM	10%	0	50%	14	14
6:00 PM	5%	0	25%	7	7
7:00 PM	2%	0	10%	3	3
8:00 PM	1%	0	7%	2	2
9:00 PM	0%	0	3%	1	1
10:00 PM	0%	0	1%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

67 Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

68 Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

69 Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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APPENDIX TABLE B-2

OFFICE

WEEKEND SHARED PARKING DEMAND ANALYSIS[70]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Office				
Size	10.030 KSF				
Pkg Rate[71]	2.97 /KSF				
Gross Spaces	30 Spaces				
	2 Guest Spc.		28 Emp. Spc.		Shared
Time of Day	% Of Peak[72]	# Of Spaces	% Of Peak[72]	# Of Spaces	Parking Demand
6:00 AM	0%	0	0%	0	0
7:00 AM	2%	0	2%	1	1
8:00 AM	6%	0	6%	2	2
9:00 AM	8%	0	8%	2	2
10:00 AM	**9%**	**0**	**9%**	**3**	**3**
11:00 AM	**10%**	**0**	**10%**	**3**	**3**
12:00 PM	**9%**	**0**	**9%**	**3**	**3**
1:00 PM	8%	0	8%	2	2
2:00 PM	6%	0	6%	2	2
3:00 PM	4%	0	4%	1	1
4:00 PM	2%	0	2%	1	1
5:00 PM	1%	0	1%	0	0
6:00 PM	1%	0	1%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

70 Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

71 Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

72 Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

APPENDIX TABLE B-3
MEDICAL/DENTAL OFFICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS[73]
MANHATTAN MALL, MANHATTAN BEACH

Land Use	Medical/Dental Office				Shared Parking Demand
Size Pkg Rate[74]	22.491 KSF 4.30 /KSF				
Gross Spaces	97 Spaces				
	65 Guest Spc.		32 Emp. Spc.		
Time of Day	% Of Peak[75]	# Of Spaces	% Of Peak[75]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	59	60%	19	78
9:00 AM	90%	59	100%	32	91
10:00 AM	**100%**	**65**	**100%**	**32**	**97**
11:00 AM	**100%**	**65**	**100%**	**32**	**97**
12:00 PM	30%	20	100%	32	52
1:00 PM	90%	59	100%	32	91
2:00 PM	**100%**	**65**	**100%**	**32**	**97**
3:00 PM	**100%**	**65**	**100%**	**32**	**97**
4:00 PM	90%	59	100%	32	91
5:00 PM	80%	52	100%	32	84
6:00 PM	67%	44	67%	21	65
7:00 PM	30%	20	30%	10	30
8:00 PM	15%	10	15%	5	15
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

73 Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

74 Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

75 Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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APPENDIX TABLE B-4

MEDICAL/DENTAL OFFICE

WEEKEND SHARED PARKING DEMAND ANALYSIS[76]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Medical/Dental Office				
Size	22.491 KSF				
Pkg Rate[77]	4.30 /KSF				
Gross Spaces	97 Spaces				
	65 Guest Spc.		32 Emp. Spc.		Shared
Time of Day	% Of Peak[78]	# Of Spaces	% Of Peak[78]	# Of Spaces	Parking Demand
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	59	60%	19	78
9:00 AM	90%	59	100%	32	91
10:00 AM	**100%**	**65**	**100%**	**32**	**97**
11:00 AM	**100%**	**65**	**100%**	**32**	**97**
12:00 PM	30%	20	100%	32	52
1:00 PM	0%	0	0%	0	0
2:00 PM	0%	0	0%	0	0
3:00 PM	0%	0	0%	0	0
4:00 PM	0%	0	0%	0	0
5:00 PM	0%	0	0%	0	0
6:00 PM	0%	0	0%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

[76] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[77] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

[78] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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APPENDIX TABLE B-5

OFFICE

WEEKDAY SHARED PARKING SENSITIVITY DEMAND ANALYSIS[79]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Office				
Size	11.321 KSF				
Pkg Rate[80]	2.97 /KSF				
Gross Spaces	34 Spaces				
	3 Guest Spc.		31 Emp. Spc.		Shared Parking Demand
Time of Day	% Of Peak[81]	# Of Spaces	% Of Peak[69]	# Of Spaces	
6:00 AM	0%	0	3%	1	1
7:00 AM	1%	0	30%	9	9
8:00 AM	20%	1	75%	23	24
9:00 AM	60%	2	95%	29	31
10:00 AM	**100%**	**3**	**100%**	**31**	**34**
11:00 AM	45%	1	100%	31	32
12:00 PM	15%	0	90%	28	28
1:00 PM	45%	1	90%	28	29
2:00 PM	**100%**	**3**	**100%**	**31**	**34**
3:00 PM	45%	1	100%	31	32
4:00 PM	15%	0	90%	28	28
5:00 PM	10%	0	50%	16	16
6:00 PM	5%	0	25%	8	8
7:00 PM	2%	0	10%	3	3
8:00 PM	1%	0	7%	2	2
9:00 PM	0%	0	3%	1	1
10:00 PM	0%	0	1%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

79 Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

80 Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

81 Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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APPENDIX TABLE B-6

MEDICAL/DENTAL OFFICE

WEEKDAY SHARED PARKING SENSITIVITY DEMAND ANALYSIS[82]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Medical/Dental Office				
Size	21.200 KSF				
Pkg Rate[83]	4.30 /KSF				
Gross Spaces	91 Spaces				
	61 Guest Spc.		30 Emp. Spc.		Shared Parking Demand
Time of Day	% Of Peak[84]	# Of Spaces	% Of Peak[75]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	55	60%	18	73
9:00 AM	90%	55	100%	30	85
10:00 AM	**100%**	**61**	**100%**	**30**	**91**
11:00 AM	**100%**	**61**	**100%**	**30**	**91**
12:00 PM	30%	18	100%	30	48
1:00 PM	90%	55	100%	30	85
2:00 PM	**100%**	**61**	**100%**	**30**	**91**
3:00 PM	**100%**	**61**	**100%**	**30**	**91**
4:00 PM	90%	55	100%	30	85
5:00 PM	80%	49	100%	30	79
6:00 PM	67%	41	67%	20	61
7:00 PM	30%	18	30%	9	27
8:00 PM	15%	9	15%	5	14
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

82 Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

83 Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

84 Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

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APPENDIX C

ULI PARKING CALCULATION WORKSHEETS
WEEKDAY SURVEY SHARED PARKING ANALYSIS

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APPENDIX TABLE C-1

MEDICAL/DENTAL OFFICE

WEEKDAY SHARED PARKING DEMAND ANALYSIS[85]

MANHATTAN MALL, MANHATTAN BEACH

Land Use	Medical/Dental Office				
Size	7.453 KSF				
Pkg Rate[86]	4.30 /KSF				
Gross Spaces	32 Spaces				
	21 Guest Spc.		11 Emp. Spc.		Shared Parking Demand
Time of Day	% Of Peak[87]	# Of Spaces	% Of Peak[87]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	19	60%	7	26
9:00 AM	90%	19	100%	11	30
10:00 AM	**100%**	**21**	**100%**	**11**	**32**
11:00 AM	**100%**	**21**	**100%**	**11**	**32**
12:00 PM	30%	6	100%	11	17
1:00 PM	90%	19	100%	11	30
2:00 PM	**100%**	**21**	**100%**	**11**	**32**
3:00 PM	**100%**	**21**	**100%**	**11**	**32**
4:00 PM	90%	19	100%	11	30
5:00 PM	80%	17	100%	11	28
6:00 PM	67%	14	67%	7	21
7:00 PM	30%	6	30%	3	9
8:00 PM	15%	3	15%	2	5
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

85 Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

86 Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

87 Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

APPENDIX TABLE C-2
MEDICAL/DENTAL OFFICE
WEEKEND SHARED PARKING DEMAND ANALYSIS[88]
MANHATTAN MALL, MANHATTAN BEACH

Land Use	Medical/Dental Office				Shared Parking Demand
Size Pkg Rate[89]	7.453 KSF 4.30 /KSF				
Gross Spaces	32 Spaces				
	21 Guest Spc.		11 Emp. Spc.		
Time of Day	% Of Peak[90]	# Of Spaces	% Of Peak[90]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	0%	0	0
8:00 AM	90%	19	60%	7	26
9:00 AM	90%	19	100%	11	30
10:00 AM	100%	21	100%	11	32
11:00 AM	100%	21	100%	11	32
12:00 PM	30%	6	100%	11	17
1:00 PM	0%	0	0%	0	0
2:00 PM	0%	0	0%	0	0
3:00 PM	0%	0	0%	0	0
4:00 PM	0%	0	0%	0	0
5:00 PM	0%	0	0%	0	0
6:00 PM	0%	0	0%	0	0
7:00 PM	0%	0	0%	0	0
8:00 PM	0%	0	0%	0	0
9:00 PM	0%	0	0%	0	0
10:00 PM	0%	0	0%	0	0
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0

88 Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

89 Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee parking provided by ULI.

90 Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

RESOLUTION NO. PC 99-31

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MANHATTAN BEACH APPROVING A MASTER USE PERMIT AMENDMENT TO INCLUDE A REDUCTION OF PARKING REQUIREMENTS FOR THE CONVERSION OF NIGHTCLUB USE TO GENERAL OFFICE USE AT A VACANT NIGHTCLUB ON THE PROPERTY LOCATED AT 500 SOUTH SEPULVEDA BOULEVARD (Davisson)

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. The Planning Commission of the City of Manhattan Beach considered an application for a master use permit amendment to include a reduction of parking requirements for the conversion of nightclub use to general office use at a vacant nightclub on the property legally described as Lots 4 & 5, Block 2, Amended Map of Seaside Park located at 500 S. Sepulveda Boulevard in the City of Manhattan Beach.

B. The applicant for the subject project is William Davisson, the owner of the property.

C. Pursuant to the California Environmental Quality Act (CEQA), and the Manhattan Beach CEQA Guidelines, the subject project has been determined to be exempt (Class 32) as infill development within an existing urbanized area per Section 15332 of CEQA.

D. The project will not individually nor cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

E. The property is located within Area District I and is zoned CG Commercial General. The surrounding private land uses consist of general commercial and single-family residential.

F. The General Plan designation for the property is General Commercial.

G. Approval of the conversion of a night club use to general office use, subject to the conditions below, will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the City as detailed in the project Staff Report.

H. The project shall be in compliance with applicable provisions of the Manhattan Beach Municipal Code.

I. The project will not create adverse impacts on, nor be adversely impacted by, the surrounding area, or create demands exceeding the capacity of public services and facilities.

J. A reduction of thirty commercial parking spaces is approved based on the site's sharing of parking by a number of commercial tenants, and the site's historically low parking demand analyzed in the project staff report and parking study. The building design and tenant restrictions shall be permanently controlled by this use permit.

K. This Resolution, upon its effectiveness, constitutes the Master Use Permit for the subject property.

Section 2. The Planning Commission of the City of Manhattan Beach hereby **APPROVES** the subject master use permit amendment application subject to the following conditions (*indicates a site specific condition):

1. * The project shall be operated in substantial compliance with the submitted plans as reviewed by the Planning Commission on December 8, 1999. Any substantial deviation from the approved plans must be reviewed and approved by the Planning Commission.

2. * The facility shall be limited to 29,167 square feet of office/personal services space including a maximum of 13,427 square feet of medical office space; and, 3,154 square feet of restaurant space. The restaurant uses shall conform to previous applicable permits and plans approved by the Planning Commission and Board of Zoning Adjustment. Entertainment shall be prohibited from the restaurants. The restaurant spaces may be occupied by retail, personal service, or office uses for interim periods which shall not be considered to contribute toward any use permit lapsing periods.

3. A Traffic Management Plan shall be submitted in conjunction with any construction and other building plans, to be approved by the Police and Public Works Departments prior to issuance of building permits. The plan shall provide for the management of all construction related traffic during all phases of construction, including delivery of materials and parking of construction related vehicles.

4. All future electrical, telephone, cable television system, and similar service wires and cables shall be installed underground to the appropriate utility connections in compliance with all applicable Building and Electrical Codes, safety regulations, and orders, rules of the Public Utilities Commission, the serving utility company, and specifications of the Public Works Department.

5. Any future site landscaping plans shall utilize drought tolerant native plants and shall be submitted for review and approval. All plants shall be identified on the plan by the Latin and common names. The current edition of the Sunset Western Garden Book contains a list and description of drought tolerant plants suitable for this area. A low pressure or drip irrigation system shall be installed in the landscaped areas, which shall not cause any surface run-off. Details of the irrigation system shall be noted on the landscaping plans. The type and design shall be subject to the approval of the Public Works and Community Development Departments.

6. Security lighting for the site shall be provided in conformance with Municipal Code requirements including glare prevention design.

7. A covered trash enclosure(s), with adequate capacity shall be provided on the site subject to the timing, specifications and approval of the Public Works Department, Community Development Department, and City's waste contractor. A trash and recycling plan shall be provided as required by the Public Works Department. Signage shall be provided at the existing parking space potentially obstructing trash access, which identifies parking time restrictions subject to review and approval by the Community Development Department.

8. * The site shall allow reciprocal vehicle access with the adjacent southerly property for any future City approved project upon which a similar reciprocal access condition is imposed. The Parking lot configuration shown on the subject plans shall be modified (at the expense of the subject property owner) at the time of implementation of the reciprocal access condition of the project.

9. * Parking shall be provided in conformance with the current Manhattan Beach Municipal Code, except that the automobile parking requirement is reduced to 125 parking spaces based on site uses and submitted parking demand analysis. Eight bicycle parking spaces shall be provided on the site. Parking spaces shall not be labeled or otherwise restricted

for use by any individual tenant of the project. Future parking lot modifications for the purposes of providing reciprocal access to the neighboring commercial property, and any parking requirement modifications that are necessary, shall be subject to approval of the Planning Commission in association with its review of the neighboring project.

10. * The facility operator shall prohibit employees from parking vehicles on the surrounding public streets. Employees must park on-site or be transported to the site from other off-street parking facilities subject to Community Development Department approval. As a minimum, the owner of the site shall include prohibitions against employee parking on local streets in any future lease and/or rental agreements excluding renewals.

11. * All new signs and sign changes shall be in compliance with the City's Sign Code. If the existing pole sign remains in place, any other freestanding signs on the site shall be removed prior to issuance of any permits or occupancy for the subject space. A sign program identifying allocation and restrictions of signs shall be submitted to and approved by the Community Development Dapartment prior to the subject permit issuance or occupancy. The sign program shall include a prohibition of future internally illuminated awnings.

12. Noise emanating from the site shall be in compliance with the Municipal Noise Ordinance.

13. Any outside sound or amplification system or equipment is prohibited.

14. Operations shall comply with all South Coast Air Quality Management District Regulations and shall not transmit excessive emissions or odors across property lines.

15. Operations shall remain in compliance with all Fire and Building occupancy requirements at all times. The project shall conform to all disabled access requirements subject to the approval of the Building Official.

16. The management of the property shall police the property and all areas immediately adjacent to the businesses during the hours of operation to keep it free of litter.

17. The operators of the facility shall provide adequate management and supervisory techniques to prevent loitering and other security concerns outside the subject businesses.

18. No waste water shall be permitted to be discharged from the premises. Waste water shall be discharged into the sanitary sewer system.

19. All provisions of the Use Permit are subject to review by the Community Development Department 6 months after occupancy and yearly thereafter.

20. This Use Permit shall lapse two years after its date of approval, unless implemented or extended pursuant to 10.84.090 of the Municipal Code.

21. 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.

22. The applicant agrees, as a condition of approval of this project, to pay all reasonable legal and expert fees and expenses of the City of Manhattan Beach, in defending any legal action brought against the City within 90 days after the City's final approval of the project, other than one by the Applicant, challenging the approval of this project, or any action or failure to act by the City relating to the environmental review process pursuant to the California Environmental Quality Act. In the event such a legal action is filed against the City, 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.

23. At any time in the future, the Planning Commission or City Council may review the Use Permit for the purposes of revocation or modification. Modification may consist of conditions deemed reasonable to mitigate or alleviate impacts to adjacent land uses.

SECTION 3. Pursuant to Government Code Section 65009 and Code of Civil Procedure 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 proceedings and such mailing shall constitute the notice 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 December 8, 1999 and that said Resolution was adopted by the following vote:

AYES:	**Kuch, Milam, Simon Chairman Kirkpatrick**
NOES:	**Ward**
ABSTAIN:	**None**
ABSENT:	**None**

RICHARD THOMPSON,
Secretary to the Planning Commission

for S.B.
Sarah Boeschen,
Recording Secretary

11/3/09

Dear Mr Thompson, Planning Commission + City Council,

In Regards To The Amendment For 500. S. Sepulveda They are Currently Doing Without Your Permission, Those Exact Things, They Want To Amend The Resolution For. They Have Already Eliminated one Restaurant and Have Leased out More Medical Space Then Currently Allowed. With No Concern For The Tenants or The City. There is Not Enough Parking on the property. And With The Fe Torito Lot For Sale There is No Guarantee To Use That Lot For Overflow. The Street Cannot Hold More Cars, + Eventually The Old Vasek Lots Will Be Occupied Creating More Need For Parking. So To Grant an Amendment To Allow More Cars. To a Bldg That Does Not Have Enough Parking Spaces Required Already is Crimal To The Businesses That Exist There. All of Their Customers Will Not Be Able To Park Forcing Businesses